

Meltham Road, Marsden

Proposed Residential Development

Transport Note

1.1 INTRODUCTION

1.1.1 Optima Highways has been instructed by KCS Developments Ltd to produce this Highways Transport Note(TN) in support of a planning application for a proposed residential development on land to the northwest of the B6107 Meltham Road, Marsden.

1.1.2 The Site is located circa 1.0km to the northeast of Marsden and is shown in relation to the local highway network is shown on Figure 1 and the extract within Image 1.1.

Image 1.1 Site Location Plan



1.1.3 The Site is bound by the B6107 Meltham Road to the southeast, open fields to the northeast/northwest and residential dwellings along Gateshead Bank to the southwest.

1.1.4 Pre-application advice was sought from Kirklees Council (KC) in relation to the proposed residential development off Meltham Road. KC Highways Development Management provided a response dated 18/02/2026, attached at Appendix A, and this Transport Note takes into account the advice provided.

1.1.5 A Site visit was undertaken on Wednesday 5th November 2025 to inform this report.

1.2 LOCAL HIGHWAY NETWORK

B6107 Meltham Road

1.2.1 The B6107 Meltham Road runs on a northeast/southwest alignment along the southeastern boundary of the Site. The road is lit and subject to a 30mph speed limit adjacent the Site frontage which increases to 40mph some 35m to the northeast of the Site boundary, as shown within Image 1.2.

Image 1.2 Meltham Road Speed Limit Change



1.2.2 The carriageway measures between 5.5m and 6.1m wide adjacent the Site frontage. There is an existing single footway provided on the northwestern side of the road that varies in width but is circa 0.75m adjacent the Site and increases to circa 2.2m to the southwest of the Site.

1.2.3 Image 1.3 shows the existing Site frontage looking northeast along Meltham Road.

Image 1.3 Meltham Road Adjacent Site frontage



1.1.2 The existing average weekday morning and evening peak hour, annual average daily two-way traffic flows along the B6107 Meltham Road Site frontage are shown in Table 1.1.

Table 1.1 B6107 Meltham Road Traffic Summary (Two-way)

Weekday AM Peak Hour (vehicles)	Weekday PM Peak Hour (vehicles)	Average Annual Daily Flow (vehicles)
266	333	3,606

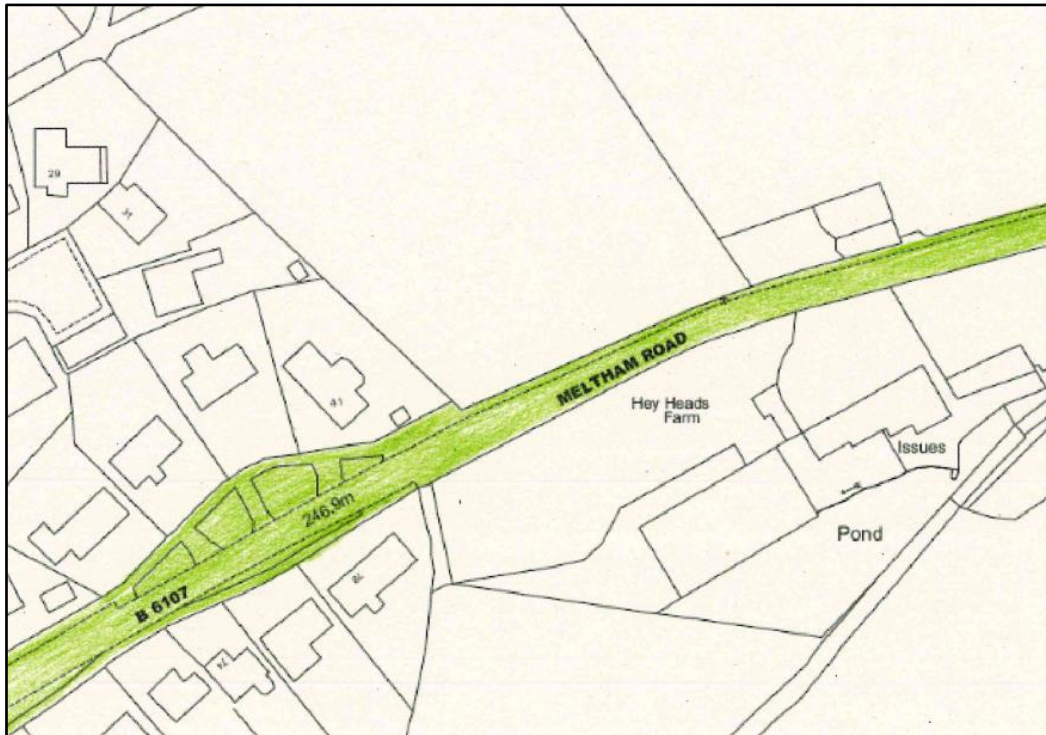
1.2.4 The northwestern footway provides access from the Site to the existing bus stops to the southwest. Further information regarding these bus stops is included within Section 1.5 of this report.

1.2.5 Meltham Road connects the Site existing bus stops to the southwest of the Site and the centre of Marsden which is located some 1.0km away.

1.3 ADOPTED HIGHWAY

1.3.1 The highway adoption extents along the Meltham Road Site frontage have been obtained from Kirklees Council. The plan attached at Appendix B and the extract within Image 1.4 demonstrates that the full corridor width (including the northwestern footway) is adopted highway maintained at public expense.

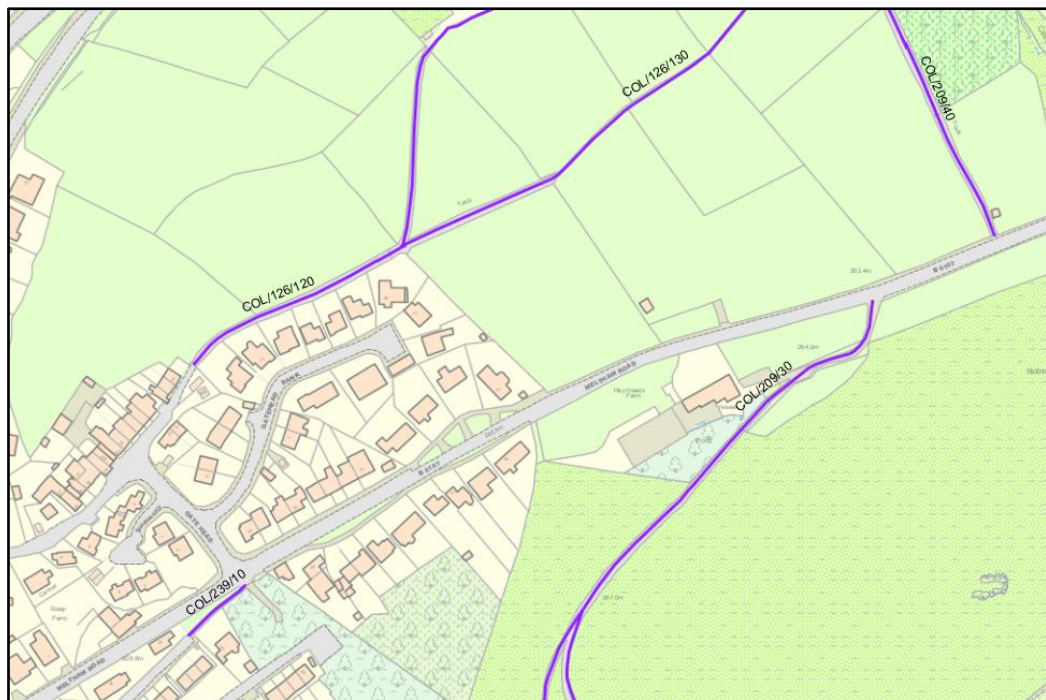
Image 1.4 Extract of Highway Adoption Records –B6107 Meltham Road



1.4 PUBLIC RIGHTS OF WAY

1.4.1 Public Rights of Way within the vicinity of the Site are shown on the Kirklees Council online PROW interactive mapping. The extract within Image 1.5 shows that Footpath COL/126/130 runs adjacent the northwestern boundary of the Site and connects to Gate Head to the west of the Site.

Image 1.5 Extract of Highway Adoption Records –B6107 Meltham Road



1.5 EXISTING PUBLIC TRANSPORT FACILITIES

1.5.1 The nearest bus stops to the Site are located some 140m southwest along the B6107 Meltham Road from the southern corner of the Site. The stops benefit from a pole and timetable information, as shown within Image 1.6.

Image 1.6 B6107 Meltham Road Bus Stop



1.5.2 Bus services 359, 937, 938 and CV3 that serve the bus stops along Meltham Road provide access to Colne Valley High School, Meltham, Holmfirth and Blackmoorfoot. There are 10 buses per day that operate in each direction during the week.

1.5.3 Additional bus stops are located along the A62 Manchester Road to the southwest of the Site and can be reached within a 700m journey on foot from the Site. The services (184 and 383) that operate along the A62 provide access to Huddersfield Town centre, Oldham and Huddersfield Bus Station. There are 3 buses per hour that operate in each direction during the week.

1.6 EXISTING TRAFFIC SURVEYS

1.6.1 Two Automatic Traffic Count (ATC) surveys have been undertaken by an independent company along the B6107 Meltham Road. A summary of the surveys is shown within Table 1.2 and the raw survey data is attached at Appendix C.

Table 1.2 Traffic Survey Summary

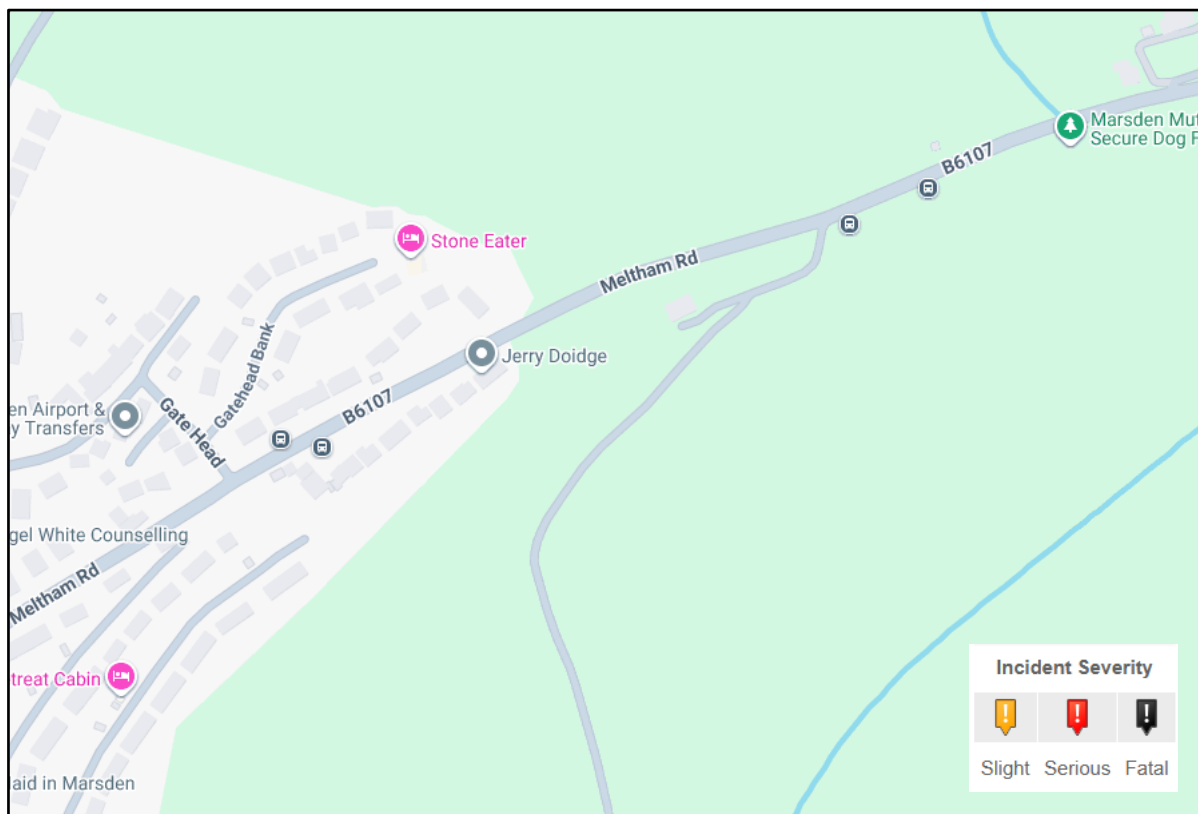
Location	Survey	Date Undertaken	Time Period
B6107 Meltham Road (Northeast of the Site)	ATC	14 th to 20 th November 2025	24 hours/7 days
B6107 Meltham Road (Southwest of the Site)	ATC	14 th to 20 th November 2025	24 hours/7 days

1.7 ACCIDENT DATA

1.7.1 The latest available five year period of accident data has been obtained from the Crashmap website, for the highway network in the vicinity of the Site including the length of Meltham Road along the Site frontage.

