

TRANSPORT STATEMENT



Proposed Residential Development

Land off Walkley Lane Heckmondwike

ON BEHALF OF Ernest Gordon Ltd.

May 2018



Quality Management

Project Number	18047
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Signatures:

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1. Introduction

- 1.1.1. Via Solutions has been appointed to prepare this Transport Statement in support of a planning application for the construction of 74 dwellings. The site will be accessed from Horton Street. A site location plan is included at Appendix A, Figure 1.
- 1.1.2. This Transport Statement considers such matters as traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.
- 1.1.3. Both Local and National Transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within this report. Sustainable transport accessibility has also been reviewed within the report. The development proposals have been explained and the impact on the highway network considered.
- 1.1.4. This Transport Statement concludes that proposed residential development will not significantly impact on the highway network in terms of traffic and will not affect road safety. The proposals are considered to be sustainable and well suited to the surrounding area and existing highway infrastructure.

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2. Transport Policy

2.1.1. 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, cycling and walking. Further details of the relevant policy documents are set out below and a sustainability plan is provided on Figure 2 in Appendix A.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

2.2.1. The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

2.2.2. Paragraph 32 of the NPPF states that planning decisions should take account of:

- ✓ The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- ✓ Safe and suitable access to the site can be achieved for all people; and
- ✓ Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.2.3. The analyses within this report show that the development proposals will not have a material or significant impact on the safe operation of the local highway network and so complies with paragraph 32 of the NPPF.

2.2.4. Paragraph 34 states that “Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.” The proposal will facilitate walking, cycling and is accessible by public transport.

2.2.5. Paragraph 35 of the NPPF states that “developments should be located and designed where practical to:

- ✓ Accommodate the efficient delivery of goods and supplies;
- ✓ Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- ✓ Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- ✓ Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and,
- ✓ Consider the needs of people with disabilities by all modes of transport.

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2.3. LOCAL PLANNING POLICY

2.3.1. The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3), which covers the period 2011 to 2016. 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; and
- ✓ To improve the condition of the highway infrastructure.

- 2.3.2. 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.
- 2.3.3. The LTP also sets out a bus strategy for West Yorkshire and seeks to increase patronage for all categories of bus passenger and modal shift towards the bus and away from the car.
- 2.3.4. Local transport policy is set out in the Kirklees Unitary Development Plan (UDP) as retained in the Local Development framework process. The consistent objectives across all these documents are to look to developments that promote more sustainable transport choices and reduce the need to travel by car and improve the environment.
- 2.3.5. It is considered that this site is in compliance with local and national transport policies due to the sustainable location of the site with good quality facilities for travel by modes other than the single occupancy private car trips.

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3. Existing Situation

3.1. SITE DESCRIPTION

- 3.1.1. The application site located approximately 600m to the south east of Heckmondwike town centre. The existing site forms an old railway cutting and is now classified as a brownfield site. The eastern boundary of the site is bordered by mature woodland and the western boundary backs onto existing residential dwellings and small industrial units. The northern tip of the site is bounded by existing residential dwellings and to the south Walkley Lane.
- 3.1.2. There is currently a public footpath which runs along the boundary of the application site, access will be maintained at all times during the works. The site consists of undulating grassland and self-seeded trees.

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3.2. HIGHWAY NETWORK

LOCAL HIGHWAY NETWORK

- 3.2.1. The B6117 Walkley Lane provides a direct connection south to the nearby town of Dewsbury approximately 3km south east of the application site. To the north, the site connects to Heckmondwike Town Centre, Leeds and the M62 motorway.
- 3.2.2. Walkley Lane is approximately 6.8m in width with 2m footways provided at either side of the carriageway. Street lighting is provided along the entire length of Walkley Lane, which is subject to a 30mph speed limit within the vicinity of the site. Walkley Lane can be easily access from the north of the application site via Church Street.
- 3.2.3. Horton Street can be accessed from the north via High Street (A638) and via Walkley Lane from the west. Church Street connects Horton Street to both High Street and

Walkley Lane. Church Street is approximately 6.7m wide with 2m footways to either side of the carriageway.

3.2.4. Brunswick Street also offers a direct connection from Walkley Lane to Horton Street and is approximately 6.7m in width with two 2m footways to either side of the carriageway.

3.2.5. The access for the proposed development will be formed from Horton Street which currently serves approximately 30 dwellings. Horton Street is approximately 5.5m in width with 2m footways to either side of the carriageway.

STRATEGIC HIGHWAY NETWORK

- 3.2.6. The B6117 runs parallel to the south westerly perimeter of the site and provides direct links both north and south to High Street and the A644 respectively.
- 3.2.7. High Street (A638) which is approximately 200m north of the application site offers direct links to the strategic highway network. Following the A638 north west for approximately 5km links directly to the M62. Following in a south easterly direction for approximately 8km the A638 provides a direct link to the M1.

3.3. PEDESTRIANS AND CYCLISTS

WALKING

- 3.3.1. The national policy relating to transport and development is set out Section 4 of the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to "The Guidelines for Providing for Journeys on Foot" (Institution of Highways & Transportation, May 2000), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework. This allows an assessment of the sites compliance with policy guidance on recommended walking distances to local services for site user (as provided in Table 1 below).

TABLE 1. PREFERRED MAXIMUM WALKING DISTANCES

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (IHT, 2000)

3.3.2. The facilities within the preferred maximum walking distances are summarised in the Table 2 below and are shown on Figure 1 in Appendix A. A sustainability plan is shown on Figure 2 Appendix A.

TABLE 2. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

Facilities	
200m	Bus stops, Petrol Filling Station
800m	Heckmondwike Grammar School, Crawley Lane Junior School, Little Tykes Day Nursery, Library, Morrisons Supermarket, Pharmacy, Superdrug, Brookroyd Surgery, Undercliffe Surgery, Heckmondwike Health Centre, Ponderosa Centre, McDonald's, Domino's Pizza, Greggs
1000m – 2000m	Petrol Filling Station, Millbridge Junior and Infant School, Manorfield Nursery, Staincliffe C of E School, Knowleshill Infant School, Dewsbury District Hospital

CYCLING

3.3.3. National and Local policy encourage sustainable development and a shift away from private car use, however, there is no specific recommended maximum cycle distances for access to services/leisure facilities from new developments stated within the NPPF or local planning policy.

3.3.4. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km, but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.

- 3.3.5. The cycle links close to the site are shown on Figure 3 in Appendix B. The Spen Valley Greenway runs approximately 130m to the west of the application site and forms part of the NCN 66 route. The Spen Valley Greenway utilises an old railway line and provides direct links between the towns of Cleckheaton, Dewsbury, Heckmondwike and Bradford.
- 3.3.6. The Spen Valley Ringway proposals form a direct link to the Spen Valley Greenway and areas to the north of the application site (once further sections of the Spen Valley Greenway have been implemented)
- 3.3.7. In consideration of the above, it is judged that there are practical and convenient links available to and from the proposed development offering the potential for visitors to walk or cycle from residential and employment areas to the site.

3.4. PUBLIC TRANSPORT

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BUSES

- 3.4.1. There are several bus stops within 400m of the application site (shown on Figure 2 Appendix A). A total of 4 stops are located along the A638 approximately 200m north of the application site. These are accessed via Church Lane. From the junction of Church Lane and the A638 two stops are located to the west approximately 210m and 280m along the A638.
- 3.4.2. The stop to the south side of the carriageway provides a bus shelter with the other a flag and pole stop. There are also two stops to the east of the Church Lane/A638 junction approximately 30m and 140m from the junction along the A638. The stop to the northern side of the carriageway provides a shelter with the other a flag and pole stop.

- 3.4.3. There are further bus services provided along the B6117, these can be accessed from the application site via Church Street. From the Church Street/B6117 junction the bus stops are located approximately 50m and 80m north, the latter providing a bus shelter. Further stops are provided to the south approximately 230m and 250m from the Church Street/B6117 junction.
- 3.4.4. The proposed development is considered to be reasonably well served by public transport, utilising stops that are well within the desirable walking distances given in 'Providing for Journeys on Foot'.
- 3.4.5. The table below provides a summary of bus routes in the area.

TABLE 3. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
221	Heckmondwike Hub - Batley Bus Station - Morley Town Hall - White Rose Centre - Leeds	60 mins	No Service
229	Huddersfield Bus Station – Tesco – Prospect Road – Heckmondwike Hub – Batley Bus Station – Birstall Market Place – Gildersome Green – Leeds	30 mins	60 mins
252	Dewsbury Bus Station - Low Road - Heckmondwike Westgate – Liversedge - Whitcliffe Mount School - Cleckheaton Bus Station - Domestic Road - Leeds	4 services per day	5 services per day
254	Dewsbury Bus Station - Low Road at Groves Hall Road - Heckmondwike Westgate – Liversedge Knowler Hill - Cleckheaton Bus Station - Birkenshaw Bar - Domestic Road - Leeds	30 mins	60 mins
268	Dewsbury Bus Station - Dewsbury District Hospital - Heckmondwike Market Place - Heckmondwike Westgate - Cleckheaton Bus Station - Oakenshaw Church - Odsal Top - Bradford Interchange	20 mins	4 services per day

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3.4.6. Table 3 identifies service frequencies of the 252 and 254 bus services which use the stops on the B6117. The 229 and 268 services use the bus stops on the A638. The 221 services have stops along Cemetery Road.

TRAINS

3.4.7. There are 3 train stations within 4km of the application site (Dewsbury, Batley and Ravensthorpe) all of which provide access to Huddersfield and Leeds with a number of local stops between. Dewsbury station is located approximately 2.7km south east of the application site and provides regular services to the northern region including York, Manchester, Liverpool and Newcastle.

3.4.8. The proposed residential development is therefore well served and accessible by public transport.

3.5. INJURY COLLISION RECORDS

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3.5.1. Injury collision data has been obtained from 1 January 2013 to 31 December 2017 from the highways safety department at Kirklees Council. The collision data includes 22 incidents within the vicinity of the site access. The relevant data is contained within Appendix C.

3.5.2. The Table below shows the total number of incidents recorded on the highway network surrounding the proposed site by year and severity. The relevant location plans in Appendix B.

TABLE 4. INCIDENT DATA SUMMARY (2013 – 2017)

Severity	2013	2014	2015	2016	2017
Slight	6	5	4	5	1
Serious	1	0	0	0	0
Fatal	0	0	0	0	0

3.5.3. Of the 22 incidents recorded, 21 of these were recorded as resulting in slight injuries with only one being severe. Whilst any incident which results in a casualty is regretted, having due regard to the significant volume of traffic that use both Walkley Lane and High Street, the addition of the small amount of traffic from the proposed development would not materially affect the road safety record.

3.5.4. It is considered that the accidents recorded above do not indicate a safety concern nor any safety trends on this section on the local highway network in the vicinity of the proposed development.

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4. The Development Proposals

4.1. PROPOSED DEVELOPMENT

- 4.1.1. The applicant seeks outline planning permission for the construction of 74 dwellings on land adjacent to Walkley Lane, Heckmondwike with 18 of the 74 dwellings being affordable housing units. Figure 1 at Appendix A shows the site location in relation to the local highway network.
- 4.1.2. The proposed site layout is indicated on the architects drawing contained within Appendix D.

4.2. VEHICULAR SITE ACCESS

- 4.2.1. The access for the proposed development will be formed off Horton Street. The proposed access will have a carriageway width of 5.5m and radii of 6m. All proposed roads within the site will be shared surface use.
- 4.2.2. Visibility splays of 2.4m x 43m are achievable at the site access, as shown on Figure 4

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4.3. PEDESTRIANS AND CYCLE ACCESS

- 4.3.1. Footways will be provided at both sides of the access at 2m wide tying into the existing footways on Horton Street. These footways then tie into the 600mm shared surface margins on site as shown on the architects drawing in Appendix D. This pedestrian connection also links to Walkley Terrace to the south of the application site. Pedestrians and cyclists can also utilise the proposed link from the southern tip of the site.

- 4.3.2. A pedestrian/cycle way will be provided which will form a potential part of the Spen Valley Ringway. The potential links are shown on the architects drawing, within Appendix D, running through the north and south of site with users utilising the shared surface road through site as a connection between the potential northern and southern links. The Spen Valley Ringway is not a dedicated route
- 4.3.3. The public footpath to the north of the site will be maintained and connections to the site will be provided to further improve pedestrian access.

4.4. PARKING PROVISION

- 4.4.1. Parking for the proposed development shall be provided in accordance with the guidance of the local planning authority. The residential dwellings all have private parking allocated to each unit (minimum 2 spaces per unit), visitor parking will be available on street along the 5.5m wide spine road. There are many opportunities for visitors to park along the main residential road which will not block access or turning. Some 14 spaces are available, which provides 1 space per 5 dwellings.

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4.5. SERVICING

- 4.5.1. Refuse vehicles will utilise the turning head provided at the end of the spine road, to the south of site, in order to safely turn around within the application site. Swept path analysis of the internal turning movements is shown on Figure 5 at Appendix D.

5. Traffic Impact

5.1. TRAFFIC SURVEYS

JUNCTION TURNING COUNTS

5.1.1. Turning count surveys have been undertaken at 3 junctions in the immediate highway network, namely:

- ✓ Walkley Lane / Church Street / Station Lane;
- ✓ Walkley Lane / Brunswick Street; and
- ✓ High Street / Church Lane;

5.1.2. Traffic counts surveys were undertaken on the above junctions on 18th April 2018. All traffic count surveys were undertaken during the morning and evening peak periods. The survey times were 07:30-09:30 and 16:00-18:00. All survey data for these junctions can be found attached within Appendix E.

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5.2. TRAFFIC IMPACT

TRAFFIC GENERATION

5.2.1. To establish the traffic generation associated with the proposed dwellings the 85th percentile trip rates (obtained from the TRICS database) have been used. The details of which are provided in Appendix F to this report.

5.2.2. The trip rates and predicted traffic generations are shown in Table 5 below:

TABLE 5. PREDICTED TRIP RATES AND TRAFFIC GENERATIONS (68 UNITS)

	Morning Peak		Evening Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.243	0.454	0.487	0.296
Traffic Generation	18	34	35	22

5.2.3. The proposed 74-unit residential development is predicted to generate 18 arrivals and 34 departures in the morning peak hour and 35 arrivals and 22 departures in the evening peak hour.

5.3. TRAFFIC DISTRIBUTION

5.3.1. Traffic arriving and departing to and from the proposed Horton Street junction will be distributed to various junctions to access the strategic highway network. To estimate how this traffic will be distributed, Nomis data (for the Yorkshire and Humber Region) has been used. The Nomis data and assumptions used to establish the distribution is included in Appendix G.

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5.3.2. The percentage of traffic distribution found was used to estimate the flow of traffic generated by the 74 dwellings at peak hours. This data is shown on the traffic flow diagrams found in Appendix H.

5.4. TRAFFIC IMPACT ASSESSMENT

5.4.1. Existing traffic on both Walkley Lane and High Street is currently congested at peak hours which results in queueing on both roads. In these busy peak periods queueing traffic would allow vehicles to turn in and out of junctions. This would likely make any PICADY assessments of the surveyed junctions inaccurate as the flow of traffic on the major arms is currently exceeding capacity and modelling software does not take account of queueing traffic allowing vehicles to turn.



5.4.2. The existing peak hour flows on the minor arms our development traffic would access site from are much lower than the other arms of the junctions surveyed. It is noted that there is a heavy entry flow from Walkley Lane and Station to Church Street. This is likely to be due to the industrial units generating traffic on Church Street and traffic rat running through Church Street to avoid congestion on Walkley Lane and High Street. An assessment of the existing peak hour flows on the surveyed junctions is shown in Table 6 below:

TABLE 6. EXISTING TRAFFIC IMPACT 2018 (TWO-WAY FLOWS)

Junction	Morning Peak			Evening Peak		
	Total traffic flow (vph)*	Minor Arm traffic flow (vph)	%age Minor Arm traffic	Total traffic flow (vph)*	Minor Arm traffic flow (vph)	%age Minor Arm traffic
Walkley Lane / Brunswick Street	1248	84	6.7%	1165	55	4.7%
Walkley Lane / Church Street / Station Lane	1947	292	15.0%	2077	370	17.8%
High Street / Church Lane	1740	245	14.0%	1332	114	8.6%

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* vehicles per hour

5.4.3. This shows only a small percentage of the total traffic using these junctions are turning to/from the minor arms. This will continue to be the case in the future design year (2024) despite the increase in traffic.

5.4.4. From Horton Street (site access) the highest peak hour flows for the three possible routes for development traffic onto the strategic highway network are shown at AM and PM peak periods in the Table below:



TABLE 7. DEVELOPMENT TRAFFIC IMPACT (TWO-WAY FLOWS)

Approach	Morning Peak	Evening Peak
Brunswick Street	17	19
Church Street	12	14
Church Lane	21	24

5.4.5. The increase in flows on any approach is less than 30 vehicles and is considered neither material or significant. Therefore, the addition of development traffic to the design year traffic flows will have minimal impact on traffic, as shown in the Table below:

TABLE 8. PROPOSED TRAFFIC IMPACT 2024 PLUS DEVELOPMENT (TWO-WAY FLOWS)

Approach	Morning Peak			Evening Peak		
	Total traffic flow (vph)*	Minor Arm traffic flow (vph)	%age Minor Arm traffic	Total traffic flow (vph)*	Minor Arm traffic flow (vph)	%age Minor Arm traffic
Walkley Lane / Brunswick Street	1367	108	7.9%	1279	79	6.2%
Walkley Lane / Church Street / Station Lane	2119	328	15.5%	2259	414	18.3%
High Street / Church Lane	1904	287	15.1%	1464	147	10.0%

* vehicles per hour

5.4.6. The addition of the development traffic is shown in Table 8 to increase the flow of traffic at each junction by at most 1.5%, meaning traffic flows at the minor arms will continue to be low after the proposed development is built. In summary the addition

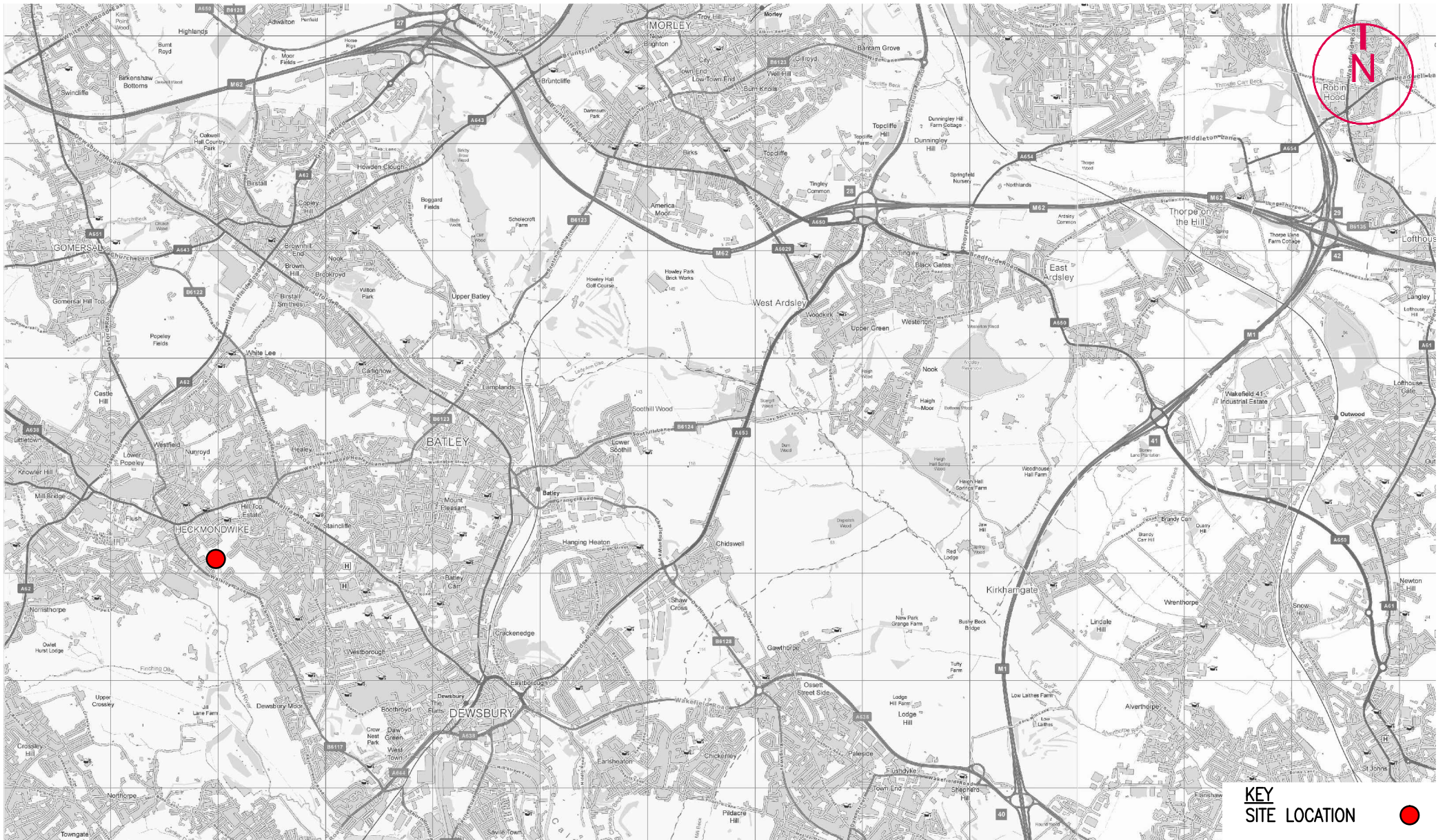
of traffic from the proposed 74 dwellings would not alter this situation to any significance and so the residual impact could not be considered severe which is the test in the NPPF.

