Mr L. Chau

Land Adjacent to 143 Kinder Avenue, Cowlersley, Huddersfield

Highway Impact Statement

June 2025

BANCROFT CONSULTING

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LAND ADJACENT TO 143 KINDER AVENUE, COWLERSLEY, HUDDERSFIELD

HIGHWAY IMPACT STATEMENT

JUNE 2025

1.0 INTRODUCTION AND DEVELOPMENT PROPOSALS

1.1 Bancroft Consulting were appointed by Mr L Chau to provide highways and transportation advice in respect of proposals to develop two new dwellings on land adjacent to Kinder Avenue at Cowlersley in Huddersfield, West Yorkshire. **Figure 1** shows the site location in context with the surrounding area.

1.2 This assessment follows a previous planning application for 2 dwellings at the site, which was registered by Kirklees Council under Application Reference 2022/62/93950/W. A copy of the proposed site layout plan submitted as part of that application is provided at **Appendix A** for reference. The application was subsequently refused in March 2023 with a single reason being cited, the details of which are presented below at **Image 1.2**.

> 1. The proposed residential development would see the loss of an existing informal parking area which would exacerbate concerns relating to on-street parking along Kinder Avenue, *of which there is already a limited supply.* Additionally, on street parking would obstruct sight lines from the proposed parking spaces onto Kinder Avenue, causing concerns in respect to highway safety. The proposal would therefore result in access and parking problems for the existing properties along this section of Kinder Avenue and the Housing Allocation site (HS129) to the south west, which is under construction increasing the likelihood of conflict between highway users to the detriment of highways safety. The proposal is therefore contrary to Policies LP21 and LP22 of the Kirklees Local Plan, Chapter 9 of the National Planning Policy Framework and Principle 12 of the Council's adopted Housebuilders Design Guide SPD.
>
> **Image 1.2**

1.3 The decision to refuse the planning application was then appealed under PINS Appeal Reference APP/Z4718/W/23/3324398. The appeal was subsequently dismissed on 5 April 2024 and a copy of the Inspectors Decision Notice is provided at **Appendix B** of this Highway Impact Statement. The Inspector concluded that the increase in on-street parking caused by displacement parking from the site would be detrimental to highway safety for pedestrians and drivers manoeuvring at the proposed driveways. However, it is also apparent that much of the Inspector's concern related to the lack of substantive data before them, including the pending Broad Oak Farm residential development to the west, to fully assess highway conditions.

1.4 On site observations show that the Broad Oak Farm residential development is now largely complete and the dwellings predominantly occupied. Hence, it is proposed that a new application, also for 2 dwellings, will be submitted to Kirklees Council seeking to address the outstanding highways concerns. The objective of this Highway Impact Statement is therefore to present the Highway Authority with a revised assessment of the proposals, taking into account the adjacent residential scheme and surveys to confirm corresponding activity using Kinder Avenue. In reviewing the Inspectors Decision Notice, the areas of concern can be summarised into three separate points.

1. Development likely to increase on-street parking due to displaced demand from the closure of the sites current function.
2. Ability for two cars to pass along Kinder Avenue with on-street parking at each edge (particular concern raised in respect of Plot 47 of the housing allocation site).
3. Highway safety implications for pull-in driveways sited in an area immediately adjacent to on-street parking with impact on sightlines due to displaced parking and pedestrian movement.

1.5 This report considers current Government policy contained within the National Planning Policy Framework [NPPF] (MHCLG, Revised December 2024), Paragraph 115 of which emphasises the importance of delivering *"safe and suitable"* access. As well as the NPPF, this Highway Impact Statement also gives due regard to current best practice advice contained in the document 'Manual for Streets' [MfS] (DfT, 2007) and its companion document 'Manual for Streets 2 – Wider Application of the Principles' [MfS2] (CIHT, 2010).

1.6 In support of this assessment the following surveys were undertaken:

- 7-day Automatic Traffic Count at Kinder Avenue (adjacent to the site frontage) between 15 May 2025 and 21 May 2025.

- Parking Beat Survey at Kinder Avenue in the vicinity of the site frontage between 0900 and 1100 hours on Saturday 17 May 2025, along with 1300 and 1600 hours then 1900 and 2100 hours on Tuesday 20th May 2025.
- Manual Classified Count of passing movements at Kinder Avenue (classified by Child, Adult, and Cyclist) between 0600 and 2400 hours on Tuesday 20th May 2025.

The results of these surveys are provided at **Appendix C** of this report.

2.0 EXISTING CONDITIONS

2.1 The site area is shown in **Figure 1** and comprises open land that was previously used as informal off-street car parking for nearby residents, with space for up to 11 cars. Access is via a formal kerbed bellmouth arrangement that measures approximately 4.8 metres wide with tight control radii connecting it to Kinder Avenue. However, since the planning appeal the area has been closed for public use and all vehicles are now required to park on-street at Kinder Avenue. **Image 2.1** shows the current access restrictions.

Image 2.1

2.2 The characteristics of Kinder Avenue have changed since the initial application following completion of the Broad Oak Farm development to the west. According to the planning file this development comprises circa 125 dwellings served off 5.5

metres wide carriageways with 2 metres wide footways at each edge. Kinder Avenue extends to the west and forms Holmedale Court, which is the eastern part of this development. It is traffic calmed and subject to a 30-mph speed limit with street lighting along its edge. It is also characterised by a raised kerb and guard railing at the northern edge (presumably to prevent on-street parking) and direct access driveways (double width) along the entire length of the southern edge (each measuring approximately 5.5 metres wide). Holmedale Court extends west to Acorn Rise and then Church Lane, via a new priority-controlled T-junction. This will subsequently open the area up to through movements from the residential area to the east of the site. Interestingly, signage at the western end of Holmedale Court shows it as a cul de sac which is clearly not the case.

2.3 Inspection of the planning file for the Broad Oak Farm application confirms predicted increases of up to 32 development peak hour two-way movements using Kinder Avenue on route to (and from) the Cowlersley Lane junction. A review of recorded Personal Injury Accidents on the crashmap.co.uk website shows how Kinder Avenue has operated without recorded incident during the past five years. It is noted how this will not necessarily represent a full summary of the impact that the Broad Oak Farm development would have, although it must also be reasonable to conclude that in securing planning permission the scheme was considered to represent 'safe and suitable' development in line with the requirements of the NPPF.

2.4 To the east of the site the characteristics of Kinder Avenue appear to remain largely consistent with those identified within the initial application. Its layout comprises a wide single carriageway residential access road, measuring approximately 8 metres along its length with no on-street parking controls and footways at both edges.

ATC Survey Results

2.5 To assess speed and flow conditions along Kinder Avenue a 7-day ATC was commissioned between 15 and 21 May 2025. The survey was anchored across the carriageway at a point approximately 20 metres west of the site frontage (see **Appendix D** for photograph of installation). The results of the survey are summarised in **Tables 1, 2 and 3** for the northeastbound, southwestbound, and two-way conditions respectively. They confirm that despite being opened up to Broad

Oak Farm traffic and associated through movements, Kinder Avenue continues to be a lightly trafficked route. **Table 3** demonstrates a weekday average two-way peak hour flow of up to 53 vehicles and 568 daily two-way movements.

2.6 **Tables 1 and 2** also contain a summary of the vehicle speed results for each direction, confirming 85th percentile speeds of 25.2 mph in the northeastbound direction and 24.9 mph in the southeastbound direction. These results are clearly well below the posted 30 mph speed limit for the route.

2.7 Based on the recorded speeds outlined above, **Tables 4 and 5** show the required Stopping Sight Distances (or visibility splays) that should be provided at any junctions or links. Taking into account the proportion of HGVs (where more than 5% of observed movements were HGVs in each direction), this confirms visibility splays of 37 metres to the southwest (for northeastbound traffic) and 36 metres to the northeast (for southwestbound traffic).

Manual Classified Count

2.8 **Table 6** presents a summary of the pedestrian and cyclist activity passing the site frontage at each of the footways. The survey took place on Tuesday 20 May 2025 from 0600 to 2400 hours and during school term time. The results confirm that the route is reasonably well used by pedestrians throughout the day but with prominent spikes in activity around the school start and finish times, where up to 43 two-way pedestrian movements (comprising 32 children and 11 adults) were observed during the 1500 to 1600 hours period. Outside of these peaks, there were on average around 4 two-way pedestrian movements per hour in each direction across either of the footways. Further inspection of the results confirms that the peak pedestrian activity is weighted towards the northern footway, where 31 of the 43 movements used this facility.

2.9 Also shown within **Table 6** is a summary of cyclist activity. This confirms a single cyclist across the entire day using the southern footway, travelling westbound in the morning peak hour (presumably on route to school). It also confirms that the carriageway was equally low in cyclist activity with a total of 3 cyclists in the eastbound direction and 2 cyclists travelling westbound throughout the day.

Parking Beat Survey Results

2.10 Following concerns raised by the Inspector at the lack of substantive evidence on the existing local parking conditions at Kinder Avenue, a Parking Beat Survey was commissioned to take place on Saturday 17 May 2025 (between 0900 and 1100 hours) and Tuesday 20 May 2025 (between 1300 and 1600 hours and then 1900 and 2100 hours). The timings of this survey sought to cover a mix of evening and weekend periods when demand for resident parking is expected to be greatest, alongside a snapshot of daytime conditions when only a limited number of residents would be in situ. Full details of the survey results are presented at **Appendix C**.

2.11 The survey methodology comprises readings at 15-minute intervals throughout six designated sections of the local highway. These sections, labelled A through to F are shown below in **Image 2.11**, which also includes the site itself.

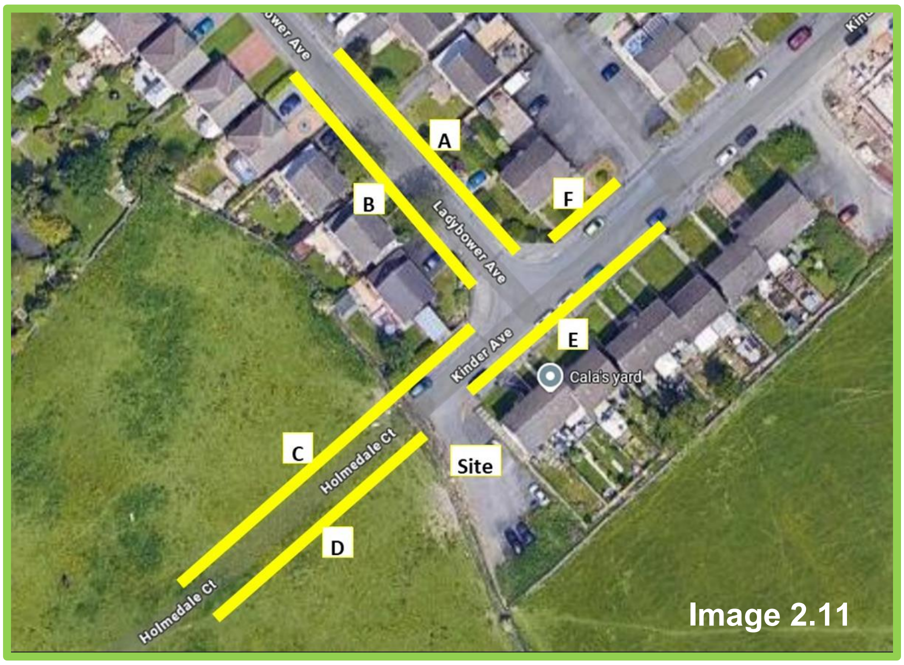


Image 2.11

2.12 The results for Section A confirm how a single LGV (equivalent to a car or van) was noted to be parked throughout the Saturday survey. However, the Tuesday results confirmed only a single LGV in this area between 1445 and 1500 hours. No HGVs were observed during the survey parked within this section. On-site observations indicate that Section A would have capacity for up to 6 cars parked adjacent to the kerb edge either side of the existing driveways. So there is theoretical capacity for 5 further vehicles at this location.

2.13 The results for Section B confirm how no on-street parking was observed throughout the entire survey. On-site observations indicate that Section B would have capacity for up to 4 cars parked adjacent to the kerb edge either side of the existing driveways.

2.14 The results for Section C also confirm how no on-street parking was observed throughout the entire survey. On-site observations indicate that Section C would only have capacity for a single car parked adjacent to the northern kerb edge either side of the garage access opposite the site. This also takes into account the recently installed raised kerbing and guard railing at the northern edge of Holmedale Court, which are presumed to prevent on-street parking, although it was noted how no on-street parking controls are in situ so this could extend capacity by a further 5 or so vehicles.

2.15 The results for Section D confirm how a single LGV was noted to be parked throughout the Saturday survey. The Tuesday results confirmed no vehicles parked on-street between 1300 and 1600 hours, although up to 3 cars were observed during the evening period. No HGVs were observed during the survey parked within this section. On-site observations indicate that Section D would have capacity for up to 4 cars parked adjacent to the kerb edge either side of the existing driveways. Hence there is theoretical capacity for a further single vehicle at this location.

2.16 The results for Section E confirm how up to 4 LGVs were noted to be parked throughout the Saturday survey, comprising 3 LGVs and 1 HGV. The Tuesday daytime results also confirmed a peak occupancy of up to 4 vehicles in this area between 1300 and 1315 hours, although this reduced steadily during the survey period. Again, a single HGV was observed during the survey parked within this section. The Tuesday evening survey results showed a peak of 6 vehicles parked in this section comprising predominantly LGVs but with a single HGV throughout. On-site observations indicate that Section E would have capacity for up to 7 cars parked adjacent to the kerb edge. Hence there is theoretical capacity for a further single vehicle at this location.

2.17 The results for Section F confirm how no on-street parking was observed throughout the entire survey. On-site observations indicate that Section F would have capacity for up to 3 cars parked adjacent to the kerb edge in between the junctions.

2.18 Despite its closure, the survey results also showed how a single LGV was parked within the site during the entire Saturday survey period. For the Tuesday daytime survey there was a single LGV observed between 1330 and 1345 hours, and then again throughout the entire Tuesday evening survey period.

2.19 The parking beat survey results show how on-street parking is commonplace throughout the immediate highway network, which evidently takes place without any record of highway safety problems. The current highway layout also has theoretical capacity to accommodate a further 15 or so cars based on the peak occupancy levels from the survey, which could increase significantly following the addition of spaces at the northern edge of Holmedale Court (Section C).

3.0 IMPACT ASSESSMENT

3.1 This section seeks to address the outstanding concerns raised by the Inspector in their Appeal Decision Notice as summarised below. It is also important to note that the Inspector considered the proposed car parking provision to be in accordance with the council's requirements and also that the proposals did not "*substantially conflict*" with Principle 12 of the Council's House Builders Design Guide Supplementary Planning Document June 2021.

1. Development likely to increase on-street parking due to displaced demand from the closure of the sites current function.
2. Ability for two cars to pass along Kinder Avenue with on-street parking at each edge (particular concern raised in respect of Plot 47 of the housing allocation site).
3. Highway safety implications for pull-in driveways sited in an area immediately adjacent to on-street parking with impact on sightlines due to displaced parking and pedestrian movement.

3.2 Details of the current proposed layout are shown in **Appendix A** (noting how the same drawing is being submitted for the pending application). **Drawing Number**

F25004/01 shows how the proposed layout could be incorporated within the recently configured highway layout (based on OS mapping).

Development likely to increase on-street parking due to displaced demand from the closure of the sites current function

3.3 As stated above, the site no longer operates as a public car parking facility and so it must be reasonable to conclude that displaced car parking already takes place and has been picked up in the parking beat surveys. The surveys have shown how there is capacity to absorb a further 15 or so vehicles within the existing highway layout immediately adjacent to the site, this would be on top of the already displaced parking demand.

3.4 Notwithstanding the above, the Manual for Streets publication sets out how local planning authorities should consider car parking implications associated with development proposals. Contrary to previous assertions, the guidance presents the use of on-street parking as a positive measure than can actively assist and improve conditions rather than simply result in a highway safety problem.

3.5 Section 2.3.9 of Manual for Streets states "*Parking is a key function of many streets, although it is not always a requirement. A well-designed arrangement of on-street parking provides convenient access to frontages and can add to the vitality of a street. Conversely, poorly designed parking can create safety problems and reduce the visual quality of a street*". Section 8.1.4 of Manual for Streets simply states "*Parking can be provided on or off the street*". Section 8.3.13 of Manual for Streets continues to state "*It is recommended that, in most circumstances, at least some parking demand in residential and mixed-use areas is met with well-designed on-street parking*".

3.6 Section 8.3.17 of Manual for Streets does recognise how there are potential negative effects to on-street parking, stating how it "*Can introduce a road safety problem*". However, Section 8.3.18 takes this further by recommending a series of factors that should be taken into account, which include:

- the overall level of car ownership in the immediate area;
- the amount of off-street parking provided;

- the amount of allocated parking provided;
- the speed and volume of traffic using the street; and
- the width and geometry of the street and its junctions.

3.7 In this instance, the proposals will not materially change the level of on-street parking as this will now already be happening following closure of the site as a public parking facility. Nevertheless, given the current layout of Kinder Avenue (and also Holmedale Court) as it passes the site, which has a straight alignment with good forward visibility, low traffic speeds (i.e. 85th percentile speeds significantly lower than the posted 30 mph limit), and a wide carriageway, it should be reasonable to conclude that on-street parking in this location would add highway safety benefits in its operation by providing frictional features that can influence traffic speeds (as referenced at Section 7.4.4 of Manual for Streets). Furthermore, the proposals would satisfy the local authority's requirements for on-site resident parking provision, as previously confirmed.

3.8 Taking the above into account, it should be reasonable to conclude that the proposed layout and parking provision would not lead to any significant highway safety implications at Kinder Avenue or Holmedale Court.

Ability for two cars to pass along Kinder Avenue with on-street parking at each edge (particular concern raised in respect of Plot 47 of the housing allocation site).

3.9 This concern arises from a perceived increase of 11 vehicles being displaced from the former site parking activities onto the surrounding highway network. This has now ceased and the parking beat surveys have shown that there has been no considerable impact within the surrounding network, with spare capacity for further parking at locations close to the site.

3.10 Notwithstanding the above, **Drawing Number F25004/02** demonstrates how even with the on-street parking in place there is sufficient width available for two cars to pass along Kinder Avenue. This assessment has been based on large family cars being parked fully within the carriageway where in practice they will be a mix of large and small cars and likely partially straddle the footway (as evident from on-site observations). Holmedale Court has been designed at a narrower width of approximately 5.5 metres, which would also comfortably accommodate two large cars passing without conflict, albeit with some partial use of the footway (as evidenced from on-site observations).

3.11 The Inspector previously raised concern at the potential increase in vehicles having to stop, and potentially reverse, due to conflict issues. As addressed above, the reality of this situation is that in the event two cars couldn't pass then there are ample informal passing opportunities where cars and other vehicles could pull in. At Holmedale Court this comprises the double width driveways serving the properties, whilst Kinder Avenue provides multiple junctions and access points that would satisfy this need. Furthermore, the observed flow of up to 53 weekday average two-way peak hour vehicles, or less than one vehicle per minute in either direction, indicates that the route is lightly trafficked with a very low risk of vehicles meeting in conflict.

Highway safety implications for pull-in driveways sited in an area immediately adjacent to on-street parking with impact on sightlines due to displaced parking and pedestrian movement

3.12 This matter is dealt with clearly within Manual for Streets, as follows.

3.13 Section 7.9 addresses the principles of providing direct access to new development. Paragraph 7.9.5 states:

> 7.9.5 It is recommended that the limit for providing direct access on roads with a 30 mph speed restriction is raised to at least 10,000 vehicles per day (see box).

Traffic flow and road safety for streets with direct frontage access

The relationship between traffic flow and road safety for streets with direct frontage access was researched for MfS. Data on recorded accidents and traffic flow for a total of 20 sites were obtained. All of the sites were similar in terms of land use (continuous houses with driveways), speed limit (30 mph) and geometry (single-carriageway roads with limited side-road junctions). Traffic flows at the sites varied from some 600 vehicles per day to some 23,000 vehicles per day, with an average traffic flow of some 4,000 vehicles per day.

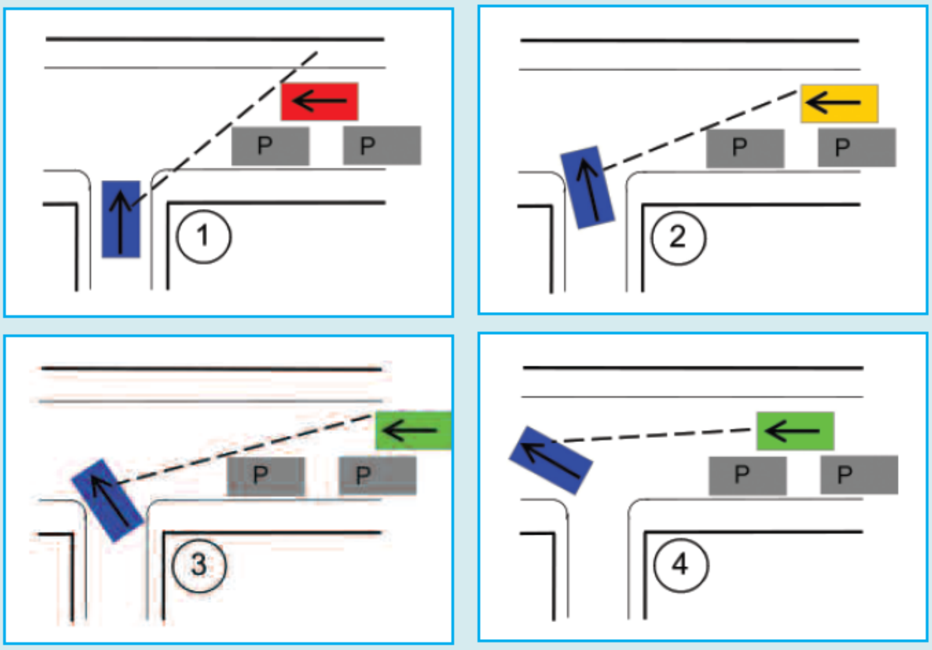
It was found that very few accidents occurred involving vehicles turning into and out of driveways, even on heavily-trafficked roads.

