Technical Note

Proposed Residential Development

Heator Lane, Upper Cumberworth

Our reference: OP/260083/TN01

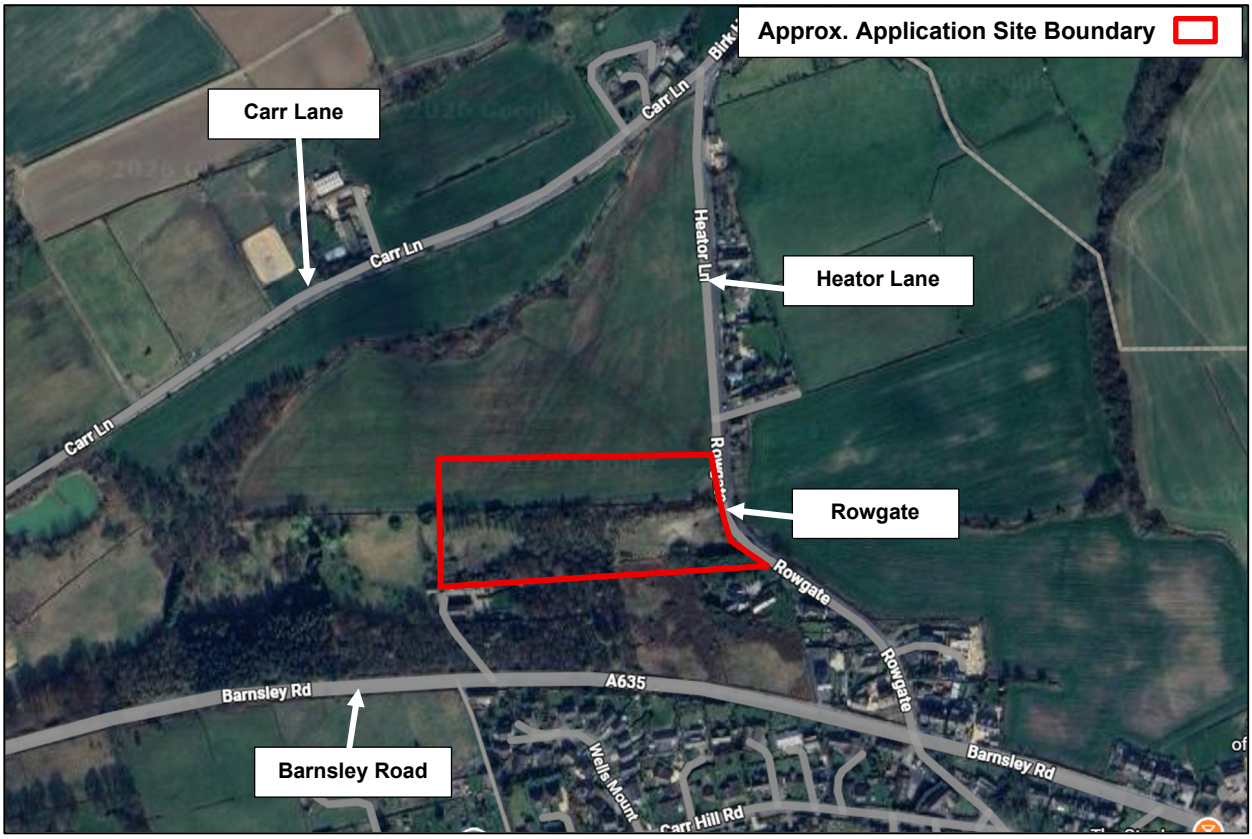
Author: Orla Proffitt/Abbie Moore	Date: 30 September 2026	Reviewed: Peter Todd	Date: 30 September 2026

Introduction

1. SCP have been appointed by Mr J Thackra to provide transport planning and highways advice in relation to a planning application for a residential development, consisting of 4 no. dwellings, on land located to the west of Heator Lane / Rowgate, Upper Cumberworth.

2. The approximate location of the application is show in red on **Figure 1** below:

Figure 1 – Site Location and Local Highway Network



3. This Technical Note has been produced to support the planning application and demonstrates that safe and suitable access can be provided to the development.

Existing Conditions

4. The application site comprises an area previously developed land located to the west of Heator Lane / Rowgate, approximately 2.3km south-east of Shepley village and 7.8km to the east of Holmfirth. The site is currently used for the storage of plant.

5. The site is currently accessed from two separate gated accesses off Heator Lane / Rowgate, as shown on the images below.

Northern Access



Southern Access



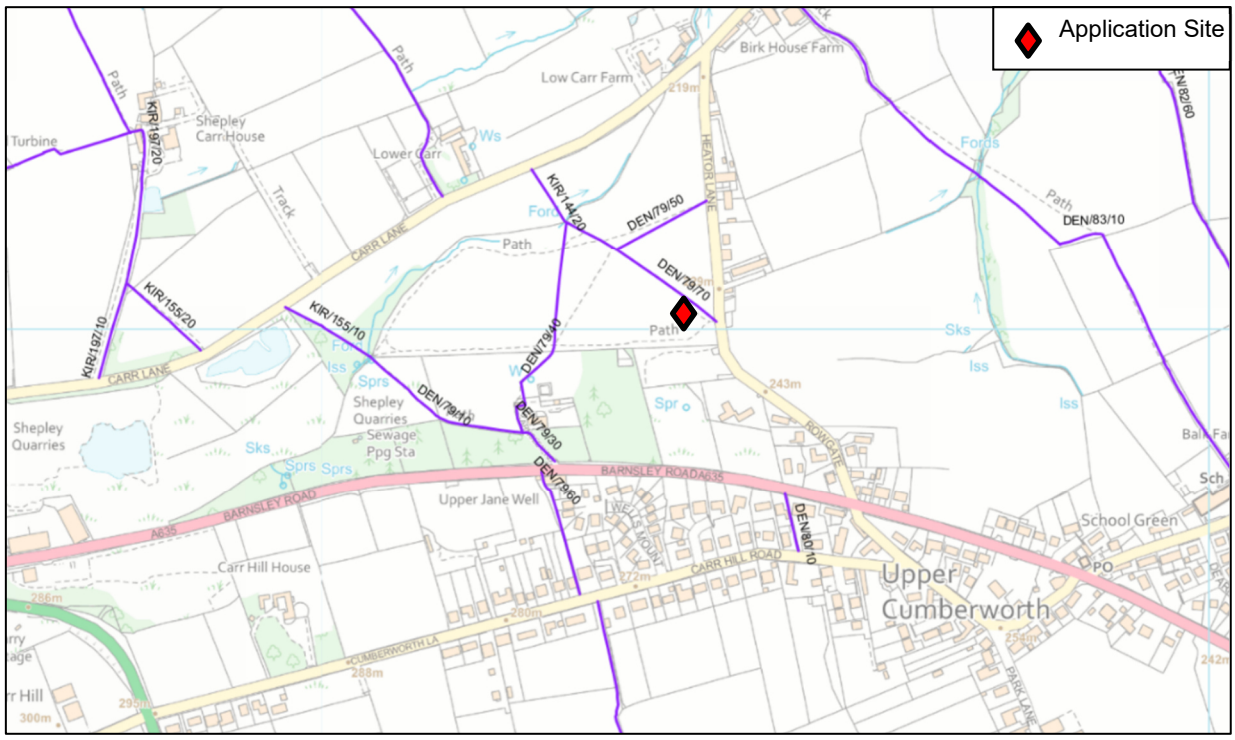
6. Heator Lane / Rowgate is located to the east of the site and provides a connection between the Carr Lane / Birk House Lane junction in the north and the A635 Barnsley Road / Carr Hill Road junction in the south.

7. In the vicinity of the site Heator Lane / Rowgate is subject to a 30mph speed limit and has a carriageway width of approximately 6m, with a footway and regularly spaced street lighting columns on the eastern side of the carriageway.

Public Rights of Way

8. The Public Right of Way (PRoW) located within the vicinity of the site are shown on **Figure 2** below:

Figure 2 – Public Rights of Way



9. As shown on **Figure 2** above, PRoW DEN/79/70 runs to the north of the application site, and links with PRoW DEN/79/50, as well as PRoW DEN/19/46 and KIR/144/20. The PRoW to the north of the site provides wider traffic free network of PRoW routes, providing recreational walking opportunities and links to a number of nearby areas.

Traffic and Speed Survey Data

10. In order to determine the existing usage of Heator Lane / Rowgate and inform the required visibility splays at the site accesses, two 7-day automatic traffic count (ATC) surveys either side of the access were undertaken between 31st January and 6th February 2026.

11. The results of the ATC's are contained in **Appendix A**, with the 7 days 85th percentile traffic speeds on the approach to the site access shown in **Table 1** below.

Table 1 – 85th Percentile Speeds

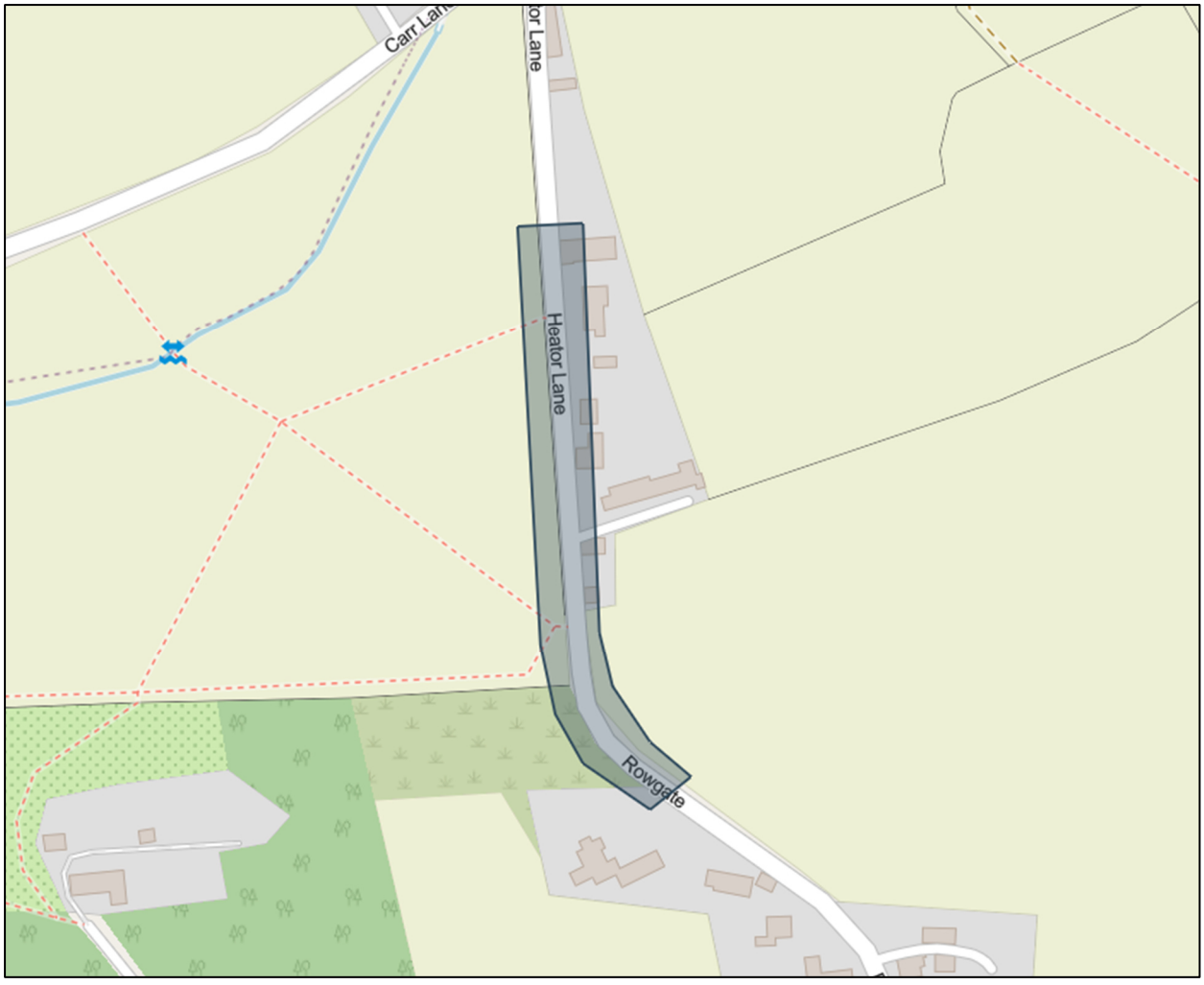
85th Percentile Speeds	
Northbound Approach to Access	32.2mph
Southbound Approach to Access	36.5mph

Existing Road Safety Record

12. The Planning Practice Guidance (PPG) 'Transport evidence bases in plan making and decision taking' states that, *"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems."*

13. In order to identify any critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the Department for Transport (DfT) for the most recently available 5-year period, ending mid-2024, as shown on **Figure 3** below.

