



Station Road, Meltham

Highway Statement

May 2025

Project number 2388

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Quality Management

| | First Issue | Revision 1 | Revision 2 | Revision 3 |
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1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Highway Statement relating to a proposed residential development on land to the north of Station Road in Meltham, Kirklees. The plan at Figure 1 shows the site location in relation to the local highway network.

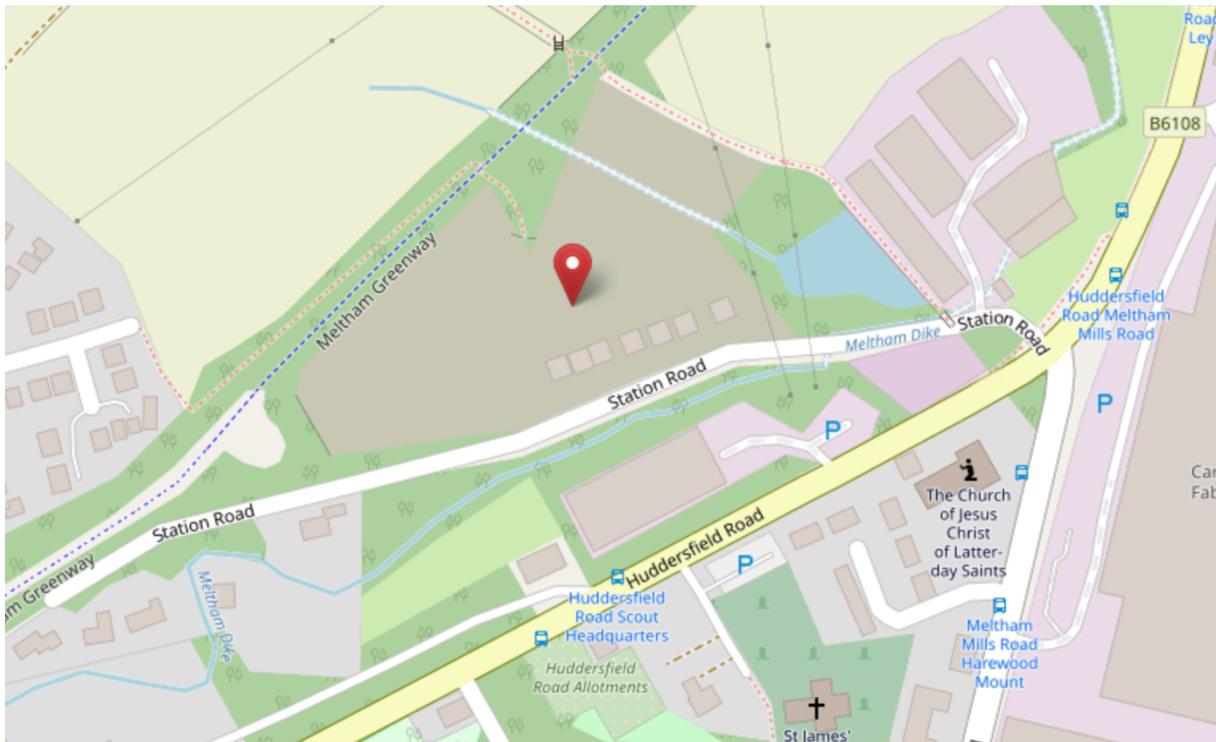


Figure 1 Site location

- 1.2 The site is positioned approximately 226 meters to the northeast of the junction of Station Road and the B6108 Huddersfield Road, and around 6.61km to the southwest of Huddersfield town centre. The site is within the administrative boundary of Kirklees Council. The site is bound by the Meltham Greenway to the north, grazing land to the east, residential properties to the south and woodland to the west.
- 1.3 The development proposals are for the construction of five detached residential dwellings including associated access and parking in accordance with current standards on land to the north of Station Road, Meltham, Holmfirth.

1.4 The development proposals can be found at Appendix A.

1.5 This Highway Statement demonstrates that:

- The site is readily accessible via public transport, pedestrian paths and cycle routes
- The highway network does not suffer from any defects that could contribute to an excessively high accident frequency
- Efficient and suitable pedestrian / cyclist access to the site can be established from Station Road; and
- The trip generation of the proposals will not result in a significant residual impact upon the local transport networks.

1.6 The purpose of the Highway Statement is to bolster the proposed application. Following this introduction, the Highway Statement is organised into the following sections:

- 2.0 Existing Situation examines the current site utilisation, evaluates its accessibility through various transportation modes, and reviews the local road safety records
- 3.0 Development Proposals outlines the proposed development and provides information pertaining to the site's proposed access routes
- 4.0 Traffic Impact conducts an analysis of the potential future influence of the development on local traffic patterns
- 5.0 Conclusion contains a summary of the primary findings and conclusions drawn from the report.

2.0 Existing Situation

Site Description

- 2.1 The proposed development site, as shown in Figure 1, is located approximately 226 meters to the northeast of the junction of Station Road and the B6108 Huddersfield Road, and around 6.61km to the southwest of Huddersfield town centre.
- 2.2 The application site is currently utilised as grazing land and does not have any formal access point.



