



Land Adj 161 Reinwood Road, Huddersfield

Highway Statement

July 2025

Project number 2348

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Quality Management

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Prepared by	JJH			
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1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Highways Statement in support of a proposed residential development on land located to the south of Reinwood Road, Huddersfield, within the administrative boundary of Kirklees Council. The plan at Figure 1 illustrates the site location in relation to the surrounding highway network.

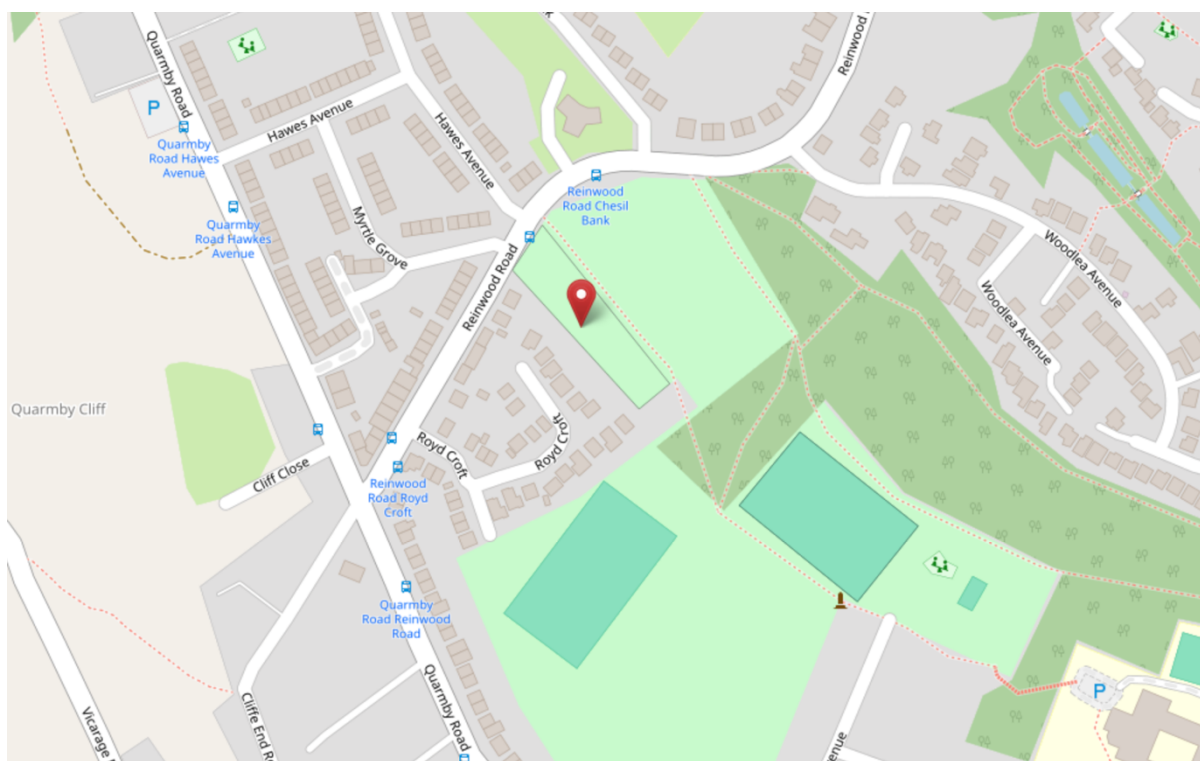


Figure 1 Site location

- 1.2 The site is situated approximately 170 metres northeast of the Reinwood Road / Quarmby Road junction, and approximately 3.4 kilometres west of Huddersfield town centre. The site is bound by Reinwood Road to the north, a mixture of woodland and a football field to the east, further woodland to the south, and existing residential development to the west.
- 1.3 The development proposals comprise the formation of a new vehicular access off Reinwood Road in the form of a standard vehicular footway crossing. The access will lead to a private drive arrangement serving five residential dwellings, with associated access and parking provided in accordance with current design standards. As part of the proposals, the existing bus stop lay-by on Reinwood Road is to be removed and reinstated

as footway, with the bus stop itself relocated further east to accommodate the required visibility splays from the new access.

1.4 The development proposals can be found at Appendix A.

1.5 This Highway Statement demonstrates that:

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

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

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

2.0 Existing Situation

Site Description

- 2.1 The proposed development site, as shown in Figure 1, is located approximately 170 metres to the northeast of the junction of Reinwood Road and Quarmby Road, and approximately 3.4 kilometres west of Huddersfield town centre.
- 2.2 The application site is currently used as grazing land and is accessed via a field gate located at the northwestern corner of the site, directly off Reinwood Road.
- 2.3 The site frontage along Reinwood Road is currently occupied by a bus stop lay-by measuring approximately 39 metres in length. The bus stop itself consists of a terminal flag sign mounted on an existing lighting column. As part of the development proposals, the lay-by is to be removed and reinstated as footway, with the bus stop relocated further east along Reinwood Road to facilitate the new access arrangements.