Figure 3 – Road Safety Record



14. The 5-year accident analysis demonstrates that there have been no accidents recorded within the vicinity of the application site or at the existing accesses over the 5-year period. Therefore, the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

Accessibility

Access by Foot

15. The site is located within to the north of Upper Cumberworth approximately 2.3km south-east of Shepley village, as well as being located approximately 7.8km to the east of Holmfirth.

16. The application site is within walking distance of a number of local facilities, including primary schools such as Cumberworth Church of England First School (750m) and Shepley First School (2.0km), Upper Cumberworth Post Office (600m), as well as local supermarkets such as Co-op Food – Lane Head Road (1.4km) and Central Co-op Food Shepley (2.0km). Bus stops are located on the A635 Barnsley Road, approximately 350m, to the south of the application site, for east and westbound services.

17. The local area benefits from street lighting and a footway on the eastern side of the carriageway, with at footway on the western side of the carriageway to the north of the site. In addition, the PRoW surrounding the application site form part of a wider traffic free network of PRoW routes, providing recreational walking opportunities and links to a number of nearby areas.

18. As detailed later, the proposed development will provide a new section of footway along the site's frontage, which will link into the existing footway provision to the north. In addition, an uncontrolled crossing, including dropped kerbs and tactile paving, will be provided along the sites frontage to allow pedestrians to access the footway on the eastern side of Heator Lane / Rowgate.

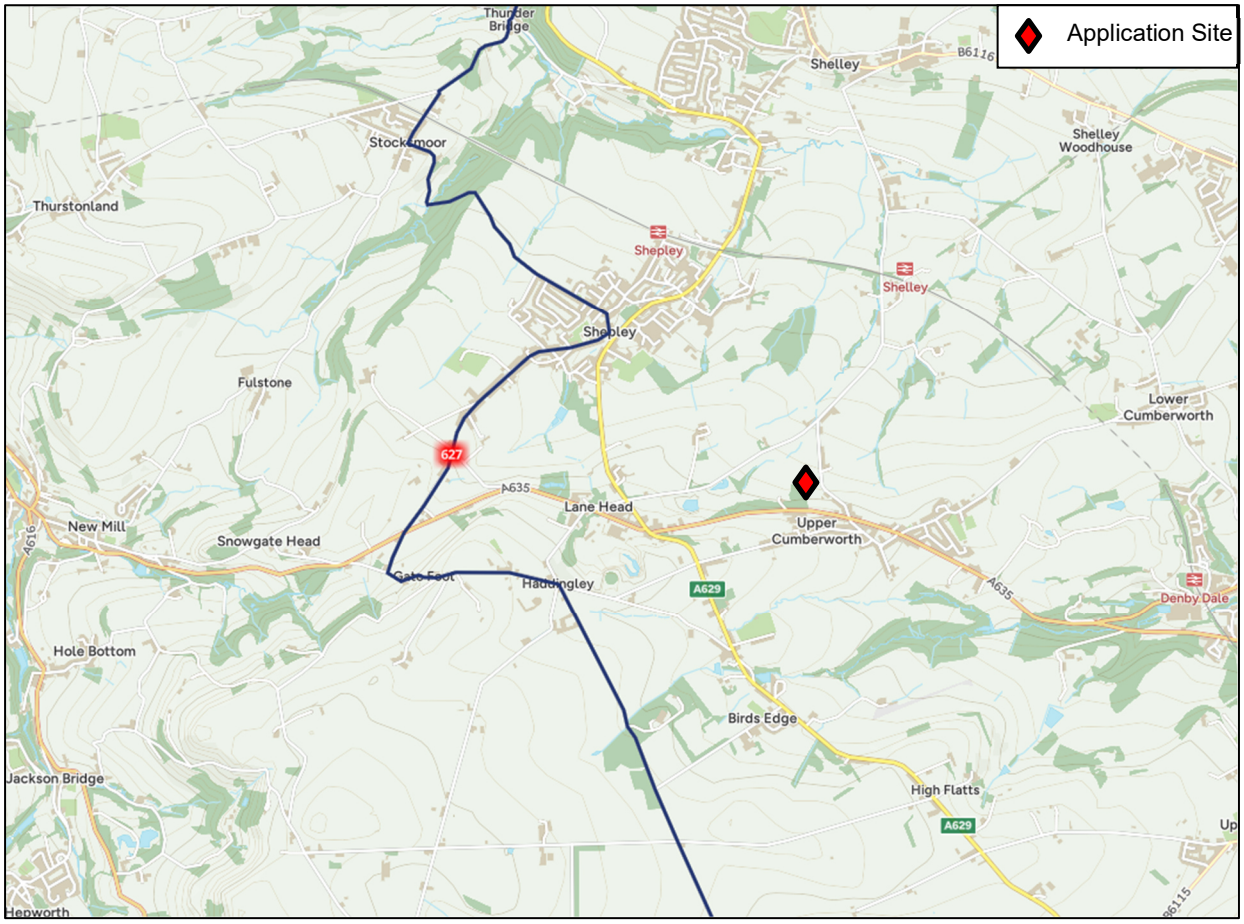
19. Overall, the site benefits from reasonable levels of accessibility by foot, with a number of local facilities being within only a short walk from the site, allowing walking to be an alternative to private car use for prospective residents.

Access by Cycle

20. Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

21. As can be seen on **Figure 4**, National Cycle Route (NCR) 627 can be accessed from Shepley village centre, to the west and north-west of the application site. NCR 627 begins in Kirkburton to the north and runs south through Stocksmoor, Shepley, Haddingley, and further afield, towards Penistone to the south.

Figure 4 – Local Cycle Routes



22. The application site is with an acceptable cycling distance of Lower Cumberworth, (2.2km), Shelley (2.4km), Shepley village centre (2.6km), Denby Dale (3.2km), Skelmanthorpe (3.9km) and Kirkburton (4.8km), amongst others.

23. There are a number of facilities located within Denby Dale, Shepley and Shelley which can be accessed by bike, including supermarkets and convenience stores, GP surgeries such as Shepley Health Centre (2.8km) and Skelmanthorpe Family Doctors – Deby Dale (3.0km), pharmacies including Shepley Pharmacy (2.8km) and Denby Pharmacy (3.0km). Further primary schools can be found in the wider areas of Shelley, Kirkburton and Skelmanthorpe, as well as secondary schools including Shelley High School and College (3.4km). Shepley and Denby Dale Train Stations are both within an acceptable cycle distance (2.3km and 2.6km, respectively).

Access by Public Transport

Bus Services

24. In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*

25. The closest bus stops to the application site are located on the A635 Barnsley Road, approximately 350m (east and westbound services), to the south of the application site, which are well within an acceptable walking distance. A summary of the services that depart from these stops is listed in **Table 2** below.

Table 2 – Bus Services

Service Number	Route	Average Service Headway (mins)			
		Mon-Fri AM	Mon-Fri PM	Sat	Sun
90	Holmfirth - Barnsley	1 service	3 services	1 service	-
91	Holmfirth - Penistone	2 services	2 services	4 services	-
D2	Huddersfield - Denby Dale	3 services	3 services	6 services	-
SC2	Kirkburton Penistone Rd - Shelley College	School Bus			
X1	Holmfirth - Wakefield	60	60	60	120

26. Having regard to the above, prospective residents of the site will have access to bus services stopping within an acceptable walk distance from the site which provides access to key destinations at a good frequency.

National Rail

27. In terms of rail services, Shepley Train Station is located approximately 2.3km to the north-west of the application site and is therefore within an acceptable cycling distance (7 minutes). In addition to this Denby Dale Train Station is located approximately 2.6km to the south-east of the application site and is therefore also within an acceptable cycling distance (11 minutes).

28. Shepley and Denby Dale Train Stations are located on the same line and are managed by Northern. Both stations offer regular direct services throughout the week between Huddersfield and Sheffield, calling at a number of stations such as Lockwood, Berry Brow, Brockholes, Stocksmoor, Penistone, Dodworth, Barnsley, Elsecar and Meadowhall, amongst others. Services in both directions run every 60 minutes.

Summary

29. Having regard to the above, it is considered that the site benefits from good levels of accessibility by sustainable modes. Access to the site on foot and by cycle is of a good standard and there are a number of local bus and train services available, which provide access to a range of destinations.

Proposed Development

30. The development proposals are for a residential development, comprising of 4 no. dwellings, on land located to the west of Heator Lane, Upper Cumberworth.

31. Plot 1 will be accessed from a private drive, with plots 2, 3 and 4 accessed from a shared drive. The site layout plan is provided within **Appendix B**.

Proposed Access Arrangements

32. The proposed access arrangements are shown on drawing number SCP/260083/D01 Rev A presented in **Appendix C.** The northern private drive access serving plot 1 has been designed with a width of 4.5m, with 4m junction radii, and the shared drive for plots 2, 3 and 4 designed with a width of 4.8m with 6m junction radii.

33. As outlined previously, an ATC survey has been undertaken in order to establish the 85th percentile traffic speeds on Water Lane. In accordance with these recorded speeds and the guidance set out in Manual for Streets (MfS), the required visibility splays for the site access are 2.4m x 57.5m to the north and 2.4m x 47.5m to the south which are achievable, as shown on drawing number SCP/260083/D01 Rev A presented in **Appendix C**.

34. Pedestrian and cycle access will be from the same location as the vehicular access. In addition, a new section of footway will be provided along the site's frontage, which will link into the existing footway provision to the north, with an uncontrolled crossing, including dropped kerbs and tactile paving, introduced to allow pedestrians to access the existing footway on the eastern side of Heator Lane / Rowgate. The proposed arrangement is shown drawing number SCP/260083/D01 Rev A, presented in **Appendix C**.

35. In relation to servicing, residents will pull their bins out on collection days and they will be collected on road, in the vicinity of the site accesses. This is considered acceptable given that it follows that of the existing servicing arrangement for the existing dwellings in the immediate vicinity of the site which evidently does not result in any highway safety issues.

Anticipated Transport Effects

36. In order to estimate the trip generating potential of the proposed development, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:

i) Residential;

ii) Houses Privately Owned;

iii) Multi modal surveys;

iv) Selection by number of dwellings (4 to 20);

v) Weekday surveys only; and

vi) Only sites in 'Neighbourhood Centre,' locations have been selected.

37. The multi modal TRICS outputs for the proposed development are presented in **Appendix D** and are summarised in **Table 3**.

Table 3 - Estimated Trip Rates (per dwelling) Associated with the Proposed Development

Mode	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.271	0.341	0.271	0.200
Cycles	0.000	0.000	0.000	0.000
Pedestrians	0.247	0.447	0.224	0.153
Pub. Trans.	0.094	0.176	0.071	0.047

38. The estimated trip generation associated with the proposed residential development is therefore as summarised in **Table 4**.

Table 4 - Estimated Trip Generation – (4 no. Dwellings)

Mode	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	1	1	1	1
Cycles	0	0	0	0
Pedestrians	1	2	1	1
Pub. Trans.	0	1	0	0

39. As detailed above, it is estimated that the scheme will generate 2 vehicle movements two-way in each of the AM and PM peak hours. This averages at 1 vehicle movement every 30 minutes in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be negligible.

40. Having regard to the above, it is therefore considered that no further detailed assessment of the local highway network is required and that the traffic impact of the scheme is acceptable in planning terms.

Conclusion

41. SCP have been appointed by Mr James Thackra to provide transport planning and highways advice in support of a planning application for a residential development, consisting of 4 no. dwellings, on land located to the west of Heator Lane / Rowgate, Upper Cumberworth.

