



Almondbury Bank Almondbury, Huddersfield

Transport Statement

September 2026

2615

Peach House West,
The Walled Garden,
Nostell Estate Yard
Wakefield WF4 1AB

01924 291536

mail@paragonhighways.com

paragonhighways.com



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 Transport Statement in relation to a residential development on land west of Almondbury Bank, Huddersfield.
- 1.2 The plan at Figure 1 shows the site location in relation to the local highway network.

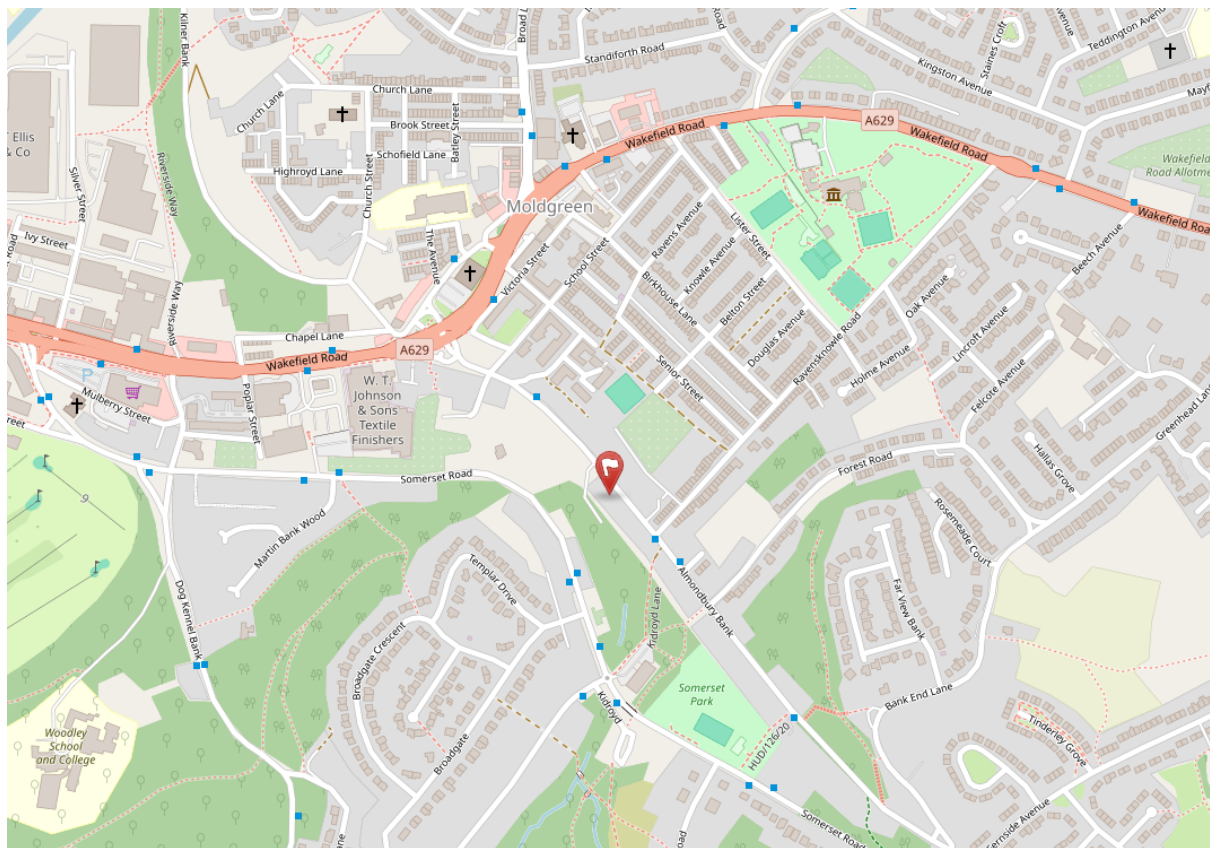


Figure 1 Site Location

- 1.3 The site is located approximately 3 kilometres southeast of Huddersfield town centre, within the established urban area of Almondbury and Moldgreen.
- 1.4 The development proposals comprise the demolition of two existing dilapidated buildings and the construction of eight residential dwellings. The dwellings would be arranged as two blocks of four three-bedroom terraced houses. Each block would be served by a separate private drive taken from Almondbury Bank.

1.5 This Transport Statement demonstrates that:

- The site aligns with relevant national and local transport policies.
- 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 is available from Almondbury Bank.
- The trip generation of the proposed development will not result in a significant residual impact on the local transport networks.

1.6 Following this introduction, the Transport Statement is organised into the following sections:

- 2.0 Existing Situation examines the current site utilisation, evaluates its accessibility through various transport modes and reviews the local road safety records.
- 3.0 Development Proposals outlines the development proposal and provides information pertaining to the site's parking and servicing provision.
- 4.0 Transport Policy outlines how the site complies with transport-related national and local policies.
- 5.0 Traffic Impact conducts an analysis of the potential influence of the development on local traffic patterns.
- 6.0 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 is located on the western side of Almondbury Bank, approximately 3 kilometres southeast of Huddersfield town centre. The site lies within an established urban area containing a mixture of residential properties, community uses, areas of open space and a limited number of small scale commercial premises.
- 2.2 The site is situated to the northwest of the junction between Almondbury Bank and Ravensknowle Road, Bankfield court is an existing track which goes into the site which is accessed in the form of a vehicular footway crossing. The A629 Wakefield Road lies approximately 250 metres to the northeast and provides connections towards Huddersfield town centre and the wider highway network.
- 2.3 The site currently contains two dilapidated buildings set within a well established and substantially overgrown plot. The buildings are positioned below the level of Almondbury Bank, with the land generally falling away from the highway towards the west.
- 2.4 The site frontage is bounded by vegetation and trees, with a continuous footway running along both sides of Almondbury Bank.
- 2.5 A birds-eye view of the site can be found in Figure 2 below.