Figure 2 Birds-eye view of site

Local Highway Network

- 2.4 Reinwood Road is a local distributor road primarily serving residential properties along its length and, as such, is subject to relatively light traffic volumes throughout the day. It extends for approximately 900 metres, running from the Reinwood Road / Quarmby Road junction in the south to the New Hey Road (A640) roundabout in the north where it terminates. The A640 forms part of the primary highway network, providing a strategic link between Huddersfield town centre to the east and Outlane and the M62 motorway to the west. The A640 is a dual carriageway for the majority of its length and carries moderate traffic volumes, with more pronounced activity during the morning and evening network peak hours.



Figure 3 Reinwood Road (Site Frontage)

- 2.5 Reinwood Road is a two-way, single carriageway road, varying in width between approximately 7.2 metres and 7.8 metres along the site frontage.

A bus stop lay-by is currently in place at this location, which increases the overall carriageway width to nearly 9 metres. The road benefits from footways on both sides, which range in width from approximately 1.8 to 2.8 metres along the site frontage. Reinwood Road is subject to a 30mph speed limit, with additional traffic calming features including "SLOW" road markings and red carriageway hatching on approaches to the site. The road is illuminated to main road standards, and the carriageway is surfaced in asphalt and is in a generally good condition, suitable for day-to-day use.

- 2.6 The junctions of Myrtle Grove and Hawes Avenue are located directly opposite the site frontage on Reinwood Road. Both are residential access roads and are subject to low traffic volumes during the day. Due to the close proximity between these junctions and the proposed site access, an assessment of potential interaction has been undertaken as part of this report to determine whether any conflicting turning movements might occur. The results of this assessment are discussed in Section 4.0.

Active Travel (Walking and Cycling)

- 2.7 Pedestrian and cyclist facilities in the vicinity of the development site include continuous footways on both sides of Reinwood Road, providing safe and direct routes for pedestrian movement. These footways are street-lit, in good condition, and connect the site to surrounding residential areas, local amenities, schools, and public transport links. The wider area benefits from a good standard of pedestrian infrastructure, supporting safe and convenient walking routes for everyday journeys.
- 2.8 There are no Public Rights of Way (PRoWs) directly adjoining the development site. The nearest PRoW, referenced as HUD/305/10, is located approximately 300 metres to the southwest. This route connects Cliffe End Road with Vicarage Road and provides a useful off-road walking link through a semi-rural environment. While it does not interact directly with the proposed development, it contributes positively to the area's wider active travel network. There is an informal pedestrian desire line running southward from Reinwood Road along the eastern boundary of the site, providing access to the football pitches located next to the site. Although not designated as a Public Right of Way, this route has been used for several years, primarily by local dog walkers.
- 2.9 Pedestrian and cycling isochrones are presented in Figures 4 and 5 respectively, both based on a maximum travel time of 20 minutes from the development site.
- 2.10 The walking isochrone shown in Figure 4 demonstrates that the surrounding residential areas, including Quarmby, Paddock, and Milnsbridge, are all accessible within a 20-minute walk. This catchment includes a variety of local services and facilities such as convenience stores, primary and secondary schools, healthcare provision, community buildings, and frequent bus services providing access to Huddersfield town centre.
- 2.11 The cycling isochrone illustrated in Figure 5 indicates that within a 20-minute cycle journey, residents of the proposed development would be able to access a wide range of destinations including Huddersfield town centre, Lindley, Outlane, Golcar, Linthwaite, Armitage Bridge, and Elland. These locations offer access to employment, education, retail, and leisure

opportunities, further reinforcing the site's sustainable and well-connected location in terms of active travel potential.