Figure 2 Birds-eye view of site

Local Highway Network

- 2.3 Station Road is a short access road which serves a number of residential properties, and a small cluster of commercial and light industrial properties. Subsequently Station Road is subject to very light traffic volumes throughout the day. Station Road can only be accessed by vehicular traffic via the B6108 Huddersfield Road, which is a distributor road that connects Meltham town centre with the small settlements of South Crosland, Netherton and the A616 south of Huddersfield town centre. Subsequently, Huddersfield Road is subject to moderate traffic volumes throughout the day with a noticeable increase during the network peak hours.

- 2.4 Station Road is a narrow two-way single carriageway road, which generally ranges between 3 and 5 metres in width, although there are some localised widened areas that act as informal passing places / parking areas. The carriageway is constructed from stone sett paving which is generally uneven, containing potholes and trip hazards for pedestrians accessing the residential properties located at the far west end of the road. However, this will be upgraded as part of the proposals for a separate approved development site.
- 2.5 Station Road has the benefit of a turning head which was installed as part of the proposals for a separate development site, and contains street lighting for the first 45 meters. The road is subject to a 30mph speed limit, although speeds are likely to be well below this due to the width and construction of the carriageway.
- 2.6 Station Road forms a simple priority junction with Huddersfield Road, incorporating kerbed radii on both sides that terminate at the rear edge of the northern footway on Huddersfield Road. The initial section of Station Road is flanked by low stone boundary walls; however, the carriageway maintains a minimum width of 4.8 metres, which facilitates two-way vehicle movements within the junction area and allows vehicles to fully clear Huddersfield Road upon entry.
- 2.7 The B6108 Huddersfield Road is a two-way single carriageway road with footways provided on both sides, providing a continuous pedestrian link to Meltham town centre. Within the vicinity of the Station Road access, Huddersfield Road is around 10.5 meters in width and contains a ghost island arrangement with a right-turn lane that serves the Meltham Mills Road junction opposite Station Road.
- 2.8 Within the vicinity of the Station Road junction, it has a northwest side footway, which is 1.7 metres wide, which is separated from the carriageway by a wide grass verge that ranges in width between 4 metres and 5 metres. Along the southeast side of Huddersfield Road there is also a footway, which is generally 1.7 metres in width.
- 2.9 Both the carriageway and footways are considered to be suitable in terms of width and construction for their day-to-day use. Huddersfield Road contains street lighting to main road standards and this section of Huddersfield Road is subject to a 40mph speed limit, although this changes to 30mph as it

approaches Meltham town centre. There are Traffic Regulation Orders along Huddersfield Road that restrict waiting along the southeast side of the road on both sides of the Meltham Mills junction. There are also waiting restrictions provided at other junction areas and strategic locations especially as the road enters Meltham's town centre.

Active Travel (Walking and Cycling)

- 2.10 Pedestrian and cyclist facilities in the vicinity of the development site include a shared surface arrangement along Station Road and a footway fronting a recent residential development located immediately to the south of the proposed site. Huddersfield Road benefits from footways on both sides of the carriageway and provides access to the local bus network.
- 2.11 The proposed development site is linked to the local Public Right of Way (PRoW) network via MEL/23/60 that runs from Huddersfield Road along the initial 45 metres of Station Road and then proceeds off the public highway in a northwest direction to link with other public footpaths. This public right of way is not located within the application site.
- 2.12 Pedestrian and cycling isochrones are illustrated within Figures 3 and 4 respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.
- 2.13 Figure 3 demonstrates the predominant area of Meltham is accessible within a 20-minute walking radius from the proposed development site. This zone includes a mixture of residential, commercial and leisure areas, along with the local bus services.
- 2.14 Figure 4 demonstrates that residents of the development proposals can reach an expansive catchment of the surrounding area for commuting or leisure purposes within a 20-minute cycle timeframe, including locations such as Armitage Bridge, Netherton, Honley, Upperthong and parts of Brockholes, as well as the railway stations at Lockwood, Berry Brow and Honley.