Links with direct frontage access can be designed for significantly higher traffic flows than have been used in the past, and there is good evidence to raise this figure to 10,000 vehicles per day. It could be increased further, and it is suggested that local authorities review their standards with reference to their own traffic flows and personal injury accident records. The research indicated that a link carrying this volume of traffic, with characteristics similar to those studied, would experience around one driveway-related accident every five years per kilometre. Fewer accidents would be expected on links where the speed of traffic is limited to 20 mph or less, which should be the aim in residential areas.

3.14 In relation to parking within visibility splays, paragraph 7.8.5 of Manual for Streets states:

7.8.5 Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable.

3.15 Section 10.7 of Manual for Streets 2 expands on this as follows:



At urban junctions where visibility is limited by buildings and parked cars, drivers of vehicles on the minor arm tend to nose out carefully until they can see oncoming traffic, and vice-versa.

In the images above, the blue car moves forward slowly until it can see far enough past the parked vehicles to see that the gap to the next oncoming vehicle is long enough for it to pull out. Drivers on the major route will also be able to see the vehicle pulling forward slowly and may slow down or stop to allow it to pull out.

3.16 From the above (and other guidance set out within Manual for Streets), it must be reasonable to conclude that visibility splays should only be applied to major/minor junctions within the public highway network and not at direct accesses such as those proposed. This clearly allows for the risk associated with potential conflict issues arising from parked vehicles and passing pedestrians. Consistent with the general approach on such issues, the proposed layout would include intervisibility splays for pedestrians to have adequate visibility of vehicles manoeuvring to and from the parking bays. Conversely, Section 10.7 of Manual for Streets 2 (see above) clearly explains how drivers emerging from the parking bays would manoeuvre cautiously to minimise risk of conflict and maximise visibility of approaching vehicles.

3.17 Whilst the above seeks to demonstrate how published policy supports the principle of the proposed scheme, there are also three further extremely important points to consider in assessing the genuine risk to highway safety at this point. The first relates to the results of the Manual Classified Count, which confirm how the adjacent footway at Kinder Avenue currently accommodates on average 3 (including the prominent spikes in demand) two-way pedestrian/cyclist movements per hour, or one movement every 20 minutes.

3.18 The second point relates to the recently constructed layout of Holmedale Court which comprises a series of semi-detached properties served by pull-in driveways (double width) interspersed between the dwellings and dropped kerbs that connect to full height kerbing with no parking restrictions. This clearly presents multiple examples of the proposed access arrangement that have been recently approved without the level of concern being applied to this scheme.

3.19 The third point relates to the current highway layout and how it accommodates visibility from the bellmouth junction. The proposals seek to significantly reduce activity at this point (11 spaces to 2) and, had visibility been a serious concern, it is expected that the highway authority would have insisted this was addressed following the opening of Kinder Avenue as a through route.

3.20 By submission of the survey data and above review of published guidance (including recently completed highway improvements at Holmedale Court) it should now be reasonable to conclude that the proposals could in fact deliver safe and suitable access for all users.

4.0 SUMMARY

4.1 Bancroft Consulting were appointed by Mr L Chau to provide highways and transport advice in respect of proposals to develop 2 new dwellings on the currently unused land at Kinder Avenue. Following the recent refusal of planning permission, and subsequent dismissal of the appeal, this Highway Impact Statement seeks to address the previous concerns with updated flow information.

4.2 Of key importance in considering these proposals is that the use of the site as a public car parking facility has now ceased. Hence, all previous users are now required to find alternative locations, presumably on-street nearby. Despite this, the survey results have shown significant spare capacity for on-street parking nearby and highway safety records do not indicate any corresponding problem associated with this. This assessment has explained how on-street parking is a well-established, and in most cases, safe function of highways serving new and existing development so there should be no reason to presume any small change in activity would operate a safety problem.

4.3 Evidence has been provided to show how cars are still able to pass each other without conflict, with on-street parking in place at both Kinder Avenue and Holmedale Court. However, the proposed development would reduce activity associated with the site and previous parking within the site is already displaced, so this should no longer represent a material point of concern.

4.4 Pull in driveways are a well-established function of the highway network and published guidance explains how adjacent parking within potential visibility splays is commonplace, yet there is no evidence to suggest it leads to any specific safety problems. This assessment demonstrates how the adjacent footpath is lightly trafficked with on average 3 hourly pedestrian/cyclist movements. On-street parking to the east has always existed and will continue to form part of the highway operation. However, activity at the site will reduce from 11 to 2 spaces and there is no evidence that this level of parking has resulted in any problem to date.

4.5 In summary, subject to delivery of the highway improvements shown in **Drawing Number F25004/01** there should be no further concerns regarding the delivery of a 'safe and suitable' access at this location. This is supported by the layout recently implemented at Holmedale Court for the Broad Oak Farm development which incorporates pull in driveways between unrestricted on-street parking opportunities.

Period beginning	THURSDAY 15/05/25		FRIDAY 16/05/25		SATURDAY 17/05/25		SUNDAY 18/05/25		MONDAY 19/05/25		TUESDAY 20/05/25		WEDNESDAY 21/05/25		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	0	0	1	0	5	0	2	0	0	0	4	0	1	0	**1**	**0**	**2**	**0**
01:00	0	0	0	0	2	0	2	0	1	0	1	0	0	0	**0**	**0**	**1**	**0**
02:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	**1**	**0**	**0**	**0**
03:00	3	0	1	0	0	0	1	0	0	0	2	0	1	0	**1**	**0**	**1**	**0**
04:00	0	0	1	1	0	0	0	0	1	0	2	0	1	0	**1**	**0**	**1**	**0**
05:00	4	0	2	0	4	0	2	0	8	1	6	0	6	0	**5**	**0**	**5**	**0**
06:00	13	0	11	0	6	0	1	0	9	0	10	0	8	0	**10**	**0**	**8**	**0**
07:00	14	1	15	1	6	1	2	0	22	0	10	0	19	0	**16**	**0**	**13**	**0**
08:00	43	3	23	1	12	0	5	0	32	0	28	1	28	2	**31**	**1**	**24**	**1**
09:00	11	1	16	1	13	1	13	0	11	2	15	1	15	0	**14**	**1**	**13**	**1**
10:00	17	2	17	1	16	2	14	1	6	0	8	2	11	0	**12**	**1**	**13**	**1**
11:00	15	3	10	3	13	0	21	2	13	1	13	1	5	0	**11**	**2**	**13**	**1**
12:00	8	0	14	0	19	1	25	0	17	1	19	0	9	0	**13**	**0**	**16**	**0**
13:00	15	0	13	2	18	4	16	1	17	1	11	0	8	1	**13**	**1**	**14**	**1**
14:00	14	0	27	2	26	0	19	1	22	4	20	0	25	2	**22**	**2**	**22**	**1**
15:00	23	0	39	2	18	1	17	0	35	6	27	1	30	5	**31**	**3**	**27**	**2**
16:00	22	1	23	2	22	1	14	0	33	3	13	2	18	1	**22**	**2**	**21**	**1**
17:00	30	1	30	4	19	0	24	1	20	0	21	1	29	3	**26**	**2**	**25**	**1**
18:00	15	0	17	1	21	0	14	1	23	0	16	0	18	0	**18**	**0**	**18**	**0**
19:00	15	0	16	1	12	0	17	0	12	0	18	1	11	1	**14**	**1**	**14**	**0**
20:00	10	0	10	0	9	0	9	0	12	1	13	1	9	1	**11**	**1**	**10**	**0**
21:00	10	0	16	2	11	0	7	0	4	0	14	1	10	1	**11**	**1**	**10**	**1**
22:00	5	0	11	0	9	0	6	0	10	0	8	0	7	1	**8**	**0**	**8**	**0**
23:00	1	0	9	0	5	2	1	0	2	0	6	0	6	0	**5**	**0**	**4**	**0**
Totals																		
12hr 7-19	227	12	244	20	203	11	184	7	251	18	201	9	215	14	**228**	**15**	**218**	**13**
18hr 6-24	281	12	317	23	255	13	225	7	300	19	270	12	266	18	**287**	**17**	**273**	**15**
24hr 0-24	288	12	322	24	266	13	232	7	310	20	285	12	278	18	**297**	**17**	**283**	**15**

7 day average speed	20.0
7 day average 85th percentile	25.2

TABLE 1: SUMMARY OF ATC DATA - KINDER AVENUE - NORTHEASTBOUND

Period beginning	THURSDAY 15/05/25		FRIDAY 16/05/25		SATURDAY 17/05/25		SUNDAY 18/05/25		MONDAY 19/05/25		TUESDAY 20/05/25		WEDNESDAY 21/05/25		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	1	0	3	0	3	0	0	0	0	0	2	0	0	0	**1**	**0**	**1**	**0**
01:00	1	0	0	0	4	0	3	0	0	0	0	0	0	0	**0**	**0**	**1**	**0**
02:00	1	0	0	0	0	0	1	0	0	0	0	0	3	1	**1**	**0**	**1**	**0**
03:00	0	0	1	0	1	0	0	0	1	0	0	0	2	0	**1**	**0**	**1**	**0**
04:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**	**0**
05:00	1	0	0	0	1	0	2	0	5	0	4	0	3	0	**3**	**0**	**2**	**0**
06:00	8	0	1	0	1	0	0	0	1	0	4	0	5	0	**4**	**0**	**3**	**0**
07:00	10	3	8	0	3	0	1	0	9	2	8	1	9	1	**9**	**1**	**7**	**1**
08:00	28	3	22	0	6	0	5	0	22	3	19	3	20	4	**22**	**3**	**17**	**2**
09:00	17	4	18	1	11	0	5	0	16	0	11	0	17	2	**16**	**1**	**14**	**1**
10:00	6	1	10	2	9	1	8	0	15	1	11	1	10	1	**10**	**1**	**10**	**1**
11:00	10	1	14	0	19	0	13	1	10	2	17	2	11	2	**12**	**1**	**13**	**1**
12:00	6	2	12	1	16	2	11	1	16	2	13	0	10	1	**11**	**1**	**12**	**1**
13:00	17	0	17	2	17	2	18	1	16	0	13	2	13	1	**15**	**1**	**16**	**1**
14:00	12	1	16	2	21	0	25	1	17	5	16	0	20	2	**16**	**2**	**18**	**2**
15:00	25	1	26	0	15	1	19	1	33	2	25	1	24	2	**27**	**1**	**24**	**1**
16:00	18	2	32	1	14	1	26	3	25	2	18	0	27	2	**24**	**1**	**23**	**2**
17:00	19	2	20	3	20	0	13	1	22	0	30	2	27	2	**24**	**2**	**22**	**1**
18:00	17	2	22	1	28	1	13	1	23	0	20	0	17	3	**20**	**1**	**20**	**1**
19:00	11	1	16	1	12	0	14	2	22	0	17	1	13	2	**16**	**1**	**15**	**1**
20:00	18	0	14	1	11	0	15	0	13	1	12	1	9	2	**13**	**1**	**13**	**1**
21:00	13	1	12	0	11	0	8	0	6	0	12	0	10	0	**11**	**0**	**10**	**0**
22:00	11	0	12	0	11	0	4	1	11	0	8	1	10	3	**10**	**1**	**10**	**1**
23:00	1	0	10	0	7	2	4	0	3	0	4	0	6	0	**5**	**0**	**5**	**0**
Totals																		
12hr 7-19	185	22	217	13	179	8	157	10	224	19	201	12	205	23	**206**	**18**	**195**	**15**
18hr 6-24	247	24	282	15	232	10	202	13	280	20	258	15	258	30	**265**	**21**	**251**	**18**
24hr 0-24	251	24	288	16	241	10	208	13	286	20	264	15	266	31	**271**	**21**	**258**	**18**

7 day average speed	19.6
7 day average 85th percentile	24.9

TABLE 2: SUMMARY OF ATC DATA - KINDER AVENUE - SOUTHWESTBOUND

Period beginning	THURSDAY 15/05/25		FRIDAY 16/05/25		SATURDAY 17/05/25		SUNDAY 18/05/25		MONDAY 19/05/25		TUESDAY 20/05/25		WEDNESDAY 21/05/25		Weekday Average		7 Day Average	
	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
00:00	1	0	4	0	8	0	2	0	0	0	6	0	1	0	**2**	**0**	**3**	**0**
01:00	1	0	0	0	6	0	5	0	1	0	1	0	0	0	**1**	**0**	**2**	**0**
02:00	1	0	0	0	0	0	1	0	0	0	0	0	6	1	**1**	**0**	**1**	**0**
03:00	3	0	2	0	1	0	1	0	1	0	2	0	3	0	**2**	**0**	**2**	**0**
04:00	0	0	3	2	0	0	0	0	1	0	2	0	1	0	**1**	**0**	**1**	**0**
05:00	5	0	2	0	5	0	4	0	13	1	10	0	9	0	**8**	**0**	**7**	**0**
06:00	21	0	12	0	7	0	1	0	10	0	14	0	13	0	**14**	**0**	**11**	**0**
07:00	24	4	23	1	9	1	3	0	31	2	18	1	28	1	**25**	**2**	**19**	**1**
08:00	71	6	45	1	18	0	10	0	54	3	47	4	48	6	**53**	**4**	**42**	**3**
09:00	28	5	34	2	24	1	18	0	27	2	26	1	32	2	**29**	**2**	**27**	**2**
10:00	23	3	27	3	25	3	22	1	21	1	19	3	21	1	**22**	**2**	**23**	**2**
11:00	25	4	24	3	32	0	34	3	23	3	30	3	16	2	**24**	**3**	**26**	**3**
12:00	14	2	26	1	35	3	36	1	33	3	32	0	19	1	**25**	**1**	**28**	**2**
13:00	32	0	30	4	35	6	34	2	33	1	24	2	21	2	**28**	**2**	**30**	**2**
14:00	26	1	43	4	47	0	44	2	39	9	36	0	45	4	**38**	**4**	**40**	**3**
15:00	48	1	65	2	33	2	36	1	68	8	52	2	54	7	**57**	**4**	**51**	**3**
16:00	40	3	55	3	36	2	40	3	58	5	31	2	45	3	**46**	**3**	**44**	**3**
17:00	49	3	50	7	39	0	37	2	42	0	51	3	56	5	**50**	**4**	**46**	**3**
18:00	32	2	39	2	49	1	27	2	46	0	36	0	35	3	**38**	**1**	**38**	**1**
19:00	26	1	32	2	24	0	31	2	34	0	35	2	24	3	**30**	**2**	**29**	**1**
20:00	28	0	24	1	20	0	24	0	25	2	25	2	18	3	**24**	**2**	**23**	**1**
21:00	23	1	28	2	22	0	15	0	10	0	26	1	20	1	**21**	**1**	**21**	**1**
22:00	16	0	23	0	20	0	10	1	21	0	16	1	17	4	**19**	**1**	**18**	**1**
23:00	2	0	19	0	12	4	5	0	5	0	10	0	12	0	**10**	**0**	**9**	**1**
Totals																		
12hr 7-19	412	34	461	33	382	19	341	17	475	37	402	21	420	37	**434**	**32**	**413**	**28**
18hr 6-24	528	36	599	38	487	23	427	20	580	39	528	27	524	48	**552**	**38**	**525**	**33**
24hr 0-24	539	36	610	40	507	23	440	20	596	40	549	27	544	49	**568**	**38**	**541**	**34**

TABLE 3: SUMMARY OF ATC DATA - KINDER AVENUE - TWO-WAY

Vehicle speeds	**25.20**	mph
	40.55	kph
	11.26	v (m/s)
	126.86	v^2
Driver Perception-Reaction time	**1.5**	t (s)
	16.89	v x t
Deceleration Rate	**0.375**	g
	3.68	d (m/s)
	7.36	2d
Gradient	**0.00**	a*
	3.68	d+0.1a
	7.3575	2(d+0.1a)

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

Formula: *$SSD = vt + v^2/2(d+0.1a)$*

	Manual for Streets 2		DMRB	
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)
Perception-Reaction Time (t)	**1.5s**	**1.5s**	**2s**	**2s**
Deceleration Rate ($g = 9.81m/s^2$)	**0.45g**	**0.375g**	**0.375g**	**0.25g**

	v t	+	v^2 / 2(d+0.1a)	=	SSD
Stopping Sight Distance (SSD) =	**16.89**	+	**17.24**	=	**34.14**

SSD Bonnet Adjusted (SSD+2.4)** $\boxed{\textbf{36.54}}$

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

TABLE 4 - VISIBILITY SPLAY CALCULATOR: KINDER AVENUE - NORTHEASTBOUND

Vehicle speeds	**24.90**	mph
	40.06	kph
	11.13	v (m/s)
	123.85	v^2
Driver Perception-Reaction time	**1.5**	t (s)
	16.69	v x t
Deceleration Rate	**0.375**	g
	3.68	d (m/s)
	7.36	2d
Gradient	**0.00**	a*
	3.68	d+0.1a
	7.3575	2(d+0.1a)

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

Formula: *$SSD = vt + v^2/2(d+0.1a)$*

	Manual for Streets 2		**DMRB**	
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)
Perception-Reaction Time (t)	**1.5s**	**1.5s**	**2s**	**2s**
Deceleration Rate ($g = 9.81m/s^2$)	**0.45g**	**0.375g**	**0.375g**	**0.25g**

	v t	+	v^2 / 2(d+0.1a)	=	SSD
Stopping Sight Distance (SSD) =	**16.69**	+	**16.83**	=	**33.53**

SSD Bonnet Adjusted (SSD+2.4)**	**35.93**

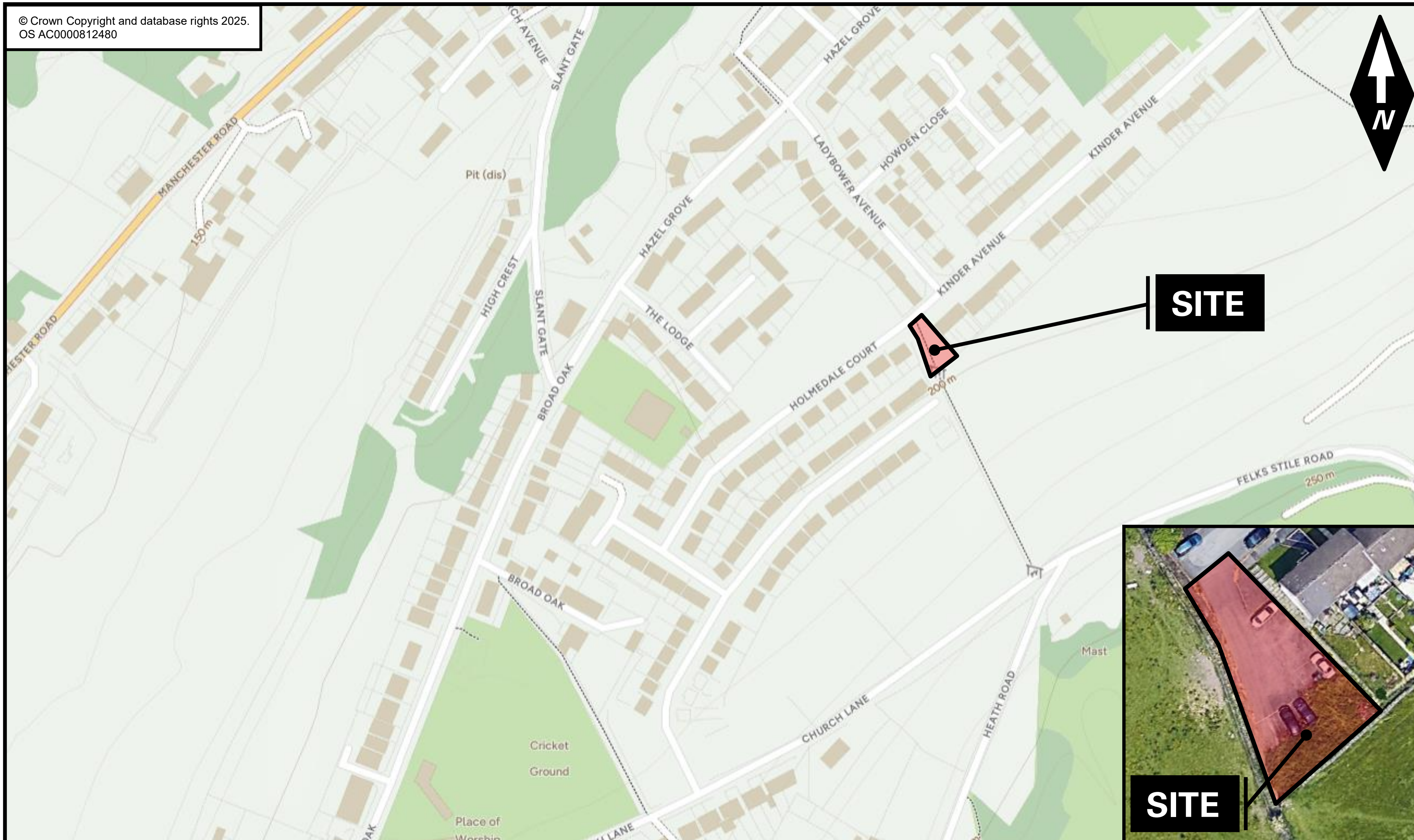
* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

