

TRANSPORT STATEMENT

Gynn Lane, Honley

Job No: 22151

21/11/2024



VIASOLUTIONS





Quality Management

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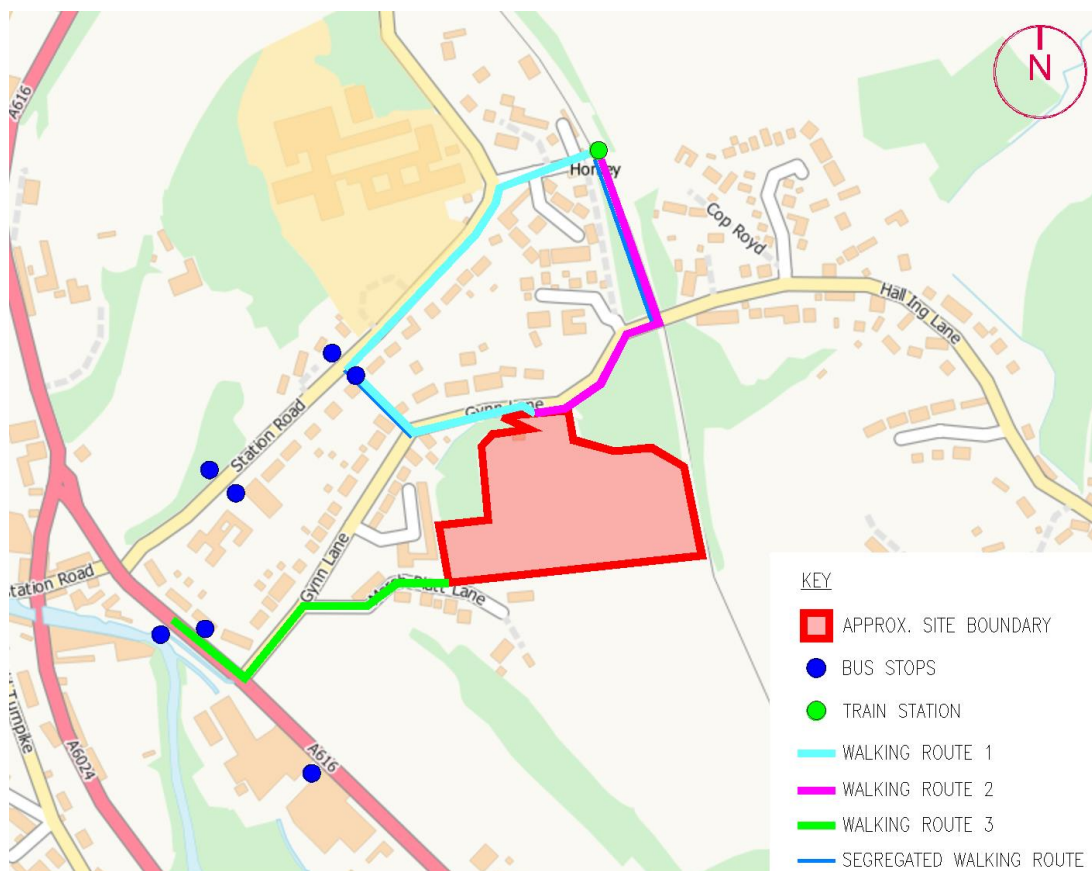
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1. Introduction

1.1. OVERVIEW

1.1.1. Via Solutions has been appointed to prepare this Transport Statement (TS) to accompany a planning application for a residential development consisting of 50 residential dwellings, located in Honley, West Yorkshire. Figure 1 below shows the site location in relation to the local area.

FIGURE 1. SITE LOCATION



1.1.2. This TS considers traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.

1.1.3. The development proposals have been explained and the impact on the highway network considered. Both local and national transport policy have been reviewed in

respect of the development. A review of road safety has been undertaken within this report. Sustainable transport accessibility has also been reviewed within the report.

2. Transport Policy

2.1. OVERVIEW

2.1.1. When considering transport policy compliance for planning applications, the main focus of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

2.2.1. On 20 December 2023, the Department for Levelling Up, Housing & Communities published an updated National Planning Policy Framework (NPPF), which replaced the previous NPPF published in March 2012, revised in July 2018, updated in February 2019 and revised in July 2021 and September 2023.

2.2.2. The updated NPPF in paragraph 110 states that “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

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

2.2.3. In paragraph 111 the updated NPPF states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

2.2.4. In relation to paragraph 111 developments should be in accordance with paragraph 112, which states the following:

- ◆ Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.
- ◆ Address the needs of people with disabilities and reduce mobility in relation to all modes of transport.
- ◆ Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.
- ◆ Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- ◆ Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.5. Paragraph 113 of the updated NPPF states that “all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

2.3. LOCAL TRANSPORT POLICY

WEST YORKSHIRE TRANSPORT STRATEGY 2040

2.3.1. The Transport Strategy was adopted by the West Yorkshire Combined Authority on 3rd August 2017. Focused on West Yorkshire but recognising the importance and impacts of links with the wider Leeds City Region, the Transport Strategy 2040 vision is *"To enhance business success and people's lives by providing modern, world-class, well-connected transport that makes travel around West Yorkshire easy and reliable."*

2.3.2. In order to realise the ambition, the Transport Strategy has three key objectives:

- ◆ Economy – Creating a more reliable, less congested, better connected transport network.
- ◆ Environment – Having a positive impact on the built and natural environment.
- ◆ People and place – Putting people first to create a strong sense of place.

2.3.3. The Transport Strategy recognises that the growth of Leeds is important to the economy of the City Region and to the North's shared objective of rebalancing the economy. Leeds also has an ambitious target for the number of new homes across the district.

KIRKLEES LOCAL PLAN

2.3.4. The Kirklees Local Plan was adopted on 27th February 2019. The local plan covers the period 2013 – 2031 and sets out the policies necessary to achieve the vision and strategic objectives for the development of Kirklees. The proposed development site benefits from allocation to housing within the local plan under Policy LP65 which states:

'The sites listed below are allocated for housing in the Local Plan. Planning permission will be expected to be granted if proposals accord with the development principle set

out in the relevant site boxes, relevant development plan policies and as shown on the Policies Map.'

- 2.3.5. Policy LP21 'Highways and Access' sets out that proposals shall demonstrate sustainable modes of transport and be accessed effectively and safely by all users, recognising the role of a TS in reducing the impact of developments on the environment by encouraging modal shift.

KIRKLEES HIGHWAY DESIGN GUIDE SUPPLEMENTARY PLANNING DOCUMENT (SPD)

- 2.3.6. The Highway Design Guide (HDG) was adopted in November 2019 and specifies highway scheme design principles that reflect nationally recognised best practice. The SPD promotes a high standard of highway design that facilitates the delivery of high quality residential, employment and mixed-use development in Kirklees.

- 2.3.7. Various highway scheme design principles are included in the document including pedestrian movement, inclusive design, parking standards, emergency access, cycle infrastructure, the hierarchy and setting out of streets, how to accommodate the safe operation and manoeuvring of service vehicles and incorporating waste storage facilities in the context of highway impact.

3. Existing Conditions

3.1. SITE DESCRIPTION

- 3.1.1. The site, which is located off Gynn Lane is currently greenfield comprising an open field. An existing vehicular access to the north of site currently serves 1 existing dwelling, 34 Gynn Lane, which is located at the northern extent of the site; this is to be demolished as part of the proposed development. The site is bound to the north by mature trees beyond which is Gynn Lane, to the east by an existing railway line, to the south by hedgerows, and to the west by existing residential dwellings and Marsh Platt Lane.
- 3.1.2. The site is located in the northeast area of Honley, a village located circa. 5km south of Huddersfield town centre.

3.2. EXISTING ACCESS

- 3.2.1. The existing access off Gynn Lane is c. 3.7m wide and is an informal private drive, which serves the 1 existing dwelling on site. Visibility from this existing access is highly restricted to the northeast from this existing access due to the existing vegetation and fence line, as shown in the photo below:



Photo 1: visibility from existing access off Gynn Lane

- 3.2.2. This access is to be improved as part of the proposed development to accommodate the proposed additional dwellings (see Section 5.2).

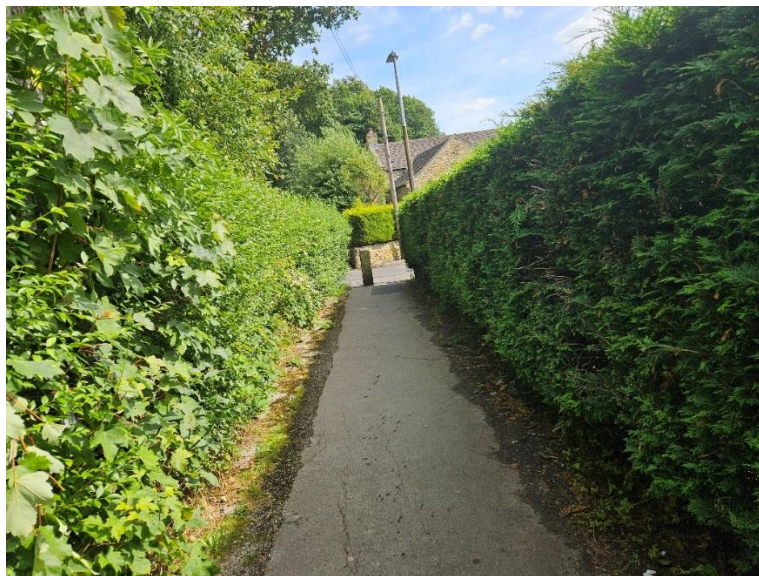
3.3. LOCAL HIGHWAY NETWORK

- 3.3.1. Gynn Lane is a 5.2m – 5.5m wide carriageway and is subject to a 30mph speed limit. There is currently a footway provided along the northern side of the carriageway opposite the site frontage that varies in width from between 0.9m and 1.2m. Street lighting is provided along Gynn Lane.
- 3.3.2. Gynn Lane is a north-eastern / south-western route serving the existing dwelling on the site as well as c. 45 other properties. Gynn Lane forms a simple priority junction with New Mill Road (A616) c. 360m southwest of the proposed site. New Mill Road forms part of the A616, a major north / south route through Honley that heads towards Huddersfield Town Centre c. 5km north of site.
- 3.3.3. Around 140m northeast of the site access, Gynn Lane forms a simple priority junction with Station Lane, a single-track access road around 160m long that can be used to access Honley Train Station to the north (note this is not the principal vehicular access to the station). Station Lane is a lightly trafficked single unsurfaced track, which serves around 6 properties (located on Ludwood Close). This track is suitable for pedestrian use, as shown in the photograph below.



Photograph 2 Station Road

3.3.4. There is also a segregated pedestrian route c. 140m west of the existing access that also provides a pedestrian connection between Gynn Lane and Station Road to the northwest.



Photograph 3. Pedestrian Access connecting Gynn Lane to Station Road

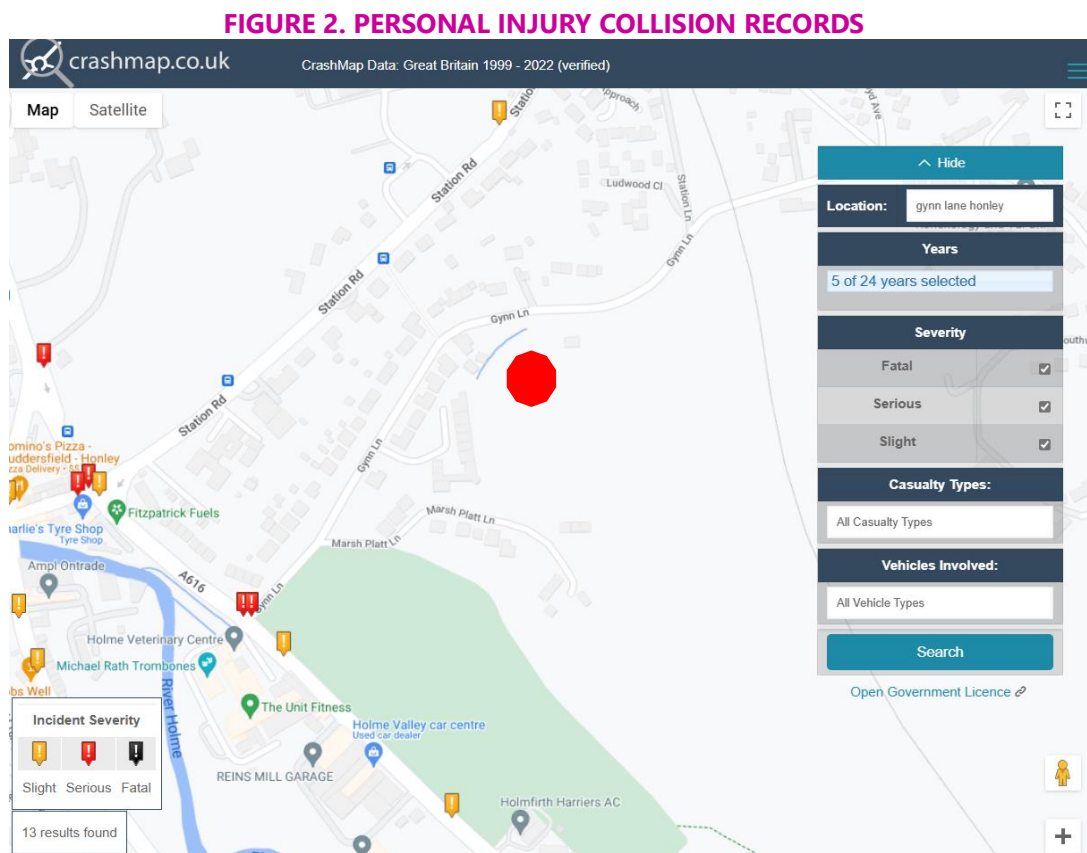
3.3.5. Station Road is a 7.4m wide road with a 1.8m wide footway along the northern side of the carriageway and a 1.4m wide footway along the southern side. Immediately north of the segregated pedestrian connection with Gynn Lane there is a raised pedestrian crossing point, where the carriageway narrows to 6.4m. This allows for a

safe pedestrian crossing point towards Honley High School. Station Road, including the crossing point mentioned, is well lit by street lighting along its length.