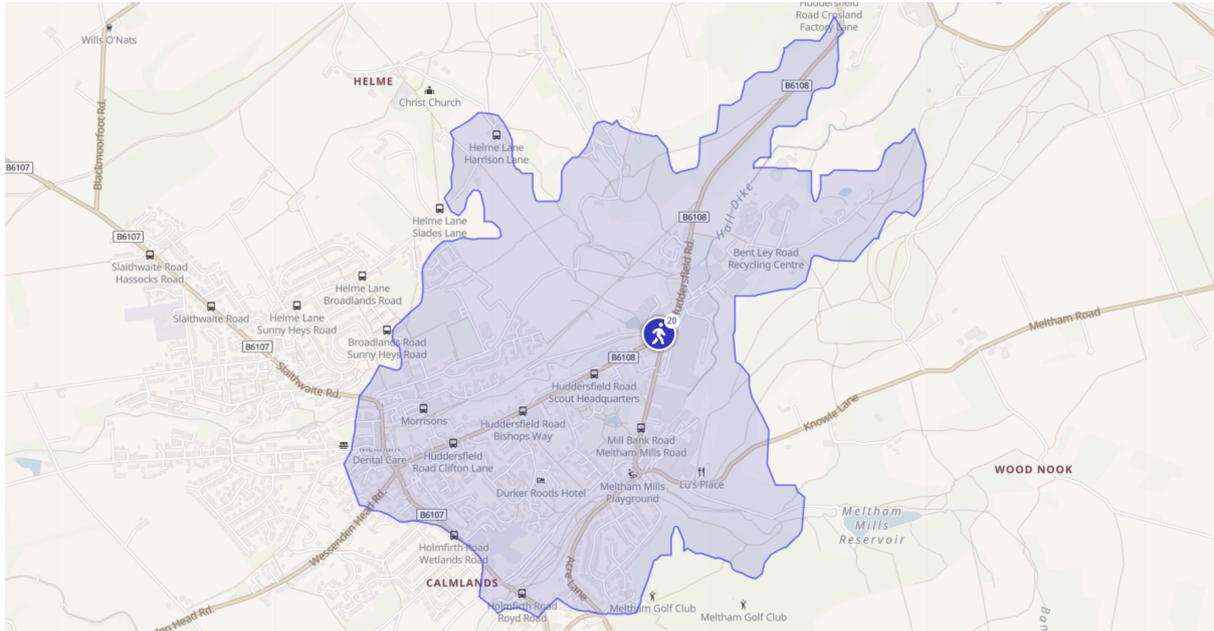


Figure 3 Pedestrian isochrone

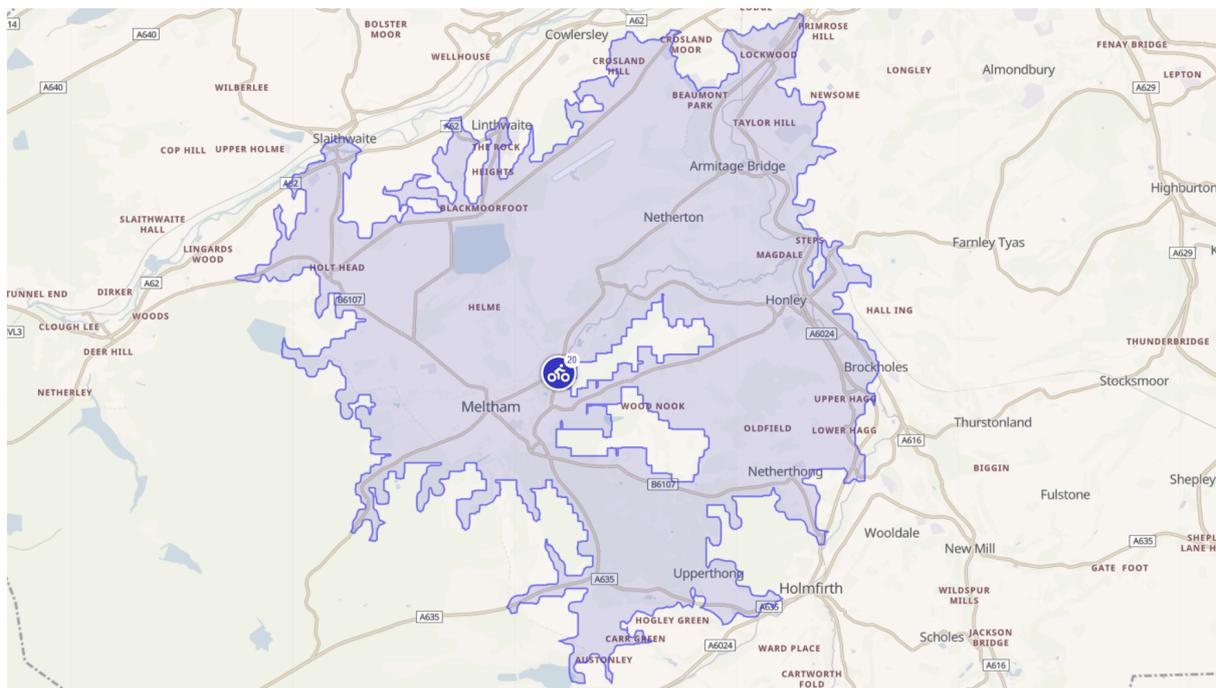


Figure 4 Cycling isochrone

Public Transport

- 2.15 The application site is well placed in terms of access to public transportation. There is bus stops located on Huddersfield Road to the northeast, with the closest being just 168 metres from the proposed site access.
- 2.16 A summary of the services available from the nearest local bus stops are provided within the table at Figure 5. The table includes information on service route, frequency and the operator of the services.
- 2.17 The bus services depicted within Figure 5 can simplify commuting opportunities for residents and visitors to the development, providing access to Netherton and Huddersfield bus station as well as Honley High School and Holmfirth High School.

| Number | Route | Typical Frequency | | | Provider |
|--------|---|--------------------|--------------------|--------|--------------------|
| | | Mon – Fri | Sat | Sun | |
| 323 | Huddersfield bus station – Meltham Broadlands | 2 services per day | 2 services per day | 1 hr | First Huddersfield |
| 324 | Huddersfield bus station | 20 mins | 30 mins | 1 hour | First Huddersfield |
| K3 | Netherton – Holmfirth High School (school service only) | 1 service per day | N/A | N/A | Team Pennine |
| K7 | Netherton – Honley High School (school service only) | 1 service per day | N/A | N/A | Team Pennine |

Figure 5 Bus services

- 2.18 Rail services are available from Lockwood, Berry Brow and Honley, all of which are located within the 20-minute cycling timeframe from the proposed development site. The larger railway station at Huddersfield is also reachable via bus.

- 2.19 Berry Brow railway station is located 4.11km to the northeast of the proposed development site and operates on the Huddersfield to Sheffield (Penistone Line), with services provided by Northern.

Road Traffic Accidents

- 2.20 The personal injury accident records for the last 5 years up until December 2023 within a 250-metre radius of the site have been obtained from Collision Plot. Figure 6 provides a map showing the location of any accidents which may have occurred within this search area as well as the severity of each incident (green = slight; blue = serious; red = fatal.)

