

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Project Name:	Proposed Mosque and Madrasa, Healey Lane, Batley				
Client:	Healey Islamic Trust				
Subject:	Technical Note – Response to Highways Comments (14 February 2025)				
BGH Reference:	21-382-006.02 (Local Planning Authority Reference: 24/93156)				
Date:	May 2025				
Prepared by:	D McLean	Checked by:	G Bowman	Overview by:	M Crabtree

Introduction

1. This Technical Note (TN) has been prepared by Bryan G Hall (BGH) on behalf of Healey Islamic Trust to respond to Highways comments regarding a planning application for a new mosque and madrasa at the existing Masjid Quba site at Healey Lane, Batley (Local Planning Authority Reference: 24/93156).
2. Kirklees Council Highways requested further information regarding the existing and proposed parking demand in an email dated 14th February 2025, which is attached at **Appendix BGH1**. Kirklees Council requested a parking survey of the Friday lunchtime prayer period and noted from a site visit that they observed overflow parking on Healey Lane, at the junction of Healey Lane, along Linton Avenue and on grass verges.
3. This TN responds directly to these concerns and parking surveys have been commissioned to establish the existing parking demand during Friday prayers. These surveys have also been used to predict future parking demand and the proposed development impact on parking on the local highway network.

Traffic Surveys

4. Surveys were carried out on Friday 4th April 2025 and included a pedestrian count of the site access, a car park accumulation count of the on-site car park and a parking beat survey of the nearby streets from 11am to 9pm.
5. The extent of the parking beat survey was agreed in advance with Kirklees Council and can be seen at **Appendix BGH2**. The TN is focused on the impact during Friday prayers and the raw survey data for the whole survey period is attached at **Appendix BGH3**. If required, BGH can provide the individual parking beat surveys for each street.
6. The 'Friday Prayer Time Period' was determined by using a pedestrian count at the entrance to the masjid. The vast majority of people who attended Friday prayers on the survey day arrived from 1:00pm and departed by 2:15pm.
7. A summary of the parking surveys for both the on-site car park and the nearby streets is attached at **Appendix BGH4** and the Friday prayer period is highlighted.

8. The data shows an increase in the parking demand during Friday prayers compared to 'before' and 'after' periods. However, not all of the cars parked during Friday prayer can be attributed to the masjid.
9. The key findings from the survey are as follows:
 - The survey of the existing on-site car park shows that before and after Friday prayers, there were no spaces were occupied. However, at the peak time during Friday prayers, 27 vehicles were parked in the car park. This shows that the existing car park experiences an increased demand of 27 vehicles during Friday prayers. The existing car park has a capacity of 26 vehicles, therefore an additional vehicle was parked in the car park at the time of the surveys.
 - The on-street parking survey showed that, there was a peak demand of 135 vehicles during Friday prayers. This compares to an average of 86 vehicles in the hour prior to Friday prayers and an average of 98 vehicles in the hour following Friday prayers. This is an increase in demand of 49 vehicles compared to before Friday prayers and an increase in demand of 37 vehicles when compared to after Friday prayers.
 - This equates to an increase in total parking demand (including both the car park and the surveyed streets) of 76 vehicles before Friday prayers and 64 vehicles after Friday prayers.
 - At Linton Avenue, parking demand is consistent throughout the day and there is no increase in parking demand during peak Friday prayer hours. At Throstle Nest the level of parking demand is consistent throughout the day and there is little change in parking demand. In fact parking demand on Throstle Nest decreases during the peak Friday prayer period. On Woodhall Drive parking demand during Friday prayer time is consistent with demand after Friday prayers and therefore cannot conclusively be attributed to Friday prayers.
 - With the exception of West Park Grove, Healey Lane and Malham Drive parking demand shows that there is a gradual increase in parking throughout the day such that demand cannot be attributed to Friday prayers at the mosque.
10. The survey data showed that only one vehicle parked illegally during Friday prayers. This one vehicle parked across a dropped kerb. No verge parking or any other type of illegal parking was reported by the survey company during Friday prayers. This demonstrates that the vast majority of worshippers who do park on-street do so legally.

