



Highmoor Lane, Cleckheaton

Transport Statement

Thirteen Group

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1. Introduction

1.1 Commission

Hydrock Fore has been commissioned by Morris & Spottiswood on behalf of Thirteen Group to provide transport and highways advice in relation to a planning application for 40 No. residential dwellings at Highmoor Lane, Cleckheaton.

The commission includes the preparation of a Transport Statement and Residential Travel Plan for submission as part of the planning application.

1.2 Site Location

The site is located off Highmoor Lane, towards the southwestern edge of Cleckheaton, Kirklees. The A649 Halifax Road runs to the northeast of the site and the M62 runs to the northwest of the site. Hartshead Moor Cricket Club is located to the immediate southwest of the site.

The location of the site is shown on Figure 1.

1.3 Development Proposal

Planning permission is sought for a residential development comprising 40 No. dwellings. Access will be taken from a new simple three-arm priority junction onto Highmoor Lane.

The proposed site layout plan is included at Appendix A.

1.4 Purpose of this Report

The purpose of this Transport Statement is to provide a full and robust assessment of the transport elements of the development proposal.

The intention is to provide the necessary information to assist Kirklees Council (KC) Highways as the Local Planning and Highway Authority in determining the planning application.

A Residential Travel Plan has been prepared under separate cover.

1.5 Structure of the Report

This report is structured as follows:

- » Section 2 describes the local road network within the vicinity of the site.
- » Section 3 describes the opportunities to access the site by sustainable modes of travel including walking, cycling, and public transport.
- » Section 4 identifies national and local transport policy that is relevant to the proposed development and sets out how the development proposals respond to, and accord with, these policies.
- » Section 5 provides an overview of the development proposals for the site and provides a summary of the access, car and cycle parking provision and servicing arrangements.
- » Section 6 identifies the predicted weekday AM and PM peak hour traffic generations for the proposed development.
- » Section 7 details the methodology for estimating the total person trips by mode associated with the proposed development.
- » Section 8 provides a summary of the latest five-year personal injury collision data within the vicinity of the site.
- » Section 9 summarises and concludes the findings of the report.

2. Highway Network

2.1 Introduction

This Section describes the local highway network within the vicinity of the site.

2.2 Local Highway Network

2.2.1 *Highmoor Lane*

The site will take access onto Highmoor Lane.

Highmoor Lane is a single-lane two-way carriageway, which provides access to a number of residential properties and Hartshead Moor Cricket Club.

Within the immediate vicinity of the site, the carriageway is approximately 6.5m wide and is subject to a 30mph speed limit. Street lighting is provided. A footway is provided along the southern side and is set back from the carriageway by a grassed verge.

At its eastern end, Highmoor Lane forms the western arm of a four-arm signalised junction with the A649 Halifax Road / A643.

2.2.2 *A649 Halifax Road*

Within the vicinity of the site, Halifax Road is a single-lane-two-way carriageway which provides access to a number of residential sites.

Within the vicinity of the site, the carriageway is approximately 7.0m wide and is subject to a 30mph speed limit. Street lighting is provided. A footway (approximately 3.0m wide) runs along the eastern side of the carriageway and a footway (approximately 2.0m wide) runs along the western side of the carriageway.

3. Sustainable Access

3.1 Introduction

This Section describes the opportunities to access the site by sustainable modes of travel including walking, cycling and public transport.

3.2 Pedestrian Access

3.2.1 *Pedestrian Network*

2.0m wide footways are to be provided along both sides of the proposed vehicular access. The footway along the northern side of the access will tie into the existing footway along Highmoor Lane. Dropped kerbs and tactile paving will be provided at the proposed site access.

Pedestrian access will be provided along the site's northern boundary, connecting to the existing footway along the A649 Halifax Road.

3.2.2 *Pedestrian Catchment and Local Amenities*

Although walking distances will obviously vary between individuals and circumstances, the Chartered Institution of Highways & Transportation (CIHT) suggests that up to 2.0km is an acceptable walking distance for commuting and some other journey purposes¹.

Figure 2 illustrates a 2.0km walking distance isochrone measured from an indicative central point within the site, assuming only formal road crossings and designated footways/footpaths are used. The Figure shows that the following key amenities are within walking distance of the site:

Retail / Leisure

- » Windybank Food and Wine Stores and One stop are the nearest food stores to the site on Fourth Avenue and Halifax Road, respectively and are located approximately 1.2km walking distance from the site.
- » The Top Shop off-license and convenience store is located approximately 1.8km walking distance from the site.
- » A number of retail/leisure facilities, including the Tesco Superstore, restaurants, cafes, retail/fashion shops, a florist and public houses are located around Northgate and the A643 Parkside in the centre of Cleckheaton, just beyond the 2.0km walking distance isochrone (approximate 2.3km walking distance).
- » Cleckheaton Library is located approximately 2.0km walking distance from the site on Whitcliffe Road.
- » West End Park (a park and garden) is located approximately 1.4km walking distance from the site on Park View.

Education

- » High Bank Junior and Infant School is the nearest primary school and nursery and is located approximately 1.1km walking distance from the site on Eighth Avenue.
- » Whitcliffe Mount School is the nearest secondary school and is located approximately 2.0km walking distance from the site on Turnsteads Avenue.

¹ *Guidelines for Providing for Journeys on Foot*, Chartered Institution of Highways & Transportation, 2000, p49.

Healthcare

- » The Cleckheaton Health Centre, which comprises the Parkview Surgery, Greenway Medical Practice and a Pharmacy, is located on Greenside, just beyond the 2.0km walking distance isochrone (approximate 2.3km walking distance).
- » The Cleckheaton Group Practice, which includes Kirklees Pharmacy and a doctor's surgery, is located on Cross Church Street, just beyond the 2.0km walking distance isochrone (approximately 2.4km walking distance).

3.3 Cycle Access

3.3.1 Cycle Network and Catchment

The Cycling England document *Integrating Cycling into Development Proposals*² suggests acceptable cycling distances of commuting and non-work purposes, as follows:

"Most cycle journeys for non-work purposes and those to rail stations are between 0.5 miles [0.8km] and 2 miles [3.2km], but many cyclists are willing to cycle much further. For work, a distance of 5 miles [8 km] should be assumed."

Figure 3 illustrates the isochrone for a cycling distance of 8.0km from an indicative central point within the site.

The catchment includes Cleckheaton, Wyke, Drub, Gomersal, Lightcliffe, Brighouse, Oakenshaw, Low Moor, Heckmondwike, Liversedge and Scholes.

The Sustrans Cycle Map³ indicates that the following National Cycle Routes (NCR) are located within the 8.0km catchment, as set out below:

- » **NCR 66** is a long-distance route which runs east of the site. Locally, the route heads southeast through Cleckheaton, towards Liversedge and Heckmondwike.
- » **NCR 69** is a route that runs south of the site. The route can be accessed from NCR 66 off Leeds Road. Locally, the route runs southwest towards Deighton and Huddersfield.

3.4 Public Transport

3.4.1 Bus Services

The CIHT's 'Planning for Public Transport in Developments'⁴ states that:

"The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m".

The nearest bus stop is located on the A649 Halifax Road, directly adjacent to the site. The bus stop is located approximately 150m walking distance from an indicative central point within the site and provides northbound services along the A649 Halifax Road. Southbound services can be accessed from the bus stop located approximately 260m walking distance from an indicative central point within the site.

A bus stop is provided along the A643 Moorside, located approximately 240m walking distance from an indicative central point within the site.

² *Integrating Cycling into Development Proposals*, Cycling England, 2009, p4.

³ *Sustrans Cycle Map*, Sustrans (Accessed 23 April 2025).

⁴ *Planning for Public Transport in Development*, Chartered Institution of Highways and Transportation, 1999.

The bus stop locations are shown on Figure 4.