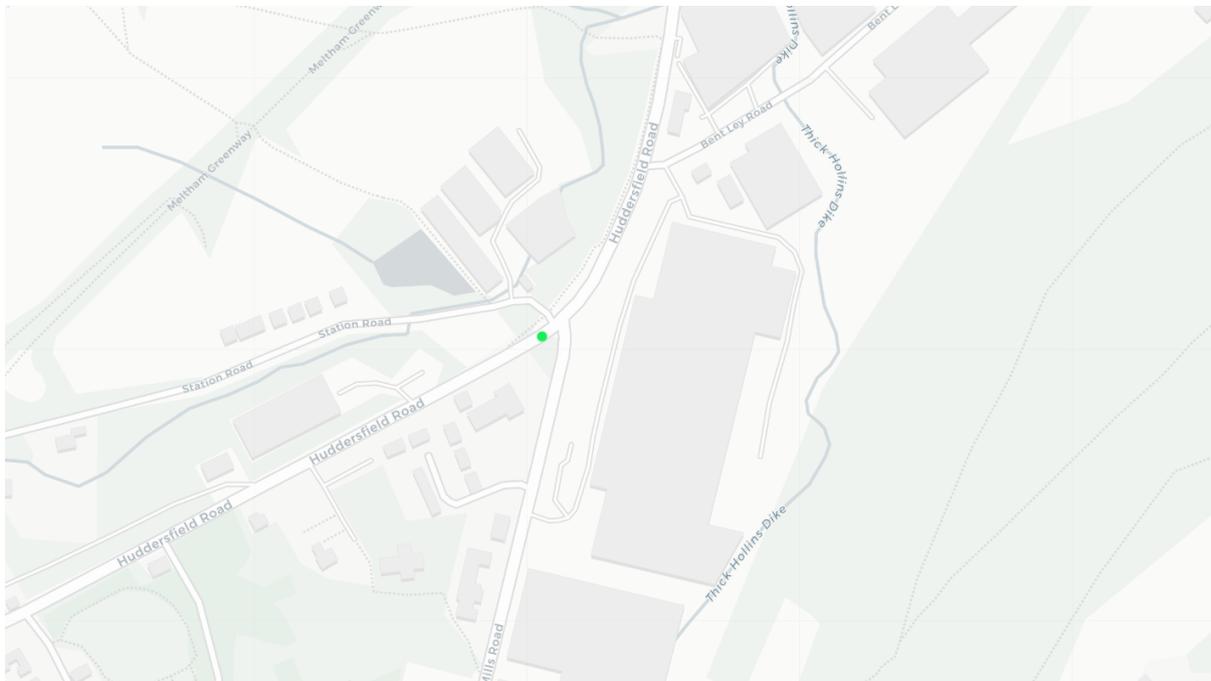


Figure 6 Collision Plot search area

- 2.21 Within the search area above, there has been 1 injury accident along Huddersfield Road close to its junction with Station Road. The table at Figure 7 provides further details regarding the results of the Collision Plot search. The accident data can be viewed in full at Appendix B.

| Reference | Severity | Date / Time | Description |
|---------------|----------|---------------------|---|
| 2022131206549 | Slight | 06/08/2022 18:20 | Vehicles 1 and 2 (both cars) were going ahead and Vehicle 3 (a car) was turning |

| | | | |
|--|--|--|---|
| | | | right. All three vehicles made impact at the front. The drivers of each vehicle received slight injuries. |
|--|--|--|---|

Figure 7 Injury accident data summary

- 2.22 An analysis of the collision in Figure 7 suggests that it was an isolated incident and cannot be attributed to the road layout. The accident data does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern due to a slight change in flows as a result of the development proposals.

3.0 Development Proposals

Proposed Development

- 3.1 The development proposals are for the construction of five detached residential dwellings including associated access and parking in accordance with current standards on land to the north of Station Road, Meltham, Holmfirth.
- 3.2 The development proposals can be seen at Appendix A.

Access and Parking Provision

- 3.3 Vehicular access to the site will be taken directly from Station Road via a radii junction. The proposed access road will have a carriageway width of 5.5 metres, with hard margins on either side.
- 3.4 Internally, the access road leads to a shared private drive arrangement serving each of the five proposed dwellings. The layout has been designed to incorporate landscaped areas and boundary shrubbery to preserve the site's rural character and soften the visual impact of development.
- 3.5 Parking provision for each dwelling will meet Kirklees Council's parking standards, including space for two resident vehicles per dwelling. In addition, two visitor parking spaces will be provided within the site.
- 3.6 A speed survey was undertaken at the existing junction of Station Road and the B6108 Huddersfield Road to determine appropriate visibility requirements in accordance with Manual for Streets guidance. The results recorded 85th percentile vehicle speeds of 37mph eastbound and 34mph westbound. The speed survey data can be seen at Appendix C
- 3.7 Based on these speeds, and with reference to the SSD values set out in Manual for Streets and the Kirklees Design Guide (see Figure 8), the required Y distances are 59.0m to the west and 59.0m to the east, based on a standard X distance of 2.4 metres. These visibility splays are achievable and are shown on the plan at Appendix D.