42. Having regard to the above, the proposed development is deemed to be acceptable for the following reasons: -

- There have been no accidents recorded at the site accesses or in the immediate vicinity of the site over the last 5-year period.
- Appropriate vehicular access can be provided which complies with the required geometrical standards and provides adequate levels of visibility splays based on the recorded speeds and guidance in the MfS are achievable.
- The proposed development will provide a new section of footway along the sites frontage, which will link into the existing footway provision to the north, with an uncontrolled crossing, including dropped kerbs and tactile paving, introduced to allow pedestrians to access the footway on the eastern side of Heator Lane / Rowgate.

- The site is located within close proximity to a number of local facilities, including primary schools, local supermarkets, as well as being within the recommended walking distance of bus stops and being within a reasonable cycle distance of rail stations, with frequent services to a number of destinations.

43. Having regard to the evidence presented in this Technical Note, it is concluded that the proposed development is acceptable from an access and transport perspective.

S|C|P

APPENDIX A

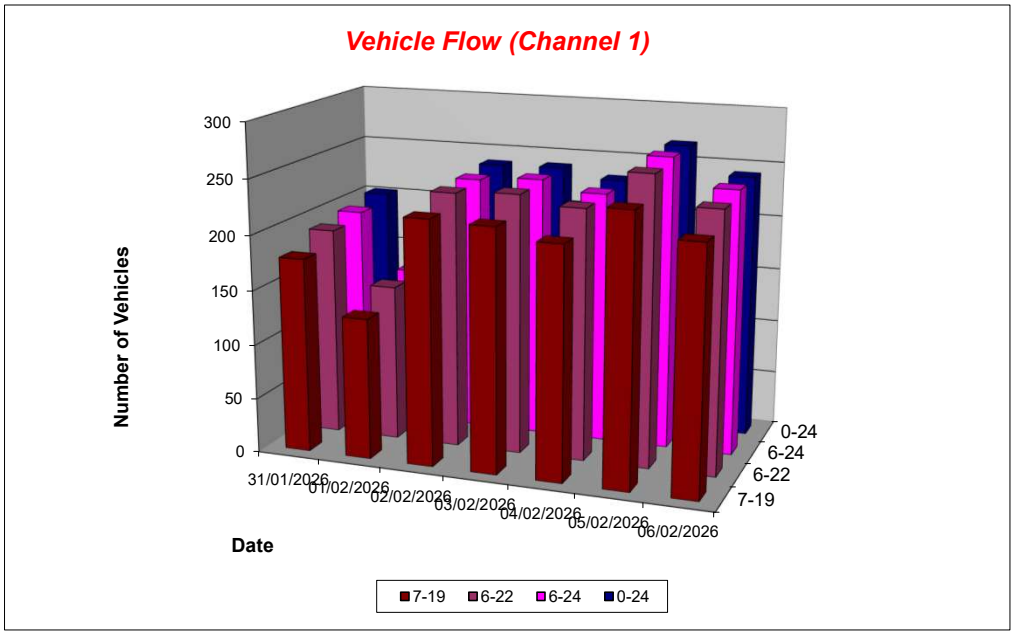
Kirklees ATC 1, Rowgate (Northern Site)

Produced by Road Data Services Ltd.

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

Hr Ending	31/01/2026 Saturday	01/02/2026 Sunday	02/02/2026 Monday	03/02/2026 Tuesday	04/02/2026 Wednesday	05/02/2026 Thursday	06/02/2026 Friday	Weekday Average	Average
1	2	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0
4	1	1	0	0	0	0	0	0	0
5	1	0	1	0	1	0	0	0	0
6	1	0	2	0	0	0	0	0	0
7	1	1	2	1	3	4	5	3	2
8	0	0	12	15	12	18	7	13	9
9	10	4	19	13	21	21	26	20	16
10	10	6	15	14	10	15	10	13	11
11	18	13	8	17	11	12	18	13	14
12	25	12	11	12	12	16	13	13	14
13	14	15	15	15	16	20	13	16	15
14	22	19	15	19	12	6	17	14	16
15	22	15	19	15	15	9	20	16	16
16	23	14	29	24	16	20	26	23	22
17	12	12	33	26	33	49	40	36	29
18	10	12	34	38	33	44	27	35	28
19	12	7	13	13	20	14	5	13	12
20	4	13	5	7	6	8	7	7	7
21	6	0	2	8	7	5	3	5	4
22	2	0	2	0	2	2	0	1	1
23	2	1	1	1	1	2	4	2	2
24	3	0	0	1	0	2	1	1	1

7-19	178	129	223	221	211	244	222	224	204
6-22	191	143	234	237	229	263	237	240	219
6-24	196	144	235	239	230	267	242	243	222
0-24	202	145	238	239	231	267	242	243	223



Kirklees ATC 1, Rowgate (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northbound **Average Speed** **Week 1**

Hr Ending	31/01/2026 Saturday	01/02/2026 Sunday	02/02/2026 Monday	03/02/2026 Tuesday	04/02/2026 Wednesday	05/02/2026 Thursday	06/02/2026 Friday
1	31.5	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	25.7	-	-	-	-	-	-
4	28.4	22.3	-	-	-	-	-
5	25.7	-	24.2	-	28.7	-	-
6	32.2	-	22.1	-	-	-	-
7	31.0	30.9	26.4	27.5	30.7	28.5	20.4
8	-	-	30.8	33.3	30.3	32.0	28.6
9	33.8	29.7	35.6	34.3	29.4	32.0	30.6
10	34.9	31.9	30.3	32.3	33.2	29.8	33.5
11	32.3	28.2	33.1	26.3	30.5	32.7	31.0
12	31.6	31.2	31.3	37.4	33.2	35.0	31.3
13	31.2	31.0	31.6	34.8	36.2	33.0	30.6
14	32.0	34.3	30.9	33.6	31.8	22.9	30.2
15	31.7	28.8	30.1	31.2	32.9	27.5	33.3
16	29.5	30.2	32.4	34.5	29.9	23.5	31.4
17	30.7	29.6	30.5	32.6	31.5	23.4	33.3
18	26.8	31.1	31.2	31.9	31.5	23.0	31.6
19	27.7	30.9	26.9	32.3	32.0	24.6	27.1
20	26.4	27.5	26.5	33.9	28.8	20.2	32.2
21	30.0	-	22.4	31.3	34.4	22.6	28.1
22	23.1	-	23.6	-	34.8	23.8	-
23	25.2	30.6	35.1	17.3	38.9	24.2	20.0
24	26.9	-	-	26.2	-	23.0	26.4
10-12	31.9	29.6	32.1	30.9	31.9	34.0	31.1
14-16	30.6	29.5	31.5	33.3	31.3	24.7	32.2
0-24	30.8	30.4	30.9	32.6	31.8	26.9	31.1

Mean (ALL)	30.6
Weekday Inter-Peak	31.4

Channel 1 - Northbound **85th Percentile**

Hr Ending	31/01/2026 Saturday	01/02/2026 Sunday	02/02/2026 Monday	03/02/2026 Tuesday	04/02/2026 Wednesday	05/02/2026 Thursday	06/02/2026 Friday
1	34.9	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	24.3	-	-	-	-
7	-	-	32.0	-	36.1	39.1	26.8
8	-	-	38.3	37.5	36.0	39.2	33.3
9	39.9	31.4	41.1	41.6	37.5	38.6	36.5
10	40.8	38.5	37.4	37.7	39.3	36.3	39.4
11	39.2	33.2	43.3	35.0	37.5	38.4	40.1
12	38.4	35.0	37.7	43.9	40.0	40.1	39.4
13	38.4	35.1	39.0	40.9	43.1	39.6	35.4
14	40.8	40.8	38.5	38.2	39.1	29.5	37.3
15	38.7	38.5	37.7	39.3	42.1	33.9	40.1
16	35.1	38.5	38.6	42.2	35.5	29.0	35.7
17	35.2	38.0	37.8	38.9	37.3	28.4	39.8
18	34.1	39.7	36.0	38.1	39.6	28.3	38.0
19	32.6	37.1	35.2	38.9	38.7	34.1	35.0
20	32.2	37.4	30.8	41.8	37.3	25.6	37.7
21	39.4	-	24.4	38.7	40.8	27.7	30.2
22	27.0	-	27.1	-	38.7	25.0	-
23	27.6	-	-	-	-	25.8	26.4
24	31.0	-	-	-	-	26.0	-
10-12	38.7	34.4	40.4	40.6	38.9	39.5	39.8
14-16	37.0	38.6	38.4	41.3	39.0	30.8	37.8
0-24	37.8	37.9	38.1	39.7	39.1	34.6	38.1

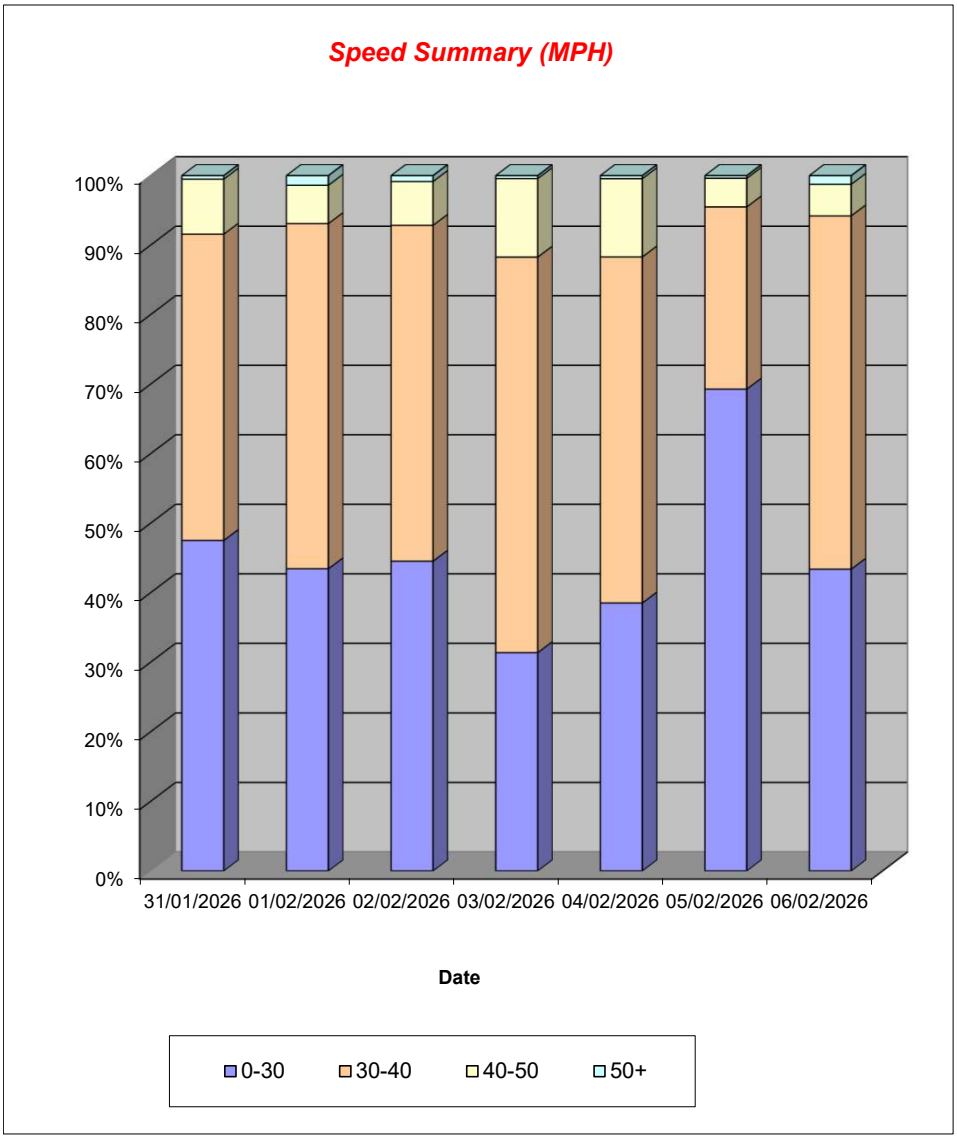
85th %ile (ALL)	38.1
Weekday Inter-Peak	39.1

Kirklees ATC 1, Rowgate (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northbound | **Speed Summary** | **Week 1**

