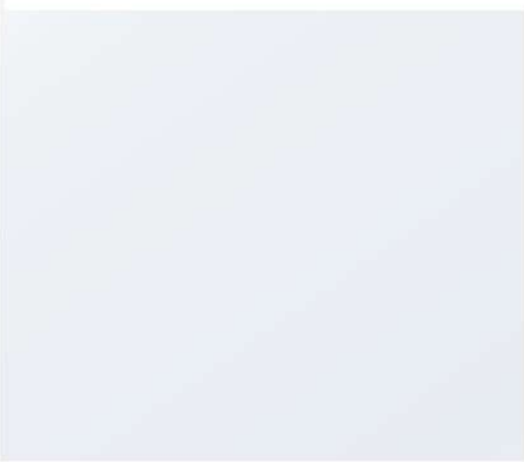


Jones Homes (Yorkshire) Limited

Land off Sunny View,
Batley

Transport Statement





Control Sheet

CLIENT: Jones Homes (Yorkshire) Limited
PROJECT TITLE: Land off Sunny View
 Batley
REPORT TITLE: Transport Statement
PROJECT REFERENCE: 166024
DOCUMENT NUMBER: 001
ISSUE NUMBER: 04
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	Checked by	Simon Burkinshaw				04/08/2025
	Approved by	Simon Burkinshaw				04/08/2025
Issue Record	Issue	Date	Status	Description	Name	
	02	28/10/2025	Final	Amended site layout following pre-app consultation	Prepared	Daniel Watson
					Checked	Simon Burkinshaw
					Approved	Simon Burkinshaw
	03	28/11/2025	Final	Amended site layout	Prepared	Daniel Watson
					Checked	Louise Hewlett
					Approved	Louise Hewlett
	04	10/12/2025	Final	Amended following client feedback	Prepared	Daniel Watson
					Checked	Louise Hewlett
					Approved	Louise Hewlett

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Acknowledgements

Google My Maps/OpenRouteService/OpenCycleMap have been used to generate figures included in this report for illustrative purposes only.

The CrashMap Pro Collision Analysis System v1.40 and Crashmap.co.uk have been utilised to carry out a road traffic incident review.

Extracts of 'The Planning for Walking Guidance', 'Manual for Streets', 'Buses in Urban Developments Guidance', Kirklees Council Public Rights of Way Map have been included in this report.

The TRICS database v7.11.4 has been used in this report to calculate traffic generations.

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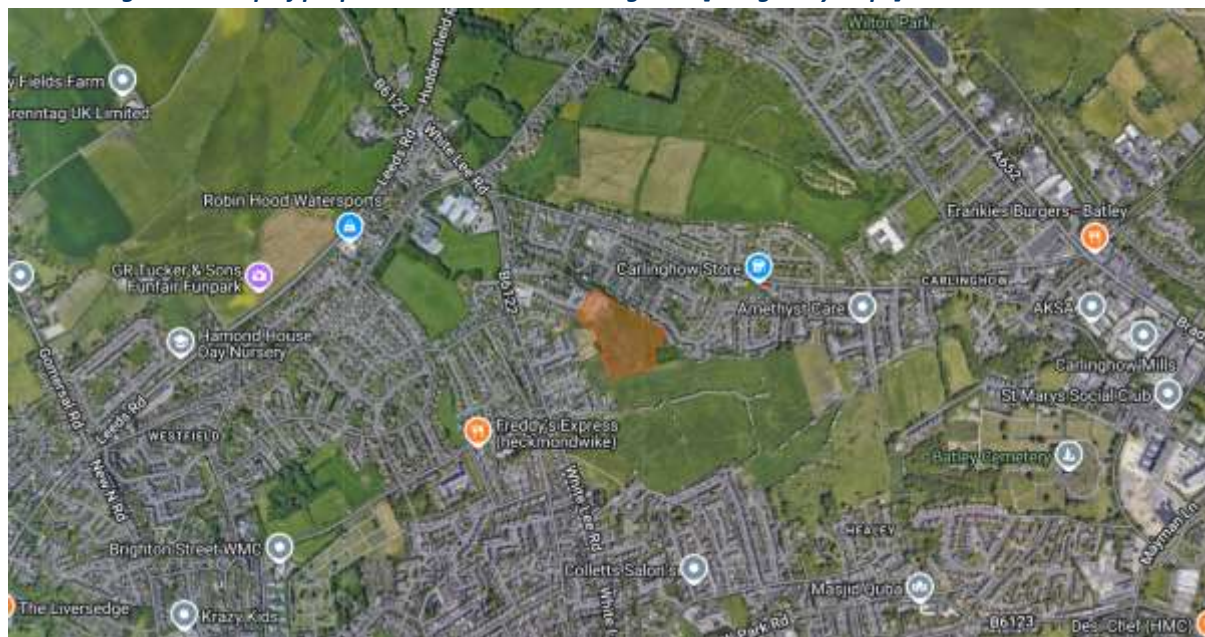
Appendix E

TRICS Output

1. Introduction

- 1.1 Sanderson Associates Consulting Engineers have been appointed by Jones Homes (Yorkshire) Limited to prepare a Transport Statement in support of a planning application for a residential development at Land off Sunny View, Batley. The location of the site in relation to the surrounding area is show in **Figure 1**.

Figure 1 – Map of proposed site and surrounding area [Google MyMaps]



- 1.2 The development proposal is for residential use with 37 dwellings on the site. The access to the site will be from the continuation of Sunny View which forms an all movement junction with White Lee Road.
- 1.3 The current application follows a previous outline application (ref: 2015/62/92944/E0/BT) for the erection of 66 dwellings which was refused by the local planning authority, Kirklees Council, and subsequently dismissed at appeal. The 2015 application was supported by a combined Transport Statement and Travel Plan prepared by PAH Highway Consultants. The scope of the TA was informed by a pre-application discussion held with the Council which I identified that they wished to ensure that the proposed access had sufficient capacity to cater for the additional demand from the extra units.
- 1.4 In accordance with the National Planning Policy Guidance (NPPG) for the requirements of a Transport Assessment as outlined in 'Travel Plans, Transport Assessments and Statements,' published in March 2014, this report will investigate:
- The local highway network and its highway safety record;
 - The existing use of the site;
 - The proposed development;
 - Accessibility of the site, in relation to local facilities by sustainable modes;
 - The predicted multimodal trip generations;

- The impact of the development on the local highway network in terms of highway safety and capacity.
- 1.5 A Travel Plan has been produced for the development which sets out the strategies and initiatives that will be adopted in order to encourage the use of sustainable modes of travel associated with the development. This Transport Statement should be considered in conjunction with the Travel Plan.
- 1.6 This Transport Statement seeks to demonstrate that the residual cumulative impacts on the local road network are not severe. As such, there are no transport reasons why planning should not be granted.

2. Planning Policy

2.1 National Planning Policy Framework

2.1.1 At national level, planning policy in England is set out by the National Planning Policy Framework (NPPF) (last revised December 2024 with a further minor update in February 2025), which must be considered when making planning decisions.

2.1.2 At NPPF paragraph 39 it states that;

‘Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.’

2.1.3 Considering the planning policy context of the development, Paragraph 115 states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, give the type of development and its location;

b) Safe and suitable access to the site can be achieved for all people;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

2.1.4 Paragraph 116 then 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.’

2.1.5 In relation to paragraph 116, NPPF paragraph 117 goes on to say:

‘Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

2.1.6 Finally, paragraph 118 states that:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.'

2.1.7 In accordance with the above guidance, this Transport Statement will assess the following aspects:

- The road traffic accident record of the local highway network
- Planned access arrangements to the proposed development
- The operational characteristics of the proposed development
- The impact the proposed development may have on local road safety
- The impact of the proposed development on traffic, including the prospective multimodal trip generations
- The accessibility of the proposed development, including impacts on local facilities and provisions for access via sustainable transport modes

2.2 Local Planning Policy

2.2.1 The Kirklees Local Plan was adopted in February 2019 and is the statutory development plan for the area, covering the period 2013 – 2031. Its purpose is to set out the policies necessary to achieve the strategy and how much new development there should be in the district and where it will go.

2.2.2 The Local Plan follows NPPF with regards sustainable development with Policy LP1 stating “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. The council will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.”

2.2.3 **Policy LP20: Sustainable Travel** outlines the following:

New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area.

Travel plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans should include agreed and defined outcomes related to a package of specified measures to be implemented including an approach to lower carbon emissions where applicable.

The requirement of a travel plan will also be considered on case by case basis where the proposed development falls below the major application category where it has the potential to generate significant transport movements and/or has insufficient off-street parking within the vicinity of a stressed part of the highway network.

2.2.4 **Policy LP21: Highways and Access** outlines the following:-

Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.

All proposals shall:

- ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;
- where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;
- be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;
- take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;
- take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;
- take into account access for emergency, service and refuse collection vehicles;
- provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.

3. Existing Situation

3.1 Site Location

The site is located off White Lee Road approximately 1.5km to the northeast of Heckmondwike town centre and 1.5km to the south of Birstall town centre.

3.1.1 The site boundaries are:

- North: Properties off Shibden Drive and Oakwell Avenue
- East: Existing urban greenspace
- South: Existing urban greenspace
- West: Existing properties on Sunny view

3.2 Local Highway Network

3.2.1 The site will be accessed from the continuation of the existing Sunny View, a local residential street. Sunny View forms the minor arm at an all movement priority junction with White Lee Road.

3.2.2 Sunny View is a local residential street with streetlighting and footways to both sides of the carriageway.

3.2.3 White Lee Road is classified as the B6122 and connects the A62 Leeds Road to the north with the B6123 West Park Road to the south. White Lee Road is subject to a 30mph speed limit, has footways to both sides and is illuminated by streetlights.

3.2.4 A traffic calming scheme including the creation of a number of speed plateaus along the length of White Lee Road has recently been completed by Kirklees Council. There is a speed plateau located approximately 25m to the south of the junction with Sunny View.

3.3 Public Rights of Way

3.3.1 An extract from the Kirklees Council public rights of way (PRoW) map online resource is shown at **Figure 2**. This figure indicates that there are no public rights of way within the site. Public footpath reference BAT/23/20 runs to the south of the site connecting Carlinghow Lane with White Lee Road.

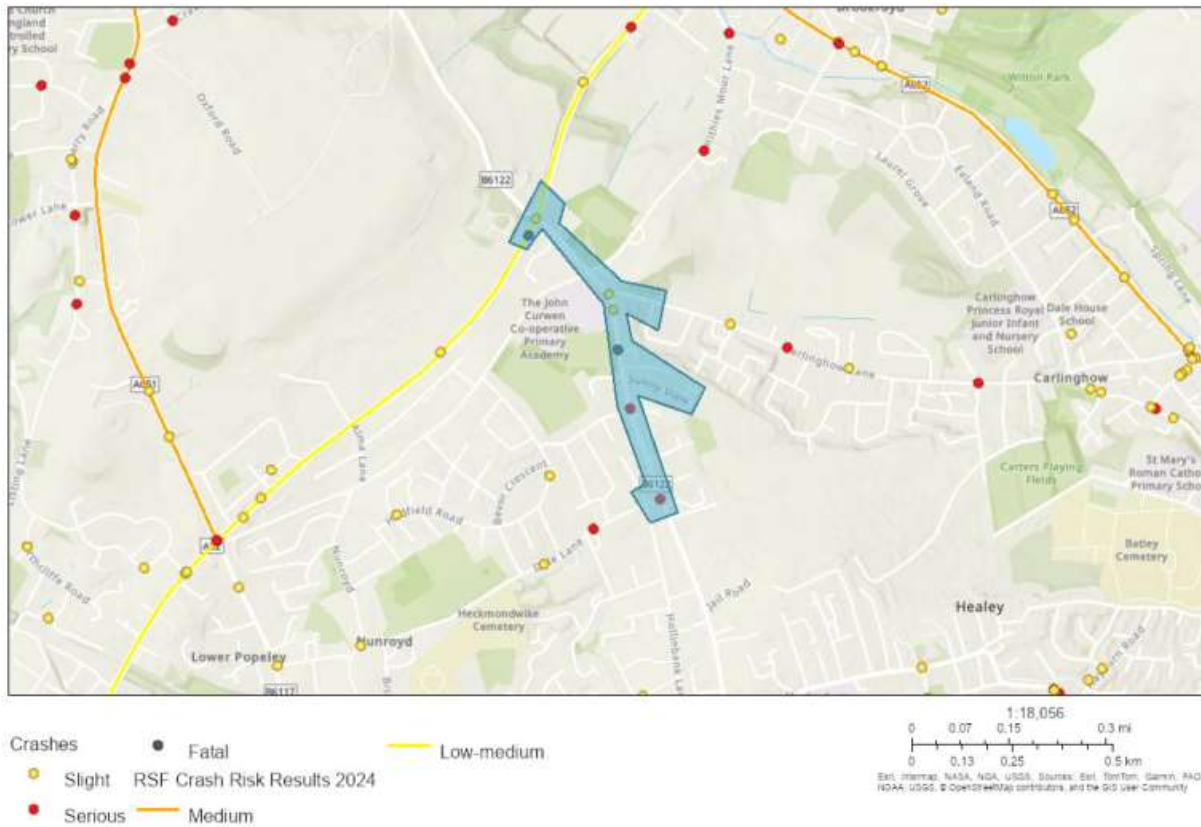
Figure 2 - Extract from Kirklees Council Public Rights of Way Map



3.4 Personal Injury Road Traffic Collision Data

- 3.4.1 National guidance states that Transport Assessments should include, “an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area.”
- 3.4.2 Road traffic collision data has been obtained from the CrashMap Pro Collision Analysis System v1.40 database for the most recent five-year period available (January 2019 – December 2023). The incident plot diagram within the vicinity of the site is shown in **Figure 3**.