Table 7.1 Derived SSDs for streets (figures rounded).

| Speed | Kilometres per hour | 16 | 20 | 24 | 25 | 30 | 32 | 40 | 45 | 48 | 50 | 60 |
|--|---------------------|----|----|----|----|----|----|----|----|----|----|----|
| | Miles per hour | 10 | 12 | 15 | 16 | 19 | 20 | 25 | 28 | 30 | 31 | 37 |
| SSD (metres) | | 9 | 12 | 15 | 16 | 20 | 22 | 31 | 36 | 40 | 43 | 56 |
| SSD adjusted for bonnet length. See 7.6.4 | | 11 | 14 | 17 | 18 | 23 | 25 | 33 | 39 | 43 | 45 | 59 |
| Additional features will be needed to achieve low speeds | | | | | | | | | | | | |

Figure 8 Manual for streets SSD table

3.8 It is noted that the Council previously raised concerns regarding visibility at this junction, as well as the initial width of Station Road. However, the results of the speed survey confirm that the available visibility meets the standards set out in both Manual for Streets and the Kirklees Highways Design Guide.

3.9 In terms of width, Station Road measures approximately 4.8m wall-to-wall at its narrowest point. The carriageway widths illustrated in Manual for Streets (see Figure 9) suggests that a width of 4.8m is sufficient to allow a car to pass a HGV. As such, it is considered that the existing junction geometry and initial road width are appropriate to support the development proposals.

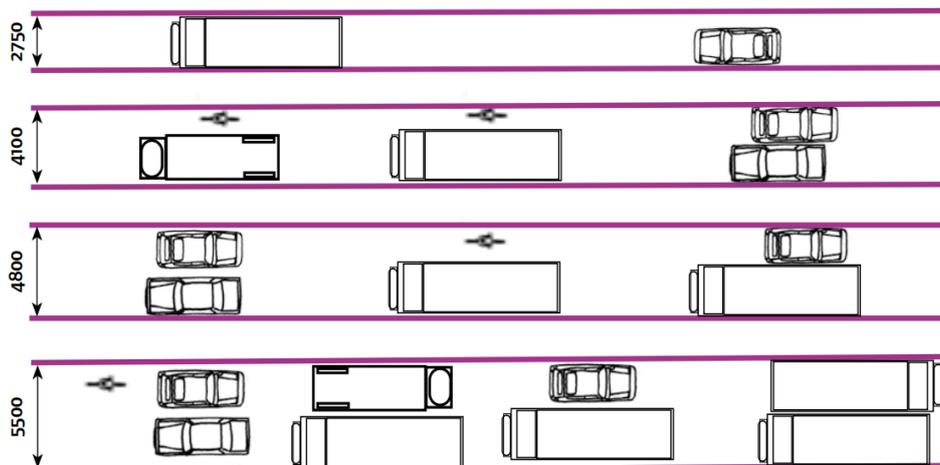


Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

Figure 9 Manual for Streets carriageway width illustration

Pedestrian and Cycle Provision

- 3.10 Safe pedestrian access will be provided from Station Road, linking into the internal layout via the shared surface arrangement. While there is no dedicated footway within the site, low traffic volumes and vehicle speeds will ensure a safe and walkable environment for residents.
- 3.11 Cycle storage will be provided for each dwelling within secure private areas, the final design and location of which will be agreed with the Local Planning Authority.

Servicing

- 3.12 The site has been designed to accommodate a Kirklees Council refuse vehicle, which will enter the site via Station Road and turn within the designated turning head. This ensures that the vehicle can manoeuvre safely and exit the site in a forward gear.
- 3.13 A swept path analysis has been undertaken to demonstrate that the refuse vehicle turning manoeuvre can be performed appropriately, this is can be seen on plan at Appendix A.

4.0 Traffic Impact

Proposed Traffic

- 4.1 The development proposals are for the construction of five detached residential dwellings including associated access and parking in accordance with current standards. The development will utilise a new access arrangement in the form of a radii junction onto Station Road.
- 4.2 The table at Figure 10 provides the likely trip generations of the proposed residential development during the morning and evening peak hours of 08:00 – 09:00 and 17:00 – 18:00. The TRICS data for the proposed use class can be found in full at Appendix E.

| Per 1 Dwelling | AM Peak | | | PM Peak | | |
|---------------------|---------|--------|-------|---------|--------|-------|
| | Arrive | Depart | Total | Arrive | Depart | Total |
| Trip Rate | 0.238 | 0.389 | 0.627 | 0.269 | 0.223 | 0.492 |
| Traffic Generations | 1.19 | 1.945 | 3.135 | 1.345 | 1.115 | 2.46 |

Figure 10 Proposed trip rate and traffic generations

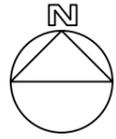
- 4.3 The table in Figure 10 shows that the proposed development has the potential to generate up to 3 trips during the AM peak and up to 2 trips during the PM peak. This minor level of additional traffic can be easily accommodated and will have no material impact on the local highway network, nor will it contribute to any perceived congestion during peak times.
- 4.4 The internal parking and access arrangements are designed to allow safe access and egress for all vehicles likely to use the site. The development proposals provide suitable access in terms of geometry and layout. The existing Station Road/Huddersfield Road junction meets current standards for visibility and width and has a very good injury accident record.
- 4.5 It is considered that the anticipated level of traffic generated by the proposed development based upon TRICS data would have no material impact on the safe operation of the local highway.

