



Blacker Farm Park Lane, Skelmanthorpe

Highway Statement

May 2026

Project number 2496

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	May 2026			
Prepared by	AH			
Checked by	LO			

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1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Highway Statement in relation to a proposed residential development of 5 houses. The proposed development site is located to the east of Park Lane in Skelmanthorpe.
- 1.2 The proposed development site is positioned approximately 1 km to the northeast of Skelmanthorpe village centre and around 1.7 km to the south of the village of Emley.
- 1.3 Figure 1 shows the site location in relation to the local highway network.

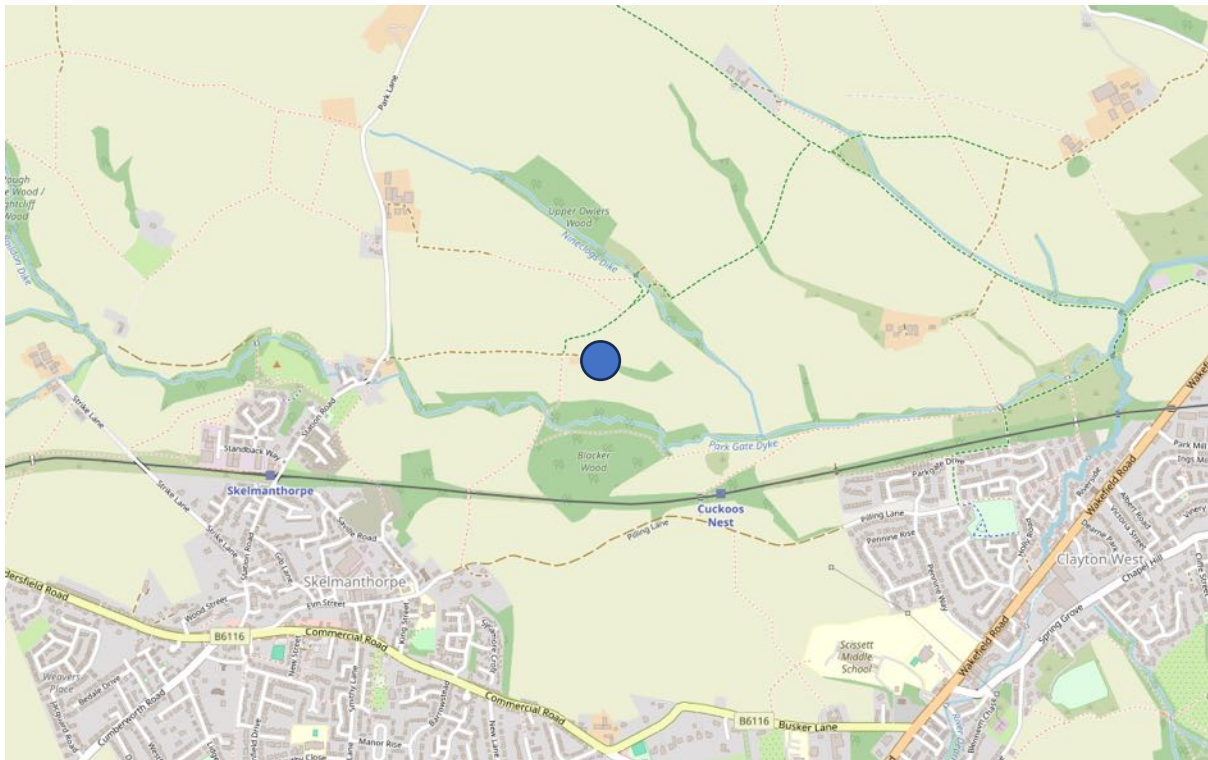


Figure 1 Site location

- 1.4 Presently, the site serves as 17 DIY livery stables and a farmhouse, and was until recently also utilised as a hunt centre housing up to 30 dogs. The site is bound by fields to all sides.
- 1.5 The development proposals comprise the demolition and conversion of the existing farm buildings to provide 5 proposed residential dwellings, not including the existing dwelling which will be retained, with associated access

and parking areas in accordance with current Kirklees Council standards. The site will be accessed via a private drive arrangement with passing places off Park Lane. The development proposals can be found in full at Appendix A.

1.6 This Highway Statement demonstrates that:

- The site is readily accessible via public transport, pedestrian paths, and cycling routes.
- The highway network does not suffer from any defects that could contribute to an excessively high accident frequency.
- Efficient and suitable access to the site can be established from Park Lane.
- The trip generations of the proposals will not result in a significant residual impact on the local transport networks.

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

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

2.0 Existing Situation

2.1 Site Description

- 2.1.1 The proposed development site is located approximately 1 km to the northeast of Skelmanthorpe village centre and around 1.7 km to the south of the village of Emley.
- 2.1.2 Presently, the site serves as 17 DIY livery stables and a farmhouse, and was until recently also utilised as a hunt centre housing up to 30 dogs. The site is bound by fields to all sides.



Figure 2 Birds-eye view of site

- 2.1.3 The site is currently accessed via a simple priority junction connecting to a private single track access arrangement to the east of Park Lane.