11. It is clear that the peak parking demand during the Friday prayer time period is approximately 30 minutes and this occurs both in the car park and on-street. It is acknowledged that there is some increased parking demand for the remainder of the Friday prayer time period however the peak itself is only 30 minutes.

Predicted Parking Demand

12. This section estimates the predicted parking demand, based on the results of the parking survey and the proposed development. The existing masjid generated a total parking demand of 76 vehicles, 27 were parked in the car park and 49 were parked on street, based on the existing 150 worshipper capacity. It is important to note that all of the additional 49 vehicles parked on street during Friday prayers cannot be attributed to the masjid and some drivers could have parked during this time period for other reasons. However, for the purpose of this analysis and in order to provide a robust assessment, it has been assumed they are all associated with the masjid. This results in a peak demand of 0.507 spaces per worshipper.
13. A TP has been prepared as part of this planning application. It will be conditioned and will be put in place for the whole development for a period of at least 5 years after the proposed development is opened. The target contained within the TP is to reduce single occupancy vehicle trips by 10%. The TP will be applied to all existing worshippers and pupils, not just the additional worshippers and pupils. Therefore, the TP target can be applied to the existing parking demand per worshipper which reduces the demand from 0.507 to 0.456 spaces per worshipper.
14. The proposed development will accommodate 252 worshippers. This would generate a total parking demand of 115 spaces. The proposed car park will provide 59 spaces which is an increase of 33 spaces compared to the existing car park of 26 spaces. The remaining 56 vehicles will park on-street which is an increase of only 7 vehicles compared to the existing situation. This is a negligible increase which will not be noticeable on the local highway network. Every effort has been made to maximise the number of parking spaces within the site and it is considered that an increase of 7 vehicles is acceptable and can be readily accommodated on the surrounding streets during peak demand which only lasts approximately 30 minutes on a Friday lunchtime.
15. Concerns were also raised by Kirklees Council Highways regarding the pick-up and drop-off area. The pick-up and drop-off area will provide 8 car parking spaces. It was explained in the Transport Statement that was submitted in support of the application that based on an assumed dwell time of 5 minutes, that each space could accommodate twelve cars per hour, which equates to 96 five minute slots in total. It is considered that this is sufficient for drop-off however upon reflection dwell times may be longer for pick-up and the concerns of Kirklees Council are therefore acknowledged. It is important to note that the pick-up and drop-off spaces are only to be used during madrassa hours (evenings) and outside of

madrassa hours these spaces will be available for standard parking such as during Friday prayers.

16. The fact is that the remainder of the car park aside from the pick-up and drop-off area is to be used mainly by worshippers attending the masjid to pray. The masjid have confirmed that there is no overlap between the masjid and madrasa elements of the existing and proposed development. Therefore, most of the car park will be empty when pupils are entering and leaving the madrasa. Therefore, the remainder of the car park can be used by carers waiting to pick up or drop off children passing to or from the madrasa. This will ensure that there will be no queueing on Healey Lane. The drop-off and pick-up spaces are dual purpose and the car park will be marshalled by staff at madrassa times to ensure efficient movement of vehicle in and out of the car park.

Other Matters

17. This TN has demonstrated that based on numbers alone the impact of the proposed development will be negligible but there are some other points to consider:
- All calculations within this TN have been based on robust assumptions;
 - It is not anticipated that the masjid will always operate at full capacity;
 - The increase in capacity is to accommodate growth in worshippers and pupils in the local community who will live close to the masjid and will therefore have the opportunity to travel sustainably to and from the masjid; and
 - As part of the development proposals, a TP has been prepared which will be implemented, this TP will apply to both existing and proposed worshippers and pupils, this will minimise the number of vehicular trips and parking demand to and from the masjid and madrasa of existing and proposed worshippers and pupils.