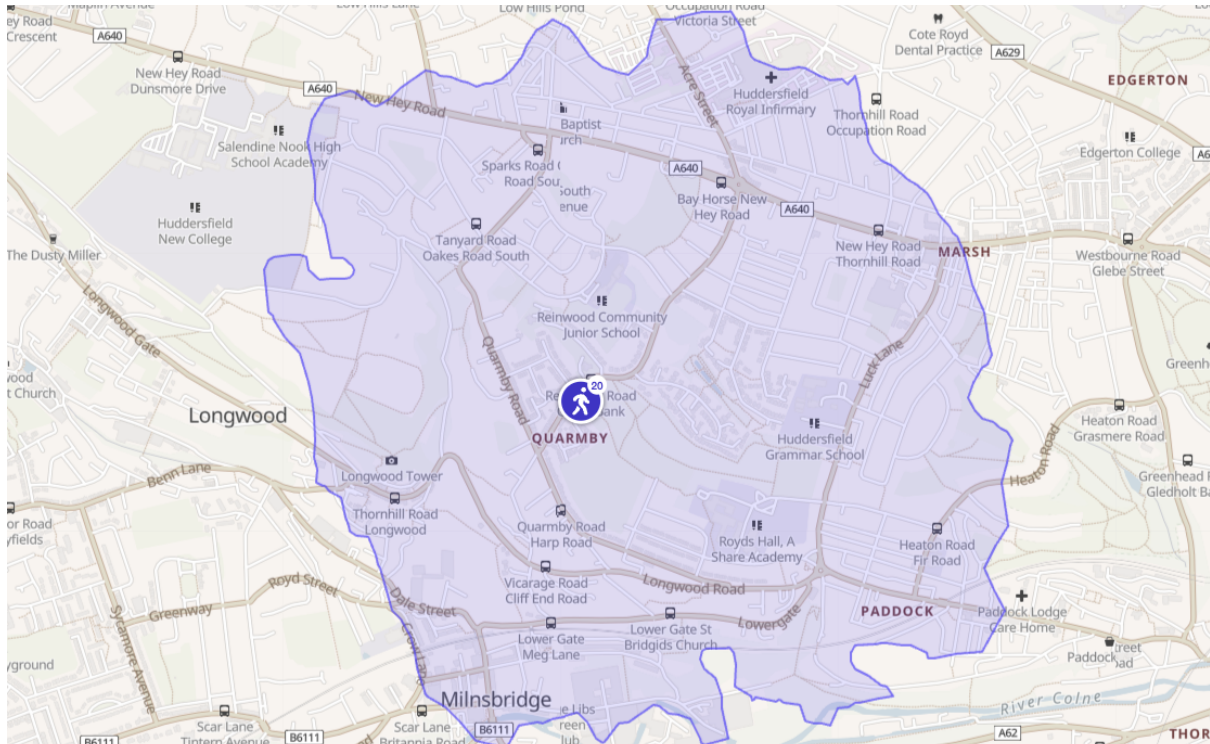


Figure 4 Pedestrian isochrone

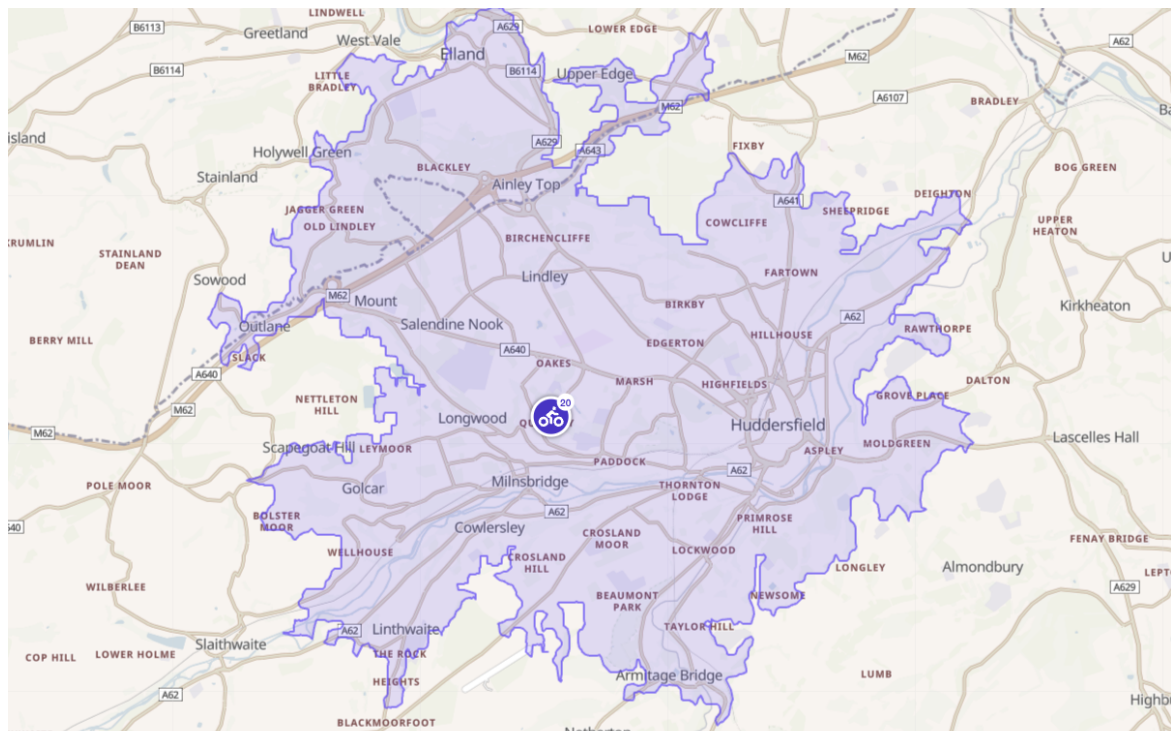


Figure 5 Cycling isochrone

Public Transport

- 2.12 The application site is well placed in terms of access to public transportation. There is a bus stop currently located directly on the site frontage but is proposed to be relocated approximately 80 metres to the northeast. as part of the development. There is also a bus stop 50 metres northeast of the proposed site access on the opposite side of Reinwood Road.
- 2.13 A summary of the services available from the nearest local bus stops are provided within the table at Figure 6. The table includes information on service route, frequency and the operator of the services.
- 2.14 The bus services depicted within Figure 6 can simplify commuting opportunities for residents and visitors to the development, providing access to Halifax bus station and Huddersfield bus station as well as the Lindley Moor Road Mound Roundabout.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
536	Halifax Bus Station - Huddersfield bus station	1 service per day	1 service per day	2 hr	Team Pennine
377	Huddersfield bus station – Lindley Moor Road Mount Roundabout	1 hour	1 hour	N/A	TLC Travel
378	Huddersfield bus station – Lindley Moor Road Mount Roundabout	1 hour	1 hour	N/A	TLC Travel

Figure 6 Bus services

- 2.15 Rail services are available from Lockwood and the larger rail station of Huddersfield all of which are located within the 20-minute cycling timeframe from the proposed development site.
- 2.16 Huddersfield railway station is located 3.3km to the east of the proposed development site and is the second busiest station in West Yorkshire due its local and long distance train routes. The station is managed by TransPennine Express.

Road Traffic Accidents