Figure 3 - CrashMap Pro Extract (2019 – 2023)



3.4.3 As can be seen, over the selected study area, seven serious incidents have occurred over the five year study period. Details of these incidents are as follows, with the full report included at **Appendix A**.

- **'Fatal' incident ref: 2023131279838** occurred on the 23 February 2023 at 13:22 in daylight conditions. The weather was fine and the road surface dry. The incident took place on Leeds Road the A62, 40m southwest of the crossroad with White Lee Road and Muffit Lane. One vehicle and one cyclist were involved. The cyclist was a child (11-15). The vehicle, a car, was proceeding normally along the carriageway northbound, when the front of the vehicle hit the cyclist on their offside, who was also proceeding normally along the carriageway southbound. The cyclist sustained fatal injuries.
- **'Slight' incident ref: 2021131125949** occurred on the 23 December 2021 at 19:30 in darkness with street lights present and lit. The weather was fine and the road surface was wet or damp. The incident took place on the A62 crossroad with White Lee Road and Muffit Lane. Two vehicles were involved. Vehicle 1, a car, travelling North on Leeds Road was proceeding normally along the carriageway, not on a bend when the front of the vehicle impacted vehicle 2, a car, which was travelling South, on its offside. The driver of vehicle 2 sustained slight injuries.
- **'Slight' incident ref: 20201379P0898** occurred on the 25 September 2020 at 15:20 in daylight. The weather was fine and the road surface was dry. The incident took place on White Lee Road at the junction with Carlinghow Lane. Two vehicles were involved. Vehicle 1, a car, was moving off from the side of the road towards Carlinghow Lane, when the

front of the vehicle impacted vehicle 2, a taxi, which was travelling South along White Lee Road, on its offside. The driver of vehicle 2 sustained slight injuries.

- **'Slight' incident ref: 2020137C30308** occurred on the 3 December 2020 at 09:00 in daylight. The weather was fine and the road surface was wet or damp. The incident took place on White Lee Road 50m south of the junction with Carlinghow Lane. Two vehicles were involved. Vehicle 1, a car, was in the act of turning right out of the school access onto White Lee Road, when vehicle 2, a motorcycle, which was travelling North along White Lee Road, had to take evasive action. The rider of vehicle 2 sustained slight injuries as a result of coming off the motorcycle.
- **'Fatal' incident ref: 2021131068908** occurred on the 21 July 2021 at 20:50 in darkness, with street lights present and lit. The weather was fine and the road surface was dry. The incident took place on White Lee Road adjacent to the access gate to the playing fields of Birstall Victoria ARLFC. One vehicle, a car, and one pedestrian were involved. Vehicle 1 was proceeding normally along White Lee Road southbound, when the front of the vehicle impacted the pedestrian who was in the carriageway, crossing the road. There was no physical crossing facility within 50m. The pedestrian sustained fatal injuries.
- **'Serious' incident ref: 20191362K0237** occurred on the 20 February 2019 at 07:18 in daylight. The weather was fine and the road surface was dry. The incident took place on White Lee Road at the junction with Leaside Road. Two vehicles were involved. Vehicle 1, a taxi, was in the act of turning right out of Leaside Road onto White Lee Road, when its offside collided with the front of vehicle 2, a motorcycle, which was travelling North along White Lee Road. The rider of vehicle 2 sustained serious injuries.
- **'Serious' incident ref: 2019136161571** occurred on the 6 January 2019 at 19:59 in darkness, with street lights present and lit. The weather was fine and the road surface was dry. The incident took place on Dale Lane at the junction with White Lee Road. Two vehicles were involved. Vehicle 1, a car, was in the act of turning right out of Dale Lane onto White Lee Road, when it collided head on with the vehicle 2, a car, which was travelling North along White Lee Road. The driver of vehicle 1 sustained slight injuries, as did the two of the passengers, both children (11-15), the 3rd passenger of vehicle 1, a child (6-10) sustained serious injuries, the 4th passenger of vehicle 1, a child (0-5) sustained slight injuries.

3.4.4 It is unclear whether these incidents occurred as a result of driver error or from any deficiency in the highway network.

3.4.5 Within the study area, two incidents have involved child casualties, and two incidents involved pedestrians or cyclists who were in the carriageway.

3.4.6 In the immediate vicinity of the site, Sunny View and its junction with White Lee Road, no incidents have occurred.

3.4.7 The site is located in a low accident area, however, analysis of the most recent five-year period identified seven incidents, two of which were fatal. On White Lee Road, traffic calming measures which introduce various measures including speed plateaus, priority give way points, and additional pedestrian crossing points have recently been constructed. A Traffic Regulation Order from Kirklees Council reference Traffic Regulation (No.12) Order 2023 relates to the no waiting restrictions associated with this scheme. Details of this TRO can be found at **Appendix B**.

4. Development Proposals

4.1 Overview

- 4.1.1 The development proposals comprise 37 no. 2/3/4 bedroom residential properties. Access will be onto a continuation of Sunny View, an existing local residential street.
- 4.1.2 The development site layout plan is included at **Appendix C**.
- 4.1.3 **Figure 4** is a schedule of accommodation from the proposed site plan.

Figure 4 - Extract from proposed site plan – Schedule of Accommodation

To be read in conjunction with drawing no. 0005-025- NIE-XX-XX-DR-A-PL_005-P7				niemen							
Ref.	Name	Storeys	Beds	Format	FI ²	M ²	No.	%	Sub-total FI ²	Sub-total M ²	
OMS											
ROWAN	Rowan	2	2	Apartment	582.00	54.07	4	11%	2328	216.28	
ELM	Elm	2	3	Semi-detached	904.00	83.98	5	14%	4520	419.92	
MERE	Willow	2	3	Semi-detached	1017.00	94.48	6	16%	6102	566.89	
MERE	Mere	2	3	Detached	1017.00	94.48	3	8%	3051	283.45	
DEL	Delamere	2	3	Detached	1110.00	103.12	1	3%	1110	103.12	
WAR	Warwick	2	4	Detached	1141.00	106.00	3	8%	3423	318.01	
BERK	Berkley	2	4	Detached	1388.00	128.95	1	3%	1388	128.95	
THOR	Thornbury	2	4	Detached	1473.00	136.85	1	3%	1473	136.85	
DUR	Durham	2	4	Detached	1768.00	164.25	3	8%	5304	492.76	
LUD	Ludlow	2	4	Detached	1670.00	155.15	10	27%	16700	1551.48	

- 4.1.4 As shown, the proposed accommodation can be summarised as:

- 19 no. 2 – 3 bedroom dwellings
- 18 no. 4 bedroom dwellings

4.2 Pedestrian Access

- 4.2.1 Pedestrian access to the site is proposed with a continuation of the 2.0m wide footways provided on Sunny View.
- 4.2.2 Within the site there will be a combination of traditional 2.0m footways and shared surfaces.

4.3 Cycling Access

- 4.3.1 Cyclist access to the site will be via Sunny View.

4.4 Vehicle Access

- 4.4.1 Vehicular access to the site will be created by the extension of Sunny View. This access road will be 5.5m in width with 2.0m footway on both sides. Forward visibility of 25m and junction visibility of 2.4 x 25m are also achievable within the proposed development estate roads (as shown in the site plan at **Appendix C**), as per Manual for Streets guidance for a design speed of 20mph.

4.5 Vehicle Parking

- 4.5.1 Parking within the development is to be provided in line with the council's Highway Design Guide (adopted November 2019) which states the following in relation to residential parking standards:

"Kirklees Council has not set local parking standards for residential and non-residential development. However, as an initial point of reference for residential development (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 carparking spaces

4+ bedroom dwellings provide three off-street spaces

1 to 2 bedroom apartments provide one space (3+ bed two spaces)

In most cases, one visitor space per four dwellings is considered appropriate. One cycle space per unit is recommended."

- 4.5.2 This development proposes 74 car parking spaces for the 37 properties and 10 visitor spaces, giving 84 in total. 14 of the properties also have garages provided.
- 4.5.3 Cycle parking can be accommodated within the curtilage of each property.
- 4.5.4 'The Building Regulations 2010: Infrastructure for the charging of electric vehicles' Part S1 requires that new residential buildings with associated parking must have access to electric vehicle charge points. The number of associated parking spaces which have access to electric vehicle charge points must be:
- (a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or
 - (b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings.
- 4.5.5 Each dwelling at this development will provide infrastructure to assist with electric vehicle charging, usually in the form of an external plug socket.

4.6 *Servicing*

4.6.1 The largest vehicle that could be expected at the site on a regular basis is a refuse collection vehicle. The site layout has been assessed using the Kirklees Council 11.85m long design refuse vehicle, with details contained on **Drawing 166024-001-P03** at **Appendix D**. The assessment demonstrates that the refuse vehicle can access and egress the site in a forward gear with adequate turning provision within the site. The drawing also shows a refuse vehicle and a large car are able to pass each other safely. The design also allows for an emergency vehicle such as a fire appliance to access all areas of the site.

4.7 *Construction Phase*

4.7.1 The construction phase of the development is transient and will not have a lasting impact on highway conditions. Planning conditions are anticipated that will restrict and limit the impact of construction related traffic on the site and public highway.

5. Accessibility by Sustainable Modes

5.1 Overview

5.1.1 This section of the report considers the accessibility of the development by active travel modes (walking and cycling) and public transport in order to review the opportunities that will exist for residents and visitors to travel to the site sustainably.