The Table below summarises the existing services using these stops, with approximate daytime frequencies and destinations served.

Table 1: Bus Services

Service	Operator	Destinations Served	Approximate Daytime Frequency		
			Monday to Friday	Saturday	Sunday
200	Arriva Yorkshire	Heckmondwike - Leeds	30 minutes	30 minutes	60 minutes
254	Arriva Yorkshire	Huddersfield - Leeds	30 minutes	30 minutes	60 minutes
256	TLC Travel	Bradford Interchange - Brighouse Bus Station	(Bradford Interchange – Brighouse Bus Station) Three Daily Services (Brighouse Bus Station – Bradford Interchange) One Daily service at 16:22hrs	No Service	No Service
259	TLC Travel	East Brierley - Brighouse	(East Brierley – Brighouse) Hourly from 09:41hrs – 13:39hrs (Brighouse – East Brierley) Hourly from 10:14hrs – 14:14hrs	(East Brierley – Brighouse) Hourly from 09:39hrs – 15:39hrs (Brighouse – East Brierley) Hourly from 09:14hrs – 16:14hrs	No Service
263	TLC Travel	Bradford Interchange – Dewsbury Bus Station	Monday – Friday: (Bradford Interchange – Dewsbury Bus Station) One Daily Service at 08:00hrs (Dewsbury Bus Station to Bradford Interchange) One Daily Service at 15:47hrs	Saturdays: No Service	No Service

Service	Operator	Destinations Served	Approximate Daytime Frequency		
			Monday to Friday	Saturday	Sunday
AL1	A Lyles and Son	Monk Ings - St John Fisher H.S	(St John Fisher H.S. - Heckmondwike - Monk Ings) One Daily Service at 15:52hrs	No Service	No Service

Note: Services correct as of 23 April 2025

3.4.2 Rail Services

Brighouse Railway Station is the nearest mainline rail station and is located approximately 3.2km (direct measurement) to the southwest of the site.

The station lies between Leeds and Huddersfield on the Calder Valley line and services at the station are operated as follows:

- » Northern operate an hourly service between Brighouse and Leeds, it takes approximately 32 minutes to get from Brighouse to Leeds by train. Northern also operates services approximately every 40 minutes between Brighouse and Bradford Interchange and an hourly service between Brighouse and Huddersfield.
- » Northern also operates an hourly service between Brighouse and Wigan Wallgate.
- » Grand Central Railway operate 4 daily services between Brighouse and London Kings Cross.

3.5 Travel Plan

A Residential Travel Plan has been prepared to accompany the planning application. It is envisaged that the implementation of the Travel Plan will be a condition to any planning approval.

The overriding aim of the Travel Plan is to reduce the dependency on use of the private car and encourage travel to the site by more sustainable modes including walking, cycling, public transport and car sharing. A target reduction of 5% to the single occupancy car journey mode share has been set.

4. Transport and Planning Policy

4.1 Introduction

This Section identifies national and local transport policy that is relevant to the proposed development and sets out how the development proposals respond to, and accord with, this policy.

4.2 National Policy

4.2.1 National Planning Policy Framework

The 'National Planning Policy Framework' (NPPF)⁵ sets out national planning policy for England; specifically, how the planning system is to contribute to achieving sustainable development through the following interdependent objectives:

- » *"An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.*
- » *A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.*
- » *An environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."*

The NPPF sets out a presumption in favour of sustainable development. This means that development proposals that accord with the development plan should be approved without delay.

Specifically, in relation to transport, the NPPF states that the planning system should actively manage patterns of growth to address potential impacts of development on transport networks; realise opportunities from existing or proposed transport infrastructure and technology; and promote walking, cycling and public transport.

In relation to considering development proposals, the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment to ensure the likely impacts of development are assessed.

Paragraph 116 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

4.2.2 Planning Practice Guidance

Planning Practice Guidance⁶ (PPG) provides planning guidance, in line with the overarching NPPF. PPG provides advice on when Transport Assessments and Transport Statements are required, and what they should contain:

⁵ National Planning Policy Framework, Department for Levelling Up, Housing and Communities, 2024.

⁶ Planning Practice Guidance, Department of Communities and Local Government, 2014.

"Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts)."

Furthermore, it states that:

"Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework."

And:

"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts".

4.3 Local Policy

4.3.1 Kirklees Local Plan

The Kirklees Local Plan⁷ was adopted in February 2019. It sets out a strategy of how development will be accommodated across the district up until 2031.

Transport planning policies set out in the local plan relevant for this development are:

- » **Policy LP1: Presumption in favour of sustainable development.** When considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.
- » **Policy LP3: Location of new development.**
 - » 2) d. Ensuring delivery of housing and jobs in smaller settlements to meet local housing and employment needs.
 - » 2) g. Providing access to a range of transport choices and access to local services
- » **Policy LP20: Sustainable travel.** Proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity.
- » **Policy LP21: Highways and access.** Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.
- » **Policy LP22: Parking.** In particular, principles e-h:
 - » e. Car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development;
 - » f. New developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off-street parking in accordance with current guidance;
 - » g. Provision will be made to meet the needs of cyclists for cycling parking in new developments;
 - » h. Provision will be made to accommodate the needs of disabled people for the parking of vehicles.

4.4 Summary

The development proposals accord with both national and local transport policy. The proposed development is consistent with the NPPF and the transport policies set out in the Kirklees Local Plan.

⁷ Kirklees Local Plan: Kirklees Local Plan Strategy and Policies, Kirklees Council, 2019.

A robust Transport Statement has been prepared for the proposed development which will be accessible by sustainable modes of travel including walking, cycling and public transport.

A suitable vehicle access arrangement has been identified to serve the site from a new priority junction onto Highmoor Lane and appropriate levels of car parking will be provided.

The traffic demand associated with the proposed development can be satisfactorily accommodated on the local road network and the residual cumulative impacts of the proposed developments are not considered to be "severe," within the context of Paragraph 116 of the NPPF.

5. Development Proposals

5.1 Introduction

This Section provides an overview of the development proposals for the site and provides a summary of the access, parking, and servicing arrangements.

5.2 Development Proposal

Planning permission is sought for a residential development comprising 40 No. dwellings. The proposed site layout plan is included at Appendix A.

5.3 Access

Vehicular access to the site will be provided from a new simple three-arm priority junction onto Highmoor Lane. The access will have the following geometric parameters:

- » 5.5m carriageway width.
- » 6.0m kerb radii.

2.0m wide footways are to be provided along both sides of the proposed vehicular access. The footway along the northern side of the access will tie into the existing footway along Highmoor Lane. Dropped kerbs and tactile paving will be provided at the proposed site access. A footway connection will be provided along the site's northeastern boundary, connecting to the existing footway along the A649 Halifax Road.

The proposed access arrangement is shown on Drawing P22-271-HYD-XX-XX-DR-C-5000 provided to the rear of this Transport Statement.

5.4 Car Parking

Guidance for car parking at new developments is set out within the 'Kirklees Council Highways Design Guide SPD'⁸. The documents states that:

"Kirklees Council has not set local parking standards for residential and non-residential development. However, as an initial point of reference for residential developments (unless otherwise evidenced using the criteria in Para. 5.1), it is considered that new:

- » 2 to 3 bedroom dwellings provide a minimum of two off street car parking spaces.
- » 4+ bedroom dwellings provide three off-street spaces.
- » 1-2 bedroom apartments provide one space (3+ bed two spaces)

In most circumstances, one visitor space per 4 dwellings is considered appropriate".

Car parking at the development is to be provided in line with the above guidelines. 10 visitor parking spaces are to be provided, dispersed around the development. Each dwelling will have access to an electric vehicle charging point. The car parking at the development is illustrated on the proposed site layout plan at Appendix A.

