



PROPOSED RESIDENTIAL
DEVELOPMENT
LAND NORTH OF
BARNESLEY ROAD, DENBY DALE

TRANSPORT STATEMENT

MAY 2023

PROPOSED RESIDENTIAL DEVELOPMENT LAND NORTH OF BARNSELEY ROAD, DENBY DALE

TRANSPORT STATEMENT

Strata

Final Issue

Project no: 21154

Date: May 2023

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PRODUCTION TEAM

AMA	
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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) have been commissioned by Strata to produce this Transport Statement (TS) in connection with the submission of a full planning application for a residential development of 27 dwellings on land to the north of Barnsley Road, Denby Dale. A copy of the site layout is contained in **Appendix A**.
- 1.1.2 The site forms part of the Kirklees Council (KC) Local Plan under housing allocation HS136. The allocation in the local plan sets out that the site has an indicative development capacity of 72 dwellings and requires a TS to accompany the submission.
- 1.1.3 The site currently consists of undeveloped land and is bound to the north by residential dwellings; to the east by a small area of woodland; to the south by A635 Barnsley Road and the residential properties associated with Inkermans Court; and to the west by a Public Right of Way (PRoW) and undeveloped land. The undeveloped land to the west has been approved for residential development of 34 dwellings. The location of the site is shown at **Figure 1**.
- 1.1.4 Vehicular, walking and cycling access is proposed to the south of the application site via a proposed new ghost-island right turn onto A635 Barnsley Road. The access road will have pedestrian footways on either side of the carriageway and will connect into the existing footway provision on A635 Barnsley Road and will be fully adopted.
- 1.1.5 An additional pedestrian access point is also proposed to the north-western extent of the site and will connect with the existing PRoW to the western extent of the site, providing pedestrian access through to the centre of Denby Dale.
- 1.1.6 The Local Planning Authority (LPA) and Local Highway Authority (LHA) is KC.
- 1.1.7 The purpose of this report is to review the local highway network, the sustainable accessibility of the proposed development site and to assess the development in a local transport context.
- 1.1.8 This TS will demonstrate that the site is in an accessible location with access to sustainable transport modes in accordance with the National Planning Policy Framework (NPPF). It will also demonstrate that the traffic generated as a result of the development proposals would not be material.

1.2 REPORT STRUCTURE

1.2.1 The structure of the report is set out as follows;

Section 2 – describes in detail the site location and the local highway network in the vicinity of the proposed development site;

Section 3 – describes existing and proposed sustainable transport infrastructure in and around the proposed development site;

Section 4 – sets out the development proposals including the proposed access / egress, servicing arrangements and car parking;

Section 5 – sets out the assessment parameters for the site access junction assessment in Section 6 including traffic generation, committed developments, growth rates and traffic distribution.

Section 6 – assesses the proposed site access capacity and the estimated impact of the development generated traffic on the local highway network; and

Section 7 – provides a summary of this TS derived from the review and analysis set out in the above Sections.

2 EXISTING CONDITIONS

2.1 SITE LOCATION

2.1.1 The site currently consists of undeveloped land and is bound to the north by residential dwellings; to the east by a small area of woodland; to the south by A635 Barnsley Road and the residential properties associated with Inkermans Court; and to the west by undeveloped land. The undeveloped land to the west has been approved for residential development of 34 dwellings. The location of the site is shown at **Figure 1**.

2.2 LOCAL HIGHWAY NETWORK

2.2.1 A635 Barnsley Road from which the site would be accessed to the south, is a single carriageway two-way road which is subject to a 40mph speed restriction. The carriageway is bound to the north by a pedestrian footway and is street-lit. The carriageway runs in an approximate east-west alignment, continuing east for approximately 9.0km through the residential area of Cawthorne before entering the north-western extent of Barnsley.

2.2.2 To the west of the site access, the A635 Barnsley Road continues for approximately 1.2km before meeting with the A636 Wakefield Road via a priority-controlled ghost-island right turn. The A636 Wakefield Road is a single-carriageway two-way road and is subject to a 40mph speed restriction. There are pedestrian footways on either side of the carriageway as well as street lighting. From here, the A636 Wakefield Road continues in a north-eastern alignment through the centre of Denby Dale, reducing to a 30mph speed limit and providing access to a number of businesses and amenities. Wakefield Road then continues north-east towards Wakefield as well as providing access to a number of surrounding residential settlements.

2.2.3 Forming the western arm of the junction, The A635 Barnsley Road continues west for approximately 2.5km before meeting with A629 Lane Head Road which provides vehicular travel north towards Huddersfield and south towards Sheffield.

2.2.4 The M1 is accessible approximately 10km to the east of the site via the Dodworth Roundabout (J37) to the west of Barnsley as well as Haigh Roundabout (J38), approximately 6.8km to the north of J37. The M1 provides regional and national travel north and south towards key destinations such as Sheffield to the south and Leeds to the north.

2.2.5 The site is considered to be well located for access to the local and regional highway networks.

2.3 PERSONAL INJURY COLLISION

2.3.1 Personal Injury Collision (PIC) data for the local highway network in the vicinity of the site for the period 2016 - 2020 has been obtained from CrashMap providing the latest 5 years accident data available.

2.3.2 The PIC data demonstrates that no slight collisions occurred within the vicinity of the proposed development. The study area includes the proposed site access location onto A635 Barnsley Road, extending 400m to the east and west.

2.3.3 Given the infrequent nature of the PIC's recorded and their severity; it is considered that there are no existing road safety issues within close proximity to the sit and no further analysis of collisions is required.

3 EXISTING SUSTAINABLE TRANSPORT PROVISION

3.1 INTRODUCTION

- 3.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 3.1.2 The site has a good level of accessibility by sustainable modes of transport which will encourage the use of alternative modes of travel.
- 3.1.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

3.2 PEDESTRIAN / CYCLE ACCESS

- 3.2.1 Walking is recognised as the most important mode of travel at a local level in that it offers the greatest potential to replace short car trips, particularly those under two kilometres. As such, consideration has been given to the existing pedestrian facilities in the vicinity of the proposed development. A plan showing the 2km walking catchment from the centre of the site is attached in **Figure 2**.
- 3.2.2 The plan attached at **Figure 2** shows that areas within the 2km catchment area includes the entirety of Denby Dale and the surrounding residential areas of Upper Cumberworth and Nether End. The 2km catchment area also provides access to a range of local facilities and services including; a Nisa Local; Denby Dale Post Office; Denby Dale Nursery School and Day Care; Denby Dale First and Nursery School; a veterinary practice; a gym; and a number of local businesses.
- 3.2.3 Footways are present along the northern extent of the A35 Barnsley Road carriageway from which the site would be accessed as well as the PRow to the west of the site that the site connects with to the north-western extent of the site.
- 3.2.4 A number of PRowS are located within the vicinity of the application site providing safe off-road options for pedestrians as set out in **Figure 3**. The site is bound to the west by an existing PRow which continues south from the site through to Upper Denby. There are a number of additional routes that continue north to areas such as Skelmanthorpe and west towards Upper Cumberworth.
- 3.2.5 Cycling has the potential to substitute for short car trips, particularly less than five kilometres. As such, those areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. The plan attached at **Figure 4** shows the 5km cycling catchment from the site. The plan identifies that the surrounding areas of; Skelmanthorpe, Scissett, Clayton West, Lane Head, Ingbirchworth and Gunthwaite are situated within a 5km catchment area of the proposed development.