5.2 Accessibility on Foot

5.2.1 The Planning for Walking Guidance (2015), published by CIHT highlights that *“Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. For journeys that are 1 to 2 miles long, 26 per cent are made on foot (NTS, 2012).”*

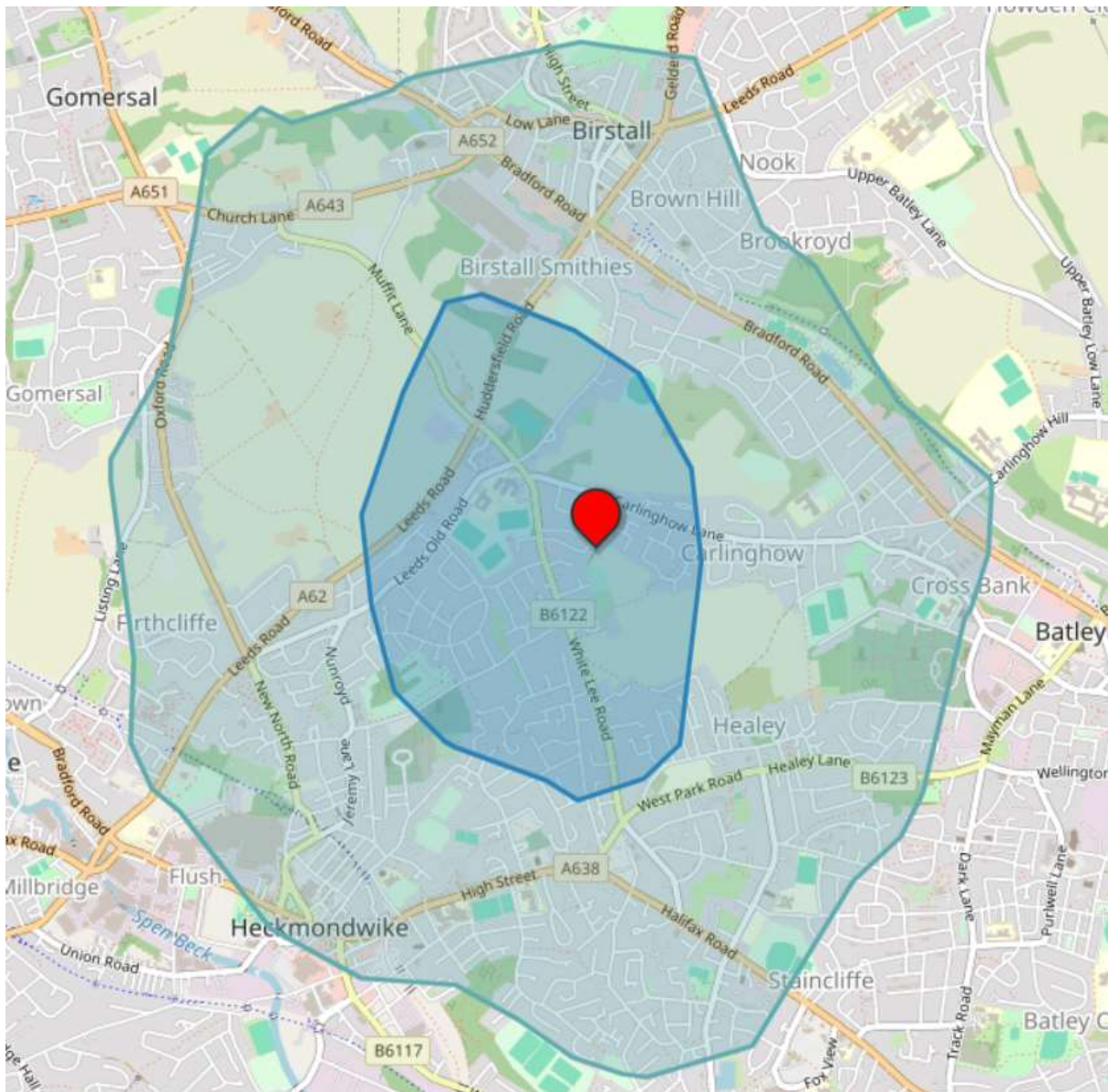
5.2.2 CIHT notes that people will be willing to walk further to reflect a greater perceived quality or importance of a service or amenity, for example rail services. The report does not provide a definitive view on distances, however, the report makes reference to the IHT publication *“Providing for Journeys on Foot,”* (2000) which suggests a maximum walking distance for commuting, school and sightseeing as 2000m (25-minute walk).

5.2.3 Manual for Streets offers the following guidance in Section 4.4 *“The walkable neighbourhood”*.

‘Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.’

5.2.4 **Figure 5** identifies the 1000m and 2000m walking isochrones from the site. It is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot.

Figure 5 - Indicative Walking Isochrones [OpenRouteServices]



5.2.5 The following amenities and facilities are located within a 1,000m (12.5 minute) walking distance to the site:

- Bus stops on White Lee Road, Leaside Road, Carlinghow Lane and Leeds Old Road
- Batley Victoria ARLFC
- Takeaways on Fairfield Avenue
- Convenience stores on Dale Lane and Fairfield Avenue
- Schools – Fairfield School and Co-op Academy Smithies Moor

5.2.6 Birstall and Heckmondwike town centres with their additional amenities and facilities are located within a 2,000m (25 minute) walking distance of the site. In addition to these amenities, Birstall and Heckmondwike town centres offer a range of employment opportunities including retailers, offices, manufacturers and a wide variety of services.

- 5.2.7 Birstall retail park is approximately 3.5km from the site and features retail, leisure and hospitality businesses. The adjacent industrial park features manufacturing, logistics and retail businesses.
- 5.2.8 Whilst there is a variety of local facilities and amenities sitting within the ‘acceptable’ distance of 1km, the quality and availability of pedestrian infrastructure must also be considered when determining the site accessibility.
- 5.2.9 Sunny view, connecting the site to White Lee Road has 2m wide footways and streetlighting present on both sides.
- 5.2.10 Along White Lee Road in the vicinity of the site, there are footways and streetlighting present on both sides of the road.
- 5.2.11 To allow for easier pedestrian crossing, dropped kerbs are present at crossing points at the junction of Sunny View with White Lee Road, and at a number of junctions on White Lee Road.

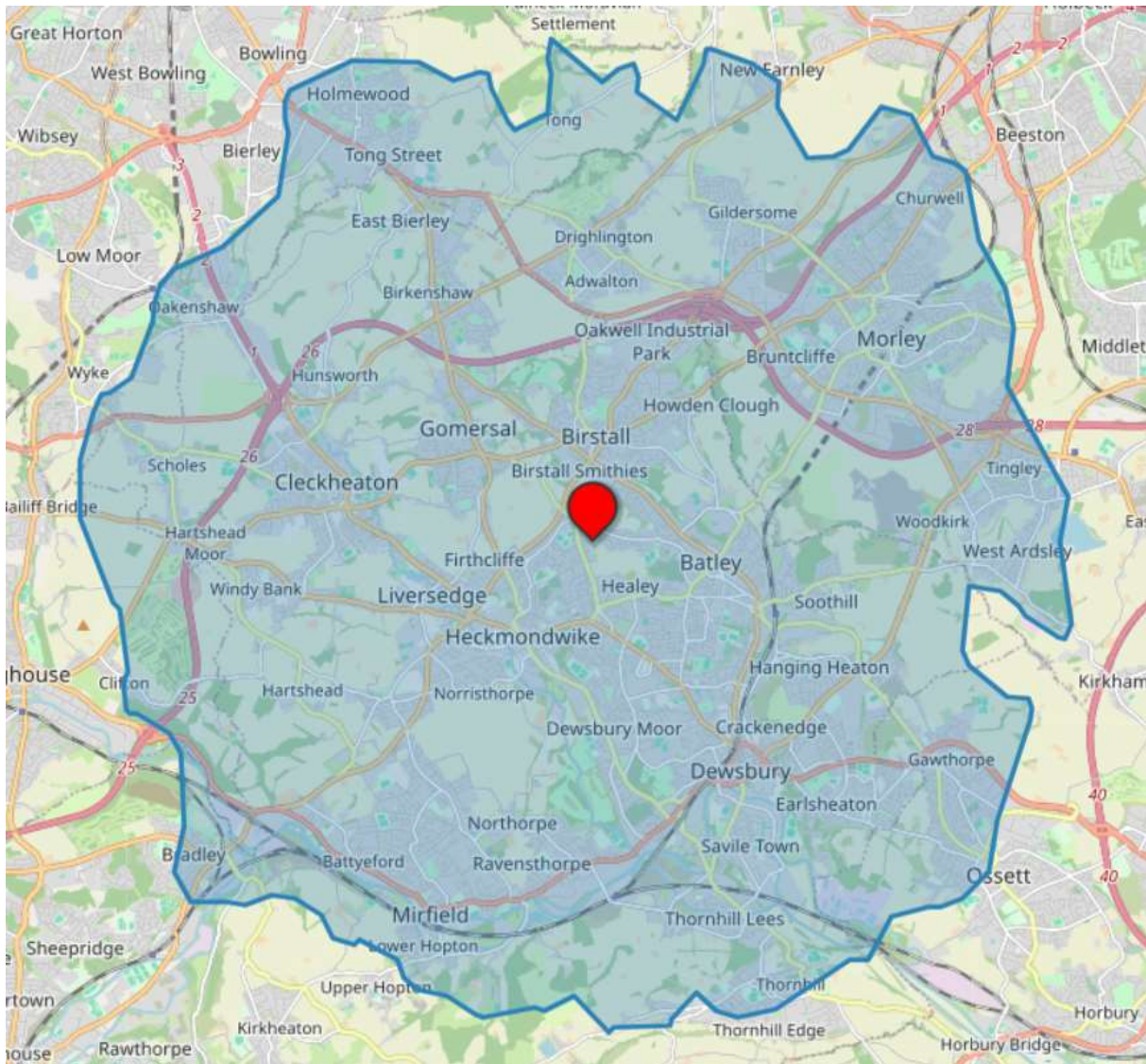
5.3 *Accessibility by Cycle*

- 5.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT’s Planning for Cycling (2014) states that:

“The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips.”

- 5.3.2 **Figure 6** overleaf indicates destinations that lie within an 8km cycling isochrone of the site. It is provided as an indication of where destinations lie and the general extent to which the site is accessible by cycle.

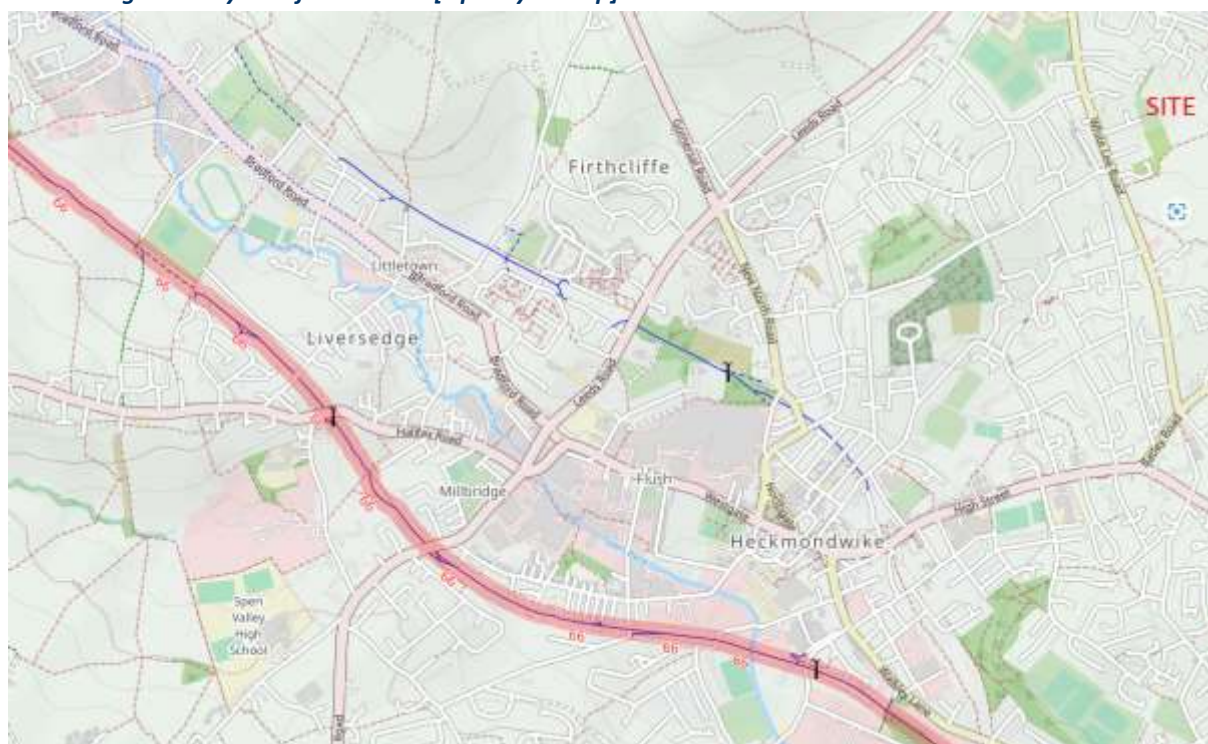
Figure 6 - 8km Cycling Isochrone [OpenRouteService]



5.3.3 **Figure 6** shows that much of the local area is accessible by cycle including Heckmondwike, Birstall, Batley, Mirfield, Morley, Cleckheaton and Gomersal.

