



Lingards Road, Slaithwaite

Transport Statement

April 2022

Project number 1804A

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1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Transport Statement relating to a residential development on land off Lingards Road, Slaithwaite in the district of Kirklees. Appendix A shows the site location in relation to the local and regional highway network.
- 1.2 The site is currently grazing land with a variation of post and rail and wire fencing along the frontage to the highway. It is located on the northern edge of Lingards Road and falls steeply away towards the A62, south to north.
- 1.3 The site is allocated for housing on the Kirklees Council Local Plan (HS 1250) and has had the benefit of a previous outline approval under planning reference 2014/93946.
- 1.4 The development will comprise of 43no. dwellings with 33no served from one access point off Lingards Road and 10no. dwellings directly accessed from Lingards Road along the site frontage.
- 1.5 Drainage, lighting, highway layout and construction will be provided as part of the internal works generally in accordance with Kirklees Council Street Design Guide. The parking and turning arrangements within the site are proposed to allow vehicles to enter and leave in a forward gear.
- 1.6 This Transport Statement considers such matters as access, sustainability, car parking, accident data and servicing, and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented. Details are also provided on the pedestrian connectivity of the site from Manchester Road and the local primary school and Manchester Road in particular.

2.0 Existing Situation

2.1 Site Description

- 2.1.1 The site is currently grazing land with a variation of post and rail and post and wire fencing along the frontage to the highway. There is no kerb line to the highway boundary along the frontage and access to the fields is via traditional field access points across the narrow verge. See photograph below.



Photograph 1: Site frontage

- 2.1.2 The site is bounded by residential properties to the north, the frontage of which overlook the A62 Manchester Road. Further residential properties are located to the east, with Lingards Road to the south and open fields to the west.

2.2 Local Highway Network

- 2.2.1 The site gains access from Lingards Road, which is a semi-rural route which forms part of a minor bus route and connects with the A62 via an acute angled junction to the northeast of the site. To the southwest it provides a link to the B6107 Chain Road again via an acute angled junction. It is approximately 1.4km in length.

- 2.2.2 Opposite the application site there is ribbon-type residential development that extends up to the junction with Hollins Lane. The majority of these properties have direct individual frontage access to garaging or off-street parking. On the development side of the highway frontage, development continues for the full length of the highway towards the A62. To the west there is open frontage up to the junction with Hollins Lane.
- 2.2.3 A separate means of access is available onto the A62 via Nields Road which is generally a continuation of Lingards Road. Its priority junction with the A62 is slightly less acute than the Lingards Road junction.
- 2.2.4 On the site frontage Lingards Road is a two-way single carriageway and is subject to a 30mph speed limit. The horizontal and vertical alignment of the highway together with on-street parking helps to keep traffic speeds along this part of the route to around the speed limit. To the south of the Hollins Lane junction the speed limit increases to the national speed limit.



Photograph 2: Southwest facing along Lingards Road

- 2.2.5 There are no traffic regulation orders along the site frontage restricting on-street parking and waiting and it is lit to side road standards. Lingards Road is generally a lightly trafficked route. However, there is a noticeable increase in traffic movements at the peak times.

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- 2.2.6 Some on street parking does occur on Lingards Road and Neilds Road. An on-street car parking survey has been carried out, further details are provided within Section 2.4 below.

2.3 Pedestrian Connectivity Appraisal

- 2.3.1 The pedestrian connectivity between the site and Niels Primary and Nursery school and Manchester Road has been appraised. The paragraphs below provide a summary of the existing pedestrians facilities.

Lingards Road – west and northwest sides to Niels Road junction

- 2.3.2 From the proposed footway provision from the site frontage Lingards Road provides footways on both sides. Along the west side the footway is in fair condition and is around 1.8m in width narrowing to 1.4m before terminating prior to a block of garages around 50m from the site frontage. The footway contains a series of dropped vehicle crossings for neighbouring dwellings and is lit by a system of street lighting. To the north of the termination point there are various ramped areas serving the garages that are not considered to be suitable for pedestrian traffic as these are uneven and in a poor state of repair. It should be noted that some on footway parking does exist, although the likelihood of Traffic Regulation Orders (TRO) to mitigate against the footway parking being successful is envisaged to be low due to normal TRO procedures.
- 2.3.3 Further to the north there are narrow grass verges with no opportunities to provide a usable footway provision. Further along the northwest side a narrow footway is provided, which is less than 1m in width and is made up of a mix of surface materials including flagging and bituminous surfacing. This section of footway to its junction with Niels Road is not considered to be suitable to cater for the existing or future pedestrian demands, and it is unlikely that new footway provision can be provided along this side of the road given the associated reduction in carriageway width and potential for the disruption of the safe and free flow of traffic along Lingards Road given the presence of on street parking.

- 2.3.4 Prior to the junction with Nields Road, Lingards Road provides a connection to Manchester Road via a steep section of highway. This route is around 50m in length and easily exceeds the current maximum gradient standards for pedestrian access (see photograph below). This section of road does not contain footways or verges and is generally a shared surface between 8.6m and 9m in width. Due to the acute angle between this section of Lingards Road and Manchester Road, it is envisaged that the whole width of the carriageway would be utilised by large vehicles (such as a Kirklees Council refuse collection vehicle) when turning to and from Manchester Road, providing little opportunity to provide footways along this section.
- 2.3.5 Due to the steepness of this section of road and lack of footways, experience on site has identified that pedestrians continue along Nields Road to access Manchester Road as it provides the most direct link to Slaithwaite town centre from the site. Further details are provided below on the appropriateness of the pedestrian route along Nields Road in preference to this section of Lingards Road.



Lingards Road – east and southeast sides to Nields Road junction

- 2.3.6 From the site frontage Lingards Road provides a continuous footway along the east and southeast side to link to Nields Road. The footway is in fair condition and is generally around 1.5m in width, which is wide enough to allow a pedestrian to pass those pushing a perambulator as advised within Manual for Streets. There is a short section around 140m north of the site where the footway narrows slightly to circa 1.2m around the bend in the road, which will allow for a parent or guardian to walk with a child (figure 6.8 Manual for Streets).
- 2.3.7 Between the site and Nields Road there are two junctions to negotiate including the simple priority junction with Springfield Avenue and Yew Tree Lane. The Springfield Avenue junction contains a dropped crossing on both sides, although these don't contain the usual two centre kerbs and could benefit from improvement to meet current standards. The Yew Tree Lane junction contains dropped kerbs on both sides that are considered to meet current requirements. The east and southeast footway of Lingards Road provides the best route for pedestrians to reach the school. As such pedestrians would benefit from a dropped crossing linking the west and east side footway network adjacent to the site.

Nields Road

- 2.3.8 Nields Road provides footways on both sides together with street lighting provision. The footways are generally 1.8m in width and appear to be unobstructed from parked vehicles. The footways are also in relatively good condition with some areas of surface trenching and patching. This level of provision continues to the wider network connecting to the south side footway of Manchester Road at the far north end of Nields Road. Nields Road provides the most appropriate pedestrian route to the Manchester Road including public transport provision with bust stops on both sides of Manchester Road within very close proximity to the Nields Road junction. Between the application site and Slaithwaite town centre the route along Lingards Road and Nields Road provides the safest and most direct route. Towards the junction with Manchester Road the vertical alignment steepens, although there are footways provided on both sides of the road together with a handrail along the east side, providing a much safer and easier connection to Manchester Road when compared to the Lingards Road link prior to its junction with Nields Road. The photograph below shows the connection between Nields Road and Manchester Road.



2.3.9 The footway width, construction, lighting and road safety record is considered to be suitable for its current day to day use along Lingards Road and Neilds Road including its junction with Manchester Road. Improvements are suggested along Lingards Road to mitigate against the increase in pedestrian traffic travelling between the site and the school/ Manchester Road junction, although these improvements would be agreed with the LPA. See Section 3 for more details on highway mitigation.

2.4 Parking Survey

2.4.1 Following discussions with the Council's Highways Officer, it was agreed to determine the level of on-street parking along Lingards Road and Neilds Road. To provide this information a peak time car parking survey was carried out on the 22nd September 2022 between 6am and 9am and between 3pm and 6pm during school term time. The survey was split into two sections (Lingards Road and Neilds Road) and considered parking on both sides of the road. Details of the parking survey is provided at Appendix E.

Lingards Road between site and Neilds Road

- 2.4.2 The parking survey during the morning (between 6am and 9am) revealed that between 19 and 27 vehicles were parked on the south side and between 5 and 6 vehicles along the north side. Overall, along this section there were between 27 and 36 on street parking spaces available (based on spaces that could legally be used, not including obstructions to driveways or junction areas).
- 2.4.3 During the morning survey it can be seen from the survey plans that some double parking occurred outside Nos.6, 8, 11, 26, 45 Lingards Road. However, it can be seen that given the wide carriageway widths, the majority of these pinch points offer a usable carriageway width greater than 4.2m between parked vehicles, although the double parking that was recorded outside No 11, offered a usable carriageway width of 3m between parked vehicles.
- 2.4.4 During the late afternoon/ evening (between 3pm and 6pm) the parking survey revealed that there were between 3 and 4 vehicles parked along the north side of Lingards Road and between 20 and 22 vehicles parked along the south side. Overall, along this section there were between 34 and 36 on street parking spaces available (based on spaces that could legally be used, not including obstructions to driveways or junction areas).
- 2.4.5 Where double parking did occur on street, it can be seen that appropriate levels of intervisibility were afforded to approaching vehicles, it is also considered that the presence of on street parking does have an impact on vehicle speeds, providing a calming effect.

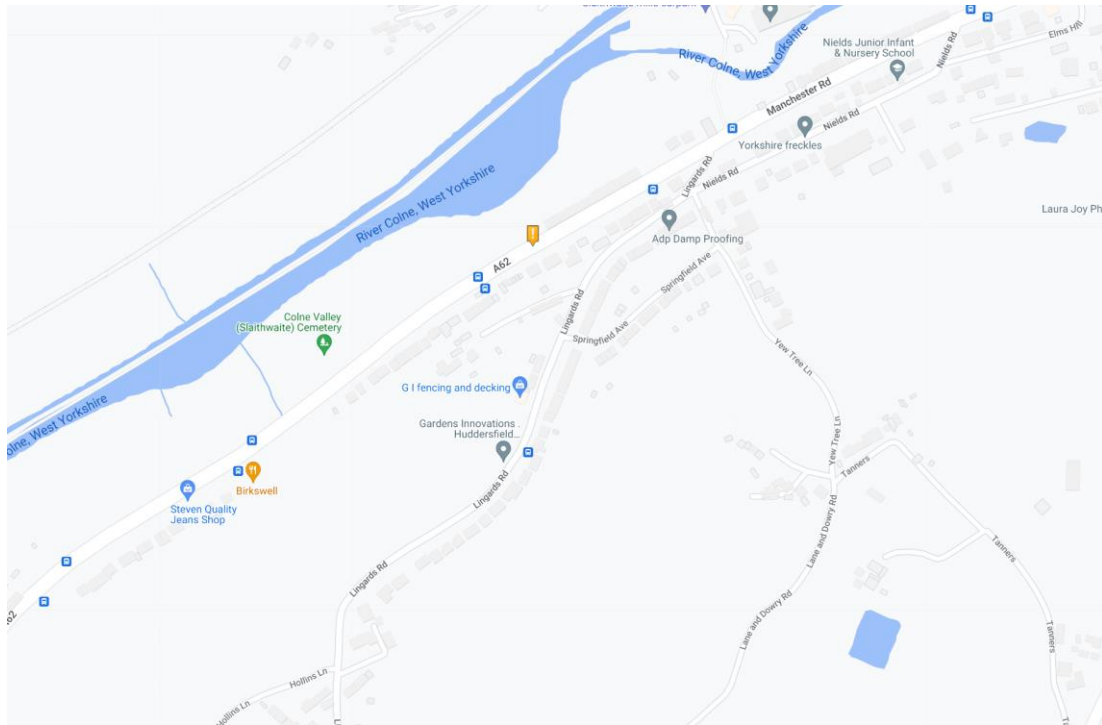
Neilds Road between Lingards Road and Manchester Road

- 2.4.6 The parking survey during the morning (between 6am and 9am) revealed that generally between 12 and 14 vehicles parked along the north side of Neilds Road with the exception of between 8:30am and 9am where 26 vehicles were parked, as this coincided with the adjacent school opening time. Along the south side of the road there were generally around 14 vehicles parked on street, although during the busiest period (between 8:30am and 9am) there were 32 vehicles parked on street. Overall, along this section there were between 17 and 50 on street parking spaces available (based on spaces that could legally be used, not including obstructions to driveways or junction areas).

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- 2.4.7 During the late afternoon/ evening (between 3pm and 6pm) the parking survey revealed that there were between 10 and 32 vehicles parked along the north side of Lingards Road and between 15 and 26 vehicles parked along the south side. It can be seen that the busiest period for on street parking was between 3pm and 3:30pm (during school closing time) with 32 vehicles parked on the north side and 26 vehicles parked on the south side. Overall, along this section there were between 17 and 50 on street parking spaces available (based on spaces that could legally be used, not including obstructions to driveways or junction areas).
- 2.4.8 The carriageway is around 7.3m in width, therefore allowing a width of 2m for a parked vehicle, any double parking would result in a usable carriageway width of 3.3m, allowing for single way working. Generally, there are gaps in the parking and suitable intervisibility between approaching motorists, although it is acknowledged that some form of parking restriction could be of benefit around the bend in the road outside No 36 during school opening time due to the limited forward visibility/ intervisibility between approaching motorists and on street parking demand at that point.

2.5 Road Traffic Accidents

- 2.5.1 The information available on the Crashmap website which is approved by the National Statistics Authority and reported on by the Department for Transport identifies that there have been no recorded injury accidents in and around the site frontage for the period of up to July 2021. However, there was an incident recorded on the A62 around 150m west of the Lingards Road junction.



Crashmap Search Area

- 2.5.2 The good injury accident record in the vicinity of the site does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern as a result of the slight changes in peak hour flows as a result of the development proposals.

3.0 Development Proposals

3.1 Proposed Development

3.1.1 The proposals are for the construction of 43no. dwellings. The development will be served via a simple priority junction off Lingards Road, Slaithwaite. The access road will serve 33no of the proposed dwellings and will be laid out as a traditional estate road. The development also proposes 10no dwellings served directly from Lingards Road along the southeast site frontage.

3.1.2 The turning arrangements at the head of each cul-de-sac can accommodate the swept path of a large Kirklees Council refuse vehicle.

3.2 Access

3.2.1 Vehicular access to the development will be via a new priority junction with a minimum of 7 metre kerb radii and return footways leading into the separate cul-de-sacs. A new 2m wide footway will also be constructed along the site frontage.

3.2.2 The access will be sufficiently wide to accommodate two-way flow with visibility for emerging drivers commensurate with the estimated speed of traffic on the major road. The Council have accepted visibility splays of 2.4 x 68 metres and 2.4 x 60 metres as part of the development at the junction of the new estate road with Lingards Road.

3.2.3 The internal road layout, in terms of horizontal and vertical alignment will generally comply with Kirklees Council's current Residential Design Guide requirements for both traditional estate roads and shared surfaces and laid out to adoptable standards. The site layout plan can be found at Appendix C.

3.3 Highway Mitigation

3.3.1 From the pedestrian connectivity appraisal (see Section 2.3) it was found that the most appropriate route for pedestrians between the site and the local school/ Manchester Road was via Lingards Road and then Nields Road. The appraisal has identified that dropped crossing improvement works should be carried out at the Springfield Avenue junction only, with no other mitigation considered feasible. Details of these improvements can be found at Appendix D.

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- 3.3.2 From the findings of the parking survey it was suggested that Neilds Road would benefit from some localised parking restrictions during school opening times. Any restrictions would need to be agreed with the Local Traffic Authority if considered necessary/justified.

3.4 Parking Provision

- 3.4.1 The level of parking provision will provide a minimum of 2no. parking spaces per dwelling, inclusive of garages where provided.
- 3.4.2 Given the above, the parking provision for the development is therefore considered appropriate.
- 3.4.3 Secure cycle parking provision will be provided either within garages or in sheds to be located in the rear garden area of each dwelling.

4.0 Transport Policy

4.1.1 When considering transport policy 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, walking and cycling. This policy therefore sets out the framework for this Transport Statement and the project’s compliance with the policy objectives. Further details of the relevant policy documents are set out below.