TABLE 5 - VISIBILITY SPLAY CALCULATOR: KINDER AVENUE - SOUTHWESTBOUND

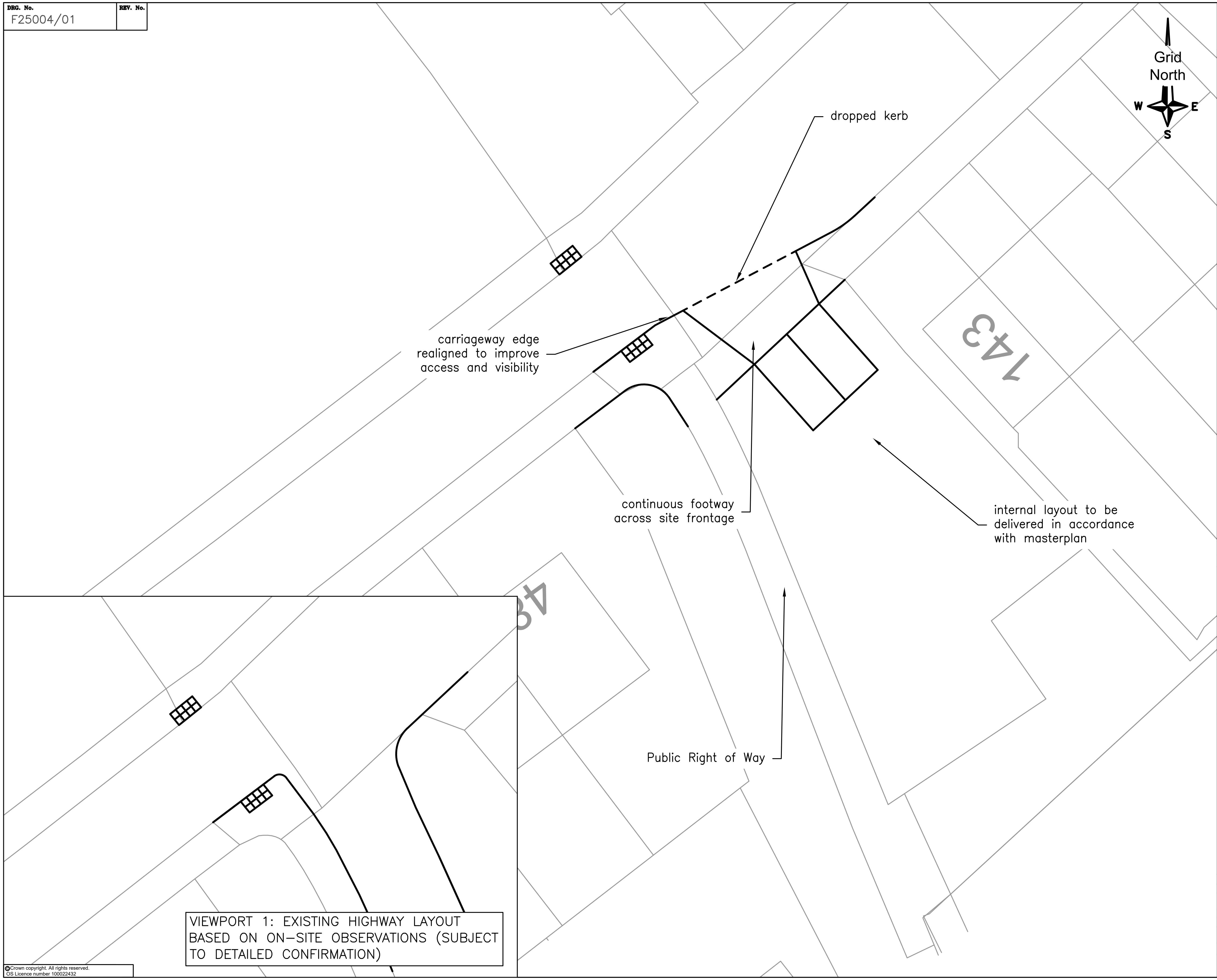
	Northern Footpath								Southern Footpath								Carriageway												Two-way combined activity									
	Eastbound				Westbound				Eastbound				Westbound				Eastbound						Westbound						Footpaths				Carriageway					
TIME	CHILD	ADULT	CYCLE	TOTAL	CHILD	ADULT	CYCLE	TOTAL	CHILD	ADULT	CYCLE	TOTAL	CHILD	ADULT	CYCLE	TOTAL	CHILD	ADULT	CYCLE	LIGHT	HEAVY	TOTAL	CHILD	ADULT	CYCLE	LIGHT	HEAVY	TOTAL	CHILD	ADULT	CYCLE	TOTAL	CHILD	ADULT	CYCLE	LIGHT	HEAVY	TOTAL
06:00 - 07:00	0	1	0	**1**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	10	0	**10**	0	0	0	4	0	**4**	0	2	0	**2**	0	0	0	14	0	**14**
07:00 - 08:00	0	2	0	**2**	3	0	0	**3**	0	0	0	**0**	2	2	0	**4**	0	0	0	10	0	**10**	0	0	0	8	0	**8**	5	4	0	**9**	0	0	0	18	0	**18**
08:00 - 09:00	3	4	0	**7**	15	4	0	**19**	3	1	0	**4**	3	4	1	**8**	0	1	0	29	0	**30**	0	0	0	19	0	**19**	24	13	1	**38**	0	1	0	48	0	**49**
09:00 - 10:00	0	0	0	**0**	0	0	0	**0**	0	4	0	**4**	0	0	0	**0**	0	0	0	15	0	**15**	0	0	0	11	0	**11**	0	4	0	**4**	0	0	0	26	0	**26**
10:00 - 11:00	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	4	0	**4**	0	0	1	8	0	**9**	0	0	0	11	0	**11**	0	6	0	**6**	0	0	1	19	0	**20**
11:00 - 12:00	0	1	0	**1**	0	2	0	**2**	0	0	0	**0**	0	0	0	**0**	0	0	1	13	0	**14**	0	0	0	18	0	**18**	0	3	0	**3**	0	0	1	31	0	**32**
12:00 - 13:00	0	0	0	**0**	0	2	0	**2**	0	2	0	**2**	1	2	0	**3**	0	0	0	19	0	**19**	0	0	0	17	0	**17**	1	6	0	**7**	0	0	0	36	0	**36**
13:00 - 14:00	0	2	0	**2**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	12	0	**12**	0	0	0	13	0	**13**	0	3	0	**3**	0	0	0	25	0	**25**
14:00 - 15:00	0	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	0	0	**0**	0	0	0	21	0	**21**	0	0	0	16	0	**16**	0	2	0	**2**	0	0	0	37	0	**37**
15:00 - 16:00	15	8	0	**23**	6	2	0	**8**	9	0	0	**9**	2	1	0	**3**	0	0	0	27	0	**27**	0	0	0	26	0	**26**	32	11	0	**43**	0	0	0	53	0	**53**
16:00 - 17:00	2	3	0	**5**	0	1	0	**1**	0	1	0	**1**	1	2	0	**3**	0	0	0	14	0	**14**	0	0	0	18	1	**19**	3	7	0	**10**	0	0	0	32	1	**33**
17:00 - 18:00	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	0	0	21	0	**21**	0	0	0	29	0	**29**	0	2	0	**2**	0	0	0	50	0	**50**
18:00 - 19:00	0	0	0	**0**	0	1	0	**1**	0	2	0	**2**	0	0	0	**0**	0	0	0	16	0	**16**	0	0	1	22	0	**23**	0	3	0	**3**	0	0	1	38	0	**39**
19:00 - 20:00	0	1	0	**1**	0	5	0	**5**	0	0	0	**0**	0	0	0	**0**	0	0	0	19	0	**19**	0	0	0	17	0	**17**	0	6	0	**6**	0	0	0	36	0	**36**
20:00 - 21:00	0	3	0	**3**	0	2	0	**2**	0	2	0	**2**	0	2	0	**2**	0	0	1	13	0	**14**	0	1	0	11	1	**13**	0	9	0	**9**	0	1	1	24	1	**27**
21:00 - 22:00	0	1	0	**1**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	13	1	**14**	0	0	1	11	1	**13**	0	2	0	**2**	0	0	1	24	2	**27**
22:00 - 23:00	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	8	0	**8**	0	0	0	9	0	**9**	0	0	0	**0**	0	0	0	17	0	**17**
23:00 - 24:00	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	7	0	**7**	0	0	0	4	0	**4**	0	0	0	**0**	0	0	0	11	0	**11**
TOTAL	**20**	**27**	**0**	**47**	**24**	**22**	**0**	**46**	**12**	**16**	**0**	**28**	**9**	**18**	**1**	**28**	**0**	**1**	**3**	**275**	**1**	**280**	**0**	**1**	**2**	**264**	**3**	**270**	**65**	**83**	**1**	**149**	**0**	**2**	**5**	**539**	**4**	**550**

TABLE 6: SUMMARY OF MANUAL CLASSIFIED COUNT (TUESDAY 20TH MAY 2025) - KINDER AVENUE



SCALE: Do Not Scale	CLIENT: MR L. CHAU	JOB TITLE: KINDER AVENUE, COWLERSLEY	BANCROFT CONSULTING	
DATE: 26.06.25				
DRAWN: CAB	TITLE: SITE LOCATION PLAN		JOB NUMBER: F25004	FIGURE: 1

DRG. No. F25004/01 REV. No.



NOTES:

1. final details of proposed improvements to be agreed by a suitably worded planning condition.

REV.	DATE	DESCRIPTION	DRN	CHK'D

CLIENT

MR L. CHAU

CONTRACT

KINDER AVENUE, COWLERSLEY

TITLE

PROPOSED HIGHWAY IMPROVEMENTS

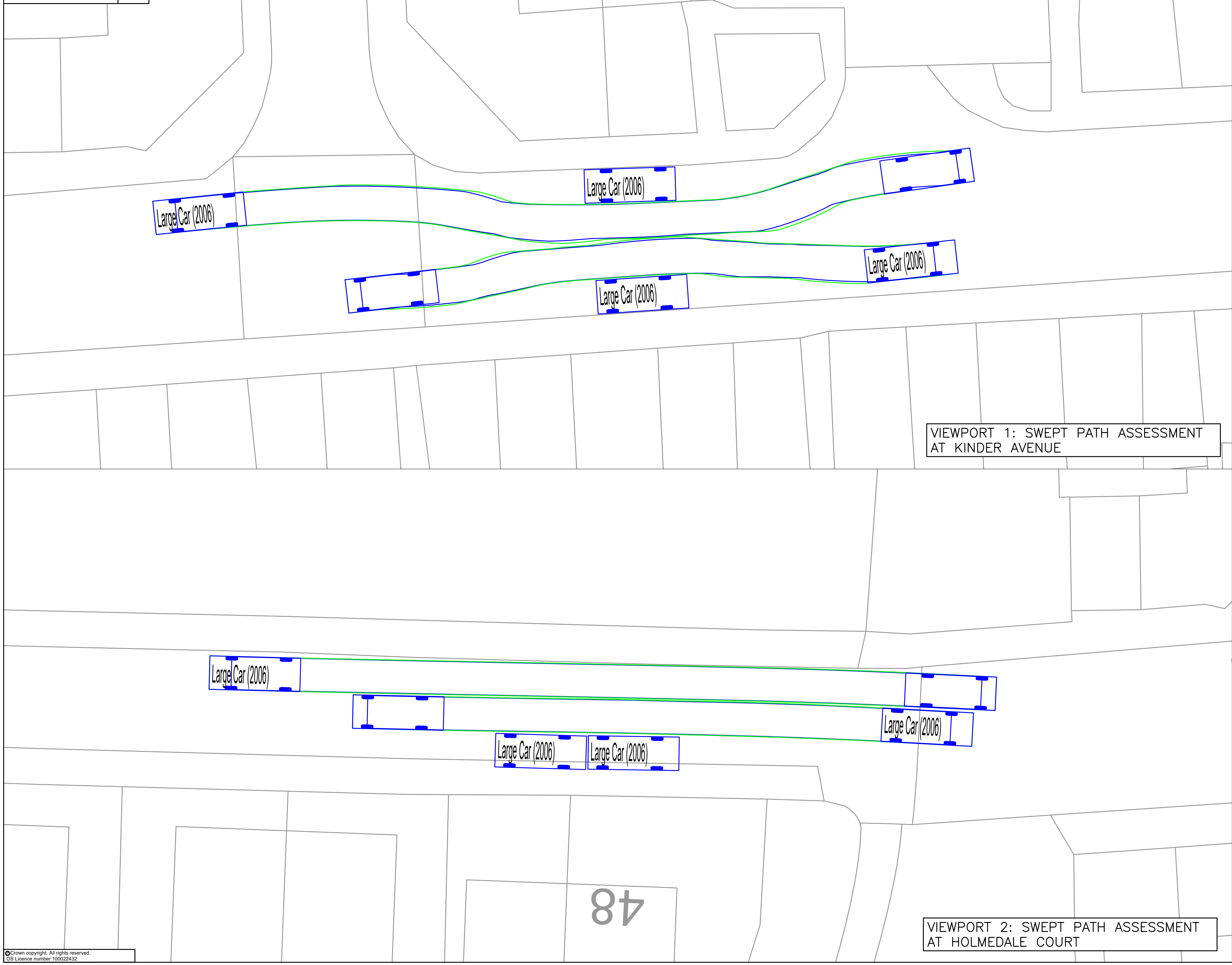
BANCROFT CONSULTING

Bancroft Consulting Ltd
Jarodale House
7 Gregory Boulevard
Nottingham
NG7 6LB

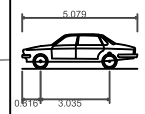
t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

DRAWN BY	
NAME (PRINT)	DATE
CAB	26.06.25
CHECKED BY	
NAME (PRINT)	DATE
CJB	26.06.25
SCALE 1:200@A3	STATUS PRELIMINARY
DRG. NO. F25004/01	REV

DRG. No. F25004/02 | REV. No.



NOTES:



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV.	DATE	DESCRIPTION	DWN	CHK'D

CLIENT
MR L. CHAU

CONTRACT
KINDER AVENUE, COWLERSLEY

TITLE
KINDER AVENUE/ HOLMEDALE COURT SWEPT PATH ASSESSMENTS

BANCROFT CONSULTING

Bancroft Consulting Ltd
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7 Gregory Boulevard
Nottingham
NG7 6LB

t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

DRAWN BY	
NAME (PRINT)	DATE
CAB	26.06.25
CHECKED BY	
NAME (PRINT)	DATE
CJB	26.06.25

SCALE 1:200@A3 | STATUS PRELIMINARY

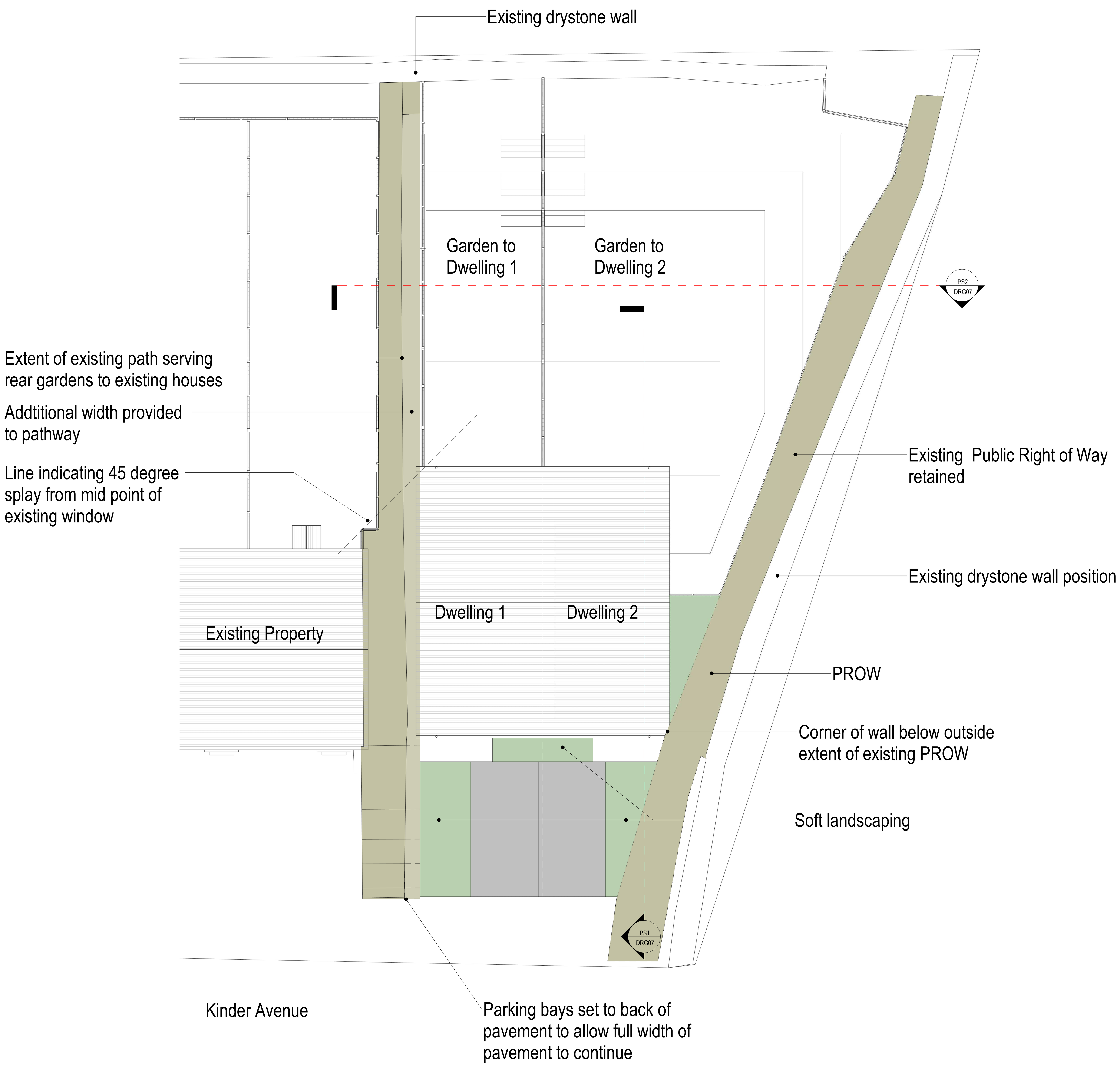
DRG. NO. F25004/02 | REV

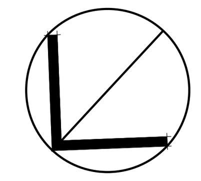
APPENDIX A – PROPOSED SITE LAYOUT (APPLICATION REFERENCE 2022/62/93950/W)

Notes:

- This drawing is copyright.
- Do not scale dimensions from this drawing.
- This drawing is to be read in conjunction with all other relevant drawings.
- All discrepancies on this drawing are to be reported to the architect.
- Do not modify any element of this drawing.
- Use drawing only for purpose(s) issued.

0mm 100mm





VISUAL SCALE 1:100 @ A1

Rev	Date	Revision Notes	Dn	Rv

Client Lee Yung Chau	
Project Land at Kinder Avenue Cowlersley, Huddersfield, HD4 5XD	
Drawing Title Proposed Site and Block Plan	
Job Number	Drawing Originated Date
Scale@A1 1 : 100	Purpose
Drawing Number DRG02	Revision

APPENDIX B – APPEAL DECISION NOTICE

Appeal Decision

Site visit made on 5 December 2023

by K Williams MTCP (Hons) MRTPI

an Inspector appointed by the Secretary of State

Decision date: 5 April 2024

Appeal Ref: APP/Z4718/W/23/3324398
143 Kinder Avenue , Cowlersley, Kirklees, Huddersfield HD4 5XD

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr Lee Chau against the decision of Kirklees Metropolitan Council.
- The application Ref 2022/62/93950/W, dated 7 December 2022, was refused by notice dated 28 March 2023.
- The development proposed is the residential development for 2 dwellings.

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The description of development in the heading above has been taken from the planning application form. However, in Part E of the appeal form it is stated that the description of development has not changed but, nevertheless, a different wording has been entered. Neither of the main parties has provided written confirmation that a revised description of development has been agreed. Accordingly, I have used the one given on the original application.

3. The Framework was updated in December 2023, and accordingly for the purposes of this decision I have referred to the latest version of the Framework. The content of the Framework has not been materially altered in respect of the main issue which I have considered. Therefore, it has not been necessary to seek further views from the main parties in this instance.

Main Issues

4. The main issues are the effect of the proposed development upon highway safety with particular regard to parking and access arrangements.

Reasons

5. The appeal site comprises an area of land used for parking several cars for residential properties. It is located adjacent to 143 Kinder Avenue. Kinder Avenue is a straight and wide residential road, with wide footpaths on both sides. There are no parking restrictions along Kinder Avenue and on-street parking on both sides of the road in front of properties does occur. It also

provides a road access into a housing allocation site which is currently under construction.

6. The proposal for two dwellings would be able to accommodate its own parking requirements in the form of one off street parking space in front of each property. The Highway Authority has confirmed the level of parking provision provided here for the two dwellings is acceptable.

7. The proposal would remove the area, the appellant advises used informally, for off-street parking for other residential properties which predominantly do not have driveways. The development would therefore be likely to increase on-street parking for these properties.

8. There is no substantive evidence from the Council that on-street parking is limited, or that Kinder Avenue, or other parking areas would not be able to accommodate the 11 vehicles capable of being parked on the appeal site, which would be displaced as a result of the removal of the parking area. That being said, the appellant's evidence relating to on-street car park capacity is not conclusive. I note the presence of construction parking at the time of the survey, but overall the survey is limited in duration and avoids peak times when most residents may be expected to be at home.

9. Although existing parking provision on the appeal site is in a remote location, residents are likely to try to park close to their homes as that would be more convenient, particularly for those who are less mobile. It is therefore likely that displaced parking would occur within close proximity to the appeal site, immediately either side of the proposed development parking spaces and opposite the proposed development. Given the absence of parking restrictions, parking could occur on both sides of Kinder Avenue particularly outside and opposite the homes of residents who have had their parking displaced and around the junction with Ladybower Avenue. I consider it could also occur along the newer road layout in the adjacent housing allocation site due to the proximity.