3.3.6. Marsh Platt Lane immediately south of site is a single-track access road for vehicles and pedestrians, that currently serves around 10 existing dwellings to the south of site. This offers a suitable pedestrian connection between the proposed development and the southwest of Gynn Lane.

3.4. PERSONAL INJURY COLLISION RECORDS

3.4.1. The CrashMap website has been used to investigate the occurrence of personal injury collisions (PICs) in the vicinity of the Site. Data for the last five years (2018 to end 2022). Figure 2 below shows an extract from the map on the CrashMap Website. This shows the collisions recorded in the search area, the site is marked with a red spot.



Source: <https://crashmap.co.uk/Search>

- 3.4.2. The collision data shows that while no collisions have occurred within the immediate vicinity of the proposed access, two serious incidents and one slight incident have occurred around the Gynn Lane / New Mill Road junction in the past 5 years. Therefore, to determine the cause of these incidents, the accident reports have been assessed further to determine if there is any identifiable trend in these incidents.
- 3.4.3. The two serious incidents occurred within the immediate vicinity of the junction. The first occurred on August 12th 2019, between a motorcycle and a car. Neither vehicle collided, however the front of the motorcycle collided with a wall or fence. Both the driver and passenger of the motorcycle were seriously injured however the car driver was unharmed.
- 3.4.4. The second serious incident occurred on April 19th 2021 between two cars, where one vehicle in the act of turning right collided with a vehicle that was overtaking another vehicle on its offside.
- 3.4.5. The slight incident occurred c. 20m east of the junction on 22nd June 2018 between a van and a car. the car was proceeding normally along the carriageway when it collided with the offside of the van, which was in the act of turning right. The collision reports for these incidents can be found in Appendix A.
- 3.4.6. After reviewing the injury collision records at the Gynn Lane / New Mill Lane junction there has been no indication of any safety concerns or trends in these collisions, meaning these collisions are considered disparate events.

4. PEDESTRIANS AND CYCLISTS

4.1. WALKING

- 4.1.1. The national policy relating to transport and development is set out in the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. However, it is generally considered that an acceptable maximum walking distance from home to a place of work is 2km.
- 4.1.2. The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot' (2000) recommends various thresholds for desirable, acceptable and preferred maximum walking distances depending on journey purpose/location as shown in Table 2.

TABLE 1. SUGGESTED ACCEPTABLE WALKING DISTANCE

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

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

- 4.1.3. The range of destinations within the desirable, acceptable and preferred maximum walking distances (for Commuting / Education / Leisure trips) from the Site are summarised in Table 3 below.
- 4.1.4. This assessment demonstrates that the Site is ideally located to encourage walking trips to a wide range of destinations for the key journey purposes associated with residential development; access to employment, access to education and leisure trips including shopping.

TABLE 2. DESTINATIONS WITHIN ACCEPTABLE WALKING DISTANCES

Distance	Destinations/ Facilities
500m	Bus Stops, Honley High School, Honley Train Station, veterinarian, gym, Domino's Pizza,
1000m	Convenience store, Jacobs Well public house, restaurant, cafe, Hey Wood and extensive recreational footpaths
2000m	School Wood, Bowling Club

- 4.1.5. As mentioned in Section 3.3, Gynn Lane has a footway provided along the northern side of the carriageway. The segregated walkway routes shown on Figure 1 can be used to access pedestrian routes on Station Road to the north, as well as Honley High School and Honley Train Station.
- 4.1.6. There will also be a proposed pedestrian connection between the south of site and Marsh Platt Lane. This will provide a second option for pedestrian access to the south, towards bus stops on New Mill Road.
- 4.1.7. Both of the routes mentioned above can be used for pedestrians to access the centre of Honley and the local facilities mentioned in Table 2. The site is well connected for journeys on foot to a range of destinations using good quality infrastructure.

4.2. CYCLING

- 4.2.1. National and Local policy encourage sustainable development and a transfer the mode of transport away from private car use, however, there is no specific policy that states the recommended maximum cycle distances for access to services/leisure facilities from new developments.
- 4.2.2. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. Local Transport Note (LTN) 2/08 (published by DfT) does however suggest that an acceptable and comfortable distance for general cycling trips is up to 5km and the same guidance also refers to commuting cycle trips of up to 8km.

- 4.2.3. Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.
- 4.2.4. There are no cycle routes available as suggested on West Yorkshire Combined Authority's cycle journey planner. However, there is still potential for residents and visitors to cycle on the carriageway to and from the Site, particularly on lightly trafficked roads such as Marsh Platt Lane, Station Lane and surrounding rural lanes and residential roads. Overall, the local cycle provision is considered suitable given the scale of the proposed development and its semi-rural location.

4.3. PUBLIC TRANSPORT

BUSES

- 4.3.1. The closest bus stops are located on Station Road and are accessible via the footways and segregated walkways mentioned previously. These bus stops are 180m from the site access, however there are no flags or timetables provided. There is a stop with a flag and timetable provided c. 150m southwest of these stops on Station Road.
- 4.3.2. There are also bus stops on New Mill Road c. 300m southwest of site, as measured from the proposed pedestrian connection to Marsh Platt Lane. These bus stops have a post flag and timetable information provided.
- 4.3.3. The bus services that operate at the above bus stops are summarised within Table 3 below.

TABLE 3. SUMMARY OF BUS ROUTES

Route no	Route Summary	Frequency (minutes)					
		Monday-Friday		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
314	Huddersfield Bus Station - Holmfirth High School	60	60	60	60	60	60
316	Huddersfield Bus Station - Parkhead	60	NS	60	NS	NS	NS
911	Meltham - Thurstonland Circular	120	NS	3 services	NS	NS	NS

*NS – No Service

4.3.4. All of the services above are accessible via the stops on New Mill Road and service 911 is also accessible via the closest bus stops on Station Road. The frequency and provision of bus services is good considering the sites semi-rural location. The Site is considered to be relatively well served by bus with the opportunity to travel to other areas in West Yorkshire for employment and leisure.

RAIL

4.3.5. The Site is some 310m walking distance from Honley Station and therefore there is a reasonable prospect of walking and cycling trips being made to and from the station as part of a longer journey by rail.

4.3.6. Honley Station is served by local and regional services with services to a wide range of destinations such as Huddersfield, Sheffield and Barnsley. Changing at these stations also offers the opportunity to travel via wider regional and national services.

5. Development Proposals

5.1. PROPOSED DEVELOPMENT

5.1.1. The development comprises 50 proposed residential dwellings with the existing dwelling on site being demolished as part of the proposals. The proposed site layout is indicated on the drawing contained within Appendix B.

5.2. DEVELOPMENT ACCESS

5.2.1. It is proposed that a new improved access is formed off Gynn Lane to the north of site, in the location of the existing site access. The proposed access is shown at 5.5m wide with a 2m footway to the east as can be seen from the Drawing 2215101 Rev. B in Appendix B. There is also a 0.6m margin to the west shown tying into the existing verge to the south of Gynn Lane.

5.2.2. A 2m wide footway is also proposed along the site frontage, to the east of the proposed site access. The footway leads to a proposed pedestrian dropped crossing and tactile paving c. 60m east of the proposed site access, as shown on Drawing 2215101 Rev. B. This provides a pedestrian connection to the north east, towards Station Lane and Honley Train Station

5.2.3. A 43m pedestrian / vehicle intervisibility can be provided to the west at this crossing location. Visibility is restricted to the northeast by the existing rail bridge, meaning only a 32m pedestrian / vehicle intervisibility can be achieved, which is suitable for approach speeds of up to 24mph. Therefore, it is proposed that speed cushions are provided as a traffic calming feature to reduce vehicle approach speeds towards the proposed pedestrian crossing point.

5.2.4. This will provide residents with suitable pedestrian connections to the routes highlighted in Figure 1.

VISIBILITY SPLAYS

- 5.2.5. An automated traffic count (ATC) was undertaken on Gynn Lane to determine the 85th percentile speed of vehicles in both the eastbound and westbound directions within the vicinity of the proposed access. This survey was undertaken from 25th to 31st January 2024. The results of the survey are attached and show that the 85th percentile speeds are 29.6 mph for eastbound vehicles and 29.8 mph for westbound vehicles. ATC is in Appendix C.
- 5.2.6. The results of the speed survey show a 2.4m x 43m visibility splay is required to the east and 2.4m x 42m visibility splays were required to the west. Drawing 2215101 Rev. B shows these visibilities are achievable in both directions. The drawing also shows the required visibility can be achieved for a car approaching the rear of another car waiting to turn right into the proposed site access. The car waiting to turn right can also see an approaching vehicle on the opposite side of the road 43m away as required.
- 5.2.7. Internally, 2.4m x 25m visibility splays have been provided for anticipated 20mph vehicle speeds. A 25m forward visibility can also be achieved around the bends shown on the internal access road. This is shown on Drawing 2215102 in Appendix B

5.3. PARKING PROVISION

VEHICULAR

- 5.3.1. Vehicular parking standards for the proposed residential dwellings are set out in Kirklees Highway Design Guide and are summarised below:
- ◆ 1-2 bedroom apartment – 1 parking space
 - ◆ 2-3 bed dwellings – 2 parking spaces
 - ◆ 4+ bed dwellings – 3 parking spaces

- ◆ 1 visitor space per 4 dwellings
- ◆ 1 Electric Vehicle Charging Point (EVCP) per dwelling

5.3.2. The development consists of:

- ◆ 4no. 2 bedroom apartments
- ◆ 20no. 2-3 bedroom dwellings
- ◆ 26no. 4+ bedroom dwellings

5.3.3. All apartments and 2-3 bedroom dwellings have 2 car parking spaces shown on their proposed driveways. All 4+ bedroom dwellings are shown with a minimum of 2 car parking spaces on their driveway as well as a garage with a minimum internal floorspace of 6m x 3m. This gives a total of 3 car parking spaces for the proposed 4+ bedroom dwellings.

5.3.4. All dwellings will include at least one electric vehicle charging point with secure cycle parking and allowances made for electric cycle charging in each dwelling.

5.4. SERVICING

5.4.1. Refuse / servicing collection can utilise the proposed access and the available turning spaces within the development to drive in an out of site in forward gear. Drawings 2215103 to 2215106 in Appendix D show that an 11.85m Kirklees refuse vehicle can safely turn within the proposed highway and that a refuse vehicle and large car can pass one another within the Site.

5.4.2. Refuse turning facilities and bin collection points have also been designed in accordance with Building Regulations Drainage and waste disposal: Approved Document H (2010). All bin presentation points are shown within 30m of each dwelling and within 25m wheeling distance of collection points.

5.4.3. Drawing 2215107 in Appendix D shows that a delivery van can safely turn around in the space provided in the private driveways.

6. Development Assessment

6.1. TRAFFIC GENERATION & IMPACT

6.1.1. The TRICS 7.11.2 Online Database has been interrogated for likely trip rates from which the typical weekday peak hour and daily traffic generation can be estimated for the proposed development. The TRICS data is contained within Appendix E.

TABLE X. TRIP RATES & TRAFFIC GENERATION

	AM Peak (08:00 – 09:00)			PM peak (17:00 – 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Trip rate (per dwelling)	0.180	0.331	0.511	0.318	0.154	0.472
Traffic Generation	9	17	26	16	8	24

6.1.2. Any errors in the above table are due to rounding. The final total trips are accurate.

6.1.3. The morning peak hour based on the derived traffic generation is 0800 to 0900 hours. The morning peak traffic generation is 9 vehicles arrivals and 17 vehicles departures, a total of 26 vehicles.

6.1.4. The evening peak hour based on the derived traffic generation is 1700 to 1800 hours. The evening peak traffic generation is 16 vehicles arrivals and 8 vehicles departures, a total of 24 vehicles.

6.1.5. The traffic generation of the proposed development is less than 30 two-way trips in both the AM and PM peak hours and is not considered to be significant. The proposed development is located in a sustainable location and will not have a significant traffic impact on the highway network.

6.2. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

- 6.2.1. The proposed development is considered to be located in a highly sustainable location and provides access by a genuine range of transport modes which accords with paragraph 103 of the new NPPF.
- 6.2.2. This report has shown that a safe means of access to and from the site for all road users is achievable and the traffic impact is negligible (paragraph 108 refers).
- 6.2.3. The highway proposals are considered to be safe and do not result in any severe residual cumulative highway impacts, and therefore comply with paragraph 109. Access for pedestrians and cyclists and all motor vehicles is shown to be safely achieved (paragraph 110).
- 6.2.4. This report has also demonstrated that the proposed development accords with the policies within Kirklees Highway Design Guide Supplementary Planning Document in that the site is accessible by pedestrians, cyclists and bus users and adequate parking can be provided on site.
- 6.2.5. Therefore, the proposals comply with the national and local policies described in Section 2 of this report.