Speed (MPH)	31/01/2026 Saturday	01/02/2026 Sunday	02/02/2026 Monday	03/02/2026 Tuesday	04/02/2026 Wednesday	05/02/2026 Thursday	06/02/2026 Friday
0-30	96	63	106	75	89	185	105
30-40	89	72	115	136	115	70	123
40-50	16	8	15	27	26	11	11
50+	1	2	2	1	1	1	3
TOTAL	**202**	**145**	**238**	**239**	**231**	**267**	**242**



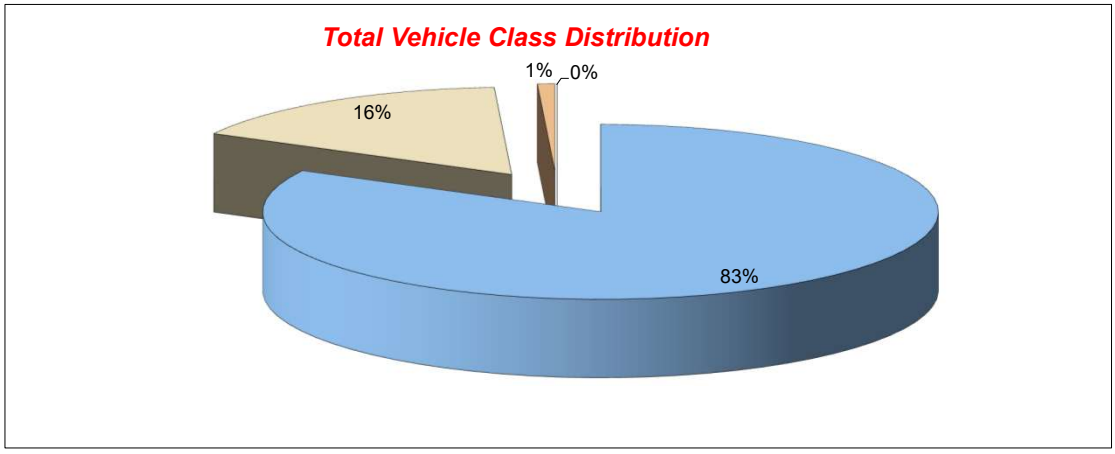
Kirklees ATC 1, Rowgate (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northbound | **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
31/01/2026					
7-19	163	13	1	1	178
6-22	174	15	1	1	191
6-24	179	15	1	1	196
0-24	183	17	1	-1	200
01/02/2026					
7-19	113	15	1	0	129
6-22	125	17	1	0	143
6-24	126	17	1	0	144
0-24	127	17	1	0	145
02/02/2026					
7-19	181	40	2	0	223
6-22	191	41	2	0	234
6-24	192	41	2	0	235
0-24	195	41	2	0	238
03/02/2026					
7-19	172	47	1	1	221
6-22	185	50	1	1	237
6-24	187	50	1	1	239
0-24	187	50	1	1	239
04/02/2026					
7-19	168	41	2	0	211
6-22	184	43	2	0	229
6-24	185	43	2	0	230
0-24	185	44	2	0	231
05/02/2026					
7-19	195	47	2	0	244
6-22	214	47	2	0	263
6-24	218	47	2	0	267
0-24	218	47	2	0	267
06/02/2026					
7-19	181	37	4	0	222
6-22	194	39	4	0	237
6-24	198	40	4	0	242
0-24	198	40	4	0	242

Average					
7-19	168	34	2	0	204
6-22	181	36	2	0	219
6-24	184	36	2	0	222
0-24	185	37	2	0	223

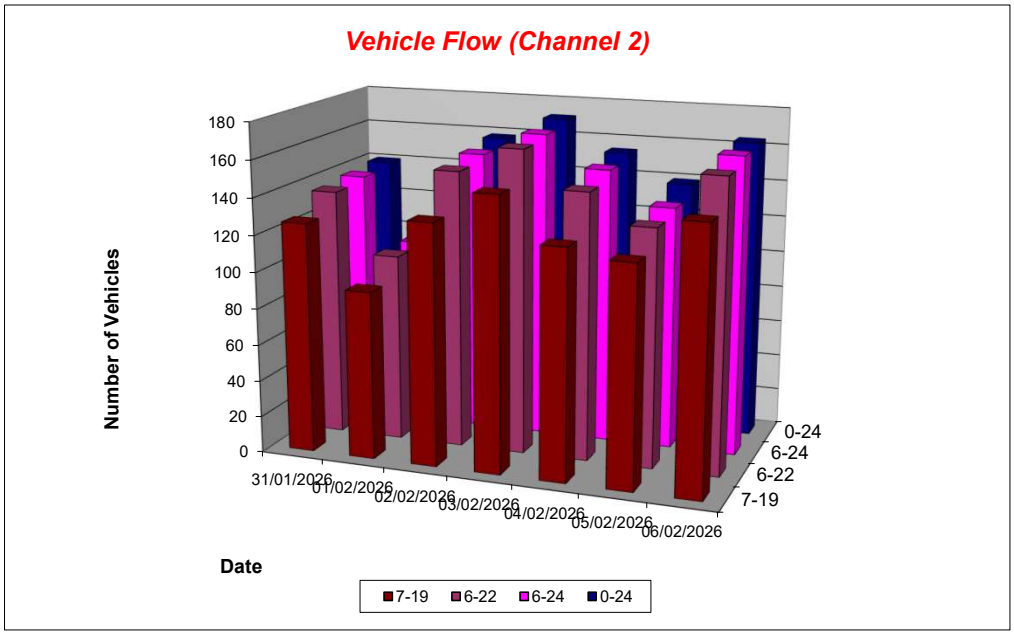


Kirklees ATC 1, Rowgate (Northern Site)

Produced by Road Data Services Ltd.

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

Hr Ending	31/01/2026 Saturday	01/02/2026 Sunday	02/02/2026 Monday	03/02/2026 Tuesday	04/02/2026 Wednesday	05/02/2026 Thursday	06/02/2026 Friday	Weekday Average	Average
1	1	1	0	0	0	2	0	0	1
2	0	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	1	0	1	0	1	0	0	0
5	0	0	0	0	0	0	0	0	0
6	1	0	3	2	3	3	1	2	2
7	0	1	5	3	3	3	4	4	3
8	5	2	5	7	11	8	13	9	7
9	6	1	15	17	17	24	18	18	14
10	7	5	11	8	9	8	8	9	8
11	21	8	9	18	6	9	2	9	10
12	15	10	11	11	6	7	8	9	10
13	18	12	14	9	6	10	10	10	11
14	10	10	17	11	13	11	14	13	12
15	12	14	9	11	7	8	14	10	11
16	9	12	9	14	9	5	12	10	10
17	3	7	20	15	14	16	18	17	13
18	16	4	9	17	18	8	18	14	13
19	4	7	3	11	9	6	8	7	7
20	6	4	10	7	8	3	4	6	6
21	2	4	4	2	8	2	6	4	4
22	2	2	1	5	2	2	2	2	2
23	2	0	2	1	2	0	2	1	1
24	0	0	1	1	3	3	2	2	1
7-19	126	92	132	149	125	120	143	134	127
6-22	136	103	152	166	146	130	159	151	142
6-24	138	103	155	168	151	133	163	154	144
0-24	140	106	158	171	154	139	164	157	147



Kirklees ATC 1, Rowgate (Northern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southbound **Average Speed** **Week 1**

Hr Ending	31/01/2026 Saturday	01/02/2026 Sunday	02/02/2026 Monday	03/02/2026 Tuesday	04/02/2026 Wednesday	05/02/2026 Thursday	06/02/2026 Friday
1	42.9	22.0	-	-	-	23.4	-
2	-	29.2	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	32.0	-	23.0	-	26.3	-
5	-	-	-	-	-	-	-
6	28.2	-	32.1	34.8	35.2	37.5	45.8
7	-	36.0	29.0	29.4	34.6	25.6	22.2
8	29.5	18.7	31.3	32.8	28.2	32.9	28.7
9	30.0	33.5	32.4	28.2	26.2	30.0	25.5
10	33.0	36.1	26.6	29.0	33.1	27.5	25.3
11	29.0	28.9	31.1	29.9	26.4	23.9	16.2
12	30.5	24.7	29.7	28.6	28.3	32.6	29.6
13	31.9	31.1	27.7	32.9	29.1	31.9	30.9
14	31.6	27.7	25.9	28.1	27.1	31.7	32.0
15	33.3	29.8	26.5	31.5	24.8	24.5	28.7
16	28.8	30.9	27.7	31.4	28.5	24.3	30.7
17	24.7	32.2	30.1	28.4	31.2	23.9	28.9
18	26.8	24.8	29.3	29.0	28.8	25.8	26.6
19	26.4	29.3	29.8	33.0	33.9	18.6	31.3
20	29.7	20.7	23.4	29.5	23.2	18.0	30.1
21	22.2	30.7	27.4	32.0	25.8	28.5	31.8
22	37.5	35.6	21.0	26.3	30.8	19.1	26.2
23	15.9	-	37.1	32.6	23.4	-	10.0
24	-	-	34.9	16.4	26.6	24.1	24.8
10-12	29.6	26.6	30.3	29.4	27.4	27.7	27.0
14-16	31.3	30.3	27.1	31.5	26.9	24.5	29.6
0-24	29.9	29.2	28.7	29.8	28.5	27.4	28.4

Average (ALL)	28.8
Weekday Inter-Peak	28.6

Channel 2 - Southbound **85th Percentile**

Hr Ending	31/01/2026 Saturday	01/02/2026 Sunday	02/02/2026 Monday	03/02/2026 Tuesday	04/02/2026 Wednesday	05/02/2026 Thursday	06/02/2026 Friday
1	-	-	-	-	-	26.4	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	39.0	42.0	44.6	46.2	-
7	-	-	35.5	32.5	40.3	37.3	31.5
8	38.6	25.0	35.0	37.3	35.3	37.1	34.7
9	34.1	-	38.4	35.6	33.7	37.9	32.3
10	36.3	41.1	34.8	37.0	35.9	32.5	34.1
11	37.6	35.1	40.2	37.0	34.3	33.3	25.5
12	36.2	32.8	37.2	34.4	36.3	38.5	35.7
13	39.3	35.9	34.5	44.8	38.0	38.0	36.9
14	35.8	35.8	29.7	36.4	34.4	35.1	37.5
15	39.8	34.7	35.4	38.9	30.9	30.7	34.5
16	38.4	39.2	34.3	38.5	36.3	26.9	34.2
17	30.8	38.0	39.6	35.8	37.2	30.8	36.6
18	32.3	30.7	36.0	36.6	36.8	33.0	34.1
19	31.0	38.4	37.0	38.8	40.0	26.0	38.2
20	37.8	27.1	29.7	35.2	31.0	23.2	35.2
21	23.7	36.3	32.1	32.9	30.7	31.6	36.7
22	45.7	41.1	-	40.2	34.2	24.5	27.4
23	26.8	-	39.0	-	30.5	-	13.6
24	-	-	-	-	31.1	27.5	28.9
10-12	37.2	34.2	38.6	36.1	35.4	37.0	35.8
14-16	39.6	37.0	35.0	38.7	34.2	29.6	34.6
0-24	37.5	36.8	36.3	37.7	36.2	35.4	35.9