6. Conclusion

- 6.1.1. This Transport Statement assesses the characteristics of the existing infrastructure in the surrounding area of the site and predicts the development generated traffic.
- 6.1.2. The application site is located close to Heckmondwike town centre and therefore benefits from being close local facilities, schools and employment areas.
- 6.1.3. This report concludes that the development is considered acceptable in terms of traffic impact and accessibility provision, and fully accords with both national and local transport policy. There are therefore no highway safety or capacity reasons why planning consent for the proposed development should not be granted.

APPENDICES

APPENDIX A: Site Location and Sustainability Plans



KEY
 SITE LOCATION 



VIASOLUTIONS

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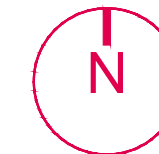
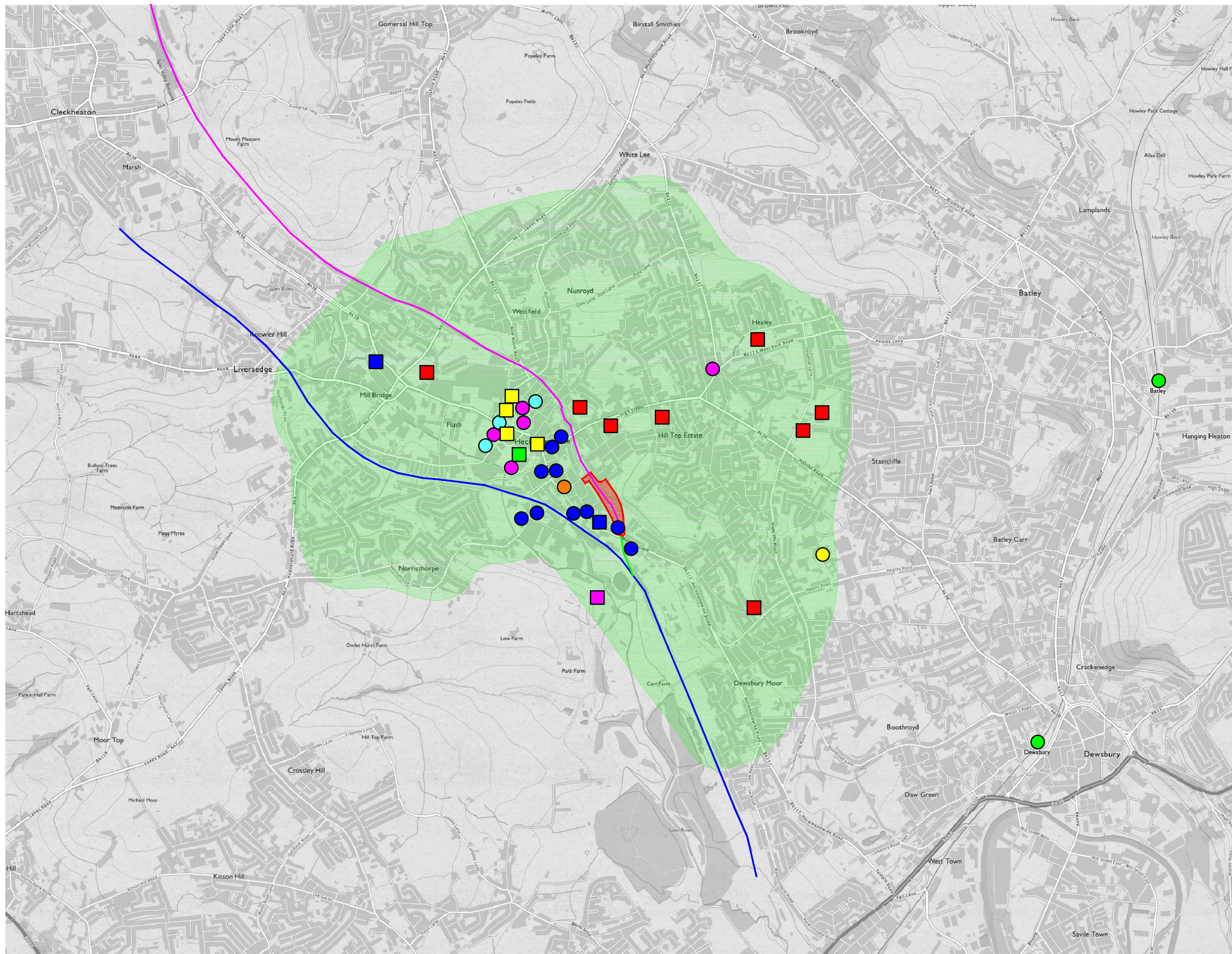
WALKLEY LANE, HECKMONDWIKE

SITE LOCATION PLAN

SCALE: 1:50,000 @A4

DATE: AUG 2017

DRAWING NUMBER: FIGURE 1



KEY

- APPROXIMATE SITE BOUNDARY
- 2km WALKING CATCHMENT
- BUS STOP
- TRAIN STATION
- PHARMACY
- MEDICAL/HEALTH CENTRE
- HOSPITAL
- LIBRARY
- SCHOOL
- PETROL FILLING STATION
- SUPERMARKET
- PONDEROSA CHILDREN'S CENTRE
- TAKEAWAYS/RESTAURANT
- EXISTING CONNECTION
- EXISTING SPEN VALLEY GREENWAY
- PROPOSED SPEN VALLEY RINGWAY



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**WALKLEY LANE,
 HECKMONDWIKE**

SUSTAINABILITY PLAN

THIS DRAWING SHOWS THE PRELIMINARY DESIGN ONLY AND IS
 SUBJECT TO DETAILED DESIGN, TOPOGRAPHICAL SURVEY
 INFORMATION AND LOCAL AUTHORITY APPROVAL





SCALE: 1:20,000 @A3

DATE: AUGUST 2017

DRAWING No: FIGURE 2

APPENDIX B: Existing Site Layout



- KEY**
-  APPROX. SITE AREA
 -  SPEN VALLEY GREENWAY (EXISTING)
 -  POTENTIAL ROUTE OF SPEN VALLEY RINGWAY
 -  PUBLIC FOOTPATH

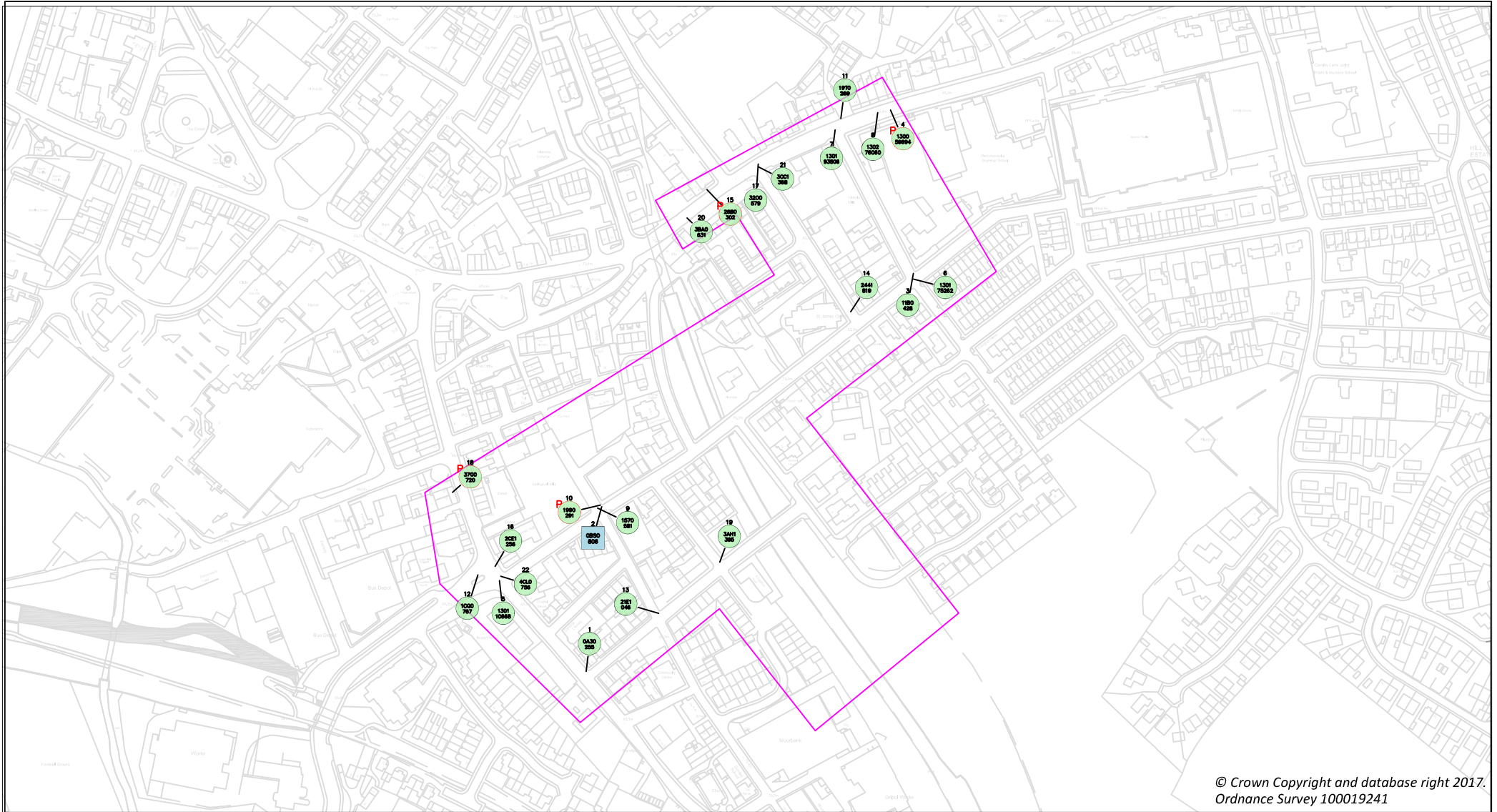


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WALKLEY LANE, HECKMONDWIKE
PROPOSED RESIDENTIAL DEVELOPMENT
EXISTING SITE LAYOUT

SCALE: NTS @A4
DATE: MAY 2018
FIGURE 3

APPENDIX C: Injury Accident Data



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Ordnance Survey 100019241

	Project	Scale	
	Walkley Lane, Heckmondwike, 01/01/18 – 31/12/17	NTS	
Streetscene & Housing Flint Street, Fartown Huddersfield, HD1 6LG	Title	Drawn JP	Checked PW
	Request for Accident Data	Section	Date 10/04/18
		Drawing No.	

SEVERITY SLIGHT	District Kirklees Ref.No 0A30255	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)			Grid Reference 421704 / 423182 Police Officer Attend: Yes
Date 03/10/2013 Time 08:30 Weather Raining without high winds Road Surface Wet/Damp Street Lighting Daylight	Day Thursday	Road B6117	Location Junction of B6117 Walkley Lane and Brunswick Street		
Description of Accident		Circumstances are as follows- V3 is parked and stationary on Walkley Lane, V2 is on the main road travelling towards Brunswick Street, V1 emerges from side street onto main road and is hit by V2. This causes V2 to collide into V3. Minor injuries caused to all drivers involved.			
SPEED LIMIT		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS	
Speed Limit	30 MPH	None		403 Poor turn or manoeuvre (Driver/Rider - Error)	PARTICIPANT Vehicle 001
Carriageway	Single carriageway			403 Poor turn or manoeuvre (Driver/Rider - Error)	PROBABILITY A
Junction Detail	T or staggered junction				Vehicle 002
Junction Control	Give way or uncontrolled				A
2nd Road Number	U	CARRIAGEWAY HAZARDS			
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metre	None			
VEHICLES INVOLVED 3			CASUALTIES INVOLVED 3		
Veh.No. 1	Vehicle type Car	Make	Model	Cas No 1	Cas Class Driver or Rider
Manoeuvre	Turning right			Severity SLIGHT	Age 43 yrs
Veh. direction from	Northeast to Northwest	Towing?	No tow or articulation	Sex Female	Veh ref No 1
Skidded	No skidding, jack-knifing or overturning			Post code	
Veh location at impact (restricted lane)	On main carriageway not in restricted lane			Car Passenger? Not a passenger	PSV Passenger? Not a passenger
Junct. location of veh. at 1st impact	Entering main road			Seat Belt Worn but not independent	Cycle Helmet Not a cyclist
Veh left carriageway?	Did not leave carriageway			Ped Movement Not applicable	
Hit object in c'way?	None			Ped Location Not applicable	
Hit object off c'way?	None			Ped Direction to Not applicable	
First point of impact	Front			School Pupil Other	Roadworker injured
Veh registration no.		Other veh.hit (ref.no) 0	Hit and run Not hit and run	Cas No 2	Cas Class Driver or Rider
Drivers age 43 yrs	Sex Female	Breath test Negative	Driving Lic	Severity SLIGHT	Age 33 yrs
Left Hand Drive	No	Foreign veh.		Sex Male	Veh ref No 2
Journey purpose	Not Known			Post code	
Veh.No. 2	Vehicle type Car	Make	Model	Car Passenger? Not a passenger	PSV Passenger? Not a passenger
Manoeuvre	Going ahead other			Seat Belt Worn but not independent	Cycle Helmet Not a cyclist
Veh. direction from	Northwest to Southeast	Towing?	No tow or articulation	Ped Movement Not applicable	
Skidded	No skidding, jack-knifing or overturning			Ped Location Not applicable	
Veh location at impact (restricted lane)	On main carriageway not in restricted lane			Ped Direction to Not applicable	
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road			School Pupil Other	Roadworker injured
Veh left carriageway?	Did not leave carriageway			Cas No 3	Cas Class Driver or Rider
Hit object in c'way?	None			Severity SLIGHT	Age 33 yrs
Hit object off c'way?	None			Sex Male	Veh ref No 3
First point of impact	Nearside			Post code	
Veh registration no.		Other veh.hit (ref.no) 0	Hit and run Not hit and run	Car Passenger? Not a passenger	PSV Passenger? Not a passenger
Drivers age 33 yrs	Sex Male	Breath test Negative	Driving Lic	Seat Belt Worn but not independent	Cycle Helmet Not a cyclist
Left Hand Drive	No	Foreign veh.		Ped Movement Not applicable	
Journey purpose	Not Known			Ped Location Not applicable	
				Ped Direction to Not applicable	
				School Pupil Other	Roadworker injured

Veh.No.	3	Vehicle type	Car	Make		Model		<u>Other Details</u>
Manoeuvre		Going ahead other						
Veh. direction from		Southeast to Northwest		Towing?	No tow or articulation			
Skidded		No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)		On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact		Mid junction - on roundabout or main road						
Veh left carriageway?		Did not leave carriageway						
Hit object in c'way?		None						
Hit object off c'way?		None						
First point of impact		Front						
Veh registration no.				Other veh.hit (ref.no)	0	Hit and run	Not hit and run	
Drivers age	33 yrs	Sex	Male	Breath test	Not provided (medical reas	Driving Lic		
Left Hand Drive		No		Foreign veh.				
Journey purpose		Not Known						

SEVERITY SERIOUS	District Kirklees Ref.No OBS0806	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)	Grid Reference 421715 / 423298 Police Officer Attend: Yes
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Date 28/11/2013 Day Thursday Time 13:52 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road U Location Junction of Church Street and Brewery Street Description of Accident V1 is travelling along Church Street from Walkley Lane towards the rear of Heckmondwike Grammar School. V2 is turning right from Brewery Street onto Church Street, intending to drive towards direction of Walkley Lane. Both vehicles collide as V2 enters road. Road is narrow and there are a number of parked vehicles on both sides of road, so V1 is occupying a central position. As V2 enters road it also has
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SITE DETAILS		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 30 MPH	SPECIAL SITE CONDITIONS None	306 Exceeding speed limit (Driver/Rider - Injudicious)	Vehicle 001	A	
Carriageway Single carriageway Junction Detail T or staggered junction Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre		CARRIAGEWAY HAZARDS None	405 Failed to look properly (Driver/Rider - Error)	Vehicle 002	B

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from Southwest to Northeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Approaching junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 26 yrs Sex Male Breath test Negative Driving Lic Left Hand Drive No Foreign veh. Journey purpose Other	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SERIOUS Age 25 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Worn but not independ Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Turning right Veh. direction from North to Southwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 25 yrs Sex Male Breath test Negative Driving Lic Left Hand Drive No Foreign veh. Journey purpose Other	<u>Other Details</u>
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SEVERITY SLIGHT	District Kirklees Ref.No 11B0428	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)			Grid Reference 421934 / 423462 Police Officer Attend: Yes
Date 11/01/2014 Time 09:20 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Day Saturday	Road U	Location Junction of Church Street and North Street		
Description of Accident		V1 travels down Church Street towards junction with North Street to its N/S. V2 is pulling out of North Street intending to drive straight across. As V2 edges out of junction, the view to the offside is severely restricted due to parked cars, so driver of V2 fails to see V1 approaching until it is too late and the two vehicles collide. This is a glancing blow which deflects V1 to O/S footpath where it comes to			
SPEED LIMITS		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS	
Speed Limit 30 MPH	Carriageway Single carriageway	None		701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected) Vehicle 002 A	
Junction Detail T or staggered junction	Junction Control Give way or uncontrolled	CARRIAGEWAY HAZARDS		PARTICIPANT PROBABILITY	
2nd Road Number U	Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	None			
VEHICLES INVOLVED 2			CASUALTIES INVOLVED 1		
Veh.No. 1	Vehicle type Car	Make	Model	Cas No 1	Cas Class Driver or Rider
Manoeuvre Going ahead other				Severity SLIGHT	Age 39 yrs
Veh. direction from Northeast to Southwest	Towing? No tow or articulation			Sex Female	Veh ref No 1
Skidded No skidding, jack-knifing or overturning				Post code	
Veh location at impact (restricted lane) On main carriageway not in restricted lane				Car Passenger? Not a passenger	PSV Passenger? Not a passenger
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road				Seat Belt Worn but not independent	Cycle Helmet Not a cyclist
Veh left carriageway? Did not leave carriageway				Ped Movement Not applicable	
Hit object in c'way? None				Ped Location Not applicable	
Hit object off c'way? Other permanent object				Ped Direction to Not applicable	
First point of impact Front				School Pupil Other	Roadworker injured
Veh registration no.	Other veh.hit (ref.no) 0	Hit and run	Not hit and run	<u>Other Details</u>	
Drivers age 39 yrs	Sex Female	Breath test Negative	Driving Lic		
Left Hand Drive No	Foreign veh.				
Journey purpose Not Known					
Veh.No. 2	Vehicle type Car	Make	Model		
Manoeuvre Moving off					
Veh. direction from Southeast to Northwest	Towing? No tow or articulation				
Skidded No skidding, jack-knifing or overturning					
Veh location at impact (restricted lane) On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact Entering main road					
Veh left carriageway? Did not leave carriageway					
Hit object in c'way? None					
Hit object off c'way? None					
First point of impact Front					
Veh registration no.	Other veh.hit (ref.no) 0	Hit and run	Not hit and run		
Drivers age 37 yrs	Sex Female	Breath test Negative	Driving Lic		
Left Hand Drive No	Foreign veh.				
Journey purpose Not Known					
Full Details		16-April-2018		Accident Ref.No 11B0428	