7. Summary and Conclusions

7.1. SUMMARY:

7.1.1. The key points from this assessment are outlined below.

- ◆ The site is within a suitable walking catchment of bus stops, Honley Train Station and Honley High School.
- ◆ No existing trend in accidents in the area assessed.
- ◆ Visibility required based on ATC speed survey results can be achieved from the proposed site access.
- ◆ Internal layout designed with appropriate levels of parking, forward visibility, turning areas are provided that aligns with the adopted policy.
- ◆ Predicted traffic generation is less than 30 two-way vehicle trips and will therefore be minimal and not significant in terms of impact on the local highway network.

7.2. CONCLUSIONS

7.2.1. In conclusion, it has been demonstrated that the proposed development is considered to be acceptable in terms of transport sustainability, highway safety and traffic impact, and that there are no reasons why planning consent for the proposed development should not be granted.

APPENDIX A

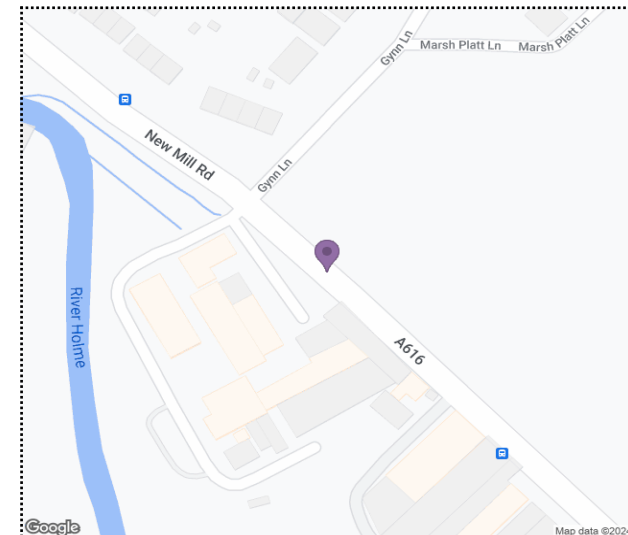
Injury Collision Records





Validated Data

Crash Date:	Friday, June 22, 2018	Time of Crash:	14:58:00	Crash Reference:	20181356M1085
Highest Injury Severity:	Slight	Road Number:	A616	Casualties:	2
Highway Authority:	Kirklees			Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	414307 411901
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				



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

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Validated Data

Crash Date:

Friday, June 22, 2018

Time of Crash: 14:58:00

Crash Reference: 20181356M1085

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	56 - 65	Vehicle is in the act of turning right	Offside	Journey as part of work	None	None
2	Car (excluding private hire)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	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	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

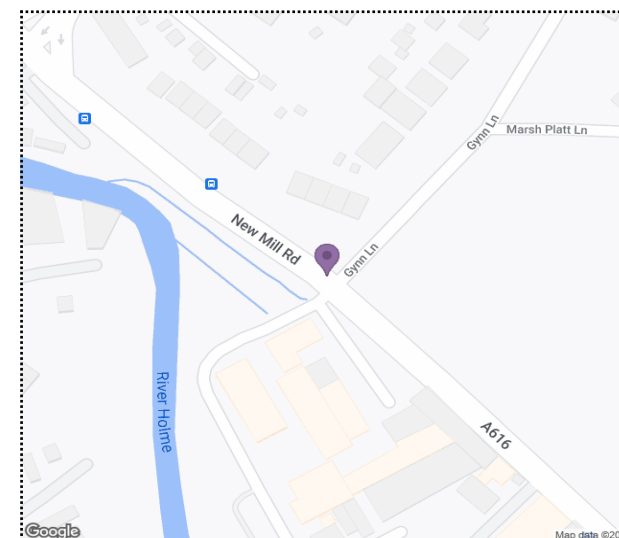
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Validated Data

Crash Date:	Monday, August 12, 2019	Time of Crash:	17:49:00	Crash Reference:	20191368C1405
Highest Injury Severity:	Serious	Road Number:	A616	Casualties:	2
Highway Authority:	Kirklees			Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	414275 411933
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				



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

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Validated Data

Crash Date:

Monday, August 12, 2019

Time of Crash: 17:49:00

Crash Reference: 20191368C1405

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 125cc and up to 500cc	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Wall or fence
2	Car (excluding private hire)	1	Male	26 - 35	Vehicle is in the act of turning right	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
1	2	Serious	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

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



Validated Data

Crash Date: Monday, April 19, 2021

Time of Crash: 19:30:00

Crash Reference: 2021131037054

Highest Injury Severity: Serious

Road Number: A616

Casualties: 1

Highway Authority: Kirklees

Vehicles: 2

Local Authority: Kirklees

OS Grid Reference: 414281 411933

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

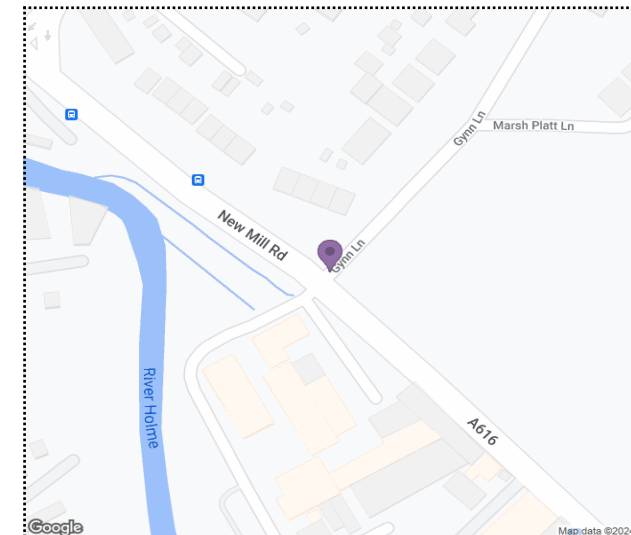
Carriageway Hazards: None

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



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

Validated Data

Crash Date:

Monday, April 19, 2021

Time of Crash: 19:30:00

Crash Reference: 2021131037054

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	26 - 35	Vehicle is in the act of turning right	Offside	Other	None	None
2	Car (excluding private hire)	16	Male	21 - 25	Vehicle is passing another moving vehicle on its offside	Front	Unknown	Kerb	None

Casualties

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

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

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

APPENDIX B

Proposed Development Layout



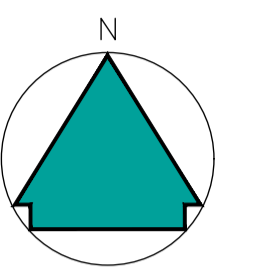
NOTES

This drawing has been prepared specifically for the purpose of obtaining Planning and/or Building Regulations Approval. Its suitability for other purposes without additional supplementary details and specifications cannot be guaranteed.

All dimensions are to be checked on site, any discrepancies are to be reported to the designer before work commences. Use only figured dimensions.

All structural components shown are indicative only. Details / calculations of structural members are to be provided by the Structural Engineer.

This drawing is not to be copied or divulged to a third party without written permission.



Key:

	Existing Tree Canopy
	Tree Root Protection Area
	Developable Area
	Indicative Retaining Walls
	Removed Features
	Mineshaft and no build zone
	Proposed boundary fences
	Attenuation Tank
	Attenuation Easement
	Proposed Walls
	Soft landscaping



vivly living

Heneghan ARCHITECTURE
enquiries@heneghanarchitecture.com
www.heneghanarchitecture.com

Revisions		
R01	Preliminary Issue	07.08.24
R02	Constraints incorporated	28.08.24
R03	Attenuation Tank updated	09.09.24
R04	Minor alterations	28.10.24
R05	Highways and drainage amends	18.11.24

Project:
Residential Development

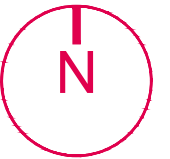
at Gynn Lane
Horley
Holmfirth

for Vivly Living

Site Layout

Purpose of issue: PLANNING

Drawn DRH
Date August 2024
Scales 1:500 @ A1
Drawing No. 2479 - 0301 - R05



REV.	AMENDMENTS	DATE
A	PROPOSED INTERNAL CARRIAGEWAY ALTERED	21/02
B	PROPOSED PEDESTRIAN CROSSING RELOCATED, SPEED CUSHIONS PROPOSED	15/11



VIASOLUTIONS

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

PROPOSED ACCESS ROAD
GYNN LANE, HONLEY
VISIBILITY ASSESSMENT

NOTES

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

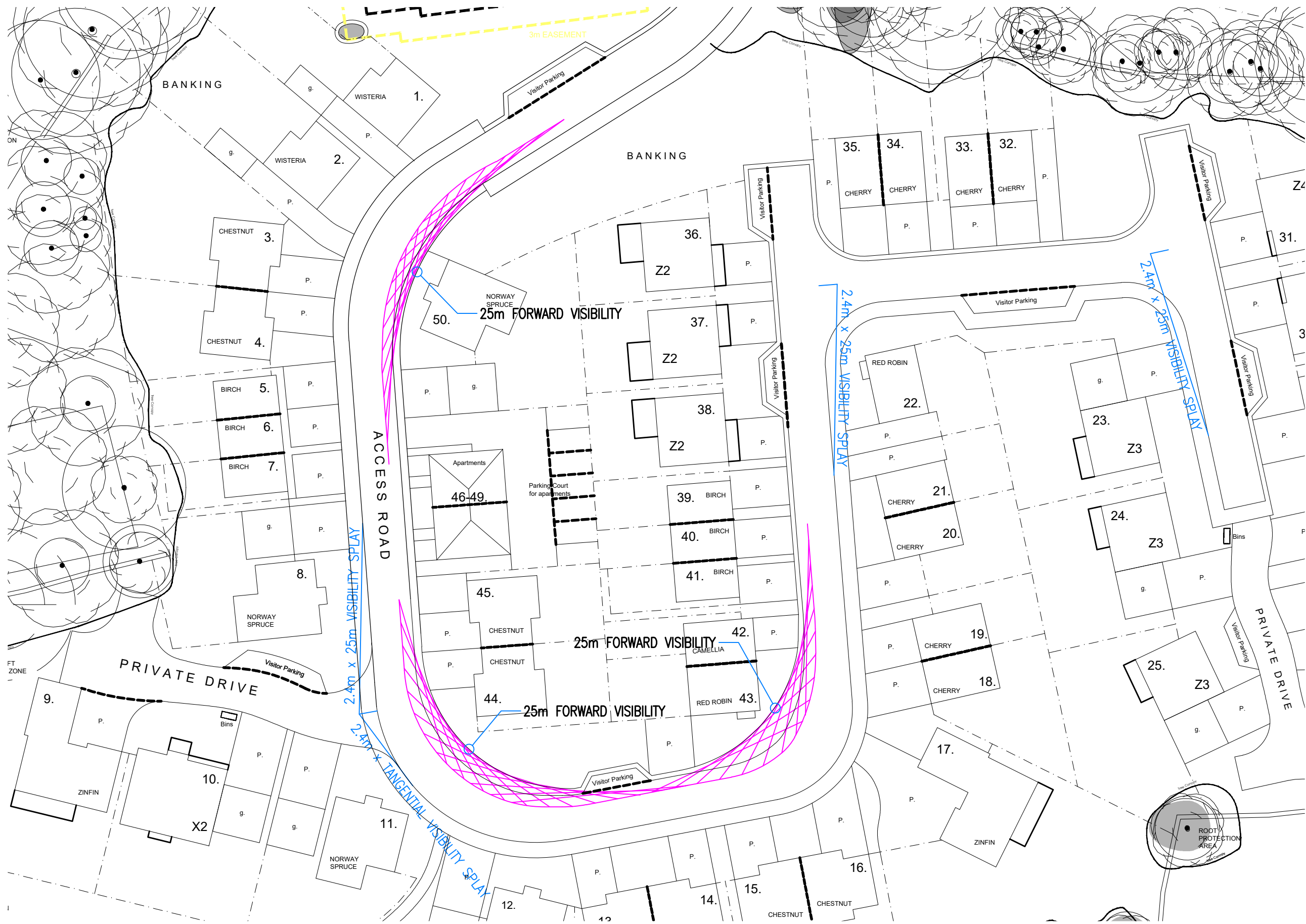
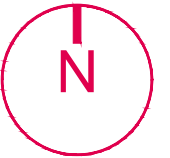
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SCALE: 1:500 @A3

DATE: NOVEMBER 2024

DRAWING NO: 2215101

STATUS: - REVISION: B



REV.	AMENDMENTS	DATE
-	-	-



VIASOLUTIONS

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

PROPOSED RESIDENTIAL DEVELOPMENT
 GYNN LANE, HONLEY
 VISIBILITY ASSESSMENT

NOTES

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.
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SCALE: 1:500 @A3
 DATE: NOVEMBER 2024
 DRAWING NO: 2215102
 STATUS: - REVISION: -

APENDIX C

Survey Data



Honley ATC, Gynn Lane

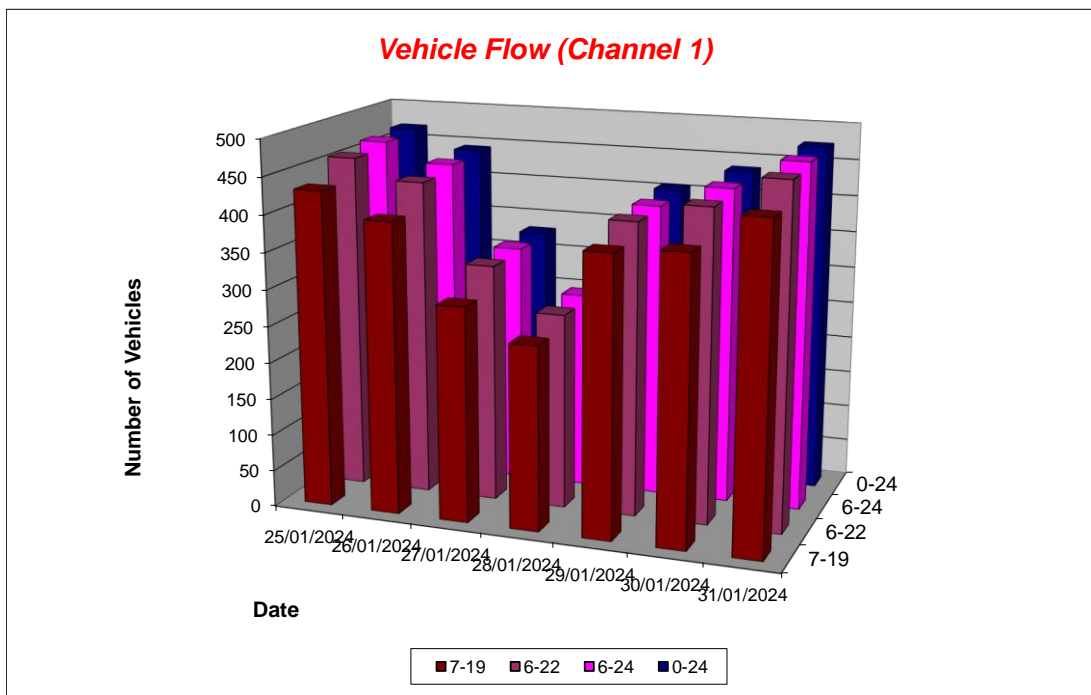
Produced by Road Data Services Ltd.