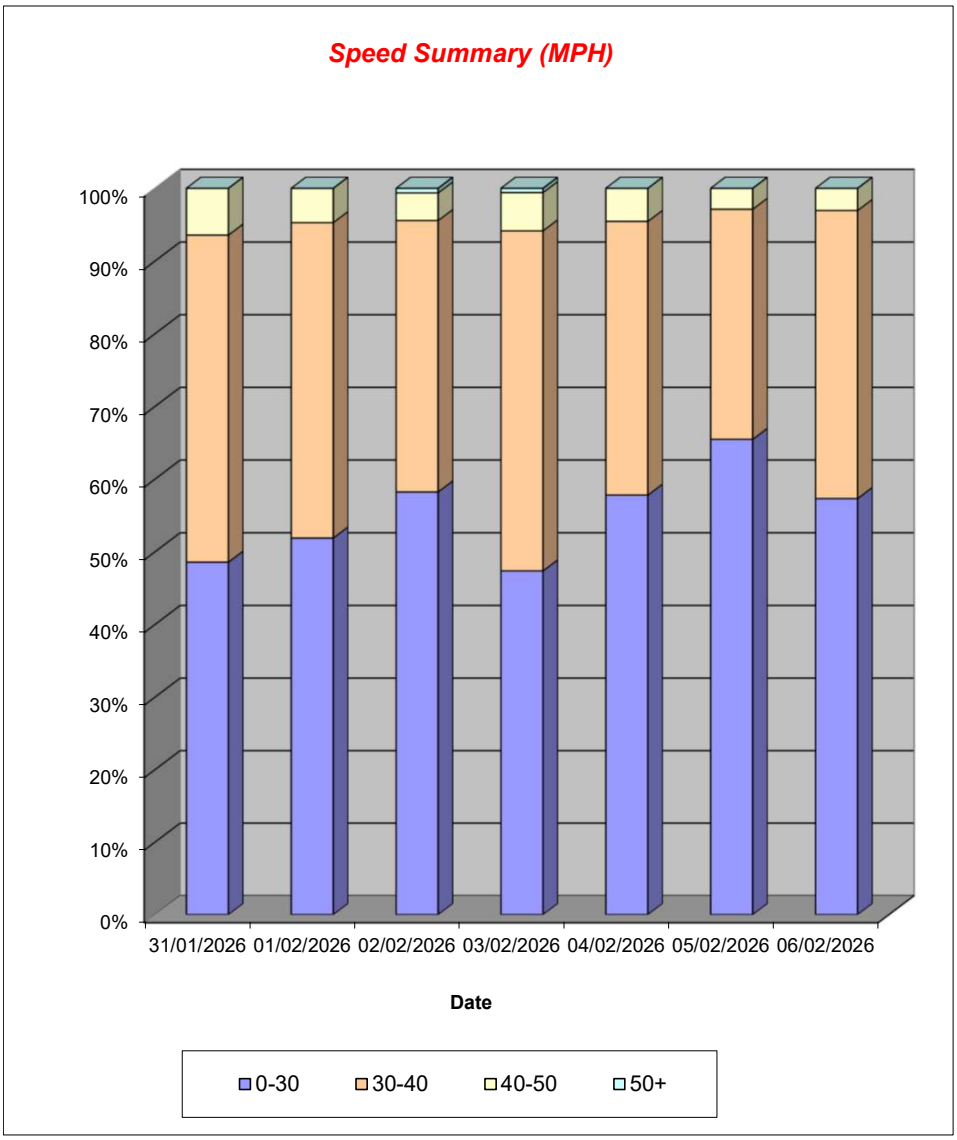
85th %ile (ALL)	36.5
Weekday Inter-Peak	36.2

Kirklees ATC 1, Rowgate (Northern Site)

Produced by Road Data Services Ltd.

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

Speed (MPH)	31/01/2026 Saturday	01/02/2026 Sunday	02/02/2026 Monday	03/02/2026 Tuesday	04/02/2026 Wednesday	05/02/2026 Thursday	06/02/2026 Friday
0-30	68	55	92	81	89	91	94
30-40	63	46	59	80	58	44	65
40-50	9	5	6	9	7	4	5
50+	0	0	1	1	0	0	0
TOTAL	**140**	**106**	**158**	**171**	**154**	**139**	**164**



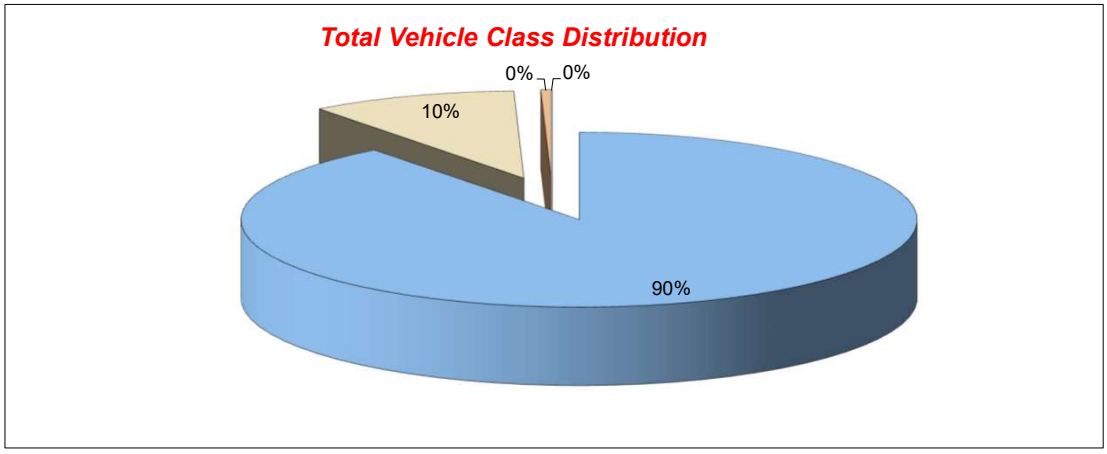
Kirklees ATC 1, Rowgate (Northern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southbound | **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
31/01/2026					
7-19	120	6	0	0	126
6-22	130	6	0	0	136
6-24	132	6	0	0	138
0-24	133	7	0	0	140
01/02/2026					
7-19	86	5	1	0	92
6-22	95	7	1	0	103
6-24	95	7	1	0	103
0-24	98	7	1	0	106
02/02/2026					
7-19	115	17	0	0	132
6-22	134	18	0	0	152
6-24	137	18	0	0	155
0-24	140	18	0	0	158
03/02/2026					
7-19	134	15	0	0	149
6-22	149	17	0	0	166
6-24	151	17	0	0	168
0-24	154	17	0	0	171
04/02/2026					
7-19	107	15	3	0	125
6-22	127	16	3	0	146
6-24	132	16	3	0	151
0-24	135	16	3	0	154
05/02/2026					
7-19	101	18	1	0	120
6-22	111	18	1	0	130
6-24	114	18	1	0	133
0-24	119	19	1	0	139
06/02/2026					
7-19	126	17	0	0	143
6-22	142	17	0	0	159
6-24	145	18	0	0	163
0-24	146	18	0	0	164

Average					
7-19	113	13	1	0	127
6-22	127	14	1	0	142
6-24	129	14	1	0	144
0-24	132	15	1	0	147

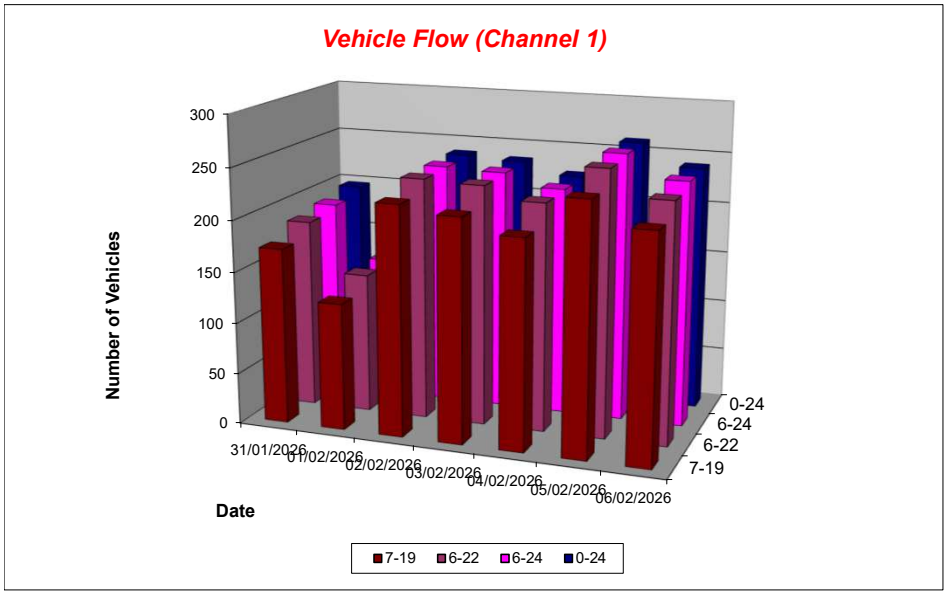


Kirklees ATC 2, Rowgate (Southern Site)

Produced by Road Data Services Ltd.

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

Hr Ending	31/01/2026 Saturday	01/02/2026 Sunday	02/02/2026 Monday	03/02/2026 Tuesday	04/02/2026 Wednesday	05/02/2026 Thursday	06/02/2026 Friday	Weekday Average	Average
1	3	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0
4	1	1	0	0	0	0	1	0	0
5	1	0	1	0	1	0	0	0	0
6	1	0	0	0	0	0	0	0	0
7	1	0	2	1	3	3	3	2	2
8	0	0	11	15	10	17	6	12	8
9	10	4	20	13	19	22	25	20	16
10	11	5	14	14	10	14	8	12	11
11	16	12	8	14	11	12	18	13	13
12	25	12	12	12	14	15	12	13	15
13	12	14	13	19	15	21	13	16	15
14	21	18	16	18	12	6	17	14	15
15	22	16	18	12	14	9	19	14	16
16	23	12	29	24	16	19	27	23	21
17	12	13	36	26	31	49	42	37	30
18	8	10	34	38	32	45	28	35	28
19	12	8	13	12	19	13	4	12	12
20	4	13	6	7	7	6	7	7	7
21	6	0	2	8	7	5	4	5	5
22	2	0	2	1	2	2	0	1	1
23	2	1	1	0	1	2	5	2	2
24	3	0	0	1	0	1	1	1	1
7-19	172	124	224	217	203	242	219	221	200
6-22	185	137	236	234	222	258	233	237	215
6-24	190	138	237	235	223	261	239	239	218
0-24	197	139	238	235	224	261	240	240	219



Kirklees ATC 2, Rowgate (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northbound **Average Speed** **Week 1**

Hr Ending	31/01/2026 Saturday	01/02/2026 Sunday	02/02/2026 Monday	03/02/2026 Tuesday	04/02/2026 Wednesday	05/02/2026 Thursday	06/02/2026 Friday
1	29.2	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	26.7	-	-	-	-	-	-
4	25.4	22.4	-	-	-	-	21.4
5	25.8	-	28.2	-	14.6	-	-
6	31.3	-	-	-	-	-	-
7	21.5	-	20.8	15.9	22.7	25.6	23.0
8	-	-	29.0	28.3	23.3	26.5	23.6
9	25.6	26.8	27.7	29.9	27.7	28.0	24.5
10	28.3	22.6	26.0	29.0	26.7	25.7	27.6
11	26.9	25.3	28.7	26.6	27.2	27.2	26.4
12	26.7	27.5	28.4	30.5	28.0	29.7	25.9
13	26.2	26.4	26.5	27.6	28.9	28.1	24.1
14	27.8	27.8	27.2	25.9	28.5	15.2	24.7
15	27.0	25.6	29.5	27.6	29.1	20.3	28.0
16	27.8	27.5	27.9	29.0	26.6	17.4	26.5
17	27.5	24.5	26.7	27.2	26.5	19.1	28.7
18	26.9	28.5	27.2	28.8	27.8	16.9	24.8
19	28.3	27.5	26.6	25.1	25.9	19.3	33.5
20	26.0	26.2	24.8	29.2	23.5	15.6	26.4
21	27.7	-	19.1	26.5	27.3	17.4	24.6
22	23.8	-	24.0	17.9	24.2	19.2	-
23	25.5	25.2	32.8	-	30.1	21.3	26.9
24	21.1	-	-	11.5	-	19.3	24.5

10-12	26.8	26.4	28.5	28.4	27.6	28.5	26.2
14-16	27.4	26.4	28.5	28.5	27.7	18.3	27.1
0-24	27.1	26.4	27.3	27.8	27.0	21.8	26.3

Mean (ALL)	26.1
Weekday Inter-Peak	27.0

Channel 1 - Northbound **85th Percentile**

Hr Ending	31/01/2026 Saturday	01/02/2026 Sunday	02/02/2026 Monday	03/02/2026 Tuesday	04/02/2026 Wednesday	05/02/2026 Thursday	06/02/2026 Friday
1	31.2	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	25.3	-	27.9	32.7	26.0
8	-	-	34.7	33.9	26.5	31.7	25.8
9	29.9	30.6	33.2	34.0	31.5	34.4	29.8
10	33.3	30.1	30.7	34.4	32.5	30.2	30.9
11	32.1	29.5	35.8	32.3	30.6	30.3	31.5
12	32.3	32.3	32.0	34.9	33.5	35.0	32.2
13	30.3	30.6	30.7	31.9	32.2	32.3	29.4
14	35.1	31.9	32.3	31.7	30.9	20.8	30.5
15	32.3	33.3	34.3	33.9	33.8	25.9	32.6
16	33.5	33.5	32.5	34.3	32.5	23.1	31.0
17	31.4	30.9	31.6	31.6	32.5	24.5	33.6
18	31.8	32.8	31.7	33.7	33.5	22.2	30.4
19	32.3	32.0	32.1	33.1	31.8	26.3	39.4
20	28.7	32.3	29.2	33.7	25.8	23.2	32.9
21	32.0	-	22.4	32.6	34.4	22.6	28.0
22	24.1	-	29.4	-	27.9	21.1	-
23	28.1	-	-	-	-	23.4	31.9
24	26.2	-	-	-	-	-	-

