PARAGON HIGHWAYS

Lady Ann Road
Batley
Transport Statement

May 2017
Rev Dec 2019

Project
1247/B

Paragon Highways
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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	**Final Draft**	**Number of plots reduced**		
Date	**10/5/2017**	**Dec 2019**		
Prepared by	**PAH**	**PAH**		
Checked by	**AH**	**LJO**		

CONTENTS

APPENDICES

1 INTRODUCTION

1.1.1 Paragon Highway Consultants has been appointed to prepare this revision to the original Transport Statement relating to the proposed residential development on land off the Lady Ann Road, Batley in the District of Kirklees. Appendix A shows the site location in relation to the local highway network.

1.1.2 The proposals are now to construct a new residential development of circa 71 new dwellings, which will be served from a new single access point and internal road system off the Lady Ann Road in Batley. No direct access to individual dwellings is proposed onto the Lady Ann Road. Drainage, highway layout, street lighting and footways will be provided generally in accordance with the Kirklees Councils current design guidance.

1.1.3 This revised Transport Statement considers the traffic impact and transport sustainability provision associated with the proposed development. This statement demonstrates that the proposals should be acceptable for planning approval purposes.

1.1.4 A Scoping Report was originally prepared and subsequently accepted by Kirklees Council (Alistair McMurray) and the contents of this report reflect the general assessment of the scoping report and also the consultation response to Planning made by Ryan Kinder dated the 19th September 2019 on the reduced scheme.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site is located on the northern side of Lady Ann Road approximately half a kilometre to the east of Batley town centre and 700 metres or so from the rail station located just off the Upper Station Road to the south of the application site.

2.1.2 The site is bounded to the west by a ribbon development of properties fronting Primrose Hill, to the south by Lady Ann Road and to the east by Lady Ann Business Park. To the north there is a right of way (Batley 20-20) linking Howley Street with Lady Ann Road.

2.1.3 The site slopes generally from north to south and west to east and is undeveloped with several informal footpaths crossing the site which are not recorded on the public rights of way map or on any list of claimed rights of way.

2.1.4 There is a watercourse, Howley Beck, which flows north to south which follows the path of Lady Ann Road and is located some 3 – 5 metres or so from the back of footway.

2.2 Local Highway Network

2.2.1 The application site is to be accessed from the Lady Ann Road which is a two-way single carriageway residential estate road and on the site frontage has footways to both sides. The footway provision when travelling towards the Soothill Road (B6124) (which would be the most likely route when travelling to the town centre) does reduce to a footway on one side only but notwithstanding this it is still considered adequate for its day to day use. Lady Ann Road is lit to side road standards and is the subject of a 30-mph speed limit. Although traffic speeds along the site frontage are estimated to be lower than the speed limit. Lady Ann Road is a bus route with an hourly service to Dewsbury, Batley and Wakefield. More details of the local bus and rail provision are given in Section 2.4 below.

2.2.2 Lady Ann Road on the site frontage is not subject to any traffic regulation orders restricting on street parking or waiting and is relatively lightly trafficked even at the recognised peak times.

2.2.3 For pedestrians, there is an alternative route leading towards the town centre. This commences on the western side of Lady Ann Road just to the south of the Primrose Hill junction and leads through a tunnel arrangement under a disused railway and leads eventually onto the B6124 – Rouse Mill Lane. This route is some 420 metres or so in length and is surfaced and lit in parts. This route is shown on the Councils definitive rights of way map as route nos. Batley 38/60 and Batley 38/40.

2.2.4 A second potential route for drivers onto the B6124 wishing to travel towards Wakefield, Leeds and the M62 motorway would be via Broomsdale Road and then Grace Leather Lane. Broomsdale Road forms a simple priority junction with Lady Ann Road to the north of the application site. Broomsdale Road is the subject of a weight limit restriction (except for access) and is also laid out as a traditional estate road and is lit to side road standards and is the subject of a 30-mph speed limit. It is a two-way single carriageway though route from Lady Ann Road to the Soothill Road and is approximately 630 metres in length It is traffic calmed to the east of its junction with Grace Leather Lane.

2.2.5 Grace Leather Lane is also a through route from Broomsdale Road to the Soothill Road and is approximately 350 metres in length. It forms part of the local bus route, is lit to side road standards and is the subject of a 30-mph speed limit. This route is also traffic calmed and laid out as a traditional estate road with footway provision to both sides of the two-way single carriageway. Grace Leather Lane is also subject to the same weight restriction as Broomsdale Road.

2.2.6 The site is located within easy reach of the bus services available on Lady Ann Road with services in both directions being available from bus stops on the site frontage. Further details of the bus services available from the local fare stages are shown in section 2.4 below.

2.3 Road Traffic Accidents

2.3.1 The personal injury accident records for the five-year period up to December 2018 within the search area along Lady Ann Road, Grace Leather Lane and their junctions with Soothill Road have been obtained from the Crashmap website and also Leeds City Council and are included at Appendix B.

2.3.2 During the study period, there had been 8 recorded injury accidents within the search area.

2.3.3 With regard to Lady Ann Road there had been no recorded accidents along its length from the site access point to its junction with Soothill Road. However, 2no. accidents have been recorded to the west of the junction. One accident occurred in August 2014. West Yorkshire Police (WYP) considered the contributory factor as being reckless or careless driving when a vehicle travelling towards Batley and failed to stop and collided with queuing traffic. The injuries to the occupants of the vehicle were recorded as slight.

2.3.4 The second incident occurred in November 2018. This accident occurred during the evening with dry road surface conditions and involved 3no. vehicles. One of the vehicles was parked at the side of the carriageway when a second vehicle collided with the rear of same and the third vehicle collided with the second vehicle. One of the passengers in the second vehicle received slight injuries.

2.3.5 Two incidents were recorded on Broomsdale Road and again the injuries were recorded as slight. The incident in August 2016 involved a 7-year-old cyclist not stopping at the junction with Benny Parr Close and colliding with a vehicle travelling along Broomsdale Road. The second incident occurred in October 2018 and involved a passenger on a bus or coach who received injuries when the bus carried out a right-hand turn.

2.3.6 Four incidents have also occurred on Grace Leather Lane one close to its junction with Broomsdale Road in May 2013. This again involved a young cyclist who did not give way at the junction and collided with a vehicle travelling along Broomsdale Road. This incident was also recorded as a slight injury.

2.3.7 The second incident involved an abusive altercation between 2 drivers outside the shops on Grace Leather Lane. One of the drivers eventually departed the scene hitting the driver of the other vehicle on the leg. This incident occurred in August 2016 and was again classified as slight.

2.3.8 The third incident occurred in October 2016 and tragically involved a motorised pedal cyclist who according to WYP failed to look properly when turning right into Grace Leather Lane from the Soothill Road and collided with a single decker bus and was fatally injured.

2.3.9 The fourth incident occurred in May 2018 during daylight hours and with dry road surface conditions and also involved a young pedal cyclist and a private car who received slight injuries.

2.3.10 Given the injury accident record within the search area and not withstanding that 4 incidents involved cyclists or motorised pedal cyclists, which all occurred at different locations therefore, there would appear to be no indication of a road safety problem that would warrant treatment or be a cause for concern at any particular junction as a result of the increase peak hour flows as a result of the development proposals.

2.4 Transport Sustainability

2.4.1 The site is in a sustainable location being within a short walking distance of bus services, and the local shops, and services available within the town of Batley.

2.4.2 The Revised National Planning Policy Framework (NPPF) was published in February 2019. This document superseded previous NPPF's and the national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 9 of the current NPPF.

2.4.3 However, the guidance within PPG 13 is still useful as a reference until such time as the Local Planning Authority publishes their site / area specific transport policies.

2.4.4 Paragraph 110 of the NPPF states that "developments should be located and designed where practical to:

- Allow for the efficient delivery of goods and access by service and emergency vehicles
- give priority to pedestrian and cycle movements, both within the scheme and within neighbouring areas – as far as possible – to facilitating access to high quality public transport facilities etc;
- create places that are safe and secure and attractive layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and avoid unnecessary street clutter
- be designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations and,
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport

2.4.5 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix C. The site is well placed for residents to walk to work or shop within this area close to Soothill and Batley.

2.4.6 Pedestrian and cycling accessibility are to a good standard given its location close to Batley town centre.

2.4.7 Pedestrian accessibility within the site will be via the new junction and internal access road leading into the site with the highway layout being of a hybrid type traditional layout with footways on one side for a significant proportion of the access road. The development also proposes shared surfaces with hard paved margins and visitor parking spaces together with shred private and individual driveway. Pedestrian access will generally be at a suitable level for all pedestrians including the ambulant disabled.

2.4.8 The footway network along Lady Ann Road provides a suitable link with the Soothill Road and from that point towards Batley town centre and the rail and bus stations. The deficiencies of the footway network when travelling along Lady Ann Road have been raised previously in this report. The surrounding footway network (when travelling towards Batley town centre) is considered to be suitable for its day to day use in terms of lighting, width and construction. There is also the definitive footpath network which is mentioned in paragraph 2.2.3 above that will provide at relevant times (i.e. during daylight hours) a traffic free, safe route between the site and Batley town centre. Within the recommended maximum walking distance are the local shops and services within Batley and Soothill including a supermarket, butchers, a bank, a post office, a doctor's surgery, pharmacy and various food and takeaway outlets and cafes. The rail and bus stations are also well within the walking catchment area of the site. To assist pedestrians to safely access these shops and services within the town centre there are pedestrian crossing facilities at most junctions and signalised crossing points on the Bradford Road and within the town centre. The pedestrian catchment is shown at Appendix C.

2.4.9 With regards to cycling, PPG 13: Transport stated that "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport". The plan at Appendix C also shows the 5km cycle catchment area from the site. Within the cycle catchment area there is the whole of Batley, Dewsbury, Birstall and Heckmondwike containing many local businesses, community facilities, commercial and retail properties offering potential employment opportunities for occupiers of the proposed development. These towns also contain many shops and supermarkets. There are also primary schools within the catchment area. Batley Railway Station is also located within the pedestrian and cycle catchment. Within cycling distance of the site are the industrial/ business premises located along Grange Road and the A652 which will also offer employment opportunities.