Summary and Conclusions

18. This Technical Note has been prepared by Bryan G Hall on behalf of Healey Islamic Trust to respond to Highways comments on a planning application for a new mosque and madrasa at the existing Masjid Quba site at Healey Lane, Batley.
19. This Technical Note has demonstrated that although the masjid generates an on-street parking demand of 49 vehicles, the vast majority of worshippers park legally and respectfully to the local community.
20. It is estimated that when the increased car park is considered, the proposed development will only increase on-street parking by 7 vehicles, to a total of 56 vehicles. This is considered to be a negligible impact when compared to the existing situation and will be unnoticeable on the local highway network.

21. The use of the pick-up and drop-off area has been further clarified and it has been explained that should demand be high, the remainder of the car park will be available for carers to park in and there will be no overspill parking onto Healey Lane.
22. It is therefore concluded that this Technical Note has dealt with the outstanding parking issues.

Appendices

Appendix BGH1 – Email from Kirklees Council Highways

Appendix BGH2 – Parking Beat Survey Extents

Appendix BGH3 – Raw Survey Data

Appendix BGH4 – Friday Prayer Survey Data Analysis

APPENDIX BGH 1

From: Chris Bembridge
Sent: 14 February 2025 11:48
To: Geoff Bowman
Cc:

Subject: RE: LPA ref 2024/21025 ; Healey Lane Mills, Healey Lane, Healey, Batley, WF17 7SH.; Highway Issues

Hi Geoff

Apologies for any confusion with staffing responsibilities, but I'm the engineer dealing with the Heally Lane Mills site.

The main concern with sites like these is not the impacts on the operation and efficiency of the local highway network at the highway peak times, but the parking demand created at the land uses peak times, a demand that usually overflows the provided car parks and causes issues and safety concerns on the surrounding residential roads.

I was quite surprised to see that a survey hadn't been done during the main Friday prayer times, given that part of the application includes a prayer hall within the new mosque, and that the application information states that there will be an increase in worshippers. The Kirklees Highway safety team have done a brief investigation during the Friday lunchtime prayers, and they observed overflow parking on Healey Lane, at the junction of Healey Lane, all along Linton Avenue and on grass verges. Their opinion is that the off-street parking is unlikely to accommodate the current Friday evening prayers demand and that the increased numbers with the proposals will exacerbate the numbers of complaints they receive regarding on-street parking and local congestion issues. They have asked that a survey is done for the Friday evening prayers and that if planning permission were to be granted, a before and after parking survey is carried out on the surrounding local highway network to ascertain the level of parking problems associated with the development and that funding is put aside to pay for mitigation of these parking issues.

They have also expressed a concern that the drop-off and pick-up for the madrassa part of the proposed development may not be suitable as the volume of vehicles will need to queue on Healey Lane causing obstruction to other vehicles using Healey Lane and because of this you may need to provide additional information to show the capacity of the drop-off spaces, how they will be managed and how obstruction of Healey Lane can be avoided during these times.

I think a representative from the Kirklees Highway Safety Team has spoken with the applicant's team previously and expressed this as a concern.

Highway Safety have also suggested that, due to the increased number of pedestrians expected to access the proposed site across Healey Lane, that you consider upgrading the existing informal crossing with a more formal zebra crossing. I will be including this suggestion in my formal response but this is just a heads up about it.

Now that I have the stage 1 RSA brief and audit team CVs I will start the process through Daniel, hopefully leading to an approval from Highway Safety for the audit to proceed, although they may insist that drawings to be assessed show the upgrade to the crossing.

Cheers

Chris

APPENDIX BGH 2



© 2025 GOOGLE

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Copyright Reserved Bryan G Hall Ltd.