Channel 1 - Westbound

Vehicle Flow

Week 1

Hr Ending	25/01/2024 Thursday	26/01/2024 Friday	27/01/2024 Saturday	28/01/2024 Sunday	29/01/2024 Monday	30/01/2024 Tuesday	31/01/2024 Wednesday	Weekday Average	Average
1	0	1	0	3	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0
3	0	0	0	2	0	1	0	0	0
4	0	1	0	2	0	0	0	0	0
5	2	1	1	2	2	2	1	2	2
6	2	1	1	0	2	2	2	2	1
7	5	3	1	3	6	8	9	6	5
8	32	19	2	3	23	25	26	25	19
9	69	61	19	6	65	64	75	67	51
10	35	35	25	20	30	35	36	34	31
11	34	34	33	23	33	25	38	33	31
12	26	30	38	36	25	32	31	29	31
13	34	30	30	32	32	30	26	30	31
14	23	24	38	29	31	23	26	25	28
15	41	29	22	30	25	35	33	33	31
16	42	57	24	24	35	29	43	41	36
17	31	25	21	27	32	32	45	33	30
18	37	34	21	8	31	38	34	35	29
19	27	19	20	13	17	19	24	21	20
20	10	16	19	10	6	16	14	12	13
21	10	12	7	3	5	8	4	8	7
22	2	3	5	0	3	6	2	3	3
23	2	4	2	2	0	4	6	3	3
24	5	4	1	1	2	2	0	3	2
7-19	431	397	293	251	379	387	437	406	368
6-22	458	431	325	267	399	425	466	436	396
6-24	465	439	328	270	401	431	472	442	401
0-24	469	443	330	279	405	436	475	446	405



Honley ATC, Gynn Lane

Produced by Road Data Services Ltd.

Channel 1 - Westbound

Average Speed

Week 1

Hr Ending	25/01/2024 Thursday	26/01/2024 Friday	27/01/2024 Saturday	28/01/2024 Sunday	29/01/2024 Monday	30/01/2024 Tuesday	31/01/2024 Wednesday
1	-	32.0	-	20.1	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	22.5	-	26.3	-
4	-	29.4	-	21.7	-	-	-
5	25.6	25.8	26.8	25.0	25.5	25.4	26.7
6	24.6	32.0	27.9	-	26.5	27.1	29.5
7	24.7	24.1	27.0	27.0	22.9	24.8	23.4
8	26.0	28.6	26.0	25.0	26.4	26.4	26.8
9	24.5	25.4	25.8	23.8	23.7	24.3	25.4
10	25.3	25.6	24.3	24.9	25.0	25.0	24.1
11	24.8	23.5	24.7	27.5	24.9	24.7	24.8
12	24.2	26.0	25.6	26.8	26.9	25.0	23.5
13	24.9	24.0	25.2	25.2	24.8	25.9	23.6
14	23.5	26.1	24.3	25.0	23.3	25.7	25.2
15	24.6	24.1	24.2	24.5	24.8	24.0	24.2
16	23.6	25.0	25.6	23.6	24.1	25.5	23.9
17	25.4	27.1	22.3	25.7	24.6	24.0	26.2
18	26.0	26.7	24.0	25.0	24.4	24.5	26.5
19	24.7	25.6	25.4	25.9	24.6	25.8	24.8
20	29.0	24.6	24.1	23.4	27.8	25.3	25.9
21	25.5	27.4	22.1	32.0	31.5	26.4	25.1
22	28.5	27.7	26.4	-	28.0	23.4	28.9
23	15.6	24.2	27.0	16.5	-	23.4	22.4
24	22.9	26.0	26.3	27.9	29.8	25.9	-
10-12	24.5	24.6	25.2	27.1	25.8	24.9	24.2
14-16	24.1	24.7	24.9	24.1	24.4	24.7	24.1
0-24	24.8	25.5	24.7	25.3	24.8	25.0	25.0

Average (ALL)	25.0
Weekday Inter-Peak	24.6

Channel 1 - Westbound

85th Percentile

Hr Ending	25/01/2024 Thursday	26/01/2024 Friday	27/01/2024 Saturday	28/01/2024 Sunday	29/01/2024 Monday	30/01/2024 Tuesday	31/01/2024 Wednesday
1	-	-	-	22.6	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	23.6	-	-	-
4	-	-	-	28.1	-	-	-
5	27.8	-	-	26.1	29.3	27.0	-
6	31.6	-	-	-	26.7	28.6	33.6
7	26.1	26.7	-	27.5	25.4	28.8	29.7
8	29.5	33.9	31.8	27.8	31.0	30.4	32.7
9	28.4	29.6	31.2	29.2	28.4	29.1	29.9
10	29.6	30.4	29.1	29.8	28.7	30.2	28.3
11	29.5	28.9	29.6	31.9	30.3	28.8	29.9
12	29.8	30.5	29.7	31.5	31.5	29.3	28.0
13	29.6	29.5	30.4	28.9	29.8	30.1	27.1
14	28.5	31.9	29.5	29.4	28.8	30.0	29.7
15	29.1	28.2	29.7	30.4	29.0	26.9	29.4
16	28.6	29.7	31.1	27.8	28.8	29.2	27.7
17	29.5	32.9	27.2	29.5	28.8	28.7	30.4
18	30.0	31.6	27.7	28.8	28.3	28.9	30.9
19	28.6	31.6	29.0	32.6	29.7	29.6	30.6
20	32.5	27.1	32.2	27.2	30.3	29.0	29.5
21	29.0	31.9	25.5	34.0	33.9	33.2	27.8
22	29.4	28.5	30.9	-	28.9	28.6	29.5
23	26.1	29.8	27.2	24.6	-	33.7	30.4
24	26.9	29.9	-	-	31.4	32.1	-
10-12	29.6	29.8	29.7	31.7	31.0	29.2	29.1
14-16	28.9	29.3	30.4	29.3	28.9	28.1	28.6
0-24	29.4	30.5	29.8	30.2	29.6	29.5	29.8

85th %ile (ALL)	29.8
Weekday Inter-Peak	29.3

Honley ATC, Gynn Lane

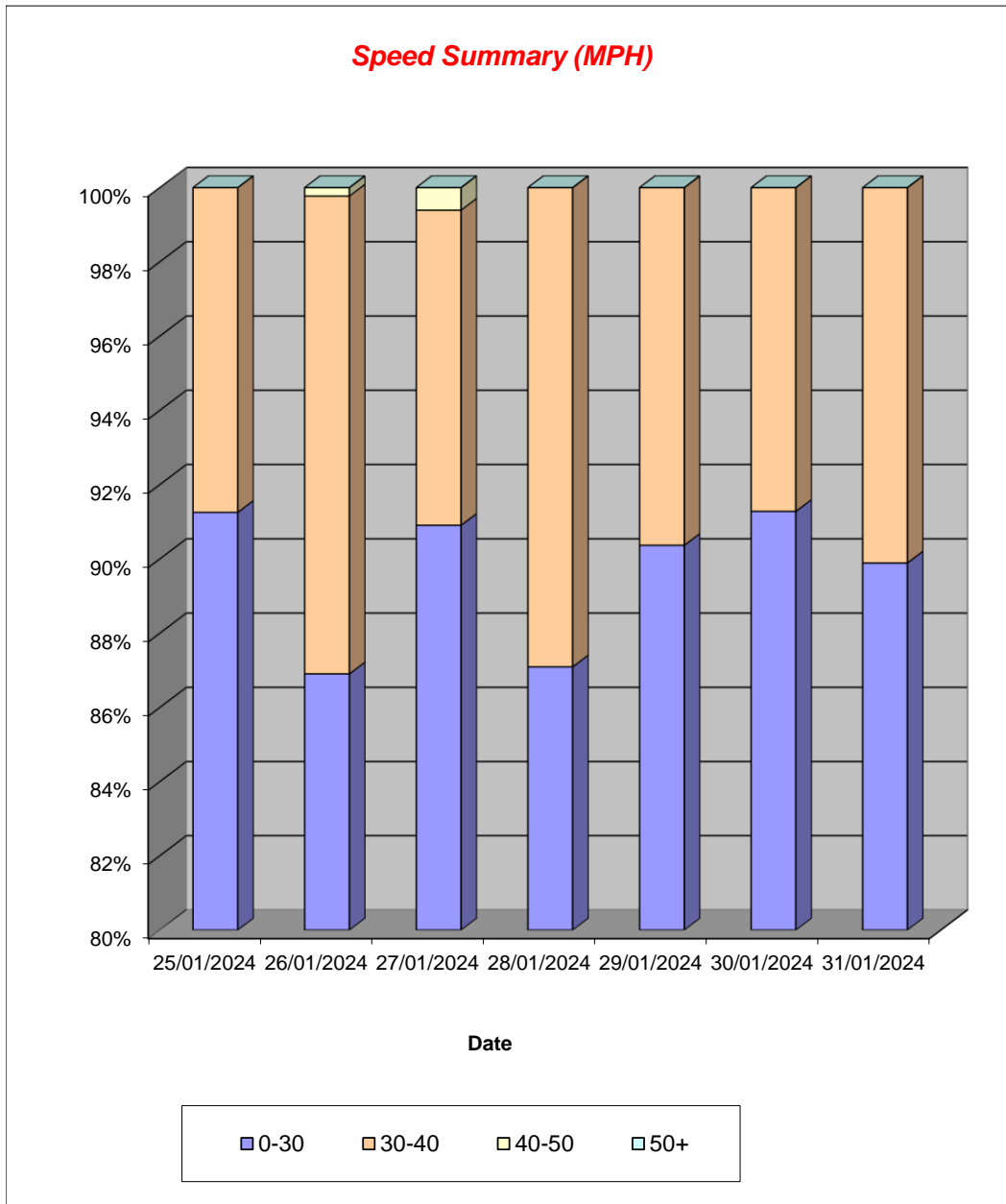
Produced by Road Data Services Ltd.

Channel 1 - Westbound

Speed Summary

Week 1

Speed (MPH)	25/01/2024 Thursday	26/01/2024 Friday	27/01/2024 Saturday	28/01/2024 Sunday	29/01/2024 Monday	30/01/2024 Tuesday	31/01/2024 Wednesday
0-30	428	385	300	243	366	398	427
30-40	41	57	28	36	39	38	48
40-50	0	1	2	0	0	0	0
50+	0	0	0	0	0	0	0
TOTAL	469	443	330	279	405	436	475



Honley ATC, Gynn Lane

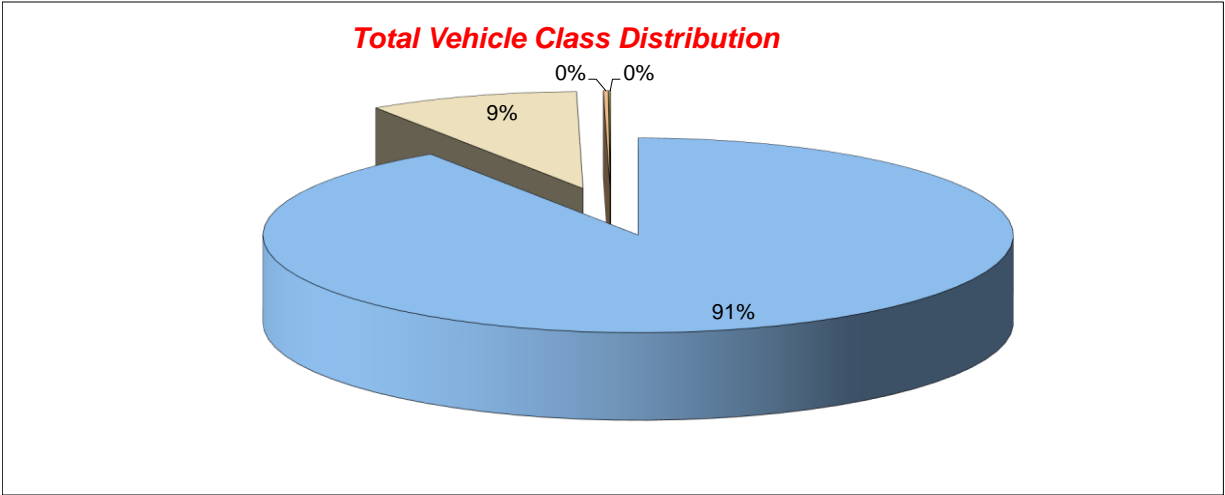
Produced by Road Data Services Ltd.