Figure 2 Birds-eye view of the site

Local Highway Network

- 2.6 The site would be accessed from Almondbury Bank, which is a two-way single carriageway road subject to a 30 mph speed limit. In the vicinity of the site, the carriageway is approximately 7 metres wide and is provided with footways and street lighting on both sides.
- 2.7 Almondbury Bank has a generally straight alignment along the site frontage and is subject to a noticeable longitudinal gradient. Centreline road markings are provided along the carriageway, while kerbed footways are located on both sides of the road.
- 2.8 On-street parking is unrestricted along the section of Almondbury Bank adjoining the site. Parking was observed to occur principally on the eastern side of the carriageway, opposite the site frontage. The available carriageway width allows vehicles to pass the parked cars, although approaching vehicles may occasionally be required to give way to one another depending upon the extent and arrangement of parking.

- 2.9 To the northwest, Almondbury Bank continues through the predominantly residential area of Moldgreen before connecting with the A629 Wakefield Road at a signal-controlled junction. The A629 provides a principal connection towards Huddersfield town centre to the west and towards the wider highway network to the east.
- 2.10 To the southeast, Almondbury Bank becomes Town End before its junction with Somerset Road. A pedestrian crossing island is present at the junction. These routes provide connections through Almondbury and to the surrounding residential areas.
- 2.11 A number of residential side roads and individual property accesses are located along Almondbury Bank. The route also provides access to several small commercial premises and community uses, including Moldgreen Conservative Club.
- 2.12 The surrounding area is predominantly residential in character. A significant proportion of the terraced properties along Almondbury Bank do not benefit from off-street parking, resulting in on-street parking at various points along the route. This parking contributes to the urban and residential character of the road and can help to reduce vehicle speeds.
- 2.13 Almondbury Bank also forms part of the local bus network, with bus stops located within convenient walking distance of the site. Further consideration of the site's accessibility by public transport is provided later in this section.

Active Travel (Walking and Cycling)

- 2.14 The site is located within an established urban area on the southeastern edge of Huddersfield, close to the residential area of Moldgreen and a range of local facilities and services. Its location provides opportunities for residents to undertake shorter everyday journeys on foot or by cycle rather than relying exclusively upon private vehicles.
- 2.15 A continuous footway is provided along the western side of Almondbury Bank immediately adjacent to the site frontage. This connects with the wider network of footways serving Almondbury, Moldgreen and the surrounding residential areas. Footways are generally provided along the majority of local streets and benefit from street lighting. While some localised vegetation

encroachment was observed, the footways generally provide suitable pedestrian connections between the site and nearby facilities

- 2.16 Figures 3 and 4 below illustrate the surrounding area which is accessible within 20 minutes by walking or cycling.

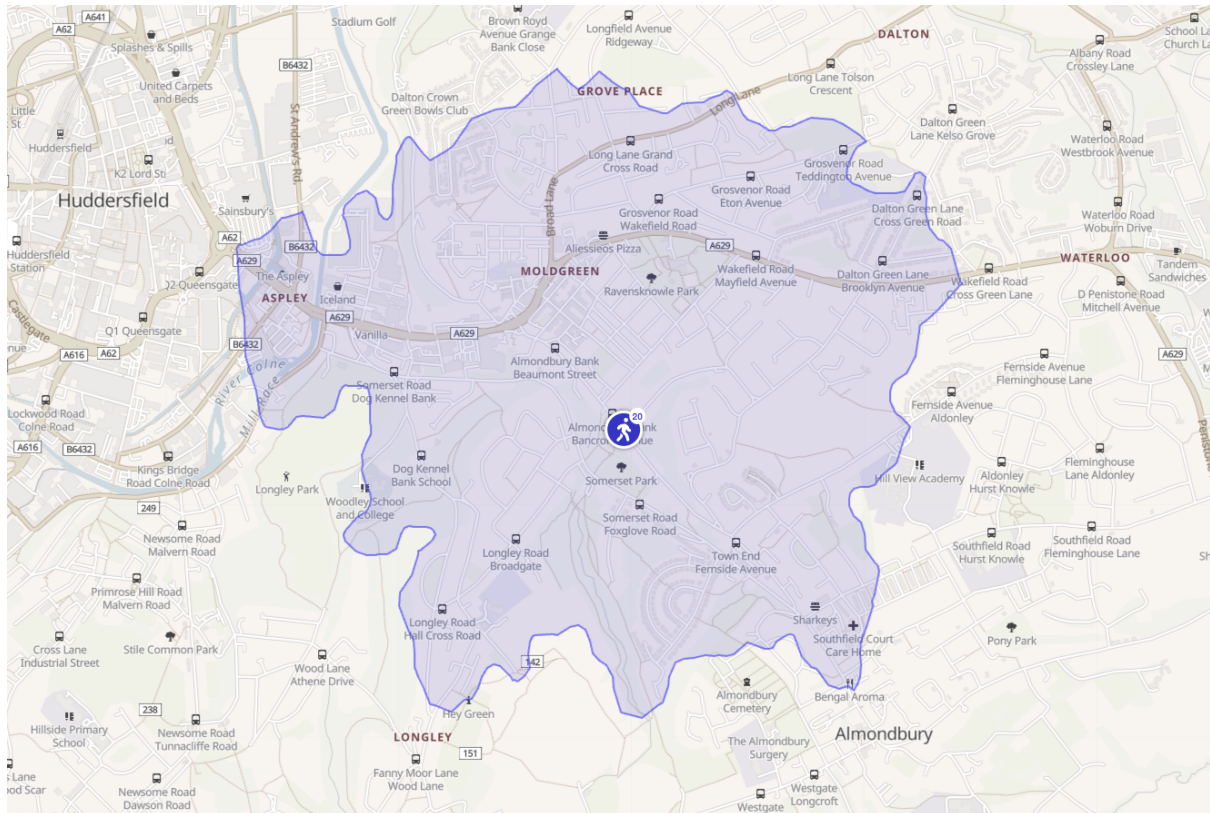
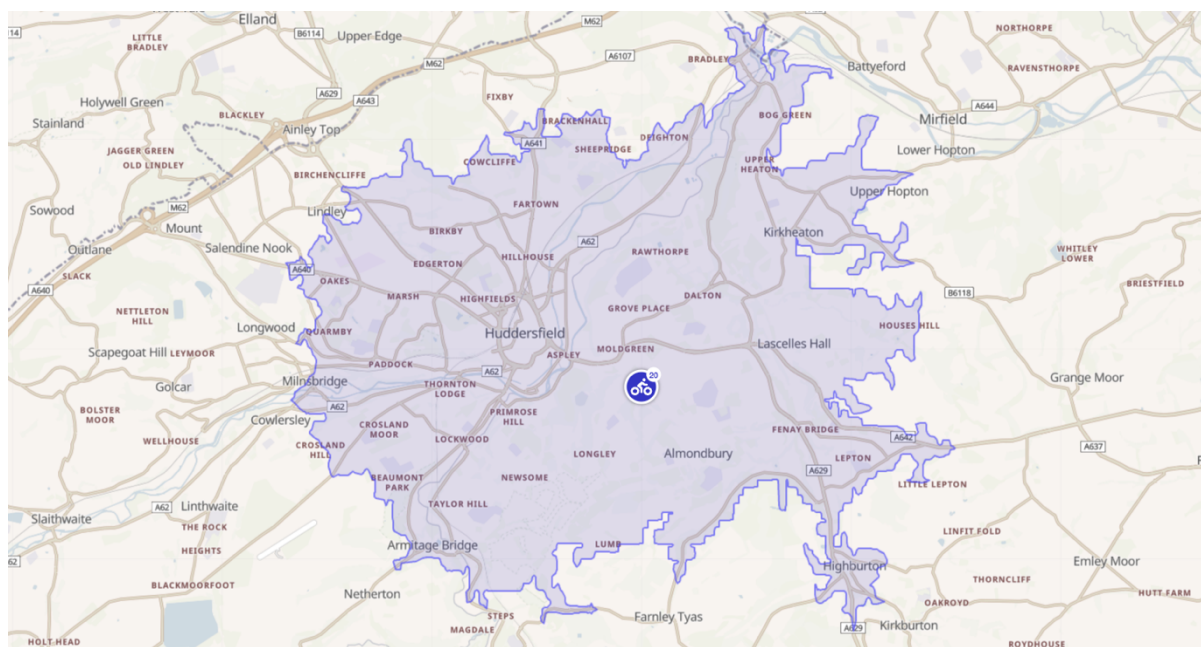