LEEDS T 0113 246 1555 LONDON T 0203 5532336

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB
E transportleeds@bryanghall.co.uk

W www.bryanghall.co.uk
X X.com/Bryanghall1
in Bryan G Hall



Bryan G Hall Ltd. Registered in England & Wales Co No. 4104802

This drawing is copyright and shall not be reproduced nor used for any other purpose without the written permission of the Bryan G Hall Ltd. This drawing must be read in conjunction with all other related drawings and documentation.

Bryan G Hall Limited shall not be liable for the use of this or any associated document, for any purpose, by any person other than that for which they were provided.

Do not scale from this drawing, use figured dimensions only. It is the contractors responsibility to check and verify all dimensions on site. Any discrepancies to be reported immediately. IF IN DOUBT ASK.

Bryan G Hall Limited has not checked or verified, and shall therefore not be liable for any inaccuracies which may be attributable to any base plan(s) reports, data or information provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.

X, TWITTER, TWEET, RETWEET and the X/Twitter logos are trademarks of X Corp, or its affiliates. LinkedIn, the LinkedIn logo, the IN logo and InMail are registered trademarks or trademarks of LinkedIn Corporation and its affiliates in the United States and/or other countries.

Title: PARKING SURVEY LOCATION PLAN

Status: FOR INFORMATION

Scale: N.T.S.
Size: A3 - 420 x 297

Drawn: DM Chkd: GWB Appvd: -

B	25.03.25	SURVEY SCOPE AMENDED	IA	GWB	-
Rev:	Date:	Amendment:	DRN	CHK	APR
Client:		HEALEY ISLAMIC TRUST			
Project:		HEALEY LANE - BATLEY			
Drawing No:		21/382/LOC/010		Revision: B	
Job No:		21-382		Date: 17.02.2025	

APPENDIX BGH 3

Batley
Pedestrian Survey

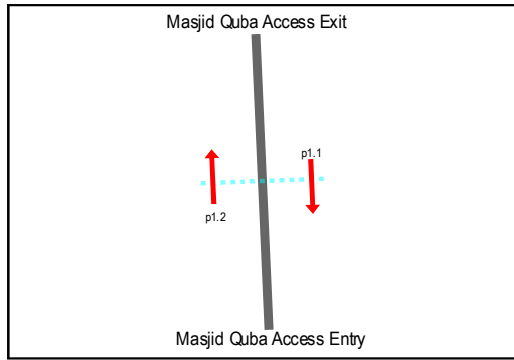
Site 1 of 2
Masjid Quba Access Exit
Masjid Quba Access Entry

Lat/Long
lat 53.712556° lon -1.648806°

Date
Friday 04 April 2025

Weather
Cloudy
Temp: 15°C

1100 - 2100 (Friday 10H Session)