- 2.17 The personal injury accident records for the last 5 years up until December 2023 within a 200-metre radius of the site have been obtained from Collision Plot. Figure 7 provides a map showing the location of any accidents which may have occurred within this search area as well as the severity of each incident (green = slight; blue = serious; red = fatal.)

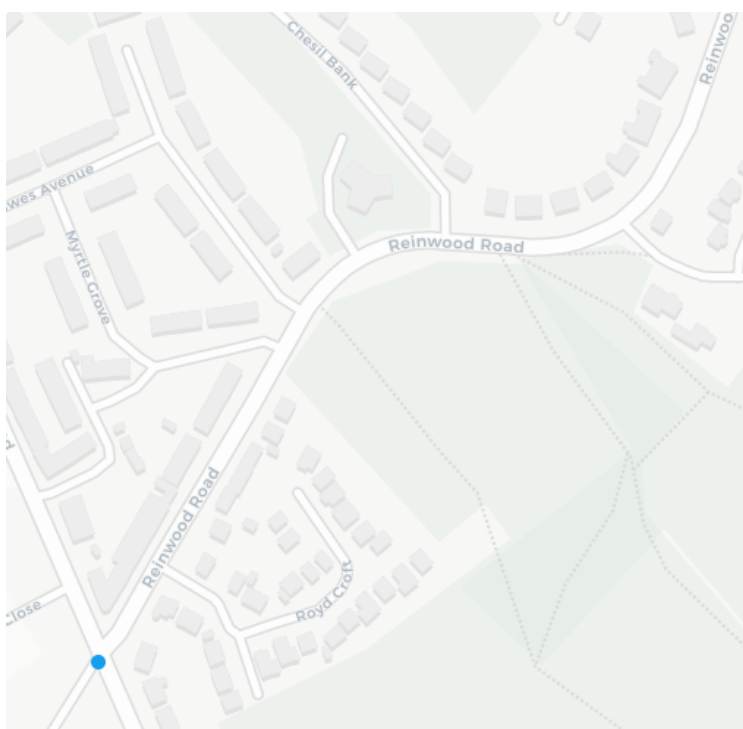


Figure 7 Collision Plot search area

- 2.18 Within the search area above, there has been 1 injury accident on Quarmby Road close to its junction with Reinwood Road. The table at Figure 8 provides further details regarding the results of the Collision Plot search. The accident data can be viewed in full at Appendix B.

Reference	Severity	Date / Time	Description
2023131371311	Serious	05/11/2023	Vehicle 1 was travelling east to west on Quarmby Road and vehicle 2 was pulling onto Quarmby road from one of the junctions (not disclosed). The point of impact was front to front.

Figure 8 Injury accident data summary

- 2.19 An analysis of the collision in Figure 8 suggests that it was an isolated incident and cannot be attributed to the road layout. The accident data does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern due to a slight change in flows as a result of the development proposals.

3.0 Development Proposals

Proposed Development

- 3.1 The development proposals comprise the formation of a new vehicular access off Reinwood Road in the form of a standard vehicular footway crossing. The new access will lead to a private shared driveway serving five residential dwellings, incorporating associated access and parking arrangements in accordance with current design standards.
- 3.2 As part of the proposals, the existing bus stop lay-by located along the site frontage is to be removed and reinstated as footway. The existing bus stop will be relocated approximately 85 metres to the east along Reinwood Road, allowing for suitable visibility to be achieved from the proposed site access.
- 3.3 The development proposals can be seen at Appendix A.