4.2 National Planning Policy Framework

4.2.1 The National Planning Policy Framework was first published in March 2012 and was updated most recently in July 2021. The framework sets out the Government’s planning policies for England and how these are expected to be applied. It recommends that new developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development with regards to Transport should:

Considerations	Proposals
Consider the potential impacts of the development on the highway network	This matter will be dealt with as part of Section 3 – Development Proposals and Section 6 – Traffic Impact
Provide opportunities to promote cycling, walking and public transport use are identified	This matter will be dealt with as part of the development proposals
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site and suitable access and egress onto the major road
Include within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations	Charging points for plug-in vehicles will be provided as part of the overall parking scheme

Table 1: Transport Considerations

4.2.2 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

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- Appropriate opportunities to promote sustainable transport modes can be, or have been, taken up, given the type of development and its location.
 - Safe and suitable access to the site can be achieved for all users.
 - The design of streets, parking areas and other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code.
 - Any significant impacts from the development on the transport network, in terms of capacity and congestion or on highway safety, can be cost-effectively mitigated to an acceptable degree.

4.3 Local Transport Plan

4.3.1 The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3) which covers the period 2011 to 2026. The key objectives of the LTP3 include:

- To improve access to jobs, education and other key services for everyone.
- To reduce delays to the movement of people and goods.
- To improve safety for all highway users.
- To limit transport emissions of air pollutants, greenhouse gases and noise.
- To improve the condition of the transport infrastructure.

4.3.2 The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards. With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.

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- 4.3.3 The LTP also sets out a bus strategy for West Yorkshire and seeks to increase patronage for all category of bus passenger and modal shift towards the bus and away from the private car.
- 4.3.4 It is considered that the development proposals generally comply with Local and National guidance.

5.0 Transport Sustainability

5.1 Walking

5.1.1 The catchment areas for the preferred maximum walking distance of 2km is shown on the plan at Appendix B and includes the settlements of Hill Top and Booth Bank to the north; Slaithwaite to the east and Lingards Wood to the west.

5.1.2 There is a continuous footway to the eastern and southern edge of Lingards Road and Nields Road, providing safe and suitable access to the local primary and nursery school, the A62 Manchester Road and Slaithwaite rail station/ town centre for those travelling on foot.

5.2 Cycling

5.2.1 With regards to cycling, PPG 13: Transport stated that, "Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport." The settlements of Pole Moor, Bolster Moor, Scapegoat Hill and Nettleton Hill lie to the north; Golcar, Milnsbridge, Linthwaite, Blackmoorfoot, South Crosland and Helme to the east; Meltham to the south; and Moselden Height, Deanhead, Bradshaw and Marsden to the west. All of these settlements have their own unique services, facilities and amenities which can be utilised by residents of the proposed development site, including Marsden railway station.

5.2.2 National Cycle Route No.68 picks up on Ned Lane, approximately 770 metres to the northeast of the proposed development site. This route passes through the Derbyshire Dales, Mickleover Greenway, Tissington Trail, the Midshires Way north of Buxton and the Longdendale Trail. It also passes through the south Pennines, Northumberland, Eden Valley, the North Pennines, South Tyne Valley, Hadrian's Wall and the Northumberland National Park.

5.3 Public Transport

5.3.1 The site is well located in terms of access to public transport. The closest local fare stages are situated just 80 metres from the development site on Lingards Road, with further stops around 600m metres to the northeast on Manchester Road via Nields Road. Rail services are also available at Slaithwaite and Marsden within walking and cycling distance respectively. Further details regarding the services from these local fare stages are shown in the table below.

Service No.	Stop Location	Route	Frequency Mon – Sat	Frequency Late evenings & Sundays	
938	Lingards Road Springfield Avenue (northeast bound)	Marsden Rail Station, Marsden, Slaithwaite, Hill Top, Slaithwaite, Blackmoorfoot	60 mins	N/A	
			120 mins	N/A	
		Blackmoorfoot, Slaithwaite, Marsden, Marsden Rail Station	60 mins	N/A	
	Lingards Road Springfield Avenue (southwest bound)		120 mins	N/A	
		Slaithwaite, Manchester Road Lingards Road (northeast bound)	Marsden Rail Station, Marsden, Slaithwaite, Hill Top, Slaithwaite, Blackmoorfoot	60 mins	N/A
			120 mins	N/A	
ST11	Lingards Road Springfield Avenue (northeast bound)	Holthead, Slaithwaite, Linthwaite Colne Valley High School	1 x service per day at 08.12 (school service only)	N/A N/A	
		Linthwaite Colne Valley High School, Slaithwaite, Holthead	1 x service per day at 15.33 (school service only)	N/A N/A	
	Slaithwaite, Manchester Road Lingards	Holthead, Slaithwaite, Linthwaite Colne	1 x service per day at 08.13	N/A N/A	

	Road (northeast bound)	Valley High School	(school service only)	
183	Slaithwaite, adj Manchester Road Lingards Road (southwest bound)	Huddersfield Bus Station, Cowlersley, Linthwaite, Slaithwaite, Marsden	60 mins	Last service at 23.07 60 mins
	Slaithwaite, Manchester Road Lingards Road (northeast bound)	Marsden, Slaithwaite, Linthwaite, Cowlersley, Huddersfield Bus Station, Huddersfield	60 mins	Last service at 23.29 60 mins
184	Slaithwaite, adj Manchester Road Lingards Road (southwest bound)	Huddersfield Bus Station, Cowlersley, Slaithwaite, Marsden, Diggle, Uppermill, Grotton, Lees, Greenacres, Oldham Mumps Interchange, Oldham Bus Station	60 mins	Last service at 19.54 120 mins
	Slaithwaite, Manchester Road Lingards Road (northeast bound)	Oldham Bus Station, Oldham Mumps Interchange, Greenacres, Cross Bank, Lees, Grotton, Uppermill, Marsden, Slaithwaite, Cowlersley, Huddersfield Bus Station	60 mins	Last service at 18.54 120 mins
185	Slaithwaite, adj Manchester Road Lingards	Huddersfield Bus Station, Cowlersley,	30 mins	Last service at 23.18 60 mins

	Road (southwest bound)	Slaithwaite, Marsden		
	Slaithwaite, Manchester Road Lingards Road (northeast bound)	Marsden, Slaithwaite, Cowlersley, Huddersfield Bus Station, Huddersfield	30 mins	Last service at 23.42 60 mins
CV2	Slaithwaite, adj Manchester Road Lingards Road (southwest bound)	Linthwaite Colne Valley High School, Slaithwaite, Marsden	1 x service per day at 15.26 N/A	N/A N/A
	Slaithwaite, Manchester Road Lingards Road (northeast bound)	Marsden, Slaithwaite, Linthwaite Colne Valley High School	1 x service per day at 08.18 N/A	N/A N/A
186	Slaithwaite, Manchester Road Lingards Road (northeast bound)	Marsden, Slaithwaite, Linthwaite, Cowlersley, Huddersfield Bus Station	2 x services per day at 08.11 and 08.26 N/A	N/A N/A

Table 2: Bus Times

- 5.3.2 The regular bus services highlighted above provide several links to local settlements with an average of 5 buses every hour. Additionally, there are also services to bus stations at Huddersfield and Oldham, the tram stop at Oldham Mumps Interchange, Colne Valley High School and Marsden railway station.
- 5.3.3 Slaithwaite railway station is situated approximately 1.34km to the northeast of the development site, providing hourly services to Huddersfield and Manchester Piccadilly. It has the benefit of 10 cycle storage stands which are sheltered and covered by CCTV. There is also a car park at the station with spaces for 15 vehicles.
- 5.3.4 Marsden railway station is located approximately 3.01km to the southwest of the proposed development site and provides hourly services to Huddersfield and Manchester Piccadilly. It has the benefit of 8 cycle storage stands which are sheltered and covered by CCTV. There is also a station car park with spaces for 5 vehicles.

- 5.3.5 From the above, it is evident that the site benefits from being in proximity to a good frequency of public transport links for travelling around the local area and beyond.

6.0 Traffic Impact

6.1 Proposed Traffic

6.1.1 The development includes the erection of circa 43no. dwellings. The TRICS database has been used to derive the network peak hour generation rates for this level of residential development for typical dwelling houses. The derived rates are given in the tables below and can be found at Appendix F:

	Arrive	Departure	Two Way
AM Peak	0.114	0.311	0.425
PM Peak	0.252	0.138	0.390

Table 3: Trip Rates Dwelling Houses

	Arrive	Departure	Two Way
AM Peak	5	13	18
PM Peak	11	6	17

Table 4: Generations Dwelling Houses

6.1.2 As can be seen from the tables above, using the national TRICS database the development is likely to generate around 18 trips during the network peak hours (between 8am and 9am, and between 5pm and 6pm).

6.1.3 Notwithstanding the above, Kirklees Council HDM consider a trip rate of 0.7 per residential dwelling being a more realistic generation figure. Based on this trip rate then the development, as a worst-case scenario, could generate up to 30 two-way trips during the network peaks.

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- 6.1.4 Based on the information on Nomis, which uses the 2011 census data, generally 90% of the peak time traffic will turn left out of the site towards Slaithwaite and 10% will turn right towards the B6107 and then travel onwards towards Meltham and beyond. As part of the Council's consultation response to planning application 2020/93954 dated 12 January 2022 the Highways Officer advised that 30 two-way movements would not warrant any assessment at the Manchester Road or Chain Road junctions. Based on the KMC trip rates and that the traffic generation is up to 30 trips, there are no requirements for junction capacity assessments at nearby junctions including the site access.
- 6.1.5 The development proposes suitable junction geometry and visibility from Lingards Road in accordance with the Council's requirements and Government guidance within Manual for Streets. It is considered that the site access would provide a safe arrangement and would not cause any significant delays to through traffic.
- 6.1.6 The development provides highway mitigation measures in the form of the provision of a footway along the site frontage and pedestrian improvements across the Springfield Avenue junction.
- 6.1.7 It was determined from the injury accident data that there have been no reported injury accidents within the 5 years up to July 2021 along the site frontage or the nearby Manchester Road junction. It should also be noted that there are no significant clusters of accidents. Therefore, it is considered that there are no road safety problems on the immediate highway network in proximity to the development site, which could be affected by the proposed development.

7.0 Conclusion

- 7.1 This report presents the proposals for the construction of 43no. residential dwellings on land off Lingards Road, Slaithwaite, in the district of Kirklees.
- 7.2 The site is located in a sustainable location being close to bus routes and good quality pedestrian provision leading to the local primary school, the A62 Manchester Road and neighbouring settlements. The report concludes that the location, capacity and safety elements of the proposals are acceptable and, although there is a slight increase in traffic flows on the local road network, it is considered that these levels can be readily accommodated on the local highway network.
- 7.3 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

Site Location Plan



Legend:

- Site Location
- Closest Unique Bus Stops




Unit 6 The Office Campus
 Paragon Business Park
 Wakefield Wf1 2uy

Appendix B

Cycle and Pedestrian Catchment Plan







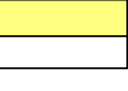




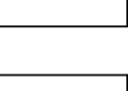
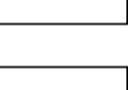
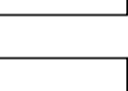
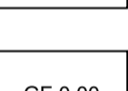


Legend:

-  5km Cycle Catchment
-  2km Walking Catchment
-  Site Location

Appendix C

Development Proposals



-  LAND OWNERSHIP BOUNDARY
-  ADOPTED HIGHWAY - TARMAC
-  ADOPTED HIGHWAY - BLOCK PAVED
-  ADOPTED HIGHWAY - GRASS VERGE
-  FOOTPATH LINK
-  PUBLIC OPEN SPACE - POS
-  PRIVATE DRIVE - TARMAC
-  PRIVATE DRIVE - BLOCK PAVED
-  PRIVATE GARDEN - TOPSOIL
-  EXISTING WATERCOURSE
-  NEW TREES - INDICATIVE ONLY
-  GARAGE
-  PROPOSED GROUND LEVELS
-  PROPOSED FINISHED FLOOR LEVELS
-  BIN COLLECTION POINT

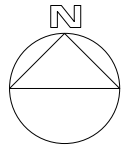
Rev H Visitor parking added. 10.10.22 HH
 Rev G Plot 24 house type amended. 30.09.22 HH
 Rev F Plots 34-42 amended, Plot 43 added. 29.09.22 HH
 Rev E Road 1A amended to suit Kirklees comments 21.07.22 HH
 Rev D Plot 6-19 & 24 amended to suit clients instructions. Site entrance radii increased. Highway dimensions added. Visibility splays added to plots 36-41. 21.07.22 HH
 Bin collection points added. Rd levels amended to suit longitudinal sections. 18.05.22 HH
 Rev C Plots 1 & 13-20 updated to suit new house types 12.05.22 HH
 Rev B Layout updated to suit latest comments 03.03.22 HH
 Rev A Additional levels added.


Haigh Huddleston & Associates
 Civil Structural Engineering Consultants
 Firth Buildings, 99 - 101 Leeds Rd, Dewsbury, WF12 7BU t 01924 464342 f 01924 450662
 e trevor.haigh@haighhuddleston.co.uk

Client				
SB HOMES				
Project				
LINGARD ROAD, SLAITHWAITE				
Detail				
PLANNING LAYOUT				
Dwn	Chkd	Date	Scale	Dwg No.
HH		Jan-21	1:500@A1	E19/7567/000H

Appendix D

Highway Mitigation Works



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

REV	DATE	DESCRIPTION
PROJECT		
LINGARDS ROAD, SLAITHWAITE		
TITLE		
HIGHWAY IMPROVEMENTS DRAWING - SPRINGFIELD AVENUE		
SCALE		
1:250 @ A3		
DRAWING		
1804-202		
DATE		
19.08.2022		

Appendix E

Parking Survey Data



ABACUS TRAFFIC SURVEYS

14 CLIFF HILL COURT,
HOLMFIRTH, HD9 1JF

Location: Lingards Road, Slaithwaite

Date: 22/09/2022

Type of Survey: Parking Survey

Time	Cars Parked - Cars Parked -		Available Spaces
	South	North	
06:00- 06:30	20	6	34
06:30 - 07:00	20	6	34
07:00 - 07:30	27	6	27
07:30 - 08:00	21	5	34
08:00 - 08:30	19	5	36
08:30 - 09:00	22	5	33
15:00 - 15:30	20	4	36
15:30 - 16:00	22	4	34
16:00 - 16:30	21	3	36
16:30 - 17:00	21	4	35
17:00 - 17:30	21	4	35
17:30 - 18:00	21	4	35



ABACUS TRAFFIC SURVEYS

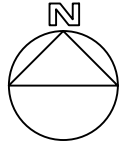
14 CLIFF HILL COURT,
HOLMFIRTH, HD9 1JF

Location: Neilds Road, Slaithwaite (southern edge)

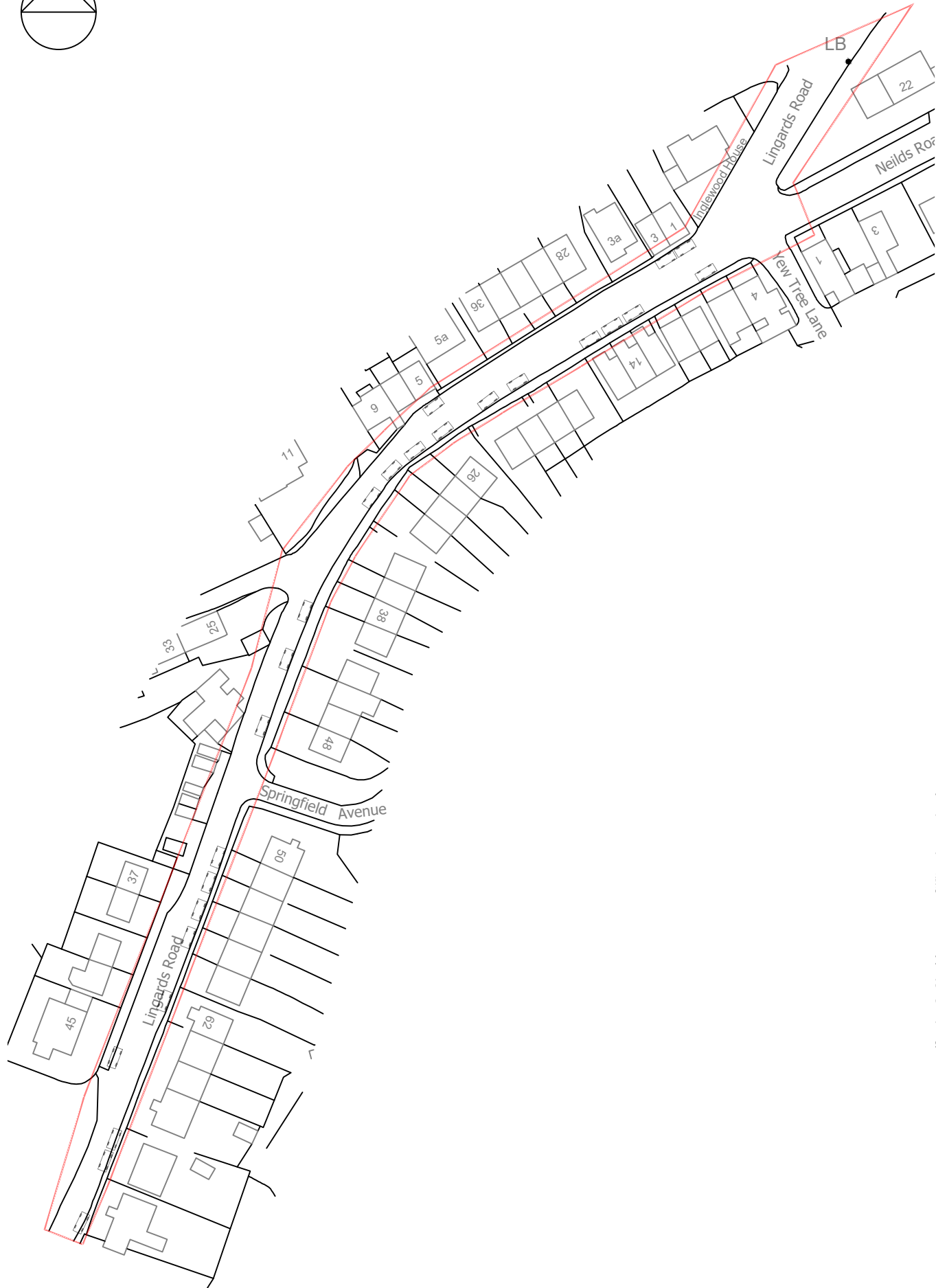
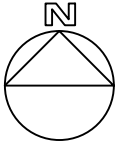
Date: 22/09/2022