SEVERITY SLIGHT	District Kirklees Ref.No 130059694	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)	Grid Reference 421918 / 423577 Police Officer Attend: Yes
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Date 08/02/2013 Day Friday Time 15:40 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A638 Location High Street at House Name O/S Heckmondwike Grammar School, Heckmondwike Description of Accident Cas1 Pedestrian is Crossing High Street from School in Order to Catch Bus which is Parked on Other Side of Road. Vehicles Are Stationary Heading Towards Heckmondwike Due to Zebra Crossing Further up Road. no Vehicles Travelling Along High Street Towards Dewsbury Again Due to Crossing. Cas1 Enters Between Stationary Cars Just as Veh1 Unknown Motorcycle is Overtaking Stationary
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SITE DETAILS		CONTRIBUTORY FACTORS	
Speed Limit 30 MPH	SPECIAL SITE CONDITIONS None	PARTICIPANT PROBABILITY	
Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre		CARRIAGEWAY HAZARDS None	

VEHICLES INVOLVED 1	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type M/cycle 50 - 125cc Make Model Manoeuvre Overtaking stat veh on its offside Veh. direction from Northeast to Southwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age ? yrs Sex Not know Breath test Driver not contacted Driving Lic Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 1 Cas Class Pedestrian Veh ref No 1 Severity SLIGHT Age 13 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Crossing from driver's nearside - maske Ped Location In carriageway, crossing elsewhere Ped Direction to Northwest bound School Pupil Yes on way to or from school Roadworker injured Not applicable
	<u>Other Details</u>

SEVERITY SLIGHT	District Kirklees Ref.No 130110668	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)			Grid Reference 421643 / 423246 Police Officer Attend: No - reported over the counter
Date 14/03/2013 Time 08:35 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Day Thursday	Road B6117	Location Market Street at Junction with Church Street, Heckmondwike		
Description of Accident		V1 is Waiting/Slowing on Approach to Jct of Station Lane with Market Street. V2 is Travelling Along Market Street from Heckmondwike & Preparing to Turn left onto Church Street. V1 Exits Jct Quickly, Possibly in Attempt to Beat a Lorry Travelling Along Walkley Lane onto Market Street & in Doing So Collides with the R/O/S of V2.			
SPEED LIMITS		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS	PARTICIPANT PROBABILITY
Speed Limit 30 MPH	Carriageway Single carriageway	None		405 Failed to look properly (Driver/Rider - Error)	Vehicle 001 B
Junction Detail T or staggered junction	Junction Control Give way or uncontrolled	CARRIAGEWAY HAZARDS			
2nd Road Number U	Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	None			
VEHICLES INVOLVED 2			CASUALTIES INVOLVED 1		
Veh.No. 1	Vehicle type Car	Make	Model	Cas No 1	Cas Class Passenger
Manoeuvre Turning right				Severity SLIGHT	Age 12 yrs
Veh. direction from Southwest to Southeast	Towing? No tow or articulation			Sex Male	Veh ref No 2
Skidded No skidding, jack-knifing or overturning				Post code	
Veh location at impact (restricted lane) On main carriageway not in restricted lane				Car Passenger? Rear seat passenger	PSV Passenger? Not a passenger
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road				Seat Belt Not applicable	Cycle Helmet
Veh left carriageway? Did not leave carriageway				Ped Movement Not applicable	
Hit object in c'way? None				Ped Location Not applicable	
Hit object off c'way? None				Ped Direction to Not applicable	
First point of impact Front				School Pupil Other	Roadworker injured
Veh registration no. Other veh.hit (ref.no) 0	Hit and run Hit and Run			<u>Other Details</u>	
Drivers age ? yrs Sex Not know	Breath test Driver not contacted	Driving Lic			
Left Hand Drive Unknown	Foreign veh. Not foreign registered vehicle				
Journey purpose Other					
Veh.No. 2	Vehicle type Car	Make	Model		
Manoeuvre Turning left					
Veh. direction from Northwest to Northeast	Towing? No tow or articulation				
Skidded No skidding, jack-knifing or overturning					
Veh location at impact (restricted lane) On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact Leaving main road					
Veh left carriageway? Did not leave carriageway					
Hit object in c'way? None					
Hit object off c'way? None					
First point of impact Offside					
Veh registration no. Other veh.hit (ref.no) 0	Hit and run Not hit and run				
Drivers age 33 yrs Sex Female	Breath test Driver not contacted	Driving Lic			
Left Hand Drive Unknown	Foreign veh. Not foreign registered vehicle				
Journey purpose Taking pupil to/from school					
Full Details		16-April-2018		Accident Ref.No 130110668	

SEVERITY SLIGHT	District Kirklees Ref.No 130175262	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)			Grid Reference 421934 / 423458 Police Officer Attend: Yes	
Date 27/04/2013 Time 10:00 Weather Raining without high winds Road Surface Wet/Damp Street Lighting Daylight	Day Saturday	Road U	Location Church Street at Junction with North Street, Heckmondwike			
Description of Accident		Veh 2 was Travelling up Church Street. Driver of Veh 2 Has Seen Veh 1 Approaching from the right at J/W North Street. Veh 1 Has Not Stopped and Has Collided with Veh 2				
SPEED LIMITS		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS		
Speed Limit 30 MPH	Carriageway Single carriageway	None		602 Careless/Reckless (Driver/Rider - Behaviour)	PARTICIPANT Vehicle 001	
Junction Detail Crossroads	Junction Control Give way or uncontrolled	CARRIAGEWAY HAZARDS		405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	
2nd Road Number U	Pedestrian Facilities None within 50 metres			302 Disobeyed give way or stop sign markings (Driver/Rider - Injud Vehicle 001	Vehicle 001	B
No physical crossing facility within 50 metre					A	
VEHICLES INVOLVED 2			CASUALTIES INVOLVED 2			
Veh.No. 1	Vehicle type Car	Make	Model	Cas No 1	Cas Class Driver or Rider	
Manoeuvre Going ahead other				Severity SLIGHT	Age 32 yrs	
Veh. direction from Southeast to Northwest	Towing? No tow or articulation			Sex Female	Veh ref No 1	
Skidded No skidding, jack-knifing or overturning				Post code		
Veh location at impact (restricted lane) On main carriageway not in restricted lane				Car Passenger? Not a passenger	PSV Passenger? Not a passenger	
Junct. location of veh. at 1st impact Entering main road				Seat Belt Not applicable	Cycle Helmet	
Veh left carriageway? Did not leave carriageway				Ped Movement Not applicable		
Hit object in c'way? None				Ped Location Not applicable		
Hit object off c'way? None				Ped Direction to Not applicable		
First point of impact Front				School Pupil Other	Roadworker injured	
Veh registration no. Other veh.hit (ref.no) 2	Hit and run Not hit and run			Cas No 2	Cas Class Driver or Rider	
Drivers age 32 yrs	Sex Female	Breath test Negative	Driving Lic	Severity SLIGHT	Age 51 yrs	
Left Hand Drive Unknown	Foreign veh. Not foreign registered vehicle			Sex Male	Veh ref No 2	
Journey purpose Other				Post code		
Veh.No. 2	Vehicle type Car	Make	Model	Car Passenger? Not a passenger	PSV Passenger? Not a passenger	
Manoeuvre Going ahead other				Seat Belt Not applicable	Cycle Helmet	
Veh. direction from Southwest to Northeast	Towing? No tow or articulation			Ped Movement Not applicable		
Skidded No skidding, jack-knifing or overturning				Ped Location Not applicable		
Veh location at impact (restricted lane) On main carriageway not in restricted lane				Ped Direction to Not applicable		
Junct. location of veh. at 1st impact Approaching junction or waiting				School Pupil Other	Roadworker injured	
Veh left carriageway? Did not leave carriageway				<u>Other Details</u>		
Hit object in c'way? None						
Hit object off c'way? None						
First point of impact Front						
Veh registration no. Other veh.hit (ref.no) 1	Hit and run Not hit and run					
Drivers age 51 yrs	Sex Male	Breath test Not requested	Driving Lic			
Left Hand Drive Unknown	Foreign veh. Not foreign registered vehicle					
Journey purpose Other						
Full Details		16-April-2018		Accident Ref.No 130175262		

SEVERITY SLIGHT	District Kirklees Ref.No 130193806	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)	Grid Reference 421879 / 423563 Police Officer Attend: Yes
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Date 09/05/2013 Day Thursday Time 06:10 Weather Fine without high winds Road Surface Dry Street Lighting Dark: street lighting unknown	Road A638 Location High Street at Junction with North Street, Heckmondwike Description of Accident V1 was Travelling Along High Street in the Direction of Dewsbury. Whilst Travelling up an in Incline, a Bus which was Travelling in Front Moved over to the left to Travel Around a Central Island. Upon Doing So the Sun, which was Low & Rising Blinded the Driver of V1 Causing it to Collide with the Central Island.
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 706 Dazzling sun (Driver/Rider - Vision Affected)	PARTICIPANT Vehicle 001	PROBABILITY B
Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None				

VEHICLES INVOLVED 1	CASUALTIES INVOLVED 1
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Veh.No. 1 Manoeuvre Going ahead other Veh. direction from Southwest to Northeast Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Drivers age 48 yrs Sex Male Breath test Not requested Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle Journey purpose Other	Make Model Towing? No tow or articulation Hit and run Not hit and run Driving Lic	Cas No 1 Severity SLIGHT Car Passenger? Not a passenger Seat Belt Not applicable Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Cas Class Driver or Rider Age 48 yrs PSV Passenger? Not a passenger Cycle Helmet Other Details	Driver or Rider Sex Male Not a passenger Not applicable Not applicable Not applicable Other	Veh ref No 1 Post code
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SEVERITY SLIGHT	District Kirklees Ref.No 130276060	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)	Grid Reference 421909 / 423575 Police Officer Attend: Yes
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Date 04/07/2013 Day Thursday Time 13:40 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A638 Location High Street at Junction with Heckmondwike Grammar School, Heckmondwike Description V1 was Travelling Along High Steet from the Direction of Dewsbury in the Direction of Heckmondwike. V1 Collides with Keep left of Accident Bollard Kerbed Island in the Centre of C.Way
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SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	SPECIAL SITE CONDITIONS Roadworks CARRIAGEWAY HAZARDS None	CONTRIBUTORY FACTORS 504 Uncorrected, defective eyesight (Driver/Rider - Impairment) 405 Failed to look properly (Driver/Rider - Error) 409 Swerved (Driver/Rider - Error)	PARTICIPANT PROBABILITY Vehicle 001 B Vehicle 001 B Vehicle 001 B
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VEHICLES INVOLVED 1	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Reversing Veh. direction from Northeast to Southwest Towing? No tow or articulation Skidded Overturned Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Left carriageway nearside Hit object in c'way? Bollard/refuge Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 90 yrs Sex Male Breath test Negative Driving Lic Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle Journey purpose Other	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 90 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured <u>Other Details</u>
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SEVERITY SLIGHT	District Kirklees Ref.No 1570581	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)	Grid Reference 421712 / 423297 Police Officer Attend: Yes
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Date 07/05/2014 Day Wednesday Time 11:34 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road U Location Junction of Church Street and Thomas Street Description of Accident THIS COLLISION OCCURRED AT THE JUNCTION OF CHURCH STREET AND THOMAS STREET. CHURCH STREET IS THE MAJOR ROAD AND THOMAS STREET HAS A GIVE WAY AT THE JUNCTION. V2 WAS TRAVELLING EAST ON CHURCH STREET. V1 WAS TRAVELLING NORTH ON THOMAS STREET. THE DRIVER OF V1 STATED HE INTENDED TO TURN
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SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 30 MPH Carriageway Single carriageway Junction Detail T or staggered junction Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None		302 Disobeyed give way or stop sign markings (Driver/Rider - Injud Vehicle 001	Vehicle 001	A	
			401 Junction overshoot (Driver/Rider - Error)	Vehicle 001	B	
			405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A	

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 2
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Veh.No. 1 Vehicle type Car Manoeuvre Turning right Veh. direction from South to North Skidded Overturned Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Left carriageway nearside Hit object in c'way? Kerb Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 0 Drivers age 37 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Journey purpose Other	Make Model Towing? No tow or articulation Hit and run Not hit and run Driving Lic	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 37 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Unknown Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Manoeuvre Going ahead other Veh. direction from West to East Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Drivers age 44 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Journey purpose Other	Make Model Towing? No tow or articulation Hit and run Not hit and run Driving Lic	Cas No 2 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 44 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Unknown Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Other Details

SEVERITY SLIGHT	District Kirklees Ref.No 1990291	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)	Grid Reference 421714 / 423299 Police Officer Attend: Yes
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Date 09/09/2014 Day Tuesday Time 08:00 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road U Location Junction of Church Street and Thomas Street Description of Accident C1 was walking across Church Street in the direction of Thomas Street. V1 pulls out of Thomas Street and turns right and collides with C1 causing him to fall, banging his head on the windscreen and fall to the floor.
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SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Crossroads Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 405 Failed to look properly (Driver/Rider - Error) 801 Crossed road masked by stationary or parked vehicle (Pedestrian Casualty 001	PARTICIPANT PROBABILITY Vehicle 001 A Casualty 001 B
CARRIAGEWAY HAZARDS None			

VEHICLES INVOLVED 1	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Manoeuvre Turning right Veh. direction from Southeast to Northeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 35 yrs Sex Male Breath test Negative Driving Lic Left Hand Drive No Foreign veh. Journey purpose Commuting to/from work	Cas No 1 Cas Class Pedestrian Veh ref No 1 Severity SLIGHT Age 82 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Crossing from driver's nearside Ped Location In carriageway, crossing elsewhere Ped Direction to Southeast bound School Pupil Other Roadworker injured Not applicable
	<u>Other Details</u>

SEVERITY SLIGHT	District Kirklees Ref.No 19T0269	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)			Grid Reference 421883 / 423571 Police Officer Attend: Yes
Date 29/09/2014 Time 08:40 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Day Monday	Road A638	Location Junction of A638 High Street and		
Description of Accident		The collision occurred on a busy road in heavy traffic. All vehicles were travelling uphill towards Dewsbury and near to Heckmondwike Grammar School. V3 is a new driver and stops at the zebra crossing for pedestrians to cross. V2 stops behind V3 but V1 collides with the rear of V2 causing it to collide with the rear of V3. Drivers of V2 and V3 sustain slight injuries. Witness is travelling behind V1 and states			
SPEED LIMITS		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS	
Speed Limit 30 MPH	Carriageway Single carriageway	None		405 Failed to look properly (Driver/Rider - Error)	
Junction Detail Not at or within 20 metres of junction	Junction Control	CARRIAGEWAY HAZARDS		PARTICIPANT	PROBABILITY
2nd Road Number	Pedestrian Facilities None within 50 metres Zebra crossing	None		Vehicle 001	A
VEHICLES INVOLVED 3			CASUALTIES INVOLVED 2		
Veh.No. 1	Vehicle type Car	Make	Model	Cas No 1	Cas Class Driver or Rider
Manoeuvre Going ahead other				Severity SLIGHT	Age 54 yrs
Veh. direction from West to East	Towing? No tow or articulation			Sex Female	Veh ref No 2
Skidded No skidding, jack-knifing or overturning				Post code	
Veh location at impact (restricted lane) On main carriageway not in restricted lane				Car Passenger? Not a passenger	PSV Passenger? Not a passenger
Junct. location of veh. at 1st impact Not at or within 20m of junction				Seat Belt Worn and independent	Cycle Helmet Not a cyclist
Veh left carriageway? Did not leave carriageway				Ped Movement Not applicable	
Hit object in c'way? None				Ped Location Not applicable	
Hit object off c'way? None				Ped Direction to Not applicable	
First point of impact Back				School Pupil Other	Roadworker injured
Veh registration no. Other veh.hit (ref.no) 0	Hit and run Not hit and run				
Drivers age 50 yrs	Sex Male	Breath test Negative	Driving Lic	Cas No 2	Cas Class Driver or Rider
Left Hand Drive No	Foreign veh.			Severity SLIGHT	Age 24 yrs
Journey purpose Commuting to/from work				Sex Female	Veh ref No 3
				Post code	
Veh.No. 2	Vehicle type Car	Make	Model	Car Passenger? Not a passenger	PSV Passenger? Not a passenger
Manoeuvre Waiting to go ahead but held up				Seat Belt Worn but not independent	Cycle Helmet Not a cyclist
Veh. direction from West to East	Towing? No tow or articulation			Ped Movement Not applicable	
Skidded No skidding, jack-knifing or overturning				Ped Location Not applicable	
Veh location at impact (restricted lane) On main carriageway not in restricted lane				Ped Direction to Not applicable	
Junct. location of veh. at 1st impact Not at or within 20m of junction				School Pupil Other	Roadworker injured
Veh left carriageway? Did not leave carriageway				<u>Other Details</u>	
Hit object in c'way? None					
Hit object off c'way? None					
First point of impact Back					
Veh registration no. Other veh.hit (ref.no) 0	Hit and run Not hit and run				
Drivers age 54 yrs	Sex Female	Breath test Negative	Driving Lic		
Left Hand Drive No	Foreign veh.				
Journey purpose Commuting to/from work					
Full Details		16-April-2018		Accident Ref.No 19T0269	

Veh.No.	3	Vehicle type	Car	Make		Model	
Manoeuvre	Waiting to go ahead but held up						
Veh. direction from	West to East		Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Not at or within 20m of junction						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Back						
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run		
Drivers age	24 yrs	Sex	Female	Breath test	Negative		
Left Hand Drive	No	Foreign veh.		Driving Lic			
Journey purpose	Commuting to/from work						

SEVERITY SLIGHT	District Kirklees Ref.No 1CQ0767	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)			Grid Reference 421628 / 423250 Police Officer Attend: No - reported over the counter
Date 26/12/2014 Time 15:30 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Daylight	Day Friday	Road B6117	Location Junction of B6117 Walkley Lane and Station Lane Heckmondwike		
Description of Accident		Vehicle 1 is travelling on Station Lane directly behind Vehicle 2 which is stopped at the give-way controlled junction with Market Street, waiting to turn right onto Walkley Lane. V1 approaches rear of V2 and runs into rear of V2, jolting it forward and causing scuffing to V2 rear bumper. Occupants of V2 get out as V1 turns around and drives off along Swallow Street, through supermarket car park and away			
SITE DETAILS		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS	
Speed Limit 30 MPH	Carriageway Single carriageway	None		401 Junction overshoot (Driver/Rider - Error)	PARTICIPANT Vehicle 001
Junction Detail T or staggered junction	Junction Control Give way or uncontrolled	CARRIAGEWAY HAZARDS		406 Failed to judge other person's path/speed (Driver/Rider - Error)	PROBABILITY Vehicle 001 B
2nd Road Number U	Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	None			
VEHICLES INVOLVED 2			CASUALTIES INVOLVED 2		
Veh.No. 1	Vehicle type Car	Make	Model	Cas No 1	Cas Class Driver or Rider
Manoeuvre Slowing or stopping	Veh. direction from Southwest to Northeast	Towing? No tow or articulation	Skidded No skidding, jack-knifing or overturning	Severity SLIGHT	Age 53 yrs
Veh location at impact (restricted lane) On main carriageway not in restricted lane	Junct. location of veh. at 1st impact Approaching junction or waiting	Veh left carriageway? Did not leave carriageway	Hit object in c'way? None	Car Passenger? Not a passenger	PSV Passenger? Not a passenger
Hit object off c'way? None	First point of impact Front	Veh registration no. Other veh.hit (ref.no) 0	Hit and run Hit and Run	Seat Belt Unknown	Cycle Helmet Not a cyclist
Drivers age 35 yrs	Sex Not know	Breath test Driver not contacted	Driving Lic	Ped Movement Not applicable	Ped Location Not applicable
Left Hand Drive No	Foreign veh.	Journey purpose Not Known		Ped Direction to Not applicable	School Pupil Other
				Roadworker injured	
Veh.No. 2	Vehicle type Car	Make	Model	Cas No 2	Cas Class Passenger
Manoeuvre Waiting to turn right	Veh. direction from Southwest to Northeast	Towing? No tow or articulation	Skidded No skidding, jack-knifing or overturning	Severity SLIGHT	Age 55 yrs
Veh location at impact (restricted lane) On main carriageway not in restricted lane	Junct. location of veh. at 1st impact Approaching junction or waiting	Veh left carriageway? Did not leave carriageway	Hit object in c'way? None	Car Passenger? Front seat passenger	PSV Passenger? Not a passenger
Hit object off c'way? None	First point of impact Back	Veh registration no. Other veh.hit (ref.no) 0	Hit and run Not hit and run	Seat Belt Unknown	Cycle Helmet Not a cyclist
Drivers age 53 yrs	Sex Female	Breath test Driver not contacted	Driving Lic	Ped Movement Not applicable	Ped Location Not applicable
Left Hand Drive No	Foreign veh.	Journey purpose Not Known		Ped Direction to Not applicable	School Pupil Other
				Roadworker injured	
<u>Other Details</u>					
Full Details					