⁸ Kirklees Highway Design Guide, Supplementary Planning Document, Kirklees Council, 2019.

5.5 Servicing

The internal road layout has been designed to ensure that the proposed development can be served by the largest anticipated refuse collection vehicle. Swept path analysis drawings (31236-100-P-001A and 31236-100-P-002A) demonstrating the turning movements of an 11.2m refuse collection vehicle are provided at the rear of this Transport Statement.

6. Vehicle Trip Generation

6.1 Introduction

This Section details the methodology used to determine the predicted Weekday AM and PM peak hour vehicle trip generation associated with the proposed development.

6.2 Vehicle Trip Generation

To determine the predicted vehicle trip generation associated with the proposed development, average vehicle trip rates have been derived from the TRICS database based on the search criteria set out in the Table below. Surveys undertaken during Covid restrictions have been excluded. The full TRICS output is provided at Appendix B.

Table 2: TRICS Search Criteria

Parameter	Selection
TRICS Land Use Category	Residential (03) / Houses Privately Owned (A)
Location	Edge of Town / Suburban
Regions	All regions except Ireland, Northern Ireland and Greater London
Parameter	Number of Dwellings
Actual Range	10-99 Dwellings
Range Selected by User	10-100 Dwellings
Survey Days	Monday-Friday
Calculation Factor	Trips per Dwelling

The TRICS search criteria above returns a total of 45 survey days with an average development quantum of 50 No. dwellings (i.e. comparable to the proposed development quantum).

The vehicle trip generation for the highest generating Weekday AM and PM peak hours (identified as 08:00-09:00 and 17:00-18:00) is set out in the Table below.

Table 3: Weekday Peak Hour Vehicle Trip Generation

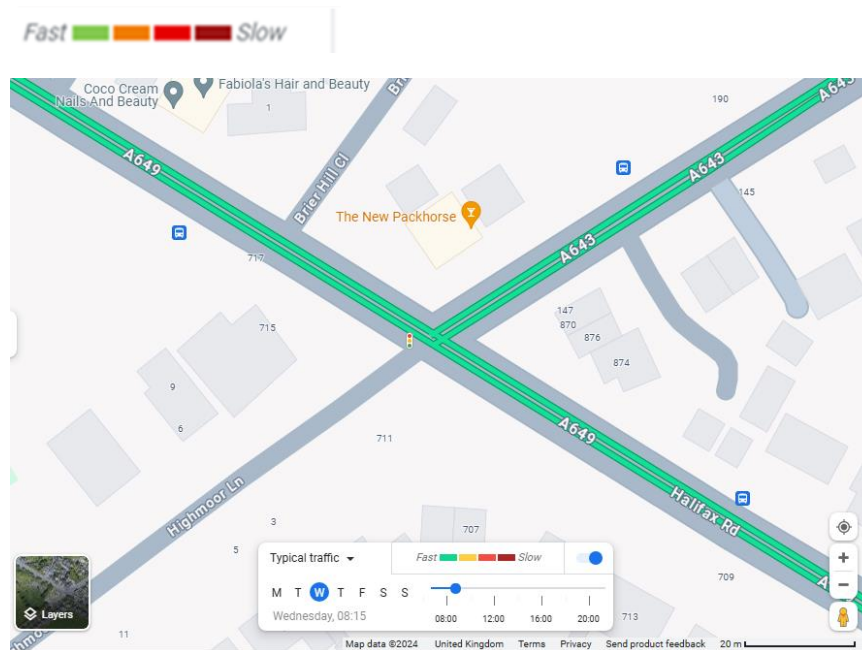
Scenario	Weekday AM Peak Hour (0800-0900 hours)			Weekday PM Peak Hour (1700-1800 hours)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Vehicle Trip Rates (Trips per Dwelling)	0.166	0.368	0.534	0.342	0.165	0.507
Vehicle Trips (40 No. Dwellings)	7	15	21	14	7	20

Note: Vehicle trips rounded to the nearest whole number

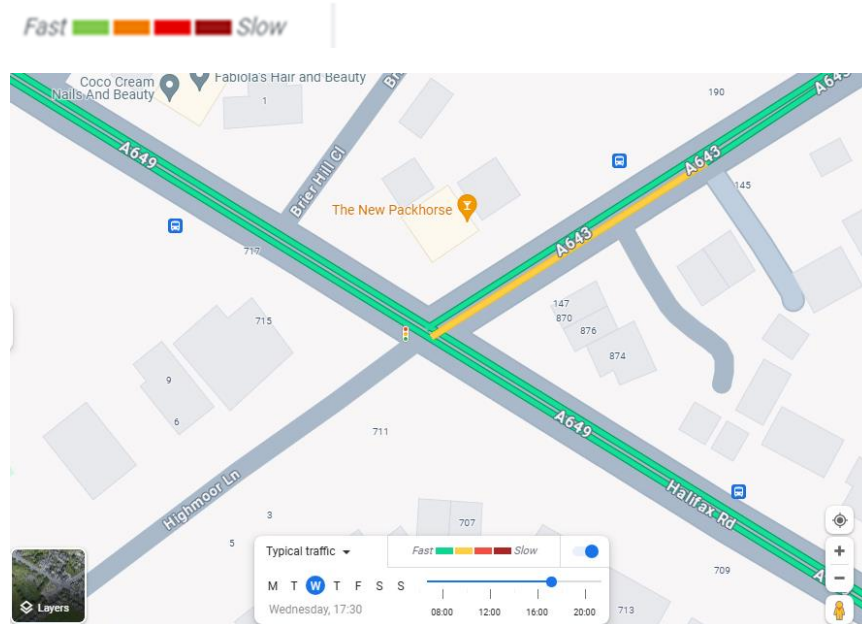
The Table above shows that the proposed development is predicted to generate 21 and 20 two-way vehicle trips during the Weekday AM and PM peak hours, respectively. This equates to only one new vehicle trip approximately every three minutes during the highest generating peak hours.

The development trips will be distributed north, south and west at the four-arm signalised junction between Highmoor Lane / A649 Halifax Road / A643. Google Mapping 'Typical Traffic Feed' shows that traffic conditions at the junction are generally free flowing during the Weekday AM and PM peak hours (see screenshots below).

Screenshot 1: Google Mapping 'Typical Traffic Feed' at Highmoor Lane / A649 Halifax Road / A643 Signalised Junction - Weekday AM Peak Hour



Screenshot 2: Google Mapping 'Typical Traffic Feed' at Highmoor Lane / A649 Halifax Road / A643 Signalised Junction - Weekday PM Peak Hour



The Google Maps typical traffic conditions indicate that traffic flows at the junction are predominantly fast flowing (green) with a slightly slower (amber) section along the A643 approach arm during the Weekday PM peak only. There are no red or dark red sections to indicate that traffic speeds are abnormally slow along any of the approach arms at the junction.

Given the above, and that the proposed development will add only one additional trip at the junction approximately every 20 minutes during the Weekday AM and PM peak hours, it is considered that this level of additional traffic will not have any material impact on the operation of the junction.

As such, it is considered that no further assessment of the traffic generation of the proposed development is required.

7. Total Person Trip Generation

7.1 Introduction

This Section details the methodology for estimating the total person trips by mode associated with the proposed development.

7.2 Baseline Mode Share

The baseline mode share for the proposed development has been estimated based on the 2011 Census dataset, "QS701EW - Method of travel to work". The mode share for the Kirklees 008A Lower Layer Super Output Area (LSOA) has been considered. This LSOA covers existing residential dwellings within Cleckheaton which will likely have similar travel characteristics to the proposed development given the existing public transport accessibility and configuration of the local highway network.

By applying the baseline mode share to the predicted vehicle trip generation for the proposed development, the predicted person trip generation by mode has been estimated. This is set out in the Table below.