5.3.4 An extract from the Open Cycle Map is shown at **Figure 7** which identifies the local cycle infrastructure within the vicinity of the site.

Figure 7 - Cycle Infrastructure [OpenCycleMap]



- 5.3.5 As shown in **Figure 7**, both the Spen Valley Greenway and the Spen Valley Ringway are in close proximity to the site.
- 5.3.6 The Spen Valley Greenway is a Local Cycle Route which provides a traffic free route between Bradford and Dewsbury with connections to the wider National Cycle Route. The Spen Valley Greenway makes up part of the National Cycle Route 66.
- 5.3.7 The Spen Valley Ringway is a shorter traffic free route running from Royds Park to the south east of Cleckheaton through to Heckmondwike where it forms a junction with the Spen Valley Greenway to the south of Heckmondwike town centre.
- 5.3.8 Both the Spen Valley Greenway and the Spen Valley Ringway have multiple connection points to the local highway network.

5.4 Accessibility by Bus

- 5.4.1 The Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, “the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas”. The guidance also outlines the recommended maximum walking distance for different situations, which is shown in **Table 1**.

Table 1 – Recommended maximum walking distances to bus stops [CIHT]

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

- 5.4.2 The closest public bus stops to the site are located at Leaside Road / White Lee Side and White Lee Road / Carlinghow Lane, serving both directions. These stops are both within 400m of a central point in the site. These stops serve the 271 service.
- 5.4.3 Northbound school services AL2, AL6 and AL7 are served from a stop adjacent to the White Lee Road / Leaside Road junction.
- 5.4.4 Further stops are found on both Smithies Moor Lane and Leeds Old Road. These stops are within 550m of the site. These stops serve the 229 service.
- 5.4.5 This information is summarised in **Table 2**.

Table 2 - Nearby bus stop information

Bus Stop Location	Bus Stop Information
Leaside Road / White Lee Side	Reference → 45013075 / 45017623 Direction of travel → East / West Distance from site → 400m Facilities → Pole with flag, timetable information Services → 271
White Lee Road / Leaside Road	Reference → 45013077 Direction of travel → North Distance from site → 260m Facilities → Pole with flag Services → AL2 / AL6 / AL7 (School services only)
White Lee Road / Carlinghow Lane	Reference → 45013076 Direction of travel → South Distance from site → 375m Facilities → Pole with flag Services → 271 / AL2 / AL6 / AL7
Smithies Moor Lane / Leeds Old Road	Reference → 45013072 / 45013059 Direction of travel → North / South Distance from site → 550m Facilities → Pole with flag Services → 229 / AL6 / AL7

- 5.4.6 Details of the bus services at these stops is summarised at **Table 3**.

Table 3 - Summary of Bus Services [West Yorkshire Metro]

Service	Route	Service Frequency Mon to Sat Daytime (mins)	Service Frequency Evenings and Sundays (mins)
271	Batley-Carlinghow-Heckmondwike	60	120 (Sunday)
229	Leeds-Wortley-Birstall- Heckmondwike-Deighton- Huddersfield	15	30 (Sunday) 60 (Evenings)
AL2	Batley Bus Station – St John Fisher Catholic High School (Dewsbury)	School Service	
AL6	Hunsworth - St John Fisher Catholic High School (Dewsbury)	School Service	
AL7	Moorside Road – St John Fisher Catholic High School (Dewsbury)	School Service	

5.4.7 There is one service per hour in each direction within a five minute walk of the site. This service is to Batley and Heckmondwike where onward travel by bus is readily available.

5.4.8 Within an 11 minute walk of the site there are a further four services per hour in each direction to the transport nodes of Leeds and Huddersfield, via town centres including Heckmondwike, Batley and Birstall.

5.4.9 The AL2, AL6 and AL7 are school services to St John Fisher Catholic High School in Dewsbury.

5.5 Accessibility by Rail

5.5.1 The closest railway station to the site is in Batley, approximately 3.5km to the east of the site. The station is on the Huddersfield line between Huddersfield and Leeds. The station operates a two hourly weekday service between these nodes. The station is accessible by a 13 minute cycle journey from the site or a 30 minute combined walk and bus journey using service 271.

5.5.2 Dewsbury railway station is slightly further away at 4.5km to the south of the site. The Station is also on the Huddersfield Line between Huddersfield and Leeds. The station operates a 30 minute weekday service between these nodes. The station is accessible by a 15 minute cycle journey from the site or a 40 minute combined bus journey.

5.6 Accessibility Summary

5.6.1 The site is accessible by active travel and public transport. The sites' location between the centre of Heckmondwike and Birstall means that many amenities which residents are likely to use are within walking and cycling distance of the site.

5.6.2 There are bus stops with frequent services within acceptable walking distance of the site to public transport nodes in Leeds and Huddersfield.

5.6.3 The closest train stations are within cycling and public transport distance of the site. Therefore, residents and visitors will have opportunities to utilise sustainable travel which will reduce the reliance on car trips.

6. Multimodal Traffic Generations

6.1 Development Multimodal Trips

6.1.1 The TRICS8 database has been interrogated to predict modal generations for the proposed residential use. The TRICS selection criteria has been closely refined to match the development proposals and summarised:

- Houses Privately Owned (Multimodal TRICS)
- Range 25-75 Dwellings (Average TRICS 44 Dwellings)
- Parking Spaces per Dwelling Range: Selected: 2 to 3
- Bedrooms per Dwelling Range: Selected: 2 to 4
- Weekday Surveys 01/01/2016 to 18/09/2024 (21 TRICS Survey Days Available)
- Edge of Town Centre, Suburban Area and Edge of Town Sites Only
- Ireland Sites Excluded

6.1.2 The TRICS multimodal data is included at **Appendix E** and summarised at **Table 4** for the development comprising 37 dwellings for the network peak hour periods and the core 12 hour daily period.

Table 4 - Residential Multimodal Trip Generation from 37 dwellings [TRICS]

Time Period / Mode of Travel	Total Traffic Flows		
	Trip Rate	Percentage	Trips from 37 Dwellings
08.00-09.00			
Pedestrian	0.229	20.6%	8
Cycle	0.016	1.4%	1
Public Transport	0.060	5.4%	2
Vehicle Occupants	0.805	72.5%	30
Total People	1.110	100.0%	41
17.00-18.00			
Pedestrian	0.113	11.7%	4
Cycle	0.016	1.7%	1
Public Transport	0.033	3.4%	1
Vehicle Occupants	0.803	83.3%	30
Total People	0.964	100.0%	36
Daily 07.00-19.00			
Pedestrian	1.327	15.6%	49
Cycle	0.148	1.7%	5
Public Transport	0.325	3.8%	12
Vehicle Occupants	6.724	79.0%	249
Total People	8.516	100.0%	315

6.1.3 The TRICS data shows that 27.4% of trips in the AM peak hour (08.00-09.00) could be expected to be by sustainable travel modes (walking, cycling and public transport), with 17.2% in the PM peak hour (17.00-18.00) and 21.1% daily (07.00-19.00hrs).

6.2 Development Vehicle Trips

6.2.1 The TRICS data at **Appendix E** has been used to estimate the vehicle trips from the development, which are summarised at **Table 6** for the development comprising 37 dwellings for the network peak hour periods and the 12 hour daily period.

Table 6 – Vehicle Trip Rates and Generations from 37 Dwellings [TRICS]

Time Period	Trip Rates per Dwelling		Total Trips from 37 Dwellings		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08.00-09.00	0.170	0.399	6	15	21
PM Peak 16.00-17.00	0.397	0.201	15	7	22
12 Hour 07.00-19.00	2.542	2.601	94	96	190

6.2.2 The TRICS data shows that the development peak vehicle generation period in the AM peak hour (08.00-09.00) is 6 vehicle arrivals and 15 vehicle departures. This equates to approximately 1 arrival every 10 minutes and 1 departure every 4 minutes.

6.2.3 The TRICS data shows that the development peak vehicle generation period in the PM peak hour (17.00-18.00) is 15 vehicle arrivals and 7 vehicle departures. This equates to approximately 1 arrival every 4 minutes and 1 departure every 8.5 minutes.

6.3 In the worst case approximately 22 two-way trips will occur in the PM peak hour, this is equivalent to one trip every 2.7 minutes. This will not be noticeable against the average peak hour traffic fluctuations. It is therefore considered that the local highway network in the vicinity of the site can accommodate these additional trips with no detrimental impact to the operation of the network.

6.3.1 It is considered that the local highway network in the vicinity of the site can accommodate these additional trips with no detrimental impact to the operation of the network.

7. Summary

- 7.1 Sanderson Associates Consulting Engineers have been appointed by Jones Homes (Yorkshire) Limited to prepare this Transport Statement to support a planning application for 37 dwellings at Land off Sunny View, Batley.
- 7.2 The proposed development is for 37 dwellings taking access from the existing Sunny View, off White Lee Road, Batley.
- 7.3 Swept path analysis of the Kirklees Council 11.85m refuse vehicle has demonstrated that the refuse vehicle can access and egress the site in a forward gear with adequate turning provision within the site.
- 7.4 The site is accessible by active travel and public transport. The sites' location between the centre of Heckmondwike and Birstall means that many amenities which residents are likely to use are within walking and cycling distance of the site.
- 7.5 There are bus stops with frequent services within acceptable walking distance of the site to public transport nodes in Leeds and Huddersfield.
- 7.6 The closest train stations are within cycling and public transport distance of the site. Therefore, residents and visitors will have opportunities to utilise sustainable travel which will reduce the reliance on car trips.
- 7.7 TRICS v8.25.6 has been used to predict the likely traffic generation for the site. In the worst case approximately 22 two-way trips will occur in the PM peak hour, this is equivalent to one trip every 2.7 minutes. This will not be noticeable against the average peak hour traffic fluctuations. It is therefore considered that the local highway network in the vicinity of the site can accommodate these additional trips with no detrimental impact to the operation of the network.
- 7.8 This Transport Statement and a separate Travel Plan have been produced and sustainable travel is to be encouraged with national policy referring to a presumption in favour of sustainable development.
- 7.9 In the context of the National Planning Policy Framework, it is considered that there would not be an unacceptable impact on highway safety and the residual cumulative impacts of the development are not severe. Therefore, the development should be supported on transport grounds.



Appendix A

Accident Data

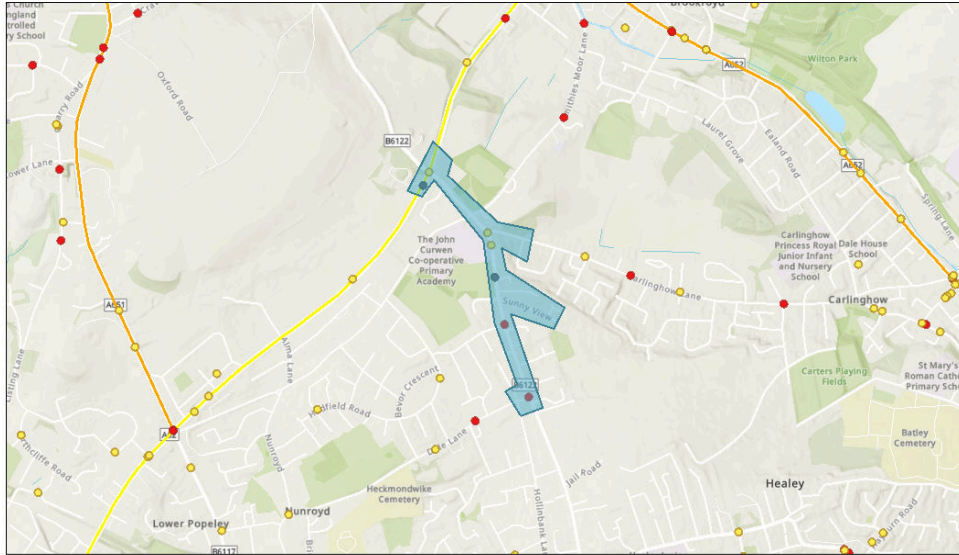


Crash Report

Area of Interest (AOI) Information

Area : 82,550.89 m²

Mar 6 2025 14:15:06 Greenwich Mean Time



- Crashes
- Fatal
 - Slight
 - Serious
- RSF Crash Risk Results 2024
- Low-medium
 - Medium