Channel 1 - Westbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
25/01/2024					
7-19	387	42	2	0	431
6-22	413	43	2	0	458
6-24	420	43	2	0	465
0-24	423	44	2	0	469
26/01/2024					
7-19	359	36	2	0	397
6-22	392	37	2	0	431
6-24	399	38	2	0	439
0-24	401	40	2	0	443
27/01/2024					
7-19	277	15	1	0	293
6-22	305	19	1	0	325
6-24	308	19	1	0	328
0-24	309	20	1	0	330
28/01/2024					
7-19	230	20	0	1	251
6-22	244	22	0	1	267
6-24	247	22	0	1	270
0-24	255	23	0	1	279
29/01/2024					
7-19	343	35	1	0	379
6-22	362	36	1	0	399
6-24	362	38	1	0	401
0-24	364	40	1	0	405
30/01/2024					
7-19	347	40	0	0	387
6-22	382	43	0	0	425
6-24	388	43	0	0	431
0-24	392	44	0	0	436
31/01/2024					
7-19	391	45	0	1	437
6-22	420	45	0	1	466
6-24	426	45	0	1	472
0-24	428	46	0	1	475
Average					
7-19	333	33	1	0	368
6-22	360	35	1	0	396
6-24	364	35	1	0	401
0-24	367	37	1	0	405



Honley ATC, Gynn Lane

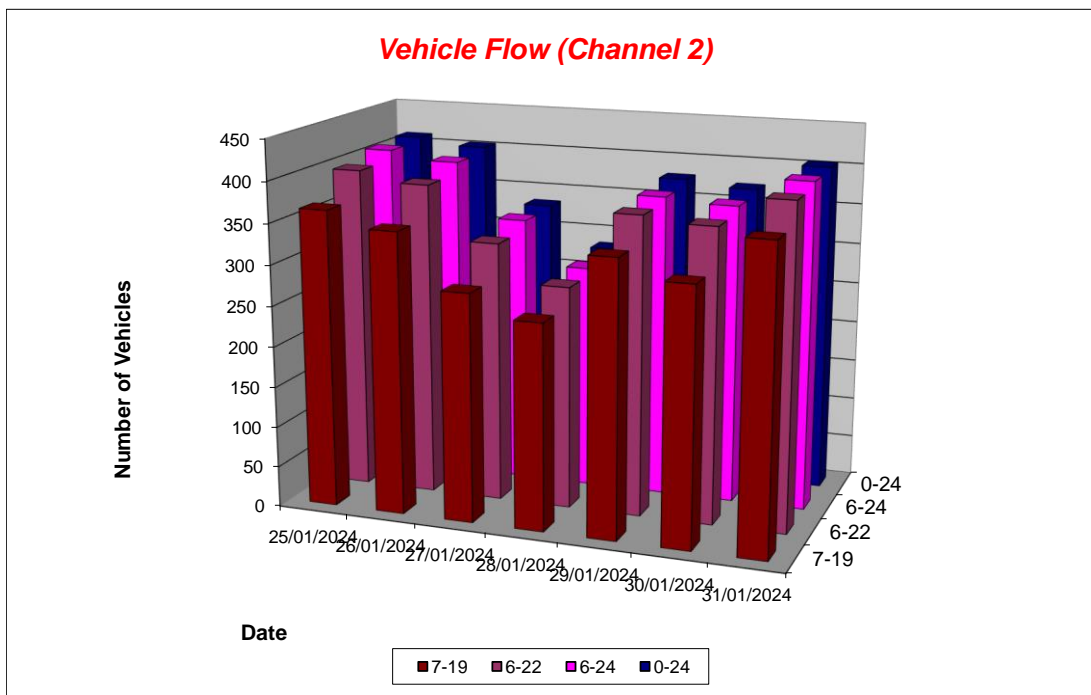
Produced by Road Data Services Ltd.

Channel 2 - Eastbound

Vehicle Flow

Week 1

Hr Ending	25/01/2024 Thursday	26/01/2024 Friday	27/01/2024 Saturday	28/01/2024 Sunday	29/01/2024 Monday	30/01/2024 Tuesday	31/01/2024 Wednesday	Weekday Average	Average
1	0	0	1	2	0	0	0	0	0
2	0	2	0	0	0	1	0	1	0
3	0	0	0	1	0	1	0	0	0
4	0	0	0	2	1	0	0	0	0
5	0	0	0	1	1	0	0	0	0
6	3	3	1	0	4	2	2	3	2
7	2	2	3	2	1	1	3	2	2
8	13	12	1	7	12	11	14	12	10
9	41	39	6	8	38	31	34	37	28
10	22	33	22	20	23	16	31	25	24
11	24	23	42	27	28	16	27	24	27
12	31	21	21	25	18	15	28	23	23
13	25	33	39	26	26	33	29	29	30
14	33	32	25	31	32	24	31	30	30
15	31	31	17	24	25	43	39	34	30
16	55	47	29	28	45	38	34	44	39
17	39	31	28	28	36	39	33	36	33
18	26	29	30	21	30	32	42	32	30
19	25	15	20	8	23	15	27	21	19
20	10	19	16	12	18	20	13	16	15
21	16	12	8	7	7	18	6	12	11
22	4	6	13	0	5	8	5	6	6
23	7	6	9	2	3	6	6	6	6
24	4	7	2	1	2	1	0	3	2
7-19	365	346	280	253	336	313	369	346	323
6-22	397	385	320	274	367	360	396	381	357
6-24	408	398	331	277	372	367	402	389	365
0-24	411	403	333	283	378	371	404	393	369



Honley ATC, Gynn Lane

Produced by Road Data Services Ltd.

Channel 2 - Eastbound

Average Speed

Week 1

Hr Ending	25/01/2024 Thursday	26/01/2024 Friday	27/01/2024 Saturday	28/01/2024 Sunday	29/01/2024 Monday	30/01/2024 Tuesday	31/01/2024 Wednesday
1	-	-	29.0	21.5	-	-	-
2	-	26.5	-	-	-	27.0	-
3	-	-	-	29.3	-	27.0	-
4	-	-	-	15.1	25.8	-	-
5	-	-	-	25.0	32.0	-	-
6	23.5	28.1	26.3	-	28.3	27.4	28.7
7	29.1	29.2	22.4	28.2	20.9	27.4	24.8
8	24.3	23.6	29.7	24.1	24.1	23.0	22.9
9	24.2	25.0	25.2	25.2	24.8	23.9	23.4
10	25.8	25.7	26.0	25.7	26.3	25.4	24.1
11	25.0	22.7	24.3	25.2	25.0	25.6	23.9
12	23.7	25.3	23.0	24.4	24.9	26.1	25.0
13	24.5	25.8	24.4	25.5	25.8	24.1	24.3
14	23.9	25.3	23.5	24.4	25.4	25.8	24.6
15	25.6	23.9	22.7	24.8	24.8	24.9	25.3
16	24.1	25.1	23.7	25.6	24.2	25.3	24.8
17	25.6	25.2	22.0	23.4	25.6	25.5	25.8
18	24.3	26.2	23.6	25.2	25.0	24.1	24.8
19	23.0	24.3	23.9	25.0	23.6	25.0	23.0
20	25.6	26.6	25.5	26.5	24.2	24.9	27.7
21	26.0	22.2	24.5	23.1	27.6	26.1	29.7
22	25.6	26.7	25.5	-	23.6	29.0	23.9
23	25.6	22.8	26.6	28.2	27.8	27.7	25.6
24	22.4	25.1	26.3	29.6	29.8	28.2	-
10-12	24.3	23.9	23.9	24.9	25.0	25.8	24.4
14-16	24.7	24.6	23.3	25.2	24.4	25.1	25.1
0-24	24.6	25.0	24.1	24.9	25.1	25.1	24.7

Average (ALL)	24.8
Weekday Inter-Peak	24.7

Channel 2 - Eastbound

85th Percentile

Hr Ending	25/01/2024 Thursday	26/01/2024 Friday	27/01/2024 Saturday	28/01/2024 Sunday	29/01/2024 Monday	30/01/2024 Tuesday	31/01/2024 Wednesday
1	-	-	-	23.2	-	-	-
2	-	27.0	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	15.6	-	-	-
5	-	-	-	-	-	-	-
6	28.9	28.5	-	-	29.9	27.6	29.2
7	34.1	29.6	28.2	28.6	-	-	33.9
8	29.4	29.8	-	25.8	31.5	29.9	28.2
9	28.0	29.7	31.9	28.0	29.9	29.0	27.5
10	29.8	30.3	29.7	29.9	30.0	29.3	28.8
11	28.8	27.4	28.8	29.7	30.2	29.7	28.4
12	27.9	30.5	28.8	28.1	29.6	29.7	30.5
13	29.9	29.6	32.0	30.8	30.4	30.5	28.6
14	28.7	30.3	28.4	29.6	30.6	29.3	29.4
15	28.7	28.9	25.4	28.2	29.0	28.8	31.2
16	28.2	30.2	28.9	31.0	28.5	29.4	28.6
17	28.4	30.6	27.0	28.6	31.5	29.9	28.7
18	27.9	30.2	27.6	28.7	28.9	27.4	28.6
19	28.3	28.6	28.4	27.0	27.6	28.7	28.9
20	28.2	31.4	33.8	32.2	29.0	28.6	31.8
21	29.7	28.0	27.7	25.2	31.0	29.9	34.0
22	27.9	30.1	28.6	-	26.4	33.4	25.2
23	31.9	24.3	29.6	28.3	33.2	32.4	28.3
24	26.3	28.0	28.3	-	31.9	-	-
10-12	28.4	29.0	28.9	29.1	30.0	29.7	29.5
14-16	28.5	29.7	27.7	29.8	28.7	29.1	30.1
0-24	28.8	29.9	29.4	29.5	30.0	29.6	29.5

85th %ile (ALL)	29.6
Weekday Inter-Peak	29.3

Honley ATC, Gynn Lane

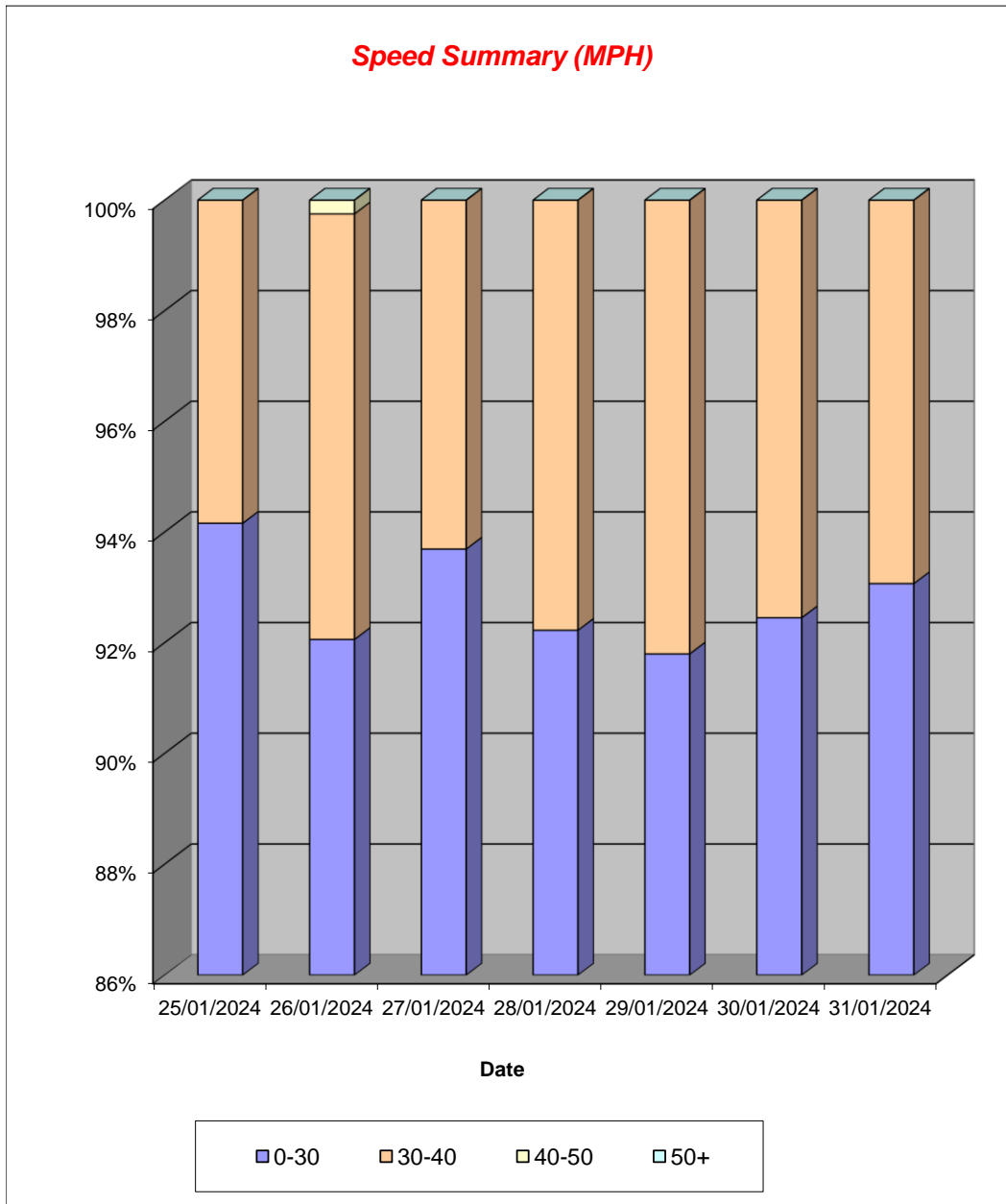
Produced by Road Data Services Ltd.