Table 4: Person Trip Generation by Mode

Mode	Mode Share (%)	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Metro, Light Rail	0.1%	0	0	0	0	0	0
Train	0.4%	0	0	0	0	0	0
Bus, minibus or coach	4.9%	0	1	1	1	0	1
Taxi	0.8%	0	0	0	0	0	0
Motorcycle, scooter or moped	0.9%	0	0	0	0	0	0
Driving a car or van	79.7%	7	15	21	14	7	20
Passenger in a car or van	6.0%	0	1	2	1	0	2
Bicycle	1.6%	0	0	0	0	0	0
On foot	5.7%	0	1	2	1	0	1
Total	100.0%	8	18	27	17	8	25

Note: Person trips rounded to the nearest whole number

The Table above shows that the proposed development is predicted to generate 27 and 25 two-way person trips during the Weekday AM and PM peak hours.

It should be noted that the baseline mode share presented in the Table above represents the method of travel to work that would be expected to occur without the implementation of a Travel Plan. A Travel Plan will be prepared to accompany the planning application. The Travel Plan will ensure that robust measures and monitoring strategies are in place to encourage travel to the site by more sustainable modes such as walking, cycling and public transport.

As part of the Travel Plan, a 'target' mode share will be identified. The initial modal split has been based on the mode share presented in the Table above, with future year targets set to encourage the use of sustainable modes of travel to and from the development and reduce the overall number of single-occupancy vehicle trips.

8. Personal Injury Collision Data

8.1 Introduction

This Section provides an analysis of the latest five-year personal injury collision (PIC) data within the vicinity of the site for the period covering 2019 to 2023, this being the latest five-year data available on the Crashmap⁹ website.

8.2 Personal Injury Collision Data

The PIC data has been obtained from the Crashmap website. An extract of the data is provided at Appendix C.

Within the latest available five-year period, there have been no recorded collisions on Highmoor Lane or within 100m of the Highmoor Lane / A649 Halifax Road / A643 four-arm signalised junction. The nearest collisions to the junction are described below:

- » A collision of slight severity occurred approximately 140m to the northwest of the junction. The collision involved two cars and there was one casualty.
- » A collision of slight severity occurred approximately 106m to the southeast of the junction. The collision involved a motorcycle and a car and there was one casualty.

8.3 Summary

The number of collisions occurring within the vicinity of the site over the five-year period is low and the proposed development is unlikely to have a detrimental impact on the accident rate of the network.

⁹ <https://www.crashmap.co.uk/Search> (Accessed 17 April 2025)

9. Summary and Conclusions

This Transport Statement has been prepared to accompany a planning application for 40 No. residential dwellings at Highmoor Lane, Cleckheaton.

The Transport Statement has:

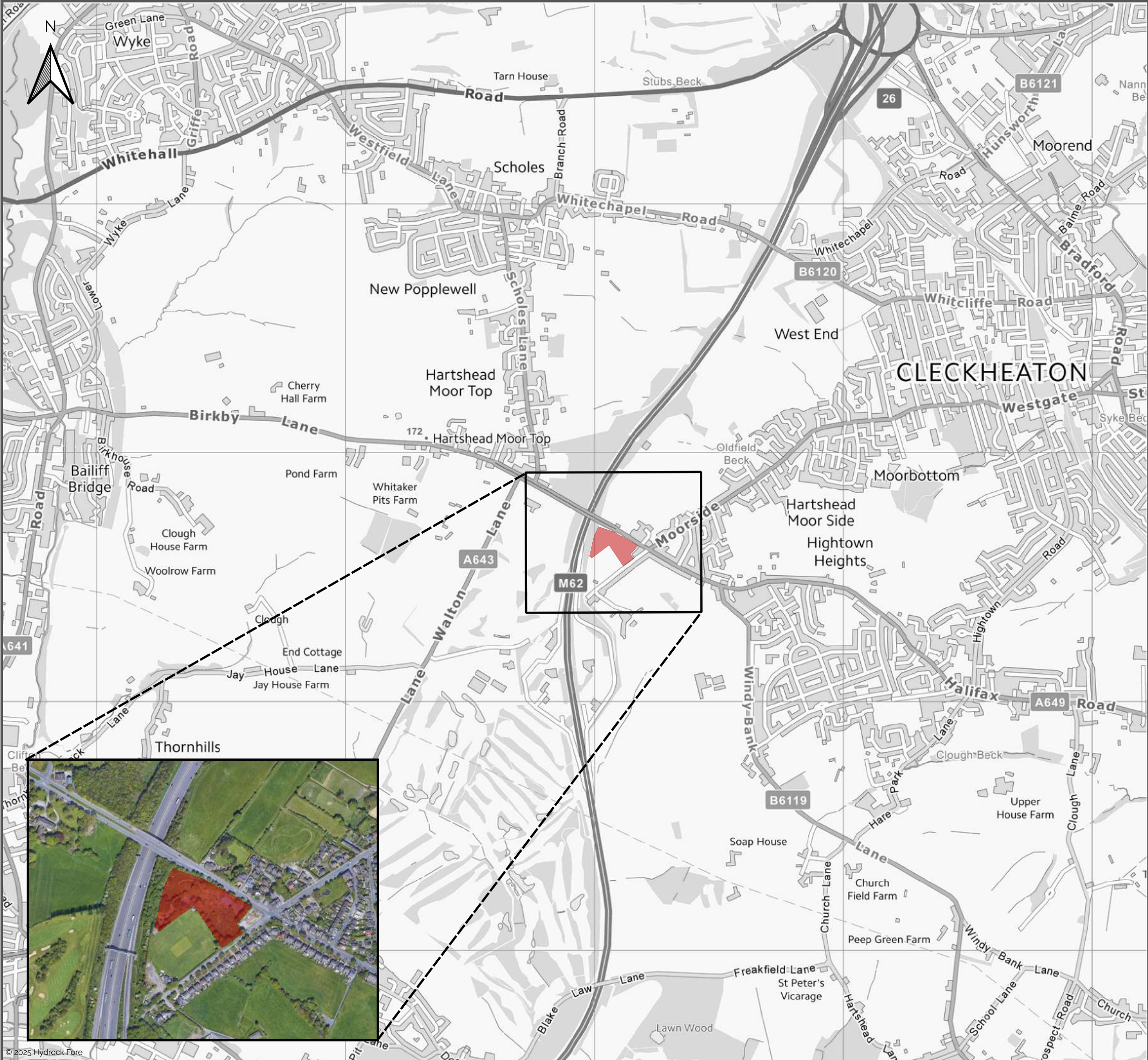
- » Examined the baseline conditions of the study highway network.
- » Outlined the proposed development including the access, parking and servicing arrangements.
- » Considered relevant national and local transport planning policy.
- » Provided an analysis of sustainable travel opportunities to the site by walking, cycling and public transport.
- » Determined the predicted Weekday AM and PM peak hour vehicle trip generations onto the study highway network.
- » Determined the predicted total person trips by mode to the site during the identified Weekday AM and PM peak hours.
- » Provided an analysis of the recorded five-year personal injury collision data within the vicinity of the proposed site.