2.2 Local Highway Network

Park Lane

- 2.2.1 The proposed development site access is served from the east of Park Lane. Park Lane is an approximately 1.6 km road running in a generally southerly to northerly direction, becoming Station Road in Skelmanthorpe in the south and becoming Ley Lane in Emley in the north.
- 2.2.2 Towards the site frontage, Park Lane is subject to a 30-mph speed limit, becoming national speed limit approximately 40 metres to the north of the site access junction. Park Lane is generally around 6 metres wide, however narrows and widens along its length to anywhere between 8.2 to 5.5 metres wide along its length. A footway of around 1.2 – 1.8 metres in width is provided to the site side of Park Lane in a southerly direction, connecting the site to Skelmanthorpe via Station Road. Street lighting is also provided to a good standard in a southerly direction. Due to the rural nature of Park Lane to the north, street lighting and footways are not provided in this direction.

2.3 Active Travel (Walking and Cycling)

- 2.3.1 The proposed development sites access makes up part of the DEN/27 bridleway which connects the site to Emley in the north. Footpath DEN/26 joins the bridleway close to the site and connects the proposed development to Skelmanthorpe and Scisset in the south and southeast. An extract from the Kirklees Public Right of Way (PROW) map can be found at Figure 3.
- 2.3.2 Pedestrian and cycling isochrones are illustrated within Figures 4 and 5, respectively.

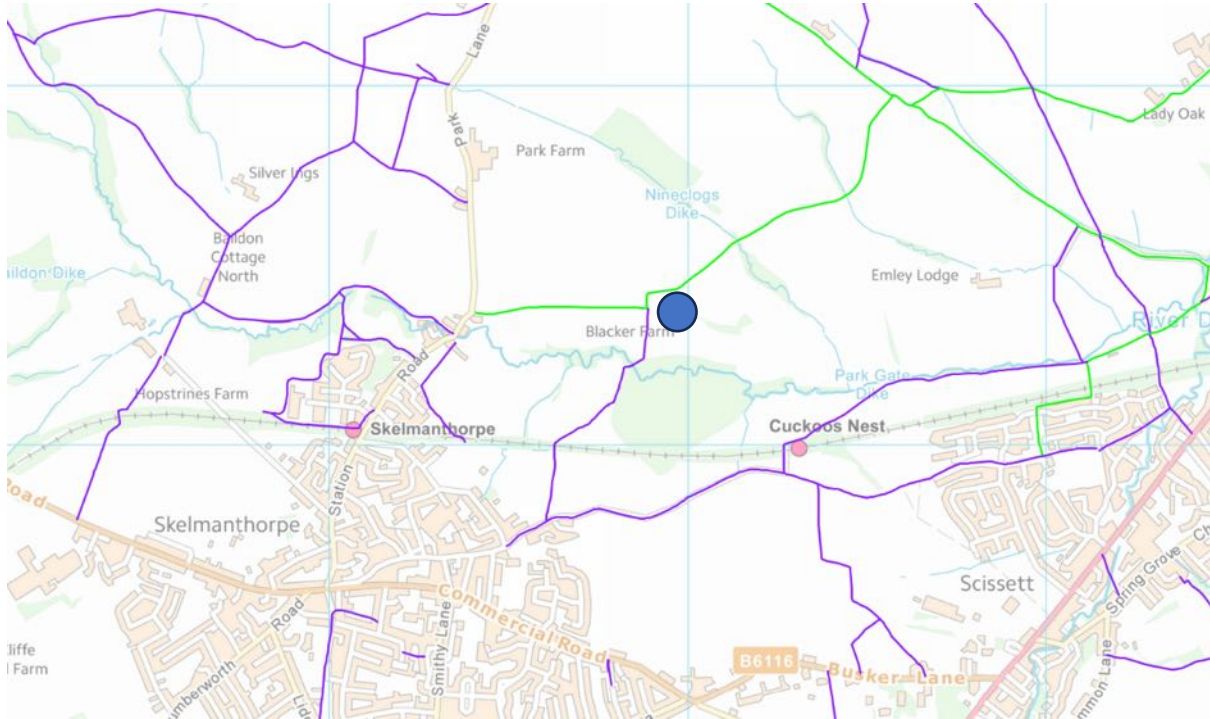


Figure 3 Kirklees PROW map extract

- 2.3.3 Figure 4 demonstrates that a large area of Skelmanthorpe is accessible within a 20-minute walking time from the proposed development site. This area includes local bus stops along with a mixture of residential, commercial, industrial, and leisure areas.
- 2.3.4 Figure 5 demonstrates that residents of the proposed development can reach an expansive catchment of the surrounding area for commuting, education, social, and leisure pursuits with a 20-minute cycling timeframe. This includes Skelmanthorpe, Emley Moor, Emley, Clayton West, Scissett, Denby Dale, Lower Cumberworth, Upper Cumberworth, and Kirkburton.