TIME	p1.1			p1.2		
	Child	Parents/Carer	Adult	Child	Parents/Carer	Adult
1100 - 1115	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	1
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25
1200 - 1215	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0
1230 - 1245	0	0	6	0	0	0
1245 - 1300	0	0	3	0	0	0
Hourly Total	0	0	9	0	0	0
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00
1300 - 1315	0	1	30	0	0	2
1315 - 1330	0	1	102	0	0	4
1330 - 1345	2	0	156	0	0	1
1345 - 1400	0	0	3	1	1	205
Hourly Total	2	2	291	1	1	212
Hourly Average	0.50	0.50	72.75	0.25	0.25	53.00
1400 - 1415	0	0	0	3	0	74
1415 - 1430	0	0	0	0	0	2
1430 - 1445	0	0	3	0	0	5
1445 - 1500	0	0	1	0	0	2
Hourly Total	0	0	4	3	0	83
Hourly Average	0.00	0.00	1.00	0.75	0.00	20.75
1500 - 1515	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0
1545 - 1600	0	0	1	0	0	0
Hourly Total	0	0	1	0	0	0
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00
1600 - 1615	4	11	10	0	1	13
1615 - 1630	2	18	3	2	0	13
1630 - 1645	3	1	2	0	0	0
1645 - 1700	0	0	1	0	0	0
Hourly Total	9	30	16	2	1	26
Hourly Average	2.25	7.50	4.00	0.50	0.25	6.50
1700 - 1715	2	0	4	0	1	4
1715 - 1730	14	16	12	2	29	2
1730 - 1745	8	0	6	0	0	2
1745 - 1800	0	0	0	0	0	0
Hourly Total	24	16	22	2	30	8
Hourly Average	6.00	4.00	5.50	0.50	7.50	2.00
1800 - 1815	0	0	5	0	0	1
1815 - 1830	0	0	19	0	0	1
1830 - 1845	0	1	12	0	0	27
1845 - 1900	0	0	4	0	1	6
Hourly Total	0	1	40	0	1	35
Hourly Average	0.00	0.25	10.00	0.00	0.25	8.75
1900 - 1915	0	0	3	10	34	18
1915 - 1930	0	0	1	0	0	2
1930 - 1945	0	0	13	0	0	0
1945 - 2000	2	1	56	0	0	0
Hourly Total	2	1	73	10	34	20
Hourly Average	0.50	0.25	18.25	2.50	8.50	5.00
2000 - 2015	0	0	4	0	0	65
2015 - 2030	0	0	0	0	1	6
2030 - 2045	0	0	0	0	1	4
2045 - 2100	0	0	0	0	0	0
Hourly Total	0	0	4	0	2	75
Hourly Average	0.00	0.00	1.00	0.00	0.50	18.75
Session Total	37	50	460	18	69	460
Session Average	0.93	1.25	11.50	0.45	1.73	11.50

Batley
Parking Beat

Date
Friday 04 April 2025

Road Name	Capacity	11:00		11:15		11:30		11:45		12:00		12:15		12:30		12:45		13:00		13:15		13:30	
		Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
Linton Avenue	13	4	31%	4	31%	4	31%	4	31%	4	31%	4	31%	4	31%	4	31%	4	31%	4	31%	4	31%
Throstle Nest	69	14	20%	15	22%	14	20%	14	20%	15	22%	13	19%	13	19%	12	17%	11	16%	11	16%	11	16%
Woodhall Drive	62	15	24%	16	26%	18	29%	15	24%	15	24%	16	26%	15	24%	15	24%	18	29%	18	29%	20	32%
Healey Lane	24	4	17%	4	17%	4	17%	4	17%	4	17%	6	25%	6	25%	6	25%	3	13%	6	25%	10	42%
Alder Mews	13	2	15%	2	15%	2	15%	2	15%	2	15%	2	15%	1	8%	1	8%	2	15%	2	15%	2	15%
Malham Drive (South)	56	5	9%	5	9%	5	9%	5	9%	5	9%	5	9%	5	9%	6	11%	5	9%	7	13%	16	29%
West Park Grove	23	5	22%	5	22%	8	35%	8	35%	7	30%	7	30%	7	30%	7	30%	9	39%	9	39%	9	39%
B6123 West Park Road	26	4	15%	4	15%	4	15%	2	8%	3	12%	3	12%	4	15%	4	15%	12	46%	12	46%	11	42%
B6123 Healey Lane	19	3	16%	3	16%	3	16%	3	16%	6	32%	5	26%	5	26%	6	32%	10	53%	11	58%	11	58%
Trafalgar Street	27	7	26%	7	26%	6	22%	6	22%	6	22%	5	19%	6	22%	6	22%	6	22%	6	22%	7	26%
Holyoake Avenue	17	2	12%	2	12%	2	12%	2	12%	2	12%	2	12%	2	12%	2	12%	3	18%	3	18%	3	18%
Hayburn Road	15	2	13%	2	13%	2	13%	2	13%	2	13%	2	13%	2	13%	2	13%	3	20%	3	20%	3	20%
Malham Drive (North)	21	9	43%	11	52%	11	52%	11	52%	11	52%	11	52%	11	52%	11	52%	13	62%	14	67%	13	62%
Nelson Street	19	4	21%	5	26%	5	26%	5	26%	5	26%	5	26%	5	26%	5	26%	9	47%	8	42%	10	53%
TOTAL	404	80	20%	85	21%	88	22%	83	21%	87	22%	86	21%	86	21%	87	22%	108	27%	114	28%	130	32%