Channel 2 - Eastbound

Speed Summary

Week 1

Speed (MPH)	25/01/2024 Thursday	26/01/2024 Friday	27/01/2024 Saturday	28/01/2024 Sunday	29/01/2024 Monday	30/01/2024 Tuesday	31/01/2024 Wednesday
0-30	387	371	312	261	347	343	376
30-40	24	31	21	22	31	28	28
40-50	0	1	0	0	0	0	0
50+	0	0	0	0	0	0	0
TOTAL	411	403	333	283	378	371	404



Honley ATC, Gynn Lane

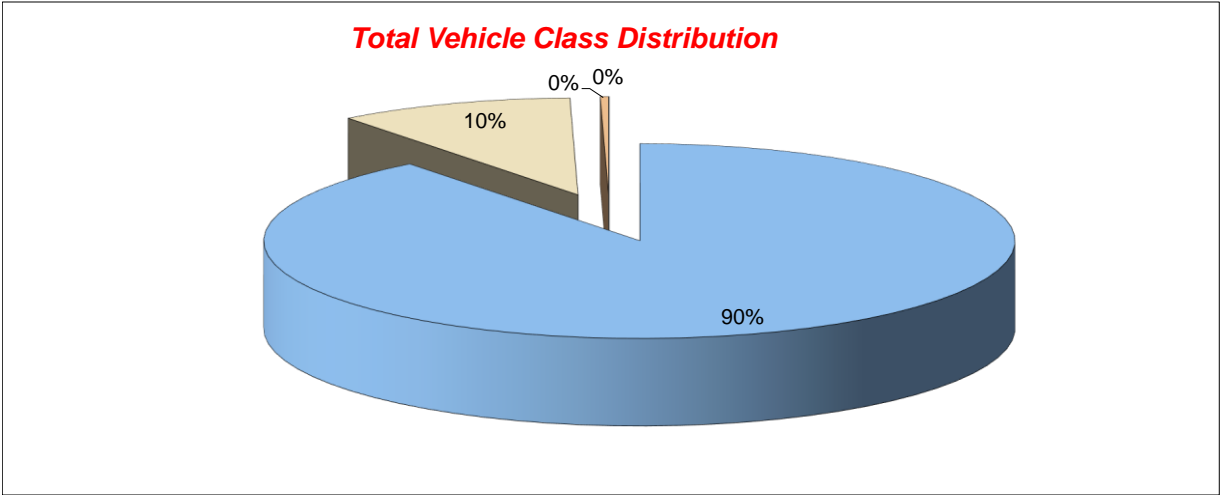
Produced by Road Data Services Ltd.

Channel 2 - Eastbound

Vehicle Class

Week 1

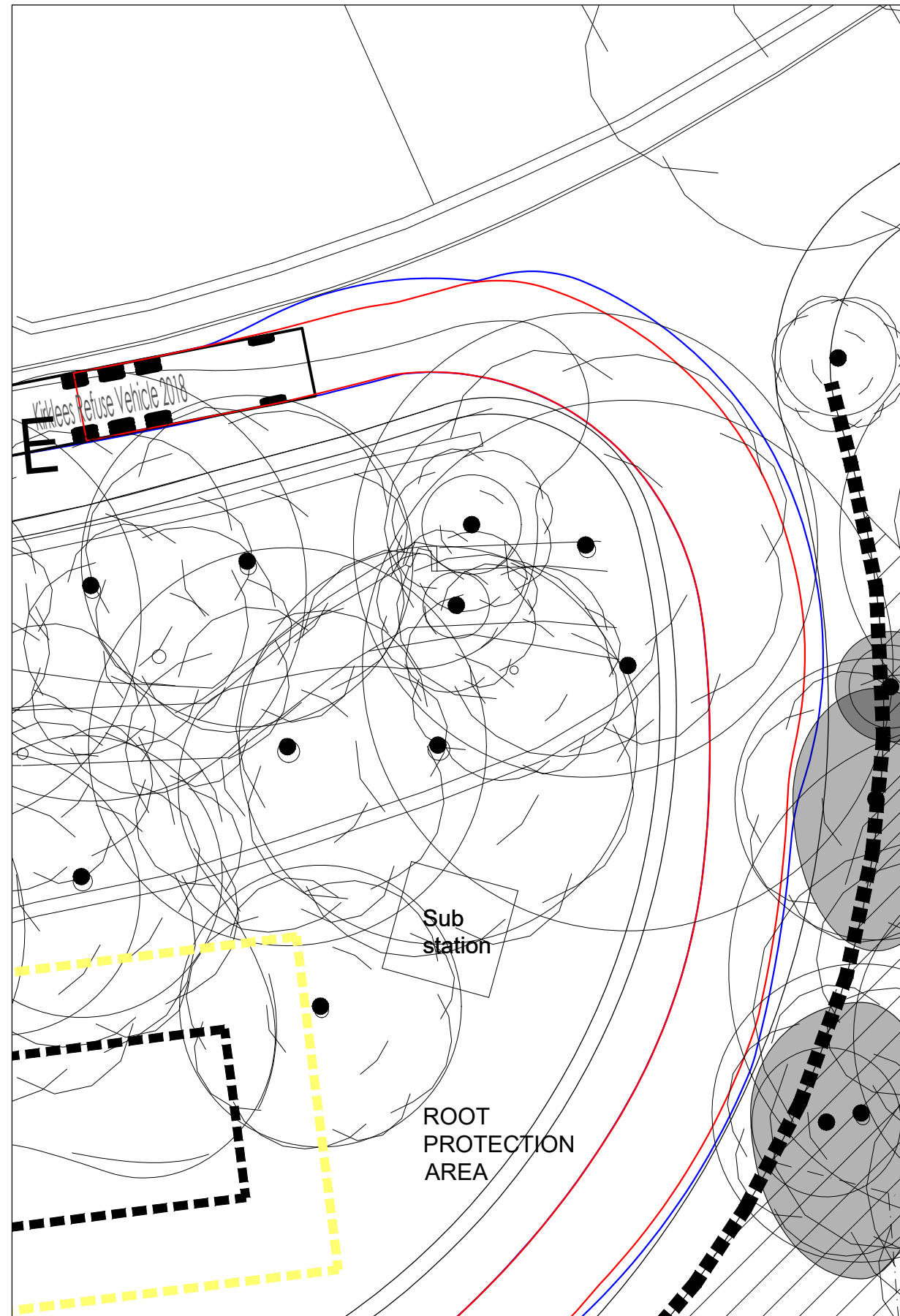
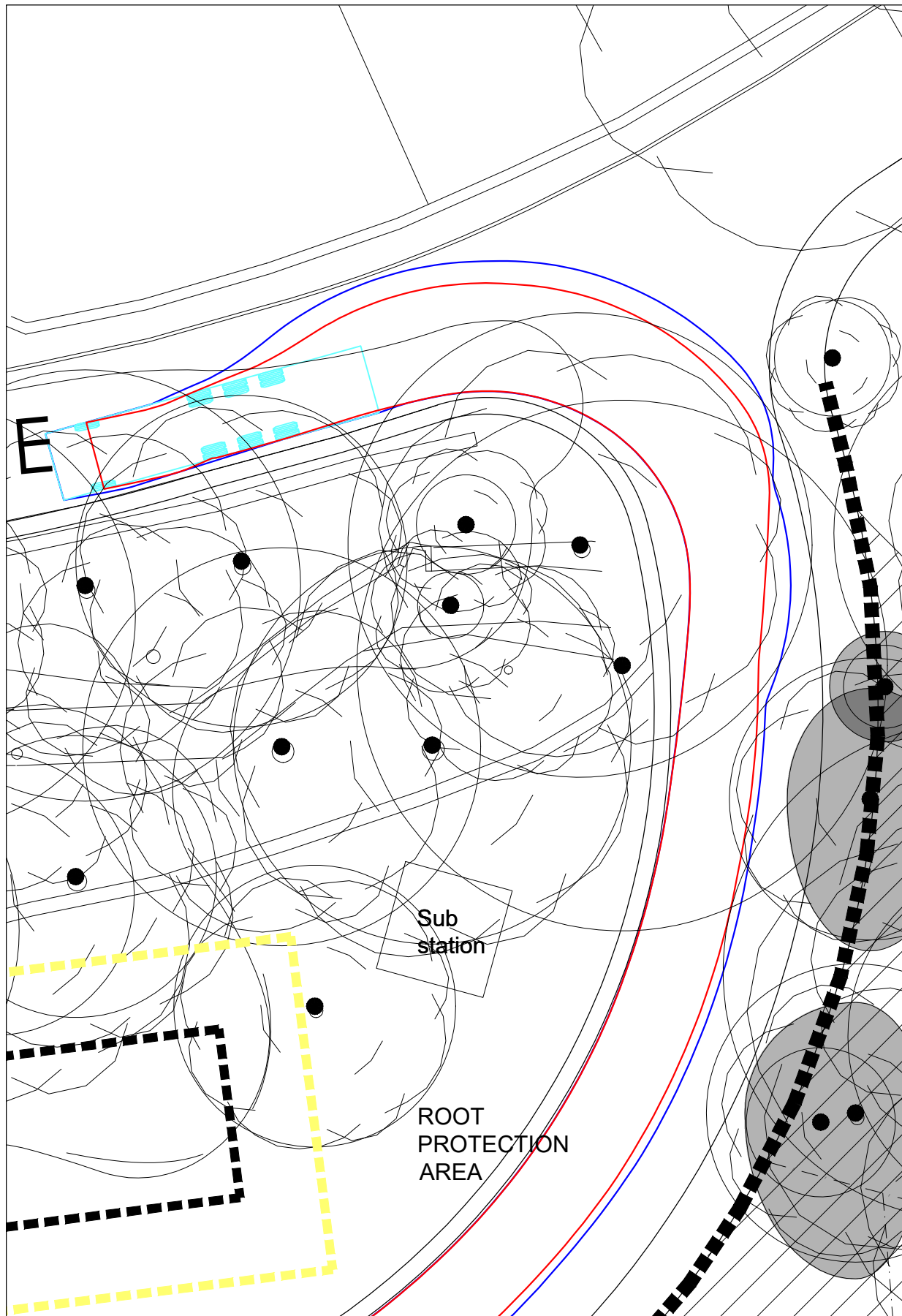
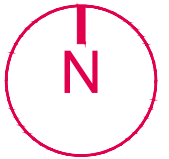
Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
25/01/2024					
7-19	330	33	2	0	365
6-22	360	35	2	0	397
6-24	369	37	2	0	408
0-24	371	38	2	0	411
26/01/2024					
7-19	304	41	1	0	346
6-22	339	45	1	0	385
6-24	350	47	1	0	398
0-24	354	48	1	0	403
27/01/2024					
7-19	258	21	1	0	280
6-22	296	23	1	0	320
6-24	307	23	1	0	331
0-24	308	24	1	0	333
28/01/2024					
7-19	228	21	4	0	253
6-22	247	23	4	0	274
6-24	250	23	4	0	277
0-24	256	23	4	0	283
29/01/2024					
7-19	304	31	1	0	336
6-22	332	34	1	0	367
6-24	334	37	1	0	372
0-24	337	40	1	0	378
30/01/2024					
7-19	274	39	0	0	313
6-22	319	41	0	0	360
6-24	326	41	0	0	367
0-24	329	42	0	0	371
31/01/2024					
7-19	325	44	0	0	369
6-22	350	46	0	0	396
6-24	356	46	0	0	402
0-24	357	47	0	0	404
Average					
7-19	289	33	1	0	323
6-22	320	35	1	0	357
6-24	327	36	1	0	365
0-24	330	37	1	0	369



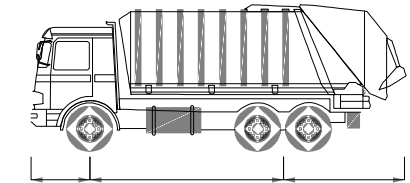
APPENDIX D

Swept Path Analysis





VEHICLE DIMENSIONS



1.53 5.55 4.77

KIRKLEES REFUSE

LENGTH: 11.85 m
 MAX WIDTH: 2.50 m
 LOCK TO LOCK TIME: 6.0 s
 MAX STEERING ANGLE: 37.75°
 TURN RADIUS (CURB TO CURB): 10.09 m
 TURN RADIUS (WALL TO WALL): 11.00 m