1.7.2 During the five year period between 2020 and 2024, no accidents have been recorded as shown within the extract in Image 1.7. Therefore, there are no existing specific highway safety concerns that the development proposals will exacerbate.

Image 1.7 Extract of Crashmap Accident Plot – Meltham Road, adjacent Site Frontage



1.8 DEVELOPMENT PROPOSALS

1.8.1 The development proposals shown on the Site Layout Plan attached at Appendix D and the extract within Image 1.8 comprise the following:

- 9 residential dwellings; and
- Associated parking, infrastructure and landscaping.

Image 1.8 Extract of Site Layout Plan



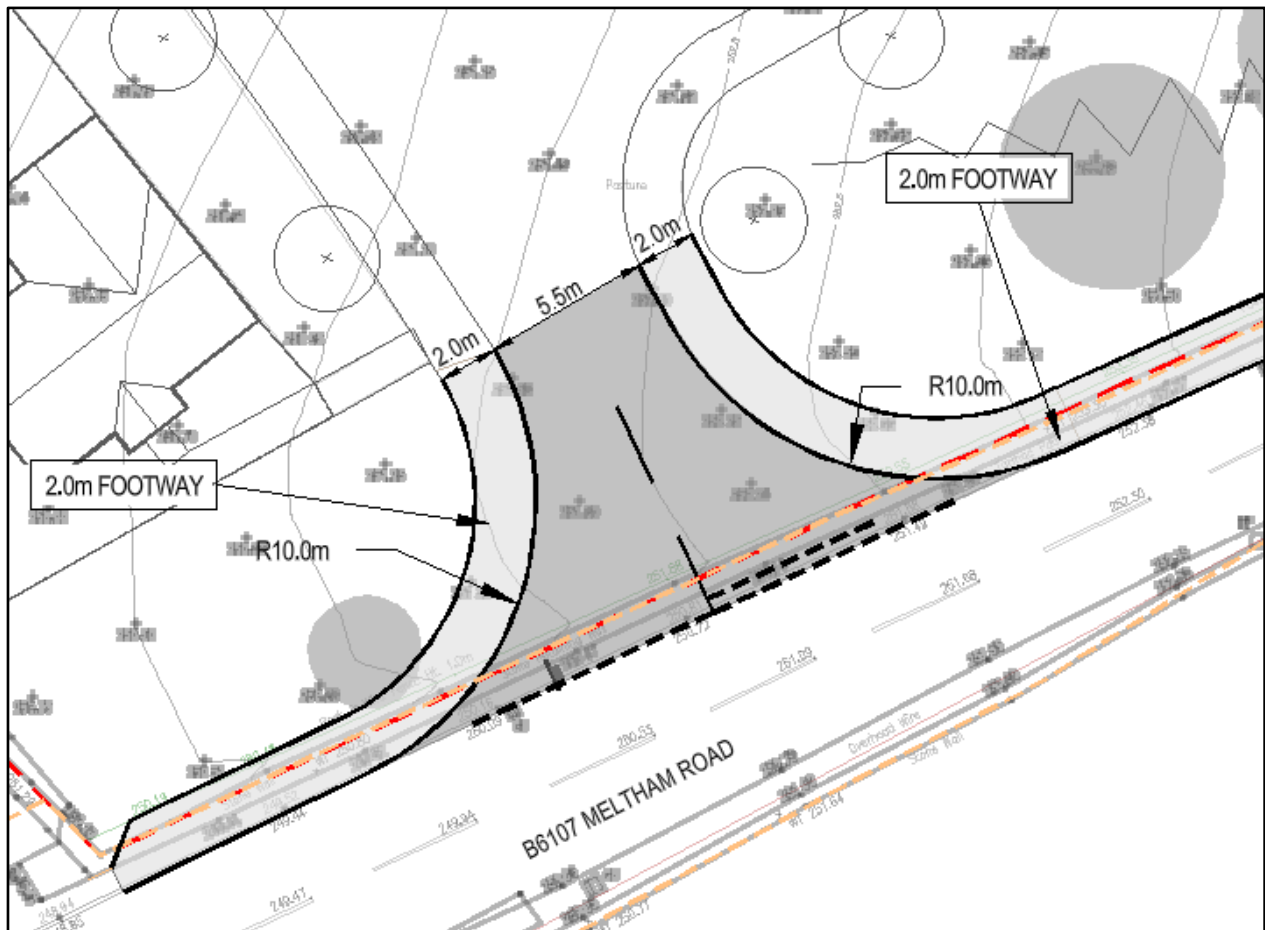
1.9 VEHICULAR ACCESS STRATEGY

1.9.1 The vehicular access into the Site is via a new priority T-Junction onto the B6107 Meltham Road, as shown on the drawing attached at Appendix E and the extract within Image 1.9. The Site access comprises the following:

- 5.5m wide carriageway width;
- 2.0m footways to both sides;
- 10m kerb radii onto Meltham Road, as requested by Kirklees Council; and
- 2.0m footway along the length of the Site frontage, as requested by Kirklees Council.

1.9.2 Although it is not considered necessary to provide 10m kerb radii at the Site access junction given that it will increase the crossing distance for pedestrians, as requested by Kirklees Council within the pre-app response, the drawing attached at Appendix E includes 10m radii onto Meltham Road.

Image 1.9 Proposed B6107 Meltham Road Site Access



1.9.3 As set out within Section 1.6 of this report, ATC surveys were undertaken along Meltham Road between 14th and 20th November 2025. The existing 85th percentile speeds along Meltham Road are shown within Table 1.3.

Table 1.3 Recorded 85th Percentile Speeds

	Northeast-bound	Southwest-bound
85 th Percentile Speeds (All Vehicles)	36.1mph	34.8mph
85 th Percentile Speeds (Weekday Interpeak)	35.7mph	33.6mph

1.9.4 The visibility plays required in accordance with Manual for Streets for the 85th percentile speeds shown in Table 1.3 are shown within Table 1.4 including with and without bonnet length.

Table 1.4 Visibility Splay Requirements in accordance with Manual for Streets

	Northeast-bound		Southwest-bound	
	Without Bonnet Length	With Bonnet Length	Without Bonnet Length	With Bonnet Length
85 th Percentile Speeds (All Vehicles)	53.7m	56.1m	50.8m	53.2m
85 th Percentile Speeds (Weekday Inter-peak)	52.8m	55.2m	48.1m	50.5m

1.9.5 The Site access arrangements drawing previously submitted to the Council as part of the pre-application included visibility splays for the weekday inter-peak speeds in accordance with DMRB Guidance CA 185 Vehicle Speed Measurement.

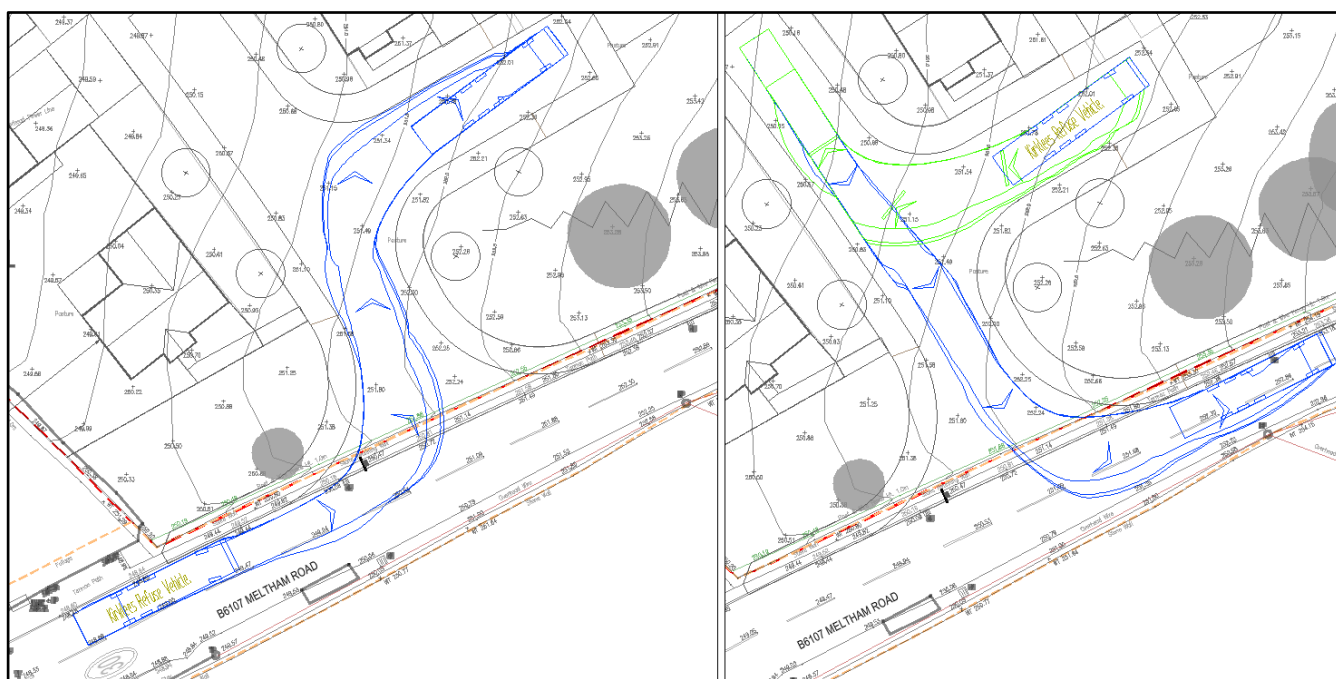
1.9.6 Within the Council's pre-application advice, it was requested that visibility splays of 56.12m to the right and 53.16m to the left are provided at the Site access which were calculated using all vehicular speeds surveyed in each direction as opposed to the inter-peak and include bonnet length.

1.9.7 Whilst it is not considered necessary to provide the visibility splays requested by Kirklees Council and the previously shown splays (excluding bonnet length) are acceptable in accordance with national guidance, the drawing in Appendix E has been updated to provide the longer splays requested by the Council (rounded to 1 decimal place) as these can also be satisfactorily achieved at the access.