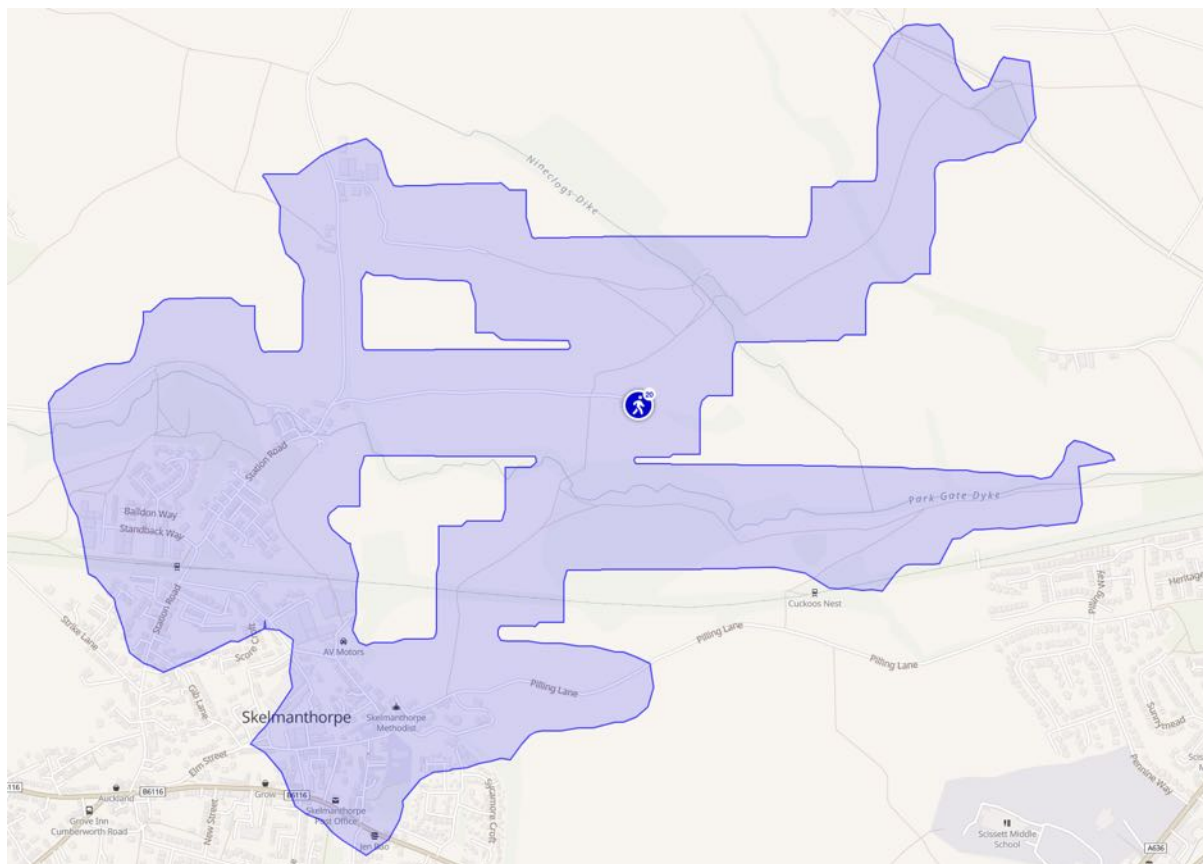


Figure 4 Pedestrian isochrone

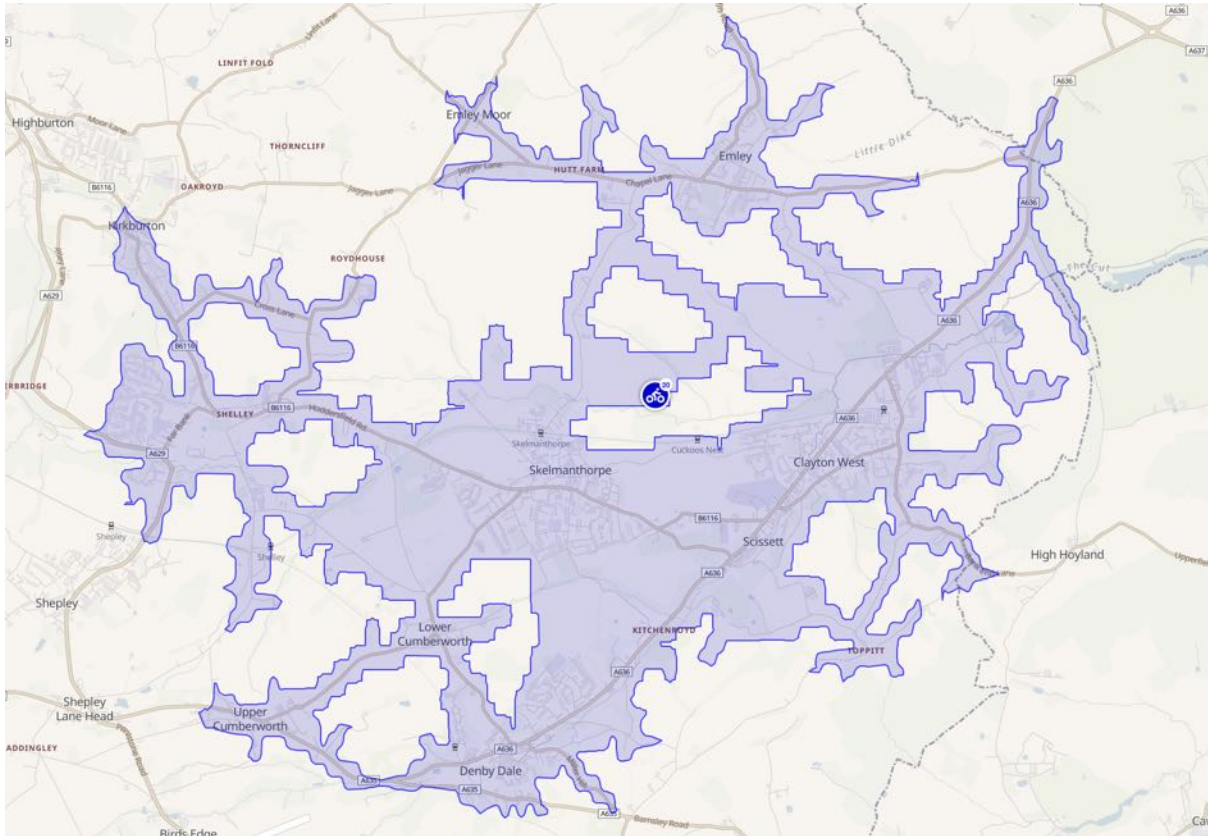


Figure 5 Cycling isochrone

2.4 Public Transport

- 2.4.1 Bus stops along the B6116 Huddersfield Road are accessible within the 20-minute walking distance as shown in the isochrone at Figure 4. The bus stops provide access to bus routes X1 Holmfirth Explorer and D1 Denby Darts, as well as a school service to Shelley College.
- 2.4.2 A summary of the services available from these nearest bus stops are provided within the table at Figure 6. The table includes information on service routes, typical frequencies, and service providers.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
X1	Holmfirth – Shepley – Denby Dale – Skelmanthorpe – Scisset – Clayton West – Calder Grove – Wakefield	60 mins	60 mins	120 mins	Team Pennine
D1	Huddersfield – Highburton – Kirkburton – Skelmanthorpe – Scisset – Clayton West – Denby Dale	30 mins	30 mins	60 mins	Team Pennine
418	Shelley College – Scissett	School times only	n/a	n/a	Team Pennine

Figure 6 Bus services

2.4.3 The bus services depicted within Figure 6 can simplify commuting, school travel, and leisure opportunities for residents of the proposed development. The bus services provide access to Holmfirth, Shepley, Denby Dale, Scisset, Clayton West, Calder Grove, Wakefield, Huddersfield, Highburton, Kirkburton, and Shelley College.

2.5 Road Traffic Accidents

2.5.1 The personal injury accident records for the 5-year period until December 2024 within the vicinity of the proposed development site have been obtained from CrashMap. This data encompasses any incidents that may have occurred within approximately 150 metres either direction of the proposed development site's accesses onto Park Lane.

2.5.2 Figure 7 provides a map showing flags representing the location of any accidents which may have occurred within this search area, as well as the severity of each incident (yellow = slight, red = serious, black = fatal).

2.5.3 As can be seen from Figure 7, there has been 1 recorded accident located within this search area. The table at Figure 8 provides further information regarding the result of the CrashMap search. The accident data can be viewed in full at Appendix B.