2.4.10 The nearest bus stops are located on the application site frontage on the Lady Ann Road which have the benefit of a flag / pole and timetable information. These bus stops provide access to the 212-bus service. The table below identifies the bus service that uses the bus stops mentioned above.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
212 / 212A	Dewsbury – Staincliffe – Dewsbury Hospital – Batley – Kirkhamgate – Wakefield	60 mins	60 mins

Table 1: Bus Services

2.4.11 As can be identified from the table above there is 1 service per hour that travels to Batley – Dewsbury and the city of Wakefield which is considered to be of a suitable standard for this location. This bus services also travel close to Batley town centre which is then within walking distance of the bus station which has many more bus services leading to additional destinations. Therefore, it is considered that the bus services will provide a reasonably suitable alternative to the private car in line with current Government guidelines.

2.4.12 The nearest railway station from the application site is Batley Railway Station located off the Upper Station Road, which is within the accepted 2km walking distance and the 5km cycling distance for commuting, and is on the Huddersfield Line. The local rail services available from this station are as shown below:

Train routes: Huddersfield Line

Huddersfield – Deighton – Mirfield – Ravensthorpe – Dewsbury – Morley – Cottingley – Leeds. Also, there is a service to Brighouse – Sowerby Bridge- Mytholmroyd and Hebden Bridge.

Service summary

Route	Monday to Saturday frequency		Sunday frequency
	Daytime	Late evening	
Huddersfield – Deighton – Mirfield – Ravensthorpe – Dewsbury – Morley – Cottingley – Leeds	60 mins	60 mins	120 mins
Hebden Bridge – Mytholmroyd – Sowerby Bridge – Brighouse – Mirfield – Dewsbury – Morley – Leeds	30 mins	60 mins	120 / 180 mins

2.4.13 As can be identified from the train routes and services summarised above there are good train links with regular trains to Huddersfield, Dewsbury and Leeds. Huddersfield and Leeds stations also provide access to rail services on the wider rail network.

2.4.14 In summary, the site is situated in a sustainable location being within an acceptable walking distance of the nearest bus stops, local shops, employment opportunities and services within Soothill and Batley. Within cycling distance of the site are the industrial / commercial areas around Grange Road and the A652 and Batley rail station (providing the opportunity for multi modal travel). Therefore, the sites location generally conforms to current Government directives for ensuring developments are located in sustainable locations.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are to provide a new access road off the Lady Ann Road via a priority junction to serve a residential development of circa 71 new dwellings which will be a mix of detached and semi-detached properties. The details of the proposed layout prepared by Self Architects are shown within Appendix D.

3.1.2 The internal road layout, drainage, street lighting and footways will be provided in general accordance with Kirklees Councils current Highway Guidance.

3.1.3 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA.

3.2 Access

3.2.1 Vehicular access to the development will be provided from a new junction on to the Lady Ann Road located opposite no.104 Lady Ann Road. The proposed junction will be a simple priority junction with kerbed radii on both sides and 2m wide footways returning into the site. This will lead to a ramp type arrangement with a short cul-de-sac leading off to the north serving some 9 properties served off a mews courtyard and private drive and the main site access carrying on to the west to serve the remainder of the properties via a typical traditional estate road leading to a shared surface street. Turning heads will be provided that can accommodate a Kirklees Council sized refuse vehicle.

3.2.2 The proposed junction will contain visibility splays of 2.4m x 43 metres (to wheel track) in both directions which are generally commensurate with the 30mph speed limit along the Lady Ann Road at this point and guidance contained within the Manual for Streets (MfS 1 and 2). Considering the road traffic accident study in section 2.3 of this report, the proposed simple priority junction serving the site is considered to be suitable and would not have a negative impact on road safety as suitable visibility splays are to be provided.

3.2.3 The proposed internal road(s) will be designed to generally comply with the guidance given within the current KMC Design Guide.

3.3 Parking Provision

3.3.1 The level of parking provision on the site will be in general accordance with the car parking standards contained within Kirklees Council Unitary Development Plan.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrian routes through the site will follow natural desire lines and lead pedestrians to the proposed crossing facilities and the existing footway and definitive footpath network. Tactile paving will be provided at the junction of the new estate road with the major road to Local Authority standards if deemed necessary.

3.4.2 Secure cycle storage facilities will be provided for the site, the type and location is to be agreed with the LPA.

3.5 Servicing

3.5.1 Service vehicles will use the same access to the site as all other traffic. Turning heads are to be provided to allow such vehicles (such as a large refuse vehicle) to enter and leave the site in a forward gear.

3.5.2 The servicing requirements for the proposed development can therefore be adequately catered for.

4 TRAFFIC IMPACT

4.1 Development Traffic

4.1.1 The proposed development is for circa 71 new dwellings. To determine the anticipated traffic generation from the new development, it has been necessary to interrogate data from the national TRICS database.

4.1.2 Table 4A provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the proposed 71 no. new houses has been assessed. The TRICS data is shown at Appendix E.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.151	0.416	0.567	0.390	0.225	0.615
Generated Trips	10.72	29.53	40.25	27.69	15.97	43.66

Table 4A – Predicted Development Trip Rates & Generation

4.1.3 As can be identified from the trip rates and generation above, a development of circa 71 dwellings would generate 40 in the am peak and 44 in the pm peak hours respectively. It should be noted that given the sites sustainable merits in relation to public transport, with the bus stops and the rail station being available within a short walking distance of the site, the actual trip rate for the proposed development is envisaged to be less than that predicated by TRICS.

4.1.4 The developments access proposes suitable visibility splays of 2.4m x 43m in both directions at the point of access onto Lady Ann Road which is generally in accordance with latest Government guidance given within the MfS 1 & 2 for 30mph speed limit roads. It is therefore considered that the proposed junction layout of the site access will provide a safe arrangement and will not cause any delays to through traffic, given the increase in traffic onto the local network.

4.1.5 The junctions of Lady Ann Road and Grace Leather Lane have been assessed utilising the PICADY software (Junctions 9) and the potential impact the development could have on these 2no. junctions with the classified road network. As a worst-case scenario, the junctions have been assessed as 100% of the peak time traffic utilising either junction. The results of the assessment can be found in Appendix F. As can be noted from the data, the Ratio of Flow to Capacity for the design year 2019 plus 5 years, even with 100% of the peak time traffic flows utilising just one of the aforementioned junctions, based upon a design year of 2024, the impact is negligible i.e. the worst case being right turn out of Grace Leather Lane with an RFC of 0.22 and Lady Ann Road an RFC of 0.38 right turn out in the morning peak. Therefore, no further assessment / modelling of these junctions or the site access is considered necessary as part of these proposals.

4.1.6 Lady Ann Road within the vicinity of the proposed junction has a good injury accident record, there is no indication of a road safety problem at the proposed location of the junction that would warrant treatment or be a cause for concern as a result of the increase peak hour flows as a result of the development proposals along this route.

4.1.7 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be greatly discernible from the daily fluctuations in flows that could be expected on the local highway network. Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

5 CONCLUSIONS

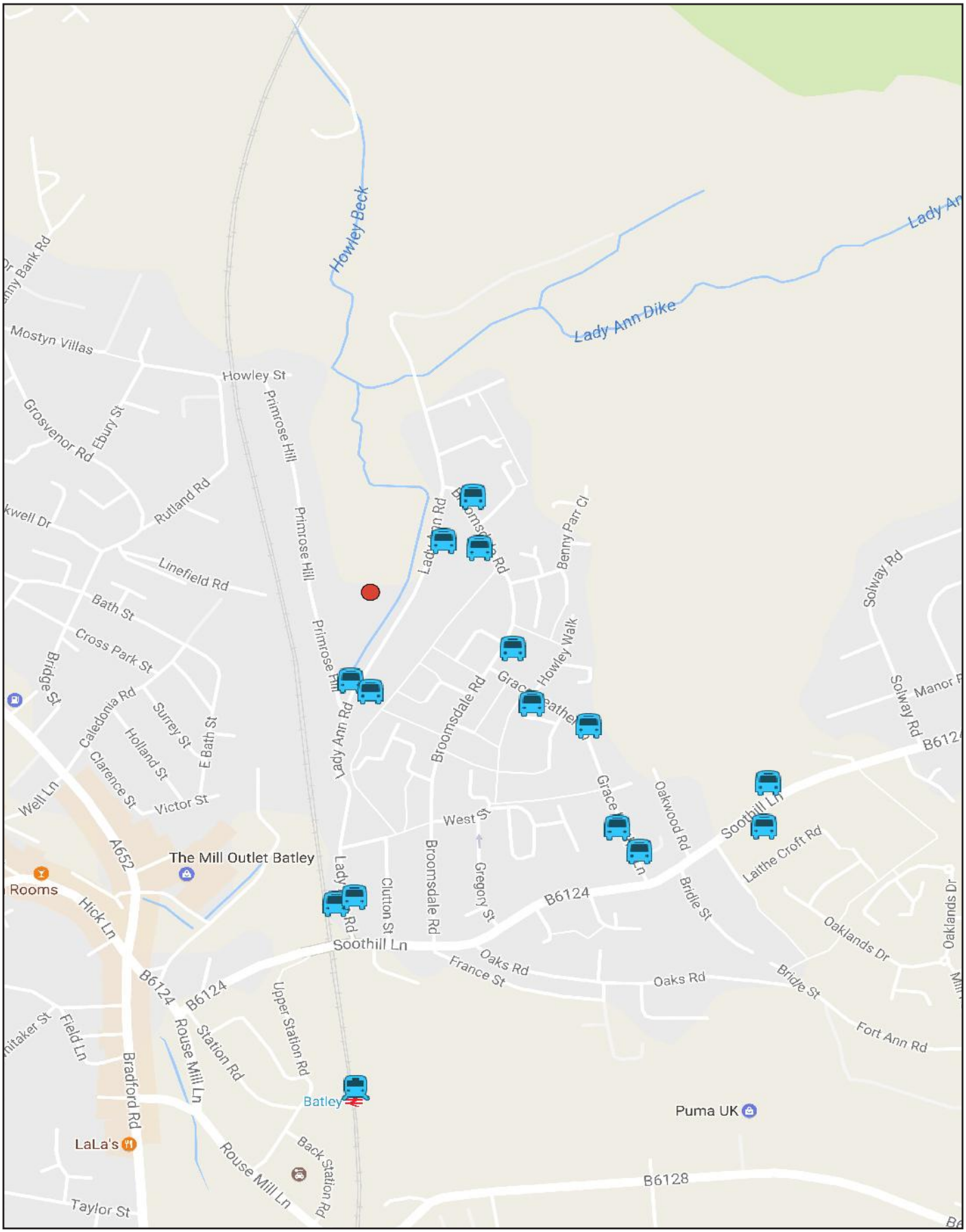
5.1.1 This Transport Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of around 71 new dwellings is also assessed, together with the highway safety, access aspects and junction assessments associated with the proposals.