Figure 3 Pedestrian Isochrone

- 2.17 Figure 3 demonstrates that the majority of Moldgreen, together with parts of Almondbury, Aspley, Dalton and the eastern edge of Huddersfield town centre, can be reached within an approximate 20 minute walk of the site.
- 2.18 A range of facilities and services is available within this walking catchment, including convenience retail, supermarkets, schools, medical facilities, a pharmacy, places of worship, food outlets, public houses, recreational facilities and areas of public open space. The catchment also includes Ravensknowle Park and Somerset Park, providing access to opportunities for recreation and leisure.

- 2.21 Figure 4 demonstrates that cycling considerably extends the area accessible from the site. The approximate 20 minute cycling catchment encompasses Huddersfield town centre and the surrounding areas of Almondbury, Moldgreen, Dalton, Kirkheaton, Deighton, Bradley, Lindley, Milnsbridge, Lockwood and Armitage Bridge.
- 2.22 The cycling catchment contains a substantial range of employment, educational, retail, healthcare and leisure destinations. This includes Huddersfield town centre, employment areas along the Leeds Road and Wakefield Road corridors and the commercial areas around Aspley and



Milnsbridge. Cycling therefore represents a realistic alternative to car travel for a range of commuting and everyday journeys.

2.23 National Cycle Network Route 66 is also located within cycling distance of the site and can be accessed in the vicinity of Deighton to the north. The route provides connections through Huddersfield and onwards towards other settlements and destinations across West Yorkshire.

2.24 Overall, the site is suitably located to provide future residents with opportunities to travel on foot and by cycle. The proximity of everyday facilities, employment areas, public transport services and Huddersfield town centre would help reduce reliance upon private car travel, particularly for shorter journeys.

Connectivity Score

2.25 The Government has created a Connectivity Tool to display how any location in England and Wales is connected to everyday services by walking, driving, cycling and public transport.

2.26 Using the Connectivity Tool for the location of the application site shows a score of 69, as can be seen in Figure 5 below.