Access and Parking Provision

- 3.4 Vehicular access will be provided via a new vehicular footway crossing, leading into a 4.5 metre wide private drive. This width complies with the requirements set out in the Kirklees Design Guide and enables two vehicles to pass comfortably, if necessary.
- 3.5 Reinwood Road is subject to a 30mph speed limit. Based on this, and in accordance with the stopping sight distance (SSD) guidance contained within Manual for Streets and the Kirklees Design Guide, visibility requirements are 43 metres to the east and 43 metres to the west, measured from a standard 2.4 metre X distance. These splays are achievable and are illustrated on the drawings included in Appendix A.
- 3.6 The existing bus stop lay-by will be removed and replaced with a 2 metre wide footway and a verge to the rear. The width of the Reinwood Road carriageway (excluding the lay-by markings) will remain unchanged at 7.5 metres. The relocated bus stop position ensures an even distribution between the two adjacent stops on the south side of Reinwood Road — located approximately 275 metres northeast and 260 metres southwest of the new proposed location.

- 3.7 An informal pedestrian desire line currently runs southward from Reinwood Road along the site's eastern boundary, providing access to the football pitches located next to the site. Although not a designated Public Right of Way, this path appears to have been in use for several years, primarily by dog walkers. A site visit confirmed it is overgrown and poorly maintained.
- 3.8 To support continued informal use, a small hard surfaced link will be provided at the rear of the new footway on Reinwood Road, allowing improved access to this route while also helping to protect the new verge from wear and aesthetic degradation.
- 3.9 Internally, the private shared drive will serve each of the five proposed dwellings. The detailed internal layout will be prepared and submitted once initial access arrangements and the principle of development have been agreed. However, the indicative layout has been designed to incorporate landscaping and boundary planting to maintain the site's rural character and soften the visual impact of development.
- 3.10 Each dwelling will be provided with parking in accordance with Kirklees Council's residential parking standards, including space for two resident vehicles. In addition, two visitor spaces will be accommodated within the site boundary.

Pedestrian and Cycle Provision

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

Servicing

- 3.13 A communal bin collection point will be provided at the entrance to the private drive. Residents will be required to present their bins at this location on collection days.

- 3.14 The internal layout will be designed to accommodate emergency service vehicles. A swept path analysis confirming fire tender access will be undertaken upon finalisation of the site layout design.

4.0 Traffic Impact

Proposed Traffic

- 4.1 The development proposals are for the formation of a new vehicular access off Reinwood Road in the form of a standard vehicular footway crossing which will lead to a private shared driveway serving five residential dwellings.
- 4.2 The table at Figure 9 provides the likely trip generations of the proposed residential development during the morning and evening peak hours of 08:00 – 09:00 and 17:00 – 18:00. The TRICS data for the proposed use class can be found in full at Appendix C.

Per 1 Dwelling	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.176	0.362	0.538	0.252	0.162	0.414
Traffic Generations	0.880	1.810	2.690	1.260	0.810	2.070

Figure 9 Proposed trip rate and generations

- 4.3 The table in Figure 9 shows that the proposed development has the potential to generate up to 3 trips during the AM peak and up to 2 trips during the PM peak. This minor level of additional traffic can be easily accommodated and will have no material impact on the local highway network, nor will it contribute to any perceived congestion during peak times.
- 4.4 The internal parking and access arrangements will be designed to allow safe access and egress for all vehicles likely to use the site. The development proposals provide suitable access in terms of geometry and layout.
- 4.5 It is considered that the anticipated level of traffic generated by the proposed development based upon TRICS data would have no material impact on the safe operation of the local highway.

Assessment of Adjacent Junctions Myrtle Grove & Hawes Avenue

- 4.6 The existing junctions of Myrtle Grove and Hawes Avenue are located directly opposite the proposed site access along Reinwood Road. Both roads are established residential access roads which serve multiple residential dwellings and form part of a wider local road network. Hawes Avenue connects directly with Quarmby Road, while Myrtle Grove connects to Lowerhouses Road, which in turn has two separate junctions linking with Quarmby Road. These connections provide a variety of alternative routing options and help distribute vehicle movements across the network, rather than concentrating traffic at any single point.
- 4.7 Although there is limited physical separation between the proposed site access and these existing junctions, an assessment of potential interaction has been undertaken as part of this report. The purpose of this assessment is to establish whether there would be any risk of conflicting movements between vehicles accessing or egressing the development and those using either of the two existing junctions. The survey data can be seen at Appendix D.
- 4.8 Traffic surveys undertaken at these locations show that Myrtle Grove currently generates approximately 21 vehicle movements during the morning peak hour (08:15–09:15) and 23 movements in the evening peak hour (16:30–17:30). Hawes Avenue was recorded generating 14 movements in the morning peak and 21 movements during the evening peak hour (16:00–17:00). This equates to one vehicle movement roughly every 2 to 3 minutes from Myrtle Grove, and every 2.5 to 3 minutes from Hawes Avenue. These levels of movement are consistent with what would be expected on typical residential access roads.
- 4.9 In comparison, the proposed development is forecast to generate just 3 vehicle movements during the weekday morning peak hour (08:00–09:00) and 2 vehicle movements during the evening peak hour (17:00–18:00). This equates to approximately one vehicle movement every 20 to 30 minutes, which is very low in volume. Given the sporadic and infrequent nature of trips associated with the proposed development, the probability of two vehicles attempting to turn at the same time (one from the new access and one from either Myrtle Grove or Hawes Avenue) is minimal.