10. The appellant contends that Kinder Avenue would be wide enough at 8.5 metres to allow two vehicles to pass, even with parked cars on either side. The width of the newly constructed carriageway in the housing allocation site, which the plan[1] provided appears to be narrower. It has not been clearly substantiated whether the carriageway width would be able to accommodate two vehicles passing safely if vehicles were parked on both sides of the road next to and opposite plot 47 of the housing allocation site. Potentially, this could result in vehicles waiting or reversing back along the highway should they meet.

11. Although some drivers may reverse into the proposed parking spaces of the new development, the likely situation of exiting the site in reverse gear over the pavement would occur. Given the displaced parking is likely to be a regular rather than occasional feature, in all probability, this would often be between parked cars. The Council has not clearly identified what visibility it requires, however, neither has the appellant provided any specific evidence which would objectively establish the extent of visibility. Given the height of parked cars, and their likely proximity to the proposed parking spaces, I consider that

[1] Job: Broadoak Farm Linthwaite, Drawing: No 20 Proposed Site Plan.

visibility of any driver either exiting in forward, but particularly reverse gear could be restricted.

12. Notwithstanding that Kinder Avenue appeared to be relatively quiet at the time of my site visit, visibility into oncoming traffic, or cyclists approaching the location of the proposed driveways from either direction could be restricted. Whilst the removal of the current bell-mouth junction would represent an improvement for the safety of pedestrians, this is countered by the additional on-street parking which would also make it more difficult for pedestrians to safely cross Kinder Avenue.

13. In relation to the obstruction of sight lines, I appreciate that the advice contained within the Manual for Streets 2[2] (MfS2) that drivers emerging from the parking areas would be likely to exercise more caution. However it is not clear whether this relates to all vehicular movements, given this is also stated within the Manual for Streets[3] (MfS) in respect of forward visibility section. Even if this is not the case, it is likely that there will be obstructions to visibility which would not minimise the scope for conflicts.

14. I also recognise that, as set out in the MfS2 in certain circumstances, some encroachment into visibility splays may be acceptable. However, from the extract provided, the guidance relates to the provision of defined bays rather than ad-hoc parking arrangements and the movement of traffic through urban junctions, not to the exiting of vehicles from a residential access/drive, between parked cars and in reverse gear.

15. I did not witness any localised parking problems, parking congestion, inconsiderate parking, heavy vehicle movements or excessive road speeds. My observations were only a snapshot in time, but they alongside the accident data, and approval of the housing allocation scheme does not suggest that the current road environment is hazardous. That being said, the housing allocation site does not appear to have been completed or fully occupied, and the highway safety records do not take account of this site. As such this limits the weight, I can give to these records.

16. Whilst I appreciate the guidance contained within the MfS regarding frontage access and on street parking, for the above reasons there is potential for increased conflict between highway users, due to the effect of the displaced parking on the highway and from the use of the proposed parking areas which could have substandard visibility.

17. In conclude that the proposal would result in harm to highway safety with particular regard to the parking and access arrangements and would therefore conflict with Policies LP21 and LP22 of the Kirklees Local Plan 2019, which requires, amongst other things, that safe and suitable access can be achieved. There would not be a severe cumulative impact on the road network, but there would be a harmful impact on highway safety contrary to the advice within chapter 9 of the Framework which seeks to minimise the scope for conflicts between pedestrians, cyclists, and vehicles.

18. Noting the emphasis of Principle 12 of the Council's House Builders Design Guide Supplementary Planning Document June 2021, which predominantly

[2] The Chartered Institution of Highways and Transportation Manual for Streets 2 Wider Application of the Principles 2010.
[3] Department for Transport Manual for Streets 2007.

relates to the provision of parking for the proposed development, I do not find substantial conflict with this document in respect of this appeal.

Other Matters

19. My attention has also been drawn to the alleged inconsistencies in the Council's decision between the appeal proposal and a similar development at 113 Kinder Avenue. Again, it is not clear whether the development displaced parking available to other residents, which would create a scenario for increased parking in the immediate vicinity of the site. I also note condition 6, which required measures to prevent planting or anything to be erected over 1 metre in height to enable adequate visibility, which suggests consideration of this matter.

20. However, any lack of objection to another scheme in the vicinity does not overcome the concerns which I have identified above regarding the effect of this proposal on highway safety. In any event, I have determined the appeal proposal on its own merits and found that it would cause harm as outlined above.

21. There is no evidence that the site is underused or not being used for parking, or that its removal is imminent. Although residents have outlined that one parking bay was granted to each dwelling this is a private matter which sits outside the scope of this planning appeal. I do note that the parking area could be removed from use, however this on its own would not be as harmful as the combined effect with the proposed parking arrangements. I therefore attach limited weight to the removal of the parking area.

22. Matters relating to the character and appearance of the area, living conditions of residents of neighbouring properties, the Public Right of Way, anti-social behaviour, crime, flooding, and the cumulative effects of an additional building site are largely identified and considered within the Council officer's report on the appeal scheme when they determined the planning application. I have been provided with no evidence which would prompt me to disagree with the Council's conclusions in these respects. These are neutral matters weighing neither for nor against the appeal.

23. I have no evidence that the Council has a housing shortfall. However, the proposal would make efficient use of a small site that could be delivered quickly and, in doing, so could make a rapid contribution to housing supply and provide economic benefits and broaden the choice of homes in an accessible location. Given the scale of the development proposed, I ascribe moderate weight to these benefits.

Planning Balance and Conclusion

24. There would be benefits from additional housing on a small site that could be delivered quickly and some support from the Framework in this regard. However, I have found that the proposal would have an unacceptable effect on highway safety. The safe and efficient operation of the highway is a legitimate and well-established planning policy aim.

25. Consequently, whilst I acknowledge the benefits in this case, I conclude that they are not of sufficient weight to outweigh the harmful effects of the proposal in relation to highway safety. This would result in conflict with the Framework,

taken as a whole, so overall, the Framework does not weigh in favour of the development.

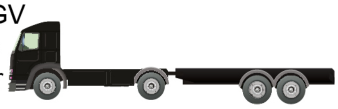
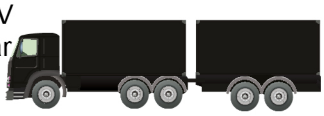
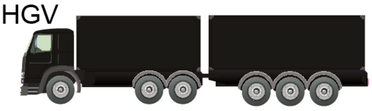
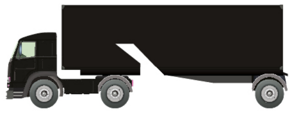
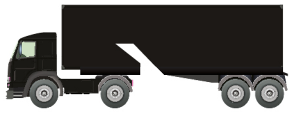
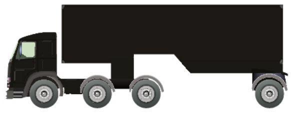
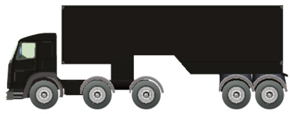
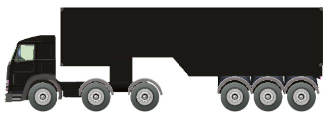
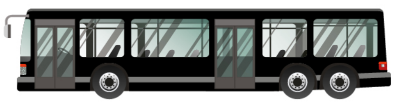
26. For the reasons given above, I conclude that the material considerations do not indicate that a decision should be made other than in accordance with the development plan. The appeal is therefore dismissed.

K Williams

INSPECTOR

APPENDIX C – SURVEY RESULTS

Road Data Services Ltd

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van, Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Medium / Large Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or cCoach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

Classification Classes: Car/Van: 1 OGV1/Bus: 2,3,5,6,7,12 OGV2: 4,8,9,10,11,13

Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

15/05/2025	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7	13	0	0	0	0	0	0	0	0	0	0	0	0	13
8	13	0	1	0	0	0	0	0	0	0	0	0	0	14
9	40	3	0	0	0	0	0	0	0	0	0	0	0	43
10	10	1	0	0	0	0	0	0	0	0	0	0	0	11
11	15	2	0	0	0	0	0	0	0	0	0	0	0	17
12	12	3	0	0	0	0	0	0	0	0	0	0	0	15
13	8	0	0	0	0	0	0	0	0	0	0	0	0	8
14	15	0	0	0	0	0	0	0	0	0	0	0	0	15
15	14	0	0	0	0	0	0	0	0	0	0	0	0	14
16	23	0	0	0	0	0	0	0	0	0	0	0	0	23
17	21	1	0	0	0	0	0	0	0	0	0	0	0	22
18	29	1	0	0	0	0	0	0	0	0	0	0	0	30
19	15	0	0	0	0	0	0	0	0	0	0	0	0	15
20	15	0	0	0	0	0	0	0	0	0	0	0	0	15
21	10	0	0	0	0	0	0	0	0	0	0	0	0	10
22	10	0	0	0	0	0	0	0	0	0	0	0	0	10
23	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	215	11	1	0	0	0	0	0	0	0	0	0	0	227
6-22	263	11	1	0	0	0	0	0	0	0	0	0	0	275
6-24	269	11	1	0	0	0	0	0	0	0	0	0	0	281
0-24	276	11	1	0	0	0	0	0	0	0	0	0	0	288

Channel 2 - Southwestbound

15/05/2025	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	8	0	0	0	0	0	0	0	0	0	0	0	0	8
8	7	3	0	0	0	0	0	0	0	0	0	0	0	10
9	25	3	0	0	0	0	0	0	0	0	0	0	0	28
10	13	4	0	0	0	0	0	0	0	0	0	0	0	17
11	5	1	0	0	0	0	0	0	0	0	0	0	0	6
12	9	0	0	1	0	0	0	0	0	0	0	0	0	10
13	4	2	0	0	0	0	0	0	0	0	0	0	0	6
14	17	0	0	0	0	0	0	0	0	0	0	0	0	17
15	11	1	0	0	0	0	0	0	0	0	0	0	0	12
16	24	1	0	0	0	0	0	0	0	0	0	0	0	25
17	16	2	0	0	0	0	0	0	0	0	0	0	0	18
18	17	2	0	0	0	0	0	0	0	0	0	0	0	19
19	15	2	0	0	0	0	0	0	0	0	0	0	0	17
20	10	1	0	0	0	0	0	0	0	0	0	0	0	11
21	18	0	0	0	0	0	0	0	0	0	0	0	0	18
22	12	1	0	0	0	0	0	0	0	0	0	0	0	13
23	11	0	0	0	0	0	0	0	0	0	0	0	0	11
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	163	21	0	1	0	0	0	0	0	0	0	0	0	185
6-22	211	23	0	1	0	0	0	0	0	0	0	0	0	235
6-24	223	23	0	1	0	0	0	0	0	0	0	0	0	247
0-24	227	23	0	1	0	0	0	0	0	0	0	0	0	251

Channel 1 - Northeastbound

16/05/2025	Vehicle Classes													
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	11	0	0	0	0	0	0	0	0	0	0	0	0	11
8	14	1	0	0	0	0	0	0	0	0	0	0	0	15
9	22	1	0	0	0	0	0	0	0	0	0	0	0	23
10	15	1	0	0	0	0	0	0	0	0	0	0	0	16
11	16	1	0	0	0	0	0	0	0	0	0	0	0	17
12	7	3	0	0	0	0	0	0	0	0	0	0	0	10
13	14	0	0	0	0	0	0	0	0	0	0	0	0	14
14	11	1	0	0	0	0	0	0	0	0	0	1	0	13
15	25	2	0	0	0	0	0	0	0	0	0	0	0	27
16	37	2	0	0	0	0	0	0	0	0	0	0	0	39
17	21	2	0	0	0	0	0	0	0	0	0	0	0	23
18	26	4	0	0	0	0	0	0	0	0	0	0	0	30
19	16	1	0	0	0	0	0	0	0	0	0	0	0	17
20	15	1	0	0	0	0	0	0	0	0	0	0	0	16
21	10	0	0	0	0	0	0	0	0	0	0	0	0	10
22	14	2	0	0	0	0	0	0	0	0	0	0	0	16
23	11	0	0	0	0	0	0	0	0	0	0	0	0	11
24	9	0	0	0	0	0	0	0	0	0	0	0	0	9
7-19	224	19	0	0	0	0	0	0	0	0	0	1	0	244
6-22	274	22	0	0	0	0	0	0	0	0	0	1	0	297
6-24	294	22	0	0	0	0	0	0	0	0	0	1	0	317
0-24	298	23	0	0	0	0	0	0	0	0	0	1	0	322

Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

16/05/2025	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	8	0	0	0	0	0	0	0	0	0	0	0	0	8
9	22	0	0	0	0	0	0	0	0	0	0	0	0	22
10	17	1	0	0	0	0	0	0	0	0	0	0	0	18
11	8	2	0	0	0	0	0	0	0	0	0	0	0	10
12	14	0	0	0	0	0	0	0	0	0	0	0	0	14
13	11	1	0	0	0	0	0	0	0	0	0	0	0	12
14	15	2	0	0	0	0	0	0	0	0	0	0	0	17
15	14	2	0	0	0	0	0	0	0	0	0	0	0	16
16	26	0	0	0	0	0	0	0	0	0	0	0	0	26
17	31	1	0	0	0	0	0	0	0	0	0	0	0	32
18	17	3	0	0	0	0	0	0	0	0	0	0	0	20
19	21	1	0	0	0	0	0	0	0	0	0	0	0	22
20	15	1	0	0	0	0	0	0	0	0	0	0	0	16
21	13	1	0	0	0	0	0	0	0	0	0	0	0	14
22	12	0	0	0	0	0	0	0	0	0	0	0	0	12
23	12	0	0	0	0	0	0	0	0	0	0	0	0	12
24	10	0	0	0	0	0	0	0	0	0	0	0	0	10
7-19	204	13	0	0	0	0	0	0	0	0	0	0	0	217
6-22	245	15	0	0	0	0	0	0	0	0	0	0	0	260
6-24	267	15	0	0	0	0	0	0	0	0	0	0	0	282
0-24	272	16	0	0	0	0	0	0	0	0	0	0	0	288

Channel 1 - Northeastbound

17/05/2025	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7	6	0	0	0	0	0	0	0	0	0	0	0	0	6
8	5	0	1	0	0	0	0	0	0	0	0	0	0	6
9	12	0	0	0	0	0	0	0	0	0	0	0	0	12
10	12	1	0	0	0	0	0	0	0	0	0	0	0	13
11	14	2	0	0	0	0	0	0	0	0	0	0	0	16
12	13	0	0	0	0	0	0	0	0	0	0	0	0	13
13	18	1	0	0	0	0	0	0	0	0	0	0	0	19
14	14	4	0	0	0	0	0	0	0	0	0	0	0	18
15	26	0	0	0	0	0	0	0	0	0	0	0	0	26
16	17	1	0	0	0	0	0	0	0	0	0	0	0	18
17	21	1	0	0	0	0	0	0	0	0	0	0	0	22
18	19	0	0	0	0	0	0	0	0	0	0	0	0	19
19	21	0	0	0	0	0	0	0	0	0	0	0	0	21
20	12	0	0	0	0	0	0	0	0	0	0	0	0	12
21	9	0	0	0	0	0	0	0	0	0	0	0	0	9
22	11	0	0	0	0	0	0	0	0	0	0	0	0	11
23	9	0	0	0	0	0	0	0	0	0	0	0	0	9
24	3	2	0	0	0	0	0	0	0	0	0	0	0	5
7-19	192	10	1	0	0	0	0	0	0	0	0	0	0	203
6-22	230	10	1	0	0	0	0	0	0	0	0	0	0	241
6-24	242	12	1	0	0	0	0	0	0	0	0	0	0	255
0-24	253	12	1	0	0	0	0	0	0	0	0	0	0	266

Channel 2 - Southwestbound

17/05/2025	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	3	0	0	0	0	0	0	0	0	0	0	0	0	3
9	6	0	0	0	0	0	0	0	0	0	0	0	0	6
10	11	0	0	0	0	0	0	0	0	0	0	0	0	11
11	8	1	0	0	0	0	0	0	0	0	0	0	0	9
12	19	0	0	0	0	0	0	0	0	0	0	0	0	19
13	14	2	0	0	0	0	0	0	0	0	0	0	0	16
14	15	2	0	0	0	0	0	0	0	0	0	0	0	17
15	21	0	0	0	0	0	0	0	0	0	0	0	0	21
16	14	1	0	0	0	0	0	0	0	0	0	0	0	15
17	13	0	0	0	0	0	0	0	0	0	0	1	0	14
18	20	0	0	0	0	0	0	0	0	0	0	0	0	20
19	27	0	1	0	0	0	0	0	0	0	0	0	0	28
20	12	0	0	0	0	0	0	0	0	0	0	0	0	12
21	11	0	0	0	0	0	0	0	0	0	0	0	0	11
22	11	0	0	0	0	0	0	0	0	0	0	0	0	11
23	11	0	0	0	0	0	0	0	0	0	0	0	0	11
24	5	2	0	0	0	0	0	0	0	0	0	0	0	7
7-19	171	6	1	0	0	0	0	0	0	0	0	1	0	179
6-22	206	6	1	0	0	0	0	0	0	0	0	1	0	214
6-24	222	8	1	0	0	0	0	0	0	0	0	1	0	232
0-24	231	8	1	0	0	0	0	0	0	0	0	1	0	241

Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

18/05/2025	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	2	0	0	0	0	0	0	0	0	0	0	0	0	2
9	5	0	0	0	0	0	0	0	0	0	0	0	0	5
10	13	0	0	0	0	0	0	0	0	0	0	0	0	13
11	13	1	0	0	0	0	0	0	0	0	0	0	0	14
12	19	2	0	0	0	0	0	0	0	0	0	0	0	21
13	25	0	0	0	0	0	0	0	0	0	0	0	0	25
14	15	1	0	0	0	0	0	0	0	0	0	0	0	16
15	18	1	0	0	0	0	0	0	0	0	0	0	0	19
16	17	0	0	0	0	0	0	0	0	0	0	0	0	17
17	14	0	0	0	0	0	0	0	0	0	0	0	0	14
18	23	1	0	0	0	0	0	0	0	0	0	0	0	24
19	13	0	1	0	0	0	0	0	0	0	0	0	0	14
20	17	0	0	0	0	0	0	0	0	0	0	0	0	17
21	9	0	0	0	0	0	0	0	0	0	0	0	0	9
22	7	0	0	0	0	0	0	0	0	0	0	0	0	7
23	6	0	0	0	0	0	0	0	0	0	0	0	0	6
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	177	6	1	0	0	0	0	0	0	0	0	0	0	184
6-22	211	6	1	0	0	0	0	0	0	0	0	0	0	218
6-24	218	6	1	0	0	0	0	0	0	0	0	0	0	225
0-24	225	6	1	0	0	0	0	0	0	0	0	0	0	232

Channel 2 - Southwestbound

18/05/2025	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9	5	0	0	0	0	0	0	0	0	0	0	0	0	5
10	5	0	0	0	0	0	0	0	0	0	0	0	0	5
11	8	0	0	0	0	0	0	0	0	0	0	0	0	8
12	12	1	0	0	0	0	0	0	0	0	0	0	0	13
13	10	1	0	0	0	0	0	0	0	0	0	0	0	11
14	17	1	0	0	0	0	0	0	0	0	0	0	0	18
15	24	0	1	0	0	0	0	0	0	0	0	0	0	25
16	18	1	0	0	0	0	0	0	0	0	0	0	0	19
17	23	3	0	0	0	0	0	0	0	0	0	0	0	26
18	12	1	0	0	0	0	0	0	0	0	0	0	0	13
19	12	1	0	0	0	0	0	0	0	0	0	0	0	13
20	12	2	0	0	0	0	0	0	0	0	0	0	0	14
21	15	0	0	0	0	0	0	0	0	0	0	0	0	15
22	8	0	0	0	0	0	0	0	0	0	0	0	0	8
23	3	1	0	0	0	0	0	0	0	0	0	0	0	4
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	147	9	1	0	0	0	0	0	0	0	0	0	0	157
6-22	182	11	1	0	0	0	0	0	0	0	0	0	0	194
6-24	189	12	1	0	0	0	0	0	0	0	0	0	0	202
0-24	195	12	1	0	0	0	0	0	0	0	0	0	0	208

Channel 1 - Northeastbound

19/05/2025	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	7	1	0	0	0	0	0	0	0	0	0	0	0	8
7	9	0	0	0	0	0	0	0	0	0	0	0	0	9
8	22	0	0	0	0	0	0	0	0	0	0	0	0	22
9	32	0	0	0	0	0	0	0	0	0	0	0	0	32
10	9	1	1	0	0	0	0	0	0	0	0	0	0	11
11	6	0	0	0	0	0	0	0	0	0	0	0	0	6
12	12	1	0	0	0	0	0	0	0	0	0	0	0	13
13	16	1	0	0	0	0	0	0	0	0	0	0	0	17
14	16	1	0	0	0	0	0	0	0	0	0	0	0	17
15	18	4	0	0	0	0	0	0	0	0	0	0	0	22
16	29	5	0	0	1	0	0	0	0	0	0	0	0	35
17	30	3	0	0	0	0	0	0	0	0	0	0	0	33
18	20	0	0	0	0	0	0	0	0	0	0	0	0	20
19	23	0	0	0	0	0	0	0	0	0	0	0	0	23
20	12	0	0	0	0	0	0	0	0	0	0	0	0	12
21	11	1	0	0	0	0	0	0	0	0	0	0	0	12
22	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23	10	0	0	0	0	0	0	0	0	0	0	0	0	10
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	233	16	1	0	1	0	0	0	0	0	0	0	0	251
6-22	269	17	1	0	1	0	0	0	0	0	0	0	0	288
6-24	281	17	1	0	1	0	0	0	0	0	0	0	0	300
0-24	290	18	1	0	1	0	0	0	0	0	0	0	0	310

Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

19/05/2025	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	5	0	0	0	0	0	0	0	0	0	0	0	0	5
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	7	2	0	0	0	0	0	0	0	0	0	0	0	9
9	19	3	0	0	0	0	0	0	0	0	0	0	0	22
10	16	0	0	0	0	0	0	0	0	0	0	0	0	16
11	14	1	0	0	0	0	0	0	0	0	0	0	0	15
12	8	2	0	0	0	0	0	0	0	0	0	0	0	10
13	14	2	0	0	0	0	0	0	0	0	0	0	0	16
14	16	0	0	0	0	0	0	0	0	0	0	0	0	16
15	12	5	0	0	0	0	0	0	0	0	0	0	0	17
16	31	2	0	0	0	0	0	0	0	0	0	0	0	33
17	23	2	0	0	0	0	0	0	0	0	0	0	0	25
18	22	0	0	0	0	0	0	0	0	0	0	0	0	22
19	23	0	0	0	0	0	0	0	0	0	0	0	0	23
20	22	0	0	0	0	0	0	0	0	0	0	0	0	22
21	12	0	1	0	0	0	0	0	0	0	0	0	0	13
22	6	0	0	0	0	0	0	0	0	0	0	0	0	6
23	11	0	0	0	0	0	0	0	0	0	0	0	0	11
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	205	19	0	0	0	0	0	0	0	0	0	0	0	224
6-22	246	19	1	0	0	0	0	0	0	0	0	0	0	266
6-24	260	19	1	0	0	0	0	0	0	0	0	0	0	280
0-24	266	19	1	0	0	0	0	0	0	0	0	0	0	286

Channel 1 - Northeastbound

20/05/2025	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	6	0	0	0	0	0	0	0	0	0	0	0	0	6
7	10	0	0	0	0	0	0	0	0	0	0	0	0	10
8	10	0	0	0	0	0	0	0	0	0	0	0	0	10
9	27	1	0	0	0	0	0	0	0	0	0	0	0	28
10	14	1	0	0	0	0	0	0	0	0	0	0	0	15
11	6	1	1	0	0	0	0	0	0	0	0	0	0	8
12	12	1	0	0	0	0	0	0	0	0	0	0	0	13
13	19	0	0	0	0	0	0	0	0	0	0	0	0	19
14	11	0	0	0	0	0	0	0	0	0	0	0	0	11
15	20	0	0	0	0	0	0	0	0	0	0	0	0	20
16	26	1	0	0	0	0	0	0	0	0	0	0	0	27
17	11	2	0	0	0	0	0	0	0	0	0	0	0	13
18	20	1	0	0	0	0	0	0	0	0	0	0	0	21
19	16	0	0	0	0	0	0	0	0	0	0	0	0	16
20	17	1	0	0	0	0	0	0	0	0	0	0	0	18
21	12	1	0	0	0	0	0	0	0	0	0	0	0	13
22	13	1	0	0	0	0	0	0	0	0	0	0	0	14
23	8	0	0	0	0	0	0	0	0	0	0	0	0	8
24	6	0	0	0	0	0	0	0	0	0	0	0	0	6
7-19	192	8	1	0	0	0	0	0	0	0	0	0	0	201
6-22	244	11	1	0	0	0	0	0	0	0	0	0	0	256
6-24	258	11	1	0	0	0	0	0	0	0	0	0	0	270
0-24	273	11	1	0	0	0	0	0	0	0	0	0	0	285

Channel 2 - Southwestbound

20/05/2025	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7	4	0	0	0	0	0	0	0	0	0	0	0	0	4
8	7	1	0	0	0	0	0	0	0	0	0	0	0	8
9	16	2	1	0	0	0	0	0	0	0	0	0	0	19
10	11	0	0	0	0	0	0	0	0	0	0	0	0	11
11	10	1	0	0	0	0	0	0	0	0	0	0	0	11
12	15	2	0	0	0	0	0	0	0	0	0	0	0	17
13	13	0	0	0	0	0	0	0	0	0	0	0	0	13
14	11	2	0	0	0	0	0	0	0	0	0	0	0	13
15	16	0	0	0	0	0	0	0	0	0	0	0	0	16
16	24	1	0	0	0	0	0	0	0	0	0	0	0	25
17	18	0	0	0	0	0	0	0	0	0	0	0	0	18
18	28	2	0	0	0	0	0	0	0	0	0	0	0	30
19	20	0	0	0	0	0	0	0	0	0	0	0	0	20
20	16	1	0	0	0	0	0	0	0	0	0	0	0	17
21	11	1	0	0	0	0	0	0	0	0	0	0	0	12
22	12	0	0	0	0	0	0	0	0	0	0	0	0	12
23	7	1	0	0	0	0	0	0	0	0	0	0	0	8
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	189	11	1	0	0	0	0	0	0	0	0	0	0	201
6-22	232	13	1	0	0	0	0	0	0	0	0	0	0	246
6-24	243	14	1	0	0	0	0	0	0	0	0	0	0	258
0-24	249	14	1	0	0	0	0	0	0	0	0	0	0	264

Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

21/05/2025	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	6	0	0	0	0	0	0	0	0	0	0	0	0	6
7	8	0	0	0	0	0	0	0	0	0	0	0	0	8
8	19	0	0	0	0	0	0	0	0	0	0	0	0	19
9	26	2	0	0	0	0	0	0	0	0	0	0	0	28
10	15	0	0	0	0	0	0	0	0	0	0	0	0	15
11	11	0	0	0	0	0	0	0	0	0	0	0	0	11
12	5	0	0	0	0	0	0	0	0	0	0	0	0	5
13	9	0	0	0	0	0	0	0	0	0	0	0	0	9
14	7	1	0	0	0	0	0	0	0	0	0	0	0	8
15	23	2	0	0	0	0	0	0	0	0	0	0	0	25
16	25	5	0	0	0	0	0	0	0	0	0	0	0	30
17	17	1	0	0	0	0	0	0	0	0	0	0	0	18
18	26	2	0	0	0	0	0	1	0	0	0	0	0	29
19	18	0	0	0	0	0	0	0	0	0	0	0	0	18
20	10	1	0	0	0	0	0	0	0	0	0	0	0	11
21	8	1	0	0	0	0	0	0	0	0	0	0	0	9
22	9	1	0	0	0	0	0	0	0	0	0	0	0	10
23	6	1	0	0	0	0	0	0	0	0	0	0	0	7
24	6	0	0	0	0	0	0	0	0	0	0	0	0	6
7-19	201	13	0	0	0	0	0	1	0	0	0	0	0	215
6-22	236	16	0	0	0	0	0	1	0	0	0	0	0	253
6-24	248	17	0	0	0	0	0	1	0	0	0	0	0	266
0-24	260	17	0	0	0	0	0	1	0	0	0	0	0	278

Channel 2 - Southwestbound

21/05/2025	Vehicle Classes												
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	5	0	0	0	0	0	0	0	0	0	0	0	0	5
8	8	1	0	0	0	0	0	0	0	0	0	0	0	9
9	16	4	0	0	0	0	0	0	0	0	0	0	0	20
10	15	2	0	0	0	0	0	0	0	0	0	0	0	17
11	9	1	0	0	0	0	0	0	0	0	0	0	0	10
12	9	2	0	0	0	0	0	0	0	0	0	0	0	11
13	9	1	0	0	0	0	0	0	0	0	0	0	0	10
14	12	1	0	0	0	0	0	0	0	0	0	0	0	13
15	18	2	0	0	0	0	0	0	0	0	0	0	0	20
16	22	2	0	0	0	0	0	0	0	0	0	0	0	24
17	25	2	0	0	0	0	0	0	0	0	0	0	0	27
18	25	2	0	0	0	0	0	0	0	0	0	0	0	27
19	14	3	0	0	0	0	0	0	0	0	0	0	0	17
20	11	2	0	0	0	0	0	0	0	0	0	0	0	13
21	7	2	0	0	0	0	0	0	0	0	0	0	0	9
22	10	0	0	0	0	0	0	0	0	0	0	0	0	10
23	7	3	0	0	0	0	0	0	0	0	0	0	0	10
24	6	0	0	0	0	0	0	0	0	0	0	0	0	6
7-19	182	23	0	0	0	0	0	0	0	0	0	0	0	205
6-22	215	27	0	0	0	0	0	0	0	0	0	0	0	242
6-24	228	30	0	0	0	0	0	0	0	0	0	0	0	258
0-24	235	31	0	0	0	0	0	0	0	0	0	0	0	266

Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

15/05/2025	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60+	TOTAL
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	3	0	0	0	0	0	0	0	3
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	3	1	0	0	0	0	0	0	0	0	4
7	0	0	2	9	2	0	0	0	0	0	0	0	13
8	0	1	6	6	1	0	0	0	0	0	0	0	14
9	0	6	18	16	3	0	0	0	0	0	0	0	43
10	0	1	4	3	3	0	0	0	0	0	0	0	11
11	2	3	8	3	1	0	0	0	0	0	0	0	17
12	2	1	7	5	0	0	0	0	0	0	0	0	15
13	0	2	3	2	1	0	0	0	0	0	0	0	8
14	0	4	3	8	0	0	0	0	0	0	0	0	15
15	0	1	3	8	2	0	0	0	0	0	0	0	14
16	0	1	10	9	3	0	0	0	0	0	0	0	23
17	0	0	8	12	2	0	0	0	0	0	0	0	22
18	1	1	12	14	2	0	0	0	0	0	0	0	30
19	0	4	7	4	0	0	0	0	0	0	0	0	15
20	1	1	10	2	1	0	0	0	0	0	0	0	15
21	0	1	4	4	1	0	0	0	0	0	0	0	10
22	0	2	6	2	0	0	0	0	0	0	0	0	10
23	0	0	1	3	0	1	0	0	0	0	0	0	5
24	0	0	0	1	0	0	0	0	0	0	0	0	1
7-19	5	25	89	90	18	0	0	0	0	0	0	0	227
6-22	6	29	111	107	22	0	0	0	0	0	0	0	275
6-24	6	29	112	111	22	1	0	0	0	0	0	0	281
0-24	6	29	115	112	25	1	0	0	0	0	0	0	288

Channel 2 - Southwestbound

15/05/2025	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60+	TOTAL
1	0	0	0	0	1	0	0	0	0	0	0	0	1
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	1	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	1	0	0	0	0	0	0	0	0	1
7	0	1	4	1	1	1	0	0	0	0	0	0	8
8	1	0	5	3	1	0	0	0	0	0	0	0	10
9	0	4	12	11	1	0	0	0	0	0	0	0	28
10	1	3	6	7	0	0	0	0	0	0	0	0	17
11	0	2	0	3	1	0	0	0	0	0	0	0	6
12	1	2	2	4	1	0	0	0	0	0	0	0	10
13	0	1	2	2	1	0	0	0	0	0	0	0	6
14	0	3	6	6	2	0	0	0	0	0	0	0	17
15	0	1	6	4	1	0	0	0	0	0	0	0	12
16	1	4	10	6	4	0	0	0	0	0	0	0	25
17	0	3	4	10	1	0	0	0	0	0	0	0	18
18	0	2	9	8	0	0	0	0	0	0	0	0	19
19	0	1	11	3	1	1	0	0	0	0	0	0	17
20	0	4	4	2	0	0	0	0	1	0	0	0	11
21	0	4	9	5	0	0	0	0	0	0	0	0	18
22	1	1	7	4	0	0	0	0	0	0	0	0	13
23	0	2	4	5	0	0	0	0	0	0	0	0	11
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	4	26	73	67	14	1	0	0	0	0	0	0	185
6-22	5	36	97	79	15	2	0	0	1	0	0	0	235
6-24	5	38	102	84	15	2	0	0	1	0	0	0	247
0-24	5	38	103	85	17	2	0	0	1	0	0	0	251

Channel 1 - Northeastbound

16/05/2025	Vehicle Speeds (MPH)												
Hr Ending	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60+	TOTAL
1	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	1	0	0	0	0	0	0	0	0	1
6	0	0	1	1	0	0	0	0	0	0	0	0	2
7	0	0	4	5	2	0	0	0	0	0	0	0	11
8	0	2	2	8	3	0	0	0	0	0	0	0	15
9	0	4	10	8	0	1	0	0	0	0	0	0	23
10	0	1	4	6	5	0	0	0	0	0	0	0	16
11	0	1	7	4	5	0	0	0	0	0	0	0	17
12	0	0	5	3	0	1	1	0	0	0	0	0	10
13	1	2	3	4	3	1	0	0	0	0	0	0	14
14	0	0	6	4	3	0	0	0	0	0	0	0	13
15	0	4	7	10	6	0	0	0	0	0	0	0	27
16	0	5	13	17	3	1	0	0	0	0	0	0	39
17	1	3	3	15	1	0	0	0	0	0	0	0	23
18	0	3	11	14	2	0	0	0	0	0	0	0	30
19	0	0	5	6	6	0	0	0	0	0	0	0	17
20	0	3	3	3	6	1	0	0	0	0	0	0	16
21	0	0	3	2	5	0	0	0	0	0	0	0	10
22	0	3	8	5	0	0	0	0	0	0	0	0	16
23	0	0	3	7	0	0	1	0	0	0	0	0	11
24	0	0	3	5	0	1	0	0	0	0	0	0	9
7-19	2	25	76	99	37	4	1	0	0	0	0	0	244
6-22	2	31	94	114	50	5	1	0	0	0	0	0	297
6-24	2	31	100	126	50	6	2	0	0	0	0	0	317
0-24	2	31	101	130	50	6	2	0	0	0	0	0	322

Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

16/05/2025	Vehicle Speeds (MPH)											
Hr Ending	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60+	TOTAL
1	0	2	1	0	0	0	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	1	1	0	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	1	0	0	0	0	0	0	0	0	0	1
8	0	0	1	3	2	2	0	0	0	0	0	0	8
9	1	2	3	12	4	0	0	0	0	0	0	0	22
10	1	2	8	5	1	1	0	0	0	0	0	0	18
11	0	1	2	6	0	0	1	0	0	0	0	0	10
12	0	3	2	7	2	0	0	0	0	0	0	0	14
13	0	1	0	4	7	0	0	0	0	0	0	0	12
14	0	1	3	11	2	0	0	0	0	0	0	0	17
15	0	1	7	5	2	1	0	0	0	0	0	0	16
16	0	2	14	7	3	0	0	0	0	0	0	0	26
17	4	2	6	13	4	1	2	0	0	0	0	0	32
18	0	1	5	10	4	0	0	0	0	0	0	0	20
19	0	2	8	9	2	1	0	0	0	0	0	0	22
20	0	5	7	3	1	0	0	0	0	0	0	0	16
21	0	2	6	4	2	0	0	0	0	0	0	0	14
22	0	2	6	4	0	0	0	0	0	0	0	0	12
23	1	3	2	4	2	0	0	0	0	0	0	0	12
24	0	0	8	1	1	0	0	0	0	0	0	0	10
7-19	6	18	59	92	33	6	3	0	0	0	0	0	217
6-22	6	27	79	103	36	6	3	0	0	0	0	0	260
6-24	7	30	89	108	39	6	3	0	0	0	0	0	282
0-24	7	32	91	110	39	6	3	0	0	0	0	0	288

Channel 1 - Northeastbound

17/05/2025	Vehicle Speeds (MPH)											
Hr Ending	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60+	TOTAL
1	0	0	2	2	1	0	0	0	0	0	0	0	5
2	0	1	0	0	0	1	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	2	2	0	0	0	0	0	0	0	0	4
7	0	1	2	3	0	0	0	0	0	0	0	0	6
8	2	0	3	1	0	0	0	0	0	0	0	0	6
9	0	1	5	5	1	0	0	0	0	0	0	0	12
10	0	1	4	7	1	0	0	0	0	0	0	0	13
11	0	3	7	5	1	0	0	0	0	0	0	0	16
12	1	3	4	4	0	1	0	0	0	0	0	0	13
13	0	4	9	5	0	1	0	0	0	0	0	0	19
14	0	2	8	6	2	0	0	0	0	0	0	0	18
15	0	2	14	10	0	0	0	0	0	0	0	0	26
16	0	4	7	5	1	1	0	0	0	0	0	0	18
17	1	1	10	8	2	0	0	0	0	0	0	0	22
18	2	6	4	6	1	0	0	0	0	0	0	0	19
19	1	5	7	6	1	1	0	0	0	0	0	0	21
20	2	4	0	2	3	1	0	0	0	0	0	0	12
21	0	2	7	0	0	0	0	0	0	0	0	0	9
22	1	2	3	2	2	1	0	0	0	0	0	0	11
23	0	0	2	5	2	0	0	0	0	0	0	0	9
24	0	0	3	1	0	0	1	0	0	0	0	0	5
7-19	7	32	82	68	10	4	0	0	0	0	0	0	203
6-22	10	41	94	75	15	6	0	0	0	0	0	0	241
6-24	10	41	99	81	17	6	1	0	0	0	0	0	255
0-24	10	42	103	85	18	7	1	0	0	0	0	0	266

Channel 2 - Southwestbound

17/05/2025	Vehicle Speeds (MPH)											
Hr Ending	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60+	TOTAL
1	0	0	1	1	0	1	0	0	0	0	0	0	3
2	0	1	2	1	0	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	1	0	0	0	0	0	0	0	0	1
7	0	1	0	0	0	0	0	0	0	0	0	0	1
8	0	0	1	0	2	0	0	0	0	0	0	0	3
9	0	0	3	1	1	1	0	0	0	0	0	0	6
10	0	1	5	4	1	0	0	0	0	0	0	0	11
11	0	0	3	4	2	0	0	0	0	0	0	0	9
12	0	4	5	9	1	0	0	0	0	0	0	0	19
13	0	2	7	5	2	0	0	0	0	0	0	0	16
14	0	5	6	5	1	0	0	0	0	0	0	0	17
15	0	3	11	6	1	0	0	0	0	0	0	0	21
16	0	2	8	3	2	0	0	0	0	0	0	0	15
17	1	5	4	4	0	0	0	0	0	0	0	0	14
18	0	4	8	7	1	0	0	0	0	0	0	0	20
19	1	5	11	7	3	1	0	0	0	0	0	0	28
20	1	2	4	4	1	0	0	0	0	0	0	0	12
21	0	3	7	1	0	0	0	0	0	0	0	0	11
22	0	1	6	4	0	0	0	0	0	0	0	0	11
23	0	2	5	3	1	0	0	0	0	0	0	0	11
24	0	2	3	1	0	1	0	0	0	0	0	0	7
7-19	2	31	72	55	17	2	0	0	0	0	0	0	179
6-22	3	38	89	64	18	2	0	0	0	0	0	0	214
6-24	3	42	97	68	19	3	0	0	0	0	0	0	232
0-24	3	43	101	71	19	4	0	0	0	0	0	0	241

Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

18/05/2025	Vehicle Speeds (MPH)											
Hr Ending	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60+	TOTAL
1	0	0	2	0	0	0	0	0	0	0	0	0	2
2	0	0	2	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	2	0	0	0	0	0	0	0	2
7	0	0	1	0	0	0	0	0	0	0	0	0	1
8	0	0	2	0	0	0	0	0	0	0	0	0	2
9	0	1	1	3	0	0	0	0	0	0	0	0	5
10	0	1	10	2	0	0	0	0	0	0	0	0	13
11	0	3	1	9	1	0	0	0	0	0	0	0	14
12	1	1	12	6	1	0	0	0	0	0	0	0	21
13	2	3	12	6	1	0	1	0	0	0	0	0	25
14	0	3	6	4	3	0	0	0	0	0	0	0	16
15	1	6	8	4	0	0	0	0	0	0	0	0	19
16	0	3	7	6	1	0	0	0	0	0	0	0	17
17	1	2	7	4	0	0	0	0	0	0	0	0	14
18	0	4	10	8	2	0	0	0	0	0	0	0	24
19	1	0	4	8	1	0	0	0	0	0	0	0	14
20	0	0	8	9	0	0	0	0	0	0	0	0	17
21	0	0	0	8	1	0	0	0	0	0	0	0	9
22	0	1	3	2	0	1	0	0	0	0	0	0	7
23	0	0	2	3	1	0	0	0	0	0	0	0	6
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	6	27	80	60	10	0	1	0	0	0	0	0	184
6-22	6	28	92	79	11	1	1	0	0	0	0	0	218
6-24	6	28	95	82	12	1	1	0	0	0	0	0	225
0-24	6	28	100	82	14	1	1	0	0	0	0	0	232

Channel 2 - Southwestbound

18/05/2025	Vehicle Speeds (MPH)											
Hr Ending	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60+	TOTAL
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	3	0	0	0	0	0	0	0	0	0	3
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	2	0	0	0	0	0	0	0	0	0	0	2
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	1	0	0	0	0	0	0	0	0	0	1
9	0	0	3	2	0	0	0	0	0	0	0	0	5
10	0	0	2	2	1	0	0	0	0	0	0	0	5
11	0	1	3	3	1	0	0	0	0	0	0	0	8
12	0	2	7	3	1	0	0	0	0	0	0	0	13
13	0	3	4	1	2	0	1	0	0	0	0	0	11
14	0	4	8	2	2	1	0	1	0	0	0	0	18
15	3	7	13	2	0	0	0	0	0	0	0	0	25
16	1	2	8	4	3	1	0	0	0	0	0	0	19
17	1	6	11	8	0	0	0	0	0	0	0	0	26
18	0	2	6	5	0	0	0	0	0	0	0	0	13
19	0	2	4	5	1	1	0	0	0	0	0	0	13
20	0	0	3	5	6	0	0	0	0	0	0	0	14
21	1	3	6	5	0	0	0	0	0	0	0	0	15
22	0	1	5	1	1	0	0	0	0	0	0	0	8
23	0	0	0	4	0	0	0	0	0	0	0	0	4
24	0	1	3	0	0	0	0	0	0	0	0	0	4
7-19	5	29	70	37	11	3	1	1	0	0	0	0	157
6-22	6	33	84	48	18	3	1	1	0	0	0	0	194
6-24	6	34	87	52	18	3	1	1	0	0	0	0	202
0-24	6	36	90	53	18	3	1	1	0	0	0	0	208