SEVERITY SLIGHT	District Kirklees Ref.No 21E1046	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)			Grid Reference 421755 / 423223 Police Officer Attend: Yes
Date 14/01/2015 Time 18:00 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Dark: street lights present and lit	Day Wednesday	Road U	Location Junction of Brunswick Street and Thomas Street		
Description of Accident		V1 is a blue Vauxhall Astra, containing one occupant, travelling along Brunswick Street towards Thomas Street. V2 is a Renault Clio, containing four occupants travelling along Thomas Street towards Dewsbury. V1 approaches the give way junction on Brunswick Street and fails to give way to V2. V1 travels straight out into Thomas Street, colliding with V2.			
SITE DETAILS		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS	
Speed Limit 30 MPH	Carriageway Single carriageway Junction Detail Crossroads Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	None		401 Junction overshoot (Driver/Rider - Error)	PARTICIPANT Vehicle 001
CARRIAGEWAY HAZARDS		302 Disobeyed give way or stop sign markings (Driver/Rider - Injud Vehicle 001)		PROBABILITY A	
		None		602 Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001 B
VEHICLES INVOLVED 2			CASUALTIES INVOLVED 1		
Veh.No. 1	Vehicle type Car	Make	Model	Cas No 1	Cas Class Driver or Rider
Manoeuvre	Going ahead other			Severity SLIGHT	Age 26 yrs
Veh. direction from	Northeast to Southwest	Towing?	No tow or articulation	Sex Male	Veh ref No 2
Skidded	No skidding, jack-knifing or overturning			Post code	
Veh location at impact (restricted lane)	On main carriageway not in restricted lane			Car Passenger? Not a passenger	PSV Passenger? Not a passenger
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road			Seat Belt Worn and independent	Cycle Helmet Not a cyclist
Veh left carriageway?	Did not leave carriageway			Ped Movement Not applicable	
Hit object in c'way?	None			Ped Location Not applicable	
Hit object off c'way?	None			Ped Direction to Not applicable	
First point of impact	Offside			School Pupil Other	
Veh registration no.		Other veh.hit (ref.no) 0	Hit and run Not hit and run	Roadworker injured	
Drivers age 23 yrs	Sex Male	Breath test Not requested	Driving Lic	<u>Other Details</u>	
Left Hand Drive	No	Foreign veh.			
Journey purpose	Other				
Veh.No. 2	Vehicle type Car	Make	Model		
Manoeuvre	Going ahead other				
Veh. direction from	Northwest to Southeast	Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Front				
Veh registration no.		Other veh.hit (ref.no) 0	Hit and run Not hit and run		
Drivers age 26 yrs	Sex Male	Breath test Not requested	Driving Lic		
Left Hand Drive	No	Foreign veh.			
Journey purpose	Other				

SEVERITY SLIGHT	District Kirklees Ref.No 2441819	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)			Grid Reference 421890 / 423435 Police Officer Attend: No - reported over the counter
Date 04/04/2015 Time 23:50 Weather Fine without high winds Road Surface Dry Street Lighting Dark: street lights present and lit	Day Saturday	Road U	Location Junction of Church Street and Church Lane		
Description of Accident		V1 is travelling in Church Lane towards the junction with Church Street. V2 is travelling in Church Street and approaching/passing Church Lane. V1 edges in to the main carriageway and in doing so is hit by V2 causing damage to both vehicles. Passenger in the taxi suffers a fractured pubic bone.			
SITE DETAILS		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS PARTICIPANT PROBABILITY	
Speed Limit 30 MPH Carriageway Single carriageway Junction Detail T or staggered junction Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	None				
CARRIAGEWAY HAZARDS		None			
VEHICLES INVOLVED 2			CASUALTIES INVOLVED 1		
Veh.No. 1 Manoeuvre Moving off Veh. direction from Northwest to Southeast Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Entering main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Drivers age 47 yrs Sex Male Breath test Driver not contacted Left Hand Drive No Foreign veh. Journey purpose Journey as part of work	Make	Model	Cas No 1 Severity SLIGHT Car Passenger? Rear seat passenger Seat Belt Unknown Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Cas Class Passenger Age 43 yrs PSV Passenger? Not a passenger Cycle Helmet Not a cyclist	Veh ref No 1 Sex Male Post code
Other Details					
Veh.No. 2 Manoeuvre Going ahead other Veh. direction from Southwest to Northeast Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Drivers age 31 yrs Sex Male Breath test Driver not contacted Left Hand Drive No Foreign veh. Journey purpose Not Known	Make	Model			
Full Details					

SEVERITY SLIGHT	District Kirklees Ref.No 26B0302	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)	Grid Reference 421789 / 423521 Police Officer Attend: Yes
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Date 11/06/2015 Day Thursday Time 09:15 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A638 Location A638 High Street Description of Accident The road at this location is single carriageway with broken white lines and an opposing lane. The weather was bright and clear daylight. Vehicle 1 was travelling on High St. Heckmondwike towards Batley and waiting to turn right into a car park, held in traffic. V1 moves off after a motorist stops to allow him passage and hits a pedestrian on the footpath across the car park entrance. The pedestrian is knocked to
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SPEED LIMIT		CONTRIBUTORY FACTORS	
Speed Limit 30 MPH	SPECIAL SITE CONDITIONS		PARTICIPANT PROBABILITY
Carriageway Single carriageway	None		
Junction Detail Not at or within 20 metres of junction	CARRIAGEWAY HAZARDS		
Junction Control	None		
2nd Road Number			
Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre			

VEHICLES INVOLVED 1	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Taxi Make Model	Cas No 1 Cas Class Pedestrian Veh ref No 1
Manoeuvre Turning right	Severity SLIGHT Age 78 yrs Sex Female Post code
Veh. direction from Southwest to Southeast Towing? No tow or articulation	Car Passenger? Not a passenger PSV Passenger? Not a passenger
Skidded No skidding, jack-knifing or overturning	Seat Belt Not applicable Cycle Helmet Not a cyclist
Veh location at impact (restricted lane) Footway (pavement)	Ped Movement Unknown or other
Junct. location of veh. at 1st impact Not at or within 20m of junction	Ped Location On footway or verge
Veh left carriageway? Did not leave carriageway	Ped Direction to Southwest bound
Hit object in c'way? None	School Pupil Other
Hit object off c'way? None	Roadworker injured Not applicable
First point of impact Front	<u>Other Details</u>
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run	
Drivers age 59 yrs Sex Male Breath test Negative Driving Lic	
Left Hand Drive No Foreign veh.	
Journey purpose Journey as part of work	

SEVERITY SLIGHT	District Kirklees Ref.No 2CE1256	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)	Grid Reference 421640 / 423256 Police Officer Attend: Yes
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Date 14/12/2015 Day Monday Time 18:10 Weather Raining without high winds Road Surface Wet/Damp Street Lighting Dark: street lights present and lit	Road U Location Junction of Church Street and B6117 Market Street Description of Accident I did not attend this collision and the details gathered within this report have been taken from various police systems or from any officer or witness accounts from the scene of the collision. Vehicle 1 is travelling along Church Street, Heckmondwike in the direction of Market Street, vehicle 2 is travelling along Market Street towards Heckmondwike and vehicle 3 is travelling along Market street towards Dewsbury
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SITE DETAILS		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 30 MPH	SPECIAL SITE CONDITIONS None	601 Aggressive driving (Driver/Rider - Behaviour)		Vehicle 001	A
Carriageway Single carriageway Junction Detail Crossroads Junction Control Give way or uncontrolled 2nd Road Number B6117 Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre		CARRIAGEWAY HAZARDS None			

VEHICLES INVOLVED 3	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from Northeast to Southwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Hit and run Hit and Run Drivers age ? yrs Sex Not know Breath test Driver not contacted Driving Lic Left Hand Drive No Foreign veh. Journey purpose Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 3 Severity SLIGHT Age 48 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Worn but not independ Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from Northwest to Southeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 45 yrs Sex Male Breath test Negative Driving Lic Left Hand Drive No Foreign veh. Journey purpose Not Known	<u>Other Details</u>
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Veh.No.	3	Vehicle type	Car	Make		Model	
Manoeuvre	Going ahead other						
Veh. direction from	Southeast to Northwest		Towing?	No tow or articulation			
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)	On main carriageway not in restricted lane						
Junct. location of veh. at 1st impact	Mid junction - on roundabout or main road						
Veh left carriageway?	Did not leave carriageway						
Hit object in c'way?	None						
Hit object off c'way?	None						
First point of impact	Offside						
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run		
Drivers age	48 yrs	Sex	Male	Breath test	Negative		
Left Hand Drive	No	Foreign veh.		Driving Lic			
Journey purpose	Not Known						

SEVERITY SLIGHT	District Kirklees Ref.No 32O0579	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)	Grid Reference 421825 / 423539 Police Officer Attend: Yes
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Date 24/02/2016 Day Wednesday Time 11:50 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road A638 Location Junction of A638 High Street and Church Lane Description This is a two vehicle minor injury RTC involving a motor cycle and a motor car. Both vehicles have been travelling along High Street in Heckmondwike in the same direction, in the general direction of Dewsbury. Vehicle one, the motorcycle has been travelling directly behind vehicle two, the motor car. Vehicle two intended to turn right onto Church Lane and has started to complete this manoeuvre just as vehicle
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SITE DETAILS		CONTRIBUTORY FACTORS	
Speed Limit 30 MPH	SPECIAL SITE CONDITIONS None	PARTICIPANT PROBABILITY	
Carriageway Single carriageway			
Junction Detail T or staggered junction	CARRIAGEWAY HAZARDS None		
Junction Control Give way or uncontrolled			
2nd Road Number U			
Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre			

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type M/cycle 50 - 125cc Make Model Manoeuvre Overtaking moving veh on its offside Veh. direction from Southwest to Northeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 26 yrs Sex Male Breath test Negative Driving Lic Left Hand Drive No Foreign veh. Journey purpose Other	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 26 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
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Veh.No. 2 Vehicle type Car Make Model Manoeuvre Turning right Veh. direction from Southwest to Southeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Leaving main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 75 yrs Sex Male Breath test Negative Driving Lic Full Left Hand Drive No Foreign veh. Journey purpose Other	<u>Other Details</u>
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SEVERITY SLIGHT	District Kirklees Ref.No 37G0720	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)	Grid Reference 421610 / 423308 Police Officer Attend: Yes
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Date 16/07/2016 Day Saturday Time 11:37 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road B6117 Location B6117 Market Street, Heckmondwike Description of Accident V1 IS TRAVELLING ALONG MARKET STREET TOWARDS HECKMONDWIKE. IP IS WITH HIS FATHER AT A NEARBY BARBERS. IP LEAVES SHOP GOING BACK TO VEHICLE PARKED OUTSIDE. IP IS UNABLE TO GAIN ENTRY THROUGH DRIVERS DOOR. AND WALKS AROUND TO THE NEARSIDE AND INTO THE ROAD. V1 COLLIDES WITH IP. CAUSING
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SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 999 Other (Special Codes)	PARTICIPANT PROBABILITY Casualty 001 A
		CARRIAGEWAY HAZARDS None		

VEHICLES INVOLVED 1	CASUALTIES INVOLVED 1
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Veh.No. 1 Vehicle type Car Manoeuvre Going ahead other Veh. direction from South to North Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Drivers age 45 yrs Sex Male Breath test Negative Hit and run Not hit and run Left Hand Drive No Foreign veh. Driving Lic Full Journey purpose Other	Cas No 1 Cas Class Pedestrian Veh ref No 1 Severity SLIGHT Age 2 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Not a cyclist Ped Movement Walking - facing traffic Ped Location In carriageway, not crossing Ped Direction to Standing still School Pupil Other Roadworker injured Not applicable
	<u>Other Details</u>

SEVERITY SLIGHT	District Kirklees Ref.No 3AH1395	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)			Grid Reference 421798 / 423259 Police Officer Attend: Yes
Date 17/10/2016 Time 19:33 Weather Fine without high winds Road Surface Dry Street Lighting Dark: street lights present and lit	Day Monday	Road U	Location Junction of Brunswick Street, Heckmondwike and Sharp Street		
Description of Accident		The circumstances of the collision are as follows: This is a 2 vehicle RTC involving a taxi with passengers (V1) and a motor vehicle (V2). V1 is travelling up Brunswick Street towards Horton Street, approaching junction of Sharp Street, and V2 is travelling on Sharp Street away from Church Street approaching junctions of Brunswick street. This is a cross junction with no give way signs or road markings. As			
SITE DETAILS		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS PARTICIPANT PROBABILITY	
Speed Limit 30 MPH	Carriageway Single carriageway	None			
Junction Detail T or staggered junction	Junction Control Give way or uncontrolled	CARRIAGEWAY HAZARDS			
2nd Road Number U	Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	None			
VEHICLES INVOLVED 2			CASUALTIES INVOLVED 2		
Veh.No. 1	Vehicle type Taxi	Make	Model	Cas No 1	Cas Class Passenger
Manoeuvre Going ahead other				Veh ref No 1	Severity SLIGHT
Veh. direction from Southwest to Northeast	Towing? No tow or articulation			Age 11 yrs	Sex Male
Skidded No skidding, jack-knifing or overturning				Post code	
Veh location at impact (restricted lane) On main carriageway not in restricted lane				Car Passenger? Rear seat passenger	PSV Passenger? Not a passenger
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road				Seat Belt Worn but not independ	Cycle Helmet Not a cyclist
Veh left carriageway? Did not leave carriageway				Ped Movement Not applicable	
Hit object in c'way? None				Ped Location Not applicable	
Hit object off c'way? None				Ped Direction to Not applicable	
First point of impact Front				School Pupil Other	Roadworker injured
Veh registration no. Other veh.hit (ref.no) 0		Hit and run	Not hit and run	Cas No 2	Cas Class Passenger
Drivers age 35 yrs	Sex Male	Breath test Not requested	Driving Lic Full	Severity SLIGHT	Age 9 yrs
Left Hand Drive No	Foreign veh.			Sex Male	Post code
Journey purpose Journey as part of work				Car Passenger? Rear seat passenger	PSV Passenger? Not a passenger
Veh.No. 2	Vehicle type Car	Make	Model	Seat Belt Worn but not independ	Cycle Helmet Not a cyclist
Manoeuvre Going ahead other				Ped Movement Not applicable	
Veh. direction from Northwest to Southeast	Towing? No tow or articulation			Ped Location Not applicable	
Skidded No skidding, jack-knifing or overturning				Ped Direction to Not applicable	
Veh location at impact (restricted lane) On main carriageway not in restricted lane				School Pupil Other	Roadworker injured
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road				<u>Other Details</u>	
Veh left carriageway? Did not leave carriageway					
Hit object in c'way? None					
Hit object off c'way? None					
First point of impact Offside					
Veh registration no. Other veh.hit (ref.no) 0		Hit and run	Hit and Run		
Drivers age ? yrs	Sex Male	Breath test Driver not contacted	Driving Lic		
Left Hand Drive No	Foreign veh.				
Journey purpose Not Known					
Full Details		16-April-2018		Accident Ref.No 3AH1395	

SEVERITY SLIGHT	District Kirklees Ref.No 3BA0631	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)			Grid Reference 421775 / 423501 Police Officer Attend: Yes
Date 10/11/2016 Time 13:00 Weather Fine without high winds Road Surface Wet/Damp Street Lighting Daylight	Day Thursday	Road A638 Location A638 High Street	Description of Accident Sir, I was not witness to this collision. There are only 2 vehicles involved - 1. Mercedes Sprinter 2. Renault Megane It would appear that the Sprinter was in a car park waiting to emerge onto the A638 towards Dewsbury. An unknown lorry travelling towards Dewsbury has flashed his headlights and slowed to allow the Sprinter out. The Megane has been travelling on the A638 towards Heckmondwike centre		
SITE DETAILS		SPECIAL SITE CONDITIONS		CONTRIBUTORY FACTORS	
Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	None		406 Failed to judge other person's path/speed (Driver/Rider - Error) Vehicle 001 A 406 Failed to judge other person's path/speed (Driver/Rider - Error) Vehicle 002 A 405 Failed to look properly (Driver/Rider - Error) Vehicle 001 B		PARTICIPANT PROBABILITY
VEHICLES INVOLVED 2			CASUALTIES INVOLVED 2		
Veh.No. 1 Manoeuvre Turning right Veh. direction from Southeast to Northeast Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Drivers age 40 yrs Sex Male Breath test Negative Left Hand Drive No Foreign veh. Journey purpose Not Known	Vehicle type Van/Goods < 3.5t Make Model	Make Model	Cas No 1 Severity SLIGHT Car Passenger? Not a passenger Seat Belt Unknown Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Driver or Rider Age 40 yrs Sex Male PSV Passenger? Not a passenger Cycle Helmet Not a cyclist	Veh ref No 1 Post code
Veh.No. 2 Manoeuvre Going ahead other Veh. direction from Northeast to Southwest Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Nearside Veh registration no. Other veh.hit (ref.no) 0 Drivers age 51 yrs Sex Female Breath test Negative Left Hand Drive No Foreign veh. Journey purpose Not Known	Vehicle type Car Make Model	Make Model	Cas No 2 Severity SLIGHT Car Passenger? Not a passenger Seat Belt Unknown Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured	Driver or Rider Age 51 yrs Sex Female PSV Passenger? Not a passenger Cycle Helmet Not a cyclist	Veh ref No 2 Post code
<u>Other Details</u>					
Full Details		16-April-2018		Accident Ref.No 3BA0631	

SEVERITY SLIGHT	District Kirklees Ref.No 3CC1368	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)	Grid Reference 421825 / 423537 Police Officer Attend: No - reported over the counter
---------------------------	-------------------------------------	--	---

Date 12/12/2016 Day Monday Time 17:18 Weather Raining without high winds Road Surface Wet/Damp Street Lighting Dark: street lights present and lit	Road U Location Junction of Church Lane, Heckmondwike and A638 High Street Description of Accident V1 HAS TURNED LEFT OUT OF CHURCH LANE ONTO HIGH STREET TO JOIN THE FLOW OF SLOW MOVING TRAFFIC. AS V1 ATTEMPTS TO TURN ONTO BATH ROAD, V2 COLLIDES WITH THE REAR OF V1 AT VERY LOW SPEED. VERY SLIGHT INJURY REPORTED BY DRIVER OF V1.
--	--

SITE DETAILS		CONTRIBUTORY FACTORS		PARTICIPANT	PROBABILITY
Speed Limit 30 MPH	SPECIAL SITE CONDITIONS None	406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 002	A
Carriageway Single carriageway Junction Detail T or staggered junction Junction Control Give way or uncontrolled 2nd Road Number A638 Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre		CARRIAGEWAY HAZARDS			