1:18,056
0 0.07 0.15 0.3 mi
0 0.13 0.25 0.5 km
Esri, Intermap, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, & OpenStreetMap contributors, and the GIS User Community

Summary

Name	Count	Area(m²)	Length(m)
Crashes	7	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Serious	Police officer attended crash scene	February 20, 2019	2019	2	1	422289
2	None	Slight	Police officer attended crash scene	December 23, 2021	2021	2	1	422053
3	None	Fatal	Police officer attended crash scene	July 21, 2021	2021	1	1	422259
4	None	Slight	Police officer attended crash scene	December 3, 2020	2020	2	1	422248
5	None	Serious	Police officer attended crash scene	January 6, 2019	2019	2	5	422366
6	None	Slight	Police officer attended crash scene	September 25, 2020	2020	2	1	422236
7	None	Fatal	Police officer attended crash scene	February 23, 2023	2023	2	1	422036

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	424752	Kirklees	B6122	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
2	425221	Kirklees	A62	Fine without high winds	Single carriageway	Wet or Damp	40	Darkness: street lights present and lit
3	424898	Kirklees	B6122	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
4	424997	Kirklees	B6122	Fine without high winds	Single carriageway	Wet or Damp	30	Daylight: regardless of presence of streetlights
5	424530	Kirklees	U	Fine without high winds	Single carriageway	Wet or Damp	30	Darkness: street lights present and lit
6	425035	Kirklees	U	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
7	425179	Kirklees	A62	Fine without high winds	Single carriageway	Dry	40	Daylight: regardless of presence of streetlights

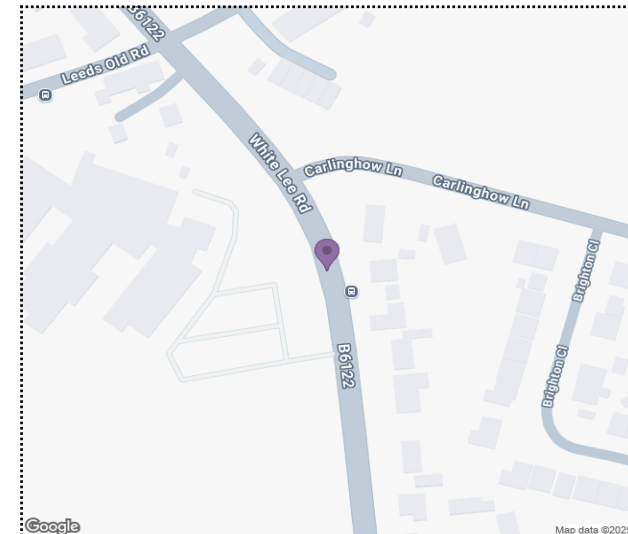
#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	T or staggered junction	No physical crossing facility within 50 metres	0	1	0	0	0	1
2	Crossroads	No physical crossing facility within 50 metres	0	0	0	0	0	0
3	T or staggered junction	No physical crossing facility within 50 metres	0	0	1	0	0	0
4	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	1	0	0	0	1
5	Other junction	No physical crossing facility within 50 metres	0	0	0	1	0	0
6	T or staggered junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
7	T or staggered junction	No physical crossing facility within 50 metres	1	0	0	1	1	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	0	0	0	0	Kirklees	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=20191362K0237	1
2	1	0	0	1	Kirklees	Auto traffic signal	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021131125949	1
3	1	0	0	0	Kirklees	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021131068908	1
4	1	0	0	0	Kirklees	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020137C30308	1
5	1	0	0	0	Kirklees	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2019136161571	1
6	1	0	0	0	Kirklees	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=20201379P0898	1
7	1	0	0	0	Kirklees	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2023131279838	1



Validated Data

Crash Date:	Thursday, December 3, 2020	Time of Crash:	09:00:00	Crash Reference:	2020137C30308
Highest Injury Severity:	Slight	Road Number:	B6122	Casualties:	1
Highway Authority:	Kirklees			Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	422248 424997
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Crash Date:

Thursday, December 3, 2020

Time of Crash: 09:00:00

Crash Reference: 2020137C30308

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	3	Female	36 - 45	Vehicle is in the act of turning right	Did not impact	Taking pupil to/from school	None	None
2	Motorcycle A over 50cc and up to 125cc (1999 onwards)	3	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

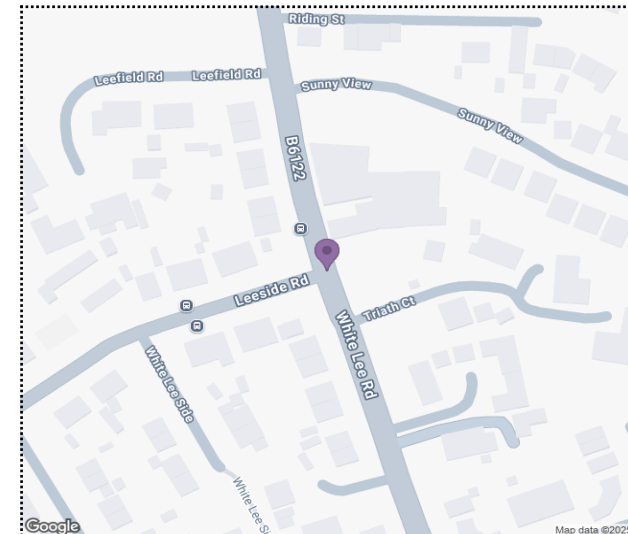
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Validated Data

Highest Injury Severity:	Serious	Road Number:	B6122	Casualties:	1
Highway Authority:	Kirklees			Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	422289 424752
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Taxi/Private hire car (2005 onwards)	3	Male	56 - 65	Vehicle is in the act of turning right	Offside	Unknown	None	None
2	Motorcycle over 125cc and up to 500cc (2005 onwards)	4	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

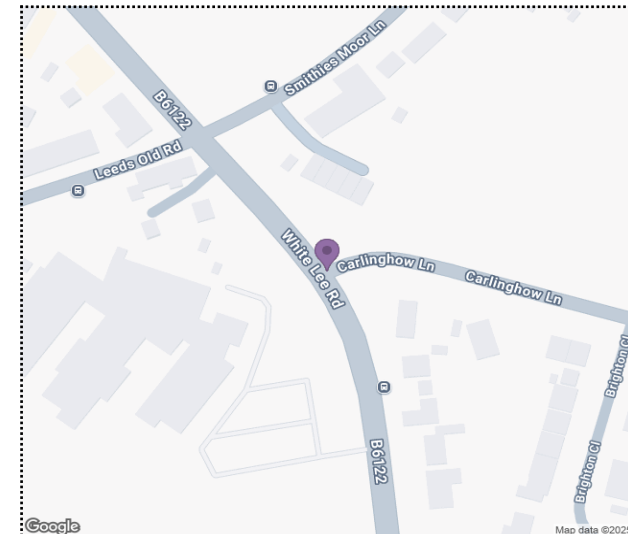
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Validated Data

Crash Date:	Friday, September 25, 2020	Time of Crash:	14:20:00	Crash Reference:	20201379P0898
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Kirklees			Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	422236 425035
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data
Crash Date:

Friday, September 25, 2020

Time of Crash: 14:20:00

Crash Reference: 20201379P0898

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	7	Male	36 - 45	Vehicle is moving off	Front	Unknown	None	None
2	Taxi/Private hire car (2005 onwards)	4	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

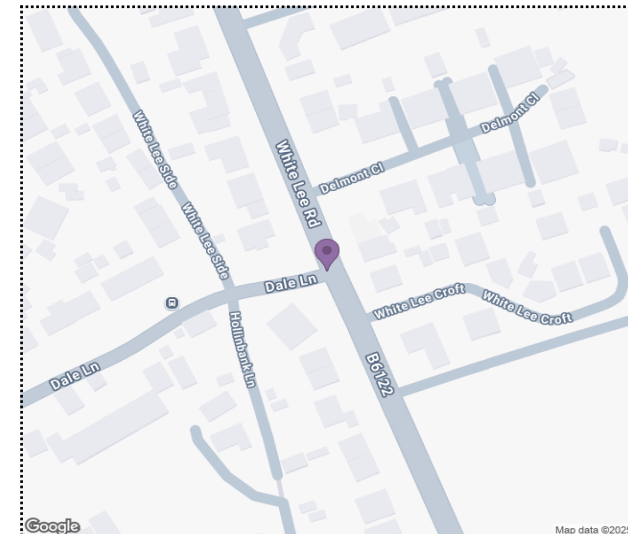
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Validated Data

Crash Date:	Sunday, January 6, 2019	Time of Crash:	19:59:00	Crash Reference:	2019136161571
Highest Injury Severity:	Serious	Road Number:	U	Casualties:	5
Highway Authority:	Kirklees			Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	422366 424530
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date:

Sunday, January 6, 2019

Time of Crash: 19:59:00

Crash Reference: 2019136161571

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	6	Female	36 - 45	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	3	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
1	4	Serious	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
1	5	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other

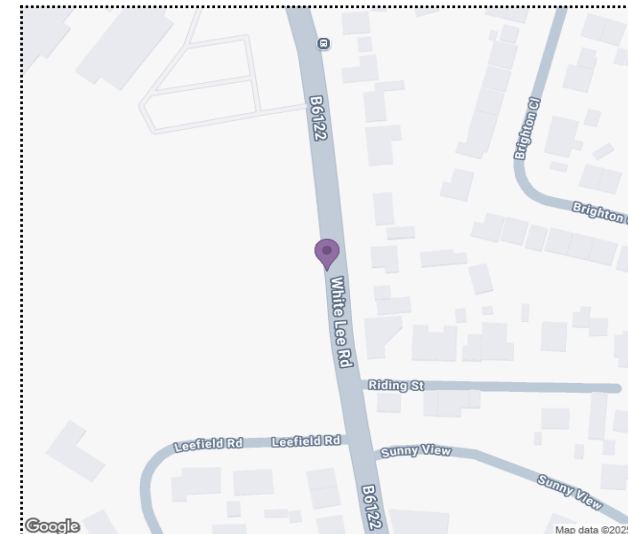
 For more information about the data please visit: www.crashmap.co.uk/home/faq

 To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Wednesday, July 21, 2021	Time of Crash:	19:50:00	Crash Reference:	2021131068908
Highest Injury Severity:	Fatal	Road Number:	B6122	Casualties:	1
Highway Authority:	Kirklees			Vehicles:	1
Local Authority:	Kirklees			OS Grid Reference:	422259 424898
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Wednesday, July 21, 2021

Time of Crash: 19:50:00

Crash Reference: 2021131068908

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	7	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Pedestrian	Female	66 - 75	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Thursday, December 23, 2021

Time of Crash: 19:30:00

Crash Reference: 2021131125949

Highest Injury Severity: Slight

Road Number: A62

Casualties: 1

Highway Authority: Kirklees

Vehicles: 2

Local Authority: Kirklees

OS Grid Reference: 422053 425221

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 40

Light Conditions: Darkness: street lights present and lit

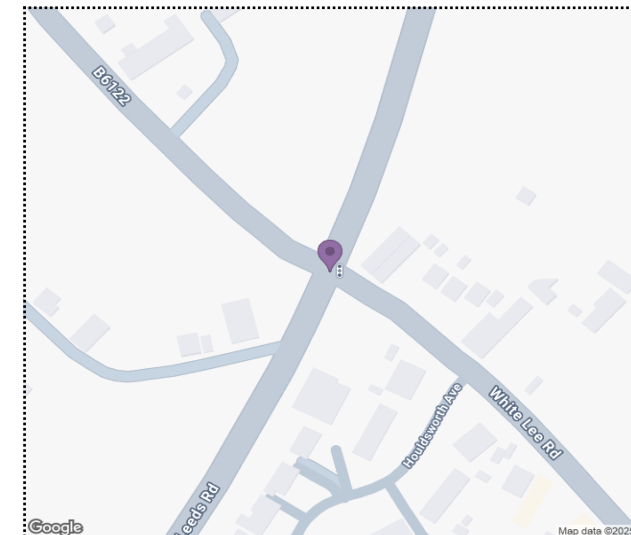
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date:

Thursday, December 23, 2021

Time of Crash: 19:30:00

Crash Reference: 2021131125949

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	5	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	4	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