5.0 Conclusion

- 5.1 This Highway Statement presents the existing characteristics, infrastructure and highway safety in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development is then assessed.
- 5.2 The development proposals are for the construction of five detached residential dwellings including associated access and parking in accordance with current standards.
- 5.3 The site is situated within a sustainable location given its proximity to the local bus routes and cycle access to the local rail stations, along with good quality pedestrian and cycle provision. The site will generally conform to current Government guidance directives for ensuring developments are in a sustainable location.
- 5.4 It is considered that any potential level of traffic generated by the proposed development based upon TRICS data would have no material impact upon the safe operation of the local highway.
- 5.5 It is therefore concluded that the development should be considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Development Proposals & Tracking



- General Notes
- This drawing should not be scaled for setting out purposes.
 - This drawing shows the provisional design only and is subject to Local Authority approval.
 - This drawing is based upon a topographical / ordnance survey provided by others.



Concept H

11.85m Refuse Vehicle
 Overall Length 11.850m
 Overall Width 2.530m
 Overall Body Height 3.211m
 Min Body Ground Clearance 0.416m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.950m



PROJECT TITLE
STATION ROAD, MELTHAM

DRAWING TITLE
SWEEP PATH ANALYSIS DRAWING

| DRAWING NUMBER | PROJECT | VEL. | TYPE | ROLE | NUMBER |
|----------------|---------|------|------|------|--------|
| PRGN - 2388 | - | HGN | - | DR | - |

CLIENT
JP STONE SALES

| SCALE | SIZE | DRAWN | CHECKED | AUTHORIZED | DATE |
|-------|------|-------|---------|------------|--------|
| 1:500 | A3 | JJH | LJO | LJO | MAY 25 |

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Appendix B

Accident Data

| | | | | | | |
|----------------------|--------------------|----------------------|-----------------------|---------------------|-------|-------------------------------------|
| Authority (highway): | Kirklees | Road 2: | Unclassified, -- | Weather: | Fine | (Image available to ACP users only) |
| Speed limit: | 40 | Junction detail: | Other junction | Light conditions: | Light | |
| Police force: | West Yorkshire | Junction control: | Give way/uncontrolled | Special conditions: | -- | |
| Road type: | Single carriageway | Crossing (human): | None within 50m | Hazards: | -- | |
| Road 1: | B, 6108 | Crossing (physical): | None within 50m | Police attend?: | Yes | |

Vehicles

| Vehicle ref & type: | 1, Car | 2, Car | 3, Car |
|------------------------|--|--|---|
| Manoeuvre: | Going ahead | Going ahead | Turning right |
| Direction of travel: | North to north | North to north | North to northeast |
| Vehicle Location: | On main carriageway | On main carriageway | On main carriageway |
| Junction Location: | Approaching junction or waiting/parked at approach | Approaching junction or waiting/parked at approach | Cleared junction or waiting/parked at junction exit |
| First point of impact: | Front | Front | Front |
| Driver sex & age: | Male, 20 | Female, 38 | Female, 64 |
| Journey purpose: | Other | -- | Other |
| Engine capacity (cc): | 1598 | 1398 | 1499 |
| Propulsion: | Petrol | Petrol | Petrol |
| Age of vehicle: | 12 | 11 | 3 |
| Generic make/model: | VAUXHALL ASTRA | VAUXHALL CORSA | MINI COOPER |

Casualties

| Casualty reference: | 1 | 2 | 3 |
|---------------------|-----------------|-----------------|-----------------|
| Vehicle reference: | 2 (Car) | 3 (Car) | 1 (Car) |
| Severity: | Slight | Slight | Slight |
| Class: | Driver or rider | Driver or rider | Driver or rider |
| Sex & age: | Female, 38 | Female, 64 | Male, 20 |

