



PROPOSED RESIDENTIAL  
DEVELOPMENT, LAND NORTH  
OF SHEPLEY ROAD,  
STOCKSMOOR

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TRANSPORT ASSESSMENT

APRIL 2024

# PROPOSED RESIDENTIAL DEVELOPMENT, LAND NORTH OF SHEPLEY ROAD, STOCKSMOOR

## TRANSPORT ASSESSMENT

Newett Homes

Planning Issue

Project no: 20547

Date: April 2024

Andrew Moseley Associates

15 St Paul's Street

Leeds

LS1 2JG

[www.amatp.co.uk](http://www.amatp.co.uk)

[info@amatp.co.uk](mailto:info@amatp.co.uk)

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## **QUALITY MANAGEMENT**

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## **PRODUCTION TEAM**

<b>AMA</b>	
Alex McGarrell	Associate Director
Sophie Dunhill	Senior Transport Planner

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# 1 INTRODUCTION

## 1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) have been commissioned by Newett Homes to produce this Transport Assessment (TA) in connection with the proposed development of 50 residential dwellings on land to the north of Shepley Road, Stocksmoor, Huddersfield.
- 1.1.2 The site is located on land to the north of Shepley Road, approximately 1.6km north west of Shepley. The northern extent of the site is bound by a railway line; to the east by woodland, to the south by Shepley Road and residential dwellings and to the west by residential dwellings. The site location is included in **Figure 1** whilst the site layout plan can be seen at **Appendix A**.
- 1.1.3 The Local Planning Authority (LPA) and the Local Highway Authority (LHA) is Kirklees Council (KC).
- 1.1.4 This TS will demonstrate that the site is well served by existing transport provision and is accessible to a range of key services and facilities. The report will also demonstrate that the traffic generated by the proposals will not result in a detrimental impact on the surrounding road network.
- 1.1.5 A Residential Travel Plan has also been prepared, which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use.

## 1.2 BACKGROUND

- 1.2.1 AMA prepared a Highways Supporting Statement for the allocation of the site in the Kirklees Local Plan during a call for sites, in October 2019.

## 1.3 REPORT STRUCTURE

- 1.3.1 The structure of the report is set out as follows:
- ▶ **Section 2** – provides a description of the highway network surrounding the site and a review of the most recent highway safety record;
  - ▶ **Section 3** – examines the accessibility of the site by sustainable modes of travel;
  - ▶ **Section 4** – sets out the development proposals, including the proposed access, servicing, and car parking arrangements;
  - ▶ **Section 5** – examines the impact of the development traffic on the local highway network; and
  - ▶ **Section 6** – provides a summary and conclusions.

## 2 EXISTING CONDITIONS

### 2.1 SITE LOCATION

2.1.1 The site is located in the Hamlet of Stocksmoor, on land to the north of Shepley Road, approximately 1.6km north west of Shepley. It is bound to the north by railway lines, to the east by woodland, to the south by Shepley Road (beyond which are residential dwellings) and to the west by residential dwellings. An indicative site location plan is included in **Figure 1**.

### 2.2 LOCAL HIGHWAY NETWORK

2.2.1 The site would be accessed via Shepley Road. Shepley Road is a single carriageway two-way residential road which is subject to a 30mph speed limit and runs in a north-west – south-east alignment. The existing road has pedestrian footways and street lighting to the west of the proposed access, and, to the east, does not have a pedestrian footway or street lighting. Approximately 30m to the east of the proposed access, the 30mph speed limit transitions to a 60mph limit, but due to the nature of the road, vehicles do not