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
---------------------	-----------------------

Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Cleared junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Back Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 35 yrs Sex Female Breath test Driver not contacted Driving Lic Left Hand Drive No Foreign veh. Journey purpose Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 1 Severity SLIGHT Age 35 yrs Sex Female Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Unknown Cycle Helmet Not a cyclist Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
--	--

Veh.No. 2 Vehicle type Car Make Model Manoeuvre Going ahead other Veh. direction from East to West Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Cleared junction or waiting Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age ? yrs Sex Female Breath test Driver not contacted Driving Lic Left Hand Drive No Foreign veh. Journey purpose Not Known	<u>Other Details</u>
--	----------------------

SEVERITY SLIGHT	District Kirklees Ref.No 4CL0756	Walkley Lane, Heckmondwike 01-01-13 to 31-12-17 (Please note any 2017 data is provisional and may change)	Grid Reference 421644 / 423249 Police Officer Attend: Yes
---------------------------	-------------------------------------	--	--

Date 21/12/2017 Day Thursday Time 12:15 Weather Raining without high winds Road Surface Wet/Damp Street Lighting Daylight	Road B6117 Location Junction of B6117 Walkley Lane and Church Street Description of Accident Taken from F299 submitted by attending officer. Vehicle 1 was travelling towards Heckmondwike along Walkley Lane. As the driver approached Church Street, indicated right to turn on Church Street then committed to turn, whilst turning struck a cyclist who was travelling along Walkley Lane towards Dewsbury across the entrance of Church Street, connecting with the right side of the cyclist
---	---

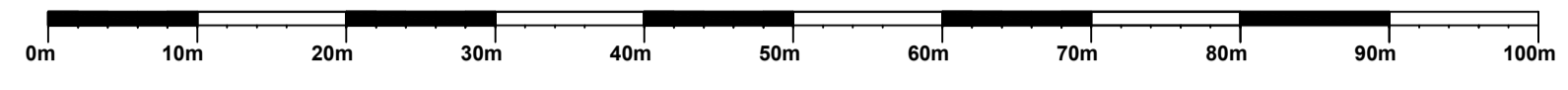
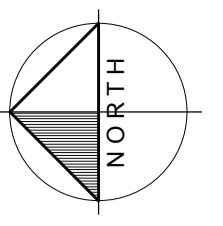
SITE DETAILS		SPECIAL SITE CONDITIONS None	CONTRIBUTORY FACTORS 406 Failed to judge other person's path/speed (Driver/Rider - Error) Vehicle 001 A	PARTICIPANT Vehicle 001 A	PROBABILITY A
Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Crossroads Junction Control Give way or uncontrolled 2nd Road Number U Pedestrian Facilities None within 50 metres No physical crossing facility within 50 metre	CARRIAGEWAY HAZARDS None				

VEHICLES INVOLVED 2	CASUALTIES INVOLVED 1
---------------------	-----------------------

Veh.No. 1 Vehicle type Car Manoeuvre Turning right Veh. direction from Southeast to Northwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Leaving main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 39 yrs Sex Female Breath test Negative Driving Lic Left Hand Drive No Foreign veh. Journey purpose Not Known	Cas No 1 Cas Class Driver or Rider Veh ref No 2 Severity SLIGHT Age 49 yrs Sex Male Post code Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt Not applicable Cycle Helmet Yes Ped Movement Not applicable Ped Location Not applicable Ped Direction to Not applicable School Pupil Other Roadworker injured
--	---

Veh.No. 2 Vehicle type Pedal Cycle Manoeuvre Going ahead other Veh. direction from Northwest to Southeast Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Mid junction - on roundabout or main road Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Offside Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run Drivers age 49 yrs Sex Male Breath test Negative Driving Lic Left Hand Drive No Foreign veh. Journey purpose Not Known	<u>Other Details</u>
--	----------------------

APPENDIX D: Proposed Site Layout




Key

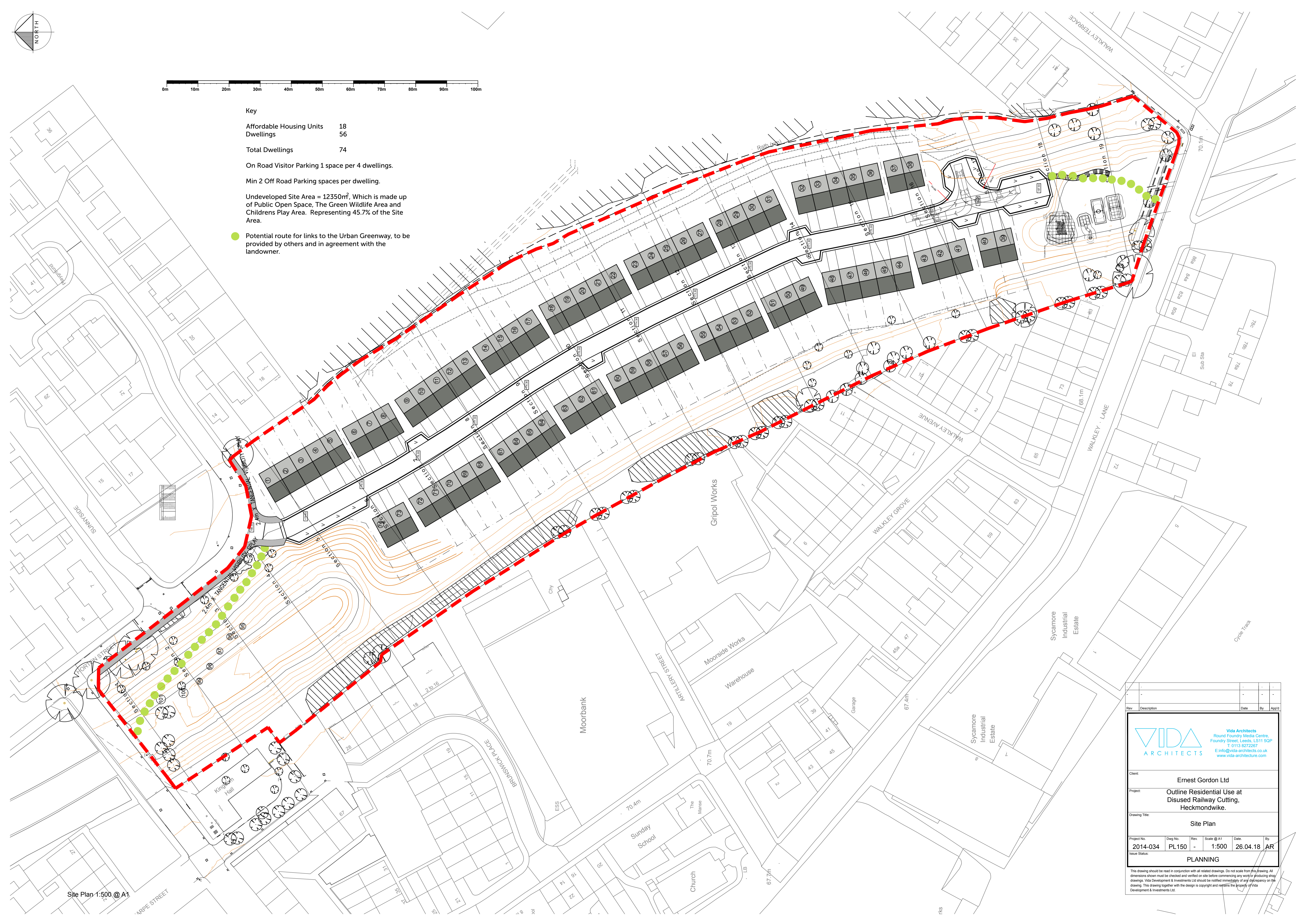
Affordable Housing Units 18
Dwellings 56
Total Dwellings 74

On Road Visitor Parking 1 space per 4 dwellings.

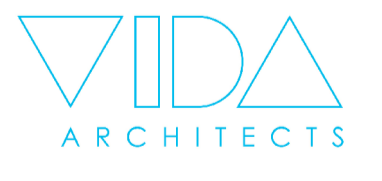
Min 2 Off Road Parking spaces per dwelling.

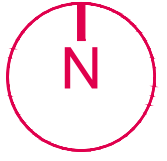
Undeveloped Site Area = 12350m², Which is made up of Public Open Space, The Green Wildlife Area and Childrens Play Area. Representing 45.7% of the Site Area.

 Potential route for links to the Urban Greenway, to be provided by others and in agreement with the landowner.



Site Plan 1:500 @ A1

Rev	Description	Date	By	Appr
				
<p style="font-size: small;">Vida Architects Round Foundry Media Centre, Foundry Street, Leeds, LS11 5GP T: 0113 8272867 E: info@vida-architects.co.uk www.vida-architecture.com</p>				
Client: Ernest Gordon Ltd				
Project: Outline Residential Use at Disused Railway Cutting, Heckmondwike.				
Drawing Title: Site Plan				
Project No:	Dwg No:	Rev:	Scale @ A1:	Date:
2014-034	PL150	-	1:500	26.04.18
Issue Status: PLANNING				
<p>This drawing should be read in conjunction with all related drawings. Do not scale from this drawing. All dimensions shown must be checked and verified on site before commencing any work or producing any drawings. Vida Development & Investments Ltd should be notified immediately of any discrepancies on the drawing. This drawing together with the design is copyright and remains the property of Vida Development & Investments Ltd.</p>				



KEY
 PROPOSED FOOTWAY



VIASOLUTIONS

THE OLD COACH HOUSE
 1 CAMPBELL STREET
 PUDSEY
 LS28 6DP
 tel: 0113 3453957
 email: highwaymen@viasolutions.com

PROPOSED RESIDENTIAL DEVELOPMENT

WALKLEY LANE, HECKMONDWIKE

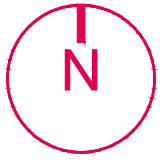
VISIBILITY SPLAYS

THIS DRAWING SHOWS THE PRELIMINARY DESIGN ONLY AND IS SUBJECT TO DETAILED DESIGN, TOPOGRAPHICAL SURVEY INFORMATION AND LOCAL AUTHORITY APPROVAL

SCALE: 1:500 @A3

DATE: MAY 2018

FIGURE 4



VIASOLUTIONS

THE OLD COACH HOUSE
1 CAMPBELL STREET
PUDSEY
LS28 6DP
tel: 0113 3453957
email: highwaymen@viasolutions.com

PROPOSED RESIDENTIAL DEVELOPMENT

WALKLEY LANE, HECKMONDWIKE

SWEPT PATH ANALYSIS

KIRKLEES REFUSE VEHICLE 2018
OVERALL LENGTH 11.850m
OVERALL WIDTH 2.500m
OVERALL BODY HEIGHT 3.749m
MIN BODY GROUND CLEARANCE 0.302m
TRACK WIDTH 2.490m
LOCK TO LOCK TIME 6.00s
WALL TO WALL TURNING RADIUS 11.000m

THIS DRAWING SHOWS THE PRELIMINARY DESIGN ONLY AND IS
SUBJECT TO DETAILED DESIGN, TOPOGRAPHICAL SURVEY
INFORMATION AND LOCAL AUTHORITY APPROVAL

SCALE: 1:200 @A3

DATE: MAY 2018

FIGURE 5

APPENDIX E: Traffic Survey Data

SURVEY CONTROL:

Client: ViaSolutions Ltd

Client Contact: Charles Beech

Survey Location: Heckmondwike

Date(s) Wednesday 18 April 2018
07:30 - 09:30 / 16:00 - 18:00

Notes:

On Site Supervisor: Wayne Tomlinson

Validation: Pedro Dixon

Survey Reference: 2017.963

Status: Final

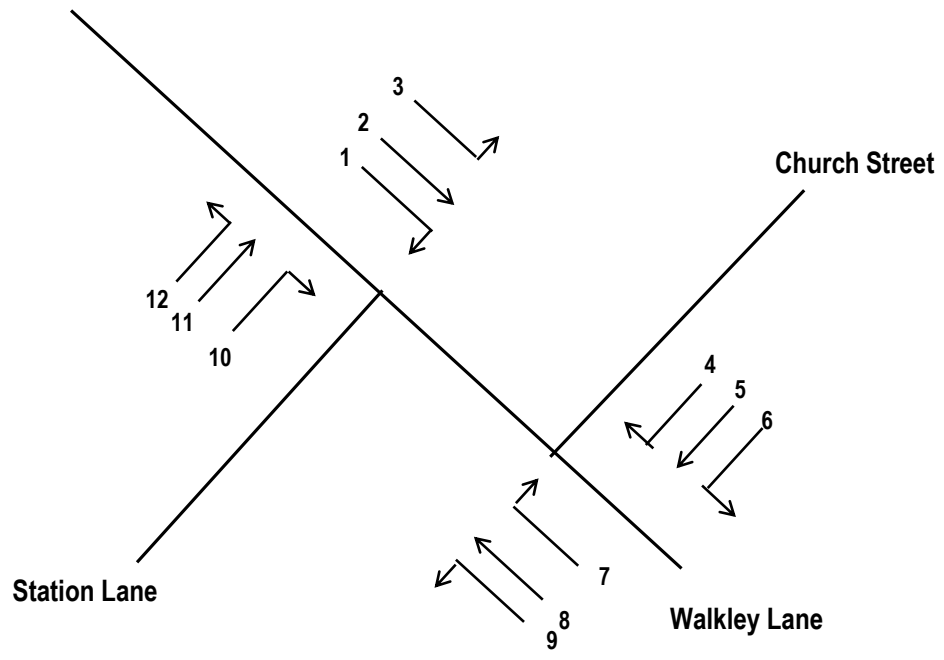
Date of Issue: Monday 23 April 2018



JUNCTION 1



B6117



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

HECKMONDWIKE



Traffic & Transport Data Collection
 e: pedro@pdsurveys.co.uk
 t: +44 (0) 7880 360 238
 a: Unit C, Venture Business Park,
 Subway Street, Hull, HU3 4EL

DRAWN BY
RKN

DATE
14/06/2018

SCALE
NTS

REF
FIGURE 1

Time Beginning	Walkley Road/Station Lane - Wednesday 15 April 2018																							
	1		2		3		4		5		6		7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0730	42	2	22	2	20	0	0	0	3	0	3	0	7	0	37	3	30	0	48	1	43	2	31	1
0745	64	1	54	1	10	0	4	0	8	0	6	0	5	0	80	6	36	6	60	3	22	1	46	3
0800	76	2	55	2	21	0	0	0	17	0	3	0	13	0	70	10	55	6	62	4	22	1	44	5
0815	76	6	55	6	21	0	2	0	19	0	10	0	12	0	65	2	33	4	69	3	24	1	31	4
0830	78	9	66	8	12	1	2	0	3	0	5	0	9	0	79	3	47	4	43	1	16	1	22	6
0845	73	14	56	14	17	0	3	0	12	0	9	0	7	0	76	7	43	4	36	8	24	0	28	6
0900	55	8	42	8	13	0	0	0	14	0	6	0	5	0	52	10	21	2	69	4	27	1	27	10
0915	62	5	48	5	14	0	4	0	9	0	3	0	7	0	43	7	33	5	62	7	11	1	31	7

Time Beginning	Walkley Road/Station Lane - Wednesday 15 April 2018																							
	1		2		3		4		5		6		7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1600	88	11	71	11	17	0	7	0	8	0	13	0	13	0	67	3	65	1	34	0	21	0	79	5
1615	83	8	64	8	19	0	7	0	13	0	9	0	9	0	78	4	69	1	36	0	17	0	58	3
1630	75	5	47	5	28	0	5	0	9	0	19	0	3	0	83	3	63	1	25	1	32	0	49	0
1645	91	6	74	6	17	0	3	0	7	0	7	0	6	0	83	4	58	1	30	1	46	2	59	2
1700	99	2	76	2	23	0	6	0	7	0	5	0	4	0	62	4	81	2	27	2	41	2	57	2
1715	82	5	56	5	26	0	7	0	9	0	11	0	7	0	65	5	79	3	27	0	42	1	55	1
1730	86	5	69	5	17	0	4	0	7	0	9	0	3	0	58	3	80	1	31	1	44	0	66	0
1745	71	4	50	4	21	0	8	0	12	0	15	0	4	0	60	2	82	0	41	0	51	1	61	1

Location: Walkley Lane, Hedkmondwike

Arm A : Walkley Lane

Arm B : Market Street

Arm C : Brunswick Street

Date: 18/04/18



Time Start	A-B		A-C		B-A		B-C		C-A		C-B	
	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV
7.30			1				2		2		4	
7.45							3		3		4	1
8.00			3				3		2		7	
8.15			5				4		11		4	
8.30			3				4		15		9	
8.45			2				1		5		6	
9.00			1				1		3		4	
9.15			2				1		4		4	

Location: Walkley Lane, Hedkmondwike

Arm A : Walkley Lane

Arm B : Market Street

Arm C : Brunswick Street

Date: 18/04/18



Time Start	A-B		A-C		B-A		B-C		C-A		C-B	
	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV
16.00			2				1		3		3	
16.15			2						4		3	
16.30			3				2		5		7	
16.45			5						6		3	
17.00			3						4		9	
17.15			3						4		4	
17.30			1				1		5		7	
17.45			1				2		3		3	

Location: Walkley Lane, Hedkmondwike

Arm A : High Street (East)

Arm B : Church Lane

Arm C : High Street (West)

Date: 18/04/18



Time Start	A-B		A-C		B-A		B-C		C-A		C-B	
	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV
7.30	3		181	1	6		12		185	1	3	
7.45	1		172	1	10		21		165	2	5	
8.00	5		180		14		25		220	1	12	
8.15			185		5		15		195		4	
8.30	4		180	3	32		62		177	3	20	
8.45	2		164	2	11		27		170	1	7	
9.00	5		124	3	6		19		134		4	
9.15	1		157	1	5		3		130	1	1	

Location: Walkley Lane, Hedkmondwike

Arm A : High Street (East)

Arm B : Church Lane

Arm C : High Street (West)

Date: 18/04/18



Time Start	A-B		A-C		B-A		B-C		C-A		C-B	
	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV	Car	HGV
16.00			150	5	9		14		120	1	3	
16.15			112	2	12		9		85	2	5	
16.30	3		110	1	11		13		195	1	12	
16.45	1		145	1	8		15		198		4	
17.00			164	2	7		14		139	3	20	
17.15	1		95	2	8		9		110	1	7	
17.30	3		160	1	4		9		184		4	
17.45			140		7		9		162	1	1	

APPENDIX F: TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLES

Selected regions and areas:

04 EAST ANGLIA		
NF NORFOLK		1 days
SF SUFFOLK		2 days
05 EAST MIDLANDS		
LN LINCOLNSHIRE		2 days
06 WEST MIDLANDS		
SH SHROPSHIRE		1 days
WM WEST MIDLANDS		1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
NE NORTH EAST LINCOLNSHIRE		1 days
NY NORTH YORKSHIRE		2 days
08 NORTH WEST		
CH CHESHIRE		1 days
09 NORTH		
CB CUMBRIA		1 days

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

Filtering Stage 2 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: 71 to 230 (units:)
 Range Selected by User: 60 to 240 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 20/05/14

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	3 days
Tuesday	4 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	12 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	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	5

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

Selected Location Sub Categories:

Residential Zone	8
No Sub Category	4

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.

Filtering Stage 3 selection:

Use Class:

C3 12 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	2 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	5 days
20,001 to 25,000	3 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	2 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	10 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 12 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.