Type of Survey: Parking Survey

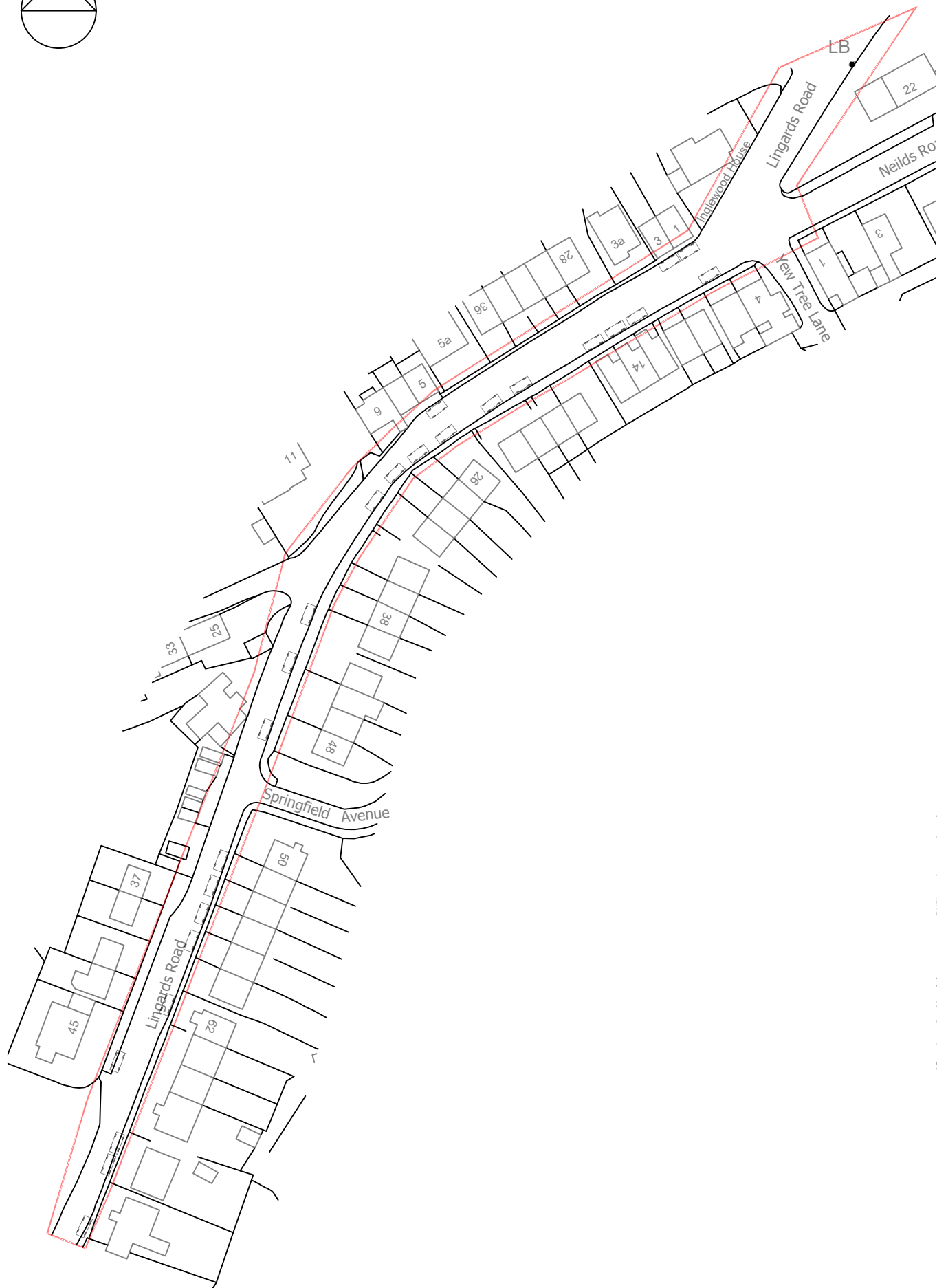
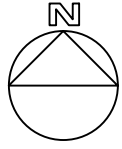
Time	Cars Parked - Cars Parked -		Available Spaces
	South	North	
06:00- 06:30	14	14	47
06:30 - 07:00	13	14	48
07:00 - 07:30	14	14	47
07:30 - 08:00	13	12	50
08:00 - 08:30	14	13	48
08:30 - 09:00	32	26	17
15:00 - 15:30	26	32	17
15:30 - 16:00	19	23	33
16:00 - 16:30	21	13	41
16:30 - 17:00	16	11	48
17:00 - 17:30	16	10	49
17:30 - 18:00	15	10	50



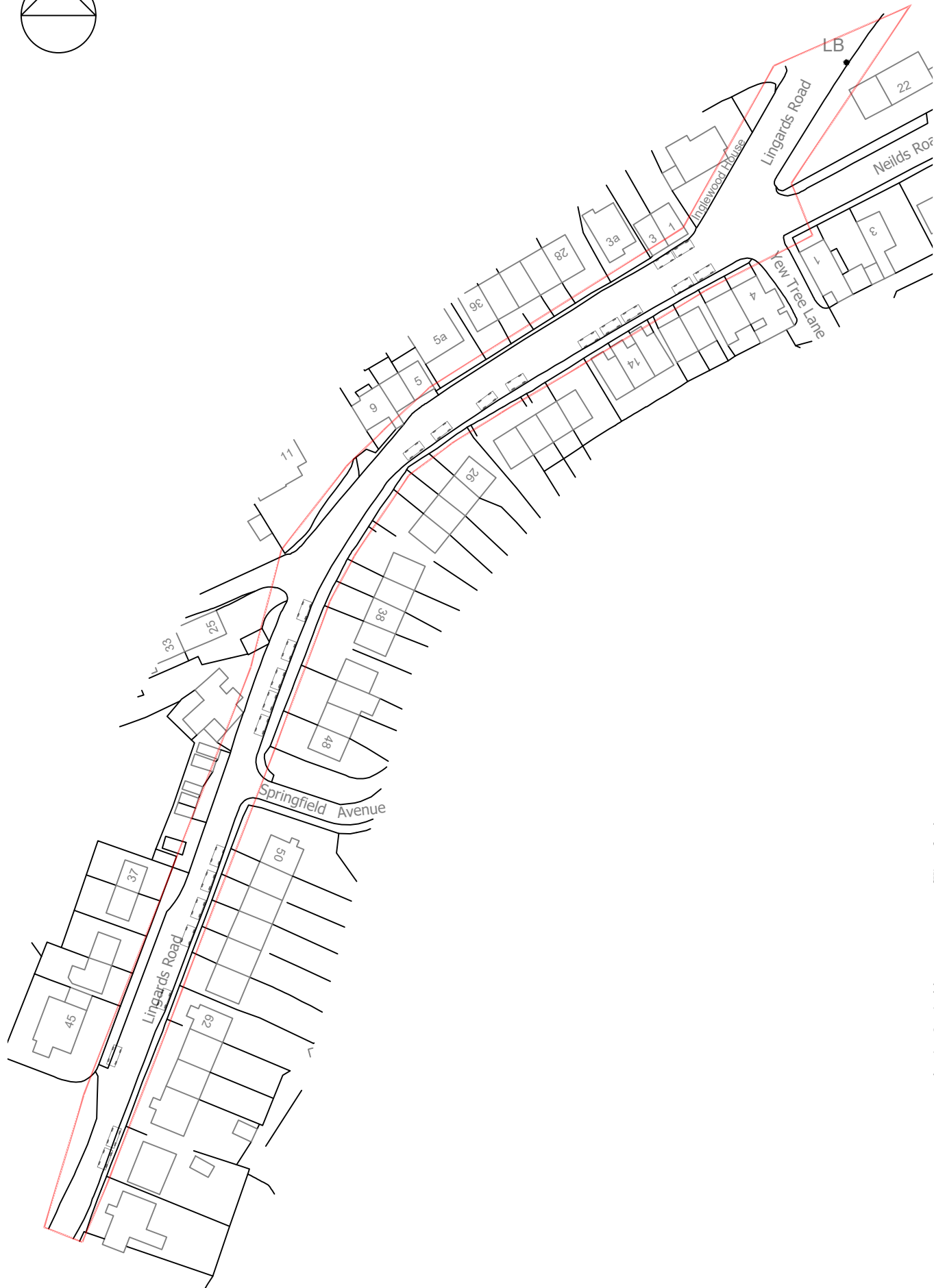
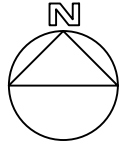
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PROJECT		
LINGARDS ROAD, SLAITHWAITE		
TITLE		
PARKING SURVEY (22.09.22) - 17:30 TO 18:00		
SCALE		
1:1250 @ A3		
DRAWING		
1804 PS - 101		
DATE		
05.10.2022		



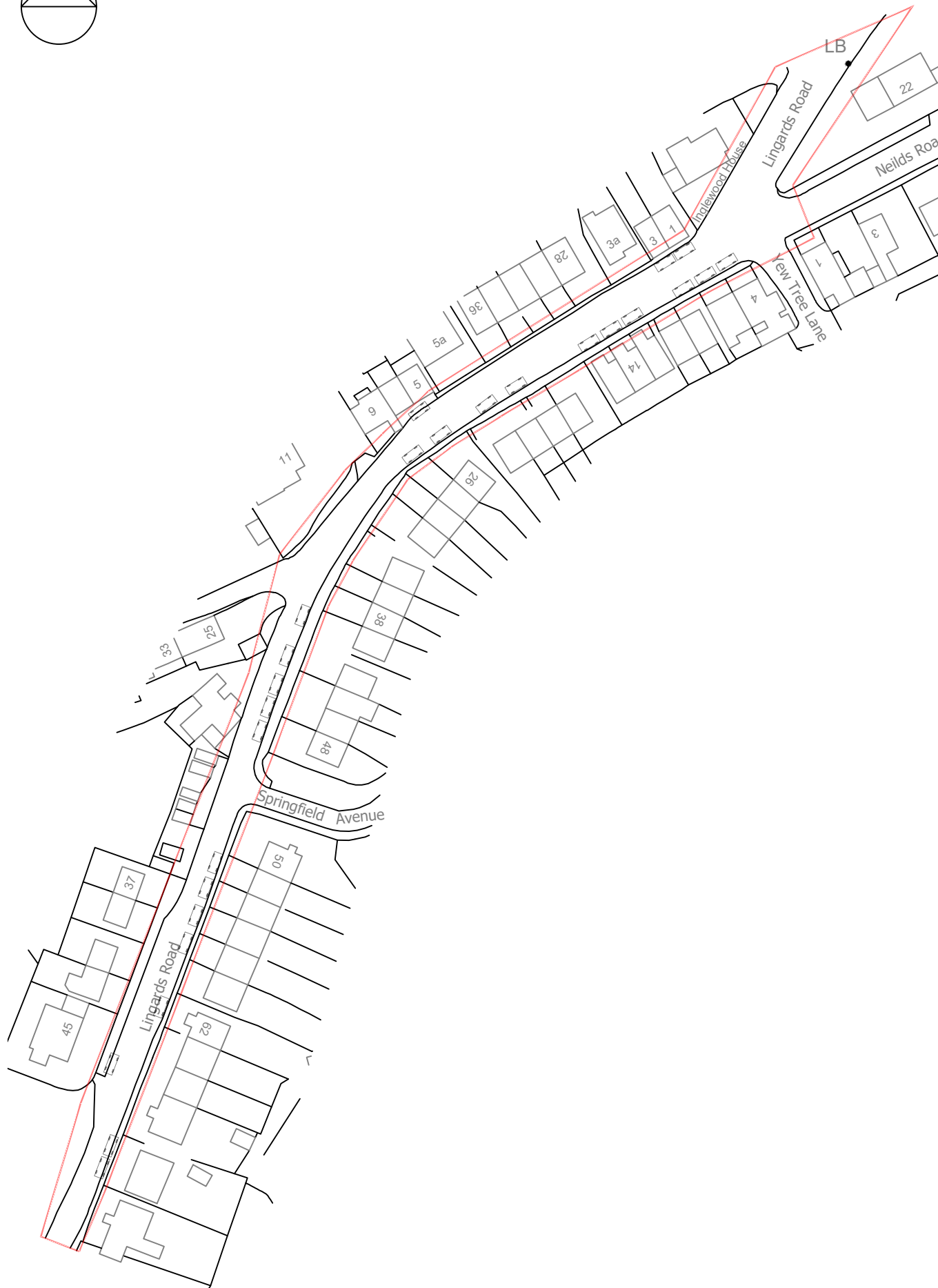
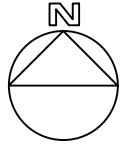
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		PROJECT
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		TITLE
		PARKING SURVEY (22.09.22) - 17:00 TO 17:30
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		1:1250 @ A3
		DRAWING
		1804 PS - 102
		DATE
		05.10.2022



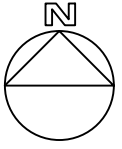
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PROJECT		
LINGARDS ROAD, SLAITHWAITE		
TITLE		
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SCALE		
1:1250 @ A3		
DRAWING		
1804 PS - 103		
DATE		
05.10.2022		



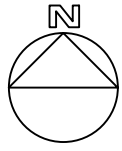
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PROJECT		
LINGARDS ROAD, SLAITTHWAITE		
TITLE		
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SCALE		
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1804 PS - 104		
DATE		
05.10.2022		