1.10 VEHICLE TRACKING

1.10.1 Swept path analysis has been undertaken for the Site including the Site access arrangements. The drawing attached at Appendix F and the extracts shown within Image 1.10 demonstrate that the Kirklees Refuse Vehicle can safely and satisfactorily access and egress the Site in a forward gear.

Image 1.10 Refuse Vehicle Swept Path Analysis



1.11 PEDESTRIAN/CYCLE ACCESS

1.11.1 Pedestrian/cycle access will be provided via the proposed Site access onto the B6107 Meltham Road, as shown on the drawing attached at Appendix E.

1.11.2 As part of the proposals 2.0m footways will be provided adjacent the Site access road and along the full length of the Meltham Road Site frontage, as requested by Kirklees Council.

1.12 SITE ACCESSIBILITY

1.1.3 As set out within Section 1.5, the nearest bus stops to the Site are located within 140m of the Site along Meltham Road. Additional stops and services located along the A62 Manchester Road can be reached within a 700m journey on foot from the Site which provide access to Huddersfield Town Centre, Oldham and Huddersfield Bus Station.

1.1.4 Facilities within Marsden can be reached within a circa 1.5km walk from the Site including:

- Marsden Junior School,
- Marsden Train Station;
- Marsden Health Centre;
- Co-op Marsden; and
- Various shops, pubs/bars and restaurants.

1.1.5 The Site has good accessibility to various key facilities and public transport opportunities by journeys on foot and bicycle.

1.13 PROPOSED VEHICULAR TRIP RATES AND TRIP GENERATIONS

1.1.6 The TRICS 8.26.3 online database has been interrogated to determine an average residential vehicular trip rate. The time periods selected are the weekday morning (08:00-09:00) and evening (17:00-18:00) peak hour periods. The TRICS outputs attached at Appendix G have been determined using the following parameters:

- Land use: Residential, Houses privately owned;
- Calculation options: Vehicular trip rates selected;
- Trip Rate Parameters: Number of Units: 4-50 dwellings;
- Date range: 5th May 2016 to 26th November 2025 (excluding Covid Surveys);
- Days included: Monday to Friday; and
- Location Type: Edge of Town and Suburban.

1.1.7 The resulting proposed vehicular trip rates are summarised in Table 1.5.

Table 1.5 Proposed Residential Development Vehicular Trip Rates

Time Period	Vehicular Trip Rates (per dwelling)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.179	0.400	0.579
PM Peak 17:00-18:00	0.345	0.198	0.543

1.1.2 Applying the trip rates in Table 1.5 to the proposed 9 dwellings produces the residential peak hour vehicular flows shown in Table 1.6.

Table 1.6 Proposed Residential Development Vehicular Trip Generations (9 Dwellings)

Time Period	Vehicular Trip Generations (9 Dwellings)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	2	4	6
PM Peak 17:00-18:00	3	2	5

1.1.3 As shown in Table 1.6, the 9 dwellings are predicted to generate **6 and 5 two-way vehicular movements** during the morning and evening peak hours, respectively.

1.1.4 The development trip rates and traffic generations set out within Tables 1.5 and 1.6 are based on historic TRICS survey data, thereby predicting future demand to provide capacity which is often referred to as a 'predict and provide' approach. In contrast the NPPF now requires Transport Assessments to take a 'vision-led' approach by setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes. As such, the traffic generations in Table 1.6 are considered to be a worst-case scenario.

1.14 DEVELOPMENT IMPACT

1.1.8 As set out within Section 1.6 of this report, the existing vehicular flows along the B6107 Meltham Road, adjacent the Site frontage, were recorded using an ATC over a 7-day period between 14th November and 20th November 2025. The two-way weekday morning and evening peak hour flows recorded are as follows:

- AM Peak Hour – 266 vehicles; and
- PM Peak Hour – 333 vehicles.

1.1.9 Given the very low number of existing vehicles travelling along the B6107 throughout the morning and evening peak hours as well as the low number of vehicular trips associated with the proposed development (6 and 5 two-way movements in the AM and PM peak hours i.e. one vehicle every 10 to 12 minutes on average) the impact of the development proposals can comfortably be accommodated on the local highway network and the B6107 Meltham Road/Site Access junction will operate well within capacity. The impact of the development proposals is substantially below the threshold of 'severe' which is the test applied in the NPPF.

1.1.10 Furthermore, the previous national Guidance on Transport Assessment (GTA) document (now withdrawn) suggested that a development traffic generation of 30 two-way trips represented an appropriate threshold figure above which further assessment may be required but below which the impact could be considered non-material. Whilst the Government's current PPG does not specifically refer to 30 two-way trips this remains a threshold which is generally applied within the industry including by local highway authorities.

1.1.11 On this basis, the proposed development is predicted to generate far fewer than 30 trips at the proposed B6107 Meltham Road/Site access, therefore no capacity assessment modelling has been undertaken. By inspection of the proposed Site Access arrangements and the low vehicular flows it is evident that the junction will operate safely, satisfactorily and well below capacity.

1.1.12 The very low number of vehicular trips associated with the 9 dwellings will dilute further beyond the Site Access and therefore it is unnecessary to undertake any junction capacity assessments on the wider local highway network.

1.1.13 In summary from the work undertaken the impact of the development on the local highway network is negligible and can comfortably be accommodated.

1.15 CONCLUSION

1.15.1 From the work undertaken the following conclusions can be drawn:

- Safe and suitable access is provided onto the B6107 Meltham Road for the proposed 9 dwellings;
- Visibility splays from the access comply with MfS and the Kirklees Highway Design Guide based upon recorded 85th percentile speeds;
- No accidents have occurred on the local highway network, therefore there is no existing highway safety concern that the proposed development would exacerbate;
- The Site has good accessibility to key facilities within Marsden including the existing bus services along the B6107 Meltham Road and the A62 Manchester Road as well as Marsden Train Station;
- The proposed B6107 Meltham Road/Site Access junction is anticipated to operate well within capacity given the low number of flows along the B6107 Meltham Road and the very low number of trips that will be generated by the development; and
- The impact of the development proposals can comfortably be accommodated on the local highway network and is substantially below the threshold of 'severe' which is the test applied in the NPPF.

1.15.2 From the work undertaken it is concluded that there are no reasons on highways or transport grounds why the proposed development should not be granted planning permission.

1.15.3 The Council also requested that a Stage 1 Road Safety Audit is undertaken for the Site access arrangements. Therefore, subject to approval of the drawing attached at Appendix E by Kirklees Council, a Stage 1 RSA Brief will be completed. The RSA brief and Audit Team CVs will be agreed with the Council prior to undertaking the audit.

1.16 APPENDED INFORMATION

1.16.1 The following figures and appendices are attached to this report:

- Figure 1 – Site Location Plan - Local
- Appendix A – Kirklees Council Pre-Application Letter dated 18th February 2026
- Appendix B – Kirklees Council Highway Adoption Plan
- Appendix C – ATC Traffic Survey Data
- Appendix D – Site Layout Plan (Ellis Healy Drawing 2402-P-102-A)
- Appendix E – Proposed B6107 Meltham Road Site Access Arrangements (Optima Drawing 25113/GA/01 Revision C)
- Appendix F – Refuse Vehicle Tracking (Optima Drawing 25113/ATR/01 Revision B)
- Appendix G – TRICs Output

Figures



Key

— Indicative Site Boundary

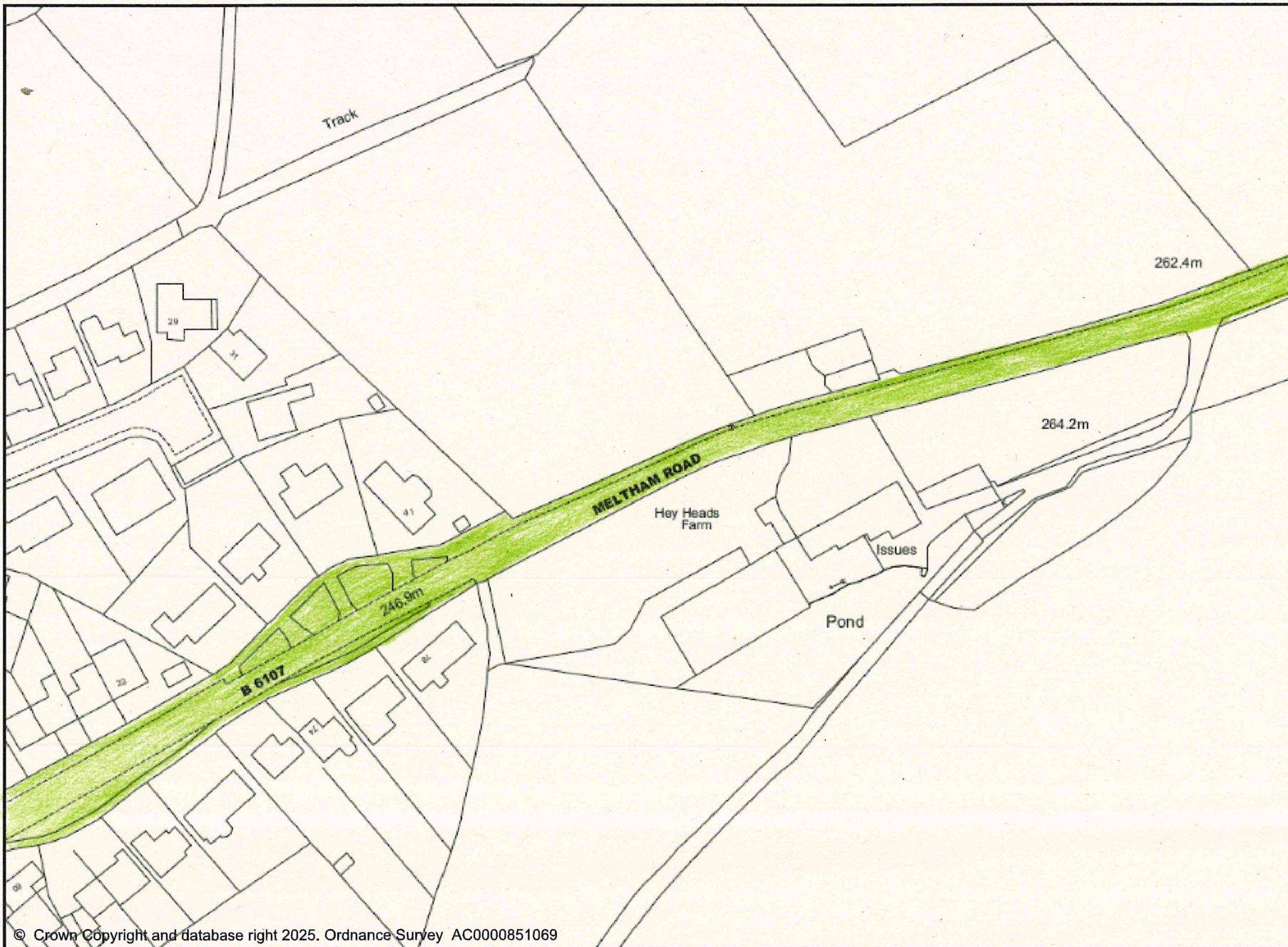
TITLE	
Meltham Road, Marsden Proposed Residential Development Site Location - Local	
SCALE @ A3: 1:5,000	
FIGURE 1	
	Suite 1, 3rd Floor Goodbard House Infirmary Street, Leeds Tel: 0113 245 1679 Fax: 0113 245 9042

Path: C:\Users\optima\OneDrive - Optima Highways\Projects - Documents\Meltham Road, Marsden\DRAWINGS\GIS\Meltham Road Marsden GIS Plans.aprx

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors.