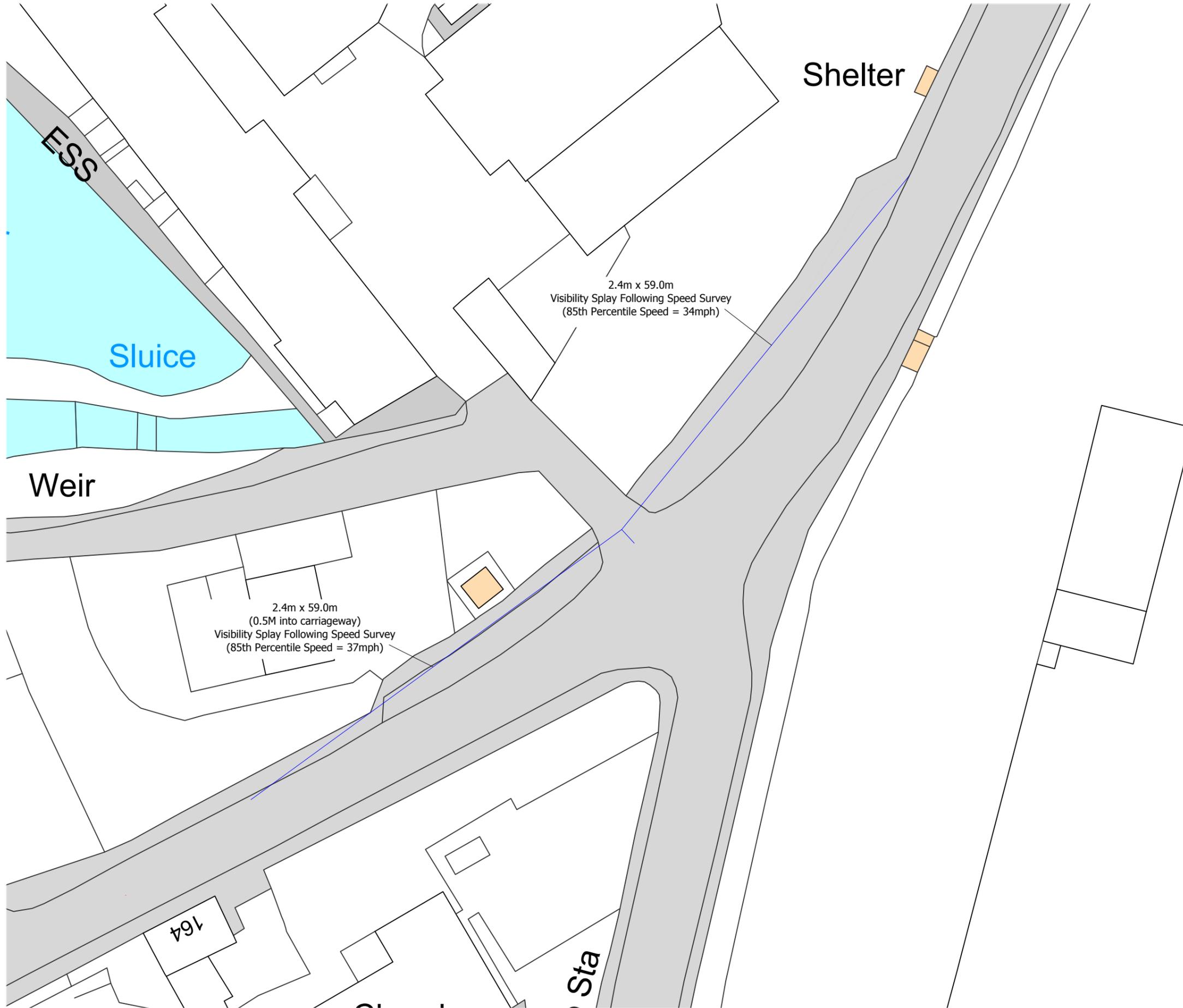
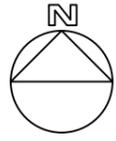
Appendix C

Speed Survey Data

| Site No. | Location. | Direction. | Speed Limit - PSL (mph) | Start Date. | End Date. | Total Vehicles. | 5 Day Ave. | 7 Day Ave. | No. > Speed Limit. | % > Speed Limit. | No. > ACPO Limit. | % > ACPO Limit. | No. > DfT Limit. | % > DfT Limit. | Mean Speed | 85%ile Speed |
|----------|---|-----------------|-------------------------|-------------------------|--------------------------|-----------------|------------|------------|--------------------|------------------|-------------------|-----------------|------------------|----------------|------------|--------------|
| 1 | B6108 Huddersfield Road - 53.595764, -1.837482 | East | 40 | Thursday, 24 April 2025 | Wednesday, 30 April 2025 | 24183 | 3636 | 3455 | 1366 | 5.6 | 133 | 0.6 | 28 | 0.1 | 31.2 | 37.1 |
| | | West | 40 | Thursday, 24 April 2025 | Wednesday, 30 April 2025 | 25003 | 3736 | 3572 | 307 | 1.2 | 46 | 0.2 | 20 | 0.1 | 27.5 | 33.9 |
| | | Both Directions | 40 | Thursday, 24 April 2025 | Wednesday, 30 April 2025 | 49186 | 7372 | 7027 | 1673 | 3.4 | 179 | 0.4 | 48 | 0.1 | 29.3 | 35.7 |

Appendix D

Station Road/Huddersfield Road Visibility Drawing



General Notes

- This drawing should not be scaled for setting out purposes.
- This drawing shows the provisional design only and is subject to Local Authority approval.
- This drawing is based upon a topographical / ordnance survey provided by others.



PROJECT TITLE
STATION ROAD, MELTHAM

DRAWING TITLE
VISIBILITY DRAWING

| ORIGINATOR | PROJECT | VOL. | TYPE | ROLE | NUMBER |
|------------|---------|------|------|------|--------|
| PRGN | 2388 | HGN | DR | CH | 1001 |

CLIENT
JP STONE SALES

| SCALE | SIZE | DRAWN | CHECKED | AUTHORISED | DATE |
|-------|------|-------|---------|------------|--------|
| 1:500 | A3 | JH | LJO | LJO | MAY 25 |

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Appendix E

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | ES EAST SUSSEX | 1 days |
| | HF HERTFORDSHIRE | 1 days |
| | KC KENT | 1 days |
| | MW MEDWAY | 2 days |
| 04 | EAST ANGLIA | |
| | NF NORFOLK | 1 days |
| 06 | WEST MIDLANDS | |
| | WK WARWICKSHIRE | 1 days |
| | WM WEST MIDLANDS | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | BY BARNSELY | 1 days |
| | NY NORTH YORKSHIRE | 1 days |
| | SE SHEFFIELD | 1 days |
| 08 | NORTH WEST | |
| | AC CHESHIRE WEST & CHESTER | 1 days |

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

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: 8 to 25 (units:)
Range Selected by User: 6 to 25 (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 18/09/24

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 | 2 days |
| Wednesday | 7 days |
| Thursday | 2 days |
| Friday | 1 days |