3.3 PUBLIC TRANSPORT

3.3.1 The proposed development site is located within proximity of both bus and rail facilities situated to the north of the site and accessible via the pedestrian link to the north-eastern extent of the site. The bus stops and railway station are accessible via the existing pedestrian infrastructure and are set out in further detail below.

Bus Services

3.3.2 There is a key bus corridor situated to the north of the site on the A636 Wakefield Road. There are stops situated along the carriageway as well as stops on the residential road of Miller Hill. Whilst these stops are not situated within the recommended 400m walking catchment of the site, the stops on Miller Hill are situated just outside of the recommended catchment area at 450m and the stops on the A636 Wakefield Road are situated 550m from the pedestrian access to the north of the site. The stops would be accessed via the pedestrian link to the north-western extent of the site which ties into the existing PRoW that bounds the site to the west. The stops are then accessible via the existing pedestrian footway provision on the residential roads to the north of the site.

3.3.3 All of the identified bus stops are equipped within timetable information, bus poles and QR codes which provide access to live timetabling information.

3.3.4 A plan showing the bus stops set out above is provided at **Figure 5**. The buses that serve the stops and the frequencies of the buses are summarised in **Table 3-1**.

Table 3-1 - Local Bus Services

SERVICE	ROUTE	MONDAY – FRIDAY	SATURDAY	SUNDAY
83	Huddersfield – Denby Dale	Every 90 mins from 07:18 – 19:01	Every 90 mins from 07:29 – 18:41	-
94a	Barnsley – Denby Dale	One service at 14:48	-	-
99	Barnsley – Denby Dale	-	Every 90 mins from 10:44 – 13:44	-
350	Holmfirth – Penistone	Thursdays only every 60 mins from 10:07 – 13:39	Every 60 mins from 10:07 – 13:39	-
353	Holmfirth – Barnsley	Every 60 mins from 10:07 – 13:43 Mondays, Wednesdays and Fridays	-	-

3.3.5 **Table 3-1** sets out that the bus stop provides access to five services which provide services towards Huddersfield, Barnsley, Holmfirth, and Penistone. The services combine to provide a frequency of approximately two buses per hour Monday – Saturday.

Rail Services

- 3.3.6 The nearest railway station to the proposed residential development is Denby Dale railway station, which is situated approximately 1.1km to the north-west of the pedestrian access to the north-eastern extent of the site. The station provides hourly services direct to Huddersfield and Sheffield.
- 3.3.7 The railway station is also equipped with secure cycle storage for up to eight bicycles in the form of 'Sheffield' style cycle stands. The trains that serve the station are provided by Northern who provide in carriage cycle storage, further encouraging mixed-modal travel to and from the site.

3.4 SUMMARY

- 3.4.1 A review of the existing facilities for access to the site by a range of non-car modes has been carried out. It is considered that the existing pedestrian facilities within the vicinity of the site are of a high quality. There are also good quality public transport links within the vicinity of the site, albeit not within the recommended 400m walking catchment.
- 3.4.2 Given the sites location on the outskirts of a semi-rural town location, it is considered that the sustainable transport links are of good quality. The site is therefore considered to be in a sustainable location for access by non-car modes and in line with local and national planning policy.

4 PROPOSED DEVELOPMENT

4.1 DEVELOPMENT PROPOSAL AND SITE LAYOUT

4.1.1 The proposed development is for 27 residential dwellings with associated parking, road layout, landscaping and access arrangements. A copy of the proposed site layout is included in Appendix A.

4.1.2 A breakdown of the proposed residential dwellings includes:

- ▶ Open Market Units
 - 4 x four-bedroom dwellings; and
 - 23 x five-bedroom dwellings.

4.2 SITE ACCESS DESIGN AND SERVICING ARRANGEMENTS

4.2.1 Vehicular, walking and cycling access is proposed to the south of the application site via a proposed new ghost-island right turn onto A635 Barnsley Road. The access road will have pedestrian footways on either side of the carriageway and will connect into the existing footway provision on the A635 Barnsley Road and will be fully adopted.

4.2.2 An additional pedestrian access point is also proposed to the north-western extent of the site and will connect with the existing PRow to the western extent of the site, providing pedestrian access through to the centre of Denby Dale.

4.2.3 The proposed site access will create a ghost-island right turn on the A635 Barnsley Road which can be fully achieved within the existing carriageway, with minor widening required to the northern extent of the carriageway which can be fully achieved within the land ownership. The ghost-island right turn has been designed to achieve a carriageway width of 3.25m as well as right turn island width of 2.5m.

4.2.4 The site will provide access to 27 dwellings containing a mixture of housing styles and sizes, therefore in line with the KC residential design guide, the access road is proposed with a 5.5m road width, 6m corner radii and 2 x 2m footways.

4.2.5 The proposed site access design is set out in drawing no. AMA-21154-SK-004 and is attached in **Appendix B**.

4.2.6 The site is bound to the west by an approved residential development (ref: 2019/91836) which was granted full permission subject to a S106 agreement. Within the S106, the development agreed a TRO contribution to reduce the speed limit from 50mph to 40mph within the vicinity of the site access.

4.2.7 In line with the agreed planning permission and in line with the KC acceptance of the reduced speed limit, the site proposes an extension of the reduction to 40mph within the vicinity of the site access, extending to the extents of the achievable visibility splay.

4.2.8 The results of a 24 hour, 7 day ATC survey are currently being awaited to understand the current vehicle speeds on Barnsley Road. Therefore, in the absence of the results, the achievable visibility splays are set out in AMA-21154-SK-002 as attached in **Appendix B**. The visibility splay drawing will be updated once the results of the survey have been received.

4.2.9 The site would be serviced by a KC standard refuse vehicle, therefore a vehicle swept path of the site is detailed in drawing no. AMA-21154-ATR-005, provided at **Appendix C**. The drawing demonstrates the vehicle can satisfactorily access and egress the site using the turning heads provided on site. It is therefore considered that the proposed service arrangements are satisfactory to accommodate the proposed vehicle with minimal conflicts with other site users.

4.3 PARKING

4.3.1 Parking for the dwellings is to be provided in line with the required KC standards as detailed below:

- ▶ 4+ bedroom dwellings – 3 parking spaces; and

4.3.2 Each dwelling will provide facilities for electric car charging and have an associated garage for cycle parking.

5 ASSESSMENT PARAMETERS

5.1 INTRODUCTION

5.1.1 This section sets out the methodology and parameters used in assessing the proposed development and its potential impact on the highway network.

5.2 DEVELOPMENT TRAFFIC GENERATION

5.2.1 The proposals comprise 27 residential dwellings with a mixture of open market houses, located within a semi-rural edge of town, predominantly residential area.