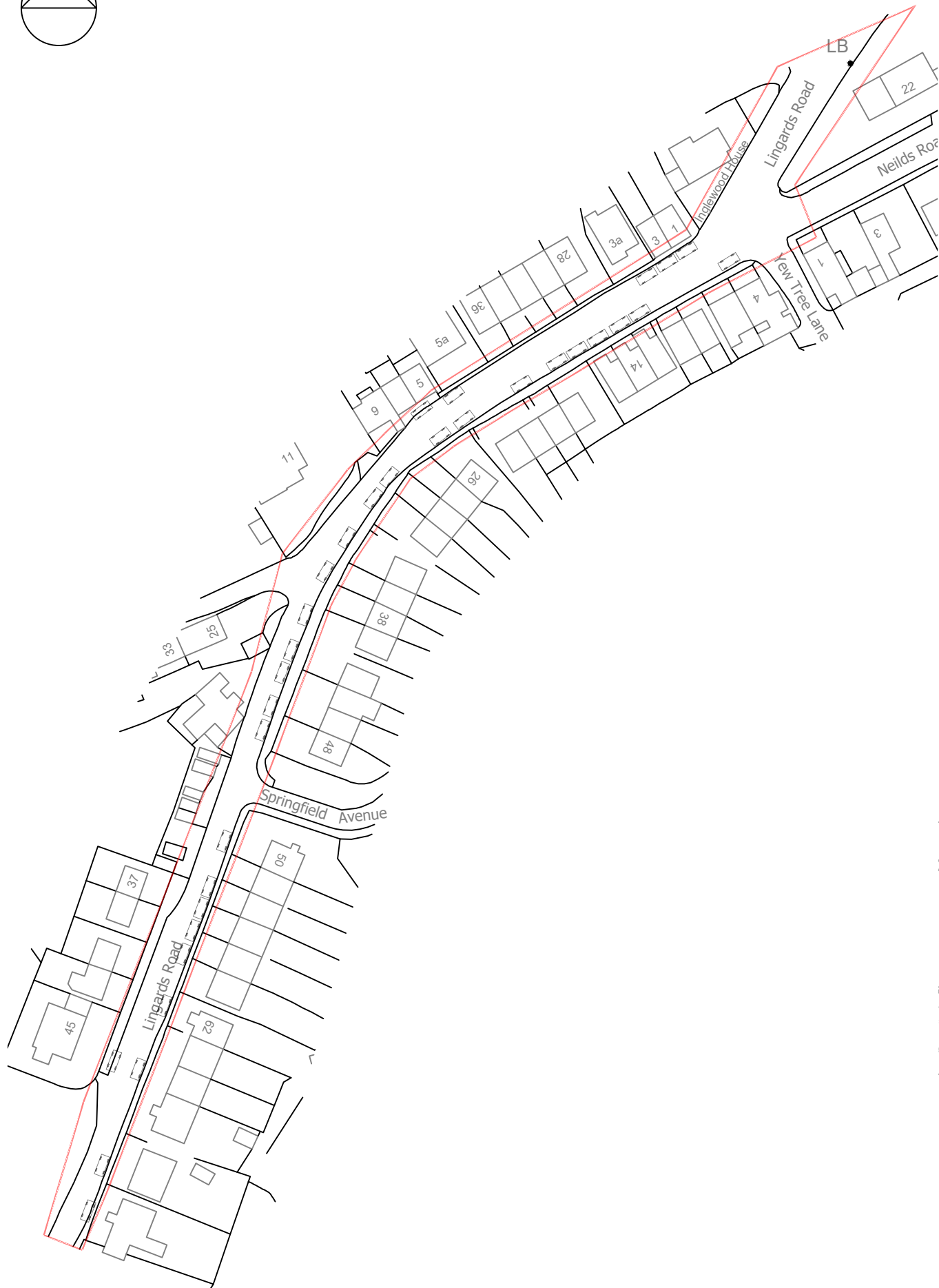
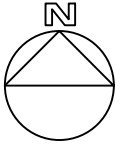
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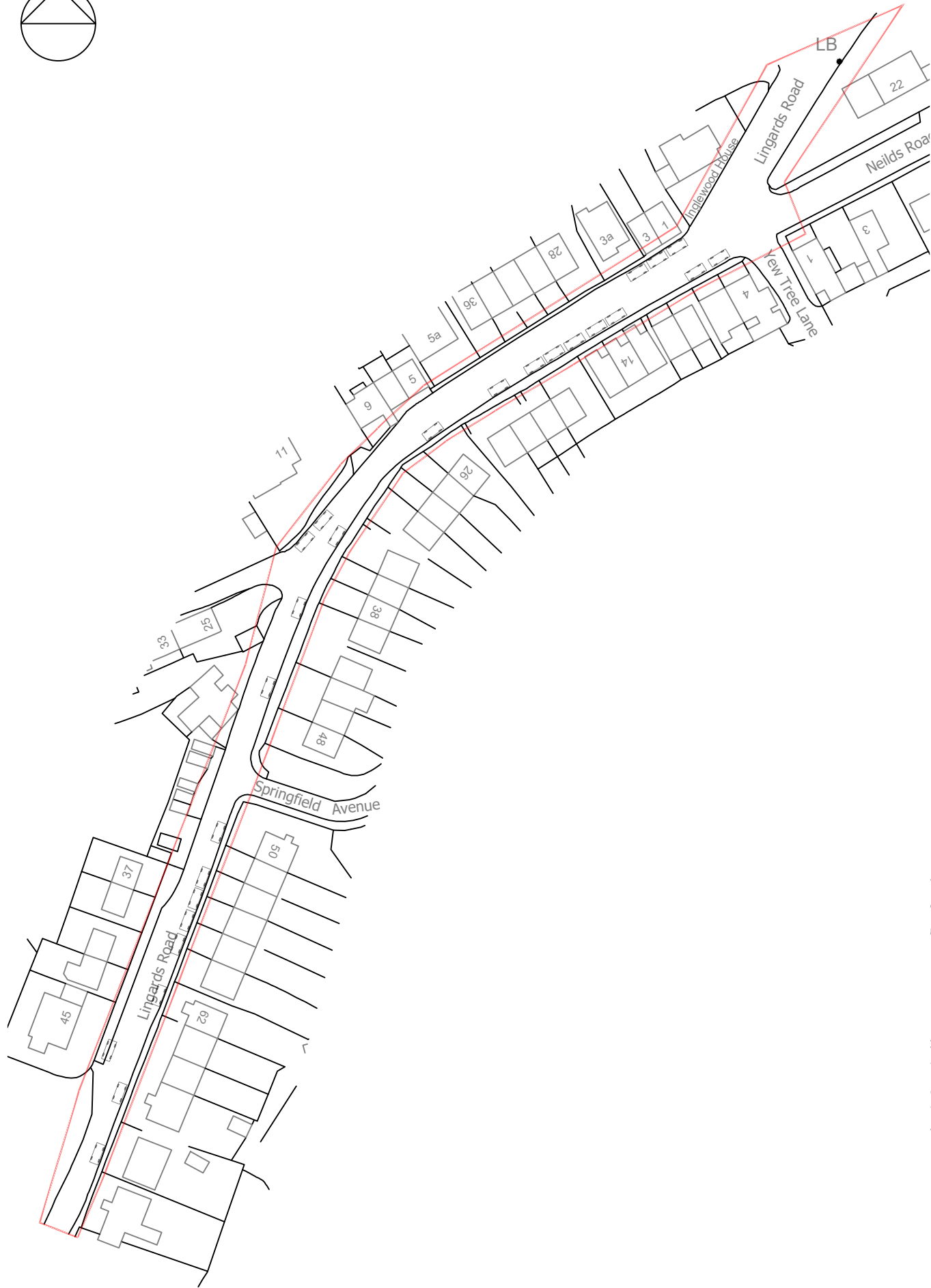
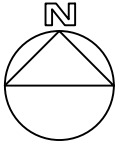


REV	DATE	DESCRIPTION
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		TITLE
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		SCALE
		1:1250 @ A3
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		1804 PS - 108
		DATE
		05.10.2022

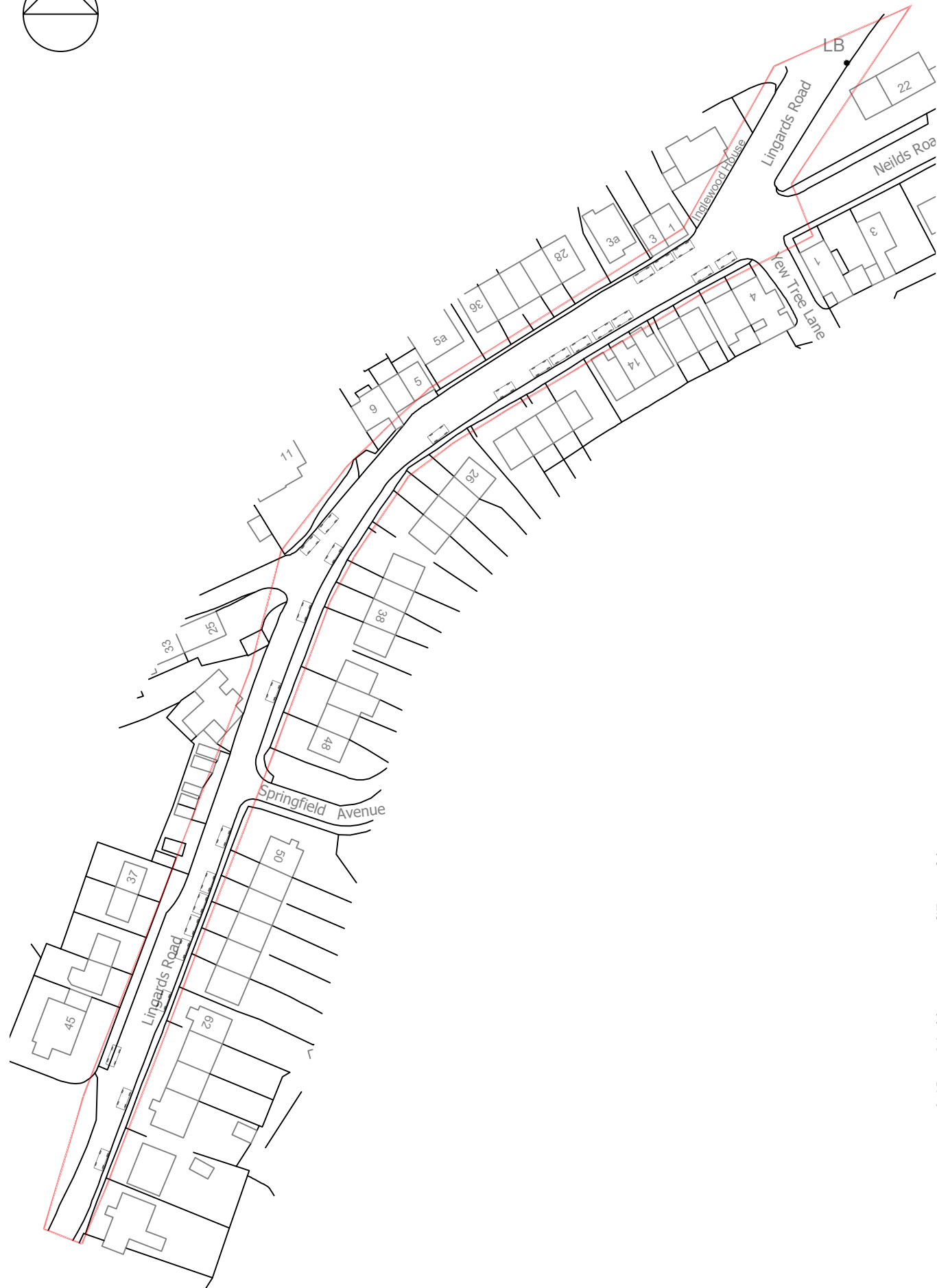
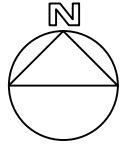


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PROJECT		
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TITLE		
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SCALE		
1:1250 @ A3		
DRAWING		
1804 PS - 109		
DATE		
05.10.2022		





REV	DATE	DESCRIPTION
		PROJECT
		LINGARDS ROAD, SLAITHWAITE
		TITLE
		PARKING SURVEY (22.09.22) - 06:30 TO 07:00
		SCALE
		1:1250 @ A3
		DRAWING
		1804 PS - 111
		DATE
		05.10.2022



REV	DATE	DESCRIPTION
		PROJECT
		LINGARDS ROAD, SLAITHWAITE
		TITLE
		PARKING SURVEY (22.09.22) - 06:00 TO 06:30
		SCALE
		1:1250 @ A3
		DRAWING
		1804 PS - 112
		DATE
		05.10.2022

Appendix F

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	2 days
	TW TYNE & WEAR	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 6 to 248 (units:)
 Range Selected by User: 6 to 792 (units:)

Parking Spaces Range: Selected: 12 to 881 Actual: 12 to 881

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/06/18

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	11 days
Tuesday	9 days
Wednesday	9 days
Thursday	3 days
Friday	5 days
Saturday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	39 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:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	18
Edge of Town	11

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 39

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.

Secondary Filtering selection:

Use Class:

C3 38 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	7 days
10,001 to 15,000	10 days
15,001 to 20,000	4 days
20,001 to 25,000	5 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	8 days
100,001 to 125,000	1 days
125,001 to 250,000	9 days
250,001 to 500,000	7 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	19 days
1.1 to 1.5	19 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:

No 39 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 39 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRI D G E S H I R E
	PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 <i>Survey date: TUESDAY 18/10/11</i>			<i>Survey Type: MANUAL</i>
2	CA-03-A-05	DETACHED HOUSES		CAMBRI D G E S H I R E
	EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>			<i>Survey Type: MANUAL</i>
3	CB-03-A-05	DETACHED/TERRACED HOUSING		CUMBRI A
	MACADAM WAY PENRITH Edge of Town Centre Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 21/06/16</i>			<i>Survey Type: MANUAL</i>
4	CH-03-A-08	DETACHED		CH E S H I R E
	WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>			<i>Survey Type: MANUAL</i>
5	CH-03-A-09	TERRACED HOUSES		CH E S H I R E
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total Number of dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>			<i>Survey Type: MANUAL</i>
6	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>			<i>Survey Type: MANUAL</i>
7	DH-03-A-02	MIXED HOUSES		DURHAM
	LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 125 <i>Survey date: MONDAY 27/03/17</i>			<i>Survey Type: MANUAL</i>
8	GM-03-A-10	DETACHED/SEMI		G R E A T E R M A N C H E S T E R
	BUTT HILL DRIVE MANCHESTER PRESTWICH Edge of Town Residential Zone Total Number of dwellings: 29 <i>Survey date: WEDNESDAY 12/10/11</i>			<i>Survey Type: MANUAL</i>
9	GM-03-A-11	TERRACED & SEMI-DETACHED		G R E A T E R M A N C H E S T E R
	RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: MONDAY 26/09/16</i>			<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	LC-03-A-30 WATSON ROAD BLACKPOOL	SEMI -DETACHED		LANCASHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings:		24	
	<i>Survey date: FRIDAY</i>		<i>14/06/13</i>	<i>Survey Type: MANUAL</i>
11	LC-03-A-31 GREENSIDE PRESTON COTTAM	DETACHED HOUSES		LANCASHIRE
	Edge of Town Residential Zone Total Number of dwellings:		32	
	<i>Survey date: FRIDAY</i>		<i>17/11/17</i>	<i>Survey Type: MANUAL</i>
12	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM	SEMI DETACHED		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		22	
	<i>Survey date: TUESDAY</i>		<i>18/09/12</i>	<i>Survey Type: MANUAL</i>
13	LN-03-A-04 EGERTON ROAD LINCOLN	DETACHED & SEMI -DETACHED		LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings:		30	
	<i>Survey date: MONDAY</i>		<i>29/06/15</i>	<i>Survey Type: MANUAL</i>
14	MS-03-A-02 RIVERSIDE DRIVE LIVERPOOL AIGBURTH	DETACHED		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		31	
	<i>Survey date: SUNDAY</i>		<i>05/09/10</i>	<i>Survey Type: MANUAL</i>
15	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL	DETACHED		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		15	
	<i>Survey date: FRIDAY</i>		<i>21/06/13</i>	<i>Survey Type: MANUAL</i>
16	NE-03-A-03 STATION ROAD SCUNTHORPE	PRIVATE HOUSES		NORTH EAST LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings:		180	
	<i>Survey date: TUESDAY</i>		<i>20/05/14</i>	<i>Survey Type: MANUAL</i>
17	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		27	
	<i>Survey date: TUESDAY</i>		<i>16/10/12</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	NF-03-A-02 DEREHAM ROAD NORWICH	HOUSES & FLATS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 <i>Survey date: MONDAY 22/10/12</i>			
19	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>			
20	NR-03-A-01 BOUGHTON GREEN ROAD NORTHAMPTON KINGSTHORPE	HOUSES		NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 102 <i>Survey date: SATURDAY 22/09/12</i>			
21	NY-03-A-06 HORSEFAIR BOROUGHBRIDGE	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 <i>Survey date: FRIDAY 14/10/11</i>			
22	NY-03-A-08 NICHOLAS STREET YORK	TERRACED HOUSES		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 <i>Survey date: MONDAY 16/09/13</i>			
23	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 <i>Survey date: MONDAY 16/09/13</i>			
24	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING		NORTH YORKSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 23 <i>Survey date: WEDNESDAY 18/09/13</i>			
25	NY-03-A-12 RACECOURSE LANE NORTHALLERTON	TOWN HOUSES		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings: 47 <i>Survey date: TUESDAY 27/09/16</i>			

LIST OF SITES relevant to selection parameters (Cont.)