Appendices

Appendix B – Kirklees Council Highway Adoption Plan



Scale = 1:1250

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Ordnance Survey
AC0000851069

maps@kirklees.gov.uk



Appendix C – ATC Traffic Survey Data

Marsden ATC 1, B6107 Metlham Road (Western Site)

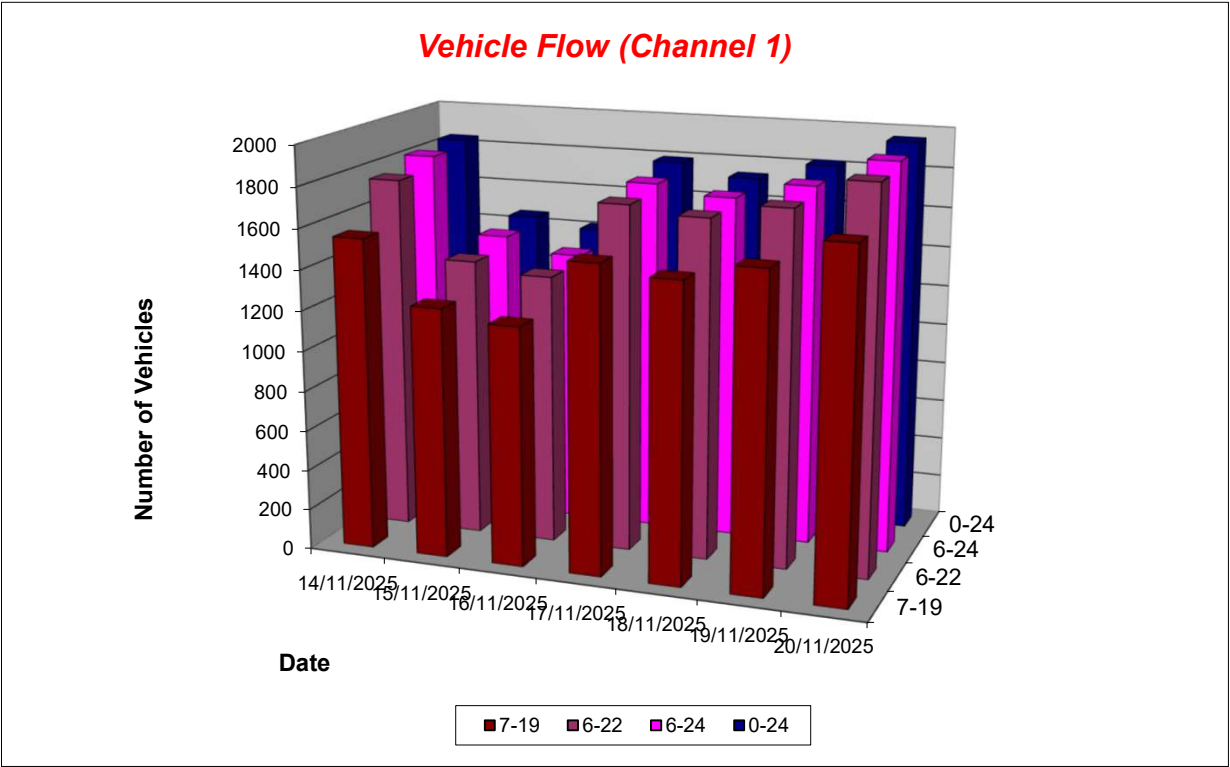
Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

Vehicle Flow

Week 1

Hr Ending	14/11/2025 Friday	15/11/2025 Saturday	16/11/2025 Sunday	17/11/2025 Monday	18/11/2025 Tuesday	19/11/2025 Wednesday	20/11/2025 Thursday	Weekday Average	Average
1	2	11	26	6	6	3	7	5	9
2	2	4	14	2	4	2	1	2	4
3	3	5	3	2	2	3	1	2	3
4	1	1	4	5	0	6	2	3	3
5	3	2	1	4	5	5	6	5	4
6	14	4	5	23	11	14	12	15	12
7	48	11	7	56	43	55	52	51	39
8	115	35	18	125	134	134	139	129	100
9	120	56	41	142	134	143	130	134	109
10	119	117	70	117	115	126	95	114	108
11	100	108	94	99	103	96	102	100	100
12	128	125	131	108	82	106	109	107	113
13	128	128	157	91	97	85	127	106	116
14	126	147	139	116	123	113	141	124	129
15	141	150	136	134	129	130	151	137	139
16	148	113	135	138	149	142	153	146	140
17	170	107	145	179	168	175	226	184	167
18	147	74	70	152	130	180	191	160	135
19	106	80	50	117	107	125	133	118	103
20	72	54	74	69	78	70	84	75	72
21	47	45	51	50	46	41	40	45	46
22	46	34	20	25	43	32	25	34	32
23	31	27	20	21	13	27	20	22	23
24	27	22	6	12	12	8	12	14	14
7-19	1548	1240	1186	1518	1471	1555	1697	1558	1459
6-22	1761	1384	1338	1718	1681	1753	1898	1762	1648
6-24	1819	1433	1364	1751	1706	1788	1930	1799	1684
0-24	1844	1460	1417	1793	1734	1821	1959	1830	1718



Marsden ATC 1, B6107 Metlham Road (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

Average Speed

Week 1

Hr Ending	14/11/2025 Friday	15/11/2025 Saturday	16/11/2025 Sunday	17/11/2025 Monday	18/11/2025 Tuesday	19/11/2025 Wednesday	20/11/2025 Thursday
1	37.9	28.3	30.3	32.3	37.5	31.2	34.5
2	23.9	33.1	32.2	30.6	26.5	26.8	33.4
3	32.0	31.0	33.5	39.5	28.8	30.5	26.4
4	44.2	20.5	30.3	38.2	-	27.0	31.5
5	36.5	32.3	22.1	31.5	43.1	31.2	35.3
6	34.8	36.7	32.5	36.3	37.3	32.5	36.8
7	32.5	28.8	31.0	34.8	33.0	32.8	32.6
8	31.2	32.2	33.2	32.7	32.2	31.0	30.7
9	30.5	31.4	32.4	31.7	30.2	31.1	32.1
10	29.9	31.4	30.8	30.3	30.4	31.0	29.5
11	30.3	31.4	31.2	31.0	31.0	30.4	30.9
12	30.6	29.4	30.5	29.1	31.4	31.5	31.1
13	30.8	31.5	31.2	28.2	30.9	32.3	27.1
14	29.9	31.1	30.6	28.8	31.2	32.1	28.4
15	30.1	29.6	31.8	29.9	30.9	31.6	28.1
16	30.1	30.6	30.5	30.7	29.9	31.1	29.7
17	29.2	30.0	29.6	29.7	29.8	31.3	26.6
18	29.2	29.7	32.1	30.2	30.6	29.3	27.8
19	28.9	29.0	29.6	30.7	30.4	30.3	28.3
20	29.3	30.5	31.5	30.0	29.6	31.6	29.5
21	30.1	31.4	28.7	32.3	32.5	31.2	29.9
22	28.8	32.3	31.5	31.1	31.0	31.7	29.5
23	29.4	29.9	31.3	32.1	34.7	30.5	28.6
24	28.7	33.3	34.1	32.5	30.8	33.2	27.9
10-12	30.5	30.3	30.8	30.0	31.2	30.9	31.0
14-16	30.1	30.0	31.1	30.3	30.4	31.4	28.9
0-24	30.1	30.6	30.9	30.7	30.9	31.1	29.2

Mean (ALL)	30.4
Weekday Inter-Peak	30.4

Channel 1 - Northeastbound

85th Percentile

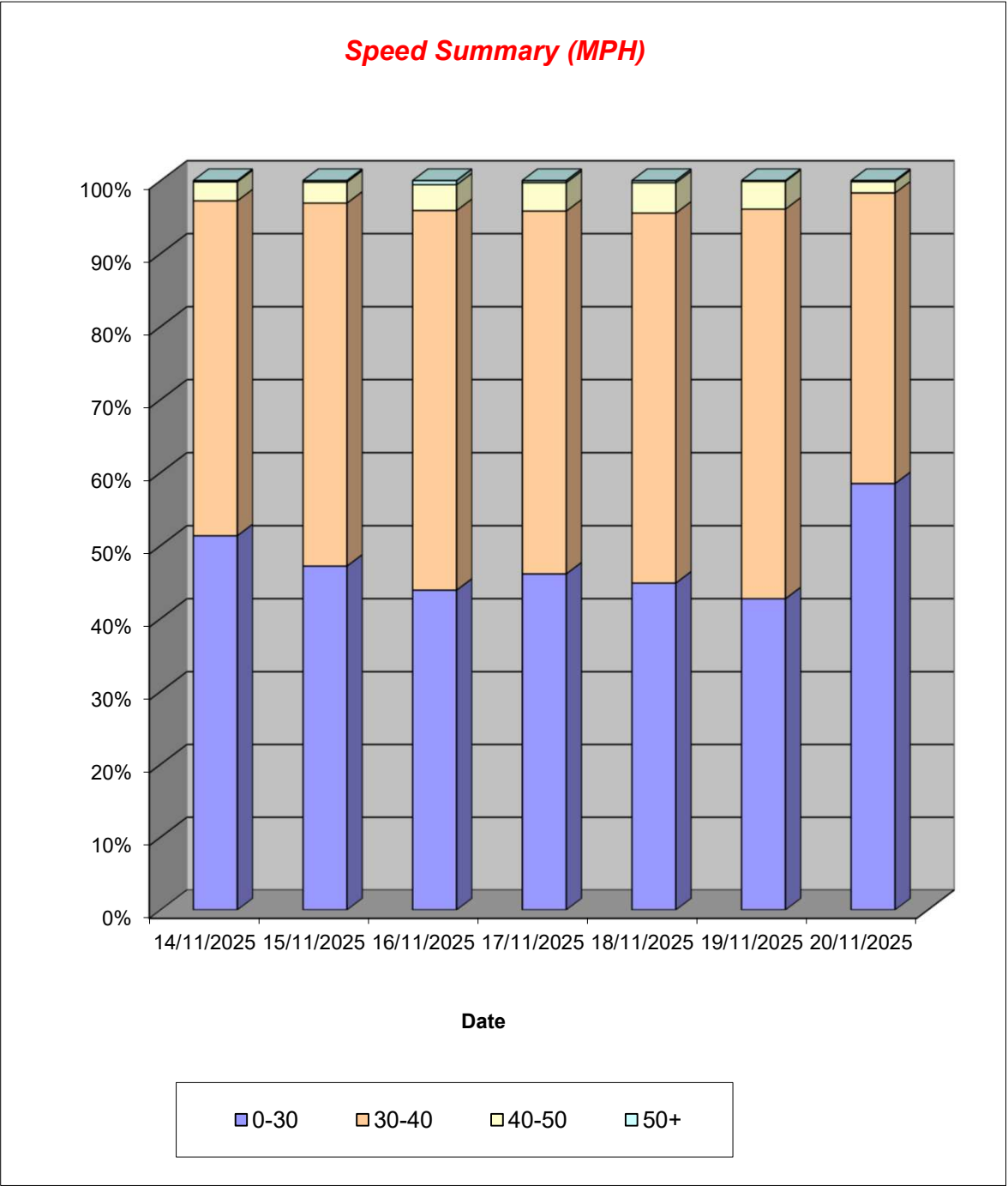
Hr Ending	14/11/2025 Friday	15/11/2025 Saturday	16/11/2025 Sunday	17/11/2025 Monday	18/11/2025 Tuesday	19/11/2025 Wednesday	20/11/2025 Thursday
1	42.7	34.2	35.9	36.0	41.5	35.4	48.0
2	26.2	37.7	40.3	36.2	33.4	33.2	-
3	36.1	41.2	38.8	39.6	30.0	35.9	-
4	-	-	37.2	46.9	-	32.5	36.2
5	42.7	34.4	-	36.9	52.4	35.1	39.8
6	40.6	41.6	36.2	43.7	44.2	40.4	40.8
7	38.4	31.6	34.3	40.0	39.6	38.5	36.8
8	36.0	40.0	39.7	38.0	37.6	36.4	36.2
9	37.2	37.0	39.5	38.4	36.5	36.0	38.0
10	34.7	36.1	35.8	36.2	34.8	36.6	34.6
11	34.9	35.8	36.2	36.2	36.6	34.7	36.4
12	36.0	35.5	36.2	34.5	36.4	36.2	36.5
13	36.3	37.3	37.1	34.3	35.9	37.8	33.7
14	35.7	36.4	35.6	34.4	37.8	38.2	33.7
15	34.4	34.6	38.4	35.5	36.7	36.2	34.0
16	35.8	35.5	36.7	36.2	34.9	36.5	35.0
17	33.8	35.0	34.9	34.1	35.0	36.6	31.9
18	34.4	34.5	38.9	34.5	35.6	33.5	32.7
19	35.0	34.5	34.9	35.6	35.5	35.8	33.4
20	34.2	36.0	35.9	34.8	35.4	39.7	34.2
21	36.6	36.2	35.6	39.4	39.3	36.4	36.4
22	33.4	39.4	41.1	38.1	36.8	36.0	35.8
23	35.9	34.7	37.5	38.4	40.4	35.1	34.0
24	34.1	42.5	42.1	42.6	39.5	38.1	31.9
10-12	35.6	35.8	36.3	35.4	36.6	35.5	36.4
14-16	35.2	35.0	37.5	35.8	35.8	36.4	34.6
0-24	35.6	36.1	36.9	36.5	36.6	36.5	35.0