5.2.2 The trip rates for the development have been obtained from the approved residential development (2019/91836) to the west of the site. The TRICS report within the TS has been based on 85thile trip rates. A copy of the TRICS report included within the TS is attached at **Appendix D**.

5.2.3 The average weekday morning and evening peak hour trip rates and the anticipated traffic generations associated with 27 dwellings are set out in **Table 5-1**:

Table 5-1 - Peak Hour Trip Rates and Trip Generation

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rates	0.225	0.523	0.500	0.333
Trip Generation	6	14	14	9

5.2.4 **Table 5-1** demonstrates that the development proposals are forecast to generate the following vehicular trips during the highway network peak hours:

- ▶ AM Peak – 6 arrivals and 14 departures – 20 Two-Way Trips; and
- ▶ PM Peak - 14 arrivals and 9 departures – 23 Two-Way Trips.

5.2.5 On this basis, the trip generation of the proposed scheme is considered to be negligible and would an imperceptible impact on the local highway network.

6 SUMMARY

- 6.1.1 Andrew Moseley Associates (AMA) have been commissioned by Strata to produce this Transport Statement (TS) in connection with the submission of a full planning application for a residential development of 27 dwellings on land to the north of Barnsley Road, Denby Dale.
- 6.1.2 A review of the existing facilities for access to the site by a range of non-car modes has been carried out. The existing pedestrian facilities within the vicinity of the site are of a high quality. The local road network within the vicinity of the site is considered conducive to cycling.
- 6.1.3 Vehicular, walking and cycling access is proposed to the south of the application site via a proposed new ghost-island right turn onto A635 Barnsley Road. The access road will have pedestrian footways on either side of the carriageway and will connect into the existing footway provision on the A635 Barnsley Road and will be fully adopted.
- 6.1.4 An additional pedestrian access point is also proposed to the north-western extent of the site and will connect with the existing PRoW to the western extent of the site, providing pedestrian access through to the centre of Denby Dale.
- 6.1.5 The proposals will provide car and cycle parking in accordance with the local standards.
- 6.1.6 This TS has highlighted that the site is in an accessible location with access to sustainable transport modes in accordance with the National Planning Policy Framework (NPPF).
- 6.1.7 The development proposals have the potential to generate 20 and 23 two-way vehicle movements during the AM and PM peak hour periods respectively. This equates to approximately one additional vehicle on the local highway network every two minutes and is therefore considered to be imperceptible.
- 6.1.8 It is concluded that the site would not result in any severe impact on highway capacity or road safety and as such is acceptable in terms of NPPF considerations.
- 6.1.9 Therefore, there are no overriding traffic and transportation reasons why planning permission could not be granted.

FIGURES

Figure 1 - Site Location Plan

Figure 2 - 2km Walking Isochrone

Figure 3 - Public Rights of Way Map

Figure 4 - 5km Cycling Isochrone

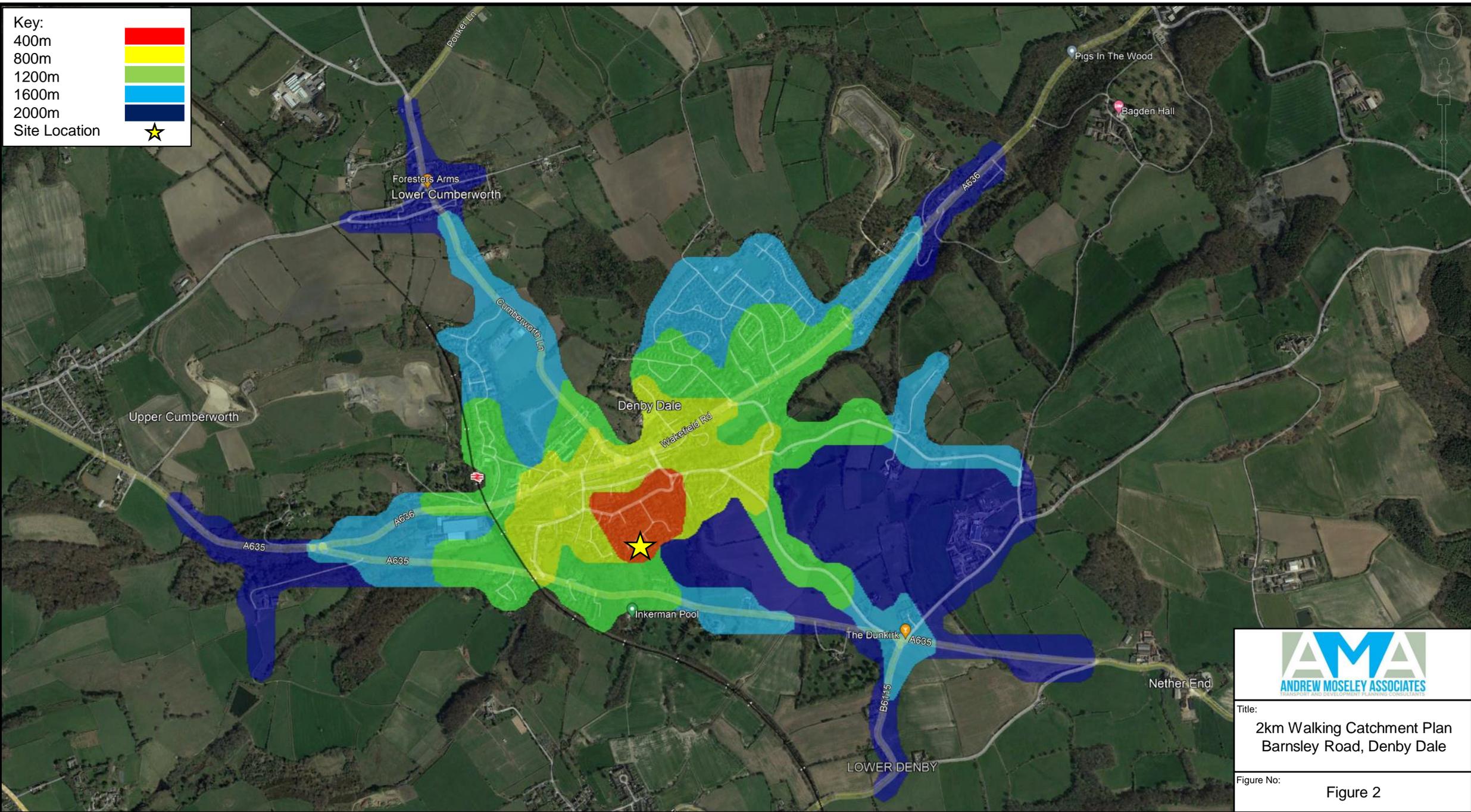
Figure 5 - Bus Stop Location Plan

Key:
Site Location



Title:
Indicative Site location Plan
Barnsley Road, Denby Dale

Figure No:
Figure 1



Key:

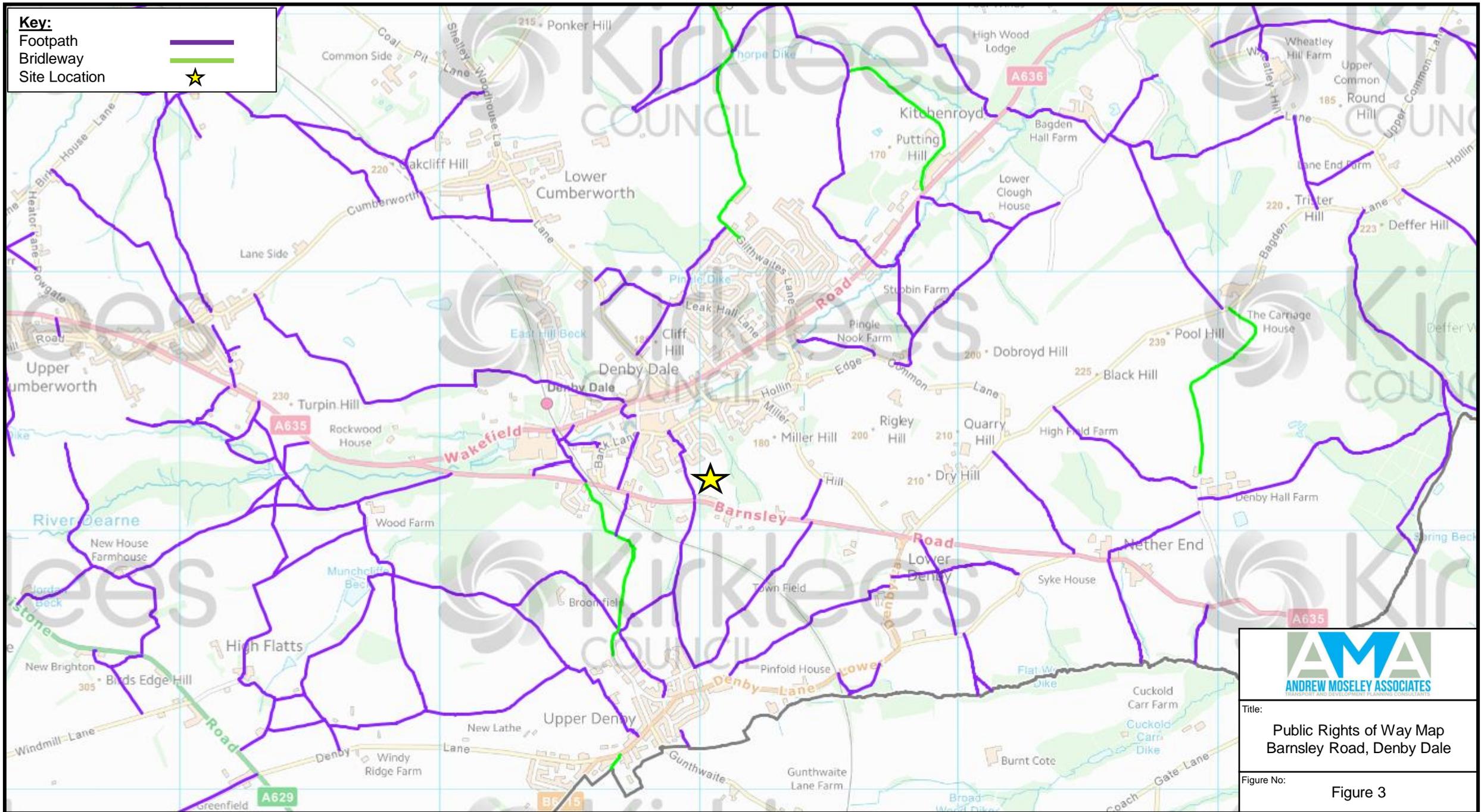
- 400m
- 800m
- 1200m
- 1600m
- 2000m
- Site Location



Title:
2km Walking Catchment Plan
Barnsley Road, Denby Dale

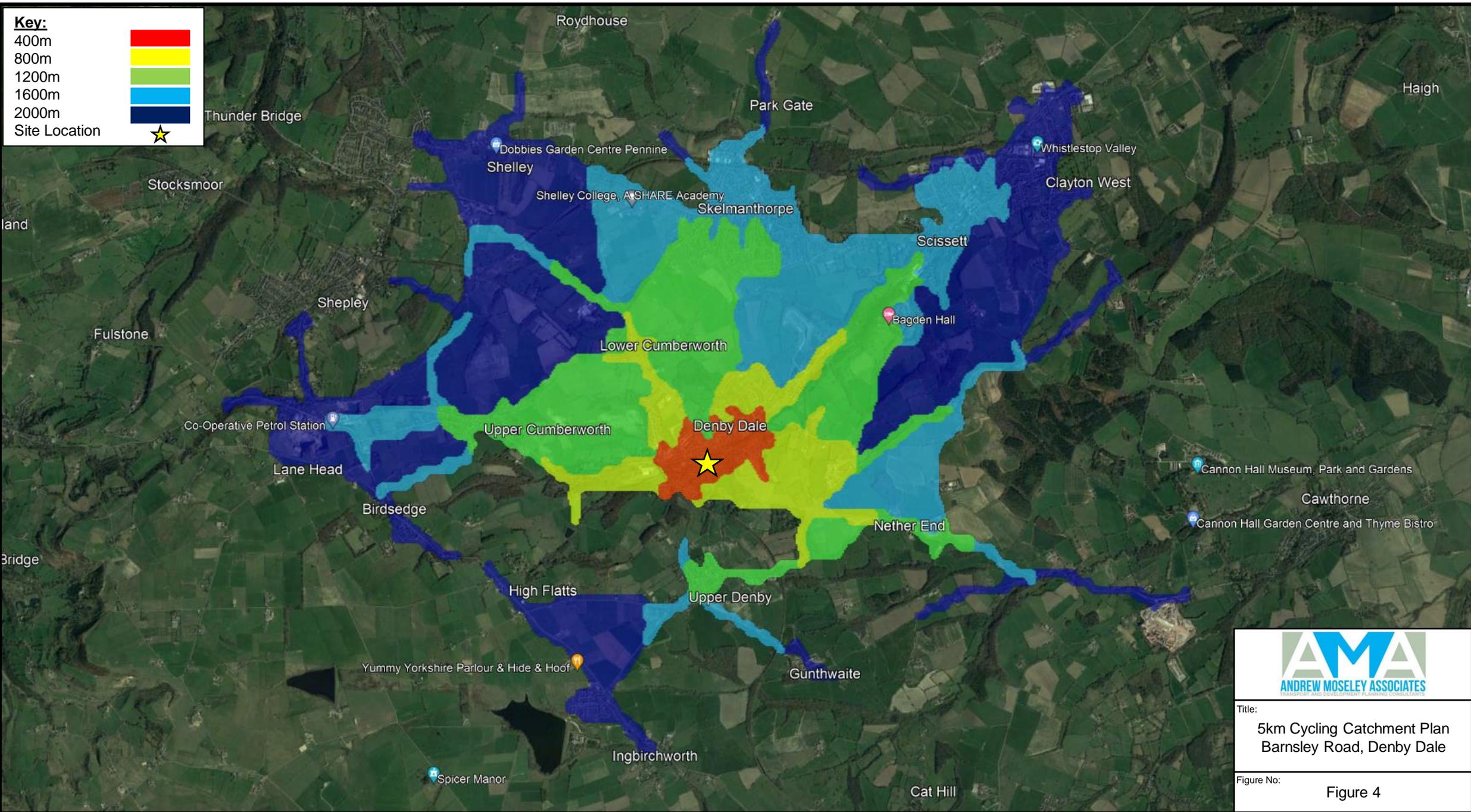
Figure No:
Figure 2

Key:
 Footpath ———
 Bridleway ———
 Site Location ★



Title:
 Public Rights of Way Map
 Barnsley Road, Denby Dale

Figure No:
 Figure 3



Key:

- 400m
- 800m
- 1200m
- 1600m
- 2000m
- Site Location



Title:
5km Cycling Catchment Plan
 Barnsley Road, Denby Dale

Figure No:
Figure 4

Key:

- Site Location
- Bus Stops
- Walking Route
- Uncontrolled Crossing



Title:
Bus Stop Location Plan
Barnsley Road, Denby Dale

Figure No:
Figure 5

APPENDICES

Appendix A – Proposed Site Layout

Appendix B – Site Access Arrangements & Visibility Splays

Appendix C – Swept Path Analysis

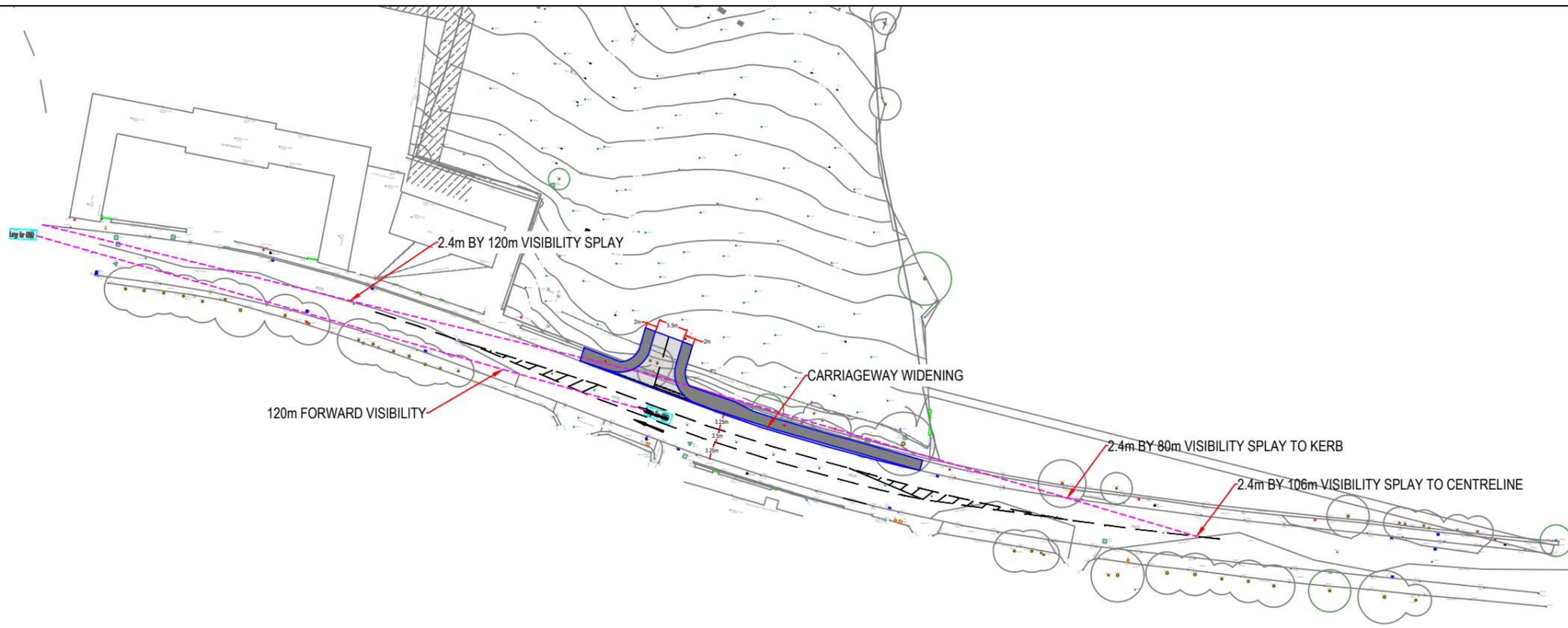
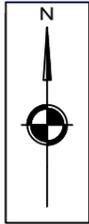
Appendix D – TRICS Data