LIST OF SITES relevant to selection parameters

<p>1 CB-03-A-04 SEMI DETACHED MOORCLOSE ROAD SALTERBACK WORKINGTON Edge of Town No Sub Category Total Number of dwellings: 82 Survey date: FRIDAY 24/04/09</p>	<p>CUMBRIA</p> <p>Survey Type: MANUAL</p>
<p>2 CH-03-A-06 SEMI-DET./BUNGALOWS CREWE ROAD CREWE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 129 Survey date: TUESDAY 14/10/08</p>	<p>CHESHIRE</p> <p>Survey Type: MANUAL</p>
<p>3 LN-03-A-01 MIXED HOUSES BRANT ROAD BRACEBRIDGE LINCOLN Edge of Town Residential Zone Total Number of dwellings: 150 Survey date: TUESDAY 15/05/07</p>	<p>LINCOLNSHIRE</p> <p>Survey Type: MANUAL</p>
<p>4 LN-03-A-02 MIXED HOUSES HYKEHAM ROAD LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 186 Survey date: MONDAY 14/05/07</p>	<p>LINCOLNSHIRE</p> <p>Survey Type: MANUAL</p>
<p>5 NE-03-A-03 PRIVATE HOUSES STATION ROAD SCUNTHORPE Edge of Town Centre Residential Zone Total Number of dwellings: 180 Survey date: TUESDAY 20/05/14</p>	<p>NORTH EAST LINCOLNSHIRE</p> <p>Survey Type: MANUAL</p>
<p>6 NF-03-A-02 HOUSES & FLATS DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12</p>	<p>NORFOLK</p> <p>Survey Type: MANUAL</p>
<p>7 NY-03-A-06 BUNGALOWS & SEMI DET. HORSEFAIR BOROUGHBIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 Survey date: FRIDAY 14/10/11</p>	<p>NORTH YORKSHIRE</p> <p>Survey Type: MANUAL</p>

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD	
		RIPON	
		Edge of Town	
		No Sub Category	
		Total Number of dwellings:	71
		Survey date: TUESDAY	17/09/13
			Survey Type: MANUAL
9	SF-03-A-01	SEMI DETACHED	SUFFOLK
		A1156 FELIXSTOWE ROAD	
		RACECOURSE	
		IPSWICH	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Number of dwellings:	77
		Survey date: WEDNESDAY	23/05/07
			Survey Type: MANUAL
10	SF-03-A-02	SEMI DET./TERRACED	SUFFOLK
		STOKE PARK DRIVE	
		MAIDENHALL	
		IPSWICH	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	230
		Survey date: THURSDAY	24/05/07
			Survey Type: MANUAL
11	SH-03-A-04	TERRACED	SHROPSHIRE
		ST MICHAEL'S STREET	
		SHREWSBURY	
		Suburban Area (PPS6 Out of Centre)	
		No Sub Category	
		Total Number of dwellings:	108
		Survey date: THURSDAY	11/06/09
			Survey Type: MANUAL
12	WM-03-A-03	MIXED HOUSING	WEST MIDLANDS
		BASELEY WAY	
		ROWLEYS GREEN	
		COVENTRY	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	84
		Survey date: MONDAY	24/09/07
			Survey Type: MANUAL

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

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Ranking Type: **TOTALS** Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. **10** NF-03-A-02 Tot: 0.469

85th Percentile = No. **3** WM-03-A-03 Tot: 0.726

Median Values

Arrivals: 0.183

Departures: 0.395

Totals: 0.579

Mean Values

Arrivals: 0.185

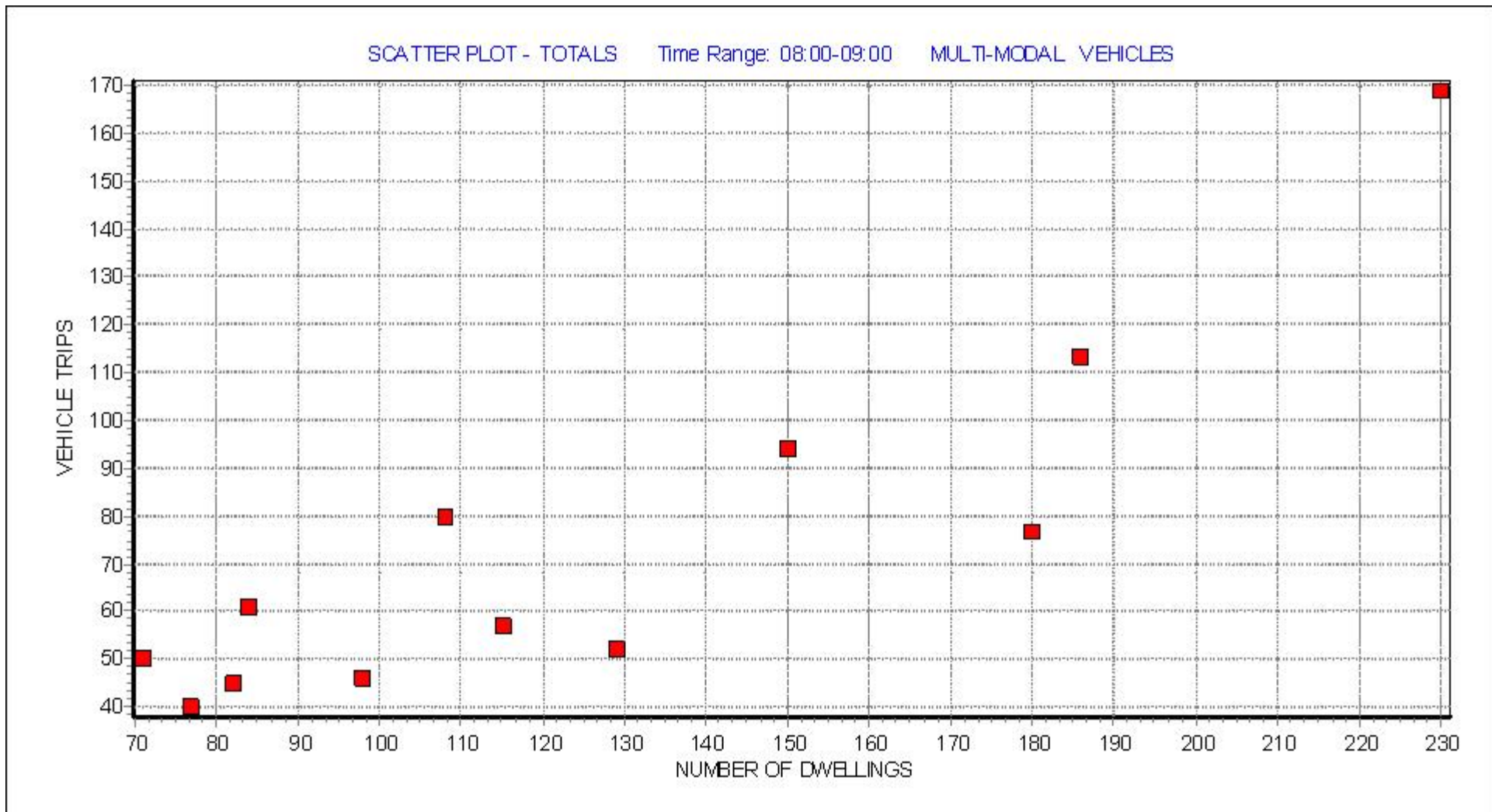
Departures: 0.399

Totals: 0.584

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.287	0.454	0.741	1.86
2	SF-03-A-02	SEMI DET./TERR	IPSWICH	SUFFOLK	230	Thu	24/05/07	0.243	0.491	0.734	2.48
3	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.321	0.405	0.726	2.60
4	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.183	0.521	0.704	0.83
5	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.187	0.440	0.627	4.91
6	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.183	0.425	0.608	4.13
7	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549	1.74
8	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.104	0.416	0.520	2.22
9	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.096	0.400	0.496	3.50
10	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	2.24
11	NE-03-A-03	PRIVATE HOUSES	SCUNTHORPE	NORTH EAST LINCOLNS	180	Tue	20/05/14	0.144	0.283	0.427	2.68
12	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.163	0.240	0.403	2.59

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLES

Selected regions and areas:

04 EAST ANGLIA		
NF	NORFOLK	1 days
SF	SUFFOLK	2 days
05 EAST MIDLANDS		
LN	LINCOLNSHIRE	2 days
06 WEST MIDLANDS		
SH	SHROPSHIRE	1 days
WM	WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
NE	NORTH EAST LINCOLNSHIRE	1 days
NY	NORTH YORKSHIRE	2 days
08 NORTH WEST		
CH	CESHIRE	1 days
09 NORTH		
CB	CUMBRIA	1 days

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

Filtering Stage 2 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: 71 to 230 (units:)
 Range Selected by User: 60 to 240 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 20/05/14

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	3 days
Tuesday	4 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	12 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	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	5

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

Selected Location Sub Categories:

Residential Zone	8
No Sub Category	4

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.

Filtering Stage 3 selection:

Use Class:

C3 12 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	2 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	5 days
20,001 to 25,000	3 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	2 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	10 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 12 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.

LIST OF SITES relevant to selection parameters

<p>1 CB-03-A-04 SEMI DETACHED MOORCLOSE ROAD SALTERBACK WORKINGTON Edge of Town No Sub Category Total Number of dwellings: 82 Survey date: FRIDAY 24/04/09</p>	<p>CUMBRIA</p> <p>Survey Type: MANUAL</p>
<p>2 CH-03-A-06 SEMI-DET./BUNGALOWS CREWE ROAD CREWE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 129 Survey date: TUESDAY 14/10/08</p>	<p>CHESHIRE</p> <p>Survey Type: MANUAL</p>
<p>3 LN-03-A-01 MIXED HOUSES BRANT ROAD BRACEBRIDGE LINCOLN Edge of Town Residential Zone Total Number of dwellings: 150 Survey date: TUESDAY 15/05/07</p>	<p>LINCOLNSHIRE</p> <p>Survey Type: MANUAL</p>
<p>4 LN-03-A-02 MIXED HOUSES HYKEHAM ROAD LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 186 Survey date: MONDAY 14/05/07</p>	<p>LINCOLNSHIRE</p> <p>Survey Type: MANUAL</p>
<p>5 NE-03-A-03 PRIVATE HOUSES STATION ROAD SCUNTHORPE Edge of Town Centre Residential Zone Total Number of dwellings: 180 Survey date: TUESDAY 20/05/14</p>	<p>NORTH EAST LINCOLNSHIRE</p> <p>Survey Type: MANUAL</p>
<p>6 NF-03-A-02 HOUSES & FLATS DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12</p>	<p>NORFOLK</p> <p>Survey Type: MANUAL</p>
<p>7 NY-03-A-06 BUNGALOWS & SEMI DET. HORSEFAIR BOROUGHBIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 Survey date: FRIDAY 14/10/11</p>	<p>NORTH YORKSHIRE</p> <p>Survey Type: MANUAL</p>

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD	
		RIPON	
		Edge of Town	
		No Sub Category	
		Total Number of dwellings:	71
		Survey date: TUESDAY	17/09/13
			Survey Type: MANUAL
9	SF-03-A-01	SEMI DETACHED	SUFFOLK
		A1156 FELIXSTOWE ROAD	
		RACECOURSE	
		IPSWICH	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Number of dwellings:	77
		Survey date: WEDNESDAY	23/05/07
			Survey Type: MANUAL
10	SF-03-A-02	SEMI DET./TERRACED	SUFFOLK
		STOKE PARK DRIVE	
		MAIDENHALL	
		IPSWICH	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	230
		Survey date: THURSDAY	24/05/07
			Survey Type: MANUAL
11	SH-03-A-04	TERRACED	SHROPSHIRE
		ST MICHAEL'S STREET	
		SHREWSBURY	
		Suburban Area (PPS6 Out of Centre)	
		No Sub Category	
		Total Number of dwellings:	108
		Survey date: THURSDAY	11/06/09
			Survey Type: MANUAL
12	WM-03-A-03	MIXED HOUSING	WEST MIDLANDS
		BASELEY WAY	
		ROWLEYS GREEN	
		COVENTRY	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	84
		Survey date: MONDAY	24/09/07
			Survey Type: MANUAL

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

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Ranking Type: **TOTALS** Time Range: 17:00-18:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. **10** NF-03-A-02 Tot: 0.378

85th Percentile = No. **3** SH-03-A-04 Tot: 0.759

Median Values

Arrivals: 0.416

Departures: 0.153

Totals: 0.570

Mean Values

Arrivals: 0.344

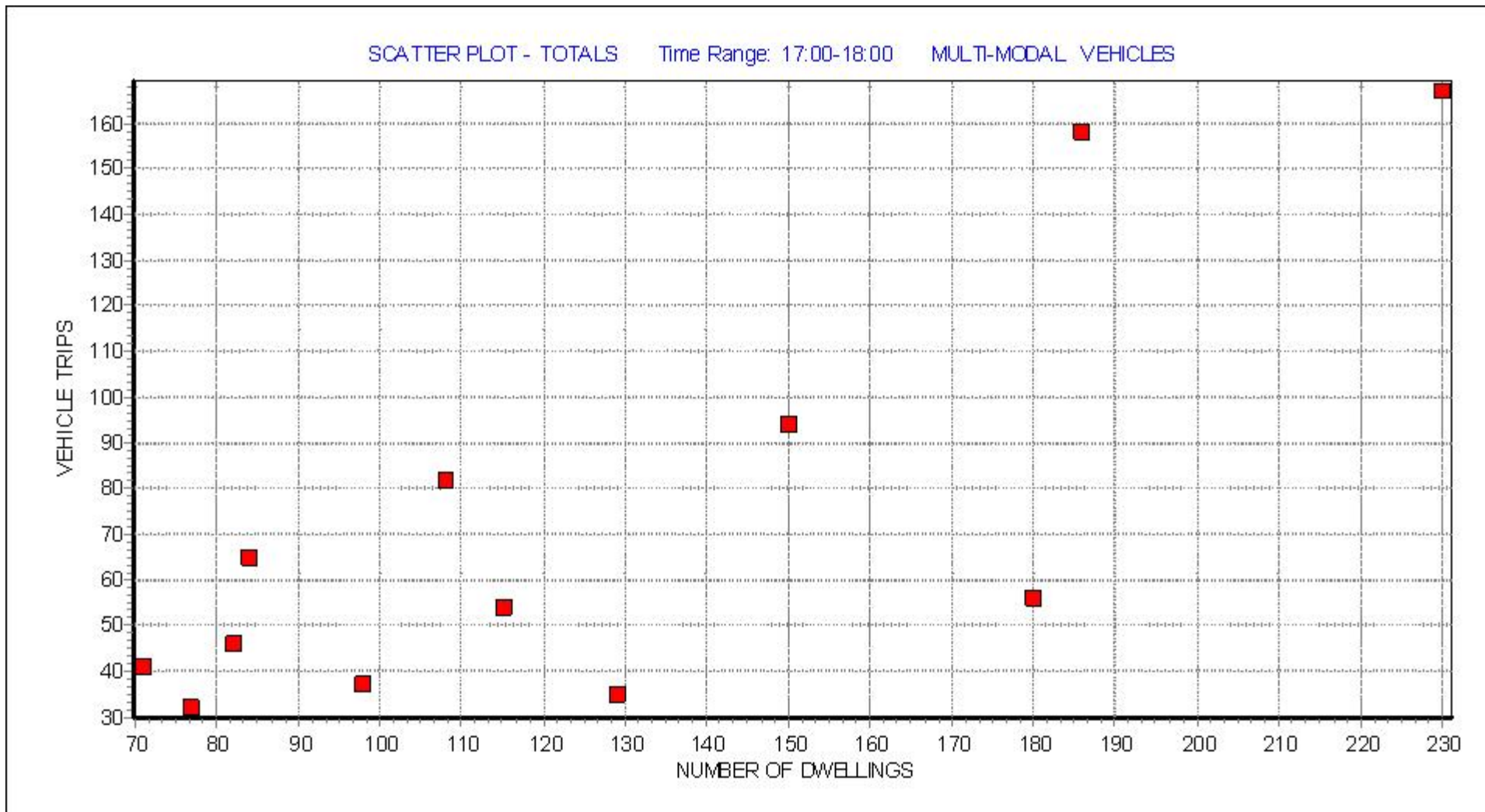
Departures: 0.216

Totals: 0.560

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.495	0.355	0.850	4.13
2	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.369	0.774	2.60
3	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.463	0.296	0.759	1.86
4	SF-03-A-02	SEMI DET./TERR	IPSWICH	SUFFOLK	230	Thu	24/05/07	0.478	0.248	0.726	2.48
5	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.413	0.213	0.626	4.91
6	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.479	0.099	0.578	0.83
7	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.354	0.207	0.561	1.74
8	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.296	0.174	0.470	3.50
9	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.247	0.169	0.416	2.22
10	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	2.24
11	NE-03-A-03	PRIVATE HOUSES	SCUNTHORPE	NORTH EAST LINCOLNS	180	Tue	20/05/14	0.128	0.183	0.311	2.68
12	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.132	0.140	0.272	2.59

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

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This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

APPENDIX G: Traffic Distribution

WF01BEW - Location of usual residence and place of work (OA level)

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population All usual residents ages 16 and over in employment the week before the census
 units Persons
 date 2011