It is considered that:

- » The development offers the opportunity to travel to the site by sustainable modes of travel including walking, cycling and public transport. It has been demonstrated that the development lies within the preferred maximum walking and cycling catchment distances to a number of residential areas as well as a range of local facilities. It has also been demonstrated that the site offers the opportunity to travel to and from the development using the bus stops and services along the A649 Halifax Road and the A643. A Residential Travel Plan has been prepared as a separate document to this Transport Statement, aimed at encouraging sustainable travel to and from the site and reducing the number of single occupancy car trips.
- » The development accords with both national and local transport policy.
- » A suitable vehicular access arrangement is proposed via a new simple three-arm priority junction onto Highmoor Lane. The proposed development can be served by the largest anticipated refuge collection vehicle.
- » An appropriate number of car parking spaces are to be provided, in line with Kirklees guidance.
- » The proposed development is predicted to generate 21 and 20 two-way vehicle trips during the Weekday AM and PM peak hours, respectively. This equates to only one new vehicle trip approximately every three minutes during the highest generating peak hours. The development trips will be distributed north, south and west at the four-arm signalised junction between Highmoor Lane / A649 Halifax Road / A643. Google Mapping 'Typical Traffic Feed' shows that traffic conditions at the junction are generally free flowing during the Weekday AM and PM peak hours and it is considered that the level of additional traffic will not have any material impact on the operation of the junction.
- » There have been no recorded collisions on Highmoor Lane or within 100m of the Highmoor Lane / A649 Halifax Road / A643 four-arm signalised junction. It is concluded that the number of accidents occurring within the vicinity of the proposed site access over the five-year period is low and the proposed development is unlikely to have a detrimental impact on the accident rate of the network.

It is concluded that the delivery of the proposed development will not result in unacceptable residual cumulative impacts within the context of Paragraph 116 of the NPPF. On this basis it is therefore concluded that, in terms of highways, the development proposals are acceptable.

Figures



Key:

Indicative Site Location

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116 Quayside
Newcastle upon Tyne
NE1 3DY

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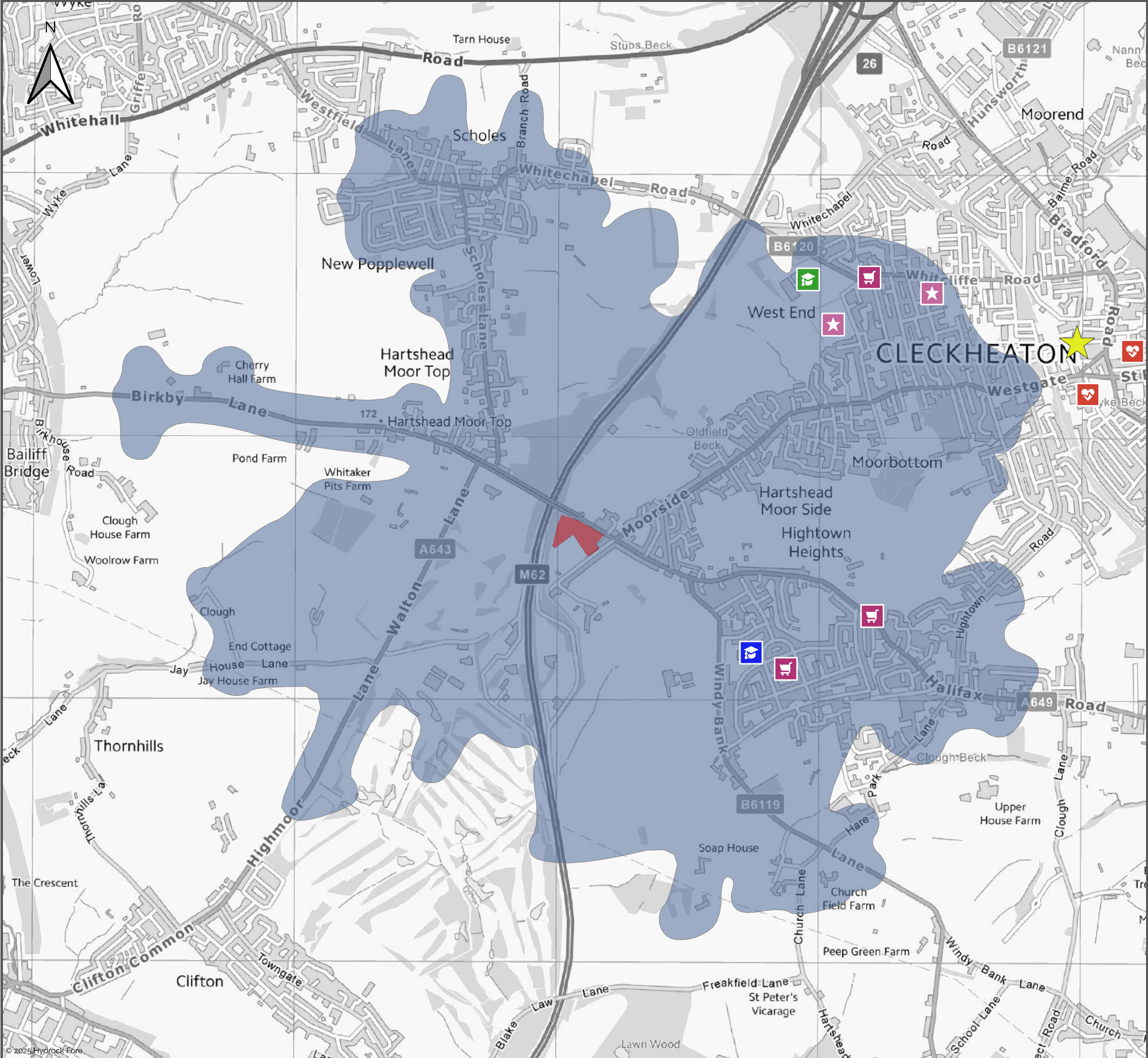
Hydrock Fore

Client:
Thirteen Group

Project:
Highmoor Lane, Cleckheaton

Figure Title:
Site Location

Scale: 1:15,000	Figure Status: Issue
Job Number: 31236	Figure Number: Figure 1



Key:

Indicative Site Location

2.0km Walking Isochrone

Local Amenities

Primary School

Secondary School

Retail

Leisure

Health e.g. GP Surgery or Dentist

Cleckheaton Town Centre

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NE1 3DY

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Hydrock
Fore

Client:

Thirteen Group

Project:

Highmoor Lane, Cleckheaton

Figure Title:

Walking Catchment and Local Amenities

Scale:

1:24,000

Figure Status:

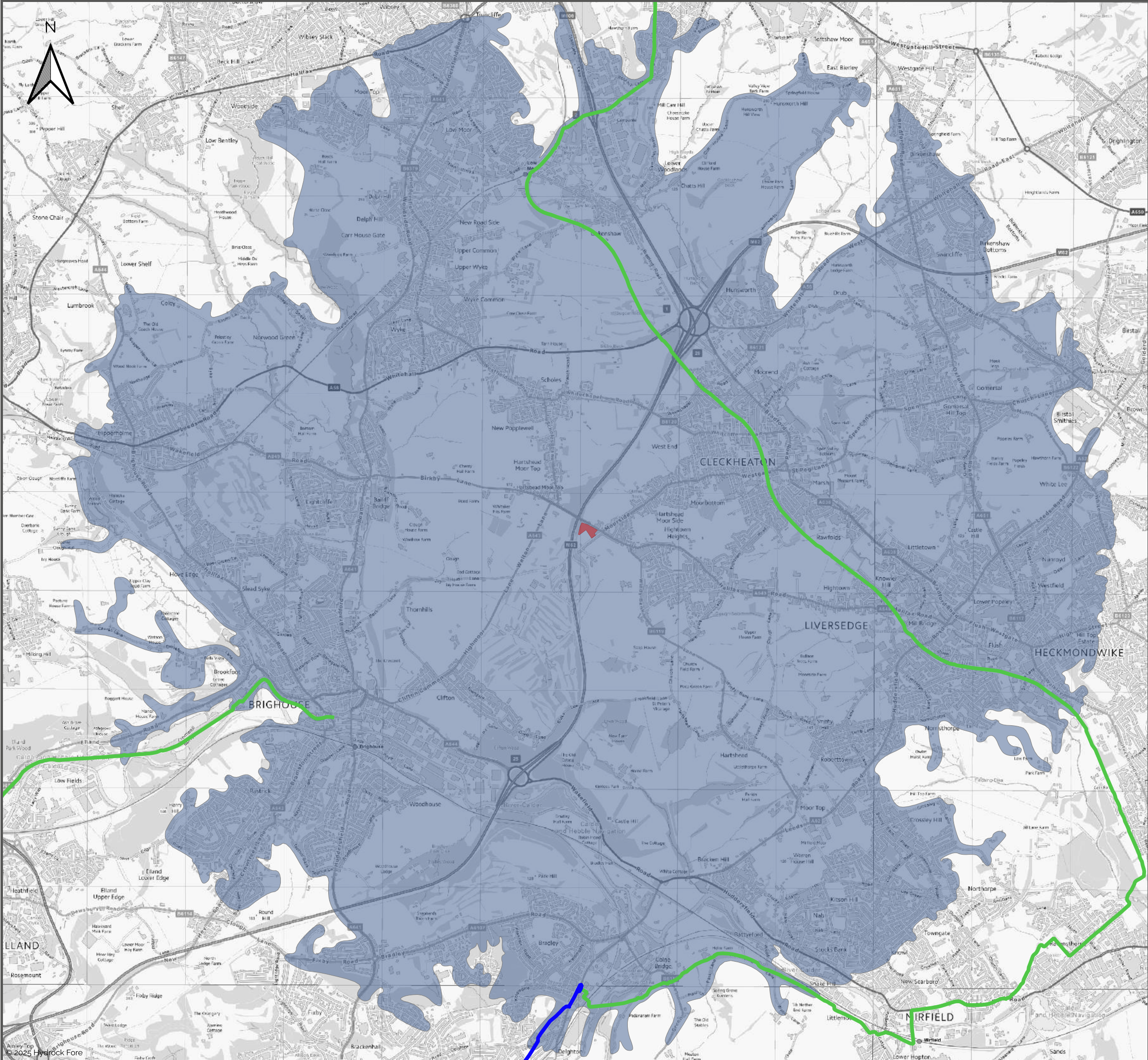
Issue

Job Number:

31236

Figure Number:

Figure 2



Key:

- Indicative Site Location
- 8.0km Cycling Isochrone
- National Cycle Route - 66
- National Cycle Route - 69

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Client:
Thirteen Group

Project:
Highmoor Lane, Cleckheaton

Figure Title:
Cycle Catchment

Scale: 1:64,000	Figure Status: Issue
Job Number: 31236	Figure Number: Figure 3



Key:

Indicative Site Location

Bus Stops

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Hydrock
Fore

Client:
Thirteen Group

Project:
Highmoor Lane, Cleckheaton

Figure Title:
Public Transport Network

Scale: 1:3,500	Figure Status: Issue
Job Number: 31236	Figure Number: Figure 4

Drawings



1. **HEALTH & SAFETY**
2. **CONTRACTOR SHOULD BE AWARE OF GENERAL CONSTRUCTION RISKS TO PREVENT SLIPS, TRIPS AND FALLS AND TAKE NECESSARY PRECAUTIONS WITHOUT SPECIAL INSTRUCTION**
3. **ROADS & DRAINAGE**
4. **CONTRACTOR TO PROVIDE FRENCH SUPPORTS AS APPROPRIATE AND ENSURE THAT PLANT REMAINS STABLE AND DOES NOT TEND TO FALL INTO EXCAVATION**
5. **THE TIME THAT EXCAVATIONS ARE OPEN ON SITE SHOULD BE KEPT TO A MINIMUM AND ALL TRENCHES SHOULD BE SURROUNDED BY A BARRIER.**
6. **CONNECTIONS TO EXISTING SEWERS TO BE MADE BY YORKSHIRE WATER APPROVED CONTRACTOR ONLY**
7. **CONTRACTOR TO MAKE OPERATIVE AWARE OF ASSOCIATED DANGERS TO HEALTH SUCH AS (LEPTOSPIROSIS (WEE DISEASE) AND RECOMMENDED PRECAUTIONS. ADVISE WELFARE FACILITIES TO BE PROVIDED FOR ALL PERSONS ON SITE AS REQUIRED.**
8. **UNFINISHED MANHOLES MUST BE COVERED WITH LOAD BEARING MATERIALS AND SURROUNDED WITH BARRIERS**
9. **RISKS & CARES**
10. **SERVICE ROADS TO BE REFERRED TO PRIOR TO WORK COMMENCING. CONTRACTOR TO PROCEED WITH CAUTION AND SERVICES TO BE LOCATED BY HAND DIG AND PROTECTED ACCORDINGLY.**
11. **EXCAVATION/HEALTH**
12. **CONTRACTOR TO ENSURE RELEVANT MEASURES ARE TAKEN TO KEEP PLANT AND PEOPLE A SAFE DISTANCE FROM STEEP SLOPES DURING THE WORKS**
13. **CONTRACTOR TO ENSURE THAT PROCEDURES ARE IN PLACE TO KEEP PEOPLE A SAFE DISTANCE FROM WORKING PLANT WHERE NECESSARY**
14. **CONTRACTOR TO REFER TO GEOTECHNICAL INVESTIGATION REPORT FOR CONTAMINATION TESTS AND TO PROVIDE ADVISORY WELFARE FACILITIES AND PROTECTIVE CLOTHING AS REQUIRED.**