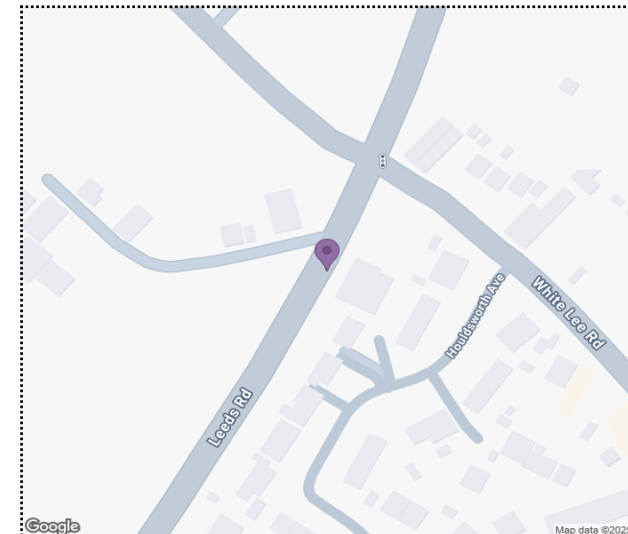
 For more information about the data please visit: www.crashmap.co.uk/home/faq

 To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Thursday, February 23, 2023	Time of Crash:	13:22:00	Crash Reference:	2023131279838
Highest Injury Severity:	Fatal	Road Number:	A62	Casualties:	1
Highway Authority:	Kirklees			Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	422036 425179
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data
Crash Date:

Thursday, February 23, 2023

Time of Crash: 13:22:00

Crash Reference: 2023131279838

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	10	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

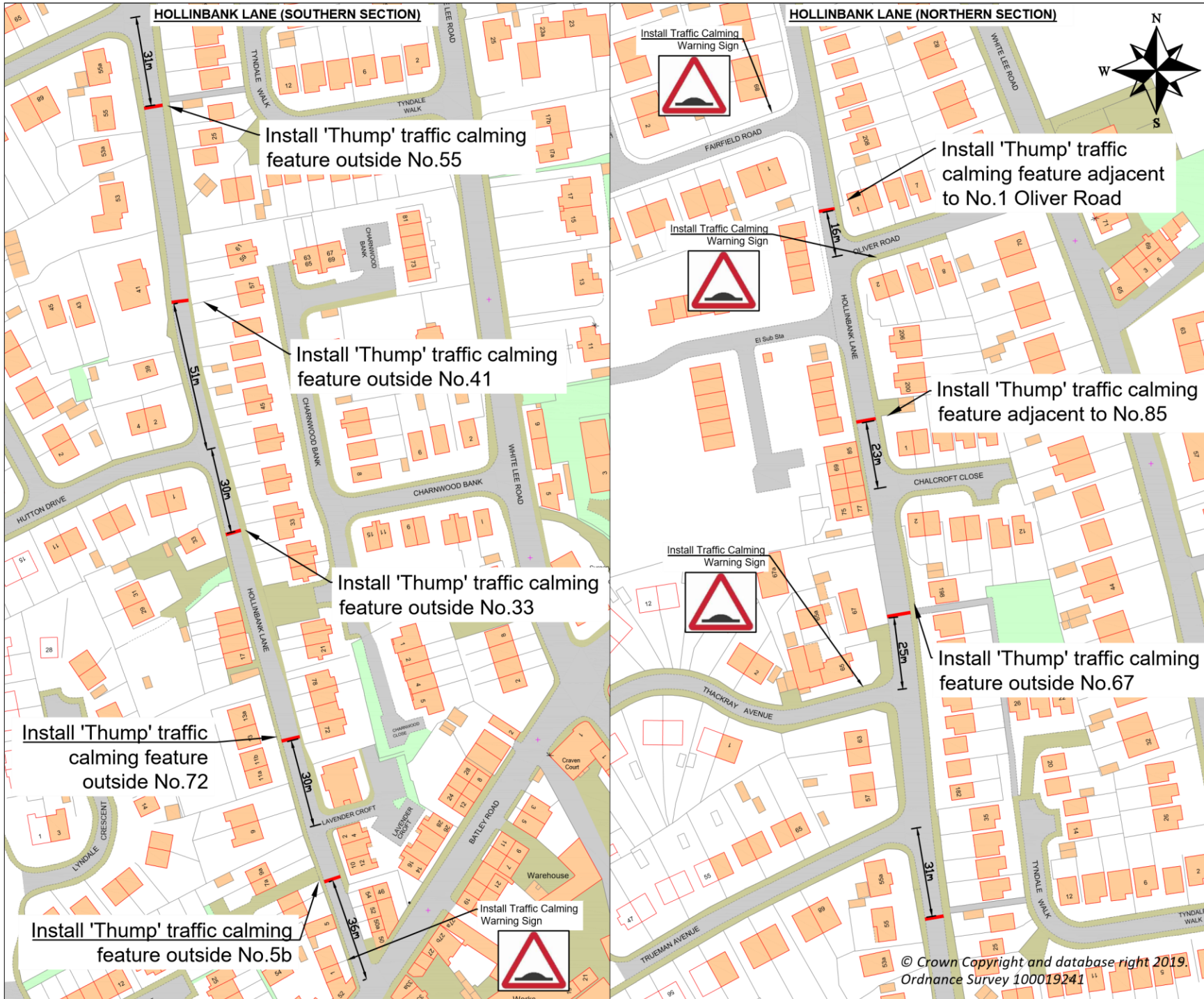
 For more information about the data please visit: www.crashmap.co.uk/home/faq

 To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Appendix B

TRO Details



Notes:
 1. Traffic calming features shown are for consultation purposes.

REF.	DATE	REVISIONS



Streetscene & Housing
 Flint Street, Fartown
 Huddersfield, HD1 6LG

SECTION Community Projects

DRAWN JF CHECKED PW

SCALE - PROJECT NO. 25/64621 DATE Sept 20

PROJECT
 Hollinbank Lane
 Public Realm Scheme

TITLE
 Proposed
 Traffic Calming Scheme

DRAWING No. TF.16.200.190

CAD No. Sheet 1 of 1

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 Ordnance Survey 100019241

KIRKLEES COUNCIL

Batley East, Batley West, Birstall & Birkenshaw
(TRAFFIC REGULATION (No12) Order 2017

Park Road, York Road, Lydgate Road, Mill Forest Way, Grange Valley Road, White Lee Road, Purlwell Lane, Branch Road, Batley, South Croft Avenue Birkenshaw

The Council of the Borough of Kirklees ("the Council") in exercise of their powers under Sections 1, 2, 4, 32, 35, 45, 46, 47, 49 and 53 of the Road Traffic Regulation Act 1984 ("the Act"), Part 6 of the Traffic Management Act 2004, the Road Traffic (Permitted Parking Area and Special Parking Area) (Metropolitan Borough of Kirklees) Order 2006 and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby makes the following Order which relates to various roads in the Batley East, Batley West Birstall and Birkenshaw areas of the Kirklees District:-

PART I

1. Interpretation

- 1.1. Any reference in this Order to a numbered Article is a reference to the Article bearing that number in this Order and any reference to a numbered Schedule is a reference to the Schedule bearing that number in this Order
- 1.2. In this Order except where the context otherwise requires the following expressions have the meanings hereby respectively assigned to them:-

"Bank Holiday"	has the same meaning as in the Banking and Financial Dealings Act 1971.
"carriageway"	has the same meaning as in Section 329 of the Highways Act 1980.
"civil enforcement officer"	has the meaning given by S.76 of the 2004 Act.
"disabled person's badge"	has the same meaning as in the 2000 Regulations and the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000.
"disabled person's motor vehicle"	means a motor vehicle lawfully displaying a disabled person's badge and which immediately before or after any period of waiting allowed by virtue of this Order has been or is to be

	driven by a disabled person or has been or is to be used for carrying disabled persons as passengers.
"driver"	in relation to a motor vehicle waiting in a parking place means the person driving the motor vehicle at the time it was left in the parking place.
"dual purpose vehicle"	has the same meaning as in Paragraph 2 of Schedule 6 to the Act.
"enforcement authority"	means the Council.
"goods"	has the same meaning as in the Road Traffic Act 1988.
"goods vehicle"	means a motor vehicle not exceeding 30 cwts (1524 kg) unladen weight which is constructed or adapted for use for the carriage of goods or burden of any description.
"hackney carriage"	has the same meaning as in the Town Police Clauses Act 1847.
"invalid carriage"	means the same as in Section 136 of the Act.
"motor cycle"	has the same meaning as in Section 136 of the Act.
"motor vehicle"	has the same meaning as in Section 136 of the Act.
"owner"	in relation to a vehicle means the person by whom the vehicle is kept which in the case of a motor vehicle registered under the Vehicle Excise and Registration Act, 1994 is presumed (unless the contrary is proved) to be the person in whose name the vehicle is registered.
"passenger vehicle"	means a motor vehicle (other than a motor cycle or invalid carriage) constructed solely for the carriage of passengers and their effects and adapted to carry no more than twelve passengers exclusive of the driver.
"penalty charge"	has the meaning given by S.92 of the 2004 Act.
"postal packets"	has the same meaning as in the Postal Services Act 2000.
"relevant position"	in relation to a disabled person's badge has the same meaning as in Regulation 12 of the Disabled Person's (Badges for Motor Vehicles) (England) Regulations 2000 and the 2000 Regulations
"relevant position"	in relation to a parking disc means:-

- (i) the disc is exhibited on the dashboard or fascia of the motor vehicle; or
- (ii) where the motor vehicle is not fitted with a dashboard or fascia the disc is exhibited in a conspicuous position on the motor vehicle so that the period during which waiting began is clearly legible from the outside of the motor vehicle.

"subordinate legislation"	has the same meaning as in Section 21 of the Interpretation Act 1978.
"telecommunications apparatus"	has the same meaning as in the Telecommunications Act 1984.
"traffic sign"	means a sign of any size, colour and type prescribed or authorised under, or having effect as though prescribed or authorised under, Section 64 of the Act.
"universal service provider"	has the same meaning as in the Postal Services Act 2000.
"the 2000 Regulations"	means the Local Authorities Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000.
"the 2002 Regulations"	means the Traffic Signs Regulations and General Directions 2002.
"the 2004 Act"	means the Traffic Management Act 2004.
"the General Regulations"	means the Civil Enforcement of Parking Contraventions (England) General Regulations 2007.

PART II

2. Prohibitions and Restriction on Waiting

- 2.1. Save as provided in Articles 2.4, 2.5 and 2.6 no person shall, except upon the direction or with the permission of a police constable in uniform or of a civil enforcement officer, cause or permit any motor vehicle to wait at any time in the lengths of road specified in the First Schedule.
- 2.2. Save as provided in Articles 2.4, 2.5 and 2.6 no person shall except upon the direction or with the permission of a police constable in uniform or a civil enforcement officer, cause or permit any motor vehicle to wait in any of the lengths of road specified in