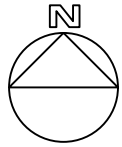
- 4.10 In addition, visibility from the proposed access has been demonstrated to comply with the guidance set out in Manual for Streets and the Kirklees Design Guide, ensuring safe and appropriate sightlines are provided in both directions along Reinwood Road. This means that any vehicles turning in or out of the site will be able to do so with full visibility of any oncoming traffic or vehicles using the adjacent junctions, further mitigating the risk of conflict.
- 4.11 It is therefore considered that the proximity of Myrtle Grove and Hawes Avenue to the proposed access will not result in any operational or safety issues. The surrounding highway network is lightly trafficked and benefits from multiple access points to the wider road system, including three separate junctions connecting to Quarmby Road. When viewed in this context, the very low level of additional traffic generated by the proposed development will not materially impact the operation of either existing junction, nor will it give rise to any measurable increase in congestion or delay.

6.0 Conclusion

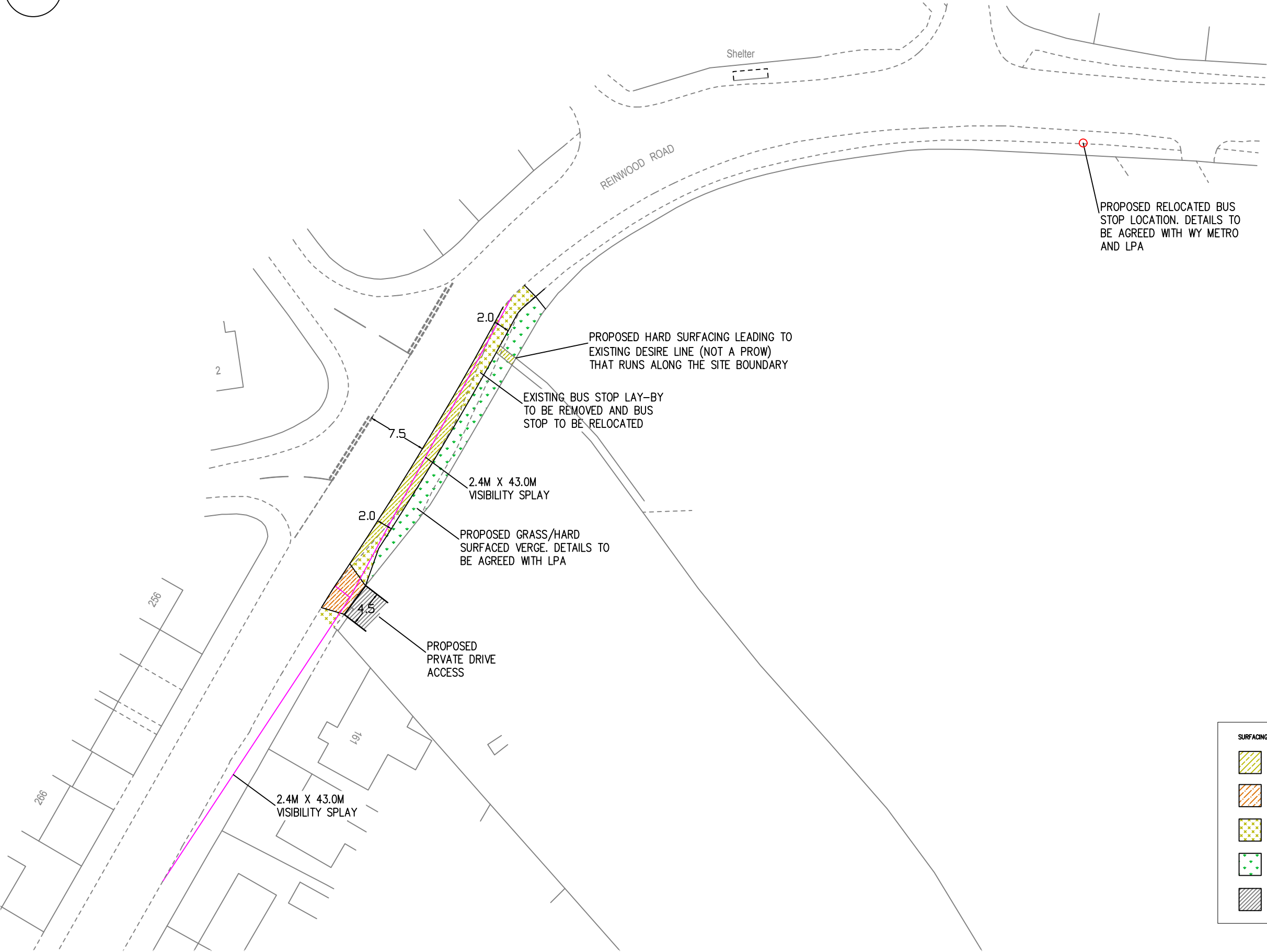
- 6.1 This Highway Statement has assessed the existing highway conditions, infrastructure, and accessibility surrounding the proposed residential development to the south of Reinwood Road, Huddersfield.
- 6.2 The proposals seek to provide a new vehicular access off Reinwood Road serving five detached dwellings, with associated parking and access arrangements designed to meet current Kirklees Council standards. The development includes the relocation of the existing bus stop and the reinstatement of footway along the site frontage.
- 6.3 The site is well positioned within a sustainable location, benefiting from access to frequent local bus services, good pedestrian and cycle infrastructure, and proximity to nearby rail stations.
- 6.4 Traffic generation associated with the development is predicted to be low, with up to three vehicle movements during the morning peak and two during the evening peak. This minor increase in traffic will not adversely impact the operation or safety of Reinwood Road or the adjacent junctions at Myrtle Grove and Hawes Avenue, which themselves serve low volumes of traffic.
- 6.5 Visibility and access geometry fully comply with relevant standards, ensuring safe and efficient access for all users, including emergency vehicles.
- 6.6 In summary, the proposed development will have no material adverse effect on the local highway network's safety or operation and is considered acceptable from a highways and transportation perspective. It is therefore concluded that there are no highways-related reasons to withhold planning permission for the development.