- ## REVISIONS

Hydrock

CLIENT

THIRTEEN GROUP

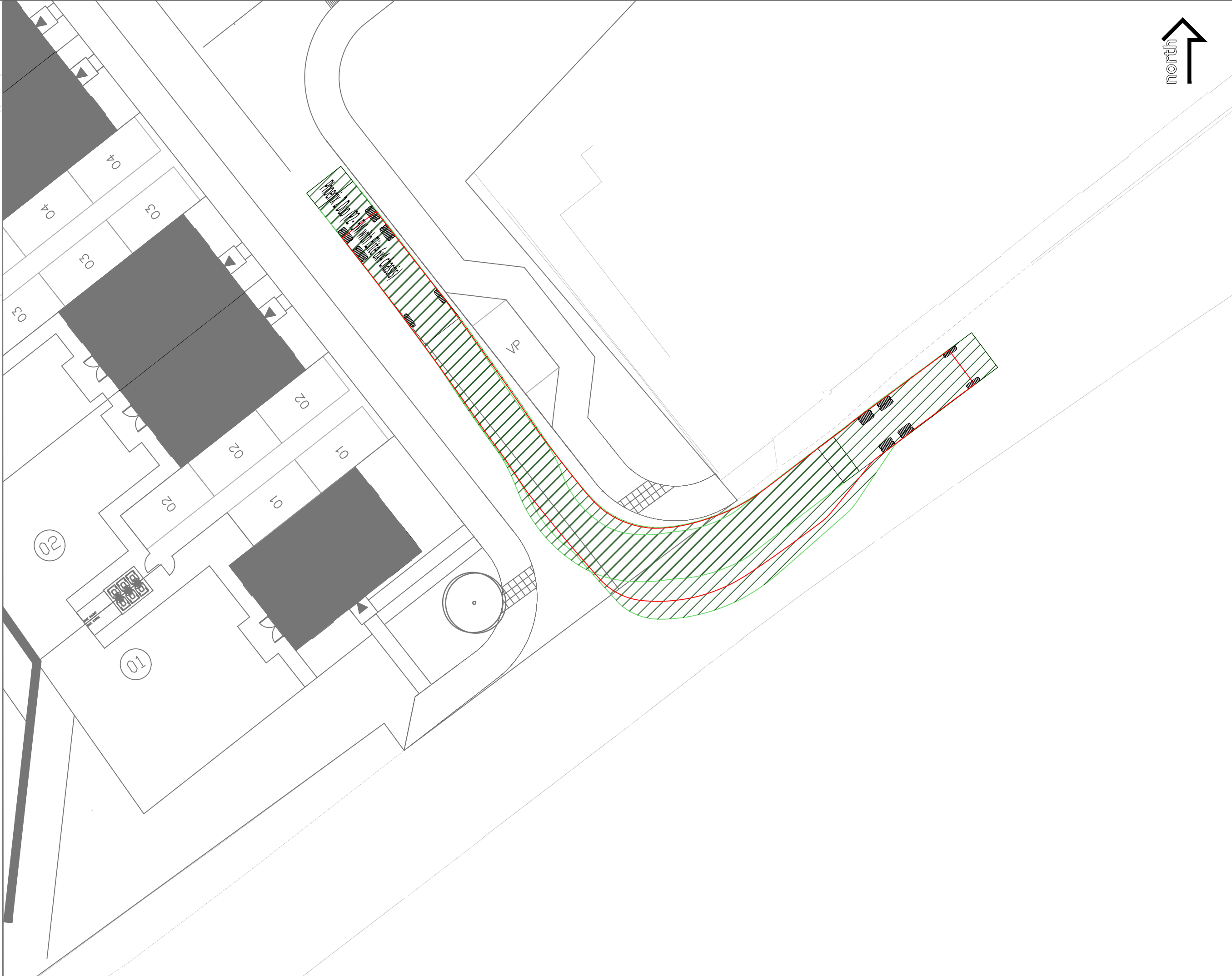
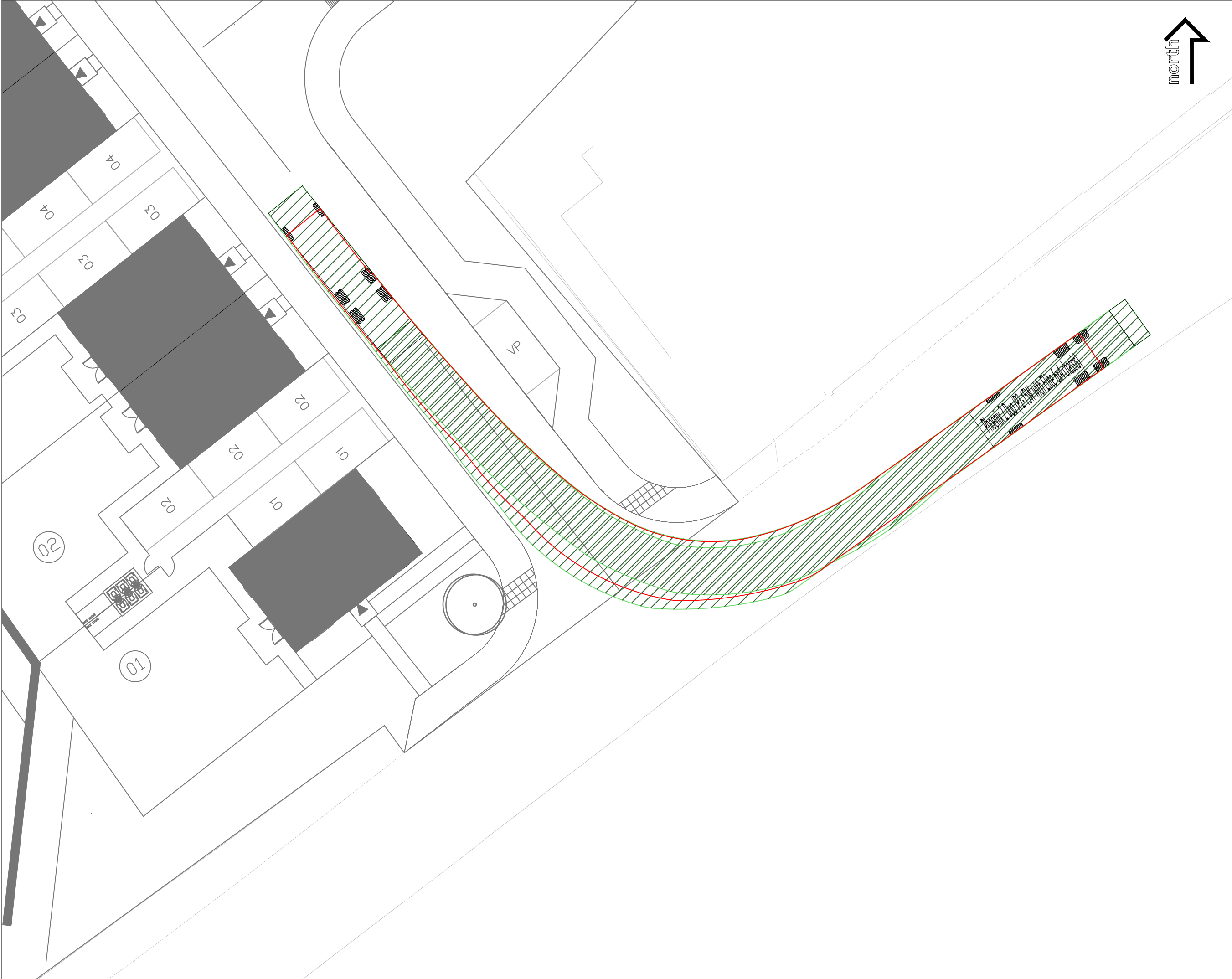
PROJECT

HIGHMOOR LANE
CLECKHEATON

TITLE

PROPOSED ACCESS ARRANGEMENT PLAN

HYDROCK PROJECT NO. C-29177	SCALE @ A1 1:500
STATUS DESCRIPTION SUITABLE FOR INFORMATION	STATUS S2
DRAWING NO. P22-271-HYD-XX-XX-DR-C-5000	REVISION P01



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NOTES

GENERAL NOTES

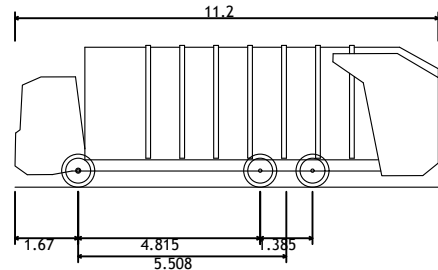
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DESIGN NOTES

1. SWEPT PATH ANALYSIS PERFORMED USING AUTODESK VEHICLE TRACKING 2025 SOFTWARE.

KEY

- WHEEL TRACK LINES
▨ VEHICLE MOVEMENT ENVELOPE



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

A	UPDATED SITE LAYOUT	16.09.2025	PS
REV	DESCRIPTION	DATE	BY

Client:

THIRTEEN GROUP

Project

HIGHMOOR LANE, CLECKHEATON

Drawing Title

SWEPT PATH ANALYSIS - 11.2M REFUSE
COLLECTION VEHICLE

PRELIMINARY

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0191 261 5588

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Job Number 31236	Drawing Number 100-P-001			Revision A



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NOTES

GENERAL NOTES

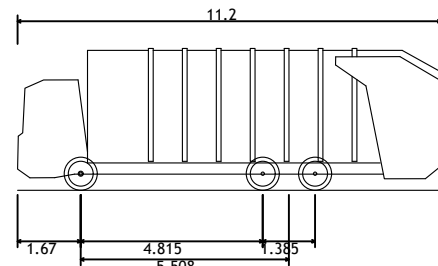
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DESIGN NOTES

1. SWEEP PATH ANALYSIS PERFORMED USING AUTODESK VEHICLE TRACKING 2025 SOFTWARE.

KEY

- WHEEL TRACK LINES
▨ VEHICLE MOVEMENT ENVELOPE



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

A	UPDATED SITE LAYOUT	16.09.2025	PS
REV	DESCRIPTION	DATE	BY

Client:

THIRTEEN GROUP

Project

HIGHMOOR LANE, CLECKHEATON

Drawing Title

SWEPT PATH ANALYSIS - 11.2M REFUSE
COLLECTION VEHICLE

PRELIMINARY

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Drawn By	Checked By	Issue Date	Scale	Format
RJ	GM	16.04.2025	1:200	A1
Job Number	Drawing Number	Revision		
31236	100-P-002	A		