5.1.2 The site is considered to be in a sustainable location being within an acceptable walking distance of the nearest bus stops, local shops and services within Soothill and Batley and the retail and employment opportunities within the Red Brick Mills area. Within cycling distance of the site are the retail areas within and around Batley and Soothill. Batley Rail station is also within the walking and cycle catchment for the site. Therefore, the sites location generally conforms to current Government directives for ensuring developments are located in sustainable locations.

5.1.3 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the classified highway network. Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network. It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



SITE LOCATION

BUS STOP LOCATION

PARAGON HIGHWAYS

UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix B

Accident Data

Vicinity of Grace Leather Lane and Lady Ann Road, Batley, RTC five years prior to date

120371650 SLIGHT 26/08/2012 0013:30 425210 /424314 Grace Leather Lane Jw Howley Walk, Batley

Cas 1 Stopped his Vehicle at the Roadside and Alighted to Go to the Shops. Occupants of V1 Were Abusive to Cas 1. Cas 1 Confronts the Occupants. V1 then left the Scene at Speed Hitting Cas 1 on the Leg with its Wing Mirror.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Starting	N	S	Not known	-1	Not requested	1	Pedestrian	SLIGHT	1	Male	35	Standing still

Contributory Factors

130192637 SLIGHT 09/05/2013 0016:00 425147 /424357 Broomsdale Road at Junction with Grace Leather Lane, Batley

V1 (Cyclist) Has Been Riden up Hill on Grace Leather Lane to the J/W Broomsdale Road, the Jct is Giveway to Traffic on Broomsdale Road. it was Raining & the Road was Wet. V1 Has Ridden Straight out of the Jct & into the Path of V2.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Pedal Cycle	Turning right	SE	NE	Male	15	Not applicable	1	Driver/Rider	SLIGHT	1	Male	15	
2	Car	Going ahead other	SE	NW	Male	38	Negative							

Contributory Factors

Failed to look properly V001 V.likely

Fail to judge other person path or speed V001 V.likely

18N0729 SLIGHT 23/08/2014 0011:55 424955 /423997 B6124 Soothill Lane

Vehicles 2 and 3 are held up by queuing traffic. Vehicle 1 comes round bend and fails to stop in time. veh 1 collides with rear of veh 2, which then strikes the rear of vehicle 3.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	E	W	Male	19	Negative	1	Driver/Rider	SLIGHT	2	Female	22	
2	Car	Wait go ahead, held up	E	W	Female	22	Negative							
3	Car	Wait go ahead, held up	E	W	Male	34	Negative							

Contributory Factors

Careless, reckless or in a hurry V001 V.likely

3881529 SLIGHT 08/08/2016 06:19 425168 /424473 Junction of Broomsdale Road and Benny Parr Close

V1 is a Seat Leon V2 is a pedal cycle. V1 was travelling along Broomsdale Road having right of way approaching the give way junction of Benny Parr Close to the drivers nearside, when V2 came straight out of the give way junction colliding with the nearside panels of V1. As a result the cyclist (7 years) received slight injuries.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Car	Going ahead other	N	S	Male	49	Not contacted	1	Driver/Rider	SLIGHT	2	Male	7	
2	Pedal Cycle	Going ahead other	E	W	Male	7	Not applicable							

Contributory Factors

Careless, reckless or in a hurry V002 V.likely

3A50527 FATAL 05/10/2016 01:30 425331 /424089 Junction of B6124 Soothill Lane and Grace Leather Lane

V1 is an Arriva single decker bus approaching the junction with Grace leather lane and Soothill lane. V2 is a petrol assisted motorised pedal cycle the rider of which is the casualty. V2 is travelling down Soothill Lane and turns right into the junction of Grace Leather lane and collides head on with the bus causing fatal injuries to the rider of V2 and damage to the front of V1.

Vehicles			From	To	Driver		Breath Test	Casualties			Veh	Sex	Age	Ped direction to
1	Bus or Coach	Going ahead other	N	S	Male	56	Negative	1	Driver/Rider	FATAL	2	Male	22	
2	Pedal Cycle	Turning right	NE	SW	Male	22	Not applicable							

Contributory Factors

Poor turn or manoeuvre V002 V.likely Failed to look properly V002 V.likely

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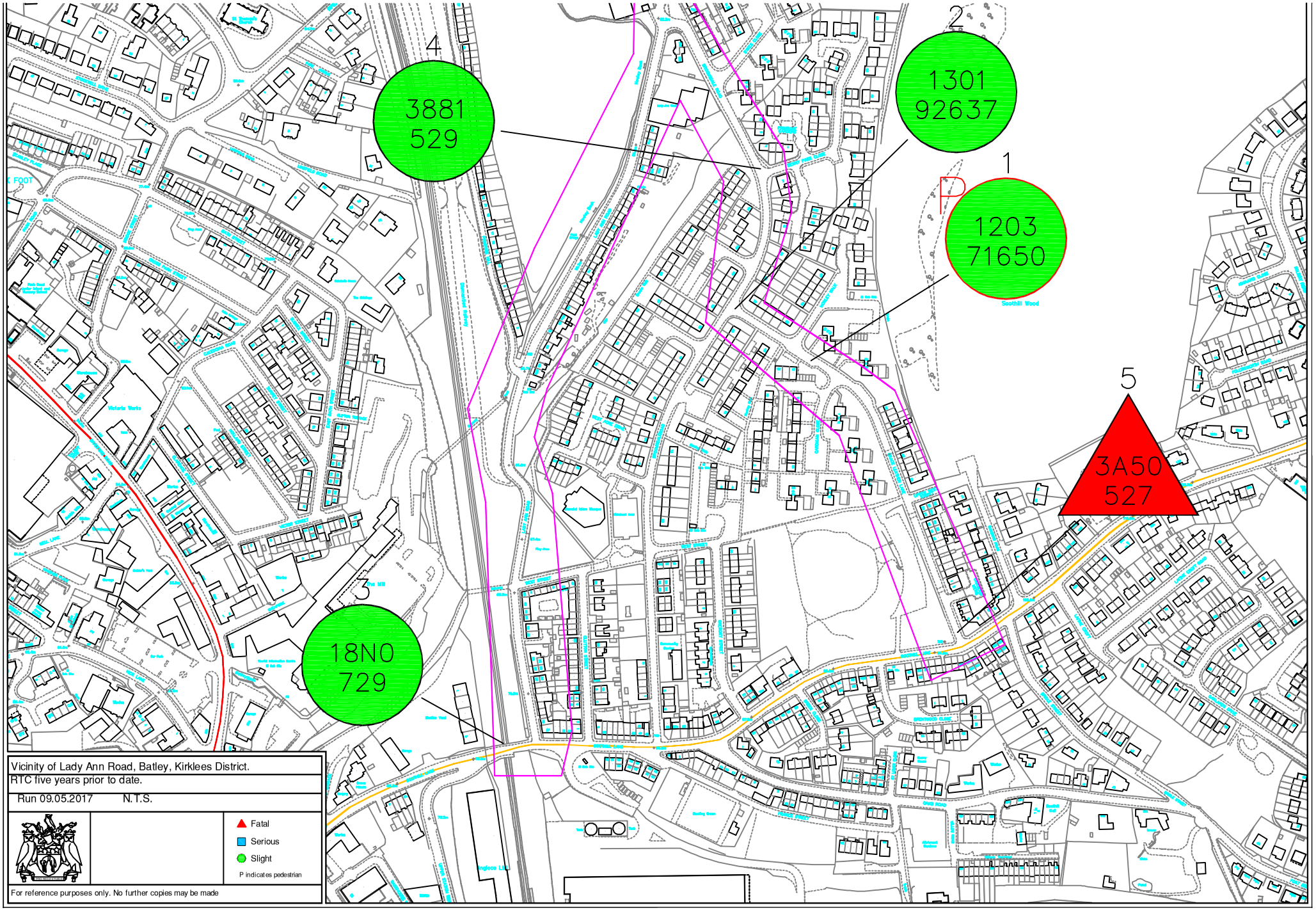
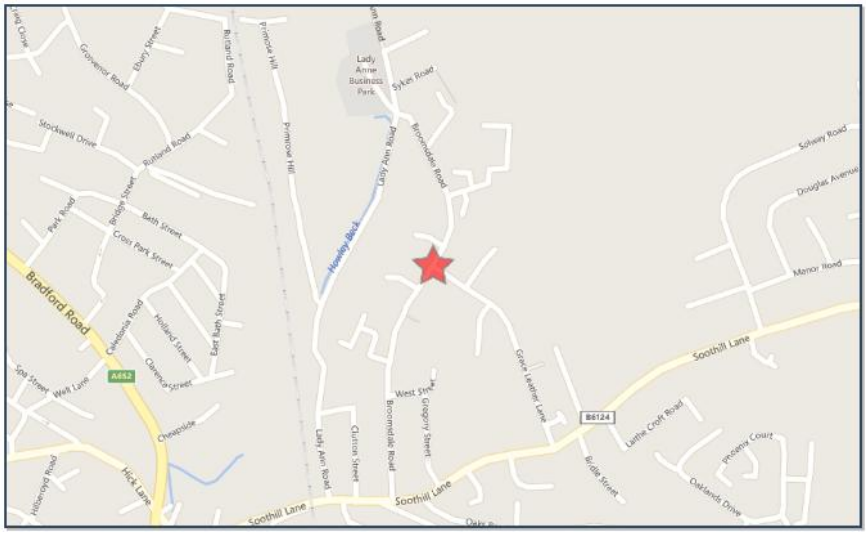