Appendix A

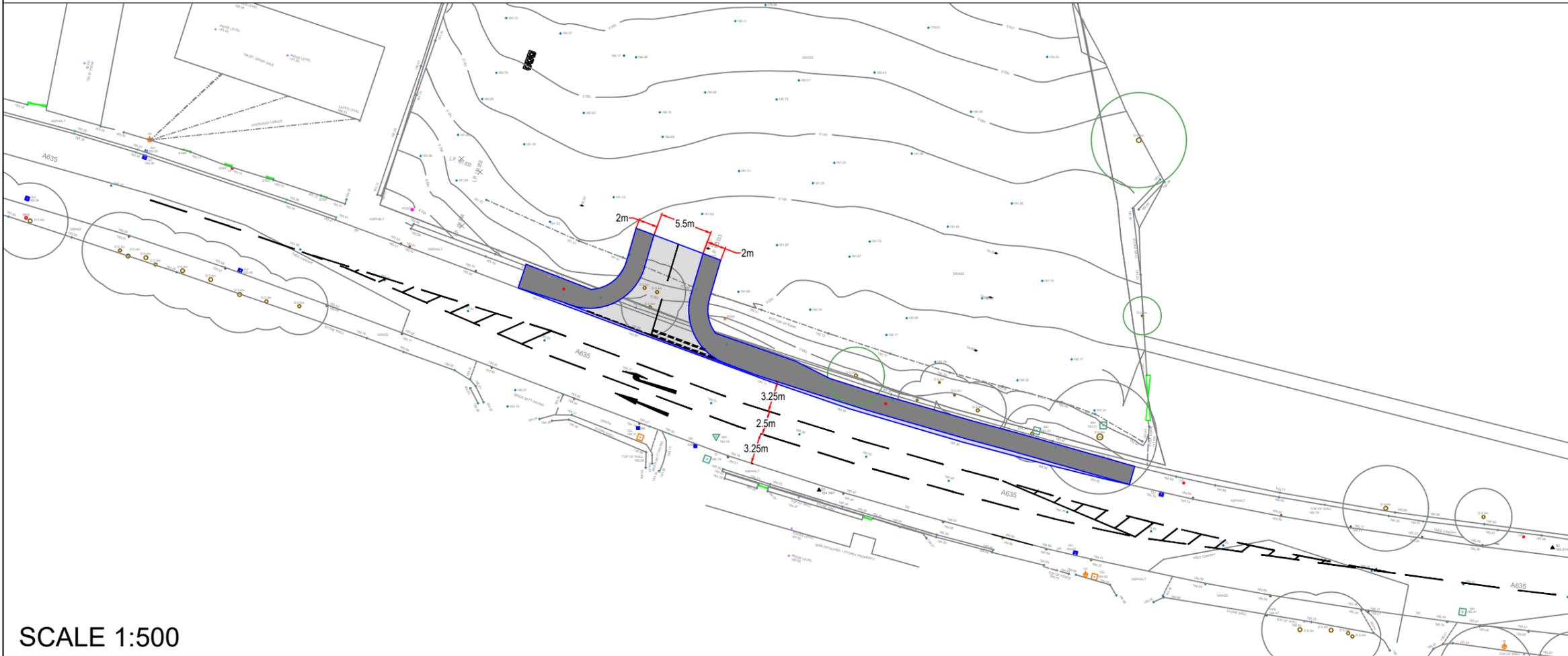
PROPOSED SITE LAYOUT

Appendix B

SITE ACCESS ARRANGEMENT & VISIBILITY SPLAYS



SCALE 1:1000



SCALE 1:500

NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Project:
BARNESLEY ROAD, DENBY

Client:
STRATA

Drawing:
PROPOSED SITE ACCESS
VISIBILITY SPLAYS

Drawn By: MHT Date: 06/10/22

Checked: ATM Scale: AS SHOWN @ A3

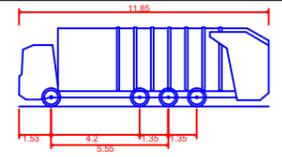
Drawing No. AMA/21154/SK004 Rev. -

Appendix C

SWEPT PATH ANALYSIS



NOTES



Kirklees Refuse Vehicle 2018	11.850m
Overall Length	2.500m
Overall Width	3.749m
Overall Body Height	0.302m
Min Body Ground Clearance	2.490m
Track Width	6.00s
Lock to lock time	11.000m
Wall to Wall Turning Radius	

P1 Preliminary - Initial Issue



Project:
**BARNSELY ROAD
DENBY DALE**

Client:
STRATA

Drawing:
**KIRKLEES REFUSE VEHICLE
SWEEP PATH ANALYSIS**

Drawn By: MSF	Date: 12/05/2023
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Checked: ATM	Scale: 1:500	A3
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Drawing No. AMA/21154/ATR005	Rev. -
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Appendix D

TRICS DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

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

Filtering Stage 2 selection:

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

Public Transport Provision:

Selection by: Include all surveys

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

Selected survey days:

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

Selected survey types:

Manual count	51 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

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

LIST OF SITES relevant to selection parameters

1	BD-03-A-01	SEMI DETACHED, LUTON NEW BEDFORD ROAD	BEDFORDSHIRE
		LUTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 131	
2	BD-03-A-02	SEMI DETACHED, LUTON RIDDIY LANE	BEDFORDSHIRE
		LUTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 82	
3	CA-03-A-02	MIXED HOUSES, PETERBOROUGH THORPE ROAD	CAMBRIDGESHIRE
		PETERBOROUGH Edge of Town Centre Residential Zone Total Number of dwellings: 363	
4	CB-03-A-02	SEMI DETACHED, WORKINGTON HAWKSHEAD AVENUE	CUMBRIA
		WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40	
5	CB-03-A-03	SEMI DETACHED, WORKINGTON HAWKSHEAD AVENUE	CUMBRIA
		WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40	
6	CB-03-A-04	SEMI DETACHED, WORKINGTON MOORCLOSE ROAD SALTERBACK WORKINGTON	CUMBRIA
		Edge of Town No Sub Category Total Number of dwellings: 82	
7	CF-03-A-01	MIXED HOUSES, CARDIFF VIRGIL STREET NINIAN PARK CARDIFF	CARDIFF
		Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 222	
8	CF-03-A-02	MIXED HOUSES, CARDIFF DROPE ROAD	CARDIFF
		CARDIFF Edge of Town Residential Zone Total Number of dwellings: 196	
9	CF-03-A-03	DETACHED, CARDIFF LLANTRISANT ROAD	CARDIFF
		CARDIFF Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 29	

LIST OF SITES relevant to selection parameters (Cont.)

10	CH-03-A-02 SYDNEY ROAD	HOUSES/FLATS, CREWE		CESHIRE
	CREWE Edge of Town Residential Zone Total Number of dwellings:		174	
11	CH-03-A-05 SYDNEY ROAD SYDNEY CREWE	DETACHED, CREWE		CESHIRE
	Edge of Town Residential Zone Total Number of dwellings:		17	
12	CH-03-A-06 CREWE ROAD	SEMI-DET./BUNGALOWS, CREWE		CESHIRE
	CREWE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:		129	
13	CP-03-A-02 THE RISE	SEMI DETACHED, PENGAM		CAERPHILLY
	PENGAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:		41	
14	CW-03-A-01 ALVERTON ROAD	TERRACED, PENZANCE		CORNWALL
	PENZANCE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		13	
15	CW-03-A-02 BOSVEAN GARDENS	SEMI D./DETACHED, TRURO		CORNWALL
	TRURO Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		73	
16	DC-03-A-01 ISAACS CLOSE	DETACHED, POOLE		DORSET
	POOLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		51	
17	DS-03-A-01 THE AVENUE HOLMESDALE DRONFIELD	SEMI D./TERRACED, DRONFIELD		DERBYSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings:		20	
18	EX-03-A-01 MILTON ROAD CORRINGHAM STANFORD-LE-HOPE	SEMI-DET., STANFORD-LE-HOPE		ESSEX
	Edge of Town Residential Zone Total Number of dwellings:		237	

LIST OF SITES relevant to selection parameters (Cont.)

19	GS-03-A-01	SEMI D./TERRACED, GLOUCESTER	GLOUCESTERSHIRE
	KINGSHOLM ROAD KINGSHOLM GLOUCESTER Edge of Town Centre No Sub Category Total Number of dwellings: 73		
20	HF-03-A-01	MIXED HOUSES, WELWYN GC	HERTFORDSHIRE
	LONGCROFT LANE WELWYN GARDEN CITY Edge of Town Centre Residential Zone Total Number of dwellings: 53		
21	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE
	CLIFTON DRIVE NORTH BLACKPOOL Edge of Town Residential Zone Total Number of dwellings: 98		
22	LC-03-A-29	DETACHED/SEMI D., BLACKBURN	LANCASHIRE
	REVIDGE ROAD FOUR LANE ENDS BLACKBURN Edge of Town Residential Zone Total Number of dwellings: 185		
23	LE-03-A-01	DETACHED, MELTON MOWBRAY	LEICESTERSHIRE
	REDWOOD AVENUE MELTON MOWBRAY Edge of Town Residential Zone Total Number of dwellings: 11		
24	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE
	BRANT ROAD BRACEBRIDGE LINCOLN Edge of Town Residential Zone Total Number of dwellings: 150		
25	LN-03-A-02	MIXED HOUSES, LINCOLN	LINCOLNSHIRE
	HYKEHAM ROAD LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 186		
26	MS-03-A-01	TERRACED, RUNCORN	MERSEYSIDE
	PALACE FIELDS AVENUE RUNCORN Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 372		
27	NT-03-A-03	SEMI DETACHED, KIRKBY-IN-ASHFD	NOTTINGHAMSHIRE
	B6018 SUTTON ROAD KIRKBY-IN-ASHFIELD Edge of Town Residential Zone Total Number of dwellings: 166		

LIST OF SITES relevant to selection parameters (Cont.)