Channel 1 - Northeastbound

19/05/2025	Vehicle Speeds (MPH)											
Hr Ending	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60+	TOTAL
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	1	3	4	0	0	0	0	0	0	0	8
7	0	0	6	3	0	0	0	0	0	0	0	0	9
8	0	1	7	11	2	1	0	0	0	0	0	0	22
9	0	2	23	6	1	0	0	0	0	0	0	0	32
10	1	2	2	4	2	0	0	0	0	0	0	0	11
11	0	0	2	3	1	0	0	0	0	0	0	0	6
12	1	0	6	4	1	1	0	0	0	0	0	0	13
13	0	2	5	9	1	0	0	0	0	0	0	0	17
14	0	2	10	4	0	0	1	0	0	0	0	0	17
15	0	4	9	8	1	0	0	0	0	0	0	0	22
16	0	3	14	12	6	0	0	0	0	0	0	0	35
17	0	2	10	16	4	1	0	0	0	0	0	0	33
18	0	0	5	11	3	1	0	0	0	0	0	0	20
19	0	3	13	7	0	0	0	0	0	0	0	0	23
20	0	0	1	8	3	0	0	0	0	0	0	0	12
21	0	4	1	6	1	0	0	0	0	0	0	0	12
22	0	0	1	2	1	0	0	0	0	0	0	0	4
23	1	1	4	4	0	0	0	0	0	0	0	0	10
24	1	1	0	0	0	0	0	0	0	0	0	0	2
7-19	2	21	106	95	22	4	1	0	0	0	0	0	251
6-22	2	25	115	114	27	4	1	0	0	0	0	0	288
6-24	4	27	119	118	27	4	1	0	0	0	0	0	300
0-24	4	27	122	121	31	4	1	0	0	0	0	0	310

Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

19/05/2025	Vehicle Speeds (MPH)											
Hr Ending	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60+	TOTAL
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	3	0	2	0	0	0	0	0	0	0	5
7	0	0	1	0	0	0	0	0	0	0	0	0	1
8	0	0	2	4	3	0	0	0	0	0	0	0	9
9	0	1	7	10	2	2	0	0	0	0	0	0	22
10	1	2	6	7	0	0	0	0	0	0	0	0	16
11	0	0	5	6	3	0	1	0	0	0	0	0	15
12	0	0	7	3	0	0	0	0	0	0	0	0	10
13	0	2	8	5	1	0	0	0	0	0	0	0	16
14	0	1	9	4	2	0	0	0	0	0	0	0	16
15	0	4	5	8	0	0	0	0	0	0	0	0	17
16	0	4	14	11	4	0	0	0	0	0	0	0	33
17	1	1	12	8	2	1	0	0	0	0	0	0	25
18	0	1	7	9	5	0	0	0	0	0	0	0	22
19	1	3	11	7	1	0	0	0	0	0	0	0	23
20	1	2	15	3	1	0	0	0	0	0	0	0	22
21	0	2	4	6	1	0	0	0	0	0	0	0	13
22	0	1	3	1	1	0	0	0	0	0	0	0	6
23	1	5	3	2	0	0	0	0	0	0	0	0	11
24	0	1	0	2	0	0	0	0	0	0	0	0	3
7-19	3	19	93	82	23	3	1	0	0	0	0	0	224
6-22	4	24	116	92	26	3	1	0	0	0	0	0	266
6-24	5	30	119	96	26	3	1	0	0	0	0	0	280
0-24	5	30	123	96	28	3	1	0	0	0	0	0	286

Channel 1 - Northeastbound

20/05/2025	Vehicle Speeds (MPH)											
Hr Ending	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60+	TOTAL
1	0	2	1	1	0	0	0	0	0	0	0	0	4
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	2	0	0	0	0	0	0	0	0	0	2
5	0	0	0	2	0	0	0	0	0	0	0	0	2
6	0	0	2	4	0	0	0	0	0	0	0	0	6
7	0	0	6	3	1	0	0	0	0	0	0	0	10
8	0	1	4	3	1	1	0	0	0	0	0	0	10
9	0	2	19	6	1	0	0	0	0	0	0	0	28
10	1	0	4	7	3	0	0	0	0	0	0	0	15
11	1	2	1	2	2	0	0	0	0	0	0	0	8
12	0	0	4	7	2	0	0	0	0	0	0	0	13
13	0	1	11	5	0	2	0	0	0	0	0	0	19
14	0	2	2	4	1	1	1	0	0	0	0	0	11
15	1	1	6	8	3	0	1	0	0	0	0	0	20
16	0	3	13	7	4	0	0	0	0	0	0	0	27
17	0	1	4	4	4	0	0	0	0	0	0	0	13
18	0	0	7	11	3	0	0	0	0	0	0	0	21
19	0	0	3	9	4	0	0	0	0	0	0	0	16
20	0	4	5	6	3	0	0	0	0	0	0	0	18
21	0	0	5	7	1	0	0	0	0	0	0	0	13
22	0	0	7	7	0	0	0	0	0	0	0	0	14
23	0	1	2	3	1	1	0	0	0	0	0	0	8
24	0	0	4	0	2	0	0	0	0	0	0	0	6
7-19	3	13	78	73	28	4	2	0	0	0	0	0	201
6-22	3	17	101	96	33	4	2	0	0	0	0	0	256
6-24	3	18	107	99	36	5	2	0	0	0	0	0	270
0-24	3	20	112	106	37	5	2	0	0	0	0	0	285

Channel 2 - Southwestbound

20/05/2025	Vehicle Speeds (MPH)											
Hr Ending	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60+	TOTAL
1	0	2	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	2	1	0	0	0	0	0	0	0	4
7	0	0	1	3	0	0	0	0	0	0	0	0	4
8	0	0	4	3	0	1	0	0	0	0	0	0	8
9	0	2	5	9	3	0	0	0	0	0	0	0	19
10	0	3	3	5	0	0	0	0	0	0	0	0	11
11	0	2	4	5	0	0	0	0	0	0	0	0	11
12	0	1	11	4	1	0	0	0	0	0	0	0	17
13	0	2	5	5	1	0	0	0	0	0	0	0	13
14	0	1	3	7	0	2	0	0	0	0	0	0	13
15	0	1	8	5	2	0	0	0	0	0	0	0	16
16	0	1	8	14	2	0	0	0	0	0	0	0	25
17	0	2	8	7	1	0	0	0	0	0	0	0	18
18	0	2	15	12	1	0	0	0	0	0	0	0	30
19	0	3	7	8	1	0	1	0	0	0	0	0	20
20	1	2	6	8	0	0	0	0	0	0	0	0	17
21	0	2	6	2	1	1	0	0	0	0	0	0	12
22	0	0	5	5	1	1	0	0	0	0	0	0	12
23	2	0	3	3	0	0	0	0	0	0	0	0	8
24	2	1	0	1	0	0	0	0	0	0	0	0	4
7-19	0	20	81	84	12	3	1	0	0	0	0	0	201
6-22	1	24	99	102	14	5	1	0	0	0	0	0	246
6-24	5	25	102	106	14	5	1	0	0	0	0	0	258
0-24	5	27	103	108	15	5	1	0	0	0	0	0	264

Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

21/05/2025	Vehicle Speeds (MPH)											
Hr Ending	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60+	TOTAL
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	1	2	0	0	0	0	0	0	0	3
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	1	0	0	0	0	0	0	0	0	1
6	0	0	2	3	0	1	0	0	0	0	0	0	6
7	0	0	3	4	1	0	0	0	0	0	0	0	8
8	0	0	8	9	1	1	0	0	0	0	0	0	19
9	1	2	10	9	6	0	0	0	0	0	0	0	28
10	0	1	6	5	3	0	0	0	0	0	0	0	15
11	1	2	6	1	1	0	0	0	0	0	0	0	11
12	0	0	2	3	0	0	0	0	0	0	0	0	5
13	1	0	5	2	1	0	0	0	0	0	0	0	9
14	1	1	3	2	1	0	0	0	0	0	0	0	8
15	0	7	8	7	3	0	0	0	0	0	0	0	25
16	2	1	8	15	3	0	1	0	0	0	0	0	30
17	0	3	6	8	1	0	0	0	0	0	0	0	18
18	0	4	17	7	1	0	0	0	0	0	0	0	29
19	0	4	7	5	1	1	0	0	0	0	0	0	18
20	0	1	4	3	3	0	0	0	0	0	0	0	11
21	1	1	5	1	1	0	0	0	0	0	0	0	9
22	0	0	3	6	1	0	0	0	0	0	0	0	10
23	0	0	1	3	3	0	0	0	0	0	0	0	7
24	0	0	2	4	0	0	0	0	0	0	0	0	6
7-19	6	25	86	73	22	2	1	0	0	0	0	0	215
6-22	7	27	101	87	28	2	1	0	0	0	0	0	253
6-24	7	27	104	94	31	2	1	0	0	0	0	0	266
0-24	7	27	107	100	33	3	1	0	0	0	0	0	278

Channel 2 - Southwestbound

21/05/2025	Vehicle Speeds (MPH)											
Hr Ending	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60+	TOTAL
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	2	0	0	0	0	0	0	0	0	3
4	0	0	0	0	2	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	1	1	0	0	0	0	0	0	0	3
7	0	0	3	2	0	0	0	0	0	0	0	0	5
8	0	0	3	5	1	0	0	0	0	0	0	0	9
9	2	1	6	6	2	2	1	0	0	0	0	0	20
10	0	3	6	5	3	0	0	0	0	0	0	0	17
11	0	1	8	0	1	0	0	0	0	0	0	0	10
12	0	0	8	3	0	0	0	0	0	0	0	0	11
13	0	2	4	4	0	0	0	0	0	0	0	0	10
14	1	2	4	5	1	0	0	0	0	0	0	0	13
15	2	1	8	7	2	0	0	0	0	0	0	0	20
16	0	3	12	7	2	0	0	0	0	0	0	0	24
17	1	2	10	10	4	0	0	0	0	0	0	0	27
18	0	3	10	12	1	1	0	0	0	0	0	0	27
19	0	3	4	5	5	0	0	0	0	0	0	0	17
20	0	0	6	7	0	0	0	0	0	0	0	0	13
21	0	1	3	4	0	1	0	0	0	0	0	0	9
22	0	1	4	5	0	0	0	0	0	0	0	0	10
23	0	3	2	3	2	0	0	0	0	0	0	0	10
24	0	0	4	2	0	0	0	0	0	0	0	0	6
7-19	6	21	83	69	22	3	1	0	0	0	0	0	205
6-22	6	23	99	87	22	4	1	0	0	0	0	0	242
6-24	6	26	105	92	24	4	1	0	0	0	0	0	258
0-24	6	27	106	95	27	4	1	0	0	0	0	0	266

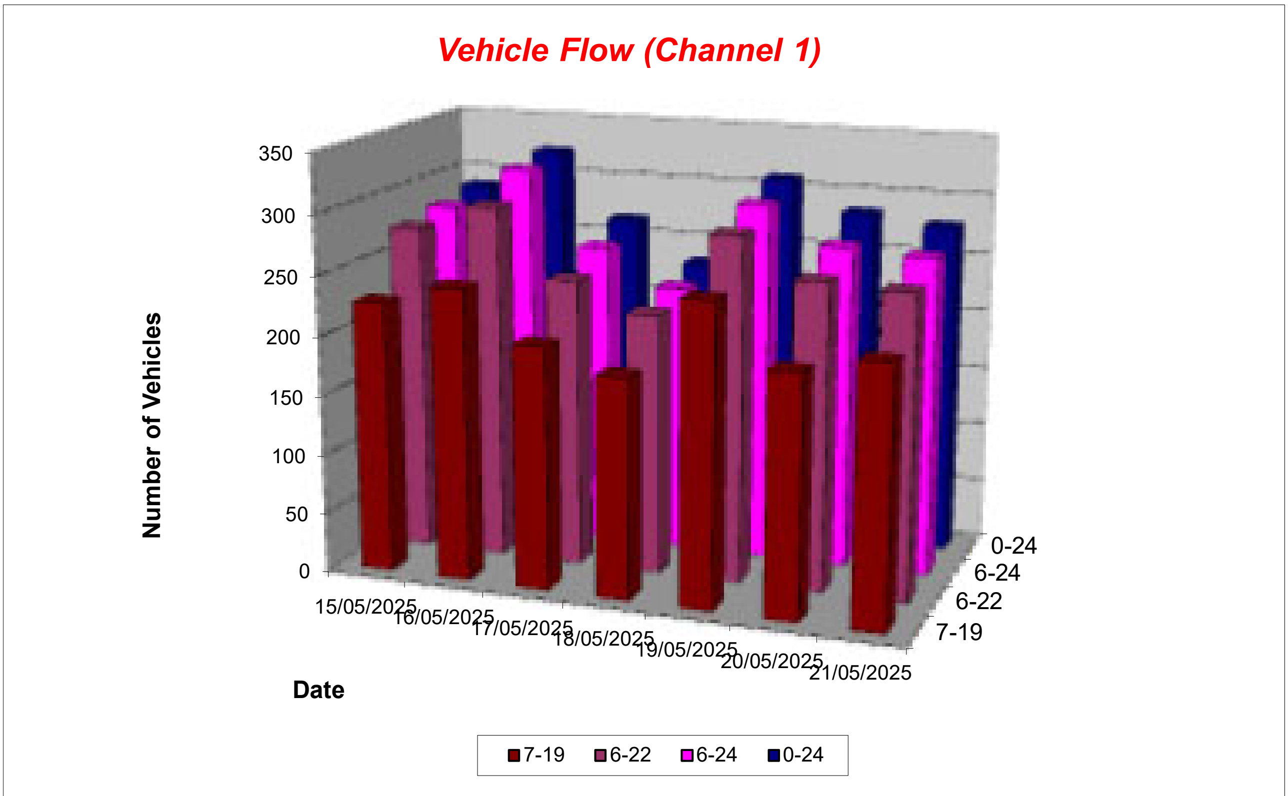
Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound | Vehicle Flow | **Week 1**

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday	Weekday Average	Average
1	0	1	5	2	0	4	1	1	2
2	0	0	2	2	1	1	0	0	1
3	0	0	0	0	0	0	3	1	0
4	3	1	0	1	0	2	1	1	1
5	0	1	0	0	1	2	1	1	1
6	4	2	4	2	8	6	6	5	5
7	13	11	6	1	9	10	8	10	8
8	14	15	6	2	22	10	19	16	13
9	43	23	12	5	32	28	28	31	24
10	11	16	13	13	11	15	15	14	13
11	17	17	16	14	6	8	11	12	13
12	15	10	13	21	13	13	5	11	13
13	8	14	19	25	17	19	9	13	16
14	15	13	18	16	17	11	8	13	14
15	14	27	26	19	22	20	25	22	22
16	23	39	18	17	35	27	30	31	27
17	22	23	22	14	33	13	18	22	21
18	30	30	19	24	20	21	29	26	25
19	15	17	21	14	23	16	18	18	18
20	15	16	12	17	12	18	11	14	14
21	10	10	9	9	12	13	9	11	10
22	10	16	11	7	4	14	10	11	10
23	5	11	9	6	10	8	7	8	8
24	1	9	5	1	2	6	6	5	4

7-19	227	244	203	184	251	201	215	228	218
6-22	275	297	241	218	288	256	253	274	261
6-24	281	317	255	225	300	270	266	287	273
0-24	288	322	266	232	310	285	278	297	283

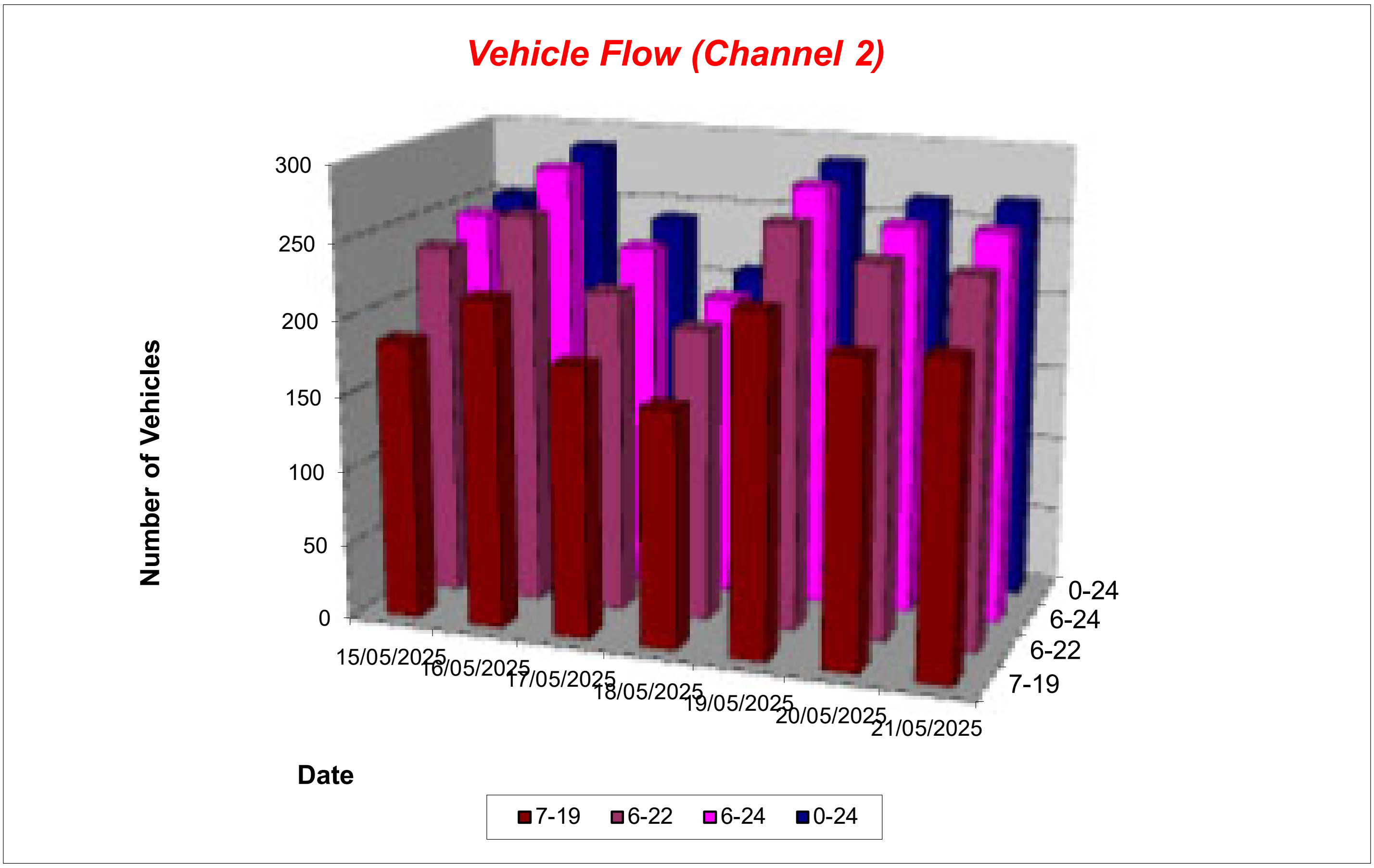


Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound | **Vehicle Flow** | **Week 1**

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday	Weekday Average	Average
1	1	3	3	0	0	2	0	1	1
2	1	0	4	3	0	0	0	0	1
3	1	0	0	1	0	0	3	1	1
4	0	1	1	0	1	0	2	1	1
5	0	2	0	0	0	0	0	0	0
6	1	0	1	2	5	4	3	3	2
7	8	1	1	0	1	4	5	4	3
8	10	8	3	1	9	8	9	9	7
9	28	22	6	5	22	19	20	22	17
10	17	18	11	5	16	11	17	16	14
11	6	10	9	8	15	11	10	10	10
12	10	14	19	13	10	17	11	12	13
13	6	12	16	11	16	13	10	11	12
14	17	17	17	18	16	13	13	15	16
15	12	16	21	25	17	16	20	16	18
16	25	26	15	19	33	25	24	27	24
17	18	32	14	26	25	18	27	24	23
18	19	20	20	13	22	30	27	24	22
19	17	22	28	13	23	20	17	20	20
20	11	16	12	14	22	17	13	16	15
21	18	14	11	15	13	12	9	13	13
22	13	12	11	8	6	12	10	11	10
23	11	12	11	4	11	8	10	10	10
24	1	10	7	4	3	4	6	5	5
7-19	185	217	179	157	224	201	205	206	195
6-22	235	260	214	194	266	246	242	250	237
6-24	247	282	232	202	280	258	258	265	251
0-24	251	288	241	208	286	264	266	271	258



Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound **Average Speed** **Week 1**

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday
1	-	21.2	21.5	16.8	-	14.4	16.8
2	-	-	20.2	18.0	19.3	28.7	-
3	-	-	-	-	-	-	24.9
4	27.3	23.4	-	17.3	-	15.9	24.8
5	-	20.2	-	-	18.2	21.7	24.0
6	19.1	19.5	20.5	25.7	24.1	21.0	22.9
7	22.9	21.8	18.7	18.4	18.5	20.4	20.5
8	20.2	21.2	15.4	17.1	22.1	20.8	20.9
9	19.2	19.0	20.4	20.1	18.2	18.2	20.4
10	21.1	22.1	20.6	18.8	19.7	22.1	21.4
11	16.4	21.7	18.9	20.2	21.3	17.9	17.8
12	17.4	22.2	18.2	18.3	19.8	21.3	20.9
13	18.5	20.3	19.2	18.7	19.9	20.3	17.9
14	18.8	21.2	19.8	19.7	19.1	22.9	18.7
15	21.7	21.0	18.8	16.2	19.2	21.4	18.9
16	20.7	19.9	19.4	19.2	20.7	19.7	20.9
17	21.4	20.0	20.1	17.5	21.6	22.4	19.9
18	20.1	20.3	16.7	19.1	22.6	21.8	18.2
19	17.2	23.5	18.2	20.1	18.7	23.4	18.8
20	18.2	21.7	18.4	19.9	23.0	19.8	21.6
21	20.4	23.0	16.3	22.9	19.1	21.1	17.1
22	17.4	17.8	20.3	21.0	22.3	20.2	21.4
23	23.3	22.5	22.1	20.6	18.2	21.3	23.3
24	20.8	21.9	21.6	18.4	9.0	21.3	20.2
10-12	16.9	21.9	18.6	19.0	20.3	20.0	18.8
14-16	21.1	20.4	19.1	17.6	20.1	20.5	20.0
0-24	19.7	20.9	19.1	19.1	20.2	20.7	20.0