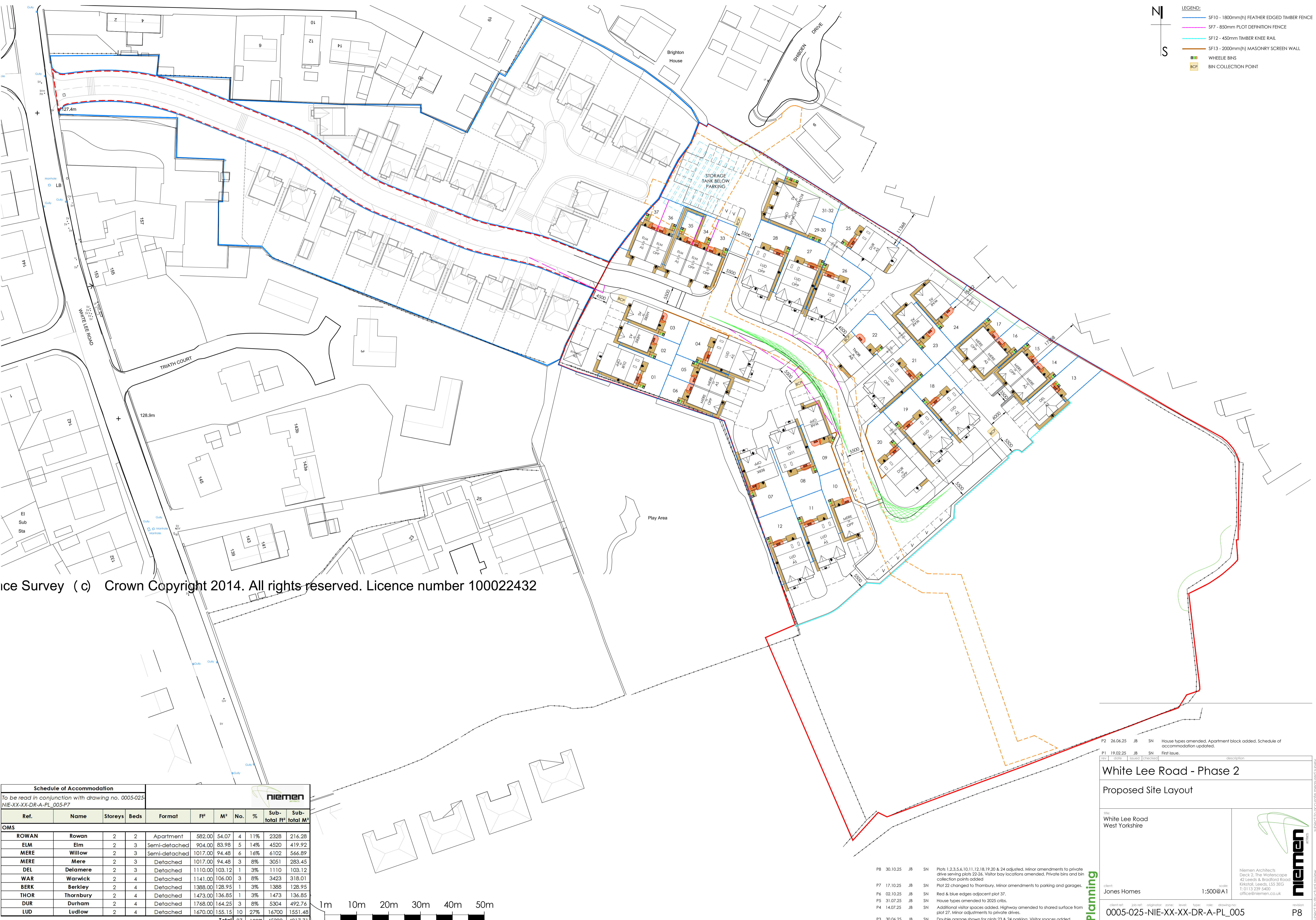
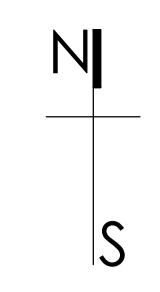


Appendix C

Proposed Development Site Plan

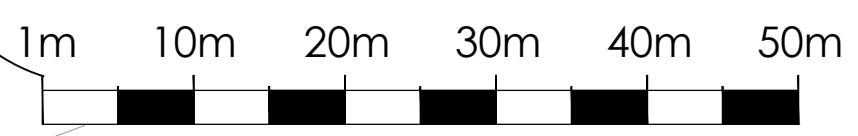
LEGEND:

- SF10 - 1800mm(h) FEATHER EDGED TIMBER FENCE
- SF7 - 850mm PLOT DEFINITION FENCE
- SF12 - 450mm TIMBER KNEE RAIL
- SF13 - 2000mm(h) MASONRY SCREEN WALL
- WHEELIE BINS
- BCP BIN COLLECTION POINT



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Schedule of Accommodation											
Ref.	Name	Storeys	Beds	Format	FP ²	M ²	No.	%	Sub-total FP ²	Sub-total M ²	
OMS											
ROWAN	Rowan	2	2	Apartment	582.00	54.07	4	11%	2328	216.28	
ELM	Elm	2	3	Semi-detached	904.00	83.98	5	14%	4520	419.92	
MERE	Willow	2	3	Semi-detached	1017.00	94.48	6	16%	6102	566.89	
MERE	Mere	2	3	Detached	1017.00	94.48	3	8%	3051	283.45	
DEL	Delamere	2	3	Detached	1110.00	103.12	1	3%	1110	103.12	
WAR	Warwick	2	4	Detached	1141.00	106.00	3	8%	3423	318.01	
BERK	Berkley	2	4	Detached	1388.00	128.95	1	3%	1388	128.95	
THOR	Thornbury	2	4	Detached	1473.00	136.85	1	3%	1473	136.85	
DUR	Durham	2	4	Detached	1768.00	164.25	3	8%	5304	492.76	
LUD	Ludlow	2	4	Detached	1670.00	155.15	10	27%	16700	1551.48	
Total					37	100%	45399	4217.71			



P2 26.06.25 JB SN House types amended. Apartment block added. Schedule of accommodation updated.

P1 19.02.25 JB SN First issue.

White Lee Road - Phase 2

Proposed Site Layout

File:
White Lee Road
West Yorkshire

Client:
Jones Homes

Scale:
1:500@A1

Revision:
P8

0005-025-NIE-XX-XX-DR-A-PL_005

DO NOT SCALE - ALL DIMENSIONS & LEVELS TO BE CHECKED ON SITE - THIS DRAWING IS COPYRIGHT

- P8 30.10.25 JB SN Plots 1,2,3,5,4,10,11,12,18,19,20 & 24 adjusted. Minor amendments to private drive serving plots 22-26. Visitor bay locations amended. Private bins and bin collection points added.
- P7 17.10.25 JB SN Plot 22 changed to Thornbury. Minor amendments to parking and garages.
- P6 02.10.25 JB SN Red & blue edges adjacent plot 37.
- P5 31.07.25 JB SN House types amended to 2025 cribs.
- P4 14.07.25 JB SN Additional visitor spaces added. Highway amended to shared surface from plot 27. Minor adjustments to private drives.
- P3 30.06.25 JB SN Double garage shown for plots 23 & 24 parking. Visitor spaces added.

SUBJECT TO STRUCTURAL REVIEW

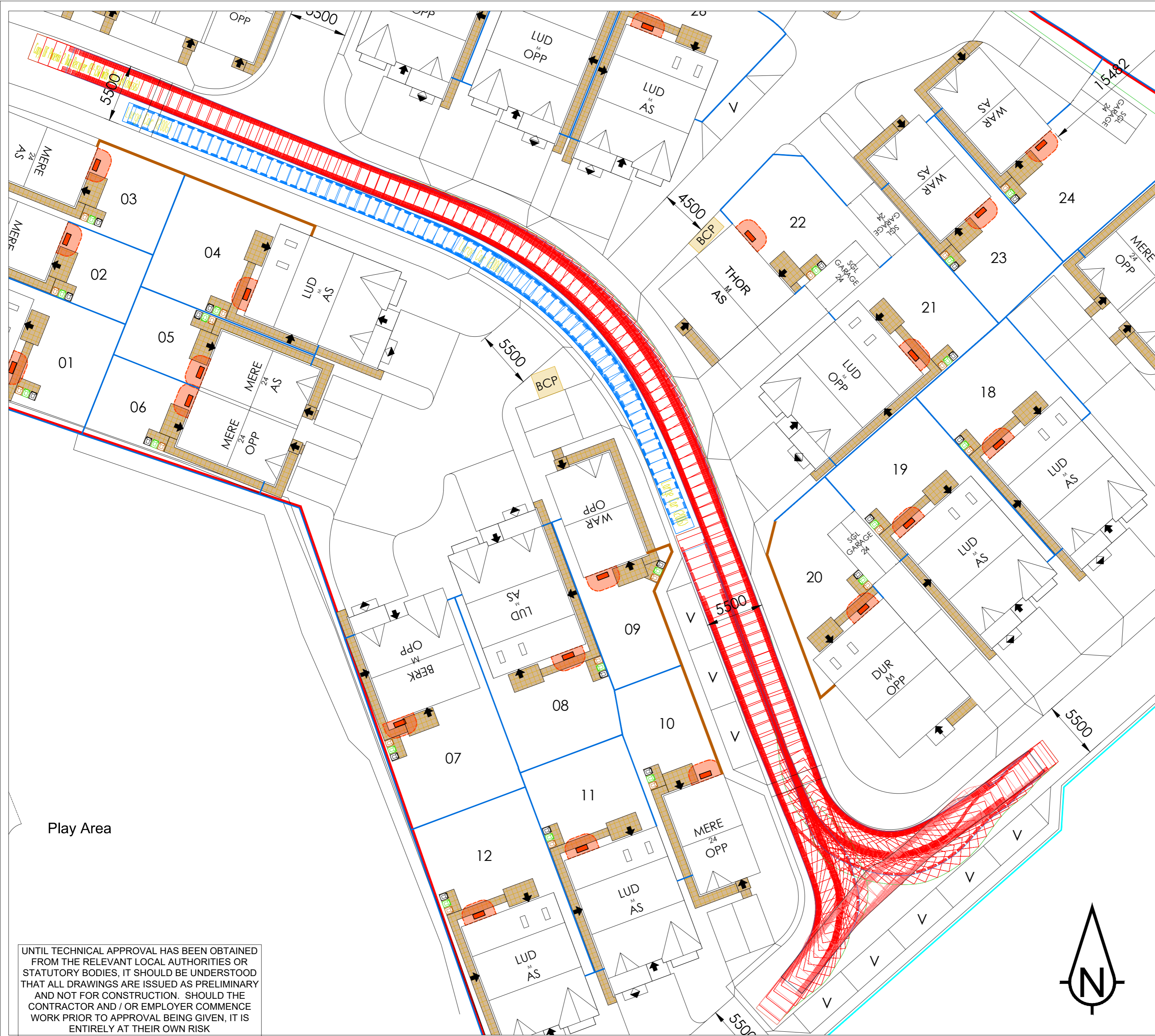


Niemen Architects
42 Leeds & Bradford Road
Kristall, Leeds, LS5 3EG
T: 0113 239 5400
office@niemen.co.uk



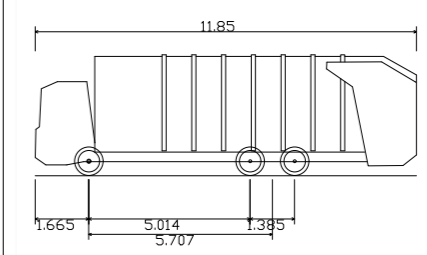
Appendix D

Swept Path Analysis

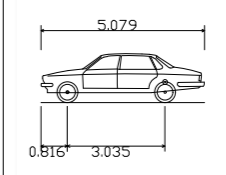


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- Sanderson Associates Consulting Engineers ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plan(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.
- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or its vehicle libraries.
- The locations of utilities apparatus, if shown, is reproduced from plans supplied to the consultant, although care has been taken when duplicating this information. These locations are approximate only and no guarantee can be given for their accuracy. It is the client's or its appointed agent/contractors responsibility to verify the exact locations on site by hand dug trial holes or other appropriate means prior to mechanical excavation.
- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.