28	NY-03-A-01	MIXED HOUSES,NORTHALLERTON GRAMMAR SCHOOL LANE	NORTH YORKSHIRE
		NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52	
29	NY-03-A-03	PRIVATE HOUSING, BOROUGHBRIDGE NEW ROW	NORTH YORKSHIRE
		BOROUGHBRIDGE Edge of Town Centre Residential Zone Total Number of dwellings: 14	
30	NY-03-A-05	HOUSES AND FLATS, RIPON BOROUGHBRIDGE ROAD	NORTH YORKSHIRE
		RIPON Edge of Town No Sub Category Total Number of dwellings: 71	
31	SC-03-A-03	DETACHED, EAST MOLESEY A3050 HURST ROAD HURST PARK EAST MOLESEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54	SURREY
32	SC-03-A-04	HOUSES & FLATS,NEAR FRIMLEY DEEPCUT BRIDGE ROAD DEEPCUT NEAR FRIMLEY Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 288	SURREY
33	SF-03-A-01	SEMI DETACHED, IPSWICH A1156 FELIXSTOWE ROAD RACECOURSE IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 77	SUFFOLK
34	SF-03-A-02	SEMI DET./TERRACED, IPSWICH STOKE PARK DRIVE MAIDENHALL IPSWICH Edge of Town Residential Zone Total Number of dwellings: 230	SUFFOLK
35	SF-03-A-03	MIXED HOUSES, BURY ST EDMDS BARTON HILL FORNHAM ST MARTIN BURY ST EDMUNDS Edge of Town Out of Town Total Number of dwellings: 101	SUFFOLK
36	SH-03-A-03	DETACHED, SHREWSBURY SOMERBY DRIVE BICTON HEATH SHREWSBURY Edge of Town No Sub Category Total Number of dwellings: 10	SHROPSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

37	SH-03-A-04	TERRACED, SHREWSBURY ST MICHAEL'S STREET	SHROPSHIRE
		SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 108	
38	ST-03-A-05	TERRACED/DETACHED, STOKE WATERMEET GROVE ETRURIA STOKE-ON-TRENT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 14	STAFFORDSHIRE
39	TV-03-A-01	MIXED HOUSES/FLATS, HARTLEPL POWLETT ROAD	TEES VALLEY
		HARTLEPOOL Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 225	
40	TW-03-A-01	SEMI DETACHED, SUNDERLAND LEECHMERE ROAD HILLVIEW SUNDERLAND Edge of Town Residential Zone Total Number of dwellings: 81	TYNE & WEAR
41	WL-03-A-01	SEMI D./TERRACED W. BASSETT MAPLE DRIVE	WILTSHIRE
		WOOTTON BASSETT Edge of Town Residential Zone Total Number of dwellings: 99	
42	WM-03-A-01	TERRACED, COVENTRY FOLESHILL ROAD FOLESHILL COVENTRY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 79	WEST MIDLANDS
43	WM-03-A-02	DETACHED/SEMI D., STRBRIDGE HEATH STREET	WEST MIDLANDS
		STOURBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 12	
44	WM-03-A-03	MIXED HOUSING, COVENTRY BASELEY WAY ROWLEYS GREEN COVENTRY Edge of Town Residential Zone Total Number of dwellings: 84	WEST MIDLANDS
45	WO-03-A-01	DETACHED, BROMSGROVE MARLBOROUGH AVENUE ASTON FIELDS BROMSGROVE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10	WORCESTERSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

46	WO-03-A-02	SEMI DETACHED, REDDITCH MEADOWHILL ROAD	WORCESTERSHIRE
		REDDITCH Edge of Town No Sub Category Total Number of dwellings: 48	
47	WO-03-A-03	DETACHED, KIDDERMINSTER BLAKEBROOK BLAKEBROOK KIDDERMINSTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 138	WORCESTERSHIRE
48	WO-03-A-04	MIXED HOUSES, WORCESTER MALVERN ROAD	WORCESTERSHIRE
		WORCESTER Edge of Town Residential Zone Total Number of dwellings: 792	
49	WO-03-A-05	TERRACED/DET., BROMSGROVE ST GODWALDS ROAD ASTON FIELDS BROMSGROVE Edge of Town No Sub Category Total Number of dwellings: 215	WORCESTERSHIRE
50	WO-03-A-06	DET./TERRACED, BROMSGROVE ST GODWALDS ROAD ASTON FIELDS BROMSGROVE Edge of Town No Sub Category Total Number of dwellings: 232	WORCESTERSHIRE
51	WR-03-A-01	SEMI DETACHED, WREXHAM MOLD ROAD RHOSDDU WREXHAM Edge of Town No Sub Category Total Number of dwellings: 82	WREXHAM

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: TOTALS

Time Range: 08:00-09:00

15th Percentile = No. 43 (**)

85th Percentile = No. 9 (**)