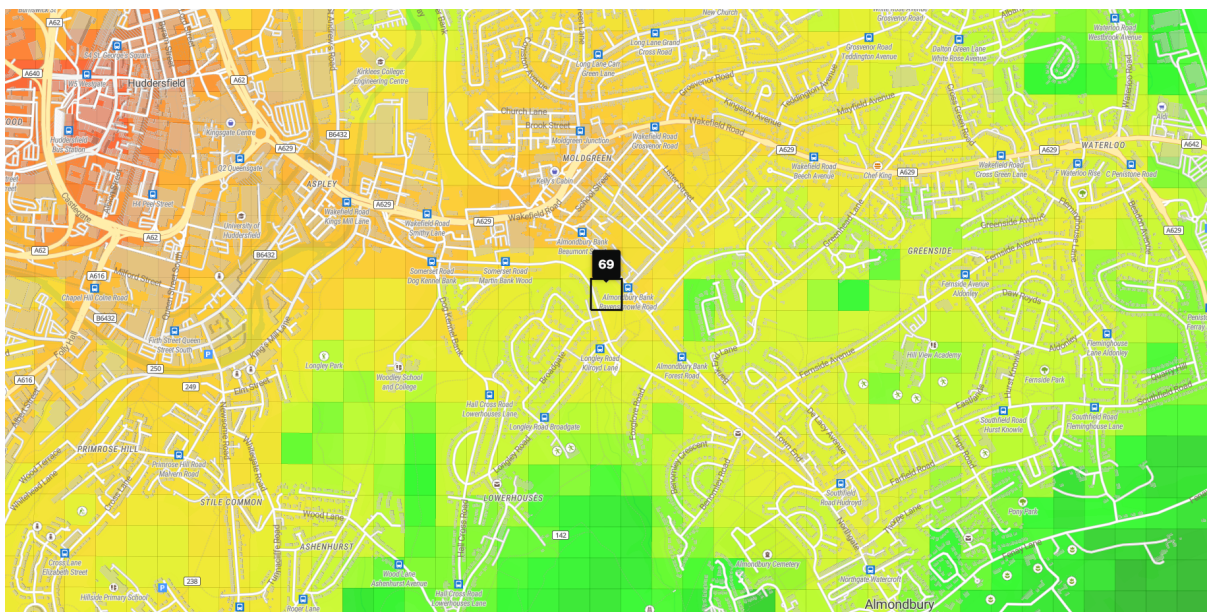


Figure 5 Connectivity map

Public Transport

- 2.27 The closest bus stops to the site are located on Almondbury Bank and Wakefield Road.
- 2.28 The closest bus stops located on Almondbury Bank are just 40 metres from the site and can be reached in 1 minute by walking.
- 2.29 The stops located on the south side of Wakefield Road are approximately 400 metres away and can be reached in 6 minutes by walking. The stops on the north side of Wakefield Road are approximately 500 metres away and can be reached in 8 minutes by walking. To access the bus stops on the far side of the major highway, pedestrians and cyclists have the benefit of a pelican crossing.
- 2.30 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, frequencies, and service providers.

Number	Route	Typical Frequency			Provider
		Mon – Sat	Late evenings	Sun	
Almondbury Bank 341	Stocksmoor Rail Station – Thurstonland – Farnley Tyas – Almondbury Bank - Huddersfield	120 mins	-	-	South Pennine Community Transport
Wakefield Road 231	Wakefield– Horbury – Midgeley – Grange Moor - Lepton – Waterloo – Huddersfield	60 mins	60 mins	120 mins	Arriva
232	Huddersfield – Waterloo – Lepton – Grange Moor – Emley – Overton – Middlestown – Horbury Bridge Wakefield	60 mins	60 mins	60 mins	Arriva
372	Huddersfield – Almondbury Circular	10 mins	60 mins	60 mins	First
370	Rawthorpe – Moldgreen – Huddersfield – Salendine Nook Schools	30 mins	60 mins	60 mins	First

371	Dalton – Moldgreen – Huddersfield – Huddersfield Royal Infirmary – Lindley	35 mins	60 mins	60 mins	First
D2 / D3	Huddersfield – Warterloo – Lepton – Kirkburton – Sheplwy – Lower Cumberworth – Upper Denby - Denby Dale rail station	120 mins	-	-	Team Pennine

Figure 6 Bus Services

- 2.31 As can be seen from the above table, there is 1 regular service along Almondbury Bank and several services that operate along the Wakefield Road at Moldgreen. These bus services provide a regular service to Wakefield, Huddersfield town centre, the Royal Infirmary and the Salendine Nook schools.
- 2.32 Huddersfield Station is located approximately 1.8km to the north west of the site and is situated on the Huddersfield, Calder Valley, and Penistone Line providing services between Leeds, Dewsbury, Huddersfield, Manchester, Wakefield and York ranging in frequency between 30 minutes and 60 minutes. This station contains cycle parking facilities offering multimodal travel. The station is located within MCard Zone 5.

Road Traffic Accidents

- 2.33 The personal injury accident records for the 5-year period up to December 2024 within the vicinity of the proposed development site have been obtained from Crashmap. This data encompasses any incidents that may have occurred along Almondbury Bank and all associated access roads. 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 (yellow = slight, red = serious, black = fatal).

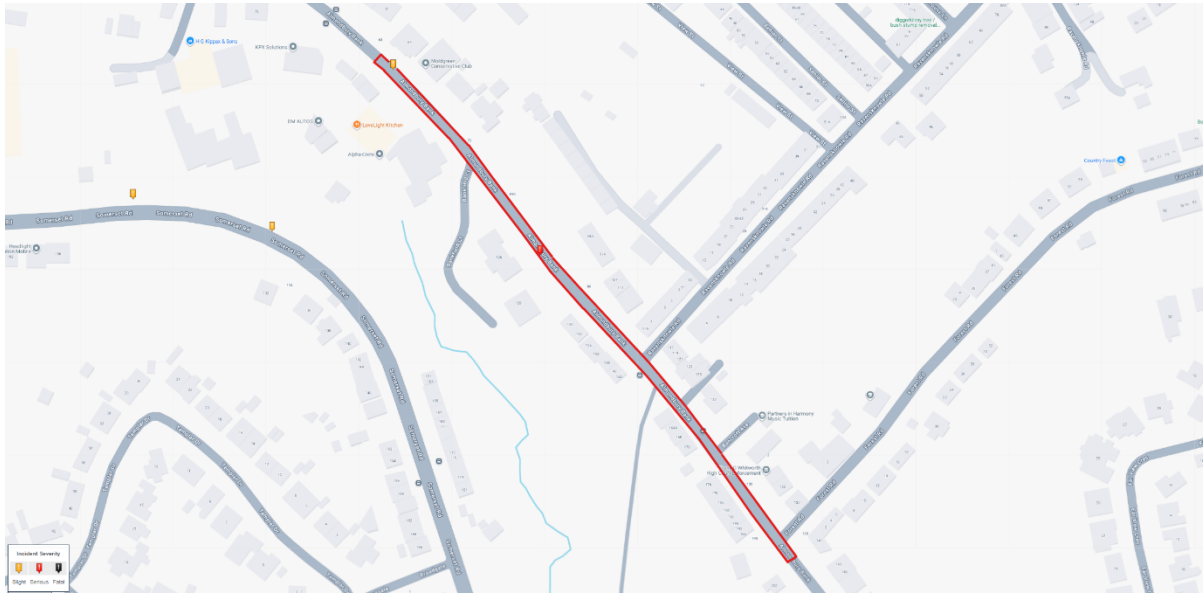


Figure 7 Crashmap search area

2.34 As can be seen above, there has been two recorded accidents within 150 metres of the proposed development site's location (as shown outlined in red). The table in Figure 8 provides further information regarding the results of the Crashmap search.

Reference	Severity	Date / Time	Description
2022131155410	Serious	05.02.22 20:57	At the time of the accident, it was wet weather conditions and dark with street lights present and lit. The accident involved two cars, one of which was parked in the carriageway. One of the drivers received a serious injury.
2022131213409	Slight	29.08.22 13:37	At the time of the accident, it was dry weather conditions during daylight. The accident involved three cars, two of which were parked in the carriageway. One of the drivers received a slight injury.