Mean (ALL)	20.0
Weekday Inter-Peak	20.1

Channel 1 - Northeastbound **85th Percentile**

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday
1	-	-	25.2	17.3	-	18.7	-
2	-	-	30.3	19.3	-	-	-
3	-	-	-	-	-	-	27.6
4	28.5	-	-	-	-	16.8	-
5	-	-	-	-	-	22.2	-
6	22.2	23.1	23.0	25.8	27.3	22.1	27.8
7	25.8	25.6	23.7	-	21.8	23.8	24.4
8	23.8	26.8	20.2	19.0	26.7	26.7	25.6
9	23.8	23.7	25.1	24.1	21.2	21.9	25.8
10	26.6	26.7	25.3	21.7	26.5	27.8	26.2
11	22.3	26.2	23.4	24.9	25.1	25.5	22.9
12	22.4	29.0	25.1	22.9	26.3	25.5	23.8
13	23.5	27.2	24.3	25.1	23.8	26.0	23.1
14	23.9	25.3	24.0	25.0	25.3	29.9	24.9
15	25.8	25.8	22.4	20.9	23.6	28.0	23.9
16	25.0	24.4	25.0	23.5	25.2	24.8	27.0
17	25.0	25.2	24.6	22.2	26.2	27.3	24.3
18	24.2	24.1	22.8	23.9	27.0	26.0	21.9
19	21.8	27.5	24.5	24.9	21.9	26.9	24.1
20	22.7	28.5	27.6	22.9	26.3	25.2	26.4
21	25.0	27.4	18.9	24.2	24.6	25.2	22.2
22	21.2	21.3	28.6	27.6	26.8	23.5	24.4
23	28.3	27.9	25.6	24.0	23.4	27.8	27.9
24	-	26.6	28.9	-	11.2	26.1	22.8
10-12	22.4	27.4	24.3	23.7	26.1	26.0	23.6
14-16	25.4	25.1	23.6	22.4	24.7	26.4	25.7
0-24	24.6	26.0	24.8	24.0	25.1	26.0	25.1

85th %ile (ALL)	25.2
Weekday Inter-Peak	25.5

Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound | **Average Speed** | **Week 1**

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday
1	28.5	15.1	23.6	-	-	12.0	-
2	17.7	-	18.2	18.0	-	-	-
3	27.9	-	-	20.6	-	-	18.7
4	-	24.0	17.3	-	19.8	-	26.5
5	-	20.7	-	-	-	-	-
6	20.2	-	21.9	13.4	21.5	23.8	21.9
7	20.8	19.0	12.1	-	15.1	20.1	19.3
8	18.8	26.3	25.3	16.2	23.7	20.9	21.3
9	18.7	21.1	22.8	20.0	21.9	20.4	21.3
10	17.7	19.0	19.6	21.8	18.3	18.5	20.4
11	20.0	21.0	21.5	20.1	23.1	18.9	18.1
12	19.2	20.7	19.1	17.9	19.6	18.8	19.4
13	20.3	23.9	19.7	19.2	18.2	19.5	17.7
14	19.0	21.9	17.9	20.7	20.1	21.8	18.5
15	19.0	21.1	18.7	15.4	18.7	20.1	19.5
16	19.2	19.3	19.2	20.1	19.7	20.8	19.4
17	19.7	20.8	16.3	17.5	19.8	19.8	20.2
18	19.1	22.1	19.2	19.0	21.6	19.9	20.1
19	19.4	21.2	19.3	21.2	18.5	19.9	21.2
20	18.6	17.5	18.4	24.0	18.2	18.9	20.8
21	18.0	19.5	16.8	17.5	20.2	19.7	20.7
22	17.6	18.3	18.8	19.3	18.2	21.7	20.6
23	19.0	18.8	19.1	23.3	15.1	16.9	19.1
24	15.3	18.8	19.1	16.3	20.2	11.8	18.7
10-12	19.5	20.8	19.8	18.8	21.7	18.8	18.8
14-16	19.1	20.0	18.9	17.4	19.4	20.6	19.4
0-24	19.0	20.5	19.0	19.0	19.8	19.8	20.0

Average (ALL)	19.6
Weekday Inter-Peak	19.8

Channel 2 - Southwestbound | **85th Percentile**

Hr Ending	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday
1	-	16.3	29.6	-	-	12.2	-
2	-	-	21.0	19.5	-	-	-
3	-	-	-	-	-	-	23.8
4	-	-	-	-	-	-	27.0
5	-	22.5	-	-	-	-	-
6	-	-	-	14.3	25.8	27.8	24.7
7	27.9	-	-	-	-	23.5	24.0
8	24.9	31.1	29.6	-	26.9	25.7	25.2
9	22.8	26.5	29.0	22.1	26.9	25.3	28.8
10	22.9	25.1	24.4	26.0	23.4	22.4	25.2
11	25.5	27.0	25.3	25.1	29.0	23.2	21.4
12	25.3	25.8	24.0	22.7	22.1	22.0	22.0
13	25.0	28.4	24.5	27.4	22.6	23.6	21.8
14	24.2	25.7	23.0	29.1	24.7	28.1	24.6
15	22.6	26.9	23.1	19.7	23.1	24.6	25.8
16	24.7	24.0	24.5	26.4	24.6	24.3	24.4
17	24.5	28.5	22.2	21.9	25.0	24.5	25.3
18	22.3	27.0	23.4	23.5	25.9	23.8	24.9
19	23.9	26.4	25.0	26.9	23.4	26.1	26.5
20	28.5	21.5	23.8	28.1	22.4	23.4	23.5
21	22.2	24.2	19.7	22.3	24.9	26.1	25.9
22	21.7	21.8	21.2	23.7	22.9	27.0	23.5
23	23.9	25.7	24.0	25.2	19.8	22.2	25.3
24	-	22.1	26.1	18.2	26.8	17.0	22.1
10-12	25.4	26.3	24.6	23.8	26.8	22.5	21.8
14-16	24.1	25.2	23.7	23.2	24.1	24.5	25.0
0-24	24.3	26.2	24.2	24.8	24.9	24.8	25.2

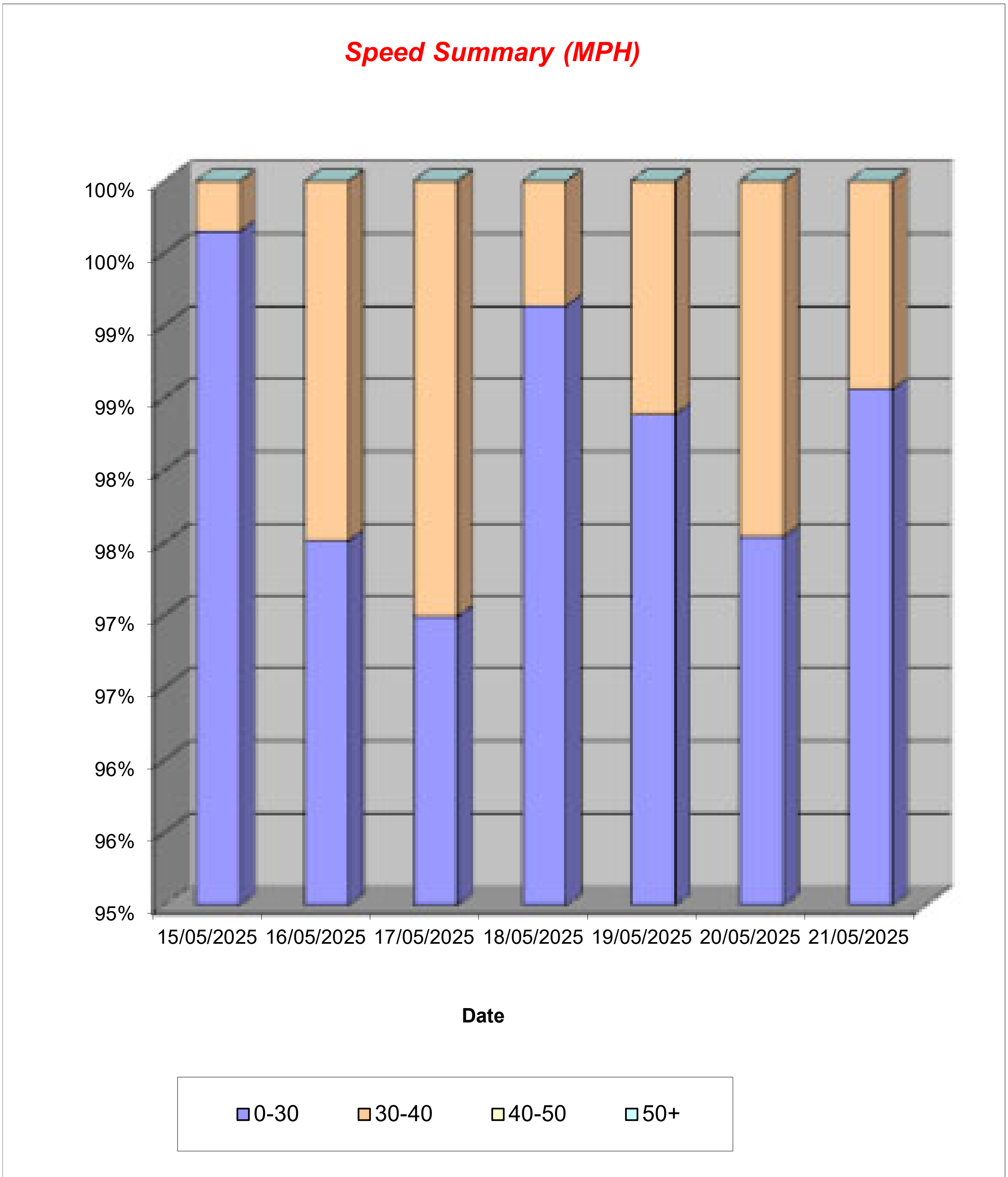
85th %ile (ALL)	24.9
Weekday Inter-Peak	24.7

Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound **Speed Summary** **Week 1**

Speed (MPH)	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday
0-30	287	314	258	230	305	278	274
30-40	1	8	8	2	5	7	4
40-50	0	0	0	0	0	0	0
50+	0	0	0	0	0	0	0
TOTAL	**288**	**322**	**266**	**232**	**310**	**285**	**278**

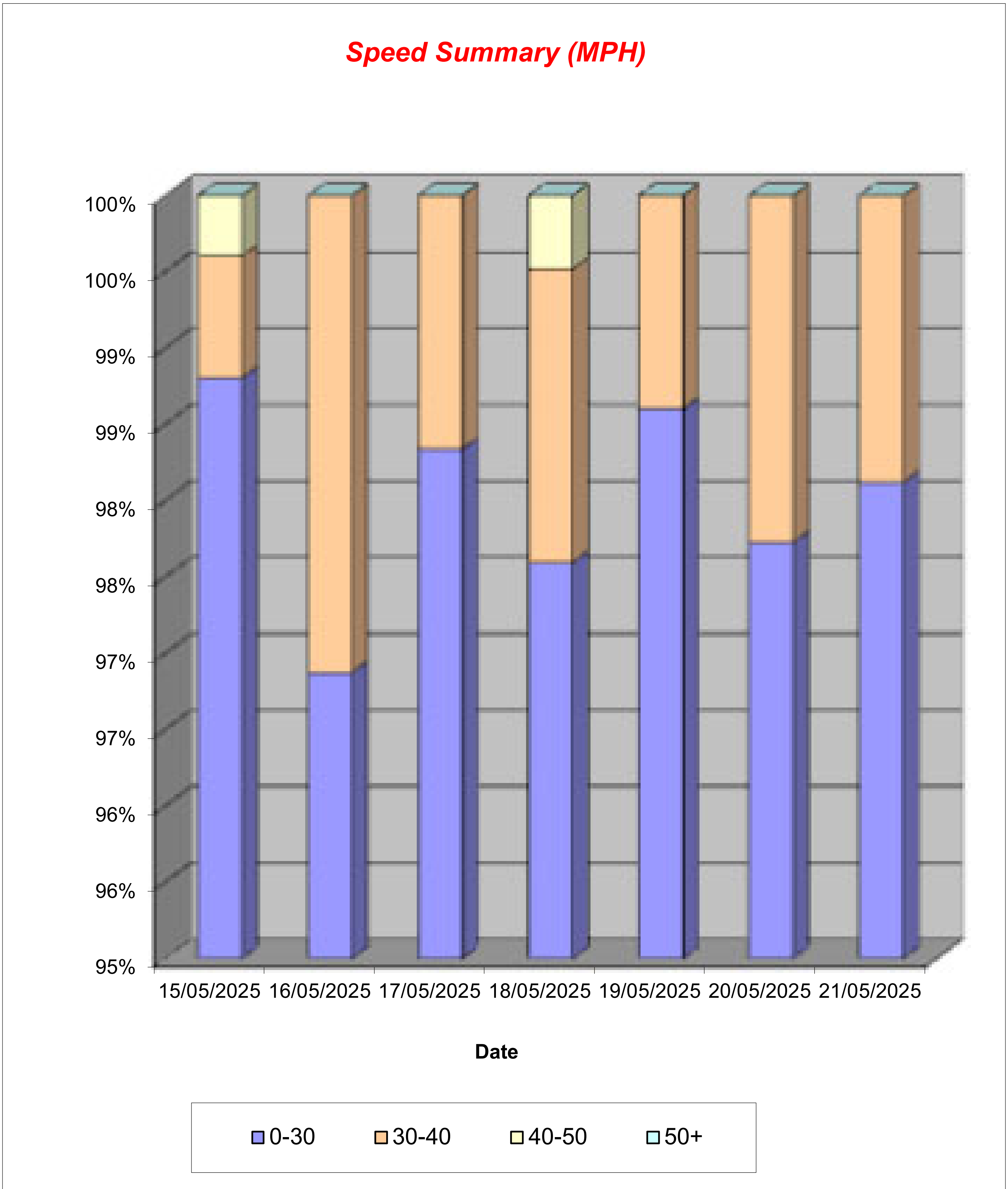


Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound | **Speed Summary** | **Week 1**

Speed (MPH)	15/05/2025 Thursday	16/05/2025 Friday	17/05/2025 Saturday	18/05/2025 Sunday	19/05/2025 Monday	20/05/2025 Tuesday	21/05/2025 Wednesday
0-30	248	279	237	203	282	258	261
30-40	2	9	4	4	4	6	5
40-50	1	0	0	1	0	0	0
50+	0	0	0	0	0	0	0
TOTAL	**251**	**288**	**241**	**208**	**286**	**264**	**266**



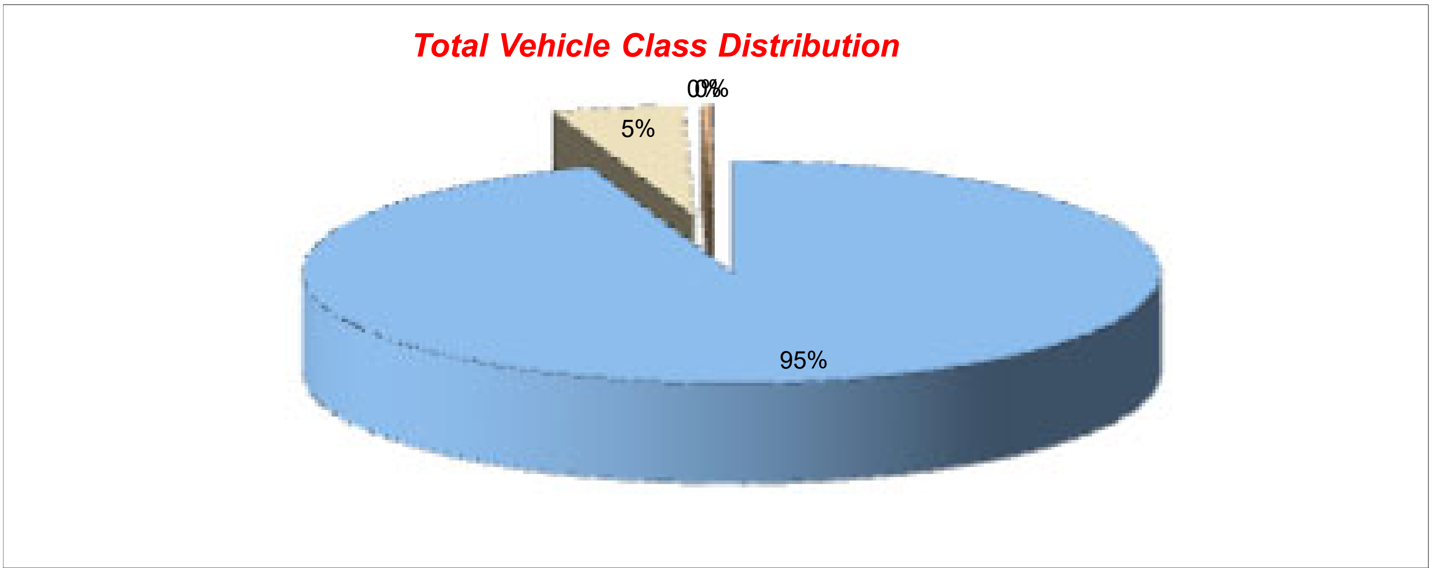
Cowlersley ATC, Holmedale Court

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound | **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
15/05/2025					
7-19	215	11	1	0	227
6-22	263	11	1	0	275
6-24	269	11	1	0	281
0-24	276	11	1	0	288
16/05/2025					
7-19	224	19	1	0	244
6-22	274	22	1	0	297
6-24	294	22	1	0	317
0-24	298	23	1	0	322
17/05/2025					
7-19	192	10	1	0	203
6-22	230	10	1	0	241
6-24	242	12	1	0	255
0-24	253	12	1	0	266
18/05/2025					
7-19	177	6	1	0	184
6-22	211	6	1	0	218
6-24	218	6	1	0	225
0-24	225	6	1	0	232
19/05/2025					
7-19	233	16	2	0	251
6-22	269	17	2	0	288
6-24	281	17	2	0	300
0-24	290	18	2	0	310
20/05/2025					
7-19	192	8	1	0	201
6-22	244	11	1	0	256
6-24	258	11	1	0	270
0-24	273	11	1	0	285
21/05/2025					
7-19	201	13	0	1	215
6-22	236	16	0	1	253
6-24	248	17	0	1	266
0-24	260	17	0	1	278

Average					
7-19	205	12	1	0	218
6-22	247	13	1	0	261
6-24	259	14	1	0	273
0-24	268	14	1	0	283



Cowlersley ATC, Holmedale Court

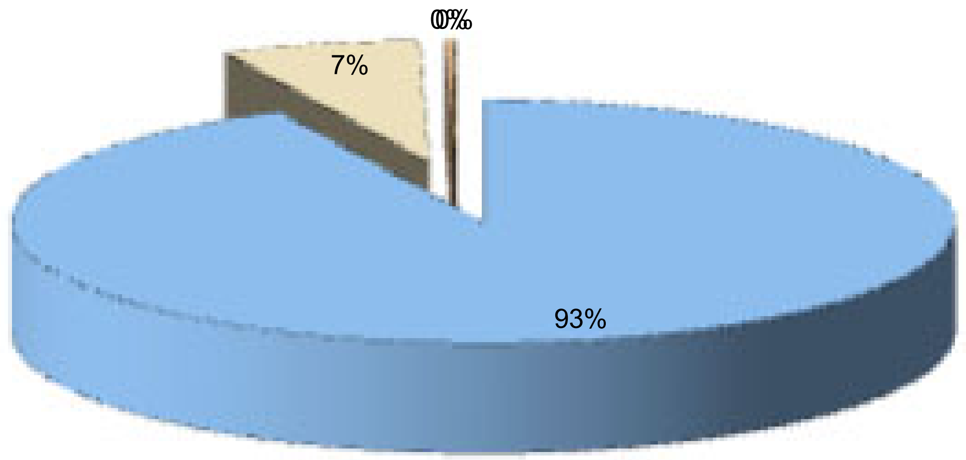
Produced by Road Data Services Ltd.

Channel 2 - Southwestbound | **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
15/05/2025					
7-19	163	21	0	1	185
6-22	211	23	0	1	235
6-24	223	23	0	1	247
0-24	227	23	0	1	251
16/05/2025					
7-19	204	13	0	0	217
6-22	245	15	0	0	260
6-24	267	15	0	0	282
0-24	272	16	0	0	288
17/05/2025					
7-19	171	6	2	0	179
6-22	206	6	2	0	214
6-24	222	8	2	0	232
0-24	231	8	2	0	241
18/05/2025					
7-19	147	9	1	0	157
6-22	182	11	1	0	194
6-24	189	12	1	0	202
0-24	195	12	1	0	208
19/05/2025					
7-19	205	19	0	0	224
6-22	246	19	1	0	266
6-24	260	19	1	0	280
0-24	266	19	1	0	286
20/05/2025					
7-19	189	11	1	0	201
6-22	232	13	1	0	246
6-24	243	14	1	0	258
0-24	249	14	1	0	264
21/05/2025					
7-19	182	23	0	0	205
6-22	215	27	0	0	242
6-24	228	30	0	0	258
0-24	235	31	0	0	266

Average					
7-19	180	15	1	0	195
6-22	220	16	1	0	237
6-24	233	17	1	0	251
0-24	239	18	1	0	258

Total Vehicle Class Distribution




K S Bhullar Supersave
Convenience Store
Howden Cl
Ladybower Ave
Quickpass Driving School Huddersfield
Kinder Ave
A
B
F
Ladybower Ave
Kinder Ave
E
Cala's yard
Ruddi's Retreat
C
Holmedale Ct
Site
D
Holmedale Ct
Kinder Ave

Road Data Services Ltd

Cowlersley
Tuesday 20th May 2025
Kinder Avenue (Northern Footpath)

	Eastbound				Westbound			
TIME	CHILD	ADULT	CYCLE	TOTAL	CHILD	ADULT	CYCLE	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0
06:15 - 06:30	0	1	0	1	0	0	0	0
06:30 - 06:45	0	0	0	0	0	0	0	0
06:45 - 07:00	0	0	0	0	0	1	0	1
Hourly Total	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**
07:00 - 07:15	0	1	0	1	0	0	0	0
07:15 - 07:30	0	1	0	1	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	3	0	0	3
Hourly Total	**0**	**2**	**0**	**2**	**3**	**0**	**0**	**3**
08:00 - 08:15	0	0	0	0	6	1	0	7
08:15 - 08:30	0	1	0	1	6	1	0	7
08:30 - 08:45	3	3	0	6	1	0	0	1
08:45 - 09:00	0	0	0	0	2	2	0	4
Hourly Total	**3**	**4**	**0**	**7**	**15**	**4**	**0**	**19**
09:00 - 09:15	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	1	0	1	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	2	0	2
Hourly Total	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**2**
12:00 - 12:15	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	1	0	1
12:45 - 13:00	0	0	0	0	0	1	0	1
Hourly Total	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**
13:00 - 13:15	0	1	0	1	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0
13:30 - 13:45	0	1	0	1	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	1	0	1
14:30 - 14:45	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
15:00 - 15:15	1	3	0	4	0	1	0	1
15:15 - 15:30	6	2		8	6	1	0	7
15:30 - 15:45	7	2	0	9	0	0	0	0
15:45 - 16:00	1	1	0	2	0	0	0	0
Hourly Total	**15**	**8**	**0**	**23**	**6**	**2**	**0**	**8**
16:00 - 16:15	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	1	0	1
16:30 - 16:45	2	3	0	5	0	0	0	0
16:45 - 17:00		0	0	0	0	0	0	0
Hourly Total	**2**	**3**	**0**	**5**	**0**	**1**	**0**	**1**
17:00 - 17:15	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0
17:45 - 18:00	0	1	0	1	0	0	0	0
Hourly Total	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	1	0	1
18:45 - 19:00	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
19:00 - 19:15	0	0	0	0	0	0	0	0
19:15 - 19:30	0	1	0	1	0	0	0	0
19:30 - 19:45	0	0	0	0		3	0	3
19:45 - 20:00	0	0	0	0	0	2	0	2
Hourly Total	**0**	**1**	**0**	**1**	**0**	**5**	**0**	**5**
20:00 - 20:15	0	1	0	1	0	0	0	0
20:15 - 20:30	0	1	0	1	0	1	0	1
20:30 - 20:45	0	1	0	1	0	0	0	0
20:45 - 21:00	0	0	0	0	0	1	0	1
Hourly Total	**0**	**3**	**0**	**3**	**0**	**2**	**0**	**2**
21:00 - 21:15	0	0	0	0	0	0	0	0
21:15 - 21:30	0	0	0	0	0	0	0	0
21:30 - 21:45	0	1	0	1	0	0	0	0
21:45 - 22:00	0	0	0	0	0	1	0	1
Hourly Total	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**
22:00 - 22:15	0	0	0	0	0	0	0	0
22:15 - 22:30	0	0	0	0	0	0	0	0
22:30 - 22:45	0	0	0	0	0	0	0	0
22:45 - 23:00	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
23:00 - 23:15	0	0	0	0	0	0	0	0
23:15 - 23:30	0	0	0	0	0	0	0	0
23:30 - 23:45	0	0	0	0	0	0	0	0
23:45 - 00:00	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**20**	**27**	**0**	**47**	**24**	**22**	**0**	**46**

Road Data Services Ltd

Cowlersley
Tuesday 20th May 2025
Kinder Avenue (Southern Footpath)

	Eastbound				Westbound			
TIME	CHILD	ADULT	CYCLE	**TOTAL**	CHILD	ADULT	CYCLE	**TOTAL**
06:00 - 06:15	0	0	0	**0**	0	0	0	**0**
06:15 - 06:30	0	0	0	**0**	0	0	0	**0**
06:30 - 06:45	0	0	0	**0**	0	0	0	**0**
06:45 - 07:00	0	0	0	**0**	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:00 - 07:15	0	0	0	**0**	0	1	0	**1**
07:15 - 07:30	0	0	0	**0**	0	0	0	**0**
07:30 - 07:45	0	0	0	**0**	2	1	0	**3**
07:45 - 08:00	0	0	0	**0**	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**4**
08:00 - 08:15	1	0	0	**1**	1	0	0	**1**
08:15 - 08:30	0	0	0	**0**	1	0	0	**1**
08:30 - 08:45	2	1	0	**3**	1	3	1	**5**
08:45 - 09:00	0	0	0	**0**	0	1	0	**1**
Hourly Total	**3**	**1**	**0**	**4**	**3**	**4**	**1**	**8**
09:00 - 09:15	0	2	0	**2**	0	0	0	**0**
09:15 - 09:30	0	2	0	**2**	0	0	0	**0**
09:30 - 09:45	0	0	0	**0**	0	0	0	**0**
09:45 - 10:00	0	0	0	**0**	0	0	0	**0**
Hourly Total	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	**0**	0	0	0	**0**
10:15 - 10:30	0	2	0	**2**	0	4	0	**4**
10:30 - 10:45	0	0	0	**0**	0	0	0	**0**
10:45 - 11:00	0	0	0	**0**	0	0	0	**0**
Hourly Total	**0**	**2**	**0**	**2**	**0**	**4**	**0**	**4**
11:00 - 11:15	0	0	0	**0**	0	0	0	**0**
11:15 - 11:30	0	0	0	**0**	0	0	0	**0**
11:30 - 11:45	0	0	0	**0**	0	0	0	**0**
11:45 - 12:00	0	0	0	**0**	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	0	**0**	0	0	0	**0**
12:15 - 12:30	0	1	0	**1**	0	1	0	**1**
12:30 - 12:45	0	0	0	**0**	1	1	0	**2**
12:45 - 13:00	0	1	0	**1**	0	0	0	**0**
Hourly Total	**0**	**2**	**0**	**2**	**1**	**2**	**0**	**3**
13:00 - 13:15	0	0	0	**0**	0	0	0	**0**
13:15 - 13:30	0	0	0	**0**	0	0	0	**0**
13:30 - 13:45	0	0	0	**0**	0	0	0	**0**
13:45 - 14:00	0	1	0	**1**	0	0	0	**0**
Hourly Total	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	0	**0**	0	0	0	**0**
14:15 - 14:30	0	0	0	**0**	0	0	0	**0**
14:30 - 14:45	0	0	0	**0**	0	0	0	**0**
14:45 - 15:00	0	1	0	**1**	0	0	0	**0**
Hourly Total	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	0	**0**	1	1	0	**2**
15:15 - 15:30	8	0	0	**8**	0	0	0	**0**
15:30 - 15:45	1	0	0	**1**	1	0	0	**1**
15:45 - 16:00	0	0	0	**0**	0	0	0	**0**
Hourly Total	**9**	**0**	**0**	**9**	**2**	**1**	**0**	**3**
16:00 - 16:15	0	0	0	**0**	1	2		**3**
16:15 - 16:30	0	0	0	**0**	0	0	0	**0**
16:30 - 16:45	0	1	0	**1**	0	0	0	**0**
16:45 - 17:00	0	0	0	**0**	0	0	0	**0**
Hourly Total	**0**	**1**	**0**	**1**	**1**	**2**	**0**	**3**
17:00 - 17:15	0	0	0	**0**	0	0	0	**0**
17:15 - 17:30	0	0	0	**0**	0	0	0	**0**
17:30 - 17:45	0	0	0	**0**	0	0	0	**0**
17:45 - 18:00	0	0	0	**0**		1	0	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
18:00 - 18:15	0	1	0	**1**	0	0	0	**0**
18:15 - 18:30	0	0	0	**0**	0	0	0	**0**
18:30 - 18:45	0	0	0	**0**	0	0	0	**0**
18:45 - 19:00	0	1	0	**1**	0	0	0	**0**
Hourly Total	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**
19:00 - 19:15	0	0	0	**0**	0	0	0	**0**
19:15 - 19:30	0	0	0	**0**	0	0	0	**0**
19:30 - 19:45	0	0	0	**0**	0	0	0	**0**
19:45 - 20:00	0	0	0	**0**	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
20:00 - 20:15	0	0	0	**0**	0	0	0	**0**
20:15 - 20:30	0	2	0	**2**	0	0	0	**0**
20:30 - 20:45	0	0	0	**0**	0	2	0	**2**
20:45 - 21:00	0	0	0	**0**	0	0	0	**0**
Hourly Total	**0**	**2**	**0**	**2**	**0**	**2**	**0**	**2**
21:00 - 21:15	0	0	0	**0**	0	0	0	**0**
21:15 - 21:30	0	0	0	**0**	0	0	0	**0**
21:30 - 21:45	0	0	0	**0**	0	0	0	**0**
21:45 - 22:00	0	0	0	**0**	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
22:00 - 22:15	0	0	0	**0**	0	0	0	**0**
22:15 - 22:30	0	0	0	**0**	0	0	0	**0**
22:30 - 22:45	0	0	0	**0**	0	0	0	**0**
22:45 - 23:00	0	0	0	**0**	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
23:00 - 23:15	0	0	0	**0**	0	0	0	**0**
23:15 - 23:30	0	0	0	**0**	0	0	0	**0**
23:30 - 23:45	0	0	0	**0**	0	0	0	**0**
23:45 - 00:00	0	0	0	**0**	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

TOTAL	**12**	**16**	**0**	**28**	**9**	**18**	**1**	**28**

Road Data Services Ltd

Cowlersley
Tuesday 20th May 2025
Kinder Avenue (Carriageway)

	Eastbound						Westbound					
TIME	CHILD	ADULT	CYCLE	LIGHT	HEAVY	TOTAL	CHILD	ADULT	CYCLE	LIGHT	HEAVY	TOTAL
06:00 - 06:15	0	0	0	2	0	2	0	0	0	2	0	2
06:15 - 06:30	0	0	0	3	0	3	0	0	0	1	0	1
06:30 - 06:45	0	0	0	2	0	2	0	0	0	1	0	1
06:45 - 07:00	0	0	0	3	0	3	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**10**	**0**	**10**	**0**	**0**	**0**	**4**	**0**	**4**
07:00 - 07:15	0	0	0	2	0	2	0	0	0	1	0	1
07:15 - 07:30	0	0	0	4	0	4	0	0	0	0	0	0
07:30 - 07:45	0	0	0	2	0	2	0	0	0	2	0	2
07:45 - 08:00	0	0	0	2	0	2	0	0	0	5	0	5
Hourly Total	**0**	**0**	**0**	**10**	**0**	**10**	**0**	**0**	**0**	**8**	**0**	**8**
08:00 - 08:15	0	0	0	5	0	5	0	0	0	6	0	6
08:15 - 08:30	0	0	0	9	0	9	0	0	0	6	0	6
08:30 - 08:45	0	1	0	9	0	10	0	0	0	4	0	4
08:45 - 09:00	0	0	0	6	0	6	0	0	0	3	0	3
Hourly Total	**0**	**1**	**0**	**29**	**0**	**30**	**0**	**0**	**0**	**19**	**0**	**19**
09:00 - 09:15	0	0	0	4	0	4	0	0	0	1	0	1
09:15 - 09:30	0	0	0	5	0	5	0	0	0	2	0	2
09:30 - 09:45	0	0	0	4	0	4	0	0	0	3	0	3
09:45 - 10:00	0	0	0	2	0	2	0	0	0	5	0	5
Hourly Total	**0**	**0**	**0**	**15**	**0**	**15**	**0**	**0**	**0**	**11**	**0**	**11**
10:00 - 10:15	0	0	0	1	0	1	0	0	0	3	0	3
10:15 - 10:30	0	0	0	3	0	3	0	0	0	3	0	3
10:30 - 10:45	0	0	1	2	0	3	0	0	0	4	0	4
10:45 - 11:00	0	0	0	2	0	2	0	0	0	1	0	1
Hourly Total	**0**	**0**	**1**	**8**	**0**	**9**	**0**	**0**	**0**	**11**	**0**	**11**
11:00 - 11:15	0	0	0	3	0	3	0	0	0	2	0	2
11:15 - 11:30	0	0	1	4	0	5	0	0	0	5	0	5
11:30 - 11:45	0	0	0	5	0	5	0	0	0	7	0	7
11:45 - 12:00	0	0	0	1	0	1	0	0	0	4	0	4
Hourly Total	**0**	**0**	**1**	**13**	**0**	**14**	**0**	**0**	**0**	**18**	**0**	**18**
12:00 - 12:15	0	0	0	2	0	2	0	0	0	2	0	2
12:15 - 12:30	0	0	0	4	0	4	0	0	0	7	0	7
12:30 - 12:45	0	0	0	5	0	5	0	0	0	7	0	7
12:45 - 13:00	0	0	0	8	0	8	0	0	0	1	0	1
Hourly Total	**0**	**0**	**0**	**19**	**0**	**19**	**0**	**0**	**0**	**17**	**0**	**17**
13:00 - 13:15	0	0	0	2	0	2	0	0	0	7	0	7
13:15 - 13:30	0	0	0	2	0	2	0	0	0	0	0	0
13:30 - 13:45	0	0	0	5	0	5	0	0	0	2	0	2
13:45 - 14:00	0	0	0	3	0	3	0	0	0	4	0	4
Hourly Total	**0**	**0**	**0**	**12**	**0**	**12**	**0**	**0**	**0**	**13**	**0**	**13**
14:00 - 14:15	0	0	0	1	0	1	0	0	0	5	0	5
14:15 - 14:30	0	0	0	8	0	8	0	0	0	1	0	1
14:30 - 14:45	0	0	0	5	0	5	0	0	0	4	0	4
14:45 - 15:00	0	0	0	7	0	7	0	0	0	6	0	6
Hourly Total	**0**	**0**	**0**	**21**	**0**	**21**	**0**	**0**	**0**	**16**	**0**	**16**
15:00 - 15:15	0	0	0	5	0	5	0	0	0	4	0	4
15:15 - 15:30	0	0	0	10	0	10	0	0	0	10	0	10
15:30 - 15:45	0	0	0	5	0	5	0	0	0	7	0	7
15:45 - 16:00	0	0	0	7	0	7	0	0	0	5	0	5
Hourly Total	**0**	**0**	**0**	**27**	**0**	**27**	**0**	**0**	**0**	**26**	**0**	**26**
16:00 - 16:15	0	0	0	7	0	7	0	0	0	1	0	1
16:15 - 16:30	0	0	0	1	0	1	0	0	0	4	0	4
16:30 - 16:45	0	0	0	1	0	1	0	0	0	9	0	9
16:45 - 17:00	0	0	0	5	0	5	0	0	0	4	1	5
Hourly Total	**0**	**0**	**0**	**14**	**0**	**14**	**0**	**0**	**0**	**18**	**1**	**19**
17:00 - 17:15	0	0	0	8	0	8	0	0	0	6	0	6
17:15 - 17:30	0	0	0	3	0	3	0	0	0	7	0	7
17:30 - 17:45	0	0	0	4	0	4	0	0	0	10	0	10
17:45 - 18:00	0	0	0	6	0	6	0	0	0	6	0	6
Hourly Total	**0**	**0**	**0**	**21**	**0**	**21**	**0**	**0**	**0**	**29**	**0**	**29**
18:00 - 18:15	0	0	0	5	0	5	0	0	0	3	0	3
18:15 - 18:30	0	0	0	4	0	4	0	0	0	5	0	5
18:30 - 18:45	0	0	0	3	0	3	0	0	1	13	0	14
18:45 - 19:00	0	0	0	4	0	4	0	0	0	1	0	1
Hourly Total	**0**	**0**	**0**	**16**	**0**	**16**	**0**	**0**	**1**	**22**	**0**	**23**
19:00 - 19:15	0	0	0	6	0	6	0	0	0	6	0	6
19:15 - 19:30	0	0	0	3	0	3	0	0	0	3	0	3
19:30 - 19:45	0	0	0	4	0	4	0	0	0	4	0	4
19:45 - 20:00	0	0	0	6	0	6	0	0	0	4	0	4
Hourly Total	**0**	**0**	**0**	**19**	**0**	**19**	**0**	**0**	**0**	**17**	**0**	**17**
20:00 - 20:15	0	0	0	3	0	3	0	0	0	2	1	3
20:15 - 20:30	0	0	1	2	0	3	0	1	0	4	0	5
20:30 - 20:45	0	0	0	5	0	5	0	0	0	3	0	3
20:45 - 21:00	0	0	0	3	0	3	0	0	0	2	0	2
Hourly Total	**0**	**0**	**1**	**13**	**0**	**14**	**0**	**1**	**0**	**11**	**1**	**13**
21:00 - 21:15	0	0	0	3	0	3	0	0	0	2	1	3
21:15 - 21:30	0	0	0	1	1	2	0	0	0	4	0	4
21:30 - 21:45	0	0	0	7	0	7	0	0	1	5	0	6
21:45 - 22:00	0	0	0	2	0	2	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**13**	**1**	**14**	**0**	**0**	**1**	**11**	**1**	**13**
22:00 - 22:15	0	0	0	2	0	2	0	0	0	2	0	2
22:15 - 22:30	0	0	0	2	0	2	0	0	0	2	0	2
22:30 - 22:45	0	0	0	3	0	3	0	0	0	2	0	2
22:45 - 23:00	0	0	0	1	0	1	0	0	0	3	0	3
Hourly Total	**0**	**0**	**0**	**8**	**0**	**8**	**0**	**0**	**0**	**9**	**0**	**9**
23:00 - 23:15	0	0	0	3	0	3	0	0	0	2	0	2
23:15 - 23:30	0	0	0	4	0	4	0	0	0	2	0	2
23:30 - 23:45	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 00:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**7**	**0**	**7**	**0**	**0**	**0**	**4**	**0**	**4**
TOTAL	**0**	**1**	**3**	**275**	**1**	**280**	**0**	**1**	**2**	**264**	**3**	**270**

Road Data Services Ltd

Cowlersley
May 2025
Kinder Avenue Parking Beats

Saturday 17th May

	Zone A			Zone B			Zone C			Zone D			Zone E			Zone F			Site		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
09:00	1	0	**1**	0	0	**0**	0	0	**0**	1	0	**1**	3	1	**4**	1	0	**1**	1	0	**1**
09:15	1	0	**1**	0	0	**0**	0	0	**0**	1	0	**1**	3	1	**4**	1	0	**1**	1	0	**1**
09:30	1	0	**1**	0	0	**0**	0	0	**0**	1	0	**1**	3	1	**4**	1	0	**1**	1	0	**1**
09:45	1	0	**1**	0	0	**0**	0	0	**0**	1	0	**1**	3	0	**3**	1	0	**1**	1	0	**1**
10:00	1	0	**1**	0	0	**0**	0	0	**0**	1	0	**1**	3	0	**3**	1	0	**1**	1	0	**1**
10:15	1	0	**1**	0	0	**0**	0	0	**0**	1	0	**1**	3	0	**3**	1	0	**1**	1	0	**1**
10:30	1	0	**1**	0	0	**0**	0	0	**0**	1	0	**1**	3	1	**4**	1	0	**1**	1	0	**1**
10:45	1	0	**1**	0	0	**0**	0	0	**0**	1	0	**1**	4	0	**4**	1	0	**1**	1	0	**1**

Tuesday 20th May

	Zone A			Zone B			Zone C			Zone D			Zone E			Zone F			Site		
TIME	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL
13:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	4	0	**4**	0	0	**0**	0	0	**0**
13:15	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	2	1	**3**	0	0	**0**	0	0	**0**
13:30	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	2	1	**3**	0	0	**0**	1	0	**1**
13:45	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	2	1	**3**	0	0	**0**	0	0	**0**
14:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	2	1	**3**	0	0	**0**	0	0	**0**
14:15	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	2	1	**3**	0	0	**0**	0	0	**0**
14:30	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	2	1	**3**	0	0	**0**	0	0	**0**
14:45	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	2	1	**3**	0	0	**0**	0	0	**0**
15:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	1	1	**2**	0	0	**0**	0	0	**0**
15:15	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**
15:30	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
15:45	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**
19:00	0	0	**0**	0	0	**0**	0	0	**0**	2	0	**2**	5	1	**6**	0	0	**0**	1	0	**1**
19:15	0	0	**0**	0	0	**0**	0	0	**0**	3	0	**3**	5	1	**6**	0	0	**0**	1	0	**1**
19:30	0	0	**0**	0	0	**0**	0	0	**0**	2	0	**2**	5	1	**6**	0	0	**0**	1	0	**1**
19:45	0	0	**0**	0	0	**0**	0	0	**0**	2	0	**2**	6	1	**7**	0	0	**0**	1	0	**1**
20:00	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	5	1	**6**	0	0	**0**	1	0	**1**
20:15	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	5	1	**6**	0	0	**0**	1	0	**1**
20:30	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	5	1	**6**	0	0	**0**	1	0	**1**
20:45	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	5	1	**6**	0	0	**0**	1	0	**1**

APPENDIX D – ATC INSTALLATION PHOTO

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