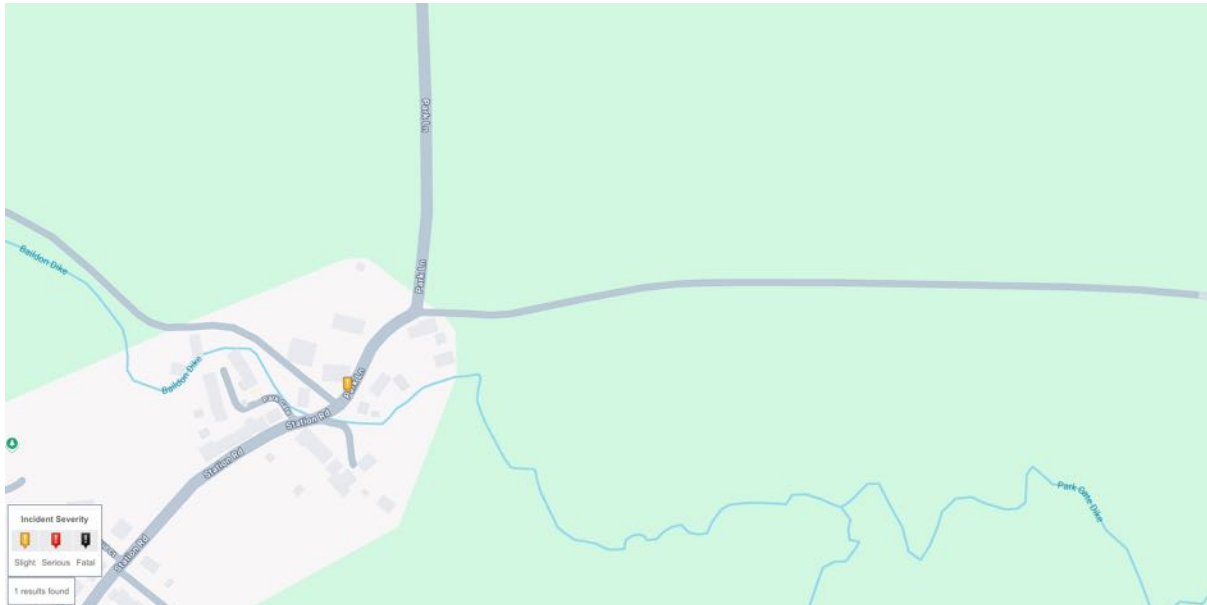


Figure 7 Crashmap search area

Reference	Severity	Date / Time	Description
131363968	Slight	2023-10-17 / 11:19	The front of vehicle 1 (car) impacts the offside of vehicle 2 (car) approximately where Park Lane becomes Station Road. Both vehicles were performing unknown manoeuvres. The driver of vehicle 2 suffered a slight injury as a result of the impact.

Figure 8 Injury accident data summary

- 2.5.4 An analysis of the collision in Figure 8 suggests that driver error or inexperience is to blame and cannot be attributed to the road layout. The singular accident in this location does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern due to the development proposals.

3.0 Development Proposals

3.1 Proposed Development

3.1.1 The development proposals comprise the demolition and conversion of the existing farm buildings to provide 5 proposed residential dwellings, not including the existing dwelling which will be retained, with associated access and parking areas in accordance with current Kirklees Council standards. The site will be accessed via a private drive arrangement with passing places off Park Lane.

3.1.2 The development proposals can be found in full at Appendix A.

3.2 Access and Parking Provision

3.2.1 The site will be accessed via an improved access from Park Lane. Five passing places will be provided along the access providing widths of 5.8 metres approximately located every 80 metres along its length to improve safety for all users.

3.2.2 Visibility of 2.4 m x 43 m can be achieved in a northerly direction along Park Lane, and 2.4 m x 34 m in a southerly direction. Due to the arrangement of Park Lane in this direction, speeds are assumed to be lower than 30 mph. Details of the visibility splays achievable can be found on the plan at Appendix C.

3.2.3 The site is currently used as DIY livery and has previously been utilised as hunting kennels for up to 30 dogs. This context demonstrates that the access has operated safely over many years in connection with more intensive activity than is now proposed.

3.2.4 Parking is provided within the site, providing a minimum of 2 parking spaces per 3-bedroom dwelling and a minimum of 3 spaces per 4-bedroom dwelling. Visitor parking is also provided at the opposite side of the access of the frontage of Plot 1 and 2.

3.3 Pedestrian and Cycle Provision

- 3.3.1 Pedestrians and cyclists will gain access to the development via the access from Park Lane, which is a bridleway making up part of the Kirklees Public Right of Way network.
- 3.3.2 In addition, the proposals shall incorporate the inclusion of secure facilities for the storage of bicycles. These facilities are intended to promote cycling as a means of traffic to and from the site. The exact specifications, including the type and location of these bicycle storage facilities, will be established in consultation with Kirklees Council.

3.4 Servicing

- 3.4.1 In terms of servicing, a bin store will be provided towards the access onto Park Lane within acceptable wheeling distance for a Kirklees refuse worker.

4.0 Traffic Impact

4.1 Existing Traffic

- 4.1.1 The site currently operates seven days a week, as a DIY livery business with stabling facilities accommodating up to twenty horses, combined with a previous use as a hunting kennels for up to 30 dogs. The site creates regular vehicle movements on a daily basis.
- 4.1.2 On average, the current livery operation has the potential to create up to four trips per day, per stable by the owners' vehicles, often at peak times. Should all horses have different owners the site has the potential to generate 80 trips per day with up to 40 trips during the network peak hours.
- 4.1.3 In addition, there are regular trips to horse shows with the requirement for horse boxes, along with frequent visits from vets, farriers, horse trainers plus foodstuff supplies which are a minimum of four times per week.

4.2 Proposed Traffic

- 4.2.1 The development proposals comprise the demolition and conversion of the existing farm buildings to provide 5 proposed residential dwellings, not including the existing dwelling which will be retained, with associated access and parking areas in accordance with current Kirklees Council standards.
- 4.2.2 The table shown within Figure 9 provides the likely trip rates and traffic generations of the proposed residential dwellings during the morning and evening peak hour of 08:00 – 09:00 and 17:00 – 18:00. The TRICS output in full can be found at Appendix D.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.202	0.383	0.585	0.415	0.277	0.692
Traffic Generations	1.01	1.915	2.925	2.075	1.385	3.46

Figure 9 Proposed trip rate and traffic generations

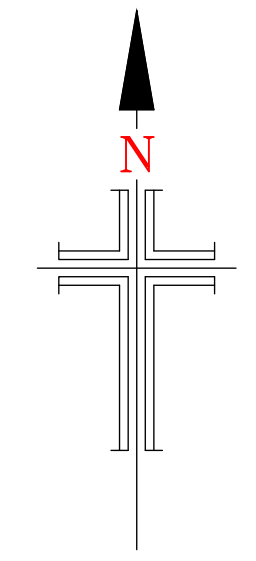
- 4.2.3 Figure 9 identifies that the proposed development has the potential to generate up to 3 trips in the AM peak and up to 4 in the PM peak. This minor level of trips could easily be accommodated and will have no material impact upon the local highway network and will not add to any perceived congestion at peak times. Alongside the removal of the use as DIY livery, the development proposals provide a possible net decrease of 37 trips during the network peak hours.
- 4.2.4 The development proposals also includes the provision of passing places along the access to the properties from Park Lane.