26	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>	TERRACED HOUSES	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
27	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 <i>Survey date: TUESDAY 23/10/12</i>	DETACHED & BUNGALOWS	SUFFOLK	<i>Survey Type: MANUAL</i>
28	SF-03-A-05 VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total Number of dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i>	DETACHED HOUSES	SUFFOLK	<i>Survey Type: MANUAL</i>
29	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>	SEMI -DETACHED/TERRACED	SHROPSHIRE	<i>Survey Type: MANUAL</i>
30	SH-03-A-06 ELLESMERE ROAD SHREWSBURY Edge of Town Residential Zone Total Number of dwellings: 16 <i>Survey date: THURSDAY 22/05/14</i>	BUNGALOWS	SHROPSHIRE	<i>Survey Type: MANUAL</i>
31	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total Number of dwellings: 248 <i>Survey date: WEDNESDAY 22/11/17</i>	DETACHED & SEMI -DETACHED	STAFFORDSHIRE	<i>Survey Type: MANUAL</i>
32	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total Number of dwellings: 26 <i>Survey date: WEDNESDAY 22/11/17</i>	DETACHED HOUSES	STAFFORDSHIRE	<i>Survey Type: MANUAL</i>
33	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 <i>Survey date: WEDNESDAY 18/09/13</i>	SEMI DETACHED HOUSES	SOUTH YORKSHIRE	<i>Survey Type: MANUAL</i>
34	TW-03-A-02 WEST PARK ROAD GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 16 <i>Survey date: MONDAY 07/10/13</i>	SEMI -DETACHED	TYNE & WEAR	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

35	WK-03-A-01	TERRACED/SEMI /DET.		WARWICKSHIRE
	ARLINGTON AVENUE LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:		6	
	<i>Survey date: FRIDAY</i>		<i>21/10/11</i>	<i>Survey Type: MANUAL</i>
36	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY COVENTRY POTTERS GREEN			
	Edge of Town Residential Zone			
	Total Number of dwellings:		17	
	<i>Survey date: THURSDAY</i>		<i>17/10/13</i>	<i>Survey Type: MANUAL</i>
37	WM-03-A-04	TERRACED HOUSES		WEST MIDLANDS
	OSBORNE ROAD COVENTRY EARLSDON			
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone			
	Total Number of dwellings:		39	
	<i>Survey date: MONDAY</i>		<i>21/11/16</i>	<i>Survey Type: MANUAL</i>
38	WM-03-A-05	TERRACED & DETACHED		WEST MIDLANDS
	COUNDON ROAD COVENTRY			
	Edge of Town Centre Residential Zone			
	Total Number of dwellings:		89	
	<i>Survey date: MONDAY</i>		<i>21/11/16</i>	<i>Survey Type: MANUAL</i>
39	WY-03-A-01	MIXED HOUSING		WEST YORKSHIRE
	SPRING VALLEY CRESCENT LEEDS BRAMLEY			
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone			
	Total Number of dwellings:		46	
	<i>Survey date: WEDNESDAY</i>		<i>21/09/16</i>	<i>Survey Type: MANUAL</i>

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.

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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	39	47	0.073	0.000	39	47	0.205	0.000	39	47	0.278	0.000
08:00 - 09:00	39	47	0.114	0.000	39	47	0.311	0.000	39	47	0.425	0.000
09:00 - 10:00	39	47	0.124	0.000	39	47	0.141	0.000	39	47	0.265	0.000
10:00 - 11:00	39	47	0.118	0.000	39	47	0.128	0.000	39	47	0.246	0.000
11:00 - 12:00	39	47	0.125	0.000	39	47	0.134	0.000	39	47	0.259	0.000
12:00 - 13:00	39	47	0.137	0.000	39	47	0.140	0.000	39	47	0.277	0.000
13:00 - 14:00	39	47	0.141	0.000	39	47	0.137	0.000	39	47	0.278	0.000
14:00 - 15:00	39	47	0.137	0.000	39	47	0.166	0.000	39	47	0.303	0.000
15:00 - 16:00	39	47	0.209	0.000	39	47	0.156	0.000	39	47	0.365	0.000
16:00 - 17:00	39	47	0.226	0.000	39	47	0.150	0.000	39	47	0.376	0.000
17:00 - 18:00	39	47	0.252	0.000	39	47	0.138	0.000	39	47	0.390	0.000
18:00 - 19:00	39	47	0.176	0.000	39	47	0.124	0.000	39	47	0.300	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.832	0.000			1.930	0.000			3.762	0.000

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.

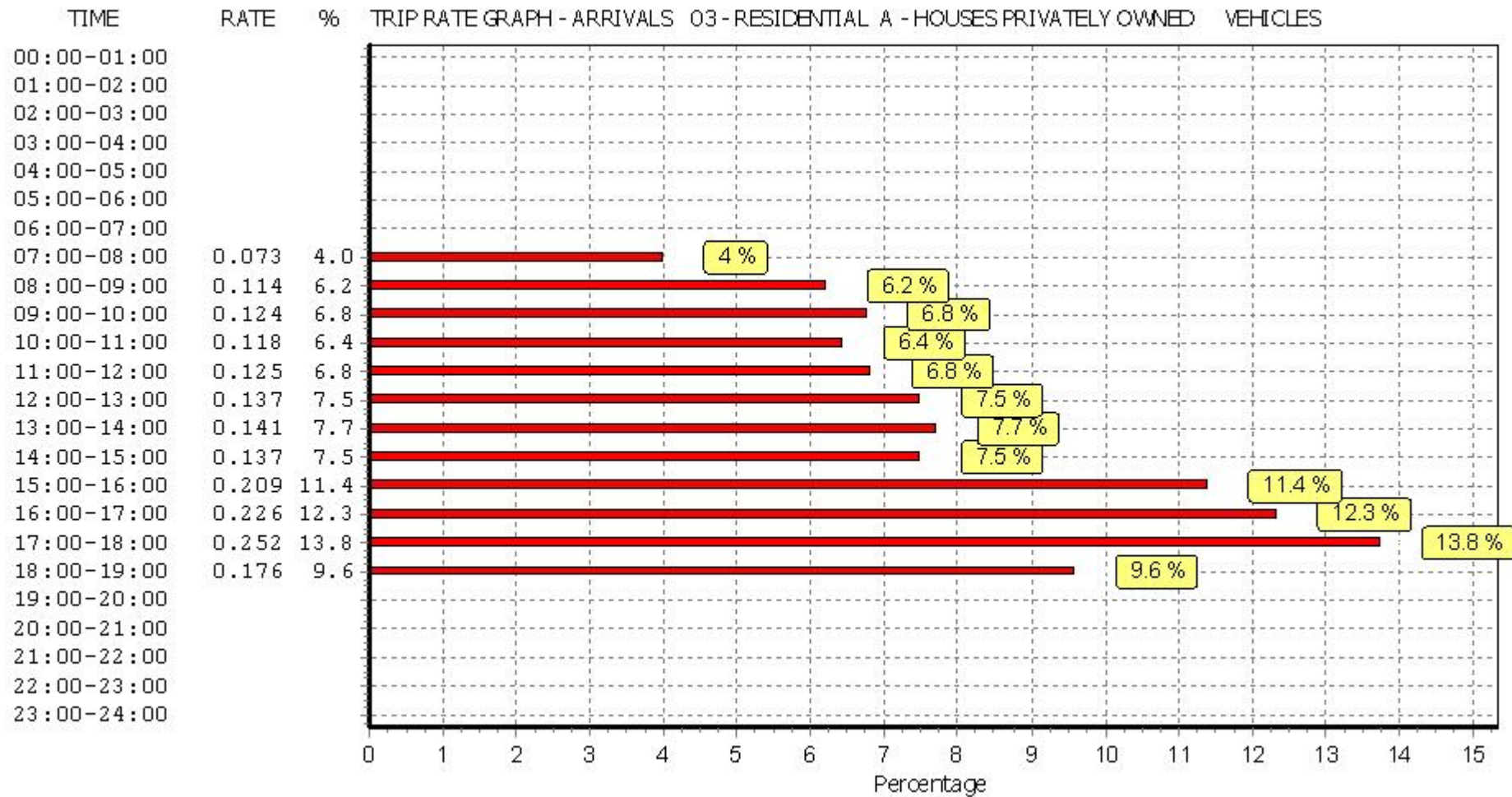
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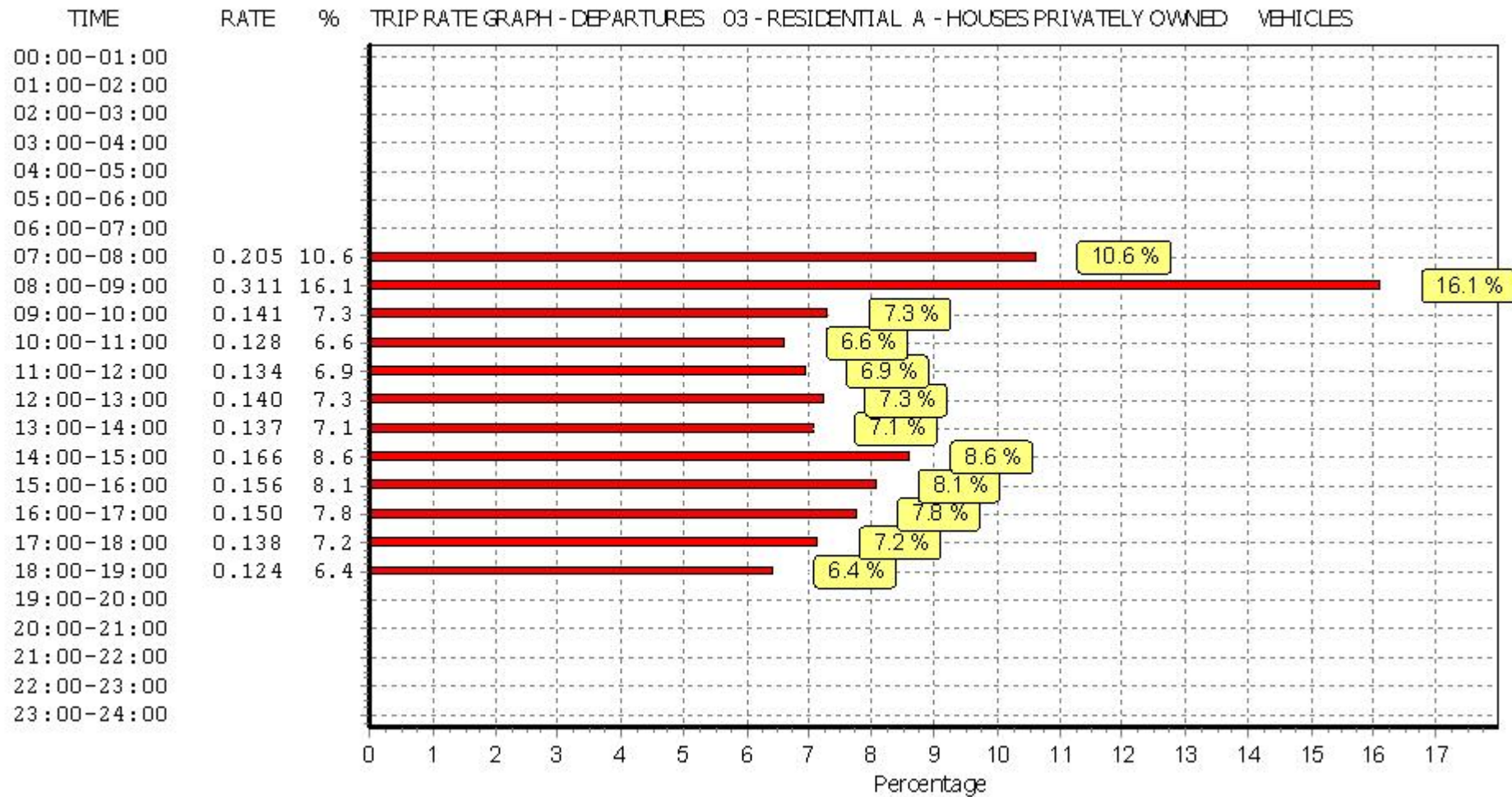
Parameter summary

Trip rate parameter range selected:	6 - 248 (units:)
Survey date date range:	01/01/10 - 22/06/18
Number of weekdays (Monday-Friday):	37
Number of Saturdays:	1
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

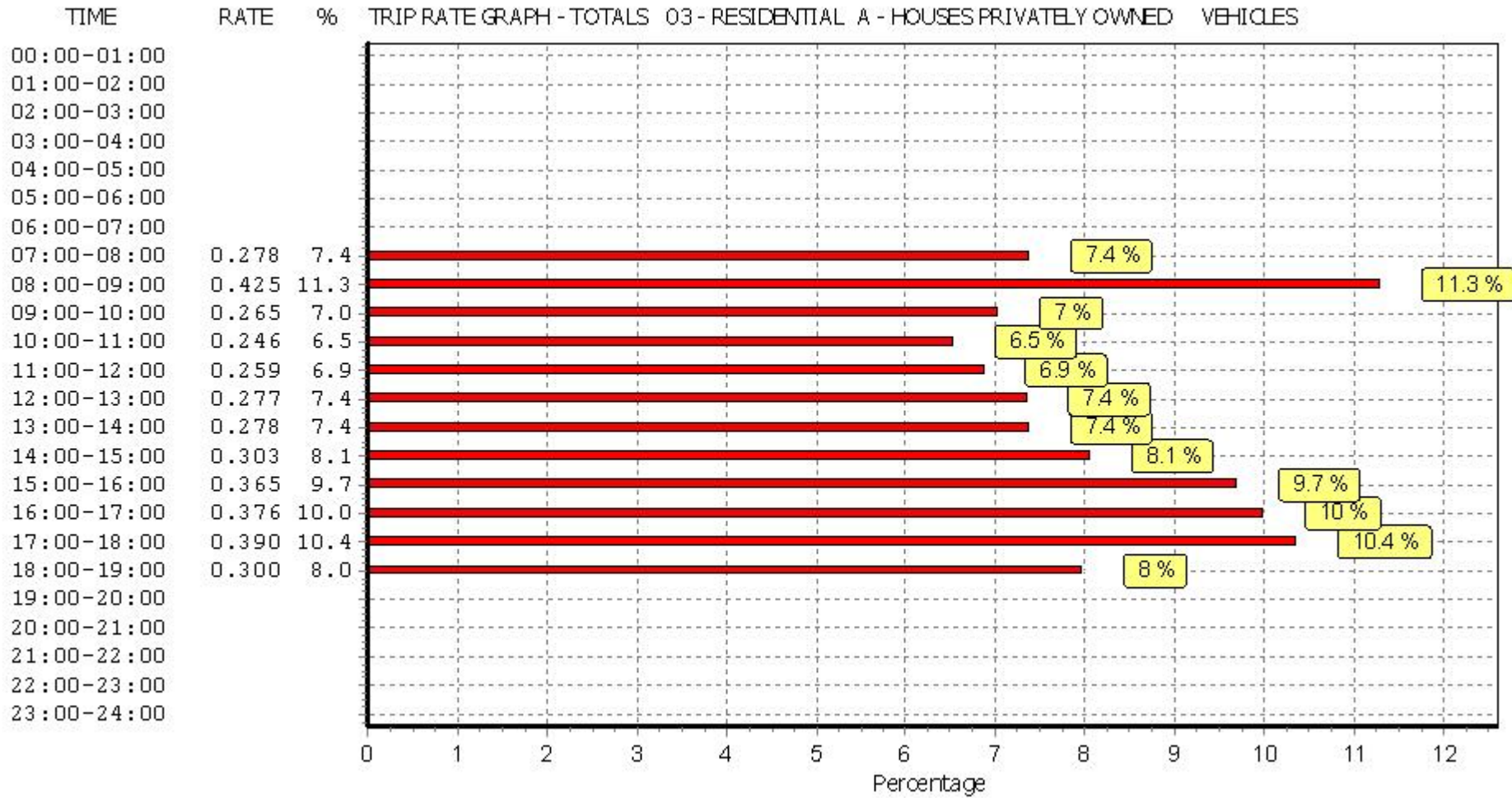
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