place of work	currently		E02002281 : Kirklees 011			E02002281 : Kirklees 011		
	units	%	Church Street (east)	Church Street (west)	Brunswick Street	Church Street (east)	Church Street (west)	Brunswick Street
Barnsley	23	0.56%	0.5	0	0.5	0.28%	0.00%	0.28%
Bradford	255	6.15%	0.5	0.5	0	3.08%	3.08%	0.00%
Calderdale	130	3.14%	0.5	0.5	0	1.57%	1.57%	0.00%
Craven	2	0.05%	0.5	0.5	0	0.02%	0.02%	0.00%
Doncaster	6	0.14%	0.5	0	0.5	0.07%	0.00%	0.07%
East Riding of Yorkshire	3	0.07%	1	0	0	0.07%	0.00%	0.00%
Hambleton	2	0.05%	1	0	0	0.05%	0.00%	0.00%
Harrogate	8	0.19%	1	0	0	0.19%	0.00%	0.00%
Kingston upon Hull, City of	2	0.05%	1	0	0	0.05%	0.00%	0.00%
North Lincolnshire	1	0.02%	1	0	0	0.02%	0.00%	0.00%
Richmondshire	1	0.02%	0.5	0	0.5	0.01%	0.00%	0.01%
Rotherham	8	0.19%	0.5	0	0.5	0.10%	0.00%	0.10%
Selby	4	0.10%	0.5	0	0.5	0.05%	0.00%	0.05%
Sheffield	19	0.46%	0.5	0	0.5	0.23%	0.00%	0.23%
Wakefield	210	5.07%	0.5	0	0.5	2.53%	0.00%	2.53%
York	12	0.29%	0.5	0	0.5	0.14%	0.00%	0.14%
E02002331 : Leeds 002	3	0.07%	0.5	0	0.5	0.04%	0.00%	0.04%
E02002335 : Leeds 006	1	0.02%	0.5	0	0.5	0.01%	0.00%	0.01%
E02002336 : Leeds 007	7	0.17%	0.5	0.5	0	0.08%	0.08%	0.00%
E02002338 : Leeds 009	3	0.07%	0.5	0.5	0	0.04%	0.04%	0.00%
E02002341 : Leeds 012	1	0.02%	0.5	0	0.5	0.01%	0.00%	0.01%
E02002350 : Leeds 021	1	0.02%	0.5	0.5	0	0.01%	0.01%	0.00%
E02002351 : Leeds 022	3	0.07%	0.5	0	0.5	0.04%	0.00%	0.04%
E02002356 : Leeds 027	3	0.07%	0.5	0.5	0	0.04%	0.04%	0.00%
E02002357 : Leeds 028	6	0.14%	1	0	0	0.14%	0.00%	0.00%
E02002358 : Leeds 029	4	0.10%	0.5	0	0.5	0.05%	0.00%	0.05%
E02002359 : Leeds 030	5	0.12%	0.5	0	0.5	0.06%	0.00%	0.06%
E02002361 : Leeds 032	1	0.02%	0.5	0	0.5	0.01%	0.00%	0.01%
E02002362 : Leeds 033	1	0.02%	0.5	0	0.5	0.01%	0.00%	0.01%
E02002363 : Leeds 034	2	0.05%	0.5	0	0.5	0.02%	0.00%	0.02%
E02002364 : Leeds 035	2	0.05%	0.5	0	0.5	0.02%	0.00%	0.02%
E02002367 : Leeds 038	2	0.05%	0.5	0	0.5	0.02%	0.00%	0.02%
E02002368 : Leeds 039	6	0.14%	1	0	0	0.14%	0.00%	0.00%
E02002370 : Leeds 041	1	0.02%	0.5	0	0.5	0.01%	0.00%	0.01%
E02002371 : Leeds 042	2	0.05%	0.5	0	0.5	0.02%	0.00%	0.02%
E02002373 : Leeds 044	2	0.05%	0.5	0	0.5	0.02%	0.00%	0.02%
E02002374 : Leeds 045	1	0.02%	1	0	0	0.02%	0.00%	0.00%
E02002380 : Leeds 051	1	0.02%	1	0	0	0.02%	0.00%	0.00%
E02002381 : Leeds 052	1	0.02%	1	0	0	0.02%	0.00%	0.00%
E02002384 : Leeds 055	18	0.43%	0.5	0	0.5	0.22%	0.00%	0.22%
E02002385 : Leeds 056	5	0.12%	1	0	0	0.12%	0.00%	0.00%
E02002386 : Leeds 057	2	0.05%	0	0	0.5	0.02%	0.00%	0.02%
E02002390 : Leeds 061	1	0.02%	0.5	0	0.5	0.01%	0.00%	0.01%
E02002391 : Leeds 062	9	0.22%	1	0	0	0.22%	0.00%	0.00%
E02002392 : Leeds 063	20	0.48%	1	0	0	0.48%	0.00%	0.00%
E02002393 : Leeds 064	8	0.19%	0.5	0	0.5	0.10%	0.00%	0.10%
E02002394 : Leeds 065	3	0.07%	0.5	0	0.5	0.04%	0.00%	0.04%
E02002395 : Leeds 066	4	0.10%	0.5	0.5	0	0.05%	0.05%	0.00%
E02002396 : Leeds 067	5	0.12%	1	0	0	0.12%	0.00%	0.00%
E02002397 : Leeds 068	1	0.02%	1	0	0	0.02%	0.00%	0.00%
E02002398 : Leeds 069	1	0.02%	0.5	0	0.5	0.01%	0.00%	0.01%
E02002399 : Leeds 070	15	0.36%	0.5	0	0.5	0.18%	0.00%	0.18%
E02002400 : Leeds 071	42	1.01%	1	0	0	1.01%	0.00%	0.00%
E02002402 : Leeds 073	3	0.07%	0.5	0	0.5	0.04%	0.00%	0.04%
E02002404 : Leeds 075	15	0.36%	0.5	0	0.5	0.18%	0.00%	0.18%
E02002405 : Leeds 076	1	0.02%	1	0	0	0.02%	0.00%	0.00%
E02002406 : Leeds 077	1	0.02%	0.5	0	0.5	0.01%	0.00%	0.01%
E02002408 : Leeds 079	8	0.19%	1	0	0	0.19%	0.00%	0.00%
E02002409 : Leeds 080	1	0.02%	1	0	0	0.02%	0.00%	0.00%
E02002410 : Leeds 081	9	0.22%	1	0	0	0.22%	0.00%	0.00%
E02002411 : Leeds 082	8	0.19%	0.5	0	0.5	0.10%	0.00%	0.10%
E02002412 : Leeds 083	12	0.29%	1	0	0	0.29%	0.00%	0.00%
E02002414 : Leeds 085	9	0.22%	0.5	0	0.5	0.11%	0.00%	0.11%
E02002415 : Leeds 086	2	0.05%	0.5	0	0.5	0.02%	0.00%	0.02%
E02002416 : Leeds 087	1	0.02%	0.5	0	0.5	0.01%	0.00%	0.01%
E02002417 : Leeds 088	1	0.02%	0.5	0	0.5	0.01%	0.00%	0.01%
E02002419 : Leeds 090	30	0.72%	0.5	0	0.5	0.36%	0.00%	0.36%
E02002420 : Leeds 091	18	0.43%	1	0	0	0.43%	0.00%	0.00%
E02002422 : Leeds 093	48	1.16%	1	0	0	1.16%	0.00%	0.00%
E02002424 : Leeds 095	30	0.72%	1	0	0	0.72%	0.00%	0.00%
E02002425 : Leeds 096	11	0.27%	1	0	0	0.27%	0.00%	0.00%
E02002426 : Leeds 097	2	0.05%	0.5	0	0.5	0.02%	0.00%	0.02%
E02002427 : Leeds 098	1	0.02%	0.5	0	0.5	0.01%	0.00%	0.01%
E02002428 : Leeds 099	2	0.05%	0.5	0	0.5	0.02%	0.00%	0.02%
E02002429 : Leeds 100	3	0.07%	0.5	0	0.5	0.04%	0.00%	0.04%
E02002431 : Leeds 102	19	0.46%	0.5	0	0.5	0.23%	0.00%	0.23%
E02002433 : Leeds 104	48	1.16%	0.5	0	0.5	0.58%	0.00%	0.58%
E02002435 : Leeds 106	44	1.06%	0.5	0	0.5	0.53%	0.00%	0.53%
E02002436 : Leeds 107	3	0.07%	0.5	0	0.5	0.04%	0.00%	0.04%
E02002437 : Leeds 108	1	0.02%	0.5	0	0.5	0.01%	0.00%	0.01%
E02006852 : Leeds 109	1	0.02%	1	0	0	0.02%	0.00%	0.00%
E02006861 : Leeds 110	5	0.12%	1	0	0	0.12%	0.00%	0.00%
E02006875 : Leeds 111	180	4.34%	0.5	0	0.5	2.17%	0.00%	2.17%
E02006876 : Leeds 112	52	1.26%	0.5	0	0.5	0.63%	0.00%	0.63%
E02002271 : Kirklees 001	30	0.72%	0.5	0.5	0	0.36%	0.36%	0.00%
E02002272 : Kirklees 002	187	4.51%	1	0	0	4.51%	0.00%	0.00%
E02002273 : Kirklees 003	56	1.35%	0.5	0.5	0	0.68%	0.68%	0.00%
E02002274 : Kirklees 004	18	0.43%	0.5	0.5	0	0.22%	0.22%	0.00%
E02002275 : Kirklees 005	133	3.21%	0	1	0	0.00%	3.21%	0.00%
E02002276 : Kirklees 006	59	1.42%	1	0	0	1.42%	0.00%	0.00%
E02002277 : Kirklees 007	59	1.42%	1	0	0	1.42%	0.00%	0.00%
E02002278 : Kirklees 008	21	0.51%	0	1	0	0.00%	0.51%	0.00%
E02002279 : Kirklees 009	140	3.38%	0	1	0	0.00%	3.38%	0.00%
E02002280 : Kirklees 010	128	3.09%	1	0	0	3.09%	0.00%	0.00%
E02002281 : Kirklees 011	312	7.53%	1/3	1/3	1/3	2.51%	2.51%	2.51%
E02002282 : Kirklees 012	44	1.06%	0.5	0	0.5	0.53%	0.00%	0.53%
E02002283 : Kirklees 013	64	1.54%	0.5	0	0.5	0.77%	0.00%	0.77%
E02002284 : Kirklees 014	41	0.99%	0.5	0	0.5	0.49%	0.00%	0.49%

E02002285 : Kirklees 015	336	8.11%	0	0.5	0.5	0.00%	4.06%	4.06%	
E02002286 : Kirklees 016	151	3.64%	0.5	0	0.5	1.82%	0.00%	1.82%	
E02002287 : Kirklees 017	199	4.80%	0.5	0	0.5	2.40%	0.00%	2.40%	
E02002288 : Kirklees 018	18	0.43%	0.5	0	0.5	0.22%	0.00%	0.22%	
E02002289 : Kirklees 019	32	0.77%	0	0	1	0.00%	0.00%	0.77%	
E02002290 : Kirklees 020	9	0.22%	0	0.5	0.5	0.00%	0.11%	0.11%	
E02002291 : Kirklees 021	30	0.72%	0	0.5	0.5	0.00%	0.36%	0.36%	
E02002292 : Kirklees 022	9	0.22%	0	0.5	0.5	0.00%	0.11%	0.11%	
E02002293 : Kirklees 023	95	2.29%	0	0	1	0.00%	0.00%	2.29%	
E02002294 : Kirklees 024	104	2.51%	0	0	1	0.00%	0.00%	2.51%	
E02002295 : Kirklees 025	21	0.51%	0	0.5	0.5	0.00%	0.25%	0.25%	
E02002296 : Kirklees 026	67	1.62%	0	0	1	0.00%	0.00%	1.62%	
E02002297 : Kirklees 027	2	0.05%	0	0.5	0.5	0.00%	0.02%	0.02%	
E02002298 : Kirklees 028	7	0.17%	0	0	1	0.00%	0.00%	0.17%	
E02002299 : Kirklees 029	98	2.37%	0	0.5	0.5	0.00%	1.18%	1.18%	
E02002300 : Kirklees 030	1	0.02%	0	0.5	0.5	0.00%	0.01%	0.01%	
E02002301 : Kirklees 031	20	0.48%	0	0.5	0.5	0.00%	0.24%	0.24%	
E02002302 : Kirklees 032	8	0.19%	0	0.5	0.5	0.00%	0.10%	0.10%	
E02002303 : Kirklees 033	11	0.27%	0	0.5	0.5	0.00%	0.13%	0.13%	
E02002304 : Kirklees 034	21	0.51%	0	0.5	0.5	0.00%	0.25%	0.25%	
E02002306 : Kirklees 036	3	0.07%	0	1	0	0.00%	0.07%	0.00%	
E02002307 : Kirklees 037	6	0.14%	0	0.5	0.5	0.00%	0.07%	0.07%	
E02002308 : Kirklees 038	1	0.02%	0	1	0	0.00%	0.02%	0.00%	
E02002309 : Kirklees 039	7	0.17%	0	0.5	0.5	0.00%	0.08%	0.08%	
E02002310 : Kirklees 040	1	0.02%	0	0.5	0.5	0.00%	0.01%	0.01%	
E02002311 : Kirklees 041	6	0.14%	0	1	0	0.00%	0.14%	0.00%	
E02002312 : Kirklees 042	35	0.84%	0	0.5	0.5	0.00%	0.42%	0.42%	
E02002313 : Kirklees 043	5	0.12%	0	0.5	0.5	0.00%	0.06%	0.06%	
E02002314 : Kirklees 044	4	0.10%	0	0.5	0.5	0.00%	0.05%	0.05%	
E02002315 : Kirklees 045	8	0.19%	0	1	0	0.00%	0.19%	0.00%	
E02002316 : Kirklees 046	3	0.07%	0	0.5	0.5	0.00%	0.04%	0.04%	
E02002317 : Kirklees 047	3	0.07%	0	0.5	0.5	0.00%	0.04%	0.04%	
E02002318 : Kirklees 048	6	0.14%	0	0.5	0.5	0.00%	0.07%	0.07%	
E02002319 : Kirklees 049	7	0.17%	0	1	0	0.00%	0.17%	0.00%	
E02002320 : Kirklees 050	3	0.07%	0	1	0	0.00%	0.07%	0.00%	
E02002321 : Kirklees 051	6	0.14%	0	0.5	0.5	0.00%	0.07%	0.07%	
E02002322 : Kirklees 052	4	0.10%	0	1	0	0.00%	0.10%	0.00%	
E02002323 : Kirklees 053	10	0.24%	0	0.5	0.5	0.00%	0.12%	0.12%	
E02002324 : Kirklees 054	1	0.02%	0	0.5	0.5	0.00%	0.01%	0.01%	
E02002325 : Kirklees 055	12	0.29%	0	1	0	0.00%	0.29%	0.00%	
E02002326 : Kirklees 056	3	0.07%	0	0.5	0.5	0.00%	0.04%	0.04%	
E02002327 : Kirklees 057	9	0.22%	0.5	0	0.5	0.11%	0.00%	0.11%	
E02002328 : Kirklees 058	7	0.17%	0	0.5	0.5	0.00%	0.08%	0.08%	
E02002329 : Kirklees 059	14	0.34%	0	0.5	0.5	0.00%	0.17%	0.17%	
	4,143					41.14%	24.98%	33.88%	100.00%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Trip Generation

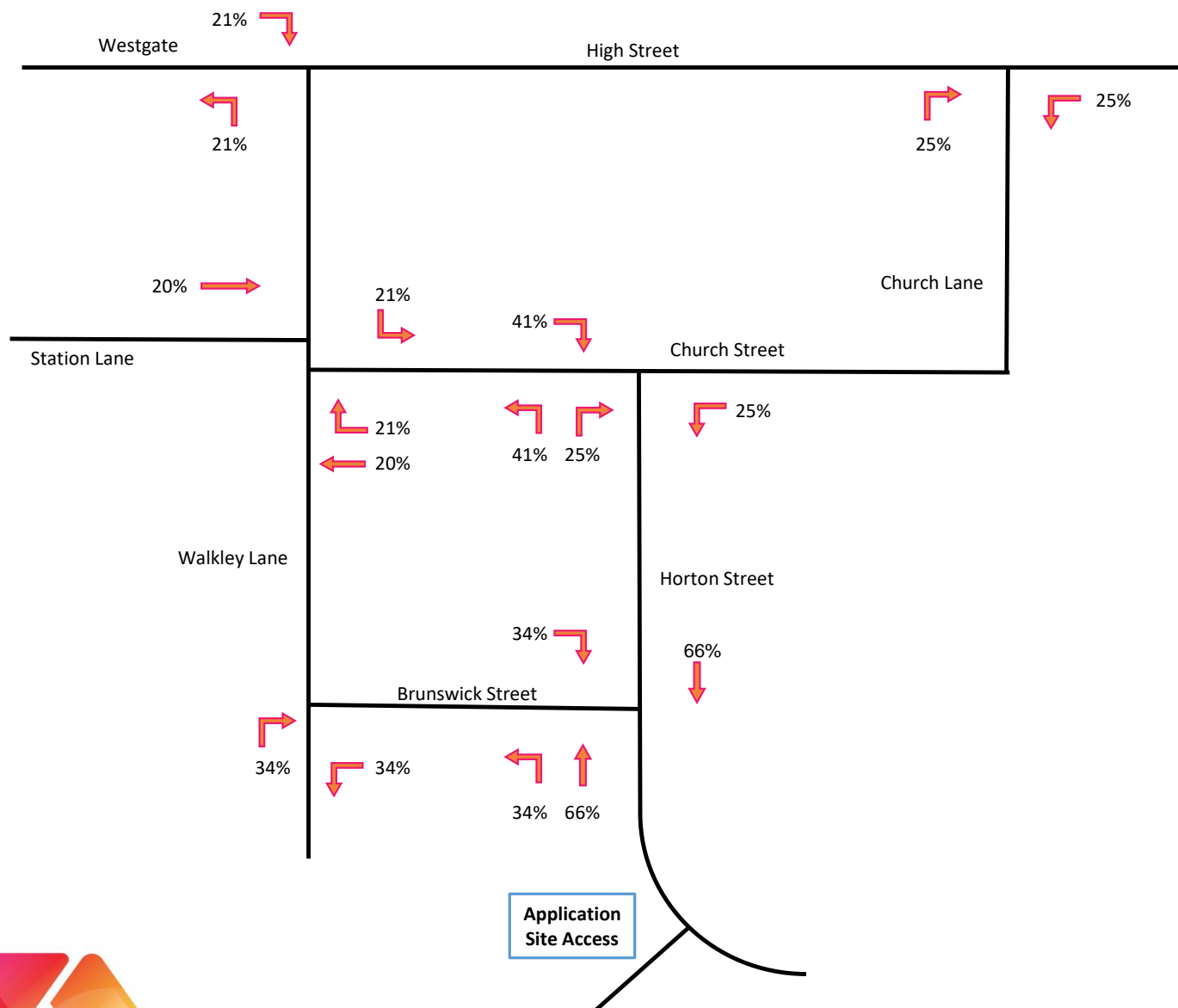
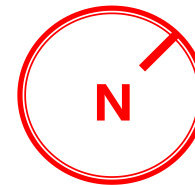
	AM		PM	
	ARR	DEP	ARR	DEP
Vehicle Trip Rate	0.243	0.454	0.478	0.296
No Dwellings =	74			
Vehicles	18	34	35	22
	52		57	

Trip Distribution

		Flow	Church Street (east)	Church Street (west)	Brunswick Street
		AM	Arr	18	7
	Dep	34	14	8	11
PM	Arr	35	15	9	11
	Dep	22	9	5	7

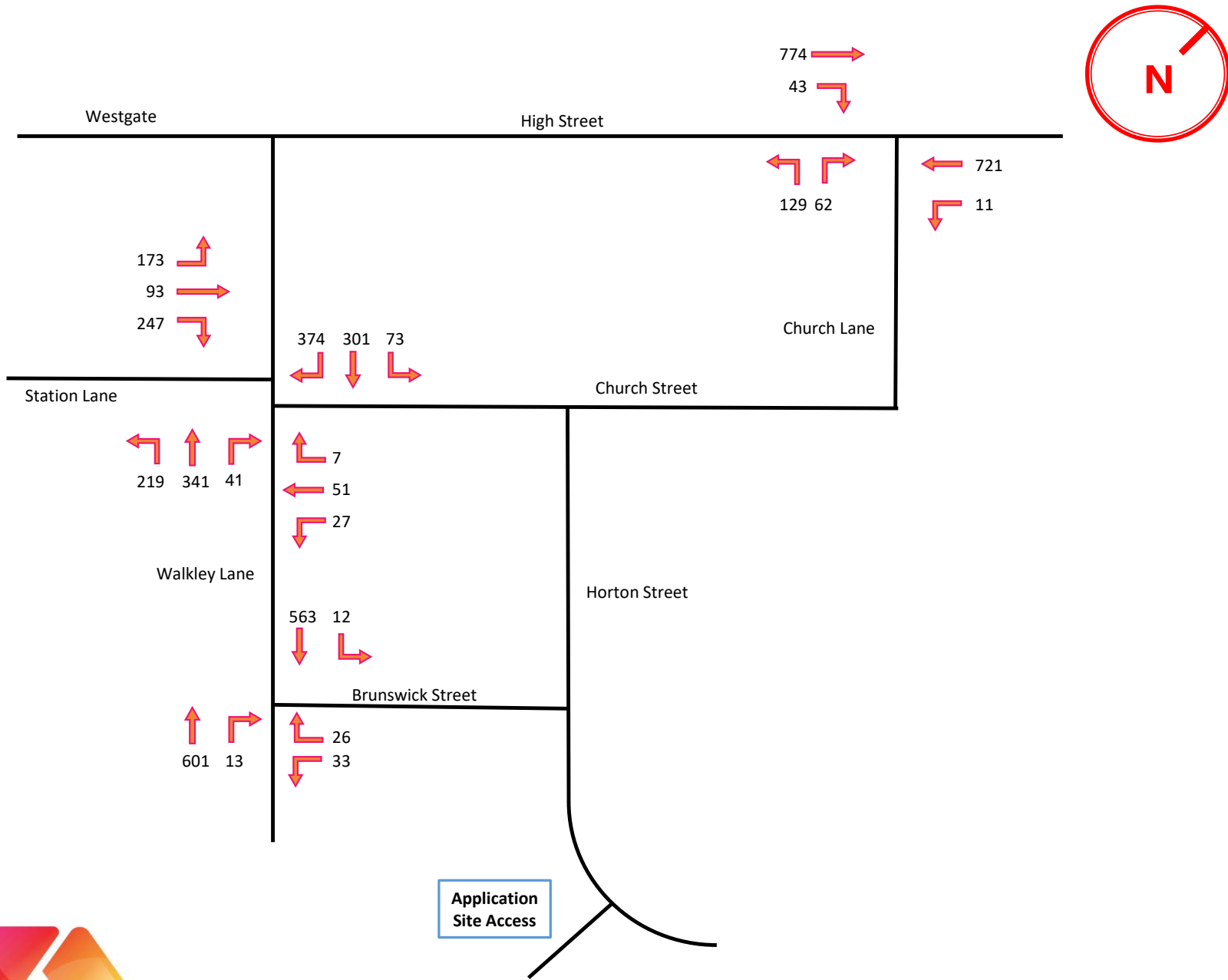
Nomis trip to work data has been used to calculate trip distribution based on most likely route taken from start location of journey to site location. This has been shown by dividing the percentage of trips into their most likely point of access onto site. For example journeys to and from Harrogate will most likely only use Church Street (east) on their route, therefore the probability of traffic using this route is shown to be 1.