5.0 Conclusion

- 5.1 This Highway Statement presents the existing characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development is assessed together with highway safety and access proposals within the existing situation.
- 5.2 The development proposals comprise the demolition and conversion of the existing farm buildings to provide 5 proposed residential dwellings, not including the existing dwelling which will be retained, with associated access and parking areas in accordance with current Kirklees Council standards.
- 5.3 The site is situated within proximity to public rights of way, and is within a 20-minute catchment of local bus stops, shops, and services.
- 5.4 Five passing places will be provided along the access from Park Lane providing widths of 5.8 metres located approximately every 80 metres along its length to improve safety for all users.
- 5.5 There has been only one slight accident recorded in the past 5-years within 150 metres either direction of the proposed development access onto Park Lane. An analysis of the collision in suggests that driver error or inexperience is to blame and cannot be attributed to the road layout. The singular accident in this location does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern due to the development proposals.
- 5.6 It is considered that the anticipated level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local highway network. The level of traffic generated by the proposals can easily be accommodated and will not add to any congestion at the peak times on the local highway network. Alongside the removal of the use as DIY livery, the development proposals provide a possible net decrease of 37 trips during the network peak hours.
- 5.7 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Development Proposals

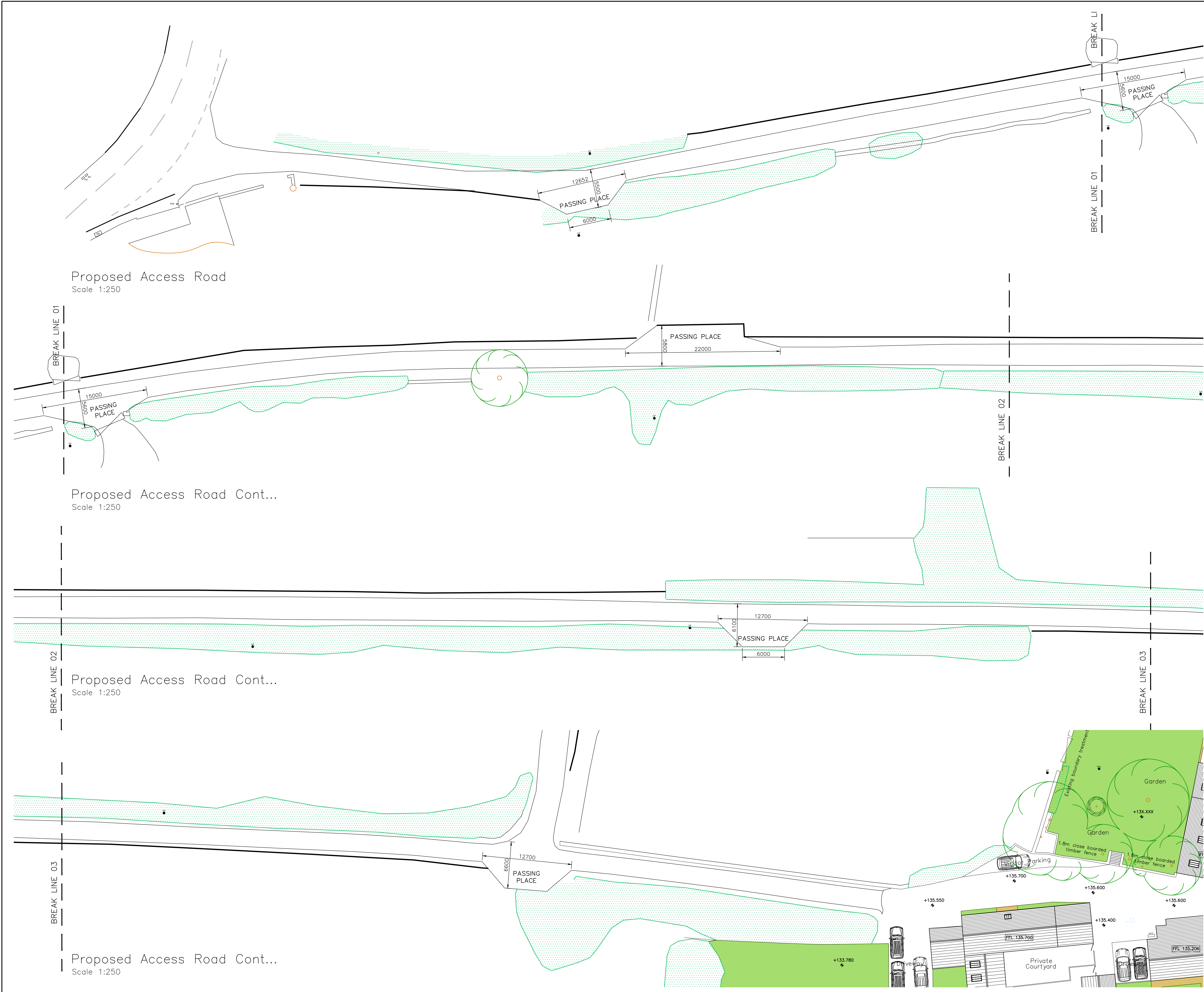


Proposed Site Plan
Scale 1:100

10 0 10 20 50 100mm NATURAL SCALE

- NOTES**
1. No dimensions to be scaled.
IF IN DOUBT ASK.
 2. All dimensions must be checked and verified on site by the Contractor prior to the commencement of works and Hinchliffe Architecture & Design Ltd. to be notified of any discrepancies.
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Client			
SAVILE ESTATE			
Project			
BLACKER FARM PARK LANE EMLEY HUDDERSFIELD, HD8 9QS			
Drawing Title			
PROPOSED SITE PLAN			
Scale (at A1)		Date	
AS SHOWN		05.12.2025	
Drg. no.			Rev.
340-25-PL01			A



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Client		
SAVILE ESTATE		
Project		
BLACKER FARM PARK LANE EMLEY HUDDERSFIELD, HD8 9QS		
Drawing Title		
PROPOSED ACCESS ROAD		
Scale (at A1)		Date
AS SHOWN		10.02.2026
Drg. no.		Rev.
340-25-PL03		A

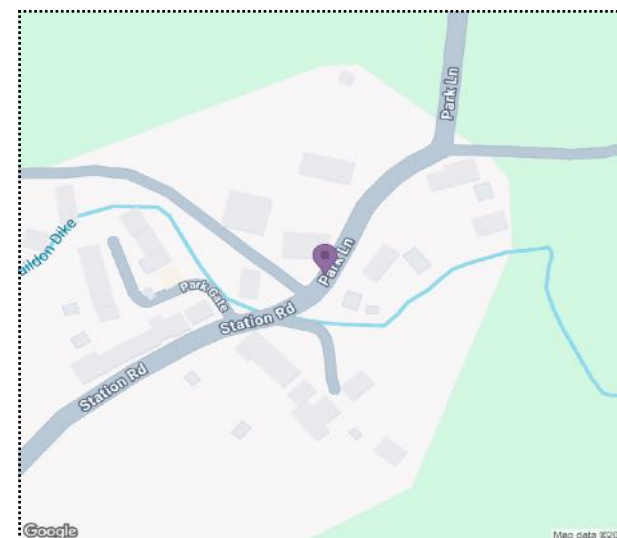
Appendix B

Accident Data



Validated Data

Crash Date:	Tuesday, October 17, 2023	Time of Crash:	11:19:00	Crash Reference:	2023131363968