85th %ile (ALL)	36.1
Weekday Inter-Peak	35.7

Marsden ATC 1, B6107 Metlham Road (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound				Speed Summary			Week 1
Speed (MPH)	14/11/2025 Friday	15/11/2025 Saturday	16/11/2025 Sunday	17/11/2025 Monday	18/11/2025 Tuesday	19/11/2025 Wednesday	20/11/2025 Thursday
0-30	947	689	622	827	778	778	1146
30-40	846	726	737	891	879	972	780
40-50	48	42	50	70	72	69	30
50+	3	3	8	5	5	2	3
TOTAL	1844	1460	1417	1793	1734	1821	1959



Marsden ATC 1, B6107 Metlham Road (Western Site)

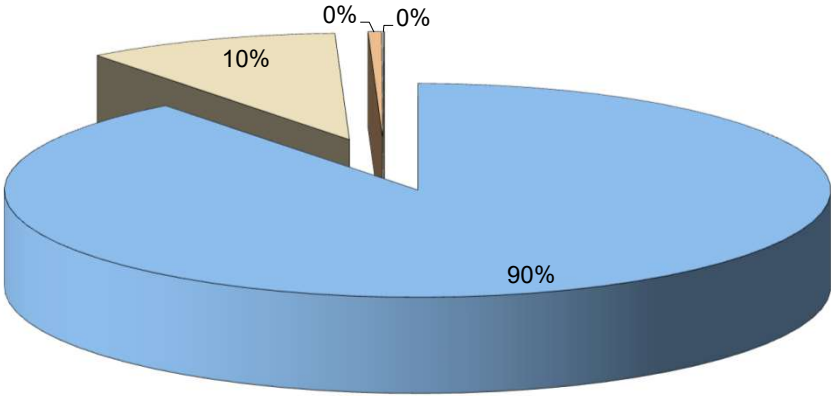
Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13
14/11/2025				
7-19	1370	163	15	0
6-22	1568	177	16	0
6-24	1623	180	16	0
0-24	1640	188	16	0
15/11/2025				
7-19	1138	101	1	0
6-22	1268	115	1	0
6-24	1314	118	1	0
0-24	1339	120	1	0
16/11/2025				
7-19	1112	73	1	0
6-22	1250	87	1	0
6-24	1273	90	1	0
0-24	1317	99	1	0
17/11/2025				
7-19	1347	161	9	1
6-22	1526	182	9	1
6-24	1557	183	10	1
0-24	1592	190	10	1
18/11/2025				
7-19	1288	174	8	1
6-22	1482	190	8	1
6-24	1506	191	8	1
0-24	1526	198	8	2
19/11/2025				
7-19	1351	190	12	2
6-22	1532	206	13	2
6-24	1561	212	13	2
0-24	1580	225	14	2
20/11/2025				
7-19	1542	142	13	0
6-22	1723	162	13	0
6-24	1755	162	13	0
0-24	1775	171	13	0
Average				
7-19	1307	143	8	1
6-22	1478	160	9	1
6-24	1513	162	9	1
0-24	1538	170	9	1

Total Vehicle Class Distribution



Week 1

TOTAL - 1-13
1548
1761
1819
1844
1240
1384
1433
1460
1186
1338
1364
1417
1518
1718
1751
1793
1471
1681
1706
1734
1555
1753
1788
1821
1697
1898
1930
1959
1459
1648
1684
1718

Marsden ATC 1, B6107 Metlham Road (Western Site)

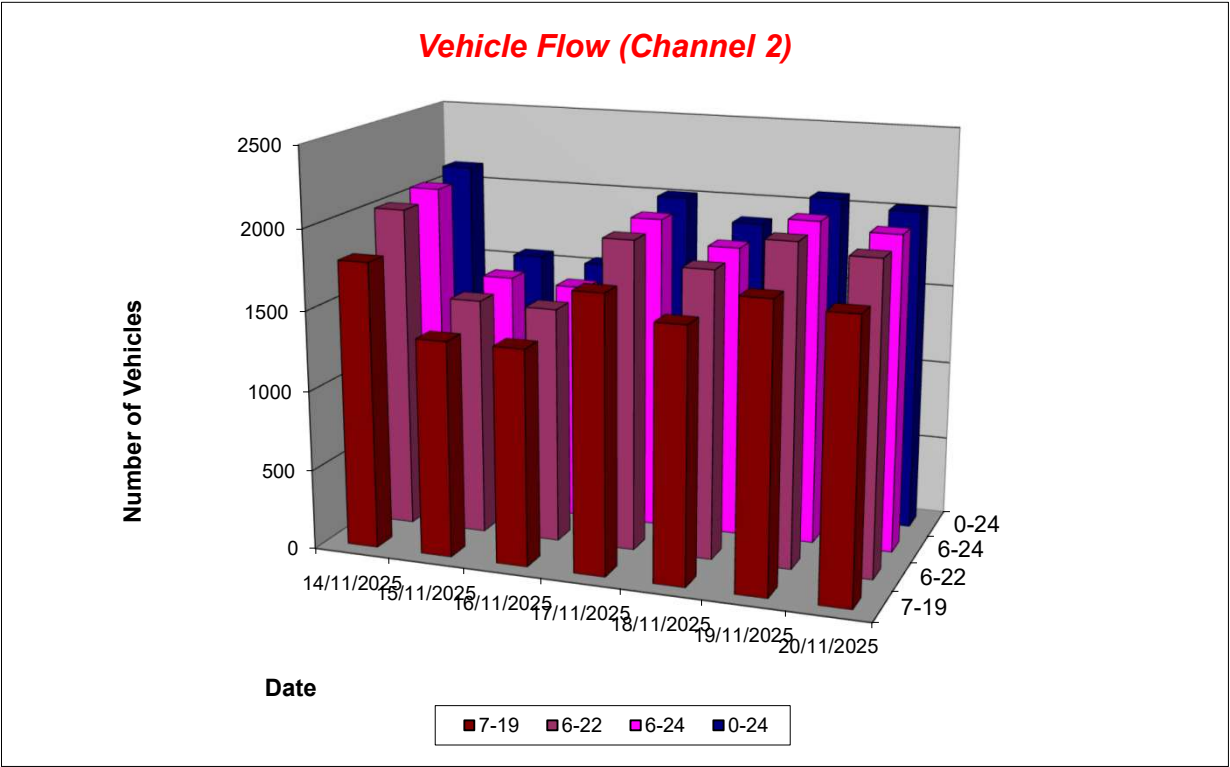
Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

Vehicle Flow

Week 1

Hr Ending	14/11/2025 Friday	15/11/2025 Saturday	16/11/2025 Sunday	17/11/2025 Monday	18/11/2025 Tuesday	19/11/2025 Wednesday	20/11/2025 Thursday	Weekday Average	Average
1	16	14	22	4	15	11	7	11	13
2	2	6	6	3	5	2	3	3	4
3	2	2	3	2	1	2	3	2	2
4	7	6	3	6	6	3	5	5	5
5	7	4	0	8	9	11	8	9	7
6	24	5	5	24	19	19	18	21	16
7	52	14	22	61	77	81	66	67	53
8	129	32	22	150	161	176	162	156	119
9	204	83	58	186	192	188	186	191	157
10	157	112	107	123	108	153	147	138	130
11	120	148	143	113	127	149	91	120	127
12	144	152	164	117	98	101	148	122	132
13	139	145	149	121	118	131	119	126	132
14	139	150	163	128	112	114	107	120	130
15	170	134	138	123	108	125	118	129	131
16	191	122	131	154	140	154	181	164	153
17	164	109	121	218	179	183	188	186	166
18	124	87	85	194	149	180	188	167	144
19	111	77	68	97	88	118	91	101	93
20	97	52	49	74	76	61	53	72	66
21	40	39	33	41	33	43	46	41	39
22	38	29	20	36	29	41	46	38	34
23	24	20	15	21	20	18	26	22	21
24	21	19	13	11	10	8	15	13	14
7-19	1792	1351	1349	1724	1580	1772	1726	1719	1613
6-22	2019	1485	1473	1936	1795	1998	1937	1937	1806
6-24	2064	1524	1501	1968	1825	2024	1978	1972	1841
0-24	2122	1561	1540	2015	1880	2072	2022	2022	1887



Marsden ATC 1, B6107 Metlham Road (Western Site)