Appendix A

Proposed Site Layout Plan

Appendix B

TRICS Output

Calculation Reference: AUDIT-752701-240801-0808

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	EX ESSEX	1 days
	HC HAMPSHIRE	6 days
	KC KENT	2 days
	MW MEDWAY	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DC DORSET	2 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	8 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

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Licence No: 752701

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 10 to 99 (units:)
Range Selected by User: 10 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/03/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	7 days
Tuesday	9 days
Wednesday	15 days
Thursday	8 days
Friday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	42 days
Directional ATC Count	3 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	34

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	42
Out of Town	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	12 days - Selected
Servicing vehicles Excluded	38 days - Selected

Secondary Filtering selection:**Use Class:**

C3 45 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	14 days
10,001 to 15,000	14 days
15,001 to 20,000	8 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	6 days
50,001 to 75,000	8 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	16 days
250,001 to 500,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	33 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	23 days
No	22 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	44 days
2 Poor	1 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CHESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL	
2	BO-03-A-01	DETACHED HOUSES		BEDFORD
	CARNOUSTIE DRIVE			
	BEDFORD			
	GREAT DENHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL	
3	CT-03-A-03	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	ARLESEY ROAD			
	STOTFOLD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	73		
	Survey date: TUESDAY	27/06/23	Survey Type: MANUAL	
4	DC-03-A-09	MIXED HOUSES		DORSET
	A350			
	SHAFTESBURY			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	50		
	Survey date: FRIDAY	19/11/21	Survey Type: MANUAL	
5	DC-03-A-10	MIXED HOUSES		DORSET
	ADDISON CLOSE			
	GILLINGHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	26		
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL	
6	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL	
7	DH-03-A-03	SEMI-DETACHED & TERRACED		DURHAM
	PILGRIMS WAY			
	DURHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	57		
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
9	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
10	ES-03-A-09 THE FAIRWAY NEWHAVEN Edge of Town Residential Zone Total No of Dwellings: 47 Survey date: MONDAY 13/03/23	DETACHED & SEMI-DETACHED	EAST SUSSEX	Survey Type: MANUAL
11	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL Edge of Town Residential Zone Total No of Dwellings: 97 Survey date: MONDAY 27/11/17	DETACHED & SEMI-DETACHED	ESSEX	Survey Type: MANUAL
12	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18	TERRACED & SEMI-DETACHED	HAMPSHIRE	Survey Type: MANUAL
13	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18	MIXED HOUSES	HAMPSHIRE	Survey Type: MANUAL
14	HC-03-A-23 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19	HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
16	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
17	HC-03-A-37 REDFIELDS LANE FLEET CHURCH CROOKHAM	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	50	
	Survey date: WEDNESDAY	27/03/24	Survey Type: MANUAL
18	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre)	SEMI-DETACHED & TERRACED	HIGHLAND
	Residential Zone Total No of Dwellings:	40	
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL
19	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre)	MIXED HOUSES & FLATS	KENT
	Residential Zone Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
20	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON	MIXED HOUSES & FLATS	KENT
	Edge of Town Residential Zone Total No of Dwellings:	14	
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL
21	LC-03-A-31 GREENSIDE PRESTON COTTAM	DETACHED HOUSES	LANCASHIRE
	Edge of Town Residential Zone Total No of Dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
23	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
24	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK
	WOODFARM LANE		
	GORLESTON-ON-SEA		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	55	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
25	NF-03-A-26	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT
26	NF-03-A-34	MIXED HOUSES	NORFOLK
	NORWICH ROAD		
	SWAFFHAM		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	80	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
27	NF-03-A-36	MIXED HOUSES	NORFOLK
	LONDON ROAD		
	WYMONDHAM		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	75	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
28	NF-03-A-37	MIXED HOUSES	NORFOLK
	GREENFIELDS ROAD		
	DEREHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
29	NF-03-A-50	MIXED HOUSES	NORFOLK
	BRANDON ROAD		
	SWAFFHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	75	
	Survey date: FRIDAY	14/10/16	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

30	NF-03-A-51	SEMI-DETACHED		NORFOLK
	CITY ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	34		
	Survey date: TUESDAY	13/09/22	Survey Type: MANUAL	
31	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	36		
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL	
32	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL	
33	NY-03-A-14	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	PALACE ROAD			
	RIPON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	45		
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL	
34	PB-03-A-04	DETACHED HOUSES		PETERBOROUGH
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL	
35	SC-03-A-07	MIXED HOUSES		SURREY
	FOLLY HILL			
	FARNHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	41		
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL	
36	SD-03-A-01	SEMI DETACHED		SWINDON
	HEADLANDS GROVE			
	SWINDON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	27		
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

37	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 Survey date: THURSDAY 09/05/19 Survey Type: MANUAL			
38	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL			
39	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings: 12 Survey date: MONDAY 08/05/17 Survey Type: MANUAL			
40	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL			
41	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19 Survey Type: MANUAL			
42	WO-03-A-07 RYE GRASS LANE REDDITCH	MIXED HOUSES & FLATS		WORCESTERSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 47 Survey date: THURSDAY 01/10/20 Survey Type: MANUAL			
43	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 79 Survey date: WEDNESDAY 07/11/18 Survey Type: MANUAL			

LIST OF SITES relevant to selection parameters (Cont.)

44	WS-03-A-17	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	01/03/23	Survey Type: MANUAL
45	WS-03-A-19	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	92	
	Survey date: MONDAY	15/05/23	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	45	50	0.091	45	50	0.309	45	50	0.400
08:00 - 09:00	45	50	0.166	45	50	0.368	45	50	0.534
09:00 - 10:00	45	50	0.148	45	50	0.192	45	50	0.340
10:00 - 11:00	45	50	0.139	45	50	0.174	45	50	0.313
11:00 - 12:00	45	50	0.150	45	50	0.152	45	50	0.302
12:00 - 13:00	45	50	0.181	45	50	0.176	45	50	0.357
13:00 - 14:00	45	50	0.181	45	50	0.184	45	50	0.365
14:00 - 15:00	45	50	0.183	45	50	0.212	45	50	0.395
15:00 - 16:00	45	50	0.288	45	50	0.193	45	50	0.481
16:00 - 17:00	45	50	0.283	45	50	0.170	45	50	0.453
17:00 - 18:00	45	50	0.342	45	50	0.165	45	50	0.507
18:00 - 19:00	45	50	0.255	45	50	0.146	45	50	0.401
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.500			2.514			5.014

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 10 - 99 (units:)
 Survey date range: 01/01/16 - 27/03/24
 Number of weekdays (Monday-Friday): 45
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 5
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix C

Personal Injury Collision Data

Crashmap Website Extract

 crashmap.co.uk

CrashMap Data: Great Britain 1999 - 2023 (verified)

[Home](#) [CrashMap Pro](#) [FAQ](#) [Contact us](#) [Log](#)

Map Satellite

Hartshead Moor Club

Stafford Arms

Roche Health Care

Salt and Stone Massage Therapy

The New Packhorse

Hartshead Moor Cricket Club

Tea62

Willow Valley Golf

KFC

Brickhouse

Lower Lark Hill

Lark Hill Cl

Stoneacre

Cleckheaton Moorside

Moorside

Pearson St

New Ln

Stonefield St

Highmoor Ln

Halifax Rd

Woolly Bank Ln

Tanner St

Sixth Ave

Incident Severity

Slight Serious Fatal

26 results found

Hide

Location: Cleckheaton

Years5 of 25 years selected

Severity

Fatal☒

Serious☒

Slight☒

Casualty Types:

All Casualty Types

Vehicles Involved:

All Vehicle Types