Median Values

Arrivals: 0.145

Departures: 0.420

Totals: 0.565

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
							Arrivals	Departures	Totals	
1	WO-03-A-01	DETACHED, BROMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.500	0.600	1.100	
2	BD-03-A-02	SEMI DETACHED, LUTON	BEDFORDSHIRE	82	Tue	06/07/04	0.317	0.537	0.854	
3	CH-03-A-05	DETACHED, CREWE	CHESHIRE	17	Tue	14/10/08	0.235	0.588	0.823	
4	WO-03-A-03	DETACHED, KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.203	0.543	0.746	
5	SH-03-A-04	TERRACED, SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.287	0.454	0.741	
6	TW-03-A-01	SEMI DETACHED, SUNDERLAN	TYNE & WEAR	81	Wed	18/09/02	0.235	0.506	0.741	
7	SF-03-A-02	SEMI DET./TERRACED, IPSW	SUFFOLK	230	Thu	24/05/07	0.243	0.491	0.734	
8	SC-03-A-04	HOUSES & FLATS,NEAR FRIM	SURREY	288	Wed	10/02/10	0.156	0.576	0.732	
9 **	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.321	0.405	0.726	
10	SH-03-A-03	DETACHED, SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.200	0.500	0.700	
11	EX-03-A-01	SEMI-DET., STANFORD-LE-H	ESSEX	237	Tue	13/05/08	0.177	0.523	0.700	
12	CB-03-A-03	SEMI DETACHED, WORKINGTO	CUMBRIA	40	Thu	20/11/08	0.225	0.450	0.675	
13	SF-03-A-03	MIXED HOUSES, BURY ST ED	SUFFOLK	101	Mon	15/05/06	0.109	0.554	0.663	
14	CF-03-A-01	MIXED HOUSES, CARDIFF	CARDIFF	222	Thu	17/10/02	0.167	0.491	0.658	
15	WO-03-A-05	TERRACED/DET., BROMSGROV	WORCESTERSHIRE	215	Thu	23/05/02	0.140	0.516	0.656	
16	LC-03-A-29	DETACHED/SEMI D., BLACKB	LANCASHIRE	185	Thu	10/06/04	0.130	0.524	0.654	
17	ST-03-A-05	TERRACED/DETACHED, STOKE	STAFFORDSHIRE	14	Wed	26/11/08	0.143	0.500	0.643	
18	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.187	0.440	0.627	
19	CF-03-A-03	DETACHED, CARDIFF	CARDIFF	29	Mon	08/10/07	0.069	0.552	0.621	
20	CW-03-A-01	TERRACED, PENZANCE	CORNWALL	13	Thu	30/06/05	0.385	0.231	0.616	
21	CP-03-A-02	SEMI DETACHED, PENGAM	CAERPHILLY	41	Mon	05/09/05	0.195	0.415	0.610	
22	LN-03-A-02	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.183	0.425	0.608	
23	TV-03-A-01	MIXED HOUSES/FLATS, HART	TEES VALLEY	225	Thu	14/04/05	0.138	0.458	0.596	
24	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.113	0.465	0.578	
25	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.152	0.418	0.570	
26	BD-03-A-01	SEMI DETACHED, LUTON	BEDFORDSHIRE	131	Thu	08/07/04	0.145	0.420	0.565	
27	CB-03-A-04	SEMI DETACHED, WORKINGTO	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549	
28	WO-03-A-06	DET./TERRACED, BROMSGROV	WORCESTERSHIRE	232	Thu	30/06/05	0.099	0.448	0.547	
29	CA-03-A-02	MIXED HOUSES, PETERBOROU	CAMBRIDGESHIRE	363	Thu	13/05/04	0.201	0.339	0.540	
30	SC-03-A-03	DETACHED, EAST MOLESEY	SURREY	54	Tue	12/11/02	0.148	0.389	0.537	
31	CF-03-A-02	MIXED HOUSES, CARDIFF	CARDIFF	196	Fri	05/10/07	0.107	0.413	0.520	
32	SF-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK	77	Wed	23/05/07	0.104	0.416	0.520	
33	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.173	0.337	0.510	
34	WO-03-A-04	MIXED HOUSES, WORCESTER	WORCESTERSHIRE	792	Fri	24/05/02	0.120	0.388	0.508	

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: TOTALS

Time Range: 17:00-18:00

15th Percentile = No. 43 (**)

85th Percentile = No. 9 (**)

Median Values

Arrivals: 0.398

Departures: 0.214

Totals: 0.612

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
							Arrivals	Departures	Totals	
1	SH-03-A-03	DETACHED, SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.700	0.600	1.300	
2	WO-03-A-01	DETACHED, BROMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.500	0.600	1.100	
3	CB-03-A-02	SEMI DETACHED, WORKINGTO	CUMBRIA	40	Mon	20/06/05	0.525	0.400	0.925	
4	LC-03-A-29	DETACHED/SEMI D., BLACKB	LANCASHIRE	185	Thu	10/06/04	0.551	0.346	0.897	
5	WO-03-A-03	DETACHED, KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.558	0.319	0.877	
6	LN-03-A-02	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.495	0.355	0.850	
7	DC-03-A-01	DETACHED, POOLE	DORSET	51	Wed	16/07/08	0.510	0.333	0.843	
8	TW-03-A-01	SEMI DETACHED, SUNDERLAN	TYNE & WEAR	81	Wed	18/09/02	0.519	0.259	0.778	
9 **	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.369	0.774	
10	CH-03-A-05	DETACHED, CREWE	CHESHIRE	17	Tue	14/10/08	0.353	0.412	0.765	
11	SH-03-A-04	TERRACED, SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.463	0.296	0.759	
12	SF-03-A-03	MIXED HOUSES, BURY ST ED	SUFFOLK	101	Mon	15/05/06	0.525	0.228	0.753	
13	SF-03-A-02	SEMI DET./TERRACED, IPSW	SUFFOLK	230	Thu	24/05/07	0.478	0.248	0.726	
14	CB-03-A-03	SEMI DETACHED, WORKINGTO	CUMBRIA	40	Thu	20/11/08	0.475	0.250	0.725	
15	EX-03-A-01	SEMI-DET., STANFORD-LE-H	ESSEX	237	Tue	13/05/08	0.439	0.274	0.713	
16	NT-03-A-03	SEMI DETACHED,KIRKBY-IN-	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.398	0.307	0.705	
17	CF-03-A-01	MIXED HOUSES, CARDIFF	CARDIFF	222	Thu	17/10/02	0.509	0.185	0.694	
18	WO-03-A-05	TERRACED/DET., BROMSGROV	WORCESTERSHIRE	215	Thu	23/05/02	0.474	0.214	0.688	
19	WO-03-A-02	SEMI DETACHED, REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.458	0.229	0.687	
20	CP-03-A-02	SEMI DETACHED, PENGAM	CAERPHILLY	41	Mon	05/09/05	0.341	0.317	0.658	
21	CF-03-A-03	DETACHED, CARDIFF	CARDIFF	29	Mon	08/10/07	0.414	0.241	0.655	
22	CW-03-A-02	SEMI D./DETACHED, TRURO	CORNWALL	73	Tue	18/09/07	0.425	0.219	0.644	
23	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.413	0.213	0.626	
24	SC-03-A-04	HOUSES & FLATS,NEAR FRIM	SURREY	288	Wed	10/02/10	0.410	0.215	0.625	
25	TV-03-A-01	MIXED HOUSES/FLATS, HART	TEES VALLEY	225	Thu	14/04/05	0.409	0.209	0.618	
26	CF-03-A-02	MIXED HOUSES, CARDIFF	CARDIFF	196	Fri	05/10/07	0.398	0.214	0.612	
27	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.437	0.169	0.606	
28	WO-03-A-06	DET./TERRACED, BROMSGROV	WORCESTERSHIRE	232	Thu	30/06/05	0.414	0.185	0.599	
29	WO-03-A-04	MIXED HOUSES, WORCESTER	WORCESTERSHIRE	792	Fri	24/05/02	0.374	0.197	0.571	
30	CB-03-A-04	SEMI DETACHED, WORKINGTO	CUMBRIA	82	Fri	24/04/09	0.354	0.207	0.561	
31	CH-03-A-02	HOUSES/FLATS, CREWE	CHESHIRE	174	Tue	14/10/08	0.322	0.236	0.558	
32	GS-03-A-01	SEMI D./TERRACED, GLOUCE	GLOUCESTERSHIRE	73	Tue	25/05/04	0.411	0.137	0.548	
33	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.342	0.203	0.545	
34	BD-03-A-01	SEMI DETACHED, LUTON	BEDFORDSHIRE	131	Thu	08/07/04	0.351	0.183	0.534	



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