APPENDIX H: Traffic Flow Diagrams



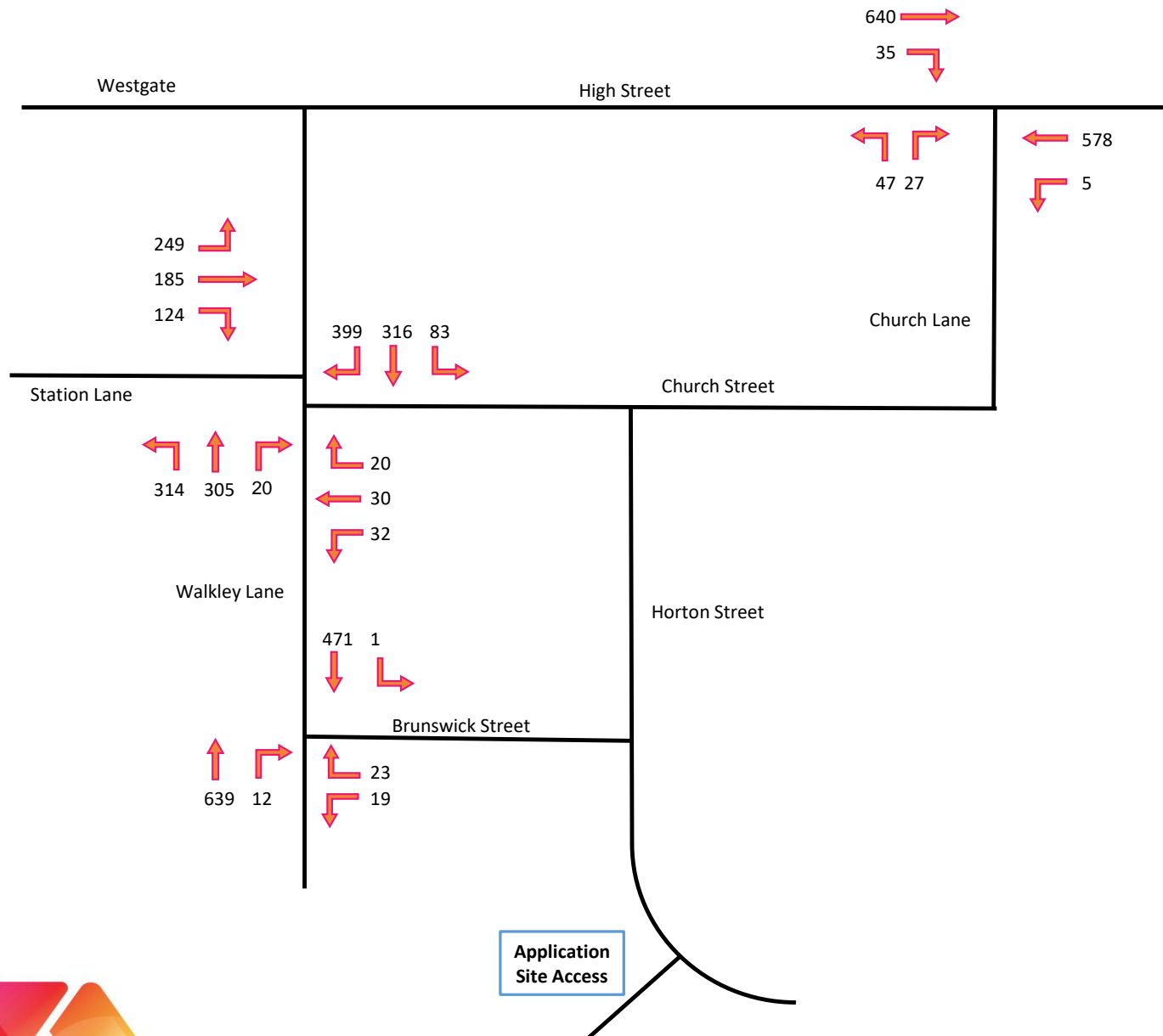
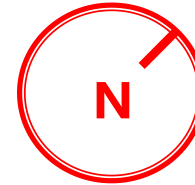
WALKLEY LANE, HECKMONDWIKE

FIGURE 6
PERCENTAGE DISTRIBUTION FLOWS
(FLOWS IN PCUs)

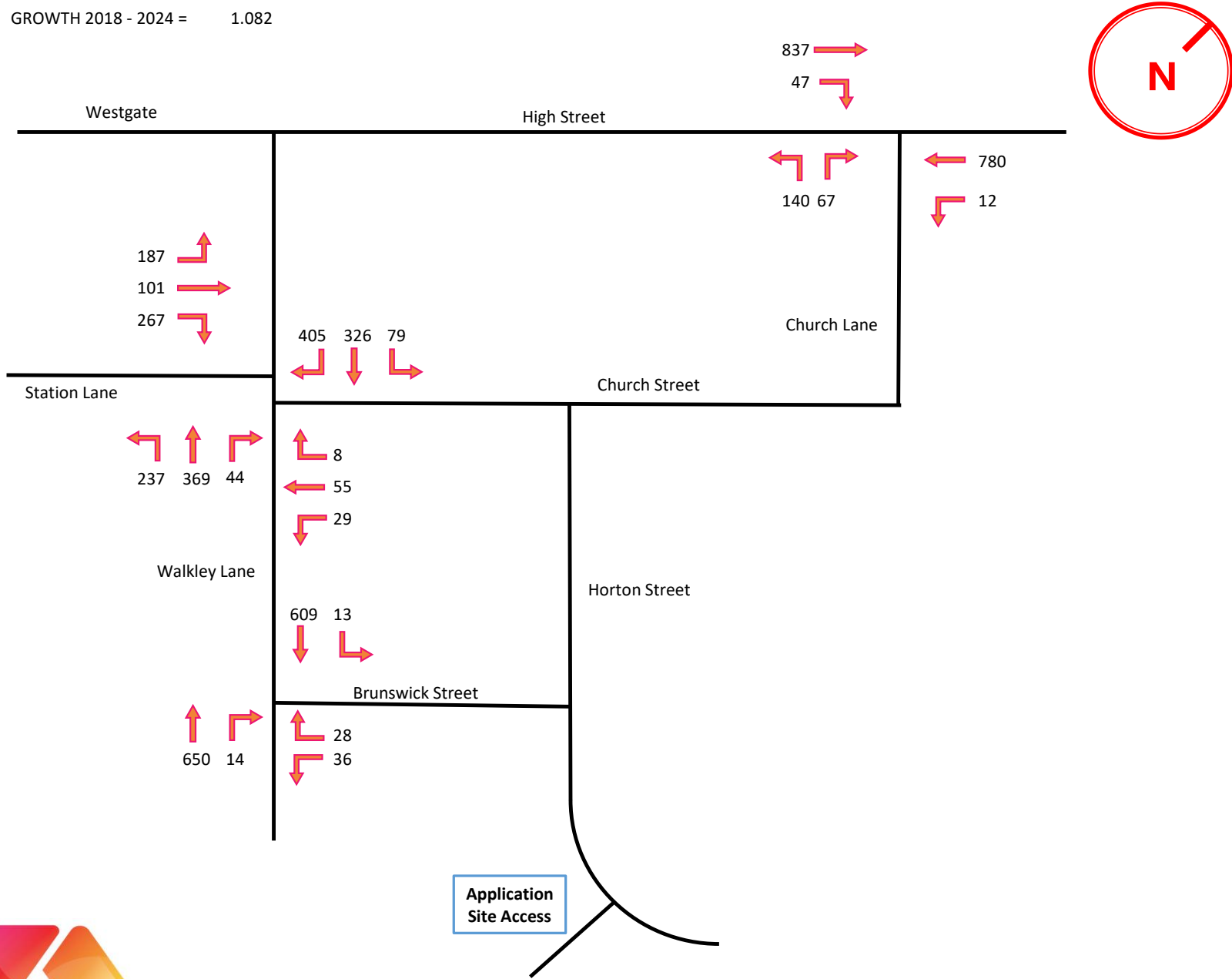


WALKLEY LANE, HECKMONDWIKE

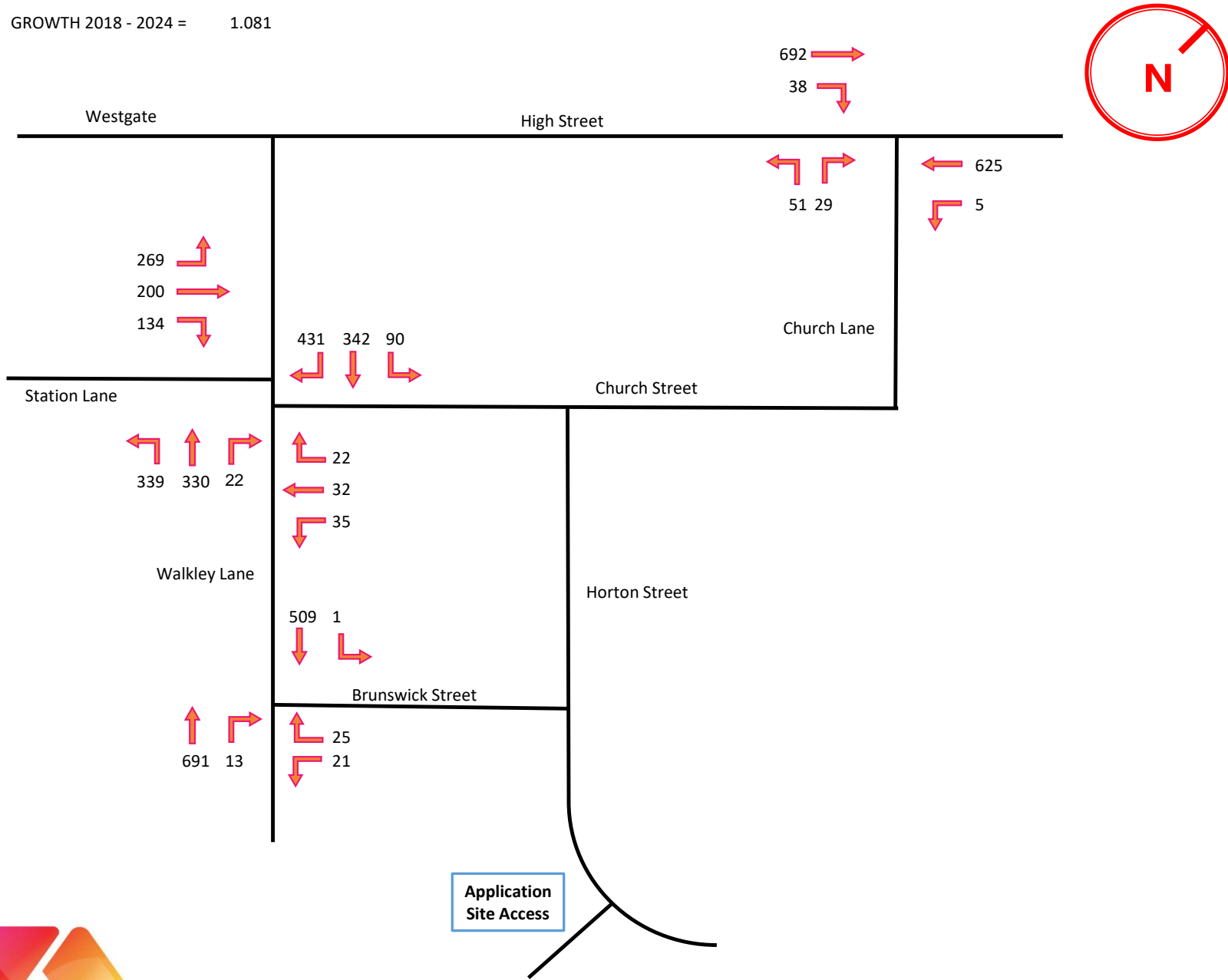
FIGURE 7
2018 AM FLOWS
(FLOWS IN PCUs)



GROWTH 2018 - 2024 = 1.082

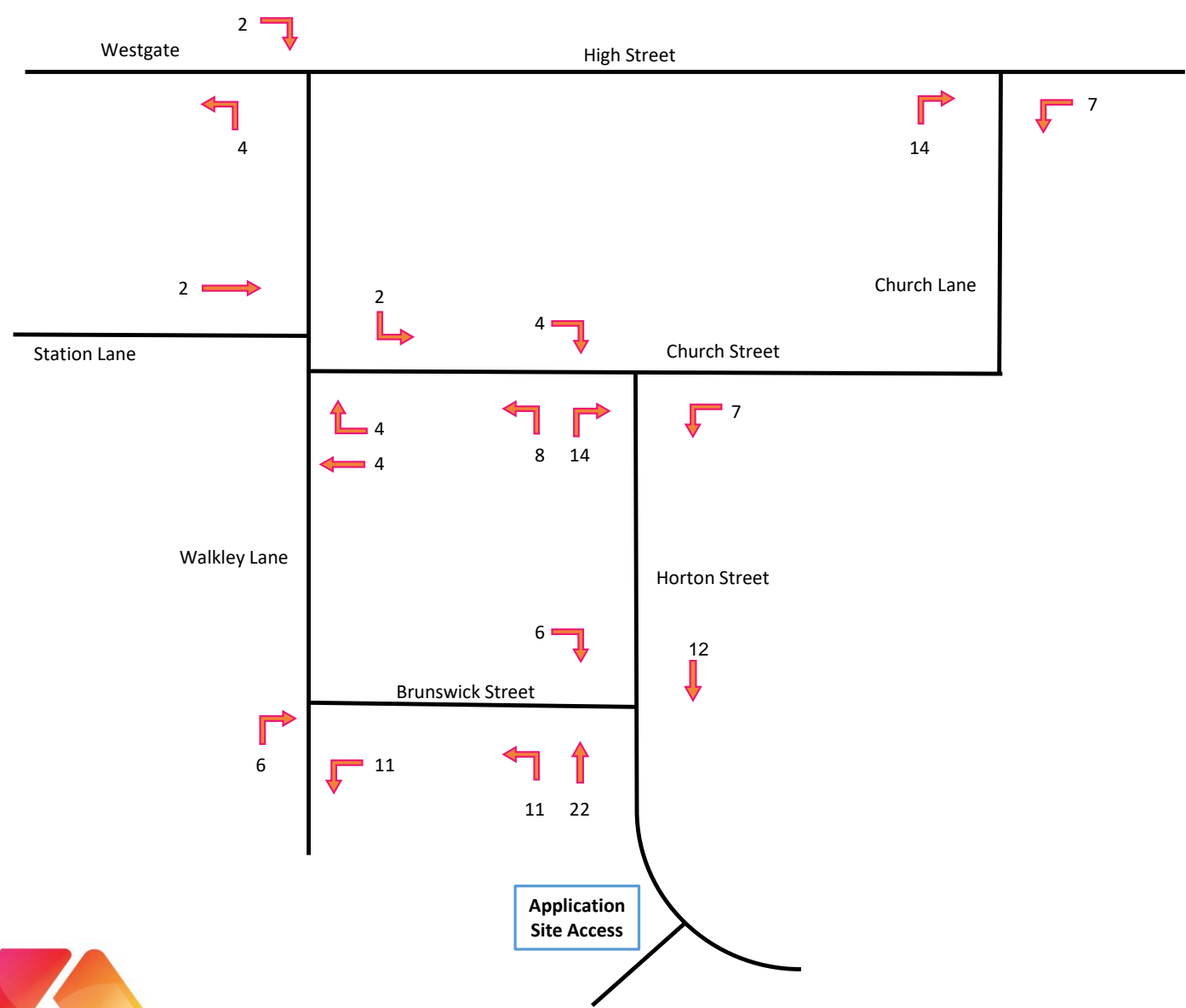
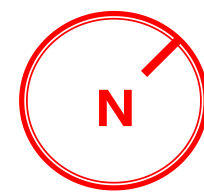


GROWTH 2018 - 2024 = 1.081



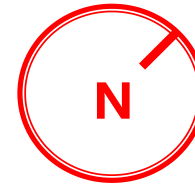
WALKLEY LANE, HECKMONDWIKE

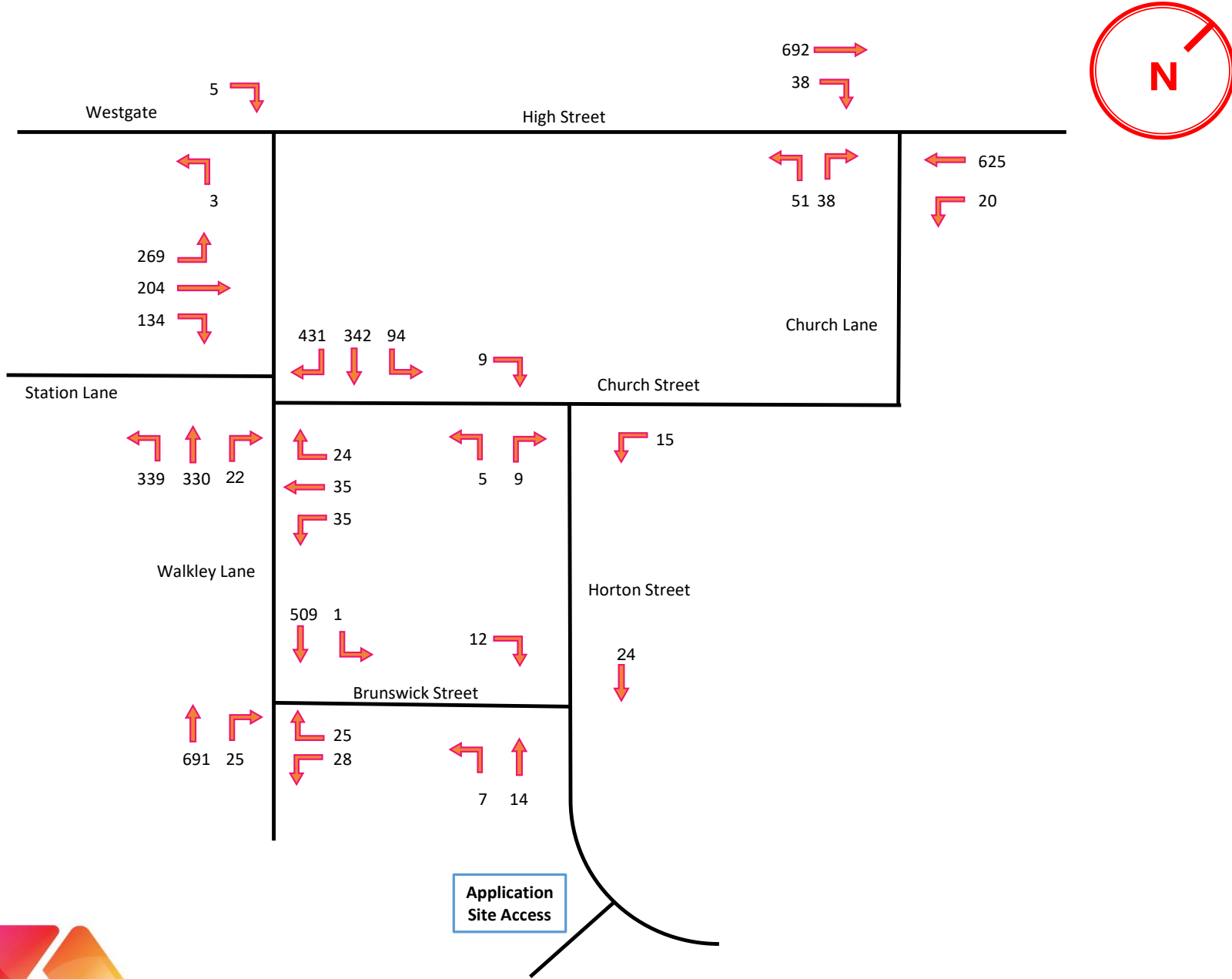
FIGURE 10
2024 AM FLOWS
(FLOWS IN PCUs)



WALKLEY LANE, HECKMONDWIKE

FIGURE 11
DEV AM FLOWS
(FLOWS IN PCUs)





WALKLEY LANE, HECKMONDWIKE

Application Site Access

FIGURE 14
2024 + DEV PM FLOWS
(FLOWS IN PCUs)