4
3881
529
2
1301
92637
1
1203
71650
Soothill Wood
5
3A50
527
3
18N0
729
Vicinity of Lady Ann Road, Batley, Kirklees District.
RTC five years prior to date.
Run 09.05.2017 N.T.S.
Fatal
Serious
Slight
P indicates pedestrian
For reference purposes only. No further copies may be made

crashmap.co.uk

Crash Date:	Thursday, October 25, 2018	**Time of Crash:**	9:30:00 AM	**Crash Reference:**	**2018135AP0618**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Kirklees			**Number of Vehicles:**	1
Local Authority:	Kirklees			**OS Grid Reference:**	425142 424364
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)	9	Male	46 - 55	Vehicle is in the act of turning right	Did not impact	Journey as part of work	None	None

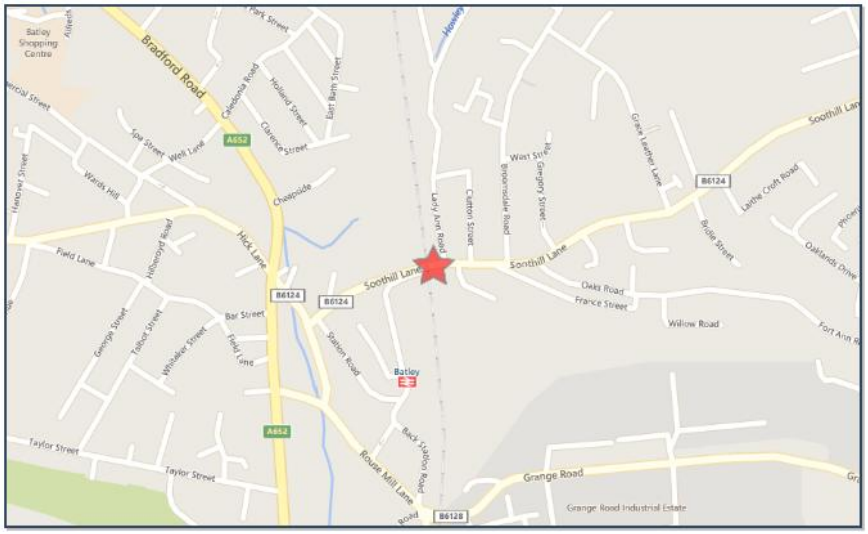
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

crashmap.co.uk

Crash Date:	Friday, November 16, 2018	**Time of Crash:**	8:50:00 PM	**Crash Reference:**	**2018135BG1870**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Kirklees			**Number of Vehicles:**	3
Local Authority:	Kirklees			**OS Grid Reference:**	424965 423996
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Vehicles involved

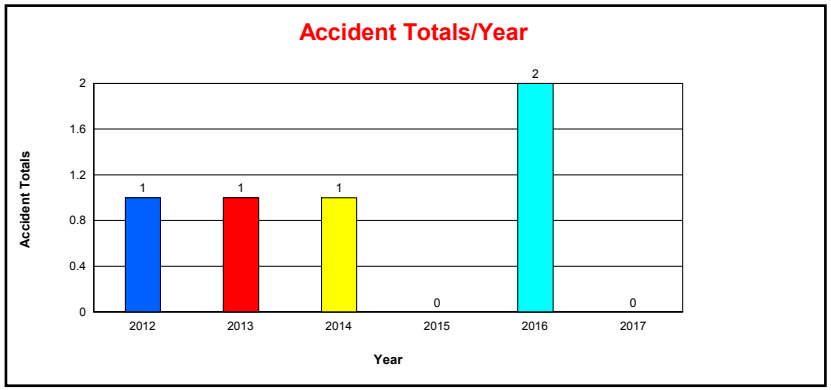
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	6	Unknown	Unknown	Vehicle is parked in the carriageway	Back	Other	None	None
2	Car (excluding private hire)	3	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
1	Car (excluding private hire)	7	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

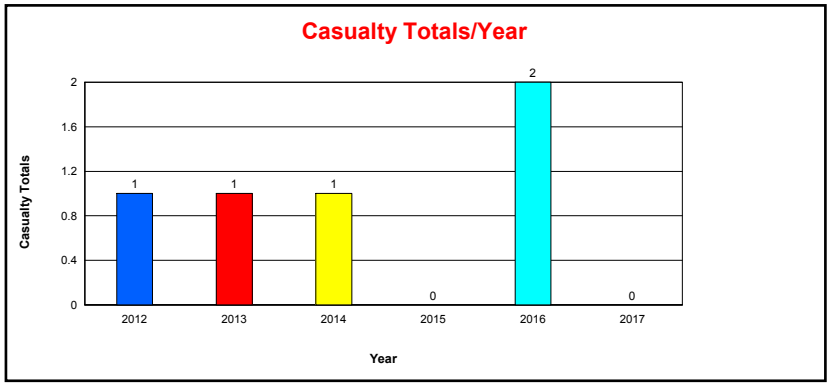
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other

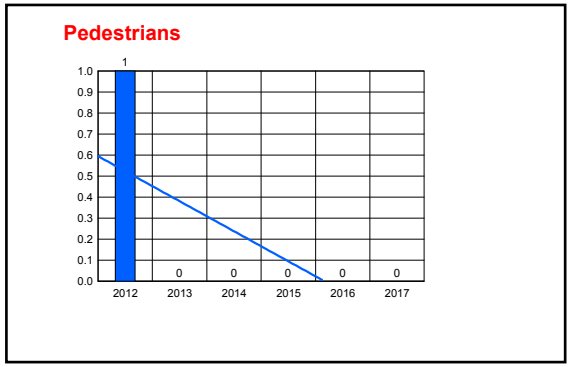
Vicinity of Grace Leather Lane and Lady Ann Road, Batley, RTC five years prior to date

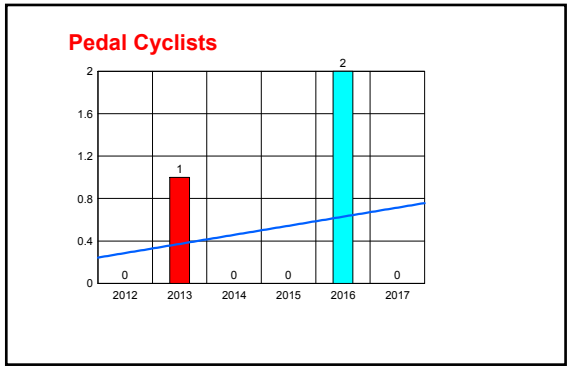
Accident Date BETWEEN '08-May-2012' AND '07-May-2017'

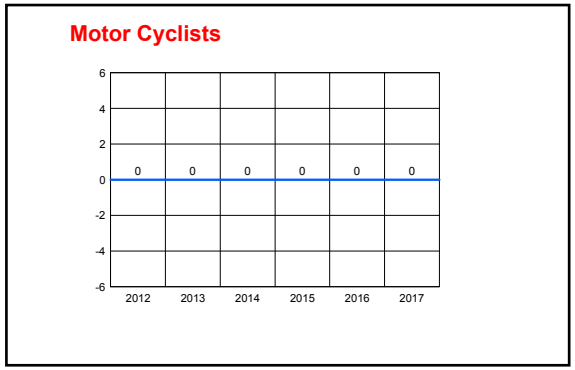


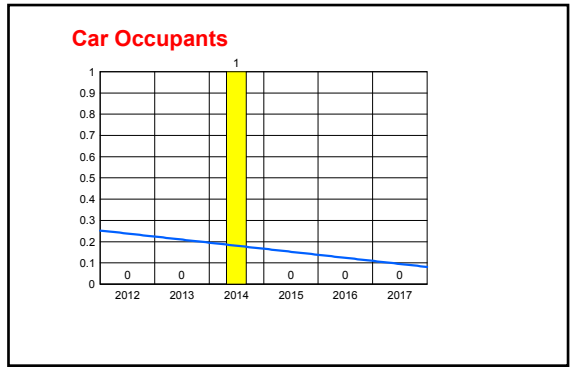


Casualty Data









Acc	2012	2013	2014	2015	2016	2017	Total
Fatal	0	0	0	0	1	0	1
Serious	0	0	0	0	0	0	0
Slight	1	1	1	0	1	0	4
Damage	0	0	0	0	0	0	0
Total	1	1	1	0	2	0	5

Cas	2012	2013	2014	2015	2016	2017	Total
Fatal	0	0	0	0	1	0	1
Serious	0	0	0	0	0	0	0
Slight	1	1	1	0	1	0	4
Total	1	1	1	0	2	0	5

Vicinity of Grace Leather Lane and Lady Ann Road, Batley, RTC five years prior to date

Accident Date BETWEEN '08-May-2012' AND '07-May-2017'