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Kirklees			Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	423357 411317
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:	Unknown				
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:

Tuesday, October 17, 2023

Time of Crash: 11:19:00

Crash Reference: 2023131363968

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	11	Female	46 - 55	Unknown	Offside	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	5	Female	26 - 35	Unknown	Front	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	Female	46 - 55	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 C

Visibility



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



DRAWING NUMBER						
ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER	
PRGN -	2496 -	HGN	- DR	- CH	- 0001	

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:250	A3	AH	LO	AH	MAY 26

01924 291536
MAIL@PARAGONHIGHWAYS.COM

Appendix D

TRICS Output

Audit Code: 29cf1e67-a291-4a6b-af49-210d1a355b4a

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	1 day
02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 day
10	WALES		
	VG	VALE OF GLAMORGAN	1 day
11	SCOTLAND		
	HI	HIGHLAND	4 days
16	ULSTER (REPUBLIC OF IRELAND)		
	DN	DONEGAL	1 day

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

Audit Code: 29cf1e67-a291-4a6b-af49-210d1a355b4a

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:	6 to 12 (units:DWELLS)
Range Selected by User:	4 to 12 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/05/87 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	1 days
Monday	2 days
Thursday	1 days
Tuesday	2 days
Wednesday	4 days

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

Selected survey types:	
Manual count	7
Direction ATC Count	3

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	10 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:	
Residential Zone	10 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 Included	3 days
Servicing vehicles Unknown	7 days

Audit Code: 29cf1e67-a291-4a6b-af49-210d1a355b4a

Secondary Filtering Selection:

Use Class:

C3	10 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:

292 - 3456

Population within 1 mile:

1,001 to 5,000	3 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 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	2 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	1 surveys
5,000 or Less	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	1 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	5 surveys
1.1 to 1.5	5 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: 29cf1e67-a291-4a6b-af49-210d1a355b4a

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	9 surveys
Yes	1 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
No PTAL Present	9 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: 29cf1e67-a291-4a6b-af49-210d1a355b4a