Figure 8 Injury accident data

2.35 As can be seen from the accident data above, there are no trends of significance which indicate a specific cause for concern with regards to the safety of the immediate highway.

- 2.36 Moreover, an analysis of the collisions in Figure 8 indicates that driver error and recklessness is to blame and there is no indication of a general road layout or road safety problem.
- 2.37 The accident data can be viewed in full at Appendix A.

3.0 Development Proposals

Proposed Development

- 3.1 The proposed development comprises the demolition of two existing dilapidated buildings and the construction of eight residential dwellings, together with associated access, parking, landscaping and infrastructure.
- 3.2 The dwellings would be arranged as two blocks of four three-bedroom terraced houses. Each block would be served by a separate private drive taken from Almondbury Bank.
- 3.3 The development proposals can be found at Appendix B.

Access and Parking Provision

- 3.4 Vehicular access would be provided from Almondbury Bank by way of two private drives, with each drive serving four dwellings.
- 3.5 The northern access would utilise the position of an existing vehicular footway crossing that formerly provided access to Bankfield Court. The second access would be formed centrally along the site frontage. Both accesses would cross the existing footway by way of vehicular crossings.
- 3.6 Visibility splays measuring 2.4 metres by 43 metres can be achieved in both directions from each access. This accords with the stopping sight distance identified within Manual for Streets for a road subject to a 30 mph speed limit. The visibility splays are illustrated on the preliminary access proposals contained within Appendix B.
- 3.7 Beyond the vehicular crossings, both access roads would operate as private drives. The drives would have a continuous width of 4.5 metres and would be constructed as edged shared surfaces for use by vehicles, pedestrians and cyclists.
- 3.8 The 4.5 metre width would accord with the relevant Kirklees Council guidance for private drives serving developments of this scale. It would allow two-way vehicle movement and enable cars to pass one another within the site, while also assisting access by larger vehicles such as delivery vans.

- 3.9 A dedicated turning area would be provided at the end of each private drive. These would allow vehicles to turn within the site and subsequently enter Almondbury Bank in a forward gear.
- 3.10 Each dwelling would be provided with two allocated parking spaces, resulting in a total of 16 allocated residential parking spaces. This level of provision is considered appropriate for the proposed three bedroom dwellings and accords with the local parking guidance.
- 3.11 Two additional visitor parking spaces would be provided, comprising one space on each private drive. This equates to one visitor space per four dwellings and meets the relevant local parking standard.
- 3.12 Electric vehicle charging facilities would also be provided within the development in accordance with the applicable standards and requirements at the time of construction.

Pedestrian and Cycle Provision

- 3.13 The shared surface private drives would connect directly with the existing footway along the western side of Almondbury Bank. This would provide a continuous pedestrian connection between each dwelling and the surrounding footway network.
- 3.14 The internal drives would operate as low speed shared environments suitable for use by pedestrians and cyclists. The limited number of dwellings served by each drive, together with their short lengths and provision of turning areas, would help maintain low vehicle speeds within the development.
- 3.15 Secure and covered cycle parking would be provided for each dwelling. This would be accommodated within suitably sized and secure garden sheds.
- 3.16 An internal pedestrian link would be provided between the two private drives. This would ensure that residents of all eight dwellings can conveniently access the communal refuse collection point beside the central access.

Servicing

- 3.17 A dedicated turning area would be provided at the end of each private drive. Swept path analysis has been undertaken using a 3.5 tonne delivery vehicle and demonstrates that the vehicle could enter each drive, undertake a three-point turning manoeuvre and exit onto Almondbury Bank in a forward gear. The swept path analysis is provided within Appendix B.
- 3.18 Refuse collection would take place from the kerbside on Almondbury Bank, consistent with the existing collection arrangements for properties along the road. Refuse collection vehicles would therefore not be required to enter or reverse within the development.
- 3.19 A communal bin collection point would be provided adjacent to the central access. This would have sufficient capacity to accommodate the bins associated with all eight dwellings on collection day. At other times, bins would be stored within the curtilage of the respective properties.
- 3.20 The pedestrian link between the two private drives would provide all residents with direct access to the communal collection point without requiring them to walk along Almondbury Bank. The arrangement would therefore provide a safe and convenient route for residents to present and retrieve their bins.
- 3.21 Fire appliances would be able to attend the development from Almondbury Bank. The site layout has been designed so that all parts of the proposed dwellings would be within the required 45 metre pump distance of a fire appliance positioned on the public highway. Fire appliances would therefore not be required to enter the private drives.

4.0 Transport Policy

- 4.1 When considering transport compliance for planning applications the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Transport Assessment and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Policy

National Planning Policy Framework

- 4.2 The National Planning Policy Framework (NPPF) was revised and published on 17 August 2026.
- 4.3 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans can provide sufficient housing and other development in a sustainable manner.
- 4.4 Chapter 15 of the NPPF suggests that sustainable transport should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to create well-designed, sustainable, inclusive and popular places. This should involve:
- Making transport considerations an important part of early engagement with local communities.
 - Locating development where it supports sustainable patterns of movement, which should be informed by the government's Connectivity Tool.
 - Giving priority to walking, wheeling, and cycling movements within the proposed schemes.

- Utilising Transport Statements, Assessments, and Travel Plans which assess movement patterns and potential impacts whilst placing sustainable transport at the forefront of the development.
- Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
- Protecting and enhancing the public rights of way network including improved connections to services, facilities, and public transport.

4.5 The development aligns with the NPPF by addressing transport considerations from the earliest stages of planning. It ensures that any potential impacts on the transport network are addressed, and opportunities to promote sustainable transport modes (i.e. walking, wheeling, cycling, and public transport) are identified and pursued.

Local Plan

4.6 The Kirklees Local Plan was adopted by Kirklees Council on 27 February 2019 and covers the period up to 2031. The plan highlights several transport policies which are immediately relevant to the proposed development and are detailed below:

Policy LP1: Presumption in favour of sustainable development

4.7 National Planning policy describes sustainable development through three objectives – economic, social, and environmental. It suggests that planning should involve:

- allocating land and infrastructure to support growth (i.e. economic)
- supporting communities by creating a high-quality environment and accessible services which facilitate health, social, and cultural wellbeing (i.e. social)

- contributing to protecting the natural environment by minimising resource use, waste, pollution and mitigating climate change (i.e. environmental)

4.8 Kirklees follows the national policy and emphasises that new developments are expected to make positive contributions towards the objectives described above.