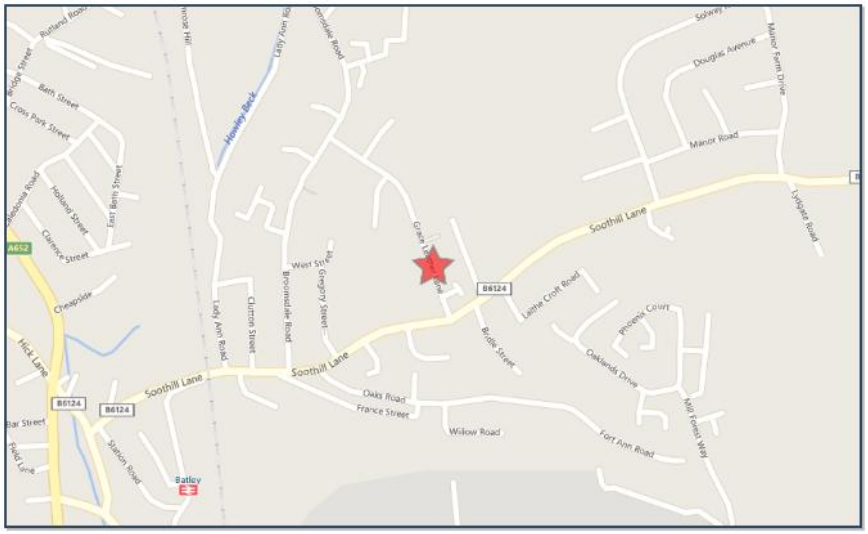
		PEDESTRIANS	PEDAL CYCLIST	PTW USER	HACKNEY PRI/HIRE	CAR DRIVER	CAR PASS	GOODS OCCUPANT	PSV	OTHER VEH OCCUPANT	TOTAL
0 to 4	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	0	0	0	0	0	0	0	0	**0**
	Slight	0	0	0	0	0	0	0	0	0	**0**
	TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5 to 15	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	0	0	0	0	0	0	0	0	**0**
	Slight	0	2	0	0	0	0	0	0	0	**2**
	TOTAL	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
16 to 19	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	0	0	0	0	0	0	0	0	**0**
	Slight	0	0	0	0	0	0	0	0	0	**0**
	TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
20 to 29	Fatal	0	1	0	0	0	0	0	0	0	**1**
	Serious	0	0	0	0	0	0	0	0	0	**0**
	Slight	0	0	0	0	1	0	0	0	0	**1**
	TOTAL	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**
30 to 59	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	0	0	0	0	0	0	0	0	**0**
	Slight	1	0	0	0	0	0	0	0	0	**1**
	TOTAL	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
60+	Fatal	0	0	0	0	0	0	0	0	0	**0**
	Serious	0	0	0	0	0	0	0	0	0	**0**
	Slight	0	0	0	0	0	0	0	0	0	**0**
	TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
All Ages	Fatal	0	1	0	0	0	0	0	0	0	**1**
	Serious	0	0	0	0	0	0	0	0	0	**0**
	Slight	1	2	0	0	1	0	0	0	0	**4**
	TOTAL	**1**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**

Number of Casualties with unknown age: 0

crashmap.co.uk

Crash Date:	Thursday, May 17, 2018	**Time of Crash:**	8:00:00 PM	**Crash Reference:**	**20181355H1878**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Kirklees			**Number of Vehicles:**	2
Local Authority:	Kirklees			**OS Grid Reference:**	425305 424159
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

powered by agilysis

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	2	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
1	Pedal cycle	-1	Male	6 - 10	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	6 - 10	Unknown or other	Unknown or other

Vicinity of Grace Leather Lane and Lady Ann Road, Batley, RTC five years prior to date

ACCIDENT SEVERITY UPTO 2017

		2012	2013	2014	2015	2016	2017	Total
Fatal	20%	0	0	0	0	1	0	**1**
Serious	0%	0	0	0	0	0	0	**0**
Slight	80%	1	1	1	0	1	0	**4**
TOTAL		**1**	**1**	**1**	**0**	**2**	**0**	**5**

WEATHER

	No.	%
Fine	4	80
Rain	1	20
TOTAL	**5**	

ROAD SURFACE

	Number	%
Dry	4	80
Wet	1	20
TOTAL	**5**	

LIGHT CONDITIONS

	Number	%
Light	5	100
TOTAL	**5**	

PEDESTRIAN ACCIDENTS	**No.**	**%**
	1	20

SKIDDING ACCIDENTS	**No.**	**%**
	0	0

ACCIDENTS BY DAY AND TIME

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
00.00 - 00:59	0	0	0	0	0	0	0	**0**
01:00 - 01:59	0	0	0	0	0	0	0	**0**
02:00 - 02:59	0	0	0	0	0	0	0	**0**
03:00 - 03:59	0	0	0	0	0	0	0	**0**
04:00 - 04:59	0	0	0	0	0	0	0	**0**
05:00 - 05:59	0	0	0	0	0	0	0	**0**
06:00 - 06:59	0	0	0	0	0	0	0	**0**
07:00 - 07:59	0	0	0	0	0	0	0	**0**
08:00 - 08:59	0	0	0	0	0	0	0	**0**
09:00 - 09:59	0	0	0	0	0	0	0	**0**
10:00 - 10:59	0	0	0	0	0	0	0	**0**
11:00 - 11:59	0	0	0	1	0	0	1	**2**
12:00 - 12:59	0	0	0	0	0	0	0	**0**
13:00 - 13:59	1	0	0	0	0	0	0	**1**
14:00 - 14:59	0	0	0	0	0	0	0	**0**
15:00 - 15:59	0	0	0	0	0	0	0	**0**
16:00 - 16:59	0	1	0	0	1	0	0	**2**
17:00 - 17:59	0	0	0	0	0	0	0	**0**
18:00 - 18:59	0	0	0	0	0	0	0	**0**
19:00 - 19:59	0	0	0	0	0	0	0	**0**
20:00 - 20:59	0	0	0	0	0	0	0	**0**
21:00 - 21:59	0	0	0	0	0	0	0	**0**
22:00 - 22:59	0	0	0	0	0	0	0	**0**
23:00 - 23:59	0	0	0	0	0	0	0	**0**
TOTAL	**1**	**1**	**0**	**1**	**1**	**0**	**1**	**5**
%	20%	20%	0%	20%	20%	0%	20%	100%

ACCIDENTS BY MONTH AND YEAR UPTO 2017

	2012	2013	2014	2015	2016	2017	Total
Jan	0	0	0	0	0	0	**0**
Feb	0	0	0	0	0	0	**0**
Mar	0	0	0	0	0	0	**0**
Apr	0	0	0	0	0	0	**0**
May	0	1	0	0	0	0	**1**
June	0	0	0	0	0	0	**0**
July	0	0	0	0	0	0	**0**
Aug	1	0	1	0	1	0	**3**
Sep	0	0	0	0	0	0	**0**
Oct	0	0	0	0	1	0	**1**
Nov	0	0	0	0	0	0	**0**
Dec	0	0	0	0	0	0	**0**
TOTAL	**1**	**1**	**1**	**0**	**2**	**0**	**5**
%	20%	20%	20%	0%	40%	0%	100%

Vicinity of Grace Leather Lane and Lady Ann Road, Batley, RTC five years prior to date

CASUALTY SEVERITY UPTO 2017

	2012	2013	2014	2015	2016	2017	Total
Fatal	0	0	0	0	1	0	**1**
Serious	0	0	0	0	0	0	**0**
Slight	1	1	1	0	1	0	**4**
TOTAL	**1**	**1**	**1**	**0**	**2**	**0**	**5**

JUNCTION DETAIL

	Number	%
T or staggered	3	60
Other junction	1	20
Not at junction	1	20
TOTAL	**5**	

JUNCTION CONTROLS

	Number	%
Give way sign	4	80
Not at junction	1	20
TOTAL	**5**	

CASUALTIES BY TYPE AND AGE GROUPING

	0 to 4	5 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Total	%
Pedestrian	0	0	0	0	1	0	**1**	20
Pedal cyclist	0	2	0	1	0	0	**3**	60
Car driver	0	0	0	1	0	0	**1**	20
TOTAL	**0**	**2**	**0**	**2**	**1**	**0**	**5**	
%	0	40	0	40	20	0		

Number of Casualties with unknown age: 0

SPEED LIMIT

	Number	%
30 MPH	5	100
TOTAL	**5**	

ROAD CLASS

	Number	%
B	2	100
TOTAL	**2**	

Vicinity of Grace Leather Lane and Lady Ann Road, Batley, RTC five years prior to date

VEHICLES INVOLVED BY TYPE AND AGE OF DRIVER

	0 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Unknown	Total	%
Pedal Cycle	2	0	1	0	0	0	**3**	30
Car	0	1	1	3	0	1	**6**	60
PSV	0	0	0	1	0	0	**1**	10
TOTAL	**2**	**1**	**2**	**4**	**0**	**1**	**10**	
%	20	10	20	40	0	10		

VEHICLE MANOEUVRES

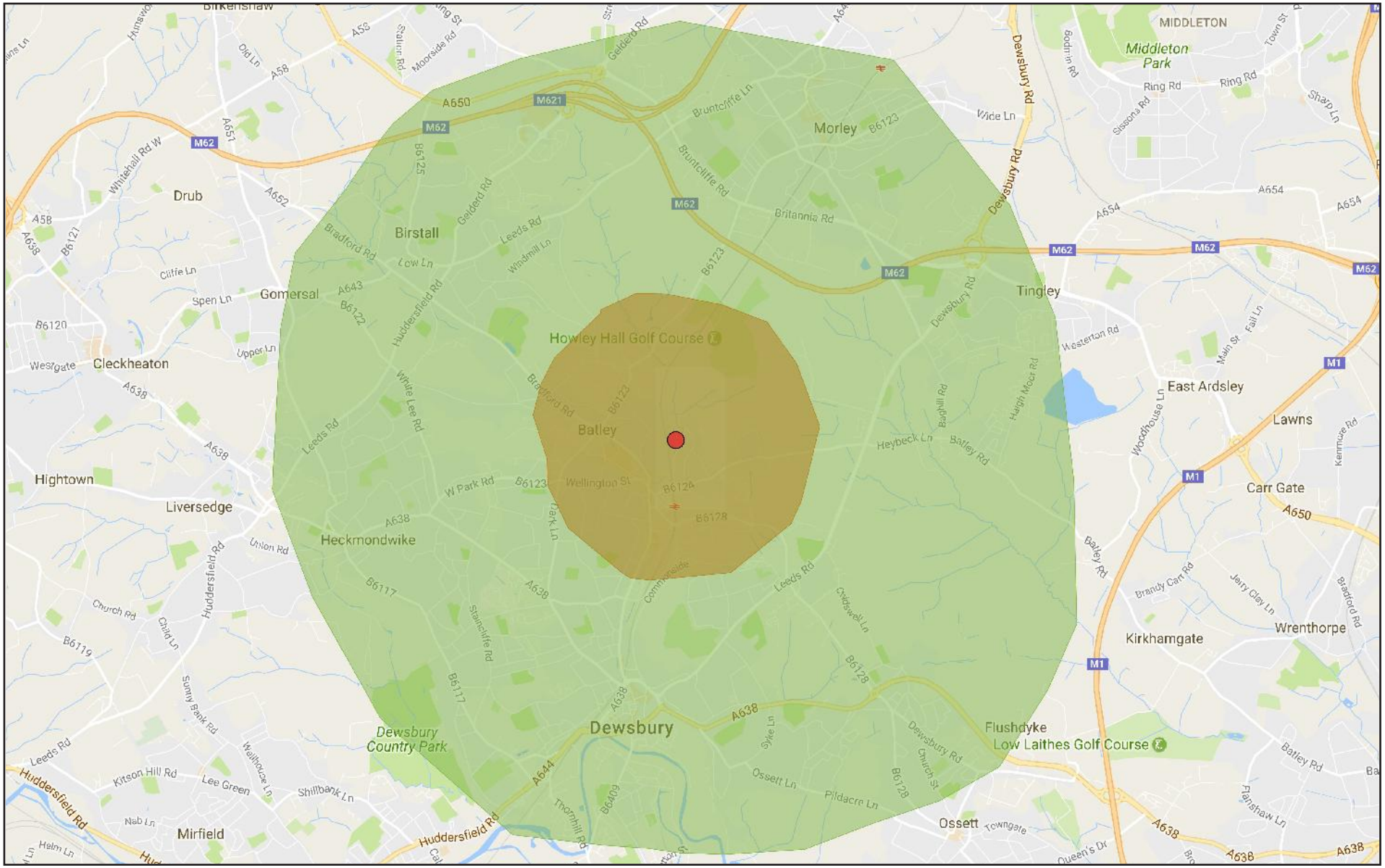
	Number	%
Waiting to go ahead but held up	2	20
Starting	1	10
Turning right	2	20
Going ahead other	5	50
TOTAL	**10**	