Copy Of Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
 Overall Length 11.850m
 Overall Width 2.530m
 Overall Body Height 2.756m
 Min Body Ground Clearance 0.309m
 Track Width 2.530m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 11.035m



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m

P03	AMENDED SITE LAYOUT	DW	10/12/2025	LH
P02	AMENDED SITE LAYOUT	DW	28/10/2025	SB
P01	FIRST ISSUE	DW	28/07/2025	SB
Rev	Amendment	Drawn	Date	Checked

Drawing Status
S2 - FOR INFORMATION

Highways | Traffic | Transportation | Water
 T 01924 844080 mail@sandersonassociates.co.uk
 www.sandersonassociates.co.uk

Client
JONES HOMES (YORKSHIRE) LTD

Project Title
**WHITE LEE GARDENS
 BATLEY**

Drawing Title
**SWEPT PATH ANALYSIS
 REFUSE VEHICLE AND LARGE CAR**

Scale	Drawing Size	Drawn By	Checked By
1:250	A2	DW	SB
Project Number	Date	Approved By	
166024	December 25	SB	
Drawing Number	Rev		
166024-001	P03		



Appendix E

TRICS Output



Audit Code: f7458301-4992-4d60-ada8-65010f89489c

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 25 - 75 DWELLS

Actual Trip Rate Calculation Parameter Range: 4 - 1817 DWELLS

Date Range: Minimum: 01/01/2016 Maximum: 17/09/2024

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: 2 3

Bedrooms Per Dwelling Range: 2 4

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 600 6103

Days of the week selected:

Monday	2
Thursday	4
Tuesday	6
Wednesday	5

Main Location Types selected:

Edge of Town	12
Edge of Town Centre	1
Suburban Area	4

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	10
Servicing Vehicles Included	7

Population <1 Mile ranges selected:

1,001 to 5,000	2
10,001 to 15,000	5
15,001 to 20,000	4
20,001 to 25,000	1
25,001 to 50,000	1
5,001 to 10,000	4



Audit Code: f7458301-4992-4d60-ada8-65010f89489c

Population <5 Mile ranges selected:

125,001 to 250,000	6
25,001 to 50,000	5
5,001 to 25,000	2
50,001 to 75,000	2
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	4
1.1 to 1.5	13

PTAL Rating:

No PTAL Present	17
-----------------	----



Audit Code: f7458301-4992-4d60-ada8-65010f89489c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 day
	HC	HAMPSHIRE	7 days
	KC	KENT	1 day
	SC	SURREY	1 day
03	SOUTH WEST		
	DC	DORSET	2 days
04	EAST ANGLIA		
	NF	NORFOLK	4 days
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
09	NORTH		
	FU	WESTMORLAND & FURNESS	1 day
11	SCOTLAND		
	HI	HIGHLAND	1 day

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

Audit Code: f7458301-4992-4d60-ada8-65010f89489c

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:	DWELLS
Actual Range:	4 to 1817 (units:DWELLS)
Range Selected by User:	25 to 75 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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:	
Friday	4 days
Monday	2 days
Thursday	4 days
Tuesday	6 days
Wednesday	5 days

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

Selected survey types:	
Manual count	21
Direction ATC Count	0

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:	
Edge of Town	15 days
Edge of Town Centre	2 days
Suburban Area	4 days

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:	
No Sub Category	2 days
Residential Zone	19 days

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 Vehicle Counts:	
Servicing vehicles Excluded	13 days
Servicing vehicles Included	8 days

Audit Code: f7458301-4992-4d60-ada8-65010f89489c

Secondary Filtering Selection:

Use Class:

C3 21 surveys

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:

500 - 6103

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	5 surveys
15,001 to 20,000	4 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	7 surveys

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

Population within 5 miles:

125,001 to 250,000	6 surveys
25,001 to 50,000	6 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	2 surveys

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 surveys
1.1 to 1.5	16 surveys
1.6 to 2.0	1 surveys

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.



Audit Code: f7458301-4992-4d60-ada8-65010f89489c

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	7 surveys
Yes	14 surveys

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	21 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: f7458301-4992-4d60-ada8-65010f89489c

1 A350 SHAFTESBURY Edge of Town No Sub Category Site area: 1.65 hect Survey date: Friday 19/11/2021	DC-03-A-09	MIXED HOUSES	DORSET	Survey Type: Manual
2 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Site area: 1.4 hect Survey date: Wednesday 09/11/2022	DC-03-A-10	MIXED HOUSES	DORSET	Survey Type: Manual
3 A265 HEATHFIELD Edge of Town Residential Zone Site area: 1.7 hect Survey date: Monday 18/03/2024	ES-03-A-13	DETACHED HOUSES	EAST SUSSEX	Survey Type: Manual
4 MACADAM WAY PENRITH Edge of Town Centre Residential Zone Site area: 1.51 hect Survey date: Tuesday 21/06/2016	FU-03-A-02	DETACHED/TERRACED HOUSING	WESTMORLAND & FURNESS	Survey Type: Manual
5 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Site area: 1.2 hect Survey date: Tuesday 13/11/2018	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE	Survey Type: Manual
6 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Site area: 1.69 hect Survey date: Wednesday 31/10/2018	HC-03-A-22	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
7 CANADA WAY LIPHOOK Suburban Area Residential Zone Site area: 1.4 hect Survey date: Tuesday 19/11/2019	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
8 DAIRY ROAD ANDOVER Edge of Town	HC-03-A-27	MIXED HOUSES	HAMPSHIRE	

Audit Code: f7458301-4992-4d60-ada8-65010f89489c

Residential Zone Site area: 2.5 hect Survey date: Tuesday 16/11/2021				Survey Type: Manual
9 MEUDON AVENUE FARNBOROUGH Edge of Town Centre Residential Zone Site area: 0.94 hect Survey date: Friday 14/10/2022	HC-03-A-30	TERRACED HOUSES	HAMPSHIRE	Survey Type: Manual
10 KILN ROAD LIPHOOK Edge of Town Residential Zone Site area: 2.17 hect Survey date: Friday 07/10/2022	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
11 REDFIELDS LANE FLEET CHURCH CROOKHAM Edge of Town Residential Zone Site area: 3.46 hect Survey date: Wednesday 27/03/2024	HC-03-A-37	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
12 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area Residential Zone Site area: 1.48 hect Survey date: Wednesday 23/03/2016	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND	Survey Type: Manual
13 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area Residential Zone Site area: 1.38 hect Survey date: Thursday 14/07/2016	KC-03-A-03	MIXED HOUSES & FLATS	KENT	Survey Type: Manual
14 HEATH DRIVE HOLT Edge of Town Residential Zone Site area: 1.57 hect Survey date: Thursday 19/09/2019	NF-03-A-05	MIXED HOUSES	NORFOLK	Survey Type: Manual
15 WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Site area: 3.1 hect Survey date: Tuesday 21/09/2021	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual



Audit Code: f7458301-4992-4d60-ada8-65010f89489c

16 LONDON ROAD WYMONDHAM Edge of Town No Sub Category Site area: 3.2 hect Survey date: Thursday 29/09/2022	NF-03-A-36	MIXED HOUSES	NORFOLK	Survey Type: Manual
17 GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Site area: 1.64 hect Survey date: Tuesday 27/09/2022	NF-03-A-37	MIXED HOUSES	NORFOLK	Survey Type: Manual
18 WIGHAY ROAD HUCKNALL Edge of Town Residential Zone Site area: 1.61 hect Survey date: Monday 18/10/2021	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE	Survey Type: Manual
19 FOLLY HILL FARNHAM Edge of Town Residential Zone Site area: 2.8 hect Survey date: Wednesday 11/05/2022	SC-03-A-07	MIXED HOUSES	SURREY	Survey Type: Manual
20 FOXHALL ROAD IPSWICH Suburban Area Residential Zone Site area: 3.7 hect Survey date: Thursday 09/05/2019	SF-03-A-07	MIXED HOUSES	SUFFOLK	Survey Type: Manual
21 DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Site area: 2.425 hect Survey date: Friday 27/09/2019	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CV-03-A-03	22-05-2017	Not comparable
DE-03-A-04	19-05-2022	Not comparable

Audit Code: f7458301-4992-4d60-ada8-65010f89489c

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	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	21	48	0.084	0.321	0.405
08:00-09:00	21	48	0.170	0.399	0.569
09:00-10:00	21	48	0.164	0.201	0.365
10:00-11:00	21	48	0.139	0.189	0.328
11:00-12:00	21	48	0.153	0.173	0.326
12:00-13:00	21	48	0.200	0.193	0.393
13:00-14:00	21	48	0.186	0.180	0.366
14:00-15:00	21	48	0.177	0.201	0.378
15:00-16:00	21	48	0.293	0.195	0.488
16:00-17:00	21	48	0.304	0.178	0.482
17:00-18:00	21	48	0.397	0.201	0.598
18:00-19:00	21	48	0.275	0.170	0.445
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.542	2.601	5.143

Parameter Summary:

Trip rate parameter range selected:	25 - 75 (units: DWELLS)
Survey date date range:	23/03/2016 - 27/03/2024
Number of weekdays (Monday-Friday):	21
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	21	48	0.125	0.518	0.643
08:00-09:00	21	48	0.249	0.861	1.110
09:00-10:00	21	48	0.280	0.325	0.605
10:00-11:00	21	48	0.200	0.309	0.509
11:00-12:00	21	48	0.233	0.249	0.482
12:00-13:00	21	48	0.300	0.292	0.592
13:00-14:00	21	48	0.278	0.264	0.542
14:00-15:00	21	48	0.270	0.301	0.571
15:00-16:00	21	48	0.608	0.321	0.929
16:00-17:00	21	48	0.547	0.293	0.840
17:00-18:00	21	48	0.624	0.340	0.964
18:00-19:00	21	48	0.450	0.279	0.729
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.164	4.352	8.516

Parameter Summary:

Trip rate parameter range selected:	25 - 75 (units: DWELLS)
Survey date date range:	23/03/2016 - 27/03/2024
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	21	48	0.004	0.016	0.020
08:00-09:00	21	48	0.005	0.011	0.016
09:00-10:00	21	48	0.006	0.008	0.014
10:00-11:00	21	48	0.006	0.007	0.013
11:00-12:00	21	48	0.005	0.001	0.006
12:00-13:00	21	48	0.003	0.002	0.005
13:00-14:00	21	48	0.004	0.002	0.006
14:00-15:00	21	48	0.004	0.002	0.006
15:00-16:00	21	48	0.010	0.011	0.021
16:00-17:00	21	48	0.012	0.003	0.015
17:00-18:00	21	48	0.009	0.007	0.016
18:00-19:00	21	48	0.004	0.006	0.010
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.072	0.076	0.148

Parameter Summary:

Trip rate parameter range selected:	25 - 75 (units: DWELLS)
Survey date date range:	23/03/2016 - 18/03/2024
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	21	48	0.094	0.416	0.510
08:00-09:00	21	48	0.195	0.610	0.805
09:00-10:00	21	48	0.201	0.247	0.448
10:00-11:00	21	48	0.160	0.241	0.401
11:00-12:00	21	48	0.177	0.208	0.385
12:00-13:00	21	48	0.252	0.248	0.500
13:00-14:00	21	48	0.230	0.229	0.459
14:00-15:00	21	48	0.207	0.257	0.464
15:00-16:00	21	48	0.438	0.244	0.682
16:00-17:00	21	48	0.437	0.243	0.680
17:00-18:00	21	48	0.531	0.272	0.803
18:00-19:00	21	48	0.357	0.230	0.587
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.279	3.445	6.724

Parameter Summary:

Trip rate parameter range selected:	25 - 75 (units: DWELLS)
Survey date date range:	23/03/2016 - 27/03/2024
Number of weekdays (Monday-Friday):	21
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	21	48	0.028	0.051	0.079
08:00-09:00	21	48	0.048	0.181	0.229
09:00-10:00	21	48	0.064	0.050	0.114
10:00-11:00	21	48	0.028	0.049	0.077
11:00-12:00	21	48	0.043	0.035	0.078
12:00-13:00	21	48	0.035	0.034	0.069
13:00-14:00	21	48	0.040	0.030	0.070
14:00-15:00	21	48	0.051	0.038	0.089
15:00-16:00	21	48	0.131	0.056	0.187
16:00-17:00	21	48	0.071	0.046	0.117
17:00-18:00	21	48	0.053	0.060	0.113
18:00-19:00	21	48	0.064	0.041	0.105
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.656	0.671	1.327

Parameter Summary:

Trip rate parameter range selected:	25 - 75 (units: DWELLS)
Survey date date range:	23/03/2016 - 27/03/2024
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	21	48	0.000	0.036	0.036
08:00-09:00	21	48	0.001	0.059	0.060
09:00-10:00	21	48	0.009	0.021	0.030
10:00-11:00	21	48	0.006	0.013	0.019
11:00-12:00	21	48	0.008	0.005	0.013
12:00-13:00	21	48	0.010	0.008	0.018
13:00-14:00	21	48	0.004	0.003	0.007
14:00-15:00	21	48	0.008	0.005	0.013
15:00-16:00	21	48	0.029	0.011	0.040
16:00-17:00	21	48	0.028	0.001	0.029
17:00-18:00	21	48	0.031	0.002	0.033
18:00-19:00	21	48	0.025	0.002	0.027
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.159	0.166	0.325


Parameter Summary:


Trip rate parameter range selected:	25 - 75 (units: DWELLS)
Survey date date range:	23/03/2016 - 18/03/2024
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0


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