Calculation factor: 1 DWELLS

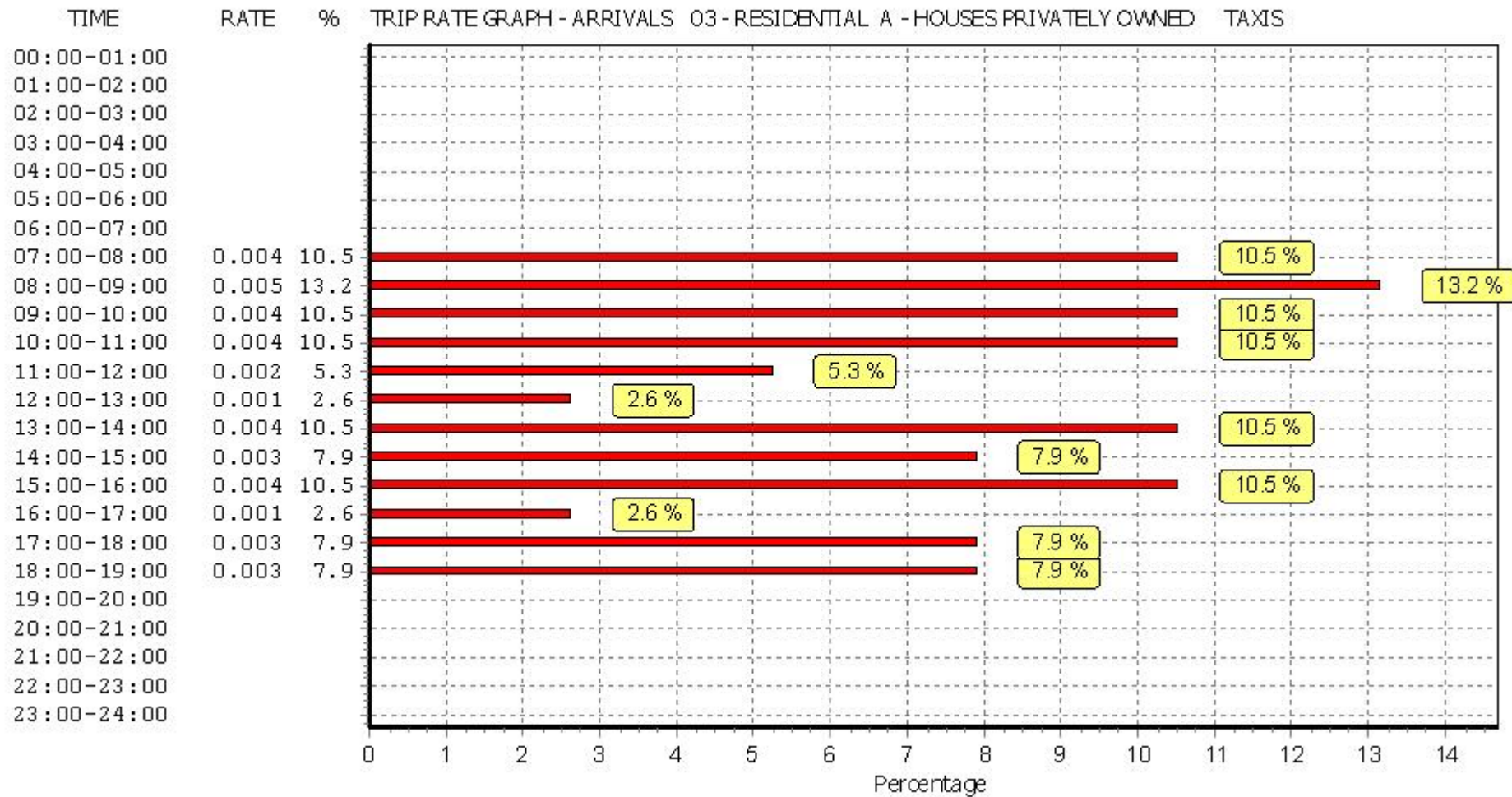
Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

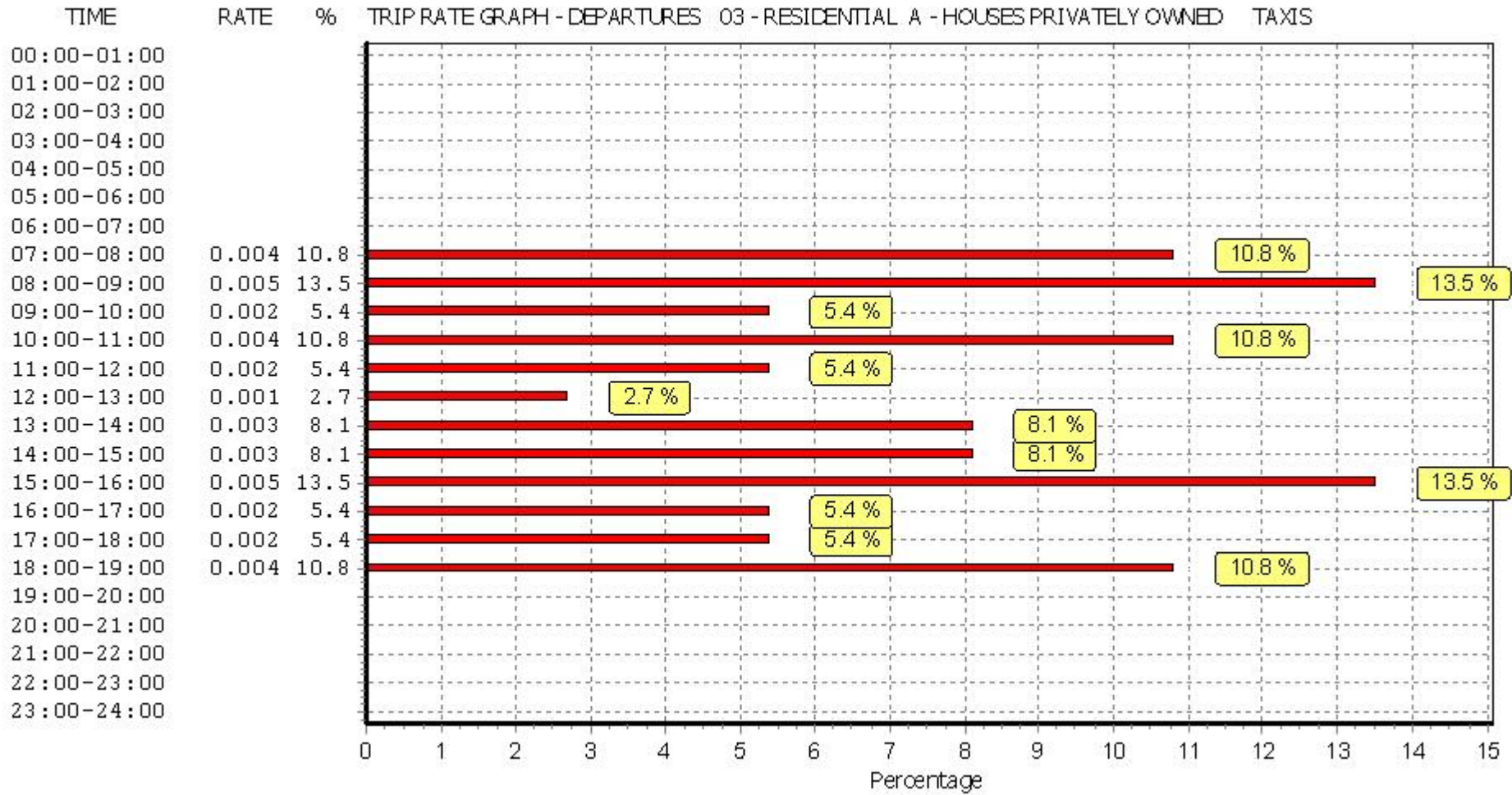
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	39	47	0.004	0.000	39	47	0.004	0.000	39	47	0.008	0.000
08:00 - 09:00	39	47	0.005	0.000	39	47	0.005	0.000	39	47	0.010	0.000
09:00 - 10:00	39	47	0.004	0.000	39	47	0.002	0.000	39	47	0.006	0.000
10:00 - 11:00	39	47	0.004	0.000	39	47	0.004	0.000	39	47	0.008	0.000
11:00 - 12:00	39	47	0.002	0.000	39	47	0.002	0.000	39	47	0.004	0.000
12:00 - 13:00	39	47	0.001	0.000	39	47	0.001	0.000	39	47	0.002	0.000
13:00 - 14:00	39	47	0.004	0.000	39	47	0.003	0.000	39	47	0.007	0.000
14:00 - 15:00	39	47	0.003	0.000	39	47	0.003	0.000	39	47	0.006	0.000
15:00 - 16:00	39	47	0.004	0.000	39	47	0.005	0.000	39	47	0.009	0.000
16:00 - 17:00	39	47	0.001	0.000	39	47	0.002	0.000	39	47	0.003	0.000
17:00 - 18:00	39	47	0.003	0.000	39	47	0.002	0.000	39	47	0.005	0.000
18:00 - 19:00	39	47	0.003	0.000	39	47	0.004	0.000	39	47	0.007	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.038	0.000			0.037	0.000			0.075	0.000

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.

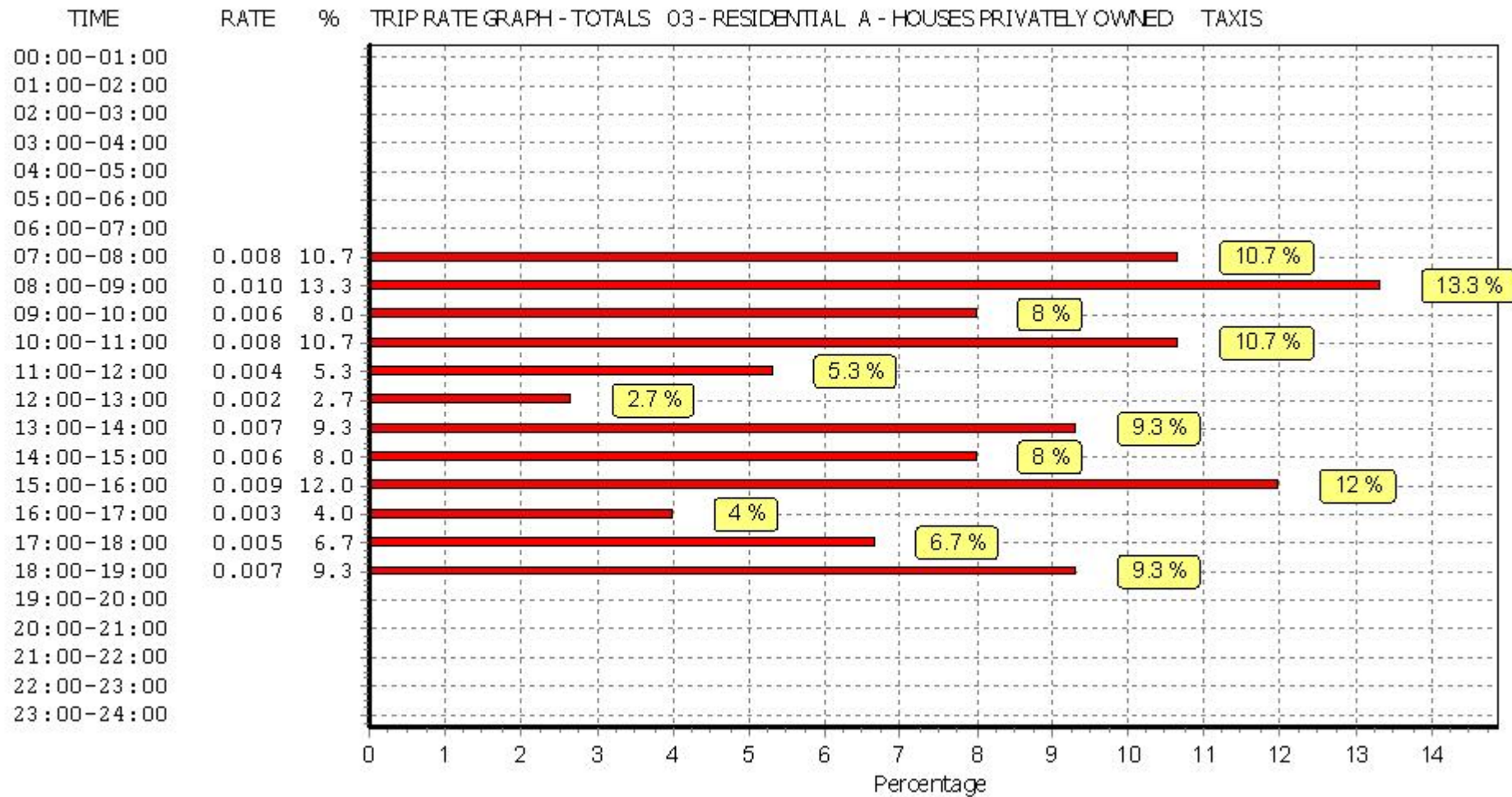
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

Calculation factor: 1 DWELLS

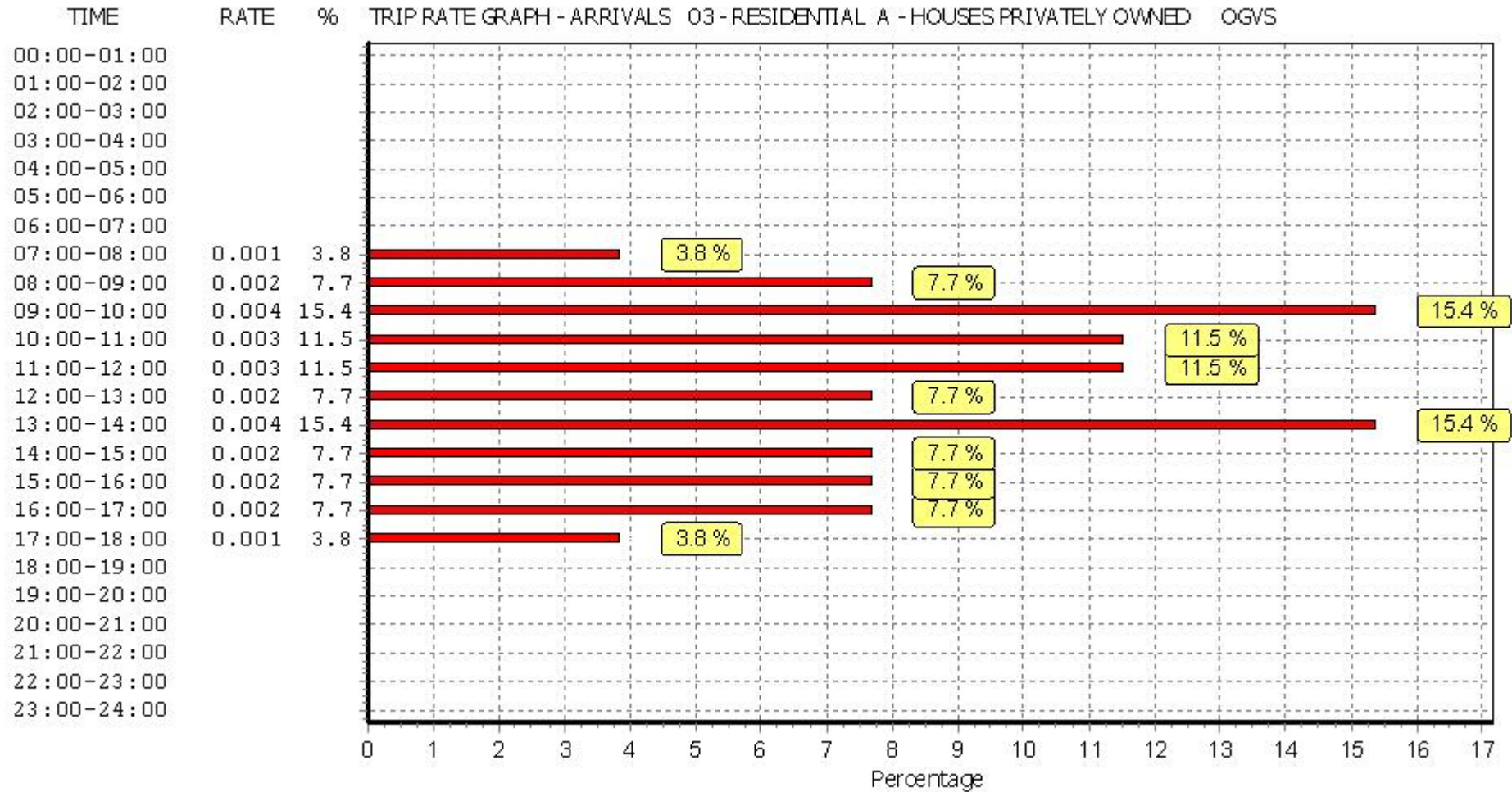
Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