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

Average Speed

Week 1

Hr Ending	14/11/2025 Friday	15/11/2025 Saturday	16/11/2025 Sunday	17/11/2025 Monday	18/11/2025 Tuesday	19/11/2025 Wednesday	20/11/2025 Thursday
1	36.5	29.9	31.0	28.4	32.6	33.6	34.0
2	33.8	39.3	35.0	36.9	30.6	32.1	40.3
3	27.6	41.8	32.6	36.5	27.7	31.8	25.9
4	37.0	39.0	30.5	38.3	36.8	30.1	33.1
5	38.0	29.9	-	32.3	37.7	33.7	41.0
6	34.5	38.2	34.6	36.4	35.4	35.1	37.1
7	35.4	34.6	37.2	34.3	34.9	33.4	32.3
8	31.2	32.8	36.4	30.6	31.6	29.8	29.5
9	29.4	31.8	31.5	30.1	31.7	30.0	30.5
10	30.1	33.1	29.4	30.3	29.8	30.1	27.9
11	28.7	30.3	29.6	29.9	29.0	28.6	30.5
12	29.7	31.4	29.0	26.2	28.5	29.6	28.6
13	29.4	31.3	30.4	25.5	29.9	30.2	29.3
14	28.6	31.8	28.9	26.4	29.3	31.6	30.0
15	29.5	30.2	29.8	26.6	30.6	30.4	30.3
16	27.5	31.3	29.6	29.3	29.4	29.0	28.2
17	26.8	29.4	29.9	29.5	28.9	28.3	27.7
18	28.6	30.4	30.1	28.6	29.8	28.4	27.5
19	28.8	30.0	28.7	30.6	29.6	30.4	28.8
20	29.1	28.7	29.6	29.8	29.9	33.3	30.7
21	29.5	30.4	32.6	29.9	29.7	30.3	29.3
22	30.5	32.5	32.5	30.3	31.8	31.7	32.0
23	30.7	29.8	34.4	33.8	32.0	31.2	33.1
24	32.9	33.9	35.0	32.4	33.2	32.8	33.8
10-12	29.2	30.8	29.3	28.0	28.8	29.0	29.3
14-16	28.5	30.7	29.7	28.1	29.9	29.6	29.0
0-24	29.4	31.1	30.1	29.2	30.3	30.0	29.4

Average (ALL)	29.9
Weekday Inter-Peak	28.9

Channel 2 - Southwestbound

85th Percentile

Hr Ending	14/11/2025 Friday	15/11/2025 Saturday	16/11/2025 Sunday	17/11/2025 Monday	18/11/2025 Tuesday	19/11/2025 Wednesday	20/11/2025 Thursday
1	43.1	33.6	37.7	36.4	41.5	41.9	42.0
2	39.9	48.2	39.4	38.7	33.0	37.6	41.8
3	28.5	42.2	33.4	37.3	-	38.0	28.7
4	41.9	44.0	34.4	41.8	43.3	34.0	35.6
5	44.9	35.1	-	39.2	45.1	39.2	48.0
6	41.0	46.5	44.0	43.7	41.4	40.2	43.3
7	41.9	43.7	43.3	39.0	39.4	39.5	36.6
8	35.8	38.2	42.9	37.4	36.2	34.1	34.8
9	33.9	37.4	36.3	35.2	36.6	34.3	34.5
10	35.6	37.7	35.2	35.0	35.1	34.7	32.6
11	34.1	36.3	33.9	34.4	33.7	34.2	34.1
12	34.2	36.7	34.1	31.2	33.2	34.2	34.8
13	34.1	37.1	34.7	31.4	34.3	34.4	32.8
14	34.2	36.8	33.1	32.9	33.5	36.2	34.8
15	34.2	35.7	34.0	32.9	35.8	35.5	34.5
16	33.1	37.2	33.5	34.1	34.8	33.2	32.4
17	31.5	34.4	35.0	33.9	33.1	33.5	31.5
18	33.1	36.0	34.8	33.3	34.2	32.1	31.5
19	33.5	34.4	32.0	35.6	33.7	35.5	32.3
20	34.2	34.9	34.9	34.4	34.3	38.7	34.5
21	33.9	36.9	38.7	35.5	35.0	35.4	34.0
22	35.2	38.5	37.7	36.0	38.0	36.1	37.6
23	36.8	35.7	42.8	39.5	37.5	36.9	36.9
24	38.5	43.1	40.7	42.2	39.4	38.0	39.9
10-12	34.2	36.5	34.1	33.1	33.5	34.2	34.8
14-16	33.8	36.4	33.8	33.8	35.2	34.3	33.3
0-24	34.8	36.9	35.2	35.0	35.4	35.0	34.3

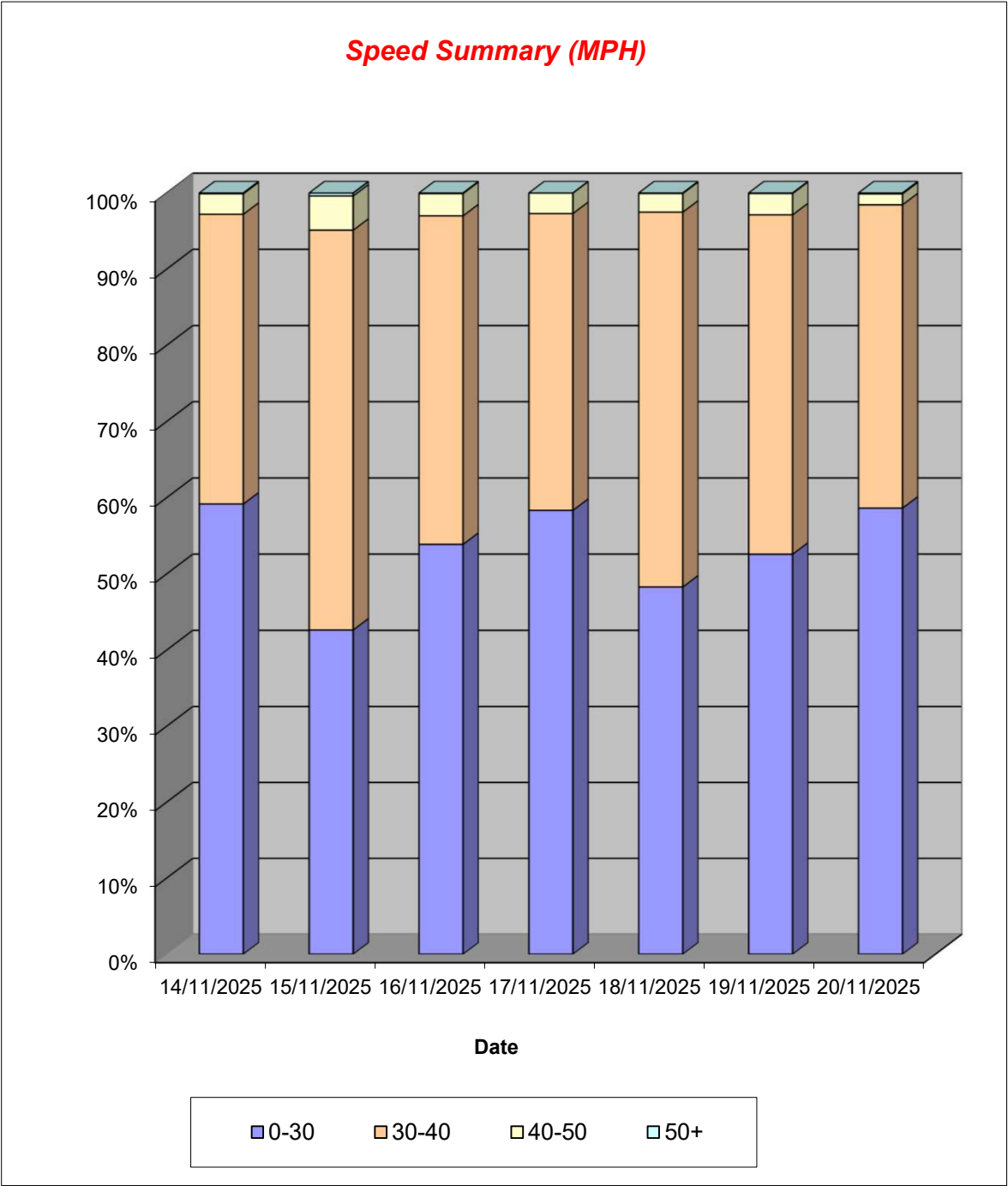
85th %ile (ALL)	35.2
Weekday Inter-Peak	34.0

Marsden ATC 1, B6107 Metlham Road (Western Site)

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound Speed Summary Week 1

Speed (MPH)	14/11/2025 Friday	15/11/2025 Saturday	16/11/2025 Sunday	17/11/2025 Monday	18/11/2025 Tuesday	19/11/2025 Wednesday	20/11/2025 Thursday
0-30	1256	666	830	1176	908	1090	1186
30-40	807	819	664	785	925	923	805
40-50	57	70	45	54	46	58	29
50+	2	6	1	0	1	1	2
TOTAL	2122	1561	1540	2015	1880	2072	2022



Marsden ATC 1, B6107 Metlham Road (Western Site)

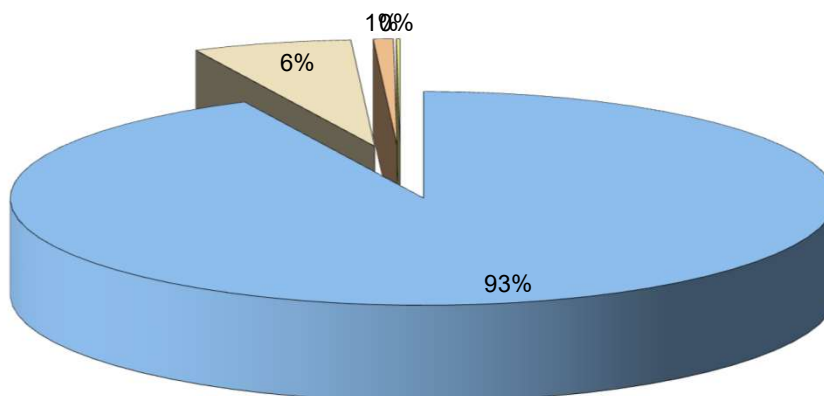
Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13
14/11/2025				
7-19	1646	132	12	2
6-22	1858	147	12	2
6-24	1897	152	13	2
0-24	1944	161	15	2
15/11/2025				
7-19	1238	107	6	0
6-22	1364	115	6	0
6-24	1401	117	6	0
0-24	1433	121	7	0
16/11/2025				
7-19	1290	55	2	2
6-22	1405	64	2	2
6-24	1429	68	2	2
0-24	1467	69	2	2
17/11/2025				
7-19	1582	124	15	3
6-22	1770	146	17	3
6-24	1799	149	17	3
0-24	1841	153	18	3
18/11/2025				
7-19	1477	77	21	5
6-22	1682	86	22	5
6-24	1711	87	22	5
0-24	1759	94	22	5
19/11/2025				
7-19	1677	82	11	2
6-22	1884	101	11	2
6-24	1906	105	11	2
0-24	1945	111	14	2
20/11/2025				
7-19	1616	82	23	5
6-22	1807	102	23	5
6-24	1845	105	23	5
0-24	1880	112	25	5
Average				
7-19	1504	94	13	3
6-22	1681	109	13	3
6-24	1713	112	13	3
0-24	1753	117	15	3

Total Vehicle Class Distribution



Week 1

TOTAL - 1-13
1792
2019
2064
2122
1351
1485
1524
1561
1349
1473
1501
1540
1724
1936
1968
2015
1580
1795
1825
1880
1772
1998
2024
2072
1726
1937
1978
2022
1613
1806
1841
1887

Appendix D –Site Layout Plan (Ellis Healy Drawing 2402-P-102-A)