13:45		14:00		14:15		14:30		14:45		15:00		15:15		15:30		15:45		16:00		16:15		16:30		16:45	
Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
4	31%	3	23%	2	15%	2	15%	2	15%	3	23%	3	23%	3	23%	4	31%	5	38%	5	38%	4	31%	3	23%
12	17%	15	22%	15	22%	14	20%	14	20%	13	19%	13	19%	13	19%	13	19%	12	17%	12	17%	12	17%	12	17%
20	32%	20	32%	19	31%	22	35%	21	34%	22	35%	20	32%	20	32%	21	34%	21	34%	21	34%	21	34%	21	34%
11	46%	6	25%	6	25%	6	25%	4	17%	3	13%	3	13%	3	13%	3	13%	3	13%	3	13%	3	13%	3	13%
2	15%	3	23%	3	23%	3	23%	3	23%	3	23%	3	23%	3	23%	3	23%	4	31%	4	31%	4	31%	5	38%
18	32%	17	30%	7	13%	6	11%	6	11%	6	11%	6	11%	6	11%	6	11%	7	13%	8	14%	9	16%	10	18%
9	39%	9	39%	9	39%	9	39%	8	35%	8	35%	8	35%	10	43%	9	39%	8	35%	8	35%	8	35%	10	43%
11	42%	3	12%	3	12%	3	12%	3	12%	3	12%	3	12%	3	12%	3	12%	3	12%	4	15%	4	15%	4	15%
12	63%	7	37%	7	37%	8	42%	5	26%	5	26%	4	21%	4	21%	4	21%	3	16%	3	16%	3	16%	3	16%
7	26%	6	22%	6	22%	4	15%	4	15%	3	11%	5	19%	5	19%	7	26%	7	26%	10	37%	7	26%	8	30%
3	18%	2	12%	2	12%	2	12%	2	12%	3	18%	3	18%	2	12%	2	12%	2	12%	2	12%	2	12%	3	18%
3	20%	3	20%	3	20%	3	20%	3	20%	2	13%	2	13%	2	13%	2	13%	2	13%	2	13%	2	13%	3	20%
13	62%	12	57%	12	57%	12	57%	12	57%	11	52%	11	52%	10	48%	11	52%	11	52%	14	67%	14	67%	14	67%
10	53%	10	53%	9	47%	10	53%	10	53%	11	58%	11	58%	11	58%	11	58%	11	58%	11	58%	11	58%	11	58%
135	33%	116	29%	103	25%	104	26%	97	24%	96	24%	95	24%	95	24%	99	25%	99	25%	107	26%	104	26%	110	27%