Appendix A

Development Proposals



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



SURFACING KEY	
	FOOTWAY
	VEHICULAR FOOTWAY CROSSING
	FOOTWAY RESURFACING
	HIGHWAY VERGE
	PAVEMENT



PROJECT TITLE						
LAND ADJ 161 REINWOOD ROAD, HUDDERSFIELD						
DRAWING TITLE						
PRELIMINARY ACCESS PROPOSAL & BUS STOP RELOCATION						
DRAWING NUMBER						
ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER	
PRGN -	2348 -	HGN	DR	CH	0001	
CLIENT						
SATNAM SINGH						
SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE	
1:500	A3	JH	LJO	JH	JUL 25	

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Appendix B

Accident Data

Authority (highway):	Kirklees	Road 2:	Unclassified, –	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	T or staggered junction	Light conditions:	Dark	
Police force:	West Yorkshire	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Going ahead	Going ahead right-hand bend
Direction of travel:	East to west	Northwest to southeast
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Entering main road
First point of impact:	Front	Front
Driver sex & age:	Male, 42	Female, 41
Journey purpose:	Part of work	–
Engine capacity (cc):	1461	1332
Propulsion:	Heavy oil	Hybrid electric
Age of vehicle:	13	1
Generic make/model:	NISSAN QASHQAI	NISSAN QASHQAI

Casualties

Casualty reference:	1	2	3
Vehicle reference:	2 (Car)	2 (Car)	2 (Car)
Severity:	Serious	Slight	Slight
Class:	Driver or rider	Passenger	Passenger
Sex & age:	Female, 41	Female, 12	Male, 7
Car passenger:	--	Rear seat passenger	Rear seat passenger

Casualties

Casualty reference: 4
Vehicle reference: 1 (Car)
Severity: Slight
Class: Driver or rider
Sex & age: Male, 42

Appendix C

TRICS Data

Calculation Reference: AUDIT-742101-250716-0740

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	1 days

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

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 50 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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

Selected survey days:

Monday 1 days
Tuesday 2 days
Wednesday 3 days
Thursday 2 days

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

Selected survey types:

Manual count 8 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 8

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

Selected Location Sub Categories:

Residential Zone 8

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 7 days - Selected

Secondary Filtering selection:

Use Class:

C3 8 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	7 days

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

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

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

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: THURSDAY	TOWN HOUSES 24 06/06/19	CHESHIRE WEST & CHESTER Survey Type: MANUAL
2	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: TUESDAY	SEMI DETACHED 50 28/03/17	DURHAM Survey Type: MANUAL
3	NF-03-A-51 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: TUESDAY	SEMI-DETACHED 34 13/09/22	NORFOLK Survey Type: MANUAL
4	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	TERRACED HOUSES 10 10/05/17	NORTH YORKSHIRE Survey Type: MANUAL
5	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: MONDAY	DETACHED HOUSES 28 17/10/16	PETERBOROUGH Survey Type: MANUAL
6	SD-03-A-01 HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: THURSDAY	SEMI DETACHED 27 22/09/16	SWINDON Survey Type: MANUAL
7	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	DETACHED HOUSES 23 25/09/19	WARWICKSHIRE Survey Type: MANUAL
8	WM-03-A-07 EVESON ROAD STOURBRIDGE NORTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	DETACHED HOUSES 14 18/09/24	WEST MIDLANDS Survey Type: MANUAL