SCHEDULE OF ACCOMMODATION		
	TYPE 2A- 2 BED SEMI-DETACHED- 775 SQ FT (72 sq m) (3 person) - Off street parking spaces - varies	2
	TYPE 3A - 3 BED DETACHED -1,029 sq ft (95.8 sqm) (5 person) - 2 no. off street parking spaces	4
	TYPE 4A - 4 BED DETACHED - 1,253 sq ft (116 sqm) (6 person) - Garage (3 X 6m minimum) 3 no. off street parking spaces	1
	TYPE 4B - 4 BED DETACHED - 1,218 sq ft (113 sqm) (6 person) - Integral garage (3 X 6m minimum) 3 no. off street parking spaces	2
TOTAL		9

 SITE AREA:
1.60 Acres (0.65 HA)

 ASPECT

Rev A	Layout updated to engineers drawings.	30/04/2026	DPE
Designation	Details of Revision	Date	Initials / Signature

ellis healey
architecture

PRELIMINARY

PROJECT: PROPOSED RESIDENTIAL
DEVELOPMENT, MELTHAM ROAD,
MARSDEN

TITLE: PROPOSED SITE PLAN

DRAWING NO: **2402 P 102 (A)**

BY/CHECKED: NG / DPE DATE: APRIL 2026

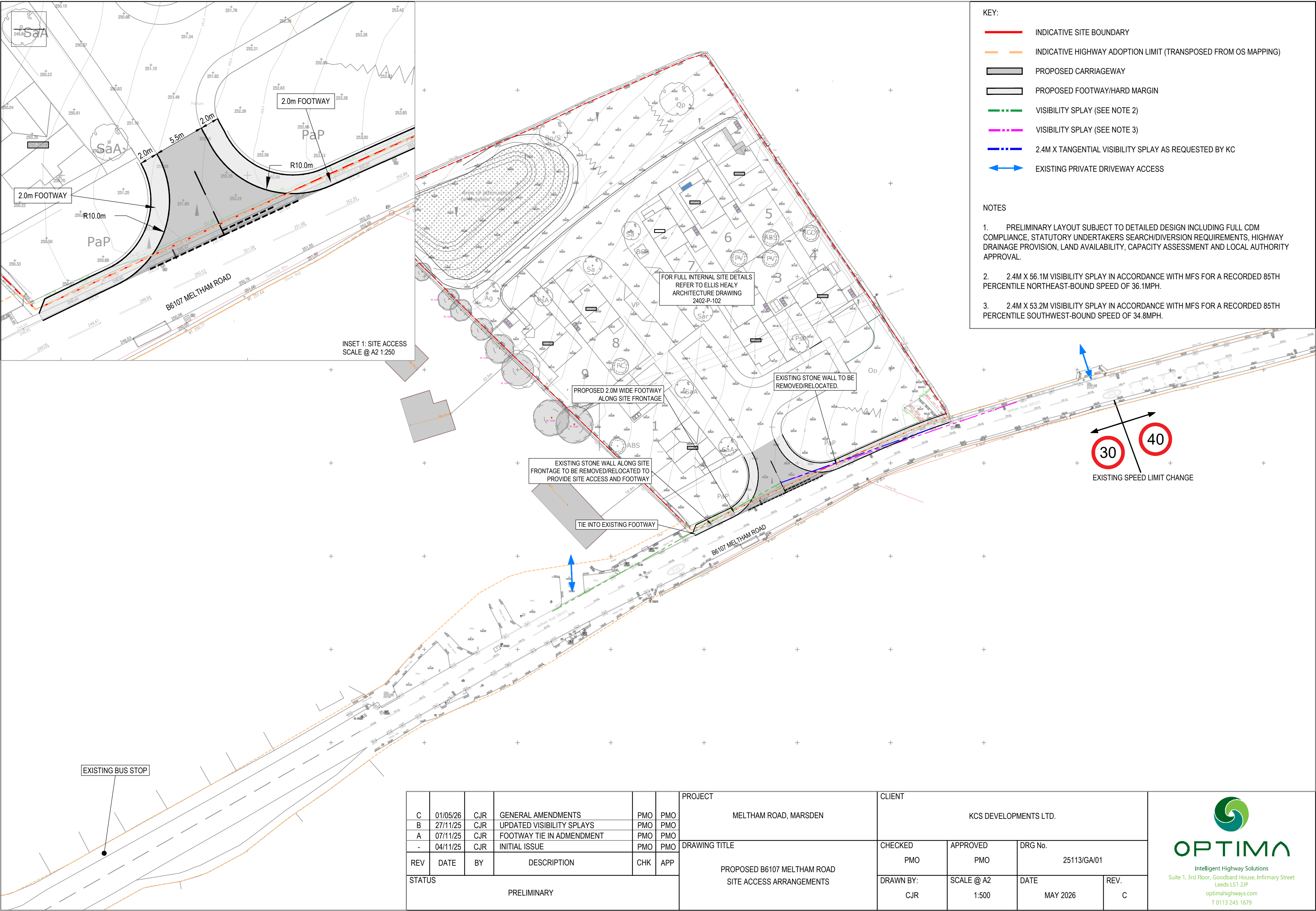
SCALE @A3: 1:500

Tower Works, Globe Road, Leeds, LS11 5QG
Tel: 0113 2453000. E-mail: info@ellichsley.com

Proposed Site Plan

Scale 1:500

Appendix E – Proposed B6107 Meltham Road Site Access Arrangements (Optima Drawing 25113/GA/01 Revision C)



- KEY:
- INDICATIVE SITE BOUNDARY
 - INDICATIVE HIGHWAY ADOPTION LIMIT (TRANPOSED FROM OS MAPPING)
 - PROPOSED CARRIAGEWAY
 - PROPOSED FOOTWAY/HARD MARGIN
 - VISIBILITY SPLAY (SEE NOTE 2)
 - VISIBILITY SPLAY (SEE NOTE 3)
 - 2.4M X TANGENTIAL VISIBILITY SPLAY AS REQUESTED BY KC
 - EXISTING PRIVATE DRIVEWAY ACCESS

- NOTES
- PRELIMINARY LAYOUT SUBJECT TO DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY, CAPACITY ASSESSMENT AND LOCAL AUTHORITY APPROVAL.
 - 2.4M X 56.1M VISIBILITY SPLAY IN ACCORDANCE WITH MFS FOR A RECORDED 85TH PERCENTILE NORTHEAST-BOUND SPEED OF 36.1MPH.
 - 2.4M X 53.2M VISIBILITY SPLAY IN ACCORDANCE WITH MFS FOR A RECORDED 85TH PERCENTILE SOUTHWEST-BOUND SPEED OF 34.8MPH.

EXISTING SPEED LIMIT CHANGE

PROJECT						CLIENT			
MELTHAM ROAD, MARSDEN						KCS DEVELOPMENTS LTD.			
DRAWING TITLE						CHECKED	APPROVED	DRG No.	
PROPOSED B6107 MELTHAM ROAD						PMO	PMO	25113/GA/01	
SITE ACCESS ARRANGEMENTS						DRAWN BY:	SCALE @ A2	DATE	REV.
						CJR	1:500	MAY 2026	C

REV	DATE	BY	DESCRIPTION	CHK	APP
C	01/05/26	CJR	GENERAL AMENDMENTS	PMO	PMO
B	27/11/25	CJR	UPDATED VISIBILITY SPLAYS	PMO	PMO
A	07/11/25	CJR	FOOTWAY TIE IN ADMENDMENT	PMO	PMO
-	04/11/25	CJR	INITIAL ISSUE	PMO	PMO
STATUS					
PRELIMINARY					

Appendix F – Refuse Vehicle Tracking (Optima Drawing 25113/ATR/01 Revision B)

Appendix G – TRICs Output

Audit Code: 27435dc6-c678-4124-ad95-8634385ebbac

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	EN	ENFIELD 2 days
02	SOUTH EAST	
	BO	BEDFORD 1 day
	CT	CENTRAL BEDFORDSHIRE 1 day
	ES	EAST SUSSEX 3 days
	HC	HAMPSHIRE 4 days
	HF	HERTFORDSHIRE 1 day
	KC	KENT 1 day
	MW	MEDWAY 1 day
	SC	SURREY 1 day
03	SOUTH WEST	
	DC	DORSET 3 days
	GS	GLOUCESTERSHIRE 1 day
	SD	SWINDON 1 day
04	EAST ANGLIA	
	NF	NORFOLK 4 days
	PB	PETERBOROUGH 1 day
	SF	SUFFOLK 1 day
05	EAST MIDLANDS	
	NT	NOTTINGHAMSHIRE 1 day
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE 1 day
	WK	WARWICKSHIRE 2 days
	WM	WEST MIDLANDS 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 2 days
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER 1 day
	LC	LANCASHIRE 1 day
09	NORTH	
	DH	DURHAM 1 day
	IM	ISLE OF MAN 1 day
10	WALES	
	VG	VALE OF GLAMORGAN 1 day
14	LEINSTER	
	CC	CARLOW 1 day
	ME	MEATH 1 day
	WC	WICKLOW 1 day
15	GREATER DUBLIN	
	DL	DUBLIN 2 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV	CAVAN 2 days
	DN	DONEGAL 1 day
17	ULSTER (NORTHERN IRELAND)	
	DE	DERRY 1 day

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

Audit Code: 27435dc6-c678-4124-ad95-8634385ebbac

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:	8 to 50 (units:DWELLS)
Range Selected by User:	8 to 50 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/16 to 26/11/25

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	9 days
Thursday	7 days
Tuesday	6 days
Wednesday	21 days

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

Selected survey types:

Manual count	46
Direction ATC Count	1

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	34 days
Suburban Area	13 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	3 days
Residential Zone	43 days
Retail Zone	1 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	6 days
Servicing vehicles Included	11 days
Servicing vehicles Unknown	30 days

Audit Code: 27435dc6-c678-4124-ad95-8634385ebbac

Secondary Filtering Selection:

Use Class:

C3	47 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:

214 - 8064

Population within 1 mile:

1,001 to 5,000	6 surveys
10,001 to 15,000	12 surveys
15,001 to 20,000	5 surveys
20,001 to 25,000	4 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	16 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	14 surveys
25,001 to 50,000	9 surveys
250,001 to 500,000	4 surveys
5,001 to 25,000	9 surveys
50,001 to 75,000	5 surveys
500,001 or More	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	17 surveys
1.1 to 1.5	27 surveys
1.6 to 2.0	3 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: 27435dc6-c678-4124-ad95-8634385ebbac

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	32 surveys
No	1 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:

1a (Low) - Very poor	1 surveys
1b - Very poor	1 surveys
No PTAL Present	45 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:

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

Audit Code: 27435dc6-c678-4124-ad95-8634385ebbac

1	AC-03-A-04	TOWN HOUSES	CHESHIRE WEST & CHESTER
LONDON ROAD NORTHWICH LEFTWICH Suburban Area Residential Zone Number of dwellings: 24.00 DWELLS Survey date: Thursday 06/06/2019			
			Survey Type: Manual
2	BO-03-A-01	DETACHED HOUSES	BEDFORD
CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Number of dwellings: 30.00 DWELLS Survey date: Thursday 15/10/2020			
			Survey Type: Manual
3	CC-03-A-01	DETACHED HOUSES	CARLOW
R417 ANTHY ROAD CARLOW Edge of Town Residential Zone Number of dwellings: 23.00 DWELLS Survey date: Wednesday 25/05/2016			
			Survey Type: Manual
4	CT-03-A-01	MIXED HOUSES	CENTRAL BEDFORDSHIRE
ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Number of dwellings: 46.00 DWELLS Survey date: Wednesday 22/06/2022			
			Survey Type: Manual
5	CV-03-A-03	DETACHED HOUSES	CAVAN
R212 DUBLIN ROAD CAVAN PULLAMORE NEAR Edge of Town No Sub Category Number of dwellings: 37.00 DWELLS Survey date:			
			Survey Type: Manual
6	CV-03-A-04	DETACHED HOUSES	CAVAN
DUBLIN ROAD CAVAN Edge of Town Retail Zone Number of dwellings: 37.00 DWELLS Survey date: Wednesday 26/11/2025			
			Survey Type: Manual
7	DC-03-A-09	MIXED HOUSES	DORSET
A350 SHAFTESBURY Edge of Town No Sub Category Number of dwellings: 50.00 DWELLS Survey date: Friday 19/11/2021			
			Survey Type: Manual
8	DC-03-A-10	MIXED HOUSES	DORSET
ADDISON CLOSE GILLINGHAM Edge of Town			