REV.	AMENDMENTS	DATE
-	-	-



VIASOLUTIONS

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

PROPOSED RESIDENTIAL DEVELOPMENT

GYNN LANE, HONLEY

SWEPT PATH ANALYSIS

NOTES

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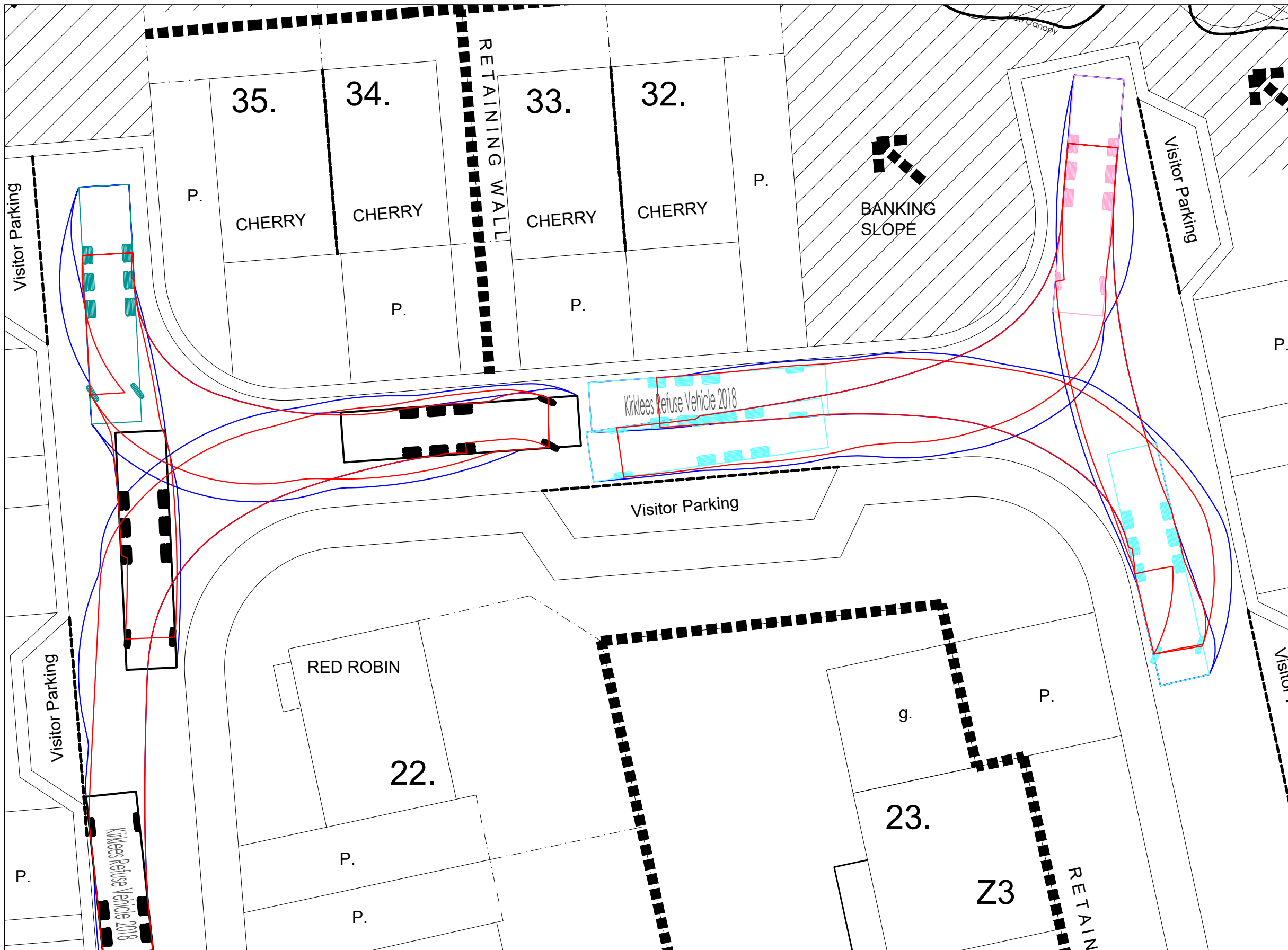
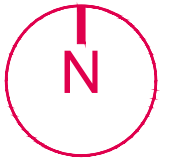
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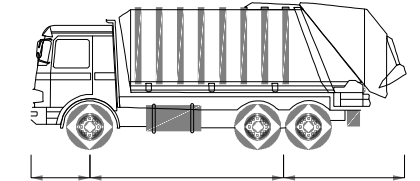
DATE: NOVEMBER 2024

DRAWING NO: 2215103

STATUS: - REVISION: -



VEHICLE DIMENSIONS



1.53 5.55 4.77

KIRKLEES REFUSE

LENGTH: 11.85 m
 MAX WIDTH: 2.50 m
 LOCK TO LOCK TIME: 6.0 s
 MAX STEERING ANGLE: 37.75°
 TURN RADIUS (CURB TO CURB): 10.09 m
 TURN RADIUS (WALL TO WALL): 11.00 m

REV.	AMENDMENTS	DATE
-	-	-



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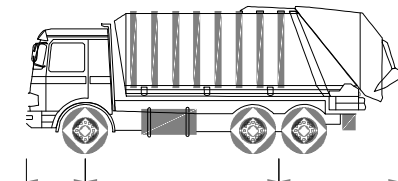
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DATE: NOVEMBER 2024

DRAWING NO: 2215104

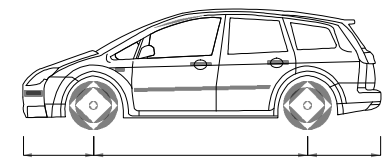
STATUS: - REVISION: -



1.53 5.55 4.77

KIRKLEES REFUSE

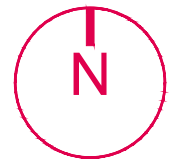
LENGTH: 11.85 m
 MAX WIDTH: 2.50 m
 LOCK TO LOCK TIME: 6.0 s
 MAX STEERING ANGLE: 37.75°
 TURN RADIUS (CURB TO CURB): 10.09 m
 TURN RADIUS (WALL TO WALL): 11.00 m



0.82 3.04 1.23

LARGE CAR

LENGTH: 5.08 m
 MAX WIDTH: 1.80 m
 LOCK TO LOCK TIME: 4.0 s
 MAX STEERING ANGLE: 36.13°
 TURN RADIUS (CURB TO CURB): 5.90 m
 TURN RADIUS (WALL TO WALL): 6.36 m



REV.	AMENDMENTS	DATE
-	-	-



VIASOLUTIONS
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PROPOSED RESIDENTIAL DEVELOPMENT
 GYNN LANE, HONLEY
 SWEEP PATH ANALYSIS

NOTES

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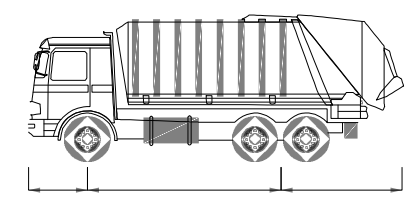
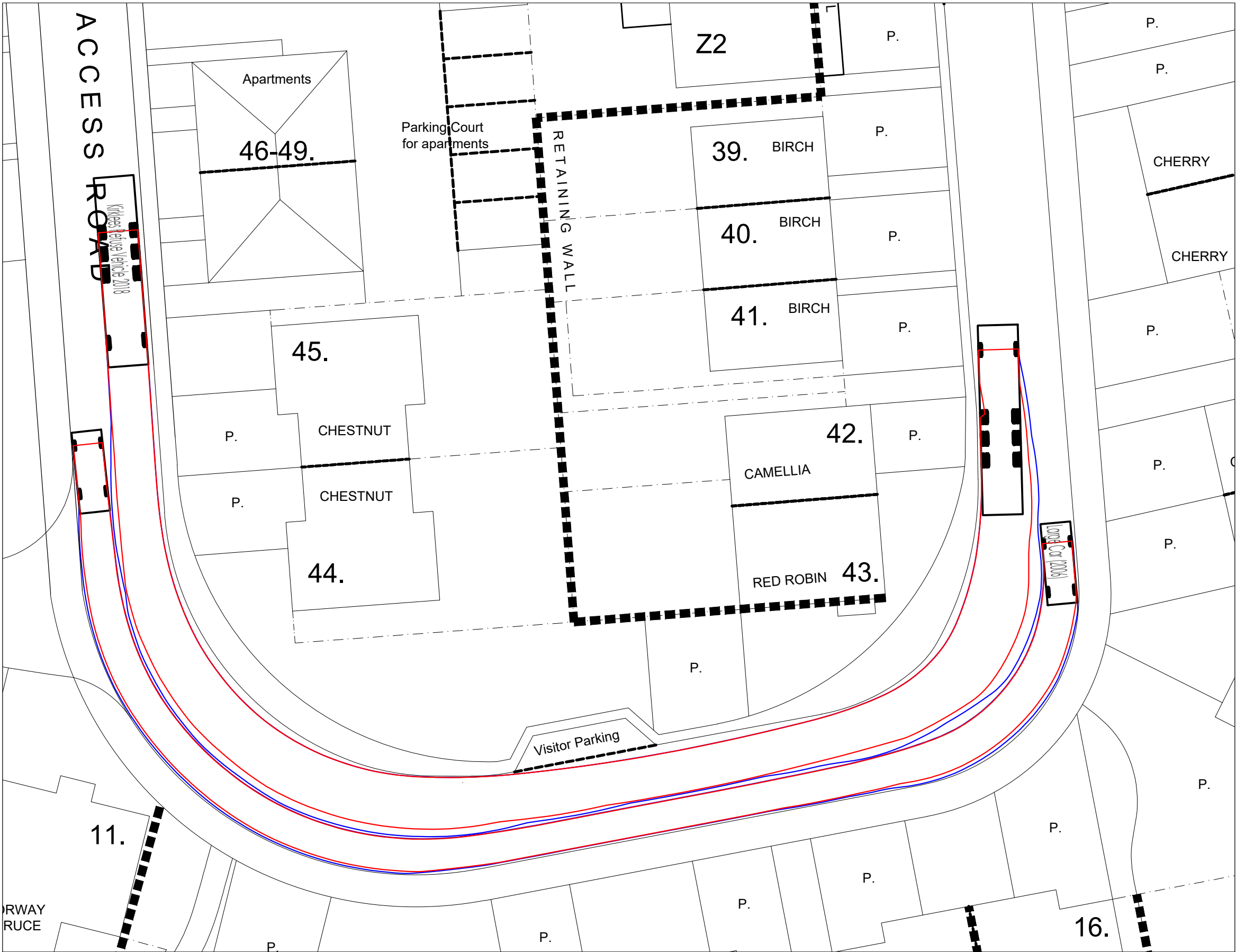
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SCALE: 1:200 @A3

DATE: NOVEMBER 2024

DRAWING NO: 2215105

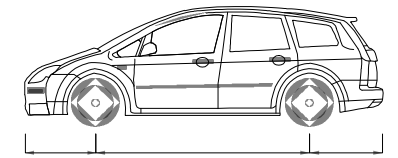
STATUS: - REVISION: -



1.53 5.55 4.77

KIRKLEES REFUSE

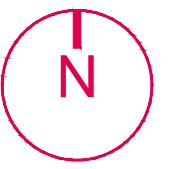
LENGTH: 11.85 m
 MAX WIDTH: 2.50 m
 LOCK TO LOCK TIME: 6.0 s
 MAX STEERING ANGLE: 37.75°
 TURN RADIUS (CURB TO CURB): 10.09 m
 TURN RADIUS (WALL TO WALL): 11.00 m



0.82 3.04 1.23

LARGE CAR

LENGTH: 5.08 m
 MAX WIDTH: 1.80 m
 LOCK TO LOCK TIME: 4.0 s
 MAX STEERING ANGLE: 36.13°
 TURN RADIUS (CURB TO CURB): 5.90 m
 TURN RADIUS (WALL TO WALL): 6.36 m