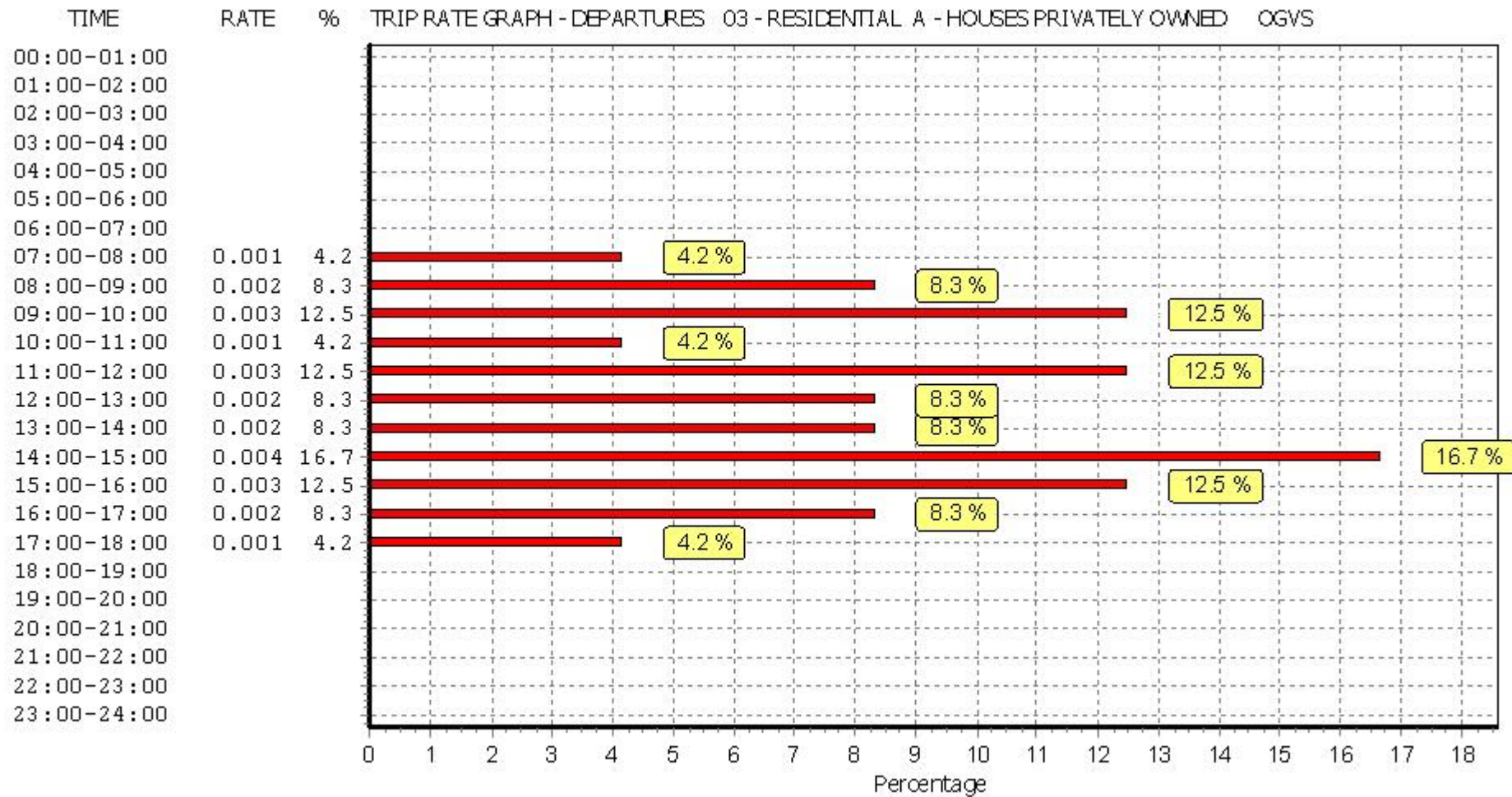
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	39	47	0.001	0.000	39	47	0.001	0.000	39	47	0.002	0.000
08:00 - 09:00	39	47	0.002	0.000	39	47	0.002	0.000	39	47	0.004	0.000
09:00 - 10:00	39	47	0.004	0.000	39	47	0.003	0.000	39	47	0.007	0.000
10:00 - 11:00	39	47	0.003	0.000	39	47	0.001	0.000	39	47	0.004	0.000
11:00 - 12:00	39	47	0.003	0.000	39	47	0.003	0.000	39	47	0.006	0.000
12:00 - 13:00	39	47	0.002	0.000	39	47	0.002	0.000	39	47	0.004	0.000
13:00 - 14:00	39	47	0.004	0.000	39	47	0.002	0.000	39	47	0.006	0.000
14:00 - 15:00	39	47	0.002	0.000	39	47	0.004	0.000	39	47	0.006	0.000
15:00 - 16:00	39	47	0.002	0.000	39	47	0.003	0.000	39	47	0.005	0.000
16:00 - 17:00	39	47	0.002	0.000	39	47	0.002	0.000	39	47	0.004	0.000
17:00 - 18:00	39	47	0.001	0.000	39	47	0.001	0.000	39	47	0.002	0.000
18:00 - 19:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.026	0.000			0.024	0.000			0.050	0.000

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.

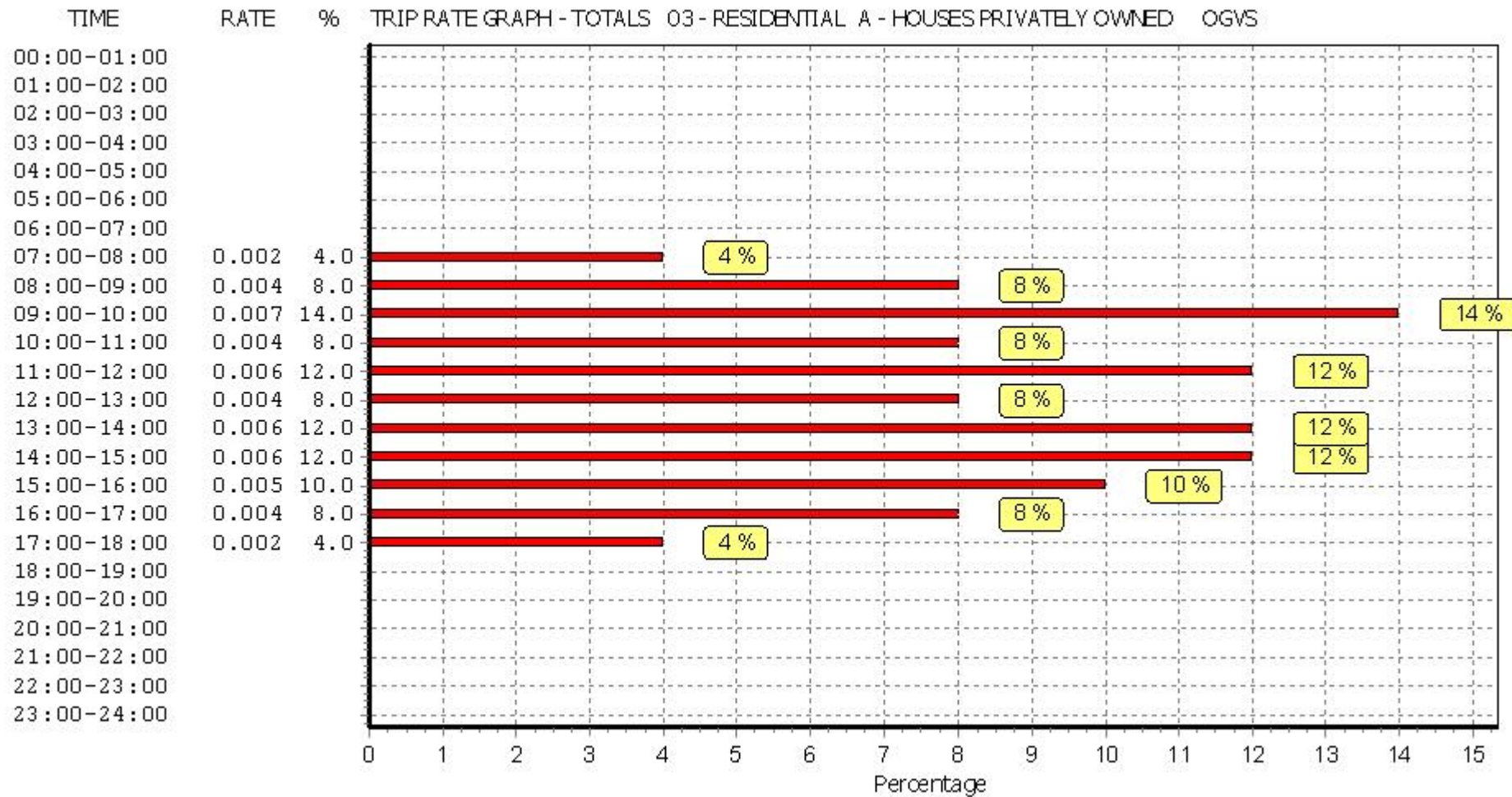
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

Calculation factor: 1 DWELLS

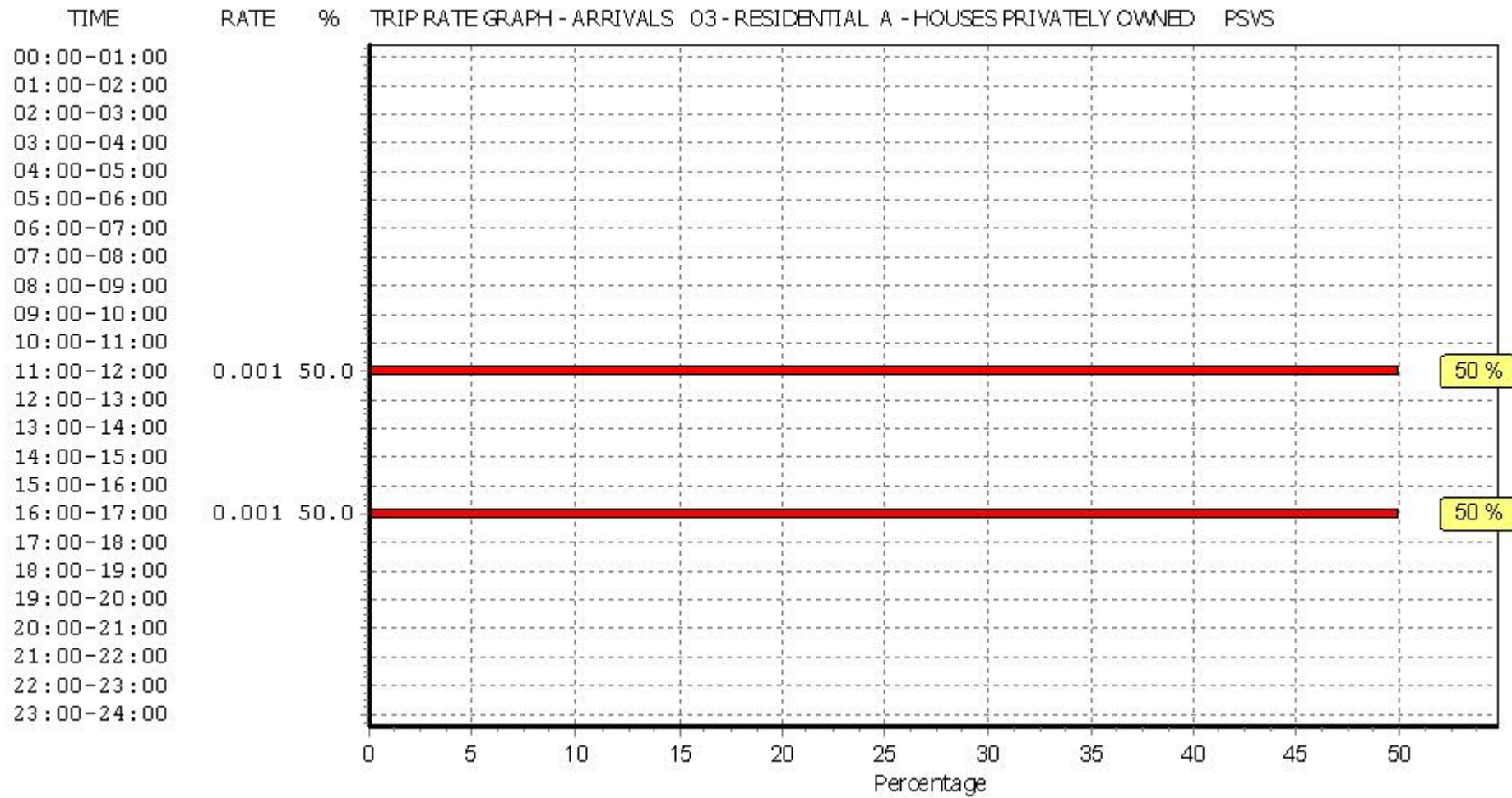
Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

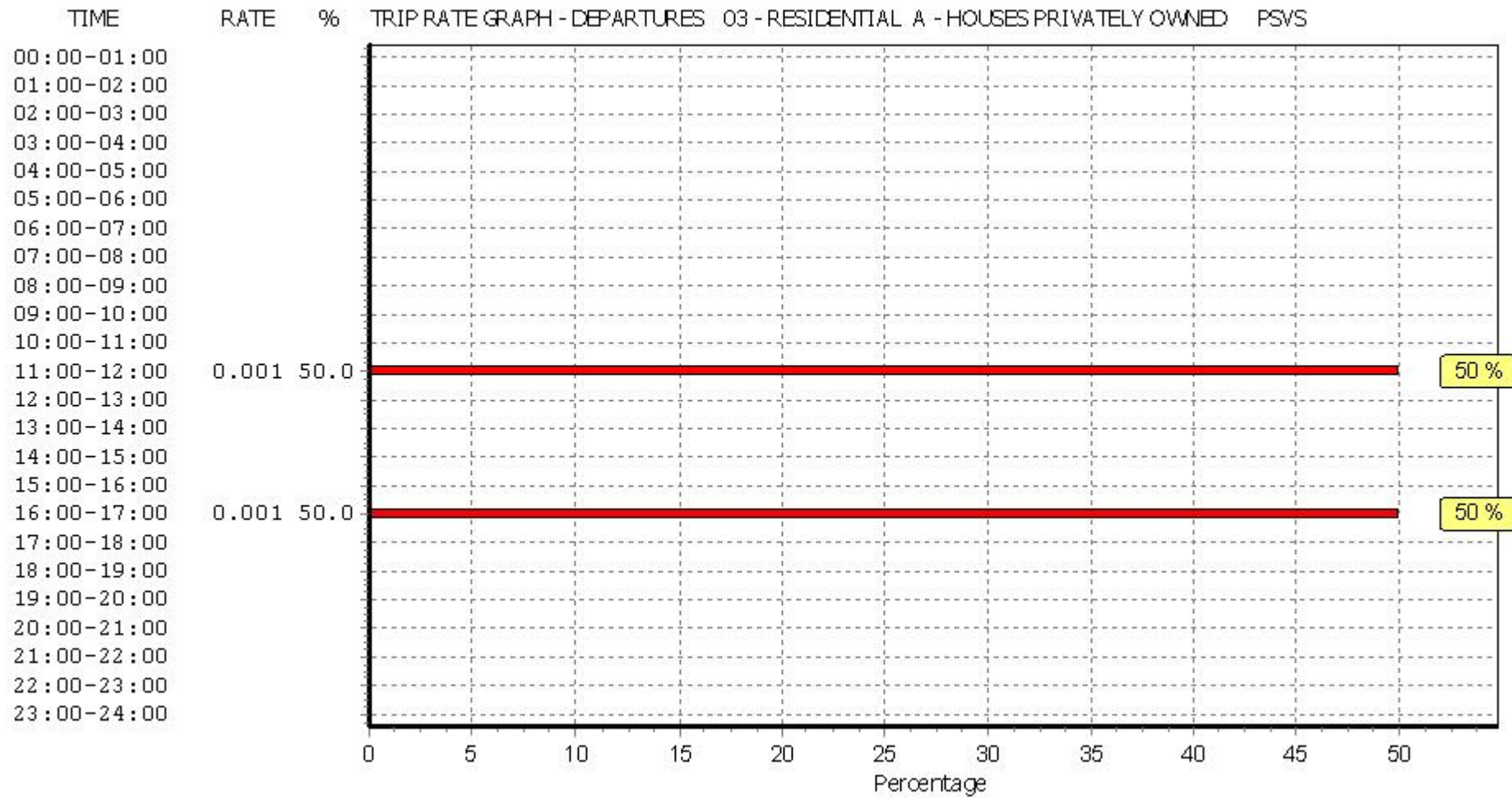
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
08:00 - 09:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
09:00 - 10:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
10:00 - 11:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
11:00 - 12:00	39	47	0.001	0.000	39	47	0.001	0.000	39	47	0.002	0.000
12:00 - 13:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
13:00 - 14:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
14:00 - 15:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
15:00 - 16:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
16:00 - 17:00	39	47	0.001	0.000	39	47	0.001	0.000	39	47	0.002	0.000
17:00 - 18:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
18:00 - 19:00	39	47	0.000	0.000	39	47	0.000	0.000	39	47	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.002	0.000			0.002	0.000			0.004	0.000

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.