10-12	32.3	31.0	33.8	33.9	32.3	33.1	31.8
14-16	33.0	33.5	33.2	34.2	33.2	24.1	31.7
0-24	32.4	32.0	32.4	33.5	32.3	29.2	31.7

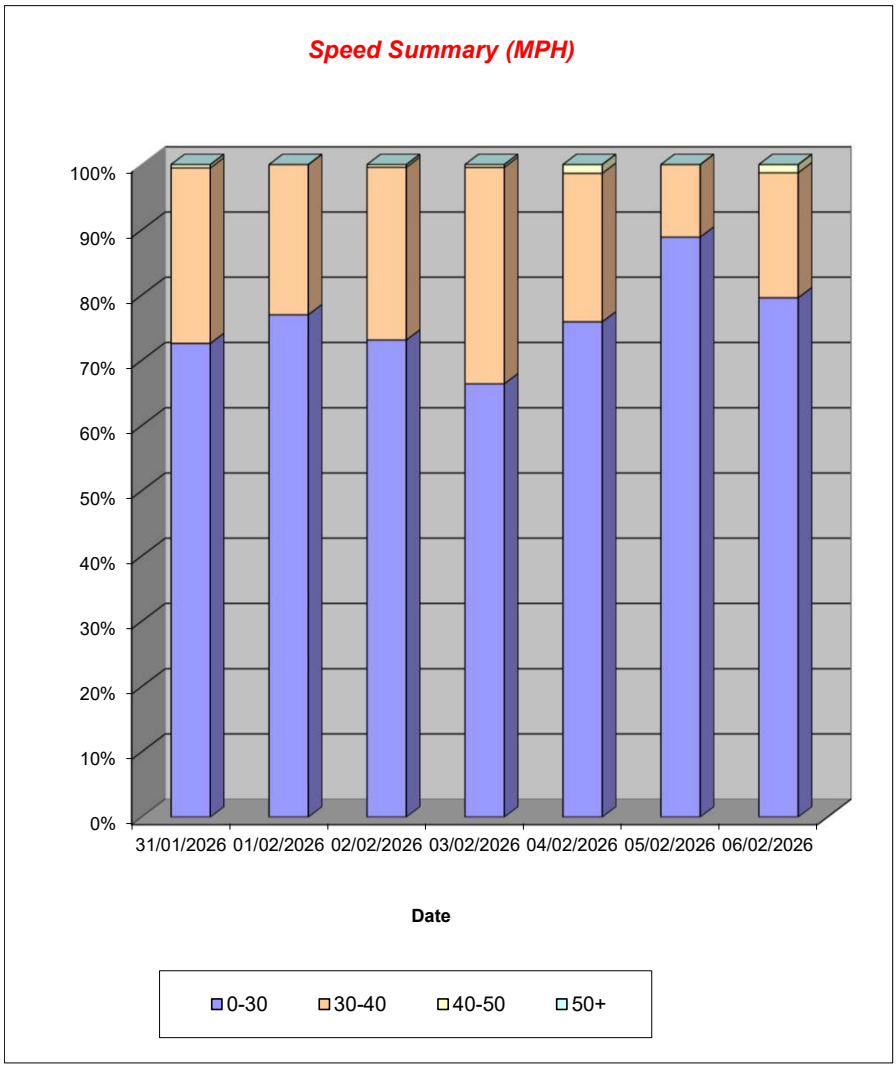
85th %ile (ALL)	32.2
Weekday Inter-Peak	33.0

Kirklees ATC 2, Rowgate (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northbound | **Speed Summary** | **Week 1**

Speed (MPH)	31/01/2026 Saturday	01/02/2026 Sunday	02/02/2026 Monday	03/02/2026 Tuesday	04/02/2026 Wednesday	05/02/2026 Thursday	06/02/2026 Friday
0-30	143	107	174	156	170	232	191
30-40	53	32	63	78	51	29	46
40-50	1	0	1	1	3	0	3
50+	0	0	0	0	0	0	0
TOTAL	**197**	**139**	**238**	**235**	**224**	**261**	**240**



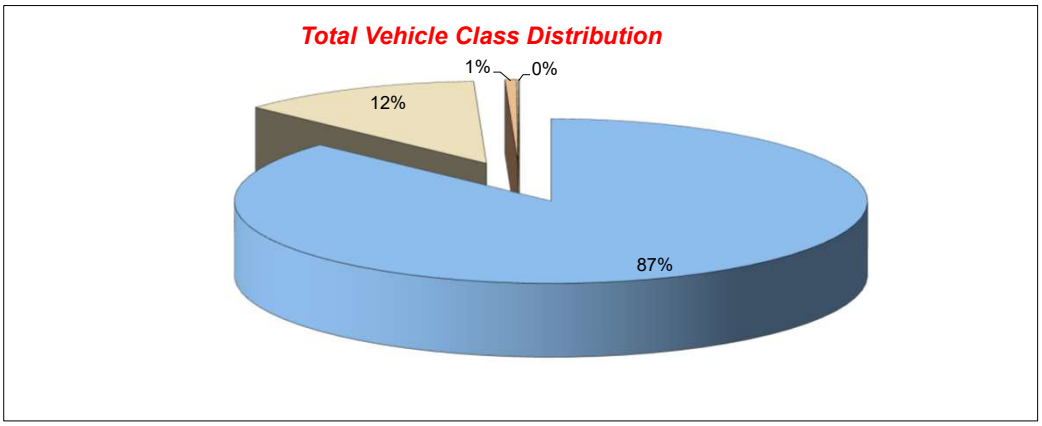
Kirklees ATC 2, Rowgate (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northbound | **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
31/02/2026					
7-19	158	13	0	1	172
6-22	169	15	0	1	185
6-24	174	15	0	1	190
0-24	180	16	0	-1	195
01/02/2026					
7-19	114	9	1	0	124
6-22	126	10	1	0	137
6-24	127	10	1	0	138
0-24	128	10	1	0	139
02/02/2026					
7-19	193	29	2	0	224
6-22	205	29	2	0	236
6-24	206	29	2	0	237
0-24	207	29	2	0	238
03/02/2026					
7-19	186	30	1	0	217
6-22	201	32	1	0	234
6-24	202	32	1	0	235
0-24	202	32	1	0	235
04/02/2026					
7-19	173	30	0	0	203
6-22	190	32	0	0	222
6-24	191	32	0	0	223
0-24	191	33	0	0	224
05/02/2026					
7-19	198	43	1	0	242
6-22	213	44	1	0	258
6-24	216	44	1	0	261
0-24	216	44	1	0	261
06/02/2026					
7-19	191	24	4	0	219
6-22	203	26	4	0	233
6-24	209	26	4	0	239
0-24	210	26	4	0	240

Average					
7-19	173	25	1	0	200
6-22	187	27	1	0	215
6-24	189	27	1	0	218
0-24	191	27	1	0	219

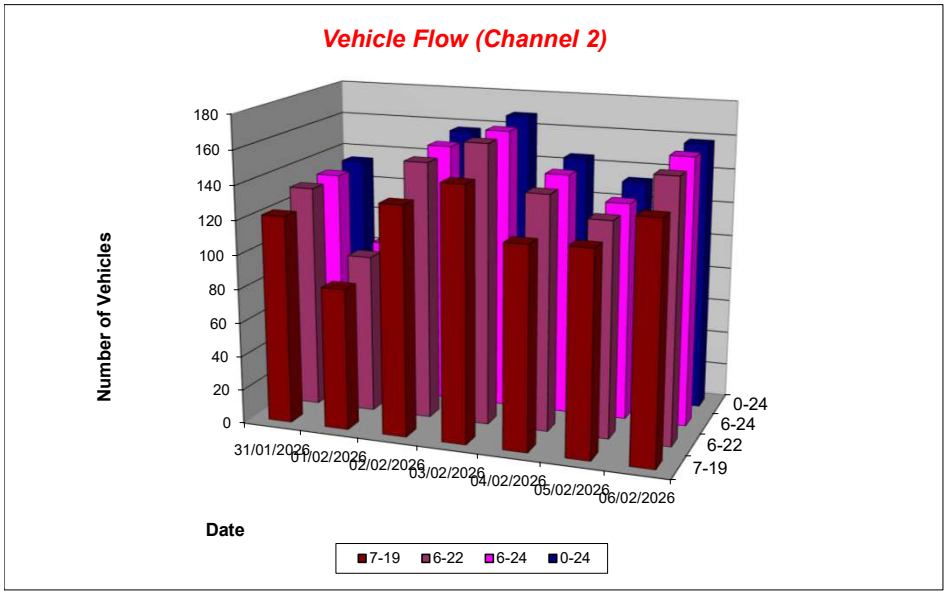


Kirklees ATC 2, Rowgate (Southern Site)

Produced by Road Data Services Ltd.

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

Hr Ending	31/01/2026 Saturday	01/02/2026 Sunday	02/02/2026 Monday	03/02/2026 Tuesday	04/02/2026 Wednesday	05/02/2026 Thursday	06/02/2026 Friday	Weekday Average	Average
1	1	1	0	0	0	2	0	0	1
2	0	1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	1	0	1	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	1	0	3	2	3	3	1	2	2
7	0	1	5	4	4	2	3	4	3
8	4	0	5	7	10	9	12	9	7
9	6	1	16	18	18	24	19	19	15
10	9	5	11	7	9	9	8	9	8
11	20	9	8	18	6	9	1	8	10
12	15	9	12	12	6	7	8	9	10
13	16	13	12	9	5	10	9	9	11
14	11	9	17	11	12	12	14	13	12
15	13	12	8	11	6	6	14	9	10
16	9	11	9	14	9	6	11	10	10
17	2	6	22	14	14	14	16	16	13
18	14	2	10	16	16	7	18	13	12
19	3	6	4	11	7	6	8	7	6
20	5	3	7	6	7	1	4	5	5
21	2	4	4	2	7	2	6	4	4
22	2	2	1	4	2	2	2	2	2
23	1	0	2	1	2	0	2	1	1
24	0	0	1	0	2	2	2	1	1
7-19	122	83	134	148	118	119	138	131	123
6-22	131	93	151	164	138	126	153	146	137
6-24	132	93	154	165	142	128	157	149	139
0-24	134	96	157	168	145	133	158	152	142



Kirklees ATC 2, Rowgate (Southern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southbound **Average Speed** **Week 1**

Hr Ending	31/01/2026 Saturday	01/02/2026 Sunday	02/02/2026 Monday	03/02/2026 Tuesday	04/02/2026 Wednesday	05/02/2026 Thursday	06/02/2026 Friday
1	22.0	26.9	-	-	-	25.0	-
2	-	22.9	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	25.9	-	25.4	-	-	-
5	-	-	-	-	-	-	-
6	22.0	-	30.5	33.0	29.6	31.9	36.0
7	-	30.0	24.7	26.9	29.4	28.2	25.3
8	27.4	-	28.1	29.2	22.6	27.8	26.3
9	22.5	25.3	26.4	26.0	26.4	25.1	23.6
10	25.8	30.5	25.2	28.4	25.8	27.5	27.1
11	27.8	25.1	26.7	28.3	27.9	22.6	28.2
12	27.0	24.2	25.7	26.5	26.4	26.1	27.5
13	28.0	27.3	23.8	27.8	27.6	26.4	26.7
14	26.6	26.0	26.5	26.7	24.7	24.1	28.5
15	28.2	27.6	22.9	29.1	23.8	24.3	24.0
16	23.4	26.9	26.9	27.3	26.3	22.8	25.1
17	22.6	29.5	25.9	26.6	27.5	20.8	25.6
18	27.7	20.8	25.3	25.9	27.4	25.3	23.4
19	23.4	28.8	26.3	29.0	30.1	19.7	26.8
20	28.9	23.4	19.7	26.8	22.7	14.1	27.1
21	25.9	28.6	21.5	23.8	23.6	26.7	25.1
22	31.8	32.8	22.5	24.0	25.3	24.2	24.2
23	29.9	-	33.5	24.1	22.9	-	23.9
24	-	-	37.2	-	28.1	29.9	20.2
10-12	27.4	24.7	26.1	27.6	27.1	24.1	27.6
14-16	26.2	27.3	25.0	28.1	25.3	23.5	24.5
0-24	26.8	26.9	25.6	27.2	26.1	24.7	25.5