1	DN-03-A-06	DETACHED HOUSING	DONEGAL
GLENFIN ROAD BALLYBOFEY Edge of Town Residential Zone Number of dwellings: 6.00 DWELLS Survey date: Wednesday 10/10/2018			
			Survey Type: Manual
2	EN-03-A-02	DETACHED HOUSES	ENFIELD
DUCHY ROAD HADLEY WOOD Edge of Town Residential Zone Number of dwellings: 9.00 DWELLS Survey date: Wednesday 14/09/2022			
			Survey Type: Manual
3	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Number of dwellings: 8.00 DWELLS Survey date:			
			Survey Type: Manual
4	HI-03-A-06	BUNGALOWS	HIGHLAND
NESS WAY FORTROSE Edge of Town Residential Zone Number of dwellings: 7.00 DWELLS Survey date: Thursday 03/12/1998			
			Survey Type: Manual
5	HI-03-A-10	BUNGALOWS	HIGHLAND
BOSWELL ROAD INVERNESS CASTLE HEATHER Edge of Town Residential Zone Number of dwellings: 11.00 DWELLS Survey date: Wednesday 02/12/1998			
			Survey Type: Manual
6	HI-03-A-12	DETACHED/SEMI D.	HIGHLAND
OLD PERTH ROAD INVERNESS CULCABOCK Edge of Town Residential Zone Number of dwellings: 11.00 DWELLS Survey date: Tuesday 01/12/1998			
			Survey Type: Manual
7	HI-03-A-13	HOUSING	HIGHLAND
KINGSMILLS ROAD INVERNESS Edge of Town Residential Zone Number of dwellings: 9.00 DWELLS Survey date: Thursday 21/05/2009			
			Survey Type: Manual
8	LE-03-A-01	DETACHED	LEICESTERSHIRE
REDWOOD AVENUE MELTON MOWBRAY Edge of Town			

Audit Code: 29cf1e67-a291-4a6b-af49-210d1a355b4a

Residential Zone

Number of dwellings: 11.00 DWELLS

Survey date: Tuesday 03/05/2005

Survey Type: Manual

9 **NF-03-A-03** **DETACHED HOUSES** **NORFOLK**
HALING WAY
THETFORD
Edge of Town
Residential Zone
Number of dwellings: 10.00 DWELLS
Survey date: Wednesday 16/09/2015
Survey Type: Manual

10 **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

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DN-03-A-02 05-09-2013	05-09-2013	Removed: Site re-surveyed by DN-03-A-06
HF-03-A-04 08-06-2021	08-06-2021	Removed: Site re-surveyed by HF-03-A-05
HI-03-A-06 03-12-1998	03-12-1998	Removed: Most Recent HI-03-A-06 09-12-1998
HI-03-A-06 04-12-1998	04-12-1998	Removed: Most Recent HI-03-A-06 09-12-1998
HI-03-A-06 07-12-1998	07-12-1998	Removed: Most Recent HI-03-A-06 09-12-1998
HI-03-A-06 08-12-1998	08-12-1998	Removed: Most Recent HI-03-A-06 09-12-1998
HI-03-A-10 02-12-1998	02-12-1998	Removed: Most Recent HI-03-A-10 08-12-1998
HI-03-A-10 03-12-1998	03-12-1998	Removed: Most Recent HI-03-A-10 08-12-1998
HI-03-A-10 04-12-1998	04-12-1998	Removed: Most Recent HI-03-A-10 08-12-1998
HI-03-A-10 07-12-1998	07-12-1998	Removed: Most Recent HI-03-A-10 08-12-1998
HI-03-A-12 01-12-1998	01-12-1998	Removed: Most Recent HI-03-A-12 04-12-1998
HI-03-A-12 02-12-1998	02-12-1998	Removed: Most Recent HI-03-A-12 04-12-1998
HI-03-A-12 03-12-1998	03-12-1998	Removed: Most Recent HI-03-A-12 04-12-1998

Audit Code: 29cf1e67-a291-4a6b-af49-210d1a355b4a

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	3	10	0.000	0.034	0.034
01:00-02:00	3	10	0.000	0.000	0.000
02:00-03:00	3	10	0.000	0.000	0.000
03:00-04:00	3	10	0.034	0.000	0.034
04:00-05:00	3	10	0.069	0.069	0.138
05:00-06:00	3	10	0.000	0.034	0.034
06:00-07:00	3	10	0.000	0.034	0.034
07:00-08:00	10	9	0.117	0.255	0.372
08:00-09:00	10	9	0.202	0.383	0.585
09:00-10:00	10	9	0.149	0.266	0.415
10:00-11:00	10	9	0.266	0.255	0.521
11:00-12:00	10	9	0.255	0.266	0.521
12:00-13:00	10	9	0.255	0.362	0.617
13:00-14:00	10	9	0.319	0.319	0.638
14:00-15:00	10	9	0.383	0.330	0.713
15:00-16:00	10	9	0.340	0.266	0.606
16:00-17:00	10	9	0.479	0.351	0.830
17:00-18:00	10	9	0.415	0.277	0.692
18:00-19:00	10	9	0.266	0.340	0.606
19:00-20:00	4	10	0.263	0.158	0.421
20:00-21:00	4	10	0.158	0.184	0.342
21:00-22:00	3	10	0.069	0.000	0.069
22:00-23:00	3	10	0.034	0.034	0.068
23:00-00:00	3	10	0.034	0.000	0.034
Total Rates:			4.107	4.217	8.324

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:	4 - 12 (units: DWELLS)
Survey date date range:	04/12/1998 - 05/06/2023
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
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.