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

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 11 days |
| Directional ATC Count | 1 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) | 4 |
| Edge of Town | 4 |
| Neighbourhood Centre (PPS6 Local Centre) | 4 |

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 | 8 |
| Village | 4 |

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 | 4 days - Selected |
| Servicing vehicles Excluded | 9 days - Selected |

Secondary Filtering selection:

Use Class:

C3 12 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 | 5 days |
| 5,001 to 10,000 | 2 days |
| 10,001 to 15,000 | 2 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 2 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 | 1 days |
| 25,001 to 50,000 | 2 days |
| 50,001 to 75,000 | 2 days |
| 125,001 to 250,000 | 4 days |
| 250,001 to 500,000 | 2 days |
| 500,001 or More | 1 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 | 4 days |
| 1.1 to 1.5 | 6 days |
| 1.6 to 2.0 | 2 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 | 5 days |
| No | 7 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 | 12 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 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i> | TOWN HOUSES | CHESHIRE WEST & CHESTER | <i>Survey Type: MANUAL</i> |
| 2 | BY-03-A-01 CHURCH LANE NEAR BARNESLEY WORSBROUGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 19 <i>Survey date: WEDNESDAY 09/09/20</i> | BUNGALOWS & DETACHED | BARNESLEY | <i>Survey Type: MANUAL</i> |
| 3 | ES-03-A-06 BISHOPS LANE RINGMER Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 <i>Survey date: WEDNESDAY 16/06/21</i> | MIXED HOUSES | EAST SUSSEX | <i>Survey Type: MANUAL</i> |
| 4 | HF-03-A-05 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 8 <i>Survey date: MONDAY 05/06/23</i> | TERRACED HOUSES | HERTFORDSHIRE | <i>Survey Type: MANUAL</i> |
| 5 | KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: 14 <i>Survey date: WEDNESDAY 09/06/21</i> | MIXED HOUSES & FLATS | KENT | <i>Survey Type: MANUAL</i> |
| 6 | MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i> | DETACHED & SEMI-DETACHED | MEDWAY | <i>Survey Type: MANUAL</i> |
| 7 | MW-03-A-02 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Total No of Dwellings: 19 <i>Survey date: MONDAY 06/06/22</i> | MIXED HOUSES | MEDWAY | <i>Survey Type: MANUAL</i> |
| 8 | NF-03-A-10 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: 17 <i>Survey date: WEDNESDAY 12/09/18</i> | MIXED HOUSES & FLATS | NORFOLK | <i>Survey Type: DIRECTIONAL ATC COUNT</i> |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|--|----------------------|---------------------|
| 9 | 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 |
| 10 | SE-03-A-01 | DETACHED & BUNGALOWS | SHEFFIELD |
| | MANOR ROAD | | |
| | NEAR SHEFFIELD | | |
| | WALES | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | Village | | |
| | Total No of Dwellings: | 25 | |
| | Survey date: THURSDAY | 10/09/20 | Survey Type: MANUAL |
| 11 | WK-03-A-03 | DETACHED HOUSES | WARWICKSHIRE |
| | BRESE AVENUE | | |
| | WARWICK | | |
| | GUYS CLIFFE | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total No of Dwellings: | 23 | |
| | Survey date: WEDNESDAY | 25/09/19 | Survey Type: MANUAL |
| 12 | WM-03-A-07 | DETACHED HOUSES | WEST MIDLANDS |
| | EVESON ROAD | | |
| | STOURBRIDGE | | |
| | NORTON | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total No of Dwellings: | 14 | |
| | Survey date: WEDNESDAY | 18/09/24 | 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 | 12 | 16 | 0.098 | 12 | 16 | 0.269 | 12 | 16 | 0.367 |
| 08:00 - 09:00 | 12 | 16 | 0.238 | 12 | 16 | 0.389 | 12 | 16 | 0.627 |
| 09:00 - 10:00 | 12 | 16 | 0.130 | 12 | 16 | 0.166 | 12 | 16 | 0.296 |
| 10:00 - 11:00 | 12 | 16 | 0.166 | 12 | 16 | 0.207 | 12 | 16 | 0.373 |
| 11:00 - 12:00 | 12 | 16 | 0.197 | 12 | 16 | 0.155 | 12 | 16 | 0.352 |
| 12:00 - 13:00 | 12 | 16 | 0.223 | 12 | 16 | 0.166 | 12 | 16 | 0.389 |
| 13:00 - 14:00 | 12 | 16 | 0.212 | 12 | 16 | 0.187 | 12 | 16 | 0.399 |
| 14:00 - 15:00 | 12 | 16 | 0.197 | 12 | 16 | 0.228 | 12 | 16 | 0.425 |
| 15:00 - 16:00 | 12 | 16 | 0.275 | 12 | 16 | 0.218 | 12 | 16 | 0.493 |
| 16:00 - 17:00 | 12 | 16 | 0.269 | 12 | 16 | 0.212 | 12 | 16 | 0.481 |
| 17:00 - 18:00 | 12 | 16 | 0.269 | 12 | 16 | 0.223 | 12 | 16 | 0.492 |
| 18:00 - 19:00 | 12 | 16 | 0.311 | 12 | 16 | 0.197 | 12 | 16 | 0.508 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.585 | | | 2.617 | | | 5.202 |

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: | 8 - 25 (units:) |
| Survey date range: | 01/01/16 - 18/09/24 |
| Number of weekdays (Monday-Friday): | 12 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 1 |
| 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.