BREATH TEST

	Number	%
Not applicable	3	30
Negative	5	50
Not requested	1	10
Driver not contacted	1	10
TOTAL	**10**	

Appendix C

Pedestrian and Cycle Catchment



5km CYCLE CATCHMENT

2km WALKING CATCHMENT

SITE LOCATION

PARAGON HIGHWAYS

UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix D

Proposed Access

71 No.Total dwellings

Approx. site area = 34,758m² (3.47 hectares) (8.58 acres)

Density = 20.46 dwellings per hectare

POS = 10160m2 (Kirklees Requirements 2790m2 (30m2 per unit)

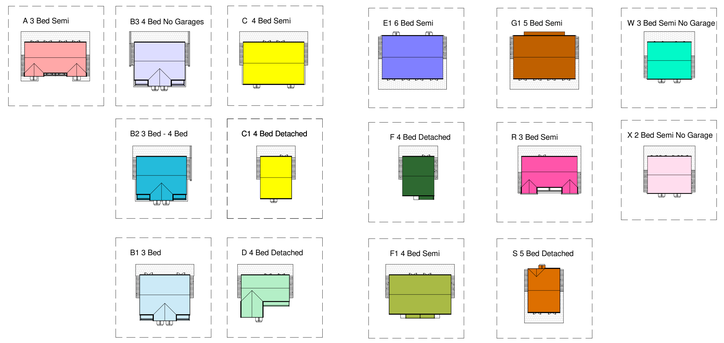
(Wetland Area = 6180m2 / Public Amenity Area =3980m2)

175 No. Driveway / in plot spaces at min 2.5 x 5.0m

12 No Visitor parking spaces at 2.0 x 5.0m. paralel to street.

Property Schedule

3 No - Type A - 2 x 3 bed semi detached (3 storey).	Gross internal area Plus garage area	109m² / 1181 sqft 18 m² / 190 sqft
2 No - Type B1 - 2 x 3 bed semi detached (3 storey).	Gross internal area Plus Garage area	110 m² / 1187 sqft 29m² / 313 sqft
2 No - Type B2 - 1 x 3 bed semi detached (3 storey).	Gross internal area Plus garage area	114 m² / 1227 sqft 18 m² / 191 sqft
1 x 4 bed semi detached (3 storey).	Gross internal area	134 m² / 1442 sqft
2 No - Type B3 - 2 x 4 bed semi detached (3 storey).	Gross internal area	135 m² / 1435 sqft
1 No - Type C - 2 x 4 bed semi detached (3 storey)	Gross internal area Plus Garage area	140m² / 1506 sqft 26 m² / 278 sqft
5 No - Type C1 - 1 x 4 bed detached (3 storey)	Gross internal area Plus Garage area	140m² / 1506 sqft 26 m² / 278 sqft
2 No - Type D - 1 x 4 bed detached (3 storey) .	Gross internal area Plus Garage area	174 m² / 1873 sqft 38 m² / 408 sqft
2 No - Type E1 - 2 x 6 bed semi detached (3 storey)	Gross internal area	173 m² / 1859 sqft
6 No - Type F - 1 x 4 bed detached (3 storey).	Gross internal area Plus Garage area	135 m² / 1453 sqft 23 m² / 244 sqft
4 No - Type F1 - 2 x 4 bed semi detached (3 storey).	Gross internal area Plus Garage area	135 m² /1571 sqft 23 m² / 244 sqft
3 No - Type G1 - 2 x 5 bed semi detached (3 storey).	Gross internal area Plus Garage area	157 m² /1690 sqft 17 m² / 188 sqft
5 No - Type R - 2 x 3 bed semi detached (3 storey).	Gross internal area Plus Garage area	101 m² / 1082 sqft 18 m² / 194 sqft
4 No - Type S - 4 x 5 bed detached (3 storey).	Gross internal area Plus Garage area	159 m² / 1711 sqft 18 m² / 199 sqft
1 No - Type W - 2 x 3 bed semi detached (3 storey).	Gross internal area	98 m² / 1059 sqft
2 No - Type X - 2 x 2 bed semi detached (3 storey).	Gross internal area	98 m² / 1060 sqft



HouseType Key

1 : 500

Site Plan - Housing Layout - As Proposed

1 : 500

(A) Lady Anne Road Terraced Houses overlooking the site

(B) Front garden boundary walls to Lady Anne Road Terraced Houses

(C) Larger Victorian Semi Detached house on Lady Anne Road overlooking the site

0 5 10 15 20 30 40 50

Meters 1:500

Rev	Date	Drawn	Description
A	18/07/2018	SL	Previous revisions to Rev T Revised for Revit Issue
B	20/07/2018	AJB	Crib retaining wall and boulder retaining structure added. Plot 83-84 changed to Unit Type R. Property schedule added and key updated and house types colour coded.
C	27/07/2018	AJB	Site layout, plot types and locations revised as client instruction
D	16/08/2018	SL	HouseTypes and site layout revised for discussion with Client.
E	21/08/2018	SL	House types and site layout update with new and revised types as client instruction.
F	21/08/2018	SL	Tracking for Pantechnic added at request of planning officer.
G	23/08/2018	SL	House hold bin storage area added to each plot
H	21/05/2019	SL	Road and FFL revised as Walker Ingram levels Drawing Rev C
I	23/05/2019	SL	Plots 62 - 39 revised from 2 storey to 3 storey types and plot 36 revised from 3 storey to 2 storey type M
J	28/05/2019	SL	Plot 62 revised to type D, and orientaion revised to present frontage to Lady Ann Road.
K	30/05/2019	SL	Public footpath moved to boundary to allow longer private drive serving plots 33-34 and 36.
L	30/05/2019	SL	Plots 34 35 and 36 moved further away from boundary.
M	31/05/2019	SL	Children play area over attenuation tank and access paths / steps added
N	20/07/2019	SL	FFL to all plots optimised to fall up or down from road as client instruction
O	20/07/2019	SL	Bin storage added to each plot, boundary treatment modelled, hoop top rail between adjoining parking, low hedges between pairs of semis and front gardens, retaining walls and coping with planing in between used to deal with lateral level changes between plots, visitor spaces added, home 2 zone / living street layout refined and planting shown to create street for people, embankment and railing refined to plots 63 - 71 with visitor parking added
P	20/07/2019	SL	Childrens play area, with paths to spacialist design with equipment and design on plateaux formed by attenuation added details to be confirmed
Q	22/07/2019	SL	Existing line of trees lining the beck between Lady Ann Industrial estate and the proposed development shown on site layout.

PLANNING

Client: D Noble Ltd

Project: Lady Anne Road Batley

Title: Proposed Site Layout

Scales@A0	Drawn:	Date:	Checked:
1 : 500	SL	23/07/2019 12:20:4	MS

Drawing no: 4206 102 Rev: Q

Quayside House, Furnival Road, Sheffield, S4 7YA
0114 226 0255
self-architects.co.uk
SELF

Appendix E

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	2 days
	EX	ESSEX	1 days
	HF	HERTFORDSHIRE	1 days
	SC	SURREY	2 days
03	SOUTH WEST		
	CW	CORNWALL	2 days
	DC	DORSET	1 days
	GS	GLOUCESTERSHIRE	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	2 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	1 days
	WM	WEST MIDLANDS	3 days
	WO	WORCESTERSHIRE	6 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
	LC	LANCASHIRE	2 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	CB	CUMBRIA	3 days
	TV	TEES VALLEY	1 days
	TW	TYNE & WEAR	1 days
10	WALES		
	CF	CARDIFF	3 days
	CP	CAERPHILLY	1 days
	WR	WREXHAM	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 10 to 792 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 05/09/10

Selected survey days:

Monday	10 days
Tuesday	13 days
Wednesday	7 days
Thursday	14 days
Friday	7 days

Selected survey types:

Manual count	51 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	20
Edge of Town	24
Neighbourhood Centre (PPS6 Local Centre)	3

Selected Location Sub Categories:

Residential Zone	36
Village	1
Out of Town	1
No Sub Category	13

LIST OF SITES relevant to selection parameters

1 BD-03-A-01 SEMI DETACHED, LUTON BEDFORDSHIRE
NEW BEDFORD ROAD

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 131

2 BD-03-A-02 SEMI DETACHED, LUTON BEDFORDSHIRE
RIDDY LANE

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 82

3 CA-03-A-02 MIXED HOUSES, PETERBOROUGH CAMBRIDGESHIRE
THORPE ROAD

PETERBOROUGH
Edge of Town Centre
Residential Zone
Total Number of dwellings: 363

4 CB-03-A-02 SEMI DETACHED, WORKINGTON CUMBRIA
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40

5 CB-03-A-03 SEMI DETACHED, WORKINGTON CUMBRIA
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40

6 CB-03-A-04 SEMI DETACHED, WORKINGTON CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82

7 CF-03-A-01 MIXED HOUSES, CARDIFF CARDIFF
VIRGIL STREET
NINIAN PARK
CARDIFF
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 222

8 CF-03-A-02 MIXED HOUSES, CARDIFF CARDIFF
DROPE ROAD

CARDIFF
Edge of Town
Residential Zone
Total Number of dwellings: 196

9 CF-03-A-03 DETACHED, CARDIFF CARDIFF
LLANTRISANT ROAD

CARDIFF
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 29

LIST OF SITES relevant to selection parameters (Cont.)