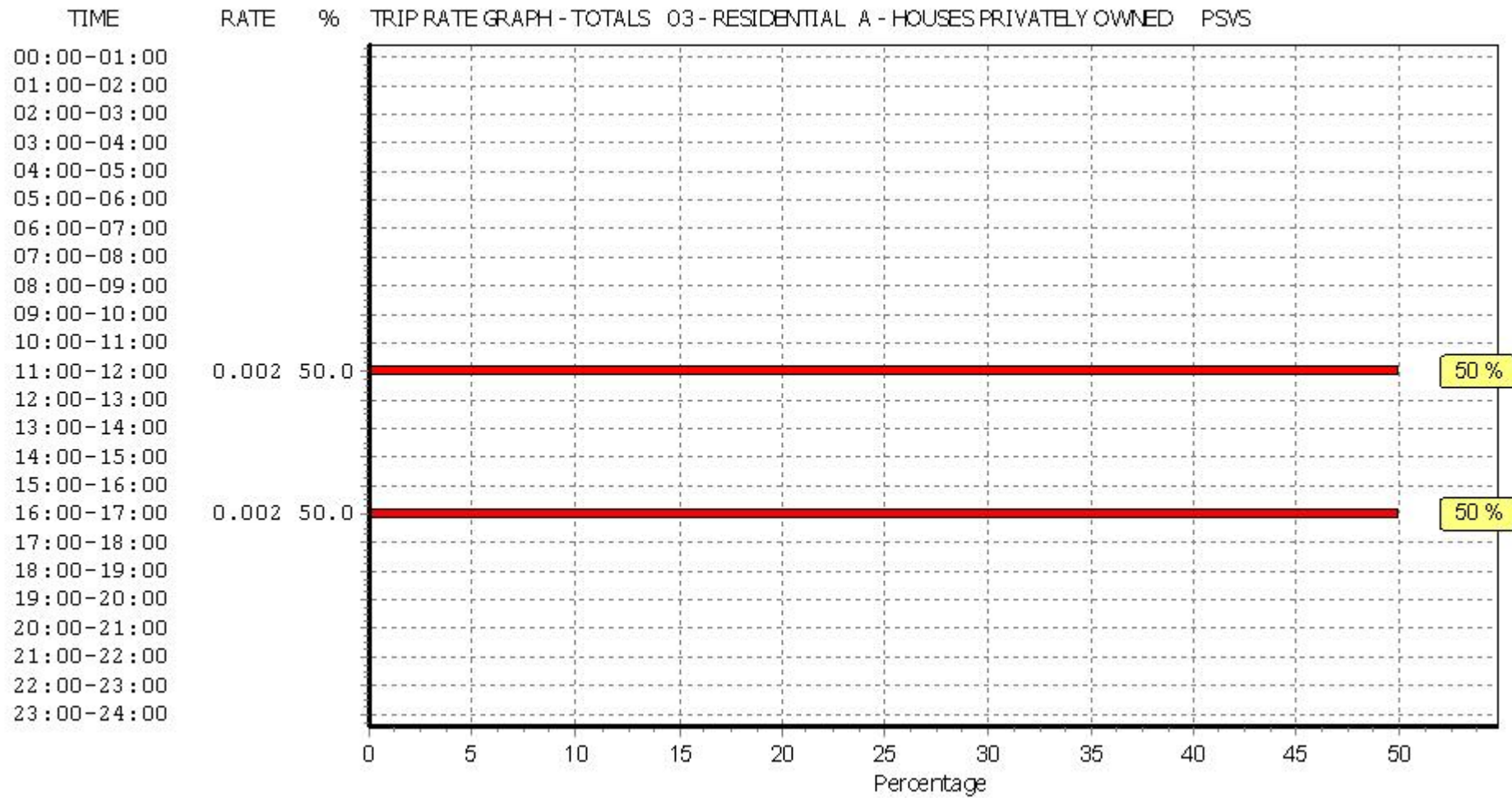
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

Calculation factor: 1 DWELLS

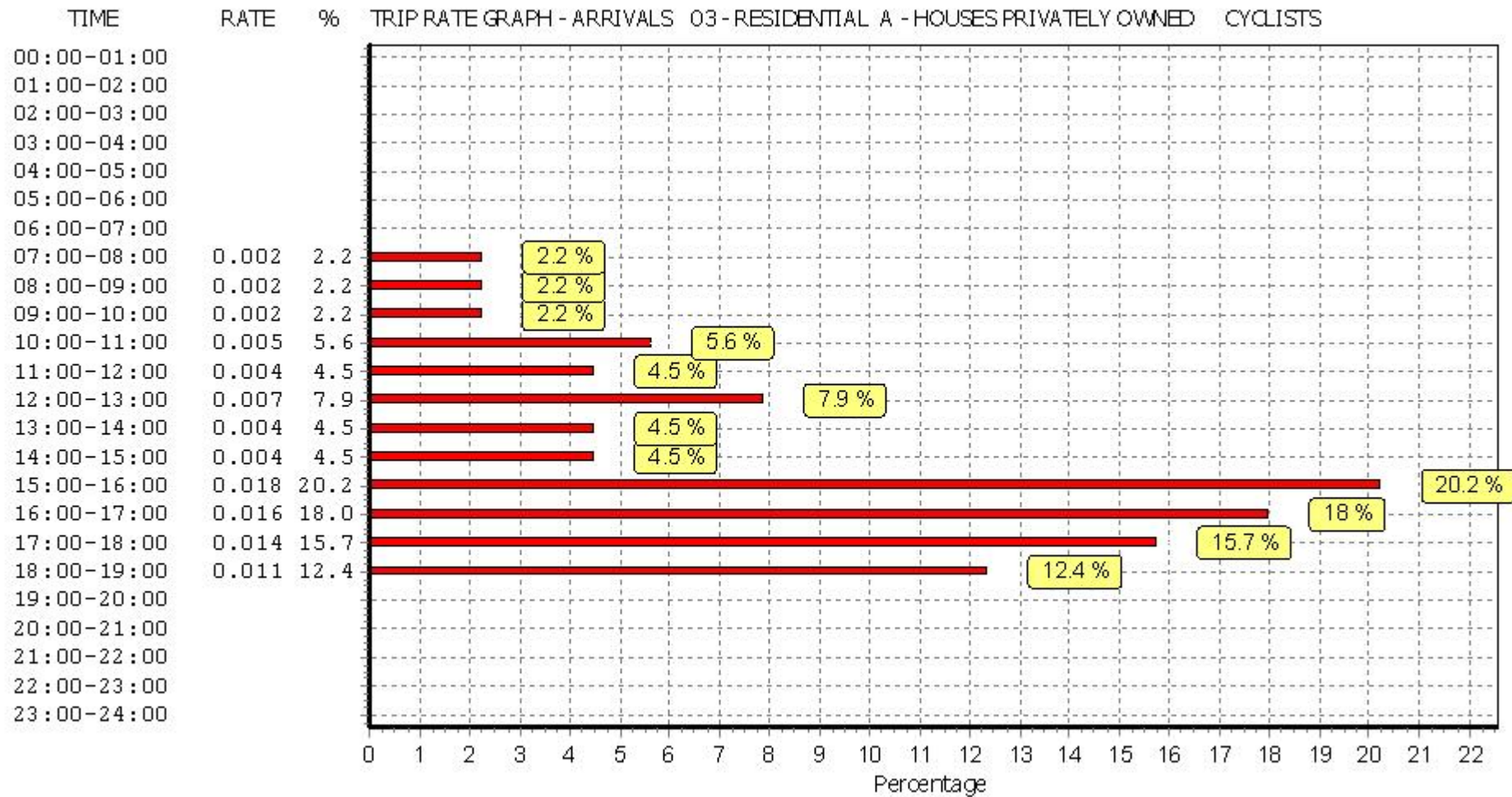
Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

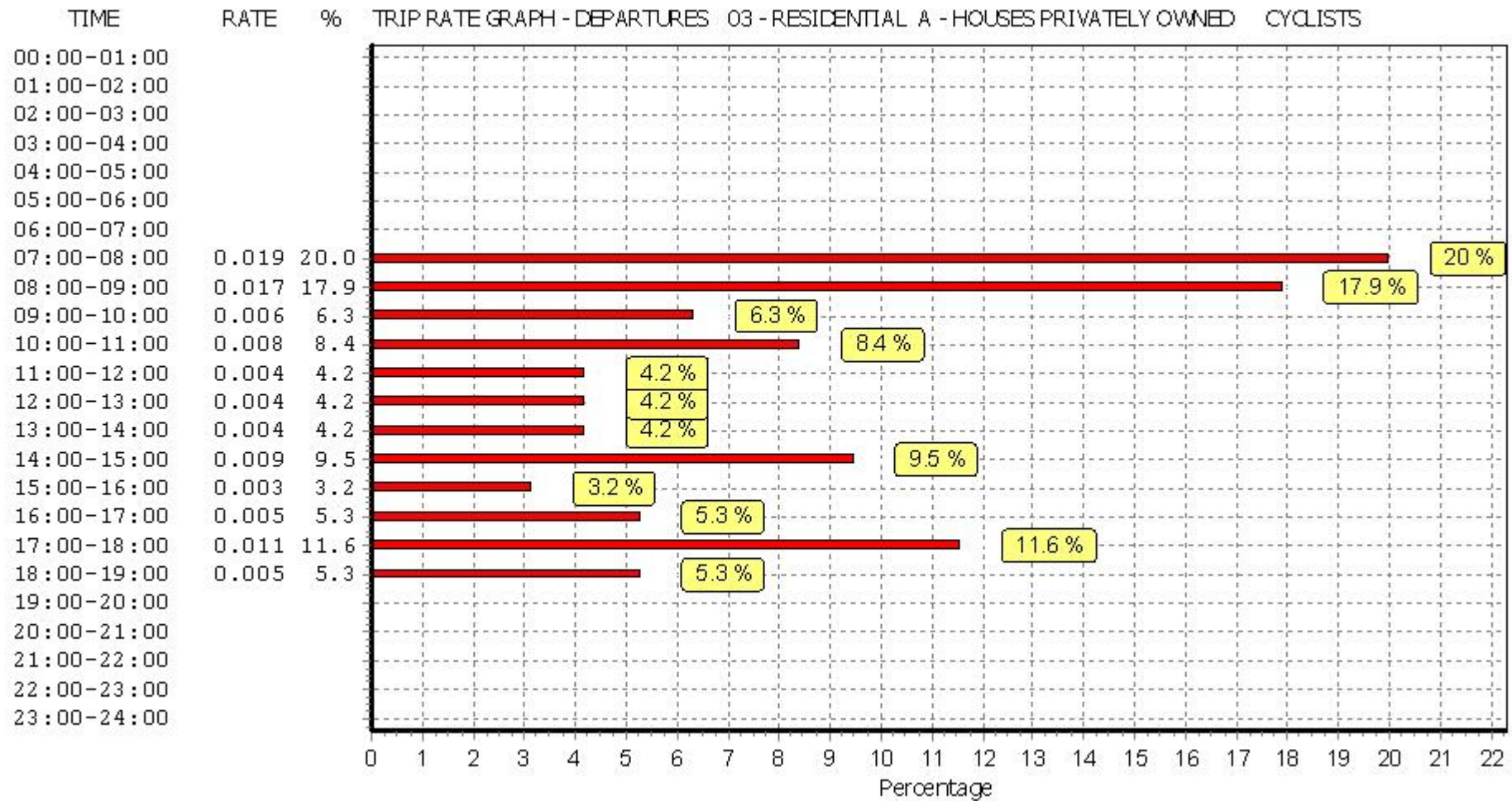
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	39	47	0.002	0.000	39	47	0.019	0.000	39	47	0.021	0.000
08:00 - 09:00	39	47	0.002	0.000	39	47	0.017	0.000	39	47	0.019	0.000
09:00 - 10:00	39	47	0.002	0.000	39	47	0.006	0.000	39	47	0.008	0.000
10:00 - 11:00	39	47	0.005	0.000	39	47	0.008	0.000	39	47	0.013	0.000
11:00 - 12:00	39	47	0.004	0.000	39	47	0.004	0.000	39	47	0.008	0.000
12:00 - 13:00	39	47	0.007	0.000	39	47	0.004	0.000	39	47	0.011	0.000
13:00 - 14:00	39	47	0.004	0.000	39	47	0.004	0.000	39	47	0.008	0.000
14:00 - 15:00	39	47	0.004	0.000	39	47	0.009	0.000	39	47	0.013	0.000
15:00 - 16:00	39	47	0.018	0.000	39	47	0.003	0.000	39	47	0.021	0.000
16:00 - 17:00	39	47	0.016	0.000	39	47	0.005	0.000	39	47	0.021	0.000
17:00 - 18:00	39	47	0.014	0.000	39	47	0.011	0.000	39	47	0.025	0.000
18:00 - 19:00	39	47	0.011	0.000	39	47	0.005	0.000	39	47	0.016	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.089	0.000			0.095	0.000			0.184	0.000

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.

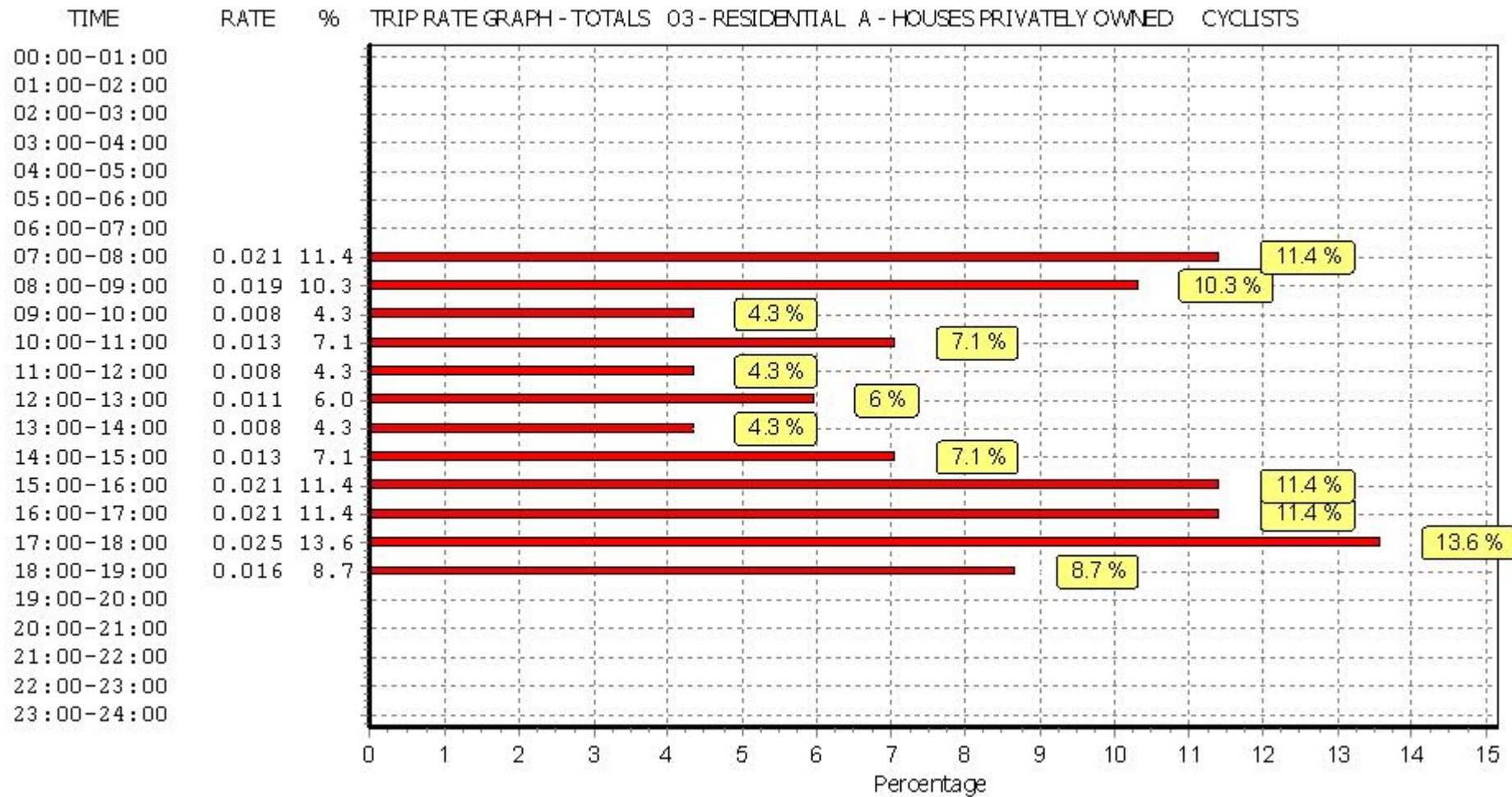
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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