Policy LP20: Sustainable Travel

4.9 Developments should be located so that essential travel can be done via means of sustainable transport (e.g. buses). Proposals should include measures to promote sustainable travel options and discourage single occupancy car travel.

Policy LP21: Highways and access

4.10 Proposals should: accommodate and facilitate connectivity and accessibility to sustainable modes of transport, support safe and effective access by users, and mitigate any impact on the local highway and strategic road network.

Policy LP22: Parking

4.11 Provision of parking in town-centres is generally not permitted unless necessary for operational purposes. The policy highlights the need to fulfil transport objectives with regards to sustainable travel, which private non-residential parking undermines.

Policy LP24: Design

4.12 Proposals should incorporate designs which: make walking and cycling more attractive, facilitate access to high-quality public transport facilities, and meet the needs of all users by creating accessible and inclusive spaces.

4.13 Based on the above, the location of the development is highly sustainable and close to good bus routes. Therefore, the proposals generally meet the requirements of both Local and National policy.

5.0 Traffic Impact

- 5.1 To determine the anticipated traffic generations for the site it has been necessary to examine data from the national TRICS database. All data has been calculated in accordance with the TRICS Good Practice Guide 2026 to ensure the findings presented are accurate and consistent.

Existing Traffic

- 5.2 The site currently contains two dilapidated buildings which are not currently in use and therefore have no traffic generations.

Proposed Traffic

- 5.3 The development proposals comprise of the demolition of two existing dilapidated buildings and the construction of eight residential dwellings, together with associated access, parking, landscaping and infrastructure.
- 5.4 The table at Figure 9 provides the typical peak hour rates and likely total traffic generations of 8 dwellings based on the TRICS output found at Appendix C.

Total Vehicles	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.258	0.355	0.613	0.258	0.129	0.387
Traffic Generations	2.06	2.84	4.90	2.06	1.03	3.09

Figure 9 Proposed trip rate and traffic generations

- 5.5 As can be seen above, the proposed development will likely generate a total of 5 vehicle movements during the morning peak and 3 vehicle movements during the evening peak. This is the equivalent to an average of one movement every 12 minutes in the morning peak and one movement every 20 minutes in the evening peak.
- 5.6 Overall, the forecast represents a modest increase and the scale of traffic generated by the proposals is not expected to result in a material impact on the operation of the local highway network.

6.0 Conclusion

- 6.1 This report considers the transport and highway implications of the proposed residential development on land to the west of Almondbury Bank. The proposals comprise the demolition of two dilapidated buildings and the construction of eight three bedroom terraced dwellings, arranged as two blocks of four and served by two private drives.
- 6.2 The site is located within an established and accessible urban area, with local facilities, employment opportunities and public transport services available nearby. The surrounding pedestrian and cycle networks provide opportunities for residents to undertake shorter journeys by sustainable modes of travel.
- 6.3 The development would generate a modest level of additional traffic that can be accommodated by Almondbury Bank and the surrounding highway network. Both accesses would provide visibility splays of 2.4 metres by 43 metres, while suitable parking, turning, servicing, refuse collection and pedestrian arrangements would be provided within the development.
- 6.4 It is therefore concluded that the development would not result in an unacceptable impact on highway safety or a severe residual cumulative impact on the highway network. There are consequently no highway safety or efficiency reasons why planning permission for the proposed development should not be granted.

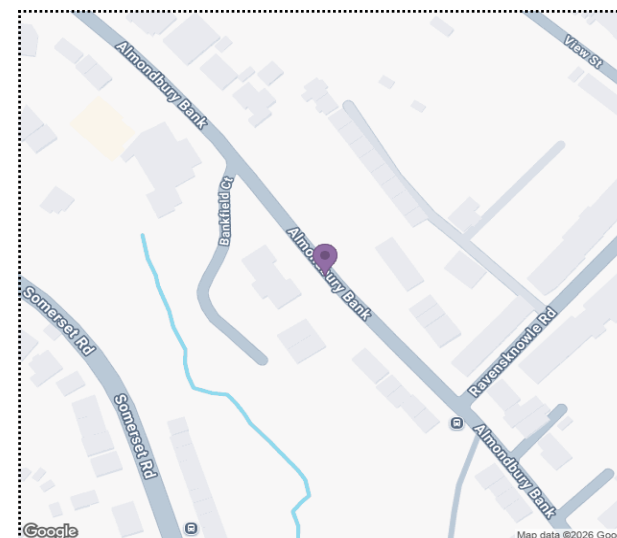
Appendix A

Accident Data



Validated Data

Crash Date:	Saturday, February 5, 2022	Time of Crash:	20:57:00	Crash Reference:	2022131155410
Highest Injury Severity:	Serious	Road Number:	U	Casualties:	1
Highway Authority:	Kirklees			Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	415971 416130
Weather Description:	Other				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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

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Validated Data

Crash Date:

Saturday, February 5, 2022

Time of Crash: 20:57:00

Crash Reference: 2022131155410

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
1	Car (excluding private hire cars 2005 onwards)	10	Male	26 - 35	Unknown	Nearside	Unknown	None	Wall or fence
2	Car (excluding private hire cars 2005 onwards)	6	Unknown	Unknown	Vehicle is parked in the carriageway	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

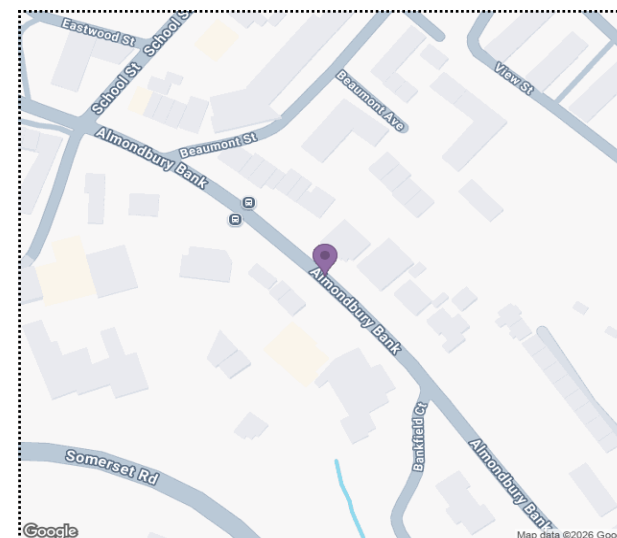
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Monday, August 29, 2022	Time of Crash:	13:37:00	Crash Reference:	2022131213409
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Kirklees			Vehicles:	3
Local Authority:	Kirklees			OS Grid Reference:	415899 416220
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:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				
Vehicles Involved					