10 CH-03-A-02 HOUSES/FLATS, CREWE CHESHIRE
SYDNEY ROAD

CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 174

11 CH-03-A-05 DETACHED, CREWE CHESHIRE
SYDNEY ROAD
SYDNEY
CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 17

12 CH-03-A-06 SEMI-DET./BUNGALOWS,CREWE CHESHIRE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129

13 CP-03-A-02 SEMI DETACHED, PENGAM CAERPHILLY
THE RISE

PENGAM
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 41

14 CW-03-A-01 TERRACED, PENZANCE CORNWALL
ALVERTON ROAD

PENZANCE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 13

15 CW-03-A-02 SEMI D./DETATCHED, TRURO CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73

16 DC-03-A-01 DETACHED, POOLE DORSET
ISAACS CLOSE

POOLE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51

17 DS-03-A-01 SEMI D./TERRACED, DRONFIELD DERBYSHIRE
THE AVENUE
HOLMESDALE
DRONFIELD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 20

18 EX-03-A-01 SEMI-DET., STANFORD-LE-HOPE ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237

LIST OF SITES relevant to selection parameters (Cont.)

19 GS-03-A-01 SEMI D./TERRACED, GLOUCESTER GLOUCESTERSHIRE
KINGSHOLM ROAD
KINGSHOLM
GLOUCESTER
Edge of Town Centre
No Sub Category
Total Number of dwellings: 73

20 HF-03-A-01 MIXED HOUSES, WELWYN GC HERTFORDSHIRE
LONGCROFT LANE

WELWYN GARDEN CITY
Edge of Town Centre
Residential Zone
Total Number of dwellings: 53

21 LC-03-A-22 BUNGALOWS, BLACKPOOL LANCASHIRE
CLIFTON DRIVE NORTH

BLACKPOOL
Edge of Town
Residential Zone
Total Number of dwellings: 98

22 LC-03-A-29 DETACHED/SEMI D., BLACKBURN LANCASHIRE
REVIDGE ROAD
FOUR LANE ENDS
BLACKBURN
Edge of Town
Residential Zone
Total Number of dwellings: 185

23 LE-03-A-01 DETACHED, MELTON MOWBRAY LEICESTERSHIRE
REDWOOD AVENUE

MELTON MOWBRAY
Edge of Town
Residential Zone
Total Number of dwellings: 11

24 LN-03-A-01 MIXED HOUSES, LINCOLN LINCOLNSHIRE
BRANT ROAD
BRACEBRIDGE
LINCOLN
Edge of Town
Residential Zone
Total Number of dwellings: 150

25 LN-03-A-02 MIXED HOUSES, LINCOLN LINCOLNSHIRE
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186

26 MS-03-A-01 TERRACED, RUNCORN MERSEYSIDE
PALACE FIELDS AVENUE

RUNCORN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 372

27 NT-03-A-03 SEMI DETACHED,KIRKBY-IN-ASHFD NOTTINGHAMSHIRE
B6018 SUTTON ROAD

KIRKBY-IN-ASHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 166

LIST OF SITES relevant to selection parameters (Cont.)

28 NY-03-A-01 MIXED HOUSES,NORTHALLERTON NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52

29 NY-03-A-03 PRIVATE HOUSING, BOROUGHBRIDGE NORTH YORKSHIRE
NEW ROW

BOROUGHBRIDGE
Edge of Town Centre
Residential Zone
Total Number of dwellings: 14

30 NY-03-A-05 HOUSES AND FLATS, RIPON NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71

31 SC-03-A-03 DETACHED, EAST MOLESEY SURREY
A3050 HURST ROAD
HURST PARK
EAST MOLESEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54

32 SC-03-A-04 HOUSES & FLATS,NEAR FRIMLEY SURREY
DEEPCUT BRIDGE ROAD
DEEPCUT
NEAR FRIMLEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 288

33 SF-03-A-01 SEMI DETACHED, IPSWICH SUFFOLK
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 77

34 SF-03-A-02 SEMI DET./TERRACED, IPSWICH SUFFOLK
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwellings: 230

35 SF-03-A-03 MIXED HOUSES, BURY ST EDMDS SUFFOLK
BARTON HILL
FORNHAM ST MARTIN
BURY ST EDMUNDS
Edge of Town
Out of Town
Total Number of dwellings: 101

36 SH-03-A-03 DETATCHED, SHREWSBURY SHROPSHIRE
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10

LIST OF SITES relevant to selection parameters (Cont.)

37 SH-03-A-04 TERRACED, SHREWSBURY SHROPSHIRE
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108

38 ST-03-A-05 TERRACED/DETACHED, STOKE STAFFORDSHIRE
WATERMEET GROVE
ETRURIA
STOKE-ON-TRENT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14

39 TV-03-A-01 MIXED HOUSES/FLATS, HARTLEPL TEES VALLEY
POWLETT ROAD

HARTLEPOOL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 225

40 TW-03-A-01 SEMI DETACHED, SUNDERLAND TYNE & WEAR
LEECHMERE ROAD
HILLVIEW
SUNDERLAND
Edge of Town
Residential Zone
Total Number of dwellings: 81

41 WL-03-A-01 SEMI D./TERRACED W. BASSETT WILTSHIRE
MAPLE DRIVE

WOOTTON BASSETT
Edge of Town
Residential Zone
Total Number of dwellings: 99

42 WM-03-A-01 TERRACED, COVENTRY WEST MIDLANDS
FOLESHILL ROAD
FOLESHILL
COVENTRY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 79

43 WM-03-A-02 DETACHED/SEMI D., STRBRIDGE WEST MIDLANDS
HEATH STREET

STOURBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 12

44 WM-03-A-03 MIXED HOUSING, COVENTRY WEST MIDLANDS
BASELEY WAY
ROWLEYS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 84

45 WO-03-A-01 DETACHED, BROMSGROVE WORCESTERSHIRE
MARLBOROUGH AVENUE
ASTON FIELDS
BROMSGROVE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10

LIST OF SITES relevant to selection parameters (Cont.)

46 WO-03-A-02 SEMI DETACHED, REDDITCH WORCESTERSHIRE
MEADOWHILL ROAD

REDDITCH
Edge of Town
No Sub Category
Total Number of dwellings: 48

47 WO-03-A-03 DETACHED, KIDDERMINSTER WORCESTERSHIRE
BLAKEBROOK
BLAKEBROOK
KIDDERMINSTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 138

48 WO-03-A-04 MIXED HOUSES, WORCESTER WORCESTERSHIRE
MALVERN ROAD

WORCESTER
Edge of Town
Residential Zone
Total Number of dwellings: 792

49 WO-03-A-05 TERRACED/DET., BROMSGROVE WORCESTERSHIRE
ST GODWALDS ROAD
ASTON FIELDS
BROMSGROVE
Edge of Town
No Sub Category
Total Number of dwellings: 215

50 WO-03-A-06 DET./TERRACED, BROMSGROVE WORCESTERSHIRE
ST GODWALDS ROAD
ASTON FIELDS
BROMSGROVE
Edge of Town
No Sub Category
Total Number of dwellings: 232

51 WR-03-A-01 SEMI DETACHED, WREXHAM WREXHAM
MOLD ROAD
RHOSDDU
WREXHAM
Edge of Town
No Sub Category
Total Number of dwellings: 82

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

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	51	125	0.074	51	125	0.260	51	125	0.334
08:00 - 09:00	51	125	0.151	51	125	0.416	51	125	0.567
09:00 - 10:00	51	125	0.167	51	125	0.215	51	125	0.382
10:00 - 11:00	51	125	0.148	51	125	0.183	51	125	0.331
11:00 - 12:00	51	125	0.180	51	125	0.178	51	125	0.358
12:00 - 13:00	51	125	0.203	51	125	0.177	51	125	0.380
13:00 - 14:00	51	125	0.184	51	125	0.177	51	125	0.361
14:00 - 15:00	51	125	0.193	51	125	0.195	51	125	0.388
15:00 - 16:00	51	125	0.280	51	125	0.210	51	125	0.490
16:00 - 17:00	51	125	0.320	51	125	0.200	51	125	0.520
17:00 - 18:00	51	125	0.390	51	125	0.225	51	125	0.615
18:00 - 19:00	51	125	0.283	51	125	0.214	51	125	0.497
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.573			2.650			5.223

Parameter summary

Trip rate parameter range selected:	10 - 792 (units:)
Survey date date range:	01/01/02 - 05/09/10
Number of weekdays (Monday-Friday):	51
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	51	125	0.003	51	125	0.003	51	125	0.006
08:00 - 09:00	51	125	0.003	51	125	0.003	51	125	0.006
09:00 - 10:00	51	125	0.005	51	125	0.003	51	125	0.008
10:00 - 11:00	51	125	0.003	51	125	0.004	51	125	0.007
11:00 - 12:00	51	125	0.002	51	125	0.002	51	125	0.004
12:00 - 13:00	51	125	0.004	51	125	0.004	51	125	0.008
13:00 - 14:00	51	125	0.004	51	125	0.004	51	125	0.008
14:00 - 15:00	51	125	0.002	51	125	0.003	51	125	0.005
15:00 - 16:00	51	125	0.002	51	125	0.002	51	125	0.004
16:00 - 17:00	51	125	0.002	51	125	0.001	51	125	0.003
17:00 - 18:00	51	125	0.001	51	125	0.001	51	125	0.002
18:00 - 19:00	51	125	0.001	51	125	0.001	51	125	0.002
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.032			0.031			0.063