17:00		17:15		17:30		17:45		18:00		18:15		18:30		18:45		19:00		19:15		19:30		19:45		20:00	
Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
3	23%	4	31%	3	23%	2	15%	2	15%	2	15%	3	23%	3	23%	3	23%	3	23%	3	23%	3	23%	3	23%
12	17%	12	17%	12	17%	12	17%	13	19%	14	20%	14	20%	13	19%	14	20%	14	20%	13	19%	13	19%	13	19%
22	35%	22	35%	22	35%	22	35%	22	35%	22	35%	22	35%	22	35%	14	23%	14	23%	14	23%	14	23%	12	19%
3	13%	4	17%	4	17%	4	17%	5	21%	5	21%	5	21%	5	21%	5	21%	5	21%	5	21%	5	21%	4	17%
6	46%	6	46%	6	46%	5	38%	6	46%	6	46%	6	46%	6	46%	6	46%	6	46%	6	46%	6	46%	6	46%
10	18%	8	14%	8	14%	10	18%	9	16%	9	16%	8	14%	8	14%	8	14%	8	14%	8	14%	8	14%	8	14%
10	43%	10	43%	10	43%	13	57%	12	52%	12	52%	12	52%	14	61%	10	43%	9	39%	10	43%	10	43%	10	43%
5	19%	5	19%	6	23%	6	23%	6	23%	6	23%	5	19%	4	15%	4	15%	4	15%	4	15%	4	15%	4	15%
6	32%	6	32%	4	21%	7	37%	7	37%	7	37%	7	37%	3	16%	3	16%	3	16%	3	16%	3	16%	3	16%
9	33%	12	44%	13	48%	14	52%	13	48%	13	48%	12	44%	14	52%	14	52%	14	52%	14	52%	14	52%	14	52%
2	12%	2	12%	2	12%	2	12%	2	12%	2	12%	2	12%	1	6%	1	6%	1	6%	1	6%	1	6%	1	6%
3	20%	3	20%	2	13%	2	13%	2	13%	2	13%	2	13%	2	13%	2	13%	2	13%	2	13%	1	7%	1	7%
16	76%	15	71%	16	76%	16	76%	15	71%	13	62%	14	67%	14	67%	12	57%	12	57%	13	62%	13	62%	13	62%
12	63%	12	63%	12	63%	12	63%	12	63%	12	63%	12	63%	12	63%	9	47%	9	47%	9	47%	9	47%	9	47%
119	29%	121	30%	120	30%	127	31%	126	31%	125	31%	124	31%	121	30%	105	26%	104	26%	105	26%	104	26%	101	25%

20:15		20:30		20:45	
Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
3	23%	3	23%	3	23%
13	19%	13	19%	13	19%
12	19%	13	21%	13	21%
4	17%	4	17%	4	17%
6	46%	6	46%	6	46%
8	14%	8	14%	8	14%
10	43%	10	43%	10	43%
4	15%	4	15%	4	15%
3	16%	3	16%	3	16%
14	52%	11	41%	11	41%
1	6%	1	6%	1	6%
1	7%	1	7%	1	7%
13	62%	13	62%	13	62%
9	47%	9	47%	9	47%

101	25%	99	25%	99	25%
-----	-----	----	-----	----	-----

APPENDIX BGH 4

21-382 Healey Lane Parking Survey Analysis

FRIDAY PRAYER TIME PERIOD

	Capacity	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00
Car Park	26	1	1	1	1	0	0	0	1	5	23	27	12	1	0	0	0	0	0
On-Street Parking																			
Linton Avenue	13	4	4	4	4	4	4	4	4	4	4	4	4	3	2	2	2	3	3
Throstle Nest	69	14	15	14	14	15	13	13	12	11	11	11	12	15	15	14	14	13	13
Woodhall Drive	62	15	16	18	15	15	16	15	15	18	18	20	20	20	19	22	21	22	20
Healey Lane	24	4	4	4	4	4	6	6	6	3	6	10	11	6	6	6	4	3	3
Alder Mews	13	2	2	2	2	2	2	1	1	2	2	2	2	3	3	3	3	3	3
Malham Drive (South)	56	5	5	5	5	5	5	5	6	5	7	16	18	17	7	6	6	6	6
West Park Grove	23	5	5	8	8	7	7	7	7	9	9	9	9	9	9	9	8	8	8
B6123 West Park Road	26	4	4	4	2	3	3	4	4	12	12	11	11	3	3	3	3	3	3
B6123 Healey Lane	19	3	3	3	3	6	5	5	6	10	11	11	12	7	7	8	5	5	4
Trafalgar Street	27	7	7	6	6	6	5	6	6	6	6	7	7	6	6	4	4	3	5
Holyoake Avenue	17	2	2	2	2	2	2	2	2	3	3	3	3	2	2	2	2	3	3
Hayburn Road	15	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	2	2
Malham Drive (North)	21	9	11	11	11	11	11	11	11	13	14	13	13	12	12	12	12	11	11
Nelson Street	19	4	5	5	5	5	5	5	5	9	8	10	10	10	9	10	10	11	11