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

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	26	0.071	8	26	0.200	8	26	0.271
08:00 - 09:00	8	26	0.176	8	26	0.362	8	26	0.538
09:00 - 10:00	8	26	0.176	8	26	0.171	8	26	0.347
10:00 - 11:00	8	26	0.152	8	26	0.195	8	26	0.347
11:00 - 12:00	8	26	0.171	8	26	0.143	8	26	0.314
12:00 - 13:00	8	26	0.167	8	26	0.171	8	26	0.338
13:00 - 14:00	8	26	0.181	8	26	0.176	8	26	0.357
14:00 - 15:00	8	26	0.200	8	26	0.271	8	26	0.471
15:00 - 16:00	8	26	0.348	8	26	0.305	8	26	0.653
16:00 - 17:00	8	26	0.295	8	26	0.205	8	26	0.500
17:00 - 18:00	8	26	0.252	8	26	0.162	8	26	0.414
18:00 - 19:00	8	26	0.181	8	26	0.119	8	26	0.300
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.370			2.480			4.850

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

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

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Parameter summary

Trip rate parameter range selected: 10 - 50 (units:)
 Survey date range: 01/01/16 - 18/09/24
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Appendix D

Myrtle Grove & Hawes Avenue Junction Surveys

A	Hawes Avenue
B	Reinwood Road (westbound)
C	Reinwood Road (eastbound)

Hawes Avenue/Reinwood Road

Time Start	A - B		A - C		B - A		B - C		C - A		C - B	
	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV
7:00 - 7:15			1				10	1			37	1
7:15 - 7:30	2						12				39	
7:30 - 7:45	3		1		1		15	2	1		46	1
7:45 - 8:00	1						28		1		47	1
8:00 - 8:15	2		1		1		30		2		48	
8:15 - 8:30	1						41	2			48	1
8:30 - 8:45	2		2		2		38		1		58	
8:45 - 9:00	2				1		42	1	1		54	1
9:00 - 9:15	1		1				36	1	1		46	
9:15 - 9:30			1		1		29	1			44	1
9:30 - 9:45												
9:45 - 10:00												
10:00 - 10:15												
10:15 - 10:30												
10:30 - 10:45												
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15:15 - 15:30												
15:30 - 15:45												
15:45 - 16:00												
16:00 - 16:15	3				2		39	2	1		46	2
16:15 - 16:30	1				2		37				41	2
16:30 - 16:45			1		5		51	1	1		37	2
16:45 - 17:00	3		1		1		46	2			43	2
17:00 - 17:15					1		48				32	2
17:15 - 17:30	1				3		45	1	2		31	1
17:30 - 17:45	3				1		49				31	1
17:45 - 18:00	2		1		2		47	1	1		24	1
18:00 - 18:15			1		1		37		1		23	
18:15 - 18:30	1				1		32	1	1		19	1
Total	28	0	11	0	25	0	712	16	14	0	794	20



ABACUS
TRAFFIC SURVEYS
14 CLIFF HILL COURT,
HOLMFIRTH, HD9 1JF

A	Reinwood Road (westbound)
B	Reinwood Road (eastbound)
C	Myrtle Grove

Myrtle Grove/Reinwood Road

Time Start	A - B		A - C		B - A		B - C		C - A		C - B	
	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV	Car / LVG	HGV
7:00 - 7:15	10	1			37	1			1		1	
7:15 - 7:30	12		1		39		1		1		1	
7:30 - 7:45	15	2			46	1			3			
7:45 - 8:00	28		2		47	1			2		1	
8:00 - 8:15	30		3		48		1		3		2	
8:15 - 8:30	41	2	1		48	1	1		1		1	
8:30 - 8:45	38		1		58		1		2		2	
8:45 - 9:00	42	1	3		54	1	1		2			
9:00 - 9:15	36	1	2		46		1		1		1	
9:15 - 9:30	29	1	1		44	1	1		1			
9:30 - 9:45												
9:45 - 10:00												
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15:30 - 15:45												
15:45 - 16:00												
16:00 - 16:15	39	2	1		46	2	1				1	
16:15 - 16:30	37				41	2	1				2	
16:30 - 16:45	51	1	3		37	2	2		2		1	
16:45 - 17:00	46	2	2		43	2	1		1		1	
17:00 - 17:15	48		2		32	2	1		1		1	
17:15 - 17:30	45	1	1		31	1	1		1		2	
17:30 - 17:45	49		2		31	1	2		2			
17:45 - 18:00	47	1	2		24	1	1				1	
18:00 - 18:15	37		1		23				1			
18:15 - 18:30	32	1	2		19	1					1	
Total	712	16	30	0	794	20	17	0	25	0	19	0