Audit Code: 27435dc6-c678-4124-ad95-8634385ebbac

Residential Zone

Number of dwellings: 26.00 DWELLS

Survey date: Wednesday 09/11/2022

Survey Type: Manual

9	DC-03-A-12	PRIVATELY OWNED HOUSES	DORSET
RYLANDS AVENUE WEYMOUTH WYKE REGIS Suburban Area Residential Zone Number of dwellings: 17.00 DWELLS Survey date: Tuesday 06/05/2025			
Survey Type: Manual			
10	DE-03-A-04	SEMI-DETACHED & TERRACED	DERRY
GREENHALL HIGHWAY COLERAINE Edge of Town Residential Zone Number of dwellings: 38.00 DWELLS Survey date: Thursday 19/05/2022			
Survey Type: Manual			
11	DH-03-A-01	SEMI DETACHED	DURHAM
GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area Residential Zone Number of dwellings: 50.00 DWELLS Survey date: Tuesday 28/03/2017			
Survey Type: Manual			
12	DL-03-A-11	SEMI-DETACHED HOUSES	DUBLIN
GRACE PARK ROAD DUBLIN WHITEHALL Suburban Area Residential Zone Number of dwellings: 19.00 DWELLS Survey date: Wednesday 19/05/2021			
Survey Type: Manual			
13	DL-03-A-12	SEMI-DETACHED & TERRACED	DUBLIN
BATH AVENUE DUBLIN Suburban Area Residential Zone Number of dwellings: 45.00 DWELLS Survey date: Thursday 29/05/2025			
Survey Type: Manual			
14	DN-03-A-08	SEMI DETACHED & DETACHED	DONEGAL
CHURCH ROAD CARNDONAGH Suburban Area Residential Zone Number of dwellings: 36.00 DWELLS Survey date: Wednesday 30/09/2020			
Survey Type: Manual			
15	EN-03-A-01	TERRACED & SEMI-DETACHED	ENFIELD
BOLLINGBROKE PARK COCKFOSTERS Edge of Town Residential Zone Number of dwellings: 32.00 DWELLS Survey date: Wednesday 24/11/2021			
Survey Type: Manual			
16	EN-03-A-02	DETACHED HOUSES	ENFIELD

Audit Code: 27435dc6-c678-4124-ad95-8634385ebbac

DUCHY ROAD
HADLEY WOOD

Edge of Town

Residential Zone

Number of dwellings: 9.00 DWELLS

Survey date: Wednesday 14/09/2022

Survey Type: Manual

17
THE FAIRWAY
NEWHAVEN

ES-03-A-09

DETACHED & SEMI-DETACHED EAST SUSSEX

Edge of Town

Residential Zone

Number of dwellings: 47.00 DWELLS

Survey date:

Survey Type: Manual

18
A265
HEATHFIELD

ES-03-A-13

DETACHED HOUSES

EAST SUSSEX

Edge of Town

Residential Zone

Number of dwellings: 36.00 DWELLS

Survey date:

Survey Type: Manual

19
NEW ROAD
HAILSHAM

ES-03-A-20

DETACHED & SEMI-DETACHED EAST SUSSEX

HELLINGLY

Edge of Town

Residential Zone

Number of dwellings: 13.00 DWELLS

Survey date: Wednesday 06/11/2024

Survey Type: Manual

20
GREEN LANE
TEWKESBURY

GS-03-A-03

PRIVATLEY OWNED HOUSES

GLOUCESTERSHIRE

Suburban Area

Residential Zone

Number of dwellings: 24.00 DWELLS

Survey date: Thursday 10/10/2024

Survey Type: Manual

21
PRIESTLEY ROAD
BASINGSTOKE

HC-03-A-21

TERRACED & SEMI-DETACHED HAMPSHIRE

HOUNDMILLS

Edge of Town

Residential Zone

Number of dwellings: 39.00 DWELLS

Survey date: Tuesday 13/11/2018

Survey Type: Manual

22
BOW LAKE GARDENS
NEAR EASTLEIGH

HC-03-A-22

MIXED HOUSES

HAMPSHIRE

BISHOPSTOKE

Edge of Town

Residential Zone

Number of dwellings: 40.00 DWELLS

Survey date: Wednesday 31/10/2018

Survey Type: Manual

23
KILN ROAD
LIPHOOK

HC-03-A-31

MIXED HOUSES & FLATS

HAMPSHIRE

Edge of Town

Residential Zone

Audit Code: 27435dc6-c678-4124-ad95-8634385ebbac

Number of dwellings: 44.00 DWELLS

Survey date: Friday 07/10/2022

Survey Type: Manual

24 REDFIELDS LANE FLEET CHURCH CROOKHAM Edge of Town Residential Zone Number of dwellings: 50.00 DWELLS Survey date: Wednesday 27/03/2024	HC-03-A-37	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
25 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Number of dwellings: 8.00 DWELLS Survey date:	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE	Survey Type: Manual
26 SCARLETT ROAD CASTLETOWN Edge of Town Residential Zone Number of dwellings: 45.00 DWELLS Survey date: Tuesday 21/05/2024	IM-03-A-05	MIXED HOUSES	ISLE OF MAN	Survey Type: Manual
27 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Number of dwellings: 14.00 DWELLS Survey date: Wednesday 09/06/2021	KC-03-A-09	MIXED HOUSES & FLATS	KENT	Survey Type: Manual
28 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Number of dwellings: 32.00 DWELLS Survey date: Friday 17/11/2017	LC-03-A-31	DETACHED HOUSES	LANCASHIRE	Survey Type: Manual
29 R155 RATOATH Edge of Town Residential Zone Number of dwellings: 42.00 DWELLS Survey date: Wednesday 30/10/2024	ME-03-A-01	PRIVATELY OWNED HOUSES	MEATH	Survey Type: Manual
30 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Number of dwellings: 19.00 DWELLS Survey date:	MW-03-A-02	MIXED HOUSES	MEDWAY	Survey Type: Manual

Audit Code: 27435dc6-c678-4124-ad95-8634385ebbac

31 HEATH DRIVE HOLT Edge of Town Residential Zone Number of dwellings: 40.00 DWELLS Survey date: Thursday 19/09/2019	NF-03-A-05	MIXED HOUSES	NORFOLK	Survey Type: Manual
32 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Number of dwellings: 17.00 DWELLS Survey date: Wednesday 12/09/2018	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
33 GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Number of dwellings: 44.00 DWELLS Survey date: Tuesday 27/09/2022	NF-03-A-37	MIXED HOUSES	NORFOLK	Survey Type: Manual
34 CITY ROAD NORWICH LAKENHAM Suburban Area Residential Zone Number of dwellings: 34.00 DWELLS Survey date: Tuesday 13/09/2022	NF-03-A-51	SEMI-DETACHED	NORFOLK	Survey Type: Manual
35 WIGHAY ROAD HUCKNALL Edge of Town Residential Zone Number of dwellings: 36.00 DWELLS Survey date:	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE	Survey Type: Manual
36 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area Residential Zone Number of dwellings: 10.00 DWELLS Survey date: Wednesday 10/05/2017	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE	Survey Type: Manual
37 PALACE ROAD RIPON Edge of Town Residential Zone Number of dwellings: 45.00 DWELLS Survey date: Wednesday 18/05/2022	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE	Survey Type: Manual
38 EASTFIELD ROAD PETERBOROUGH Suburban Area Residential Zone	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH	

Audit Code: 27435dc6-c678-4124-ad95-8634385ebbac

Number of dwellings: 28.00 DWELLS

Survey date:

Survey Type: Manual

39	SC-03-A-07	MIXED HOUSES	SURREY
FOLLY HILL FARNHAM Edge of Town Residential Zone Number of dwellings: 41.00 DWELLS Survey date: Wednesday 11/05/2022			
			Survey Type: Manual
40	SD-03-A-01	SEMI DETACHED	SWINDON
HEADLANDS GROVE SWINDON Suburban Area Residential Zone Number of dwellings: 27.00 DWELLS Survey date: Thursday 22/09/2016			
			Survey Type: Manual
41	SF-03-A-11	BUNGALOWS	SUFFOLK
WHITTON CHURCH LANE IPSWICH WHITTON Edge of Town Residential Zone Number of dwellings: 44.00 DWELLS Survey date: Wednesday 06/11/2024			
			Survey Type: Manual
42	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Number of dwellings: 26.00 DWELLS Survey date: Wednesday 22/11/2017			
			Survey Type: Manual
43	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
ARTHUR STREET BARRY Edge of Town Residential Zone Number of dwellings: 12.00 DWELLS Survey date:			
			Survey Type: Manual
44	WC-03-A-01	DETACHED HOUSES	WICKLOW
STATION ROAD WICKLOW CORPORATION MURRAGH Edge of Town No Sub Category Number of dwellings: 50.00 DWELLS Survey date:			
			Survey Type: Manual
45	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area Residential Zone Number of dwellings: 23.00 DWELLS Survey date: Wednesday 25/09/2019			
			Survey Type: Manual

Audit Code: 27435dc6-c678-4124-ad95-8634385ebbac

46 DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Number of dwellings: 49.00 DWELLS Survey date: Friday 27/09/2019	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE	Survey Type: Manual
47 EVESON ROAD STOURBRIDGE NORTON Suburban Area Residential Zone Number of dwellings: 14.00 DWELLS Survey date: Wednesday 18/09/2024	WM-03-A-07	DETACHED HOUSES	WEST MIDLANDS	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
MG-03-A-01 12-10-2021	12-10-2021	Covid
WO-03-A-07 01-10-2020	01-10-2020	Covid

Audit Code: 27435dc6-c678-4124-ad95-8634385ebbac

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	47	32	0.075	0.243	0.318
08:00-09:00	47	32	0.179	0.400	0.579
09:00-10:00	47	32	0.175	0.218	0.393
10:00-11:00	47	32	0.155	0.187	0.342
11:00-12:00	47	32	0.171	0.175	0.346
12:00-13:00	47	32	0.206	0.194	0.400
13:00-14:00	47	32	0.200	0.194	0.394
14:00-15:00	47	32	0.220	0.243	0.463
15:00-16:00	47	32	0.316	0.247	0.563
16:00-17:00	47	32	0.281	0.178	0.459
17:00-18:00	47	32	0.345	0.198	0.543
18:00-19:00	47	32	0.253	0.175	0.428
19:00-20:00	2	20	0.171	0.122	0.293
20:00-21:00	2	20	0.195	0.146	0.341
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.942	2.920	5.862

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 - 50 (units: DWELLS)
Survey date date range:	25/05/2016 - 26/11/2025
Number of weekdays (Monday-Friday):	47
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.