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

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Validated Data

Crash Date:

Monday, August 29, 2022

Time of Crash: 13:37:00

Crash Reference: 2022131213409

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
1	Car (excluding private hire cars 2005 onwards)	19	Male	21 - 25	Unknown	Front	Journey as part of work	None	None
3	Car (excluding private hire cars 2005 onwards)	11	Unknown	Unknown	Vehicle is parked in the carriageway	Back	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	6	Unknown	Unknown	Vehicle is parked in the carriageway	Front	Unknown	None	None

Casualties

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

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Validated Data

Crash Date:

Monday, August 29, 2022

Time of Crash: 13:37:00

Crash Reference: 2022131213409

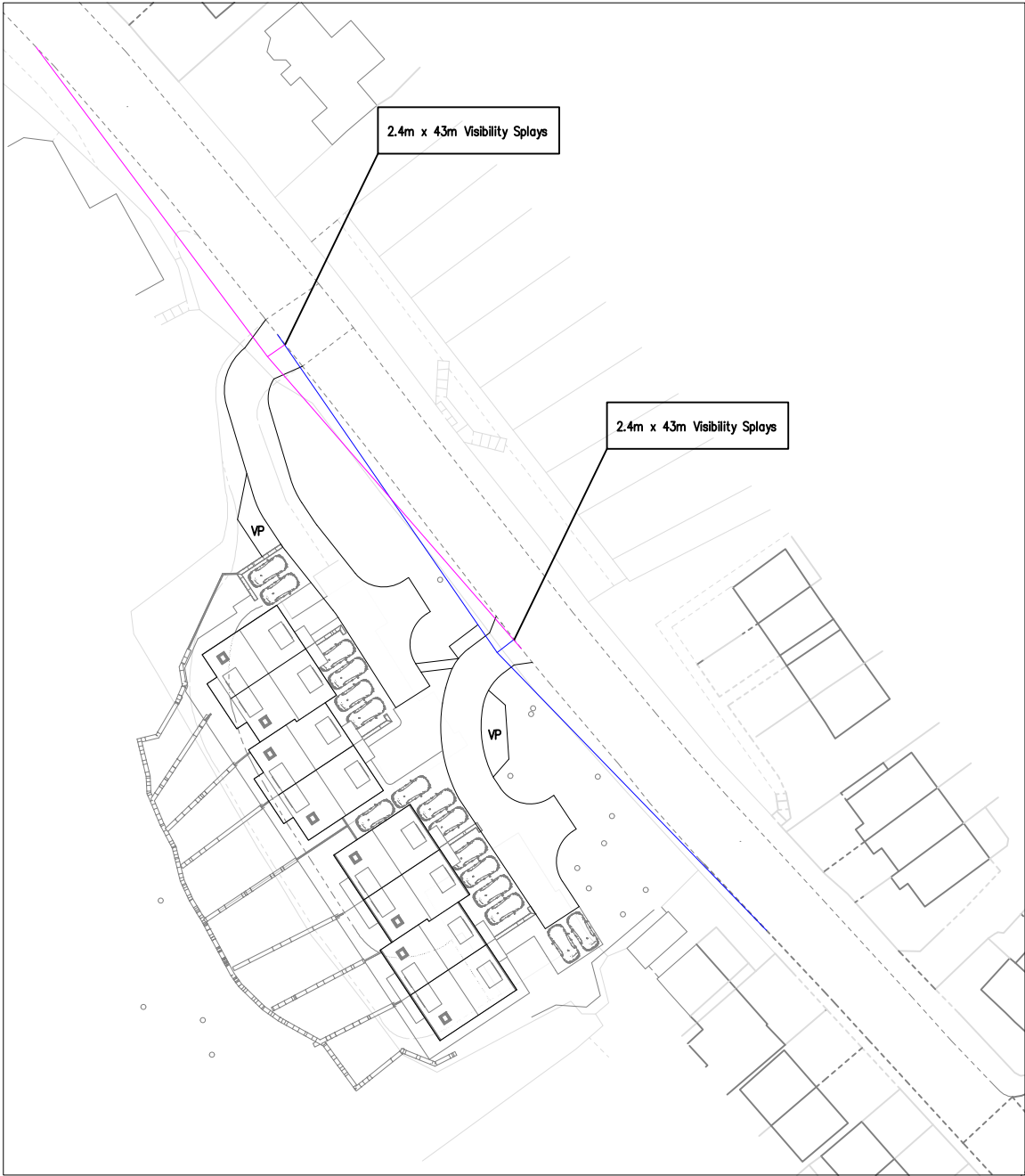
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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