On-Street Parking Total	404	80	85	88	83	87	86	86	87	108	114	130	135	116	103	104	97	96	95
-------------------------	-----	----	----	----	----	----	----	----	----	-----	-----	-----	-----	-----	-----	-----	----	----	----

11:45 - 12:45 Average On-Street Parking

86

14:30 - 15:30 Average On-Street Parking

98

135

+49

-37

21-382 Healey Lane Parking Survey Analysis

FRIDAY PRAYER TIME PERIOD

	Capacity	11:00:00	11:15:00	11:30:00	11:45:00	12:00:00	12:15:00	12:30:00	12:45:00	13:00:00	13:15:00	13:30:00	13:45:00	14:00:00	14:15:00	14:30:00	14:45:00	15:00:00	15:15:00
Car Park	26	4%	4%	4%	4%	0%	0%	0%	4%	19%	88%	104%	46%	4%	0%	0%	0%	0%	0%
On-Street Parking																			
Linton Avenue	13	31%	31%	31%	31%	31%	31%	31%	31%	31%	31%	31%	31%	23%	15%	15%	15%	23%	23%
Throstle Nest	69	20%	22%	20%	20%	22%	19%	19%	17%	16%	16%	16%	17%	22%	22%	20%	20%	19%	19%
Woodhall Drive	62	24%	26%	29%	24%	24%	26%	24%	24%	29%	29%	32%	32%	32%	31%	35%	34%	35%	32%
Healey Lane	24	17%	17%	17%	17%	17%	25%	25%	25%	13%	25%	42%	46%	25%	25%	25%	17%	13%	13%
Alder Mews	13	15%	15%	15%	15%	15%	15%	8%	8%	15%	15%	15%	15%	23%	23%	23%	23%	23%	23%
Malham Drive (South)	56	9%	9%	9%	9%	9%	9%	9%	11%	9%	13%	29%	32%	30%	13%	11%	11%	11%	11%
West Park Grove	23	22%	22%	35%	35%	30%	30%	30%	30%	39%	39%	39%	39%	39%	39%	39%	35%	35%	35%
B6123 West Park Road	26	15%	15%	15%	8%	12%	12%	15%	15%	46%	46%	42%	42%	12%	12%	12%	12%	12%	12%
B6123 Healey Lane	19	16%	16%	16%	16%	32%	26%	26%	32%	53%	58%	58%	63%	37%	37%	42%	26%	26%	21%
Trafalgar Street	27	26%	26%	22%	22%	22%	19%	22%	22%	22%	22%	26%	26%	22%	22%	15%	15%	11%	19%
Holyoake Avenue	17	12%	12%	12%	12%	12%	12%	12%	12%	18%	18%	18%	18%	12%	12%	12%	12%	18%	18%
Hayburn Road	15	13%	13%	13%	13%	13%	13%	13%	13%	20%	20%	20%	20%	20%	20%	20%	20%	13%	13%
Malham Drive (North)	21	43%	52%	52%	52%	52%	52%	52%	52%	62%	67%	62%	62%	57%	57%	57%	57%	52%	52%
Nelson Street	19	21%	26%	26%	26%	26%	26%	26%	26%	47%	42%	53%	53%	53%	47%	53%	53%	58%	58%
On-Street Parking Total	404	20%	21%	22%	21%	22%	21%	21%	22%	27%	28%	32%	33%	29%	25%	26%	24%	24%	24%

Bryan G Hall Limited

Registered in England & Wales
Co No: 4104802
VAT No: 399 4601 07

Website: www.bryanghall.co.uk
Email: transportleeds@bryanghall.co.uk

Registered Office

Suite E15, Joseph's Well
Hanover Walk
Leeds, LS3 1AB

☎ Leeds: 0113 246 1555
☎ London: 0203 553 2336