REV.	AMENDMENTS	DATE
-	-	-



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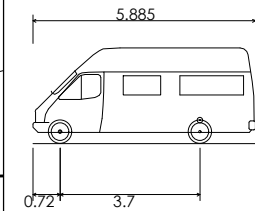
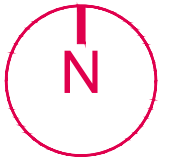
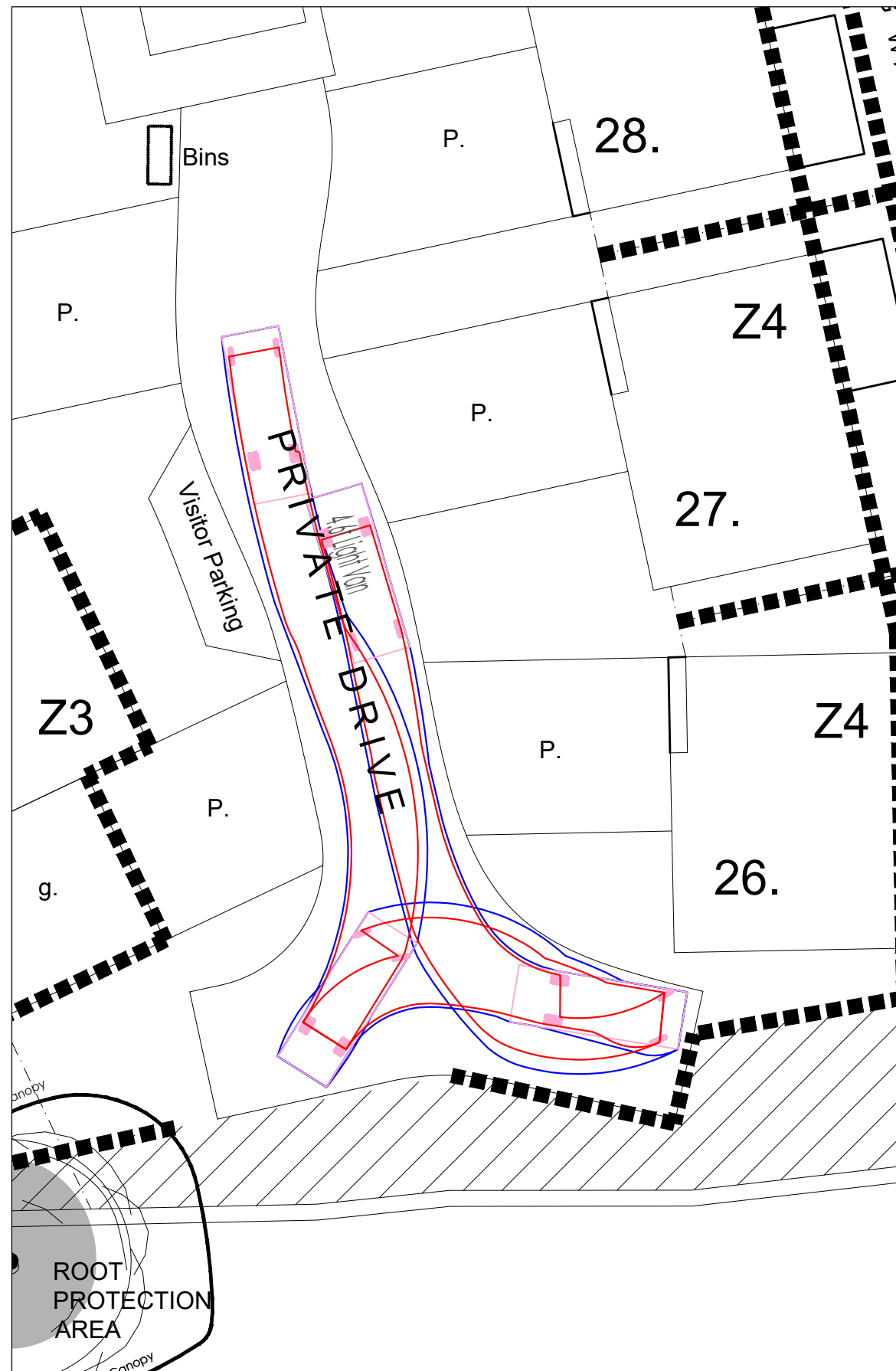
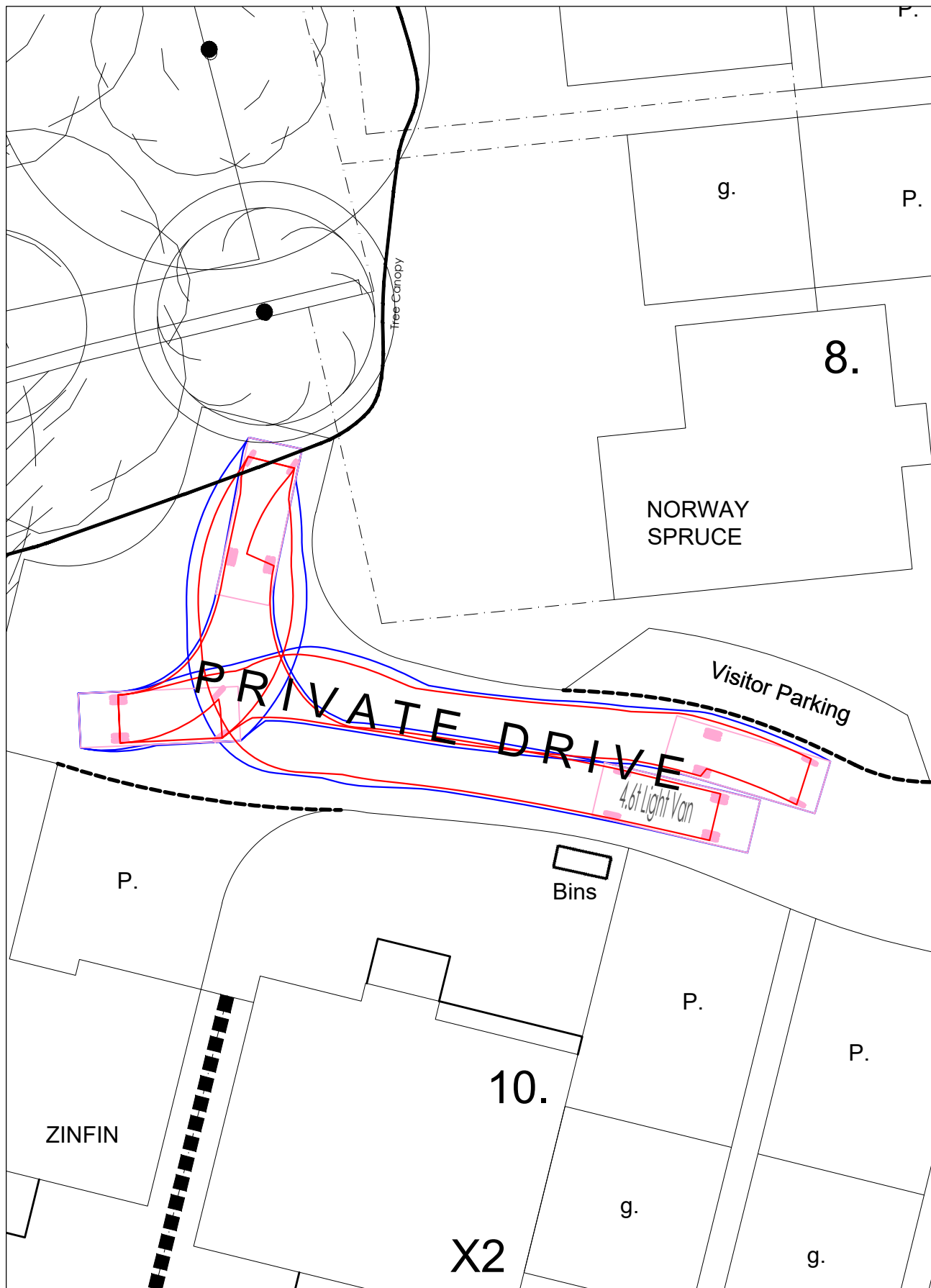
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SCALE: 1:250 @A3

DATE: NOVEMBER 2024

DRAWING NO: 2215106

STATUS: - REVISION: -



4.6t LIGHT VAN
 OVERALL LENGTH 5.885m
 OVERALL WIDTH 2.000m
 OVERALL BODY HEIGHT 2.526m
 MIN BODY GROUND CLEARANCE 0.299m
 TRACK WIDTH 1.765m
 LOCK TO LOCK TIME 4.00s
 KERB TO KERB TURNING RADIUS 6.000m

REV.	AMENDMENTS	DATE
-	-	-



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PROPOSED RESIDENTIAL DEVELOPMENT

GYNN LANE, HONLEY

SWEPT PATH ANALYSIS

NOTES

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SCALE: 1:200 @A3

DATE: NOVEMBER 2024

DRAWING NO: 2215107

STATUS: - REVISION: -

APPENDIX E

TRICS Data



Calculation Reference: AUDIT-407201-240729-0735

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	5 days
	SC SURREY	2 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	2 days
	SM SOMERSET	2 days
04	EAST ANGLIA	
	NF NORFOLK	6 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 26 to 75 (units:)
Range Selected by User: 25 to 75 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/03/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	8 days
Wednesday	9 days
Thursday	3 days
Friday	7 days

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

Selected survey types:

Manual count	29 days
Directional ATC Count	2 days

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

Selected Locations:

Edge of Town	21
Neighbourhood Centre (PPS6 Local Centre)	10

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

Selected Location Sub Categories:

Residential Zone	22
Village	7
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	33 days - Selected

Secondary Filtering selection:

Use Class:

C3 31 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	7 days
10,001 to 15,000	10 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	7 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	9 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	22 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	16 days
No	15 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	31 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CT-03-A-03 ARLESEY ROAD STOTFOLD	MIXED HOUSES	CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73	
	<i>Survey date: TUESDAY</i>	<i>27/06/23</i>	<i>Survey Type: MANUAL</i>
2	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES	DORSET
	Edge of Town No Sub Category Total No of Dwellings:	50	
	<i>Survey date: FRIDAY</i>	<i>19/11/21</i>	<i>Survey Type: MANUAL</i>
3	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES	DORSET
	Edge of Town Residential Zone Total No of Dwellings:	26	
	<i>Survey date: WEDNESDAY</i>	<i>09/11/22</i>	<i>Survey Type: MANUAL</i>
4	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI -DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings:	57	
	<i>Survey date: FRIDAY</i>	<i>19/10/18</i>	<i>Survey Type: MANUAL</i>
5	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI -DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	47	
	<i>Survey date: MONDAY</i>	<i>13/03/23</i>	<i>Survey Type: MANUAL</i>
6	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre (PPS6 Local Centre) Residential Zone	TERRACED & SEMI -DETACHED	GREATER MANCHESTER
	Total No of Dwellings:	37	
	<i>Survey date: MONDAY</i>	<i>26/09/16</i>	<i>Survey Type: MANUAL</i>
7	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone	TERRACED & SEMI -DETACHED	HAMPSHIRE
	Total No of Dwellings:	39	
	<i>Survey date: TUESDAY</i>	<i>13/11/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-22	MIXED HOUSES		HAMPSHIRE
	BOW LAKE GARDENS			
	NEAR EASTLEIGH			
	BISHOPSTOKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		40	
	Survey date:	WEDNESDAY	31/10/18	Survey Type: MANUAL
9	HC-03-A-27	MIXED HOUSES		HAMPSHIRE
	DAIRY ROAD			
	ANDOVER			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		73	
	Survey date:	TUESDAY	16/11/21	Survey Type: MANUAL
10	HC-03-A-31	MIXED HOUSES & FLATS		HAMPSHIRE
	KILN ROAD			
	LIPHOOK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		44	
	Survey date:	FRIDAY	07/10/22	Survey Type: MANUAL
11	HC-03-A-37	MIXED HOUSES		HAMPSHIRE
	REDFIELDS LANE			
	FLEET			
	CHURCH CROOKHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		50	
	Survey date:	WEDNESDAY	27/03/24	Survey Type: MANUAL
12	LC-03-A-31	DETACHED HOUSES		LANCASHIRE
	GREENSIDE			
	PRESTON			
	COTTAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		32	
	Survey date:	FRIDAY	17/11/17	Survey Type: MANUAL
13	LS-03-A-01	MIXED HOUSING		LEEDS
	SPRING VALLEY CRESCENT			
	LEEDS			
	BRAMLEY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:		46	
	Survey date:	WEDNESDAY	21/09/16	Survey Type: MANUAL
14	NF-03-A-05	MIXED HOUSES		NORFOLK
	HEATH DRIVE			
	HOLT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		40	
	Survey date:	THURSDAY	19/09/19	Survey Type: MANUAL
15	NF-03-A-25	MIXED HOUSES & FLATS		NORFOLK
	WOODFARM LANE			
	GORLESTON-ON-SEA			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		55	
	Survey date:	TUESDAY	21/09/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		45	
	<i>Survey date: THURSDAY</i>		<i>29/09/22</i>	<i>Survey Type: MANUAL</i>
17	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		44	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
18	NF-03-A-40 MILL LANE NEAR NORWICH HORSFORD	MIXED HOUSES		NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		57	
	<i>Survey date: TUESDAY</i>		<i>11/10/16</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
19	NF-03-A-50 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		75	
	<i>Survey date: FRIDAY</i>		<i>14/10/16</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
20	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		36	
	<i>Survey date: MONDAY</i>		<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
21	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	<i>Survey date: WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
22	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	<i>Survey date: WEDNESDAY</i>		<i>11/05/22</i>	<i>Survey Type: MANUAL</i>
23	SC-03-A-10 GUILDFORD ROAD ASH	MIXED HOUSES		SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		32	
	<i>Survey date: WEDNESDAY</i>		<i>14/09/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

24	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI -DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
25	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	42	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
26	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	41	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
27	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
28	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
29	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES	WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total No of Dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
30	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN	BUNGALOWS	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL
31	WS-03-A-16 BRACKLESHAM LANE BRACKLESHAM BAY	DETACHED & SEMI -DETACHED	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	58	
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	Covid
BO-03-A-01	Covid
CA-03-A-07	Covid
GS-03-A-02	Covid
NM-03-A-02	Covid
NN-03-A-01	Covid
SE-03-A-01	Covid
SF-03-A-08	Covid
WO-03-A-07	Covid

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	47	0.085	31	47	0.303	31	47	0.388
08:00 - 09:00	31	47	0.180	31	47	0.331	31	47	0.511
09:00 - 10:00	31	47	0.159	31	47	0.204	31	47	0.363
10:00 - 11:00	31	47	0.158	31	47	0.183	31	47	0.341
11:00 - 12:00	31	47	0.156	31	47	0.168	31	47	0.324
12:00 - 13:00	31	47	0.173	31	47	0.183	31	47	0.356
13:00 - 14:00	31	47	0.180	31	47	0.176	31	47	0.356
14:00 - 15:00	31	47	0.193	31	47	0.204	31	47	0.397
15:00 - 16:00	31	47	0.283	31	47	0.202	31	47	0.485
16:00 - 17:00	31	47	0.268	31	47	0.174	31	47	0.442
17:00 - 18:00	31	47	0.318	31	47	0.154	31	47	0.472
18:00 - 19:00	31	47	0.244	31	47	0.140	31	47	0.384
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.397			2.422			4.819

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	26 - 75 (units:)
Survey date range:	01/01/16 - 27/03/24
Number of weekdays (Monday-Friday):	31
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	9

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