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Appendix B

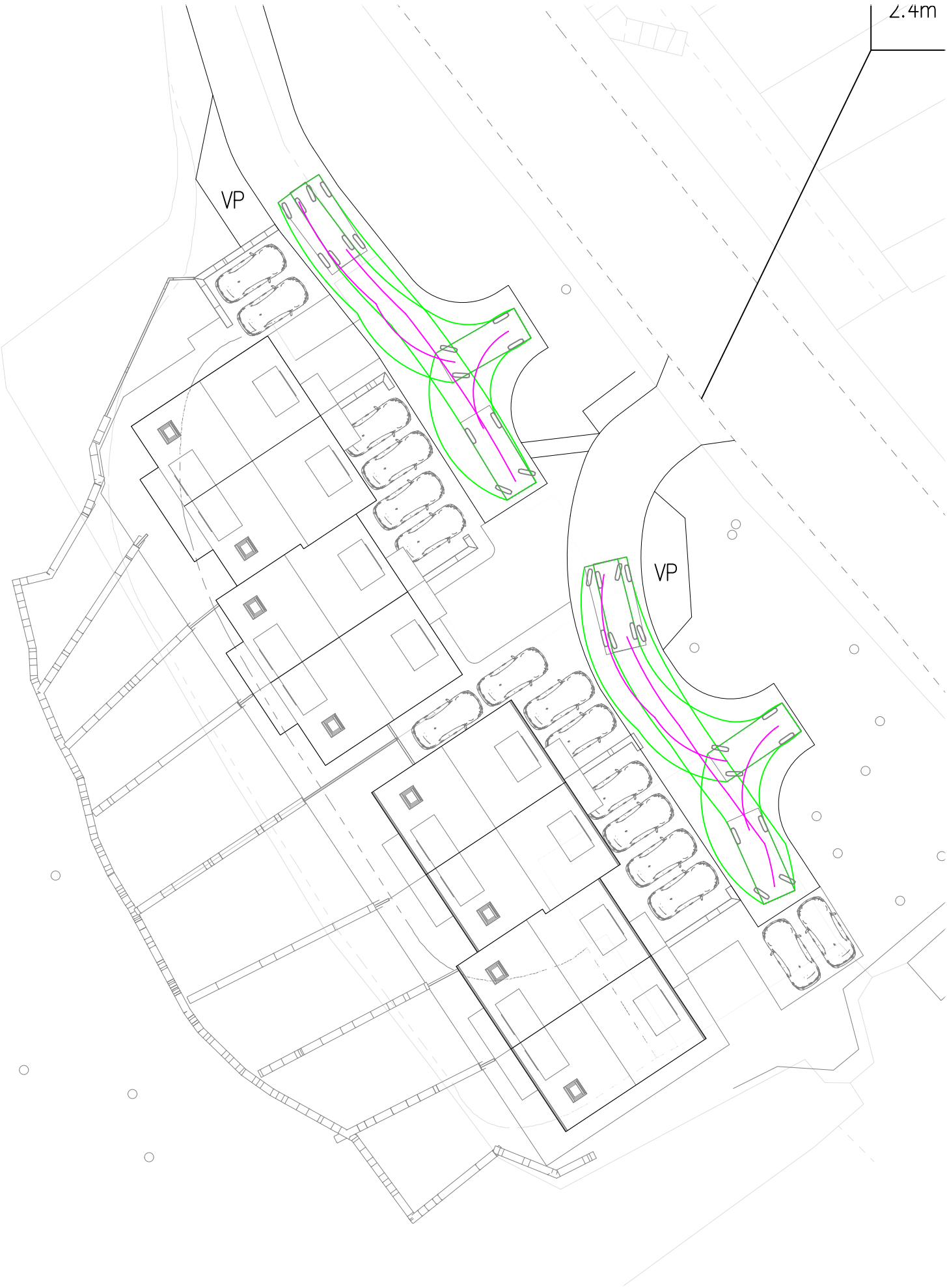
Development Proposals



VAN 35T

Width	: 2.08
Track	: 2.08
Lock to Lock Time	: 6.0
Steering Angle	: 41.5

meters



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



PROJECT TITLE
BANKFIELD COURT, ALMONDBURY BANK, HUDDERSFIELD

DRAWING TITLE
PRELIM ACCESS PROPOSAL & SWEEP PATH ANALYSIS

DRAWING NUMBER	PROJECT	VOL.	TYPE	ROLE	NUMBER
ORDINATOR - PRGN -	2615 -	HGN -	DR -	CH -	0001

CLIENT
SHARON WOOD ACUMEN D&A

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:300	A3	JH	EM	EM	SEP 26

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

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Appendix C

TRICS Data

Audit Code: a94a43a2-cae7-4337-b096-b6ae2c46a809

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
03	SOUTH WEST		
	CW	CORNWALL	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day

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

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Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	4 to 15 (units:DWELLS)
Range Selected by User:	4 to 15 (units:DWELLS)
Parking Spaces Range:	0 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	04/07/00 to 24/03/26

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:	
Wednesday	2 days
Thursday	1 days

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

Selected survey types:	
Manual count	3
Direction ATC Count	0

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

Selected Locations:	
Suburban Area	2 days
Edge of Town	1 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	3 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	1 days
Servicing vehicles Unknown	2 days

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Secondary Filtering Selection:

Use Class:

C3	3 surveys
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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:

1049 - 2703

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
50,001 to 75,000	1 surveys
125,001 to 250,000	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	3 surveys
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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.

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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	2 surveys
No	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:

No PTAL Present	3 surveys
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This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	CW-03-A-01	TERRACED	CORNWALL
ALVERTON ROAD PENZANCE Suburban Area Residential Zone Number of dwellings: 13.00 DWELLS Survey date: Thursday 30/06/2005			
			Survey Type: Manual
2	HF-03-A-09	TERRACED HOUSES	HERTFORDSHIRE
HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Number of dwellings: 8.00 DWELLS Survey date: Wednesday 12/11/2025			
			Survey Type: Manual
3	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area Residential Zone Number of dwellings: 10.00 DWELLS Survey date: Wednesday 10/05/2017			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HF-03-A-04	08-06-2021	Removed: Site re-surveyed by HF-03-A-05
HF-03-A-05	05-06-2023	Removed: Site re-surveyed by HF-03-A-09

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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	3	10	0.161	0.452	0.613
08:00-09:00	3	10	0.258	0.355	0.613
09:00-10:00	3	10	0.161	0.258	0.419
10:00-11:00	3	10	0.129	0.161	0.290
11:00-12:00	3	10	0.065	0.097	0.162
12:00-13:00	3	10	0.419	0.290	0.709
13:00-14:00	3	10	0.161	0.161	0.322
14:00-15:00	3	10	0.290	0.226	0.516
15:00-16:00	3	10	0.290	0.194	0.484
16:00-17:00	3	10	0.387	0.419	0.806
17:00-18:00	3	10	0.258	0.129	0.387
18:00-19:00	3	10	0.129	0.097	0.226
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.708	2.839	5.547

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 - 15 (units: DWELLS)
Survey date range:	30/06/2005 - 12/11/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.