Parameter summary

Trip rate parameter range selected:	10 - 792 (units:)
Survey date date range:	01/01/02 - 05/09/10
Number of weekdays (Monday-Friday):	51
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	51	125	0.000	51	125	0.001	51	125	0.001
08:00 - 09:00	51	125	0.001	51	125	0.002	51	125	0.003
09:00 - 10:00	51	125	0.001	51	125	0.001	51	125	0.002
10:00 - 11:00	51	125	0.001	51	125	0.001	51	125	0.002
11:00 - 12:00	51	125	0.001	51	125	0.001	51	125	0.002
12:00 - 13:00	51	125	0.001	51	125	0.001	51	125	0.002
13:00 - 14:00	51	125	0.001	51	125	0.001	51	125	0.002
14:00 - 15:00	51	125	0.001	51	125	0.001	51	125	0.002
15:00 - 16:00	51	125	0.001	51	125	0.001	51	125	0.002
16:00 - 17:00	51	125	0.001	51	125	0.001	51	125	0.002
17:00 - 18:00	51	125	0.001	51	125	0.001	51	125	0.002
18:00 - 19:00	51	125	0.001	51	125	0.001	51	125	0.002
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.011			0.013			0.024

Parameter summary

Trip rate parameter range selected:	10 - 792 (units:)
Survey date date range:	01/01/02 - 05/09/10
Number of weekdays (Monday-Friday):	51
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	51	125	0.006	51	125	0.010	51	125	0.016
08:00 - 09:00	51	125	0.004	51	125	0.013	51	125	0.017
09:00 - 10:00	51	125	0.002	51	125	0.004	51	125	0.006
10:00 - 11:00	51	125	0.003	51	125	0.003	51	125	0.006
11:00 - 12:00	51	125	0.004	51	125	0.003	51	125	0.007
12:00 - 13:00	51	125	0.004	51	125	0.003	51	125	0.007
13:00 - 14:00	51	125	0.003	51	125	0.004	51	125	0.007
14:00 - 15:00	51	125	0.003	51	125	0.003	51	125	0.006
15:00 - 16:00	51	125	0.011	51	125	0.006	51	125	0.017
16:00 - 17:00	51	125	0.011	51	125	0.009	51	125	0.020
17:00 - 18:00	51	125	0.012	51	125	0.008	51	125	0.020
18:00 - 19:00	51	125	0.009	51	125	0.006	51	125	0.015
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.072			0.072			0.144

Parameter summary

Trip rate parameter range selected:	10 - 792 (units:)
Survey date date range:	01/01/02 - 05/09/10
Number of weekdays (Monday-Friday):	51
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Appendix F

PICADY Assessments

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Grace Leather Ln Soothill Ln PICADY 2024 with dev.j9
Path: \\pah-server\Paragon\Projects\Lady Ann Road, Batley\PICADY\Dec 2019
Report generation date: 19/12/2019 16:58:38

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2024							
Stream B-AC	0.3	10.22	0.22	B	0.1	8.91	0.11	A
Stream C-AB	0.3	6.48	0.17	A	0.3	5.75	0.13	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Grace Leather Lane/ Soothill Lane Junct
Location	Grace Leather Lane/ Soothill Lane Junct
Site number	1247 Junct B
Date	19/12/2019
Version	
Status	
Identifier	
Client	Noble Homes
Jobnumber	1247
Enumerator	LO
Description	2024 with dev

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	AM	ONE HOUR	08:00	09:30	15
D2	2024	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.86			130.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.08	25	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	549	0.092	0.232	0.146	0.332
1	B-C	705	0.099	0.251	-	-
1	C-B	649	0.231	0.231	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	467	100.000
B		✓	100	100.000
C		✓	328	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	19	448
	B	28	0	72
	C	261	67	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.22	10.22	0.3	B
C-AB	0.17	6.48	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	75	548	0.137	75	0.2	8.349	A
C-AB	70	702	0.100	69	0.2	6.253	A
C-A	177			177			
A-B	14			14			
A-C	337			337			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	90	527	0.171	90	0.2	9.047	A
C-AB	90	715	0.126	90	0.2	6.338	A
C-A	205			205			
A-B	17			17			
A-C	403			403			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	110	498	0.221	110	0.3	10.196	B
C-AB	122	733	0.166	121	0.3	6.476	A
C-A	239			239			
A-B	21			21			
A-C	493			493			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	110	498	0.221	110	0.3	10.215	B
C-AB	122	733	0.166	122	0.3	6.484	A
C-A	239			239			
A-B	21			21			
A-C	493			493			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	90	527	0.171	90	0.2	9.071	A
C-AB	90	715	0.126	90	0.2	6.348	A
C-A	205			205			
A-B	17			17			
A-C	403			403			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	75	548	0.137	75	0.2	8.383	A
C-AB	70	703	0.100	71	0.2	6.273	A
C-A	177			177			
A-B	14			14			
A-C	337			337			

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	PM	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	501	100.000
B		✓	51	100.000
C		✓	400	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	45	456
	B	12	0	39
	C	353	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	8.91	0.1	A
C-AB	0.13	5.75	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	38	553	0.069	38	0.1	7.688	A
C-AB	55	745	0.074	54	0.1	5.735	A
C-A	246			246			
A-B	34			34			
A-C	343			343			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	46	531	0.086	46	0.1	8.158	A
C-AB	72	766	0.094	72	0.2	5.708	A
C-A	287			287			
A-B	40			40			
A-C	410			410			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	56	501	0.112	56	0.1	8.904	A
C-AB	101	798	0.127	101	0.3	5.687	A
C-A	339			339			
A-B	50			50			
A-C	502			502			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	56	501	0.112	56	0.1	8.910	A
C-AB	102	798	0.127	102	0.3	5.693	A
C-A	339			339			
A-B	50			50			
A-C	502			502			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	46	531	0.086	46	0.1	8.167	A
C-AB	73	767	0.095	73	0.2	5.716	A
C-A	287			287			
A-B	40			40			
A-C	410			410			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	38	553	0.069	38	0.1	7.701	A
C-AB	55	745	0.074	56	0.1	5.750	A
C-A	246			246			
A-B	34			34			
A-C	343			343			

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Lady Ann Rd Soothill Ln PICADY 2024 with dev.j9
Path: \\pah-server\Paragon\Projects\Lady Ann Road, Batley\PICADY\Dec 2019
Report generation date: 19/12/2019 16:51:34

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2024							
Stream B-AC	0.7	17.36	0.38	C	0.1	10.58	0.07	B
Stream C-AB	0.0	5.55	0.02	A	0.1	5.39	0.05	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Lady Ann Road Batley
Location	Lady Ann Road/ Soothill Road
Site number	1247 Junc A
Date	19/12/2019
Version	
Status	
Identifier	
Client	Noble Homes
Jobnumber	1247
Enumerator	LO
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	AM	ONE HOUR	08:00	09:30	15
D2	2024	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lady Ann Road Soothill Lane	T-Junction	Two-way	2.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Soothill Lane West Side	main road	Major
B	Lady Ann Road	minor road	Minor
C	Soothill Lane East side	main road	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.78			43.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.86	23	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	534	0.094	0.238	0.149	0.339
1	B-C	687	0.102	0.257	-	-
1	C-B	599	0.224	0.224	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	490	100.000
B		✓	128	100.000
C		✓	387	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	26	464
	B	106	0	22
	C	381	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	17.36	0.7	C
C-AB	0.02	5.55	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	96	428	0.225	95	0.3	11.839	B
C-AB	8	721	0.010	7	0.0	5.551	A
C-A	284			284			
A-B	20			20			
A-C	349			349			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	115	403	0.285	115	0.4	13.686	B
C-AB	10	747	0.013	10	0.0	5.369	A
C-A	338			338			
A-B	23			23			
A-C	417			417			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	141	369	0.382	140	0.7	17.233	C
C-AB	14	786	0.018	14	0.0	5.130	A
C-A	412			412			
A-B	29			29			
A-C	511			511			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	141	369	0.382	141	0.7	17.362	C
C-AB	14	786	0.018	14	0.0	5.132	A
C-A	412			412			
A-B	29			29			
A-C	511			511			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	115	403	0.285	116	0.4	13.817	B
C-AB	10	747	0.013	10	0.0	5.371	A
C-A	338			338			
A-B	23			23			
A-C	417			417			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	96	428	0.225	97	0.3	11.964	B
C-AB	8	721	0.010	8	0.0	5.551	A
C-A	284			284			
A-B	20			20			
A-C	349			349			

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Lady Ann Road Soothill Lane	T-Junction	Two-way	0.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	PM	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	413	100.000
B		✓	27	100.000
C		✓	442	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	53	360
	B	19	0	8
	C	426	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	10.58	0.1	B
C-AB	0.05	5.39	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	20	458	0.044	20	0.1	9.039	A
C-AB	21	756	0.028	21	0.0	5.389	A
C-A	312			312			
A-B	40			40			
A-C	271			271			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	24	435	0.056	24	0.1	9.628	A
C-AB	28	789	0.036	28	0.1	5.203	A
C-A	369			369			
A-B	48			48			
A-C	324			324			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	30	404	0.074	30	0.1	10.577	B
C-AB	40	837	0.048	40	0.1	4.972	A
C-A	446			446			
A-B	58			58			
A-C	396			396			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	30	404	0.074	30	0.1	10.582	B
C-AB	40	837	0.048	40	0.1	4.973	A
C-A	446			446			
A-B	58			58			
A-C	396			396			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	24	435	0.056	24	0.1	9.637	A
C-AB	28	789	0.036	28	0.1	5.205	A
C-A	369			369			
A-B	48			48			
A-C	324			324			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	20	458	0.044	20	0.1	9.051	A
C-AB	21	756	0.028	21	0.0	5.393	A
C-A	312			312			
A-B	40			40			
A-C	271			271			