Average (ALL)	26.1
Weekday Inter-Peak	26.0

Channel 2 - Southbound **85th Percentile**

Hr Ending	31/01/2026 Saturday	01/02/2026 Sunday	02/02/2026 Monday	03/02/2026 Tuesday	04/02/2026 Wednesday	05/02/2026 Thursday	06/02/2026 Friday
1	-	-	-	-	-	25.1	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	38.9	36.4	40.2	40.3	-
7	-	-	27.2	32.0	30.8	34.7	28.7
8	30.6	-	32.5	35.0	30.1	31.9	31.0
9	31.2	-	31.8	29.2	31.1	31.9	27.3
10	33.7	36.6	30.2	35.7	32.6	32.3	31.0
11	32.2	27.9	33.5	33.5	32.2	27.0	-
12	31.8	29.4	31.2	29.7	30.5	33.6	33.5
13	33.8	32.2	27.2	33.8	30.1	31.3	32.9
14	29.8	29.7	31.2	33.0	29.8	28.6	32.2
15	31.8	31.2	28.8	36.9	27.3	29.5	27.0
16	31.1	32.9	33.8	32.2	31.7	26.8	30.7
17	27.5	33.6	31.2	31.9	32.6	24.7	30.5
18	30.8	24.7	29.9	30.1	33.9	29.9	28.9
19	25.5	32.5	29.2	34.3	35.1	22.6	34.3
20	34.3	32.5	21.8	30.9	27.4	-	33.7
21	27.6	37.9	26.9	25.3	28.2	33.4	28.3
22	35.5	33.5	-	30.5	27.4	25.2	28.4
23	-	-	35.0	-	25.8	-	30.1
24	-	-	-	-	32.7	34.6	21.2
10-12	32.0	28.9	32.2	32.2	31.4	30.3	33.3
14-16	32.3	32.2	31.8	34.5	30.2	28.2	28.9
0-24	32.3	32.3	31.2	32.6	31.9	30.6	30.7

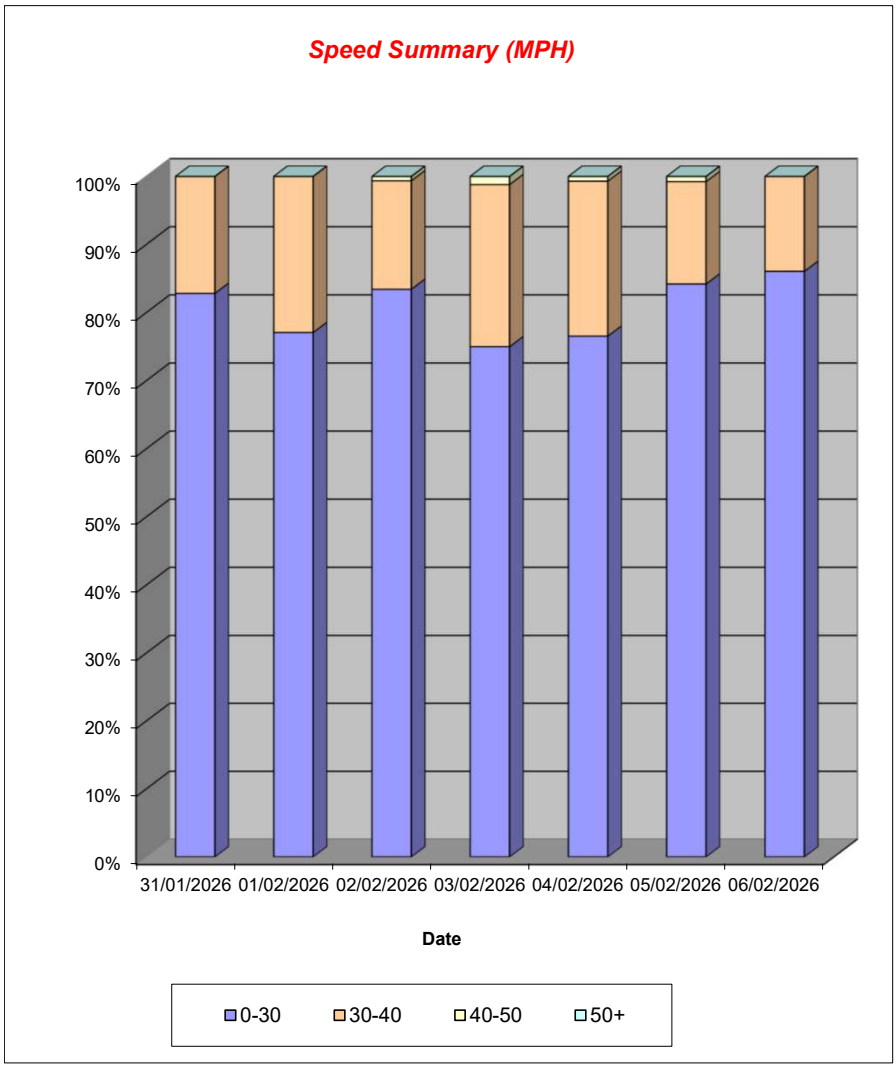
85th %ile (ALL)	31.7
Weekday Inter-Peak	31.7

Kirklees ATC 2, Rowgate (Southern Site)

Produced by Road Data Services Ltd.

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

Speed (MPH)	31/01/2026 Saturday	01/02/2026 Sunday	02/02/2026 Monday	03/02/2026 Tuesday	04/02/2026 Wednesday	05/02/2026 Thursday	06/02/2026 Friday
0-30	111	74	131	126	111	112	136
30-40	23	22	25	40	33	20	22
40-50	0	0	1	2	1	1	0
50+	0	0	0	0	0	0	0
TOTAL	**134**	**96**	**157**	**168**	**145**	**133**	**158**



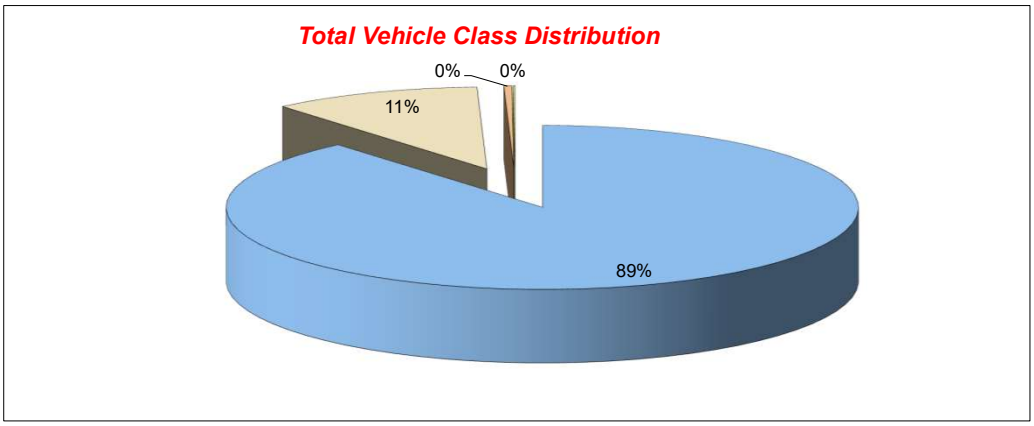
Kirklees ATC 2, Rowgate (Southern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southbound | **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
31/01/2026					
7-19	114	7	0	1	122
6-22	123	7	0	1	131
6-24	124	7	0	1	132
0-24	126	7	0	1	134
01/02/2026					
7-19	81	2	0	0	83
6-22	89	4	0	0	93
6-24	89	4	0	0	93
0-24	92	4	0	0	96
02/02/2026					
7-19	122	12	0	0	134
6-22	139	12	0	0	151
6-24	142	12	0	0	154
0-24	145	12	0	0	157
03/02/2026					
7-19	127	21	0	0	148
6-22	141	23	0	0	164
6-24	142	23	0	0	165
0-24	145	23	0	0	168
04/02/2026					
7-19	95	20	3	0	118
6-22	113	22	3	0	138
6-24	117	22	3	0	142
0-24	120	22	3	0	145
05/02/2026					
7-19	98	20	1	0	119
6-22	105	20	1	0	126
6-24	107	20	1	0	128
0-24	112	20	1	0	133
06/02/2026					
7-19	121	17	0	0	138
6-22	136	17	0	0	153
6-24	139	18	0	0	157
0-24	140	18	0	0	158

Average					
7-19	108	14	1	0	123
6-22	121	15	1	0	137
6-24	123	15	1	0	139
0-24	126	15	1	0	142



S|C|P

APPENDIX B

NOTES:
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SCALING FOR PLANNING PURPOSES ONLY.
All dimensions to be checked on site anc any discrepancies to be referred to the architect before proceeding.

ALL LEVELS TO BE CHECKED ON SITE.
All discrepancies between information shown on the drawings and the information in the specification to be referred to the architect before proceeding.

All component sizes and references to be checked prior to the ordering of materials.

Positions and designation (i.e. combined, surface water or foul) of existing drain runs on site are to be checked / confirmed by the building contractor prior to commencement of any drainage works. Any existing drains, to which additional connections are to be made, are also to be checked as necessary to ensure they are suitable to accommodate additional capacity and the type of effluent being connected.

All relevant boundary positions are to be checked prior to proceeding.

409000m

408950m

N

0 5 10

HEATOR LANE

ROWGATE

Existing shrubs / planting to existing banking not shown

Red dashed line indicates trees to be removed

Existing steel mesh & post & wire fence to be removed

New upper site entrance

Stone Wall

Bank Top

Bank Btm

Steel Mesh Fence

Post & Rail Fence

Stone Wall (Dilapidated)

Stone Wall - replace collapsed with dwarf stone wall

Trial Trench

Trial Trench

Manhole CL 233.64

Gully 234.14

Gully 234.93

Gully 239.98

Gate

Gate Post

Stay Wire

TP

PLOT 1

Stock Pile - Reclaimed Stone

Grass

+ FFL 240.15

+240.00

+237.00

+237.15

+239.00

+239.50

+239.90

1 in 18 = 1.98

R6

350m

100m

150m

Rev	Revision	Ini.	Date

Client:

Mr J Thackra

Project:

Proposed Residential Development

Location:

Land at Rowgate / Heator Lane
Upper Cumberworth
Huddersfield

Good & Tillotsen Chartered Architects

2 The Studios,
318 Chorley Old Road,
Bolton,
BL1 4JU

Tel: 01204 497700

Email : info@goodandtillotson.co.uk
Web: www.goodandtillotson.co.uk

Drawing Title:

Proposed 'Cleared Up' Site Plan

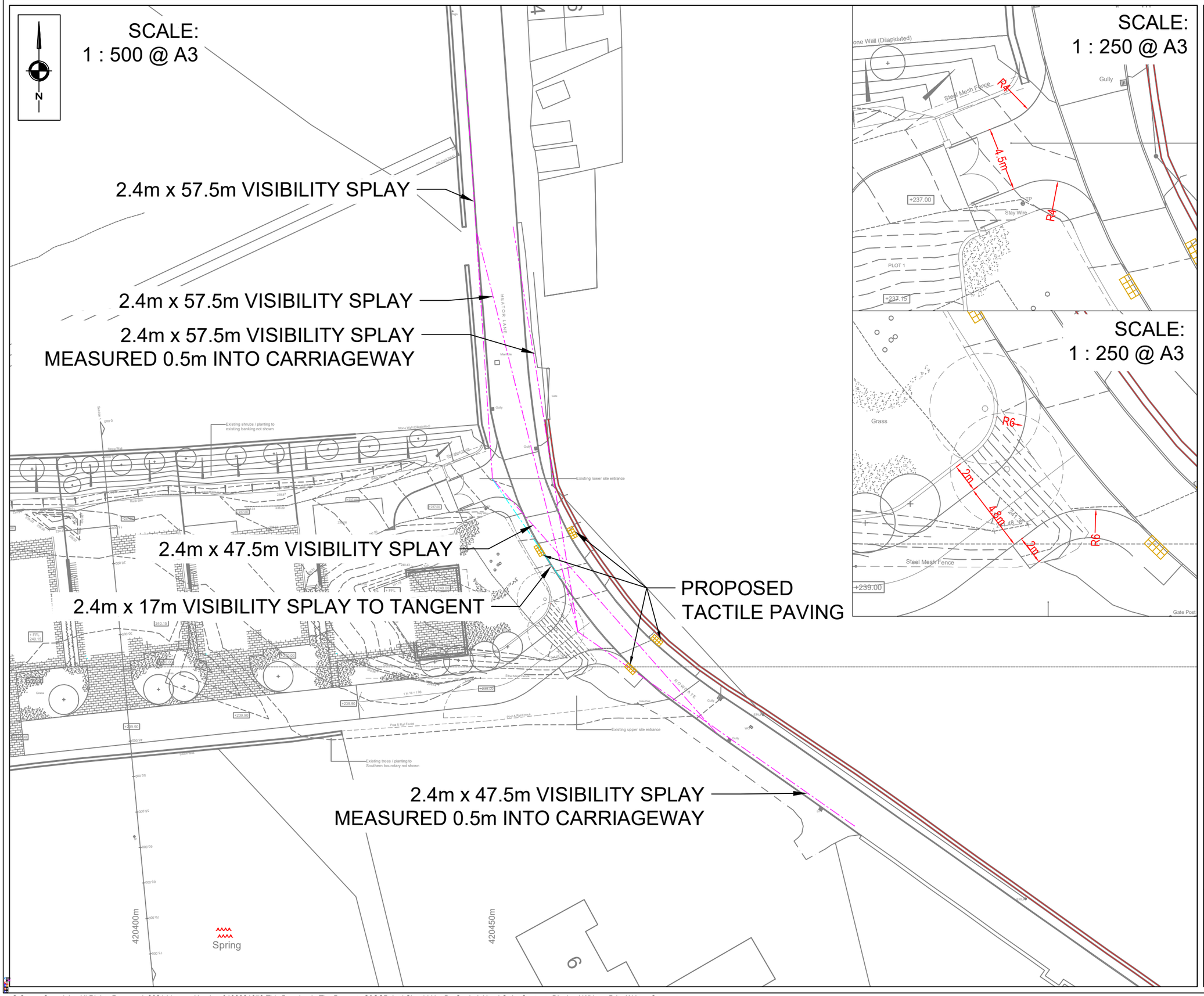
G&T Job No:	Scale:	Drawn:	Checked:	Date:
2529	1:200@A1	MJG	RPW	29.09.26

Drawing Purpose:	Status:	Revision:
Scheme Drawing	S2	

BIM Project:	Origin:	Zone:	Level:	Type:	Role:	Dwg No:
2529-GTA-XX-XX-DR-A-1007						

S|C|P

APPENDIX C



NOTES

REV	DESCRIPTION	DATE	BY
A	–UPDATED SITE PLAN	30.09.26	AM

REVISIONS

SCP
an RSK company
Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:
MR JAMES THACKRA

Project Title:
HEATOR LANE, UPPER CUMBERWORTH

Drawing Title:
ACCESS ARRANGEMENT AND VISIBILITY SPLAYS

Drawn By: OP	Date: 05.03.2026
Checked: PT	Scale@A3: SEE INSET
Approved: PT	Status: PLANNING
Drawing No. SCP/260083/D01	Rev. A

C:\Users\Abbie.Moore.RSKHELSBY\RSK Group\SCP Job Library 2026 - Documents\260083 - Heator Lane, Upper Cumberworth\03 Data\Drawings

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APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	HG	HARINGEY	1 day
02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 day
	MW	MEDWAY	1 day
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 day
11	**SCOTLAND**		
	HI	HIGHLAND	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 day
16	**ULSTER (REPUBLIC OF IRELAND)**		
	DN	DONEGAL	1 day

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

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Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	4 to 20 (units:DWELLS)
Range Selected by User:	4 to 20 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

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

Selected survey days:

Friday	2 days
Thursday	2 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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

Selected Locations:

Neighbourhood Centre	7 days

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

Selected Location Sub Categories:

High Street	1 days
No Sub Category	1 days
Residential Zone	1 days
Village	4 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	4 days

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Secondary Filtering Selection:

Use Class:

C3	7 surveys

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

Population within 500m Range:

117 - 9806

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	3 surveys
10,001 to 15,000	2 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,000 or Less	1 surveys
5,001 to 25,000	1 surveys
500,001 or More	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	4 surveys
1.6 to 2.0	1 surveys

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

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	6 surveys
Yes	1 surveys

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

PTAL Rating:

4 - Good	1 surveys
No PTAL Present	6 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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1	**DL-03-A-09**	**TERRACED**	**DUBLIN**

RATHFARNHAM ROAD
DUBLIN
RATHFARNHAM
Neighbourhood Centre
No Sub Category
Number of dwellings: 8.00 DWELLS
Survey date: Friday 07/09/2012 Survey Type: Manual

2	**DN-03-A-01**	**DETACHED**	**DONEGAL**

GLENFIN STREET
BALLYBOFEY
Neighbourhood Centre
Village
Number of dwellings: 4.00 DWELLS
Survey date: Wednesday 30/06/2010 Survey Type: Manual

3	**DS-03-A-01**	**SEMI D./TERRACED**	**DERBYSHIRE**

THE AVENUE
DRONFIELD
HOLMESDALE
Neighbourhood Centre
Residential Zone
Number of dwellings: 20.00 DWELLS
Survey date: Thursday 22/06/2006 Survey Type: Manual

4	**ES-03-A-06**	**MIXED HOUSES**	**EAST SUSSEX**

BISHOPS LANE
RINGMER
Neighbourhood Centre
Village
Number of dwellings: 12.00 DWELLS
Survey date: Wednesday 16/06/2021 Survey Type: Manual

5	**HG-03-A-01**	**DETACHED & SEMI-DETACHED**	**HARINGEY**

LAWRENCE ROAD
TOTTENHAM
WEST GREEN
Neighbourhood Centre
High Street
Number of dwellings: 20.00 DWELLS
Survey date: Tuesday 05/11/2019 Survey Type: Manual

6	**HI-03-A-16**	**PRIVATLEY OWNED HOUSES**	**HIGHLAND**

RIVERSIDE GROVE
NEAR FORT WILLIAM
LOCHYSIDE
Neighbourhood Centre
Village
Number of dwellings: 13.00 DWELLS
Survey date: Thursday 10/10/2024 Survey Type: Manual

7	**MW-03-A-01**	**DETACHED & SEMI-DETACHED**	**MEDWAY**

ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre
Village
Number of dwellings: 8.00 DWELLS
Survey date: Friday 22/09/2017 Survey Type: Manual

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**12**	**0.129**	**0.235**	**0.364**
08:00-09:00	**7**	**12**	**0.271**	**0.341**	**0.612**
09:00-10:00	**7**	**12**	**0.282**	**0.247**	**0.529**
10:00-11:00	**7**	**12**	**0.271**	**0.376**	**0.647**
11:00-12:00	**7**	**12**	**0.353**	**0.271**	**0.624**
12:00-13:00	**7**	**12**	**0.247**	**0.176**	**0.423**
13:00-14:00	**7**	**12**	**0.282**	**0.318**	**0.600**
14:00-15:00	**7**	**12**	**0.141**	**0.176**	**0.317**
15:00-16:00	**7**	**12**	**0.259**	**0.259**	**0.518**
16:00-17:00	**7**	**12**	**0.235**	**0.176**	**0.411**
17:00-18:00	**7**	**12**	**0.271**	**0.200**	**0.471**
18:00-19:00	**7**	**12**	**0.341**	**0.247**	**0.588**
19:00-20:00	**1**	**20**	**0.500**	**0.550**	**1.050**
20:00-21:00	**1**	**20**	**0.450**	**0.500**	**0.950**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**4.032**	**4.072**	**8.104**

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

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

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Parameter Summary:

Trip rate parameter range selected:	4 - 20 (units: DWELLS)
Survey date date range:	22/06/2006 - 10/10/2024
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**12**	**0.012**	**0.047**	**0.059**
08:00-09:00	**7**	**12**	**0.000**	**0.000**	**0.000**
09:00-10:00	**7**	**12**	**0.000**	**0.000**	**0.000**
10:00-11:00	**7**	**12**	**0.000**	**0.000**	**0.000**
11:00-12:00	**7**	**12**	**0.000**	**0.000**	**0.000**
12:00-13:00	**7**	**12**	**0.000**	**0.012**	**0.012**
13:00-14:00	**7**	**12**	**0.012**	**0.000**	**0.012**
14:00-15:00	**7**	**12**	**0.000**	**0.000**	**0.000**
15:00-16:00	**7**	**12**	**0.000**	**0.000**	**0.000**
16:00-17:00	**7**	**12**	**0.024**	**0.035**	**0.059**
17:00-18:00	**7**	**12**	**0.000**	**0.000**	**0.000**
18:00-19:00	**7**	**12**	**0.012**	**0.000**	**0.012**
19:00-20:00	**1**	**20**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**20**	**0.050**	**0.000**	**0.050**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.110**	**0.094**	**0.204**

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

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

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Parameter Summary:

Trip rate parameter range selected:	4 - 20 (units: DWELLS)
Survey date date range:	22/06/2006 - 05/11/2019
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**12**	**0.094**	**0.188**	**0.282**
08:00-09:00	**7**	**12**	**0.247**	**0.447**	**0.694**
09:00-10:00	**7**	**12**	**0.059**	**0.294**	**0.353**
10:00-11:00	**7**	**12**	**0.118**	**0.153**	**0.271**
11:00-12:00	**7**	**12**	**0.129**	**0.106**	**0.235**
12:00-13:00	**7**	**12**	**0.153**	**0.106**	**0.259**
13:00-14:00	**7**	**12**	**0.118**	**0.141**	**0.259**
14:00-15:00	**7**	**12**	**0.141**	**0.129**	**0.270**
15:00-16:00	**7**	**12**	**0.247**	**0.094**	**0.341**
16:00-17:00	**7**	**12**	**0.235**	**0.106**	**0.341**
17:00-18:00	**7**	**12**	**0.224**	**0.153**	**0.377**
18:00-19:00	**7**	**12**	**0.247**	**0.153**	**0.400**
19:00-20:00	**1**	**20**	**0.950**	**0.400**	**1.350**
20:00-21:00	**1**	**20**	**0.600**	**0.400**	**1.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**3.562**	**2.870**	**6.432**

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

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

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Parameter Summary:

Trip rate parameter range selected:	4 - 20 (units: DWELLS)
Survey date date range:	22/06/2006 - 10/10/2024
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**12**	**0.047**	**0.082**	**0.129**
08:00-09:00	**7**	**12**	**0.094**	**0.176**	**0.270**
09:00-10:00	**7**	**12**	**0.035**	**0.071**	**0.106**
10:00-11:00	**7**	**12**	**0.024**	**0.059**	**0.083**
11:00-12:00	**7**	**12**	**0.035**	**0.071**	**0.106**
12:00-13:00	**7**	**12**	**0.024**	**0.059**	**0.083**
13:00-14:00	**7**	**12**	**0.094**	**0.012**	**0.106**
14:00-15:00	**7**	**12**	**0.035**	**0.082**	**0.117**
15:00-16:00	**7**	**12**	**0.047**	**0.035**	**0.082**
16:00-17:00	**7**	**12**	**0.082**	**0.000**	**0.082**
17:00-18:00	**7**	**12**	**0.071**	**0.047**	**0.118**
18:00-19:00	**7**	**12**	**0.247**	**0.106**	**0.353**
19:00-20:00	**1**	**20**	**0.600**	**0.450**	**1.050**
20:00-21:00	**1**	**20**	**0.350**	**0.250**	**0.600**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.785**	**1.500**	**3.285**

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

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Parameter Summary:

Trip rate parameter range selected:	4 - 20 (units: DWELLS)
Survey date date range:	22/06/2006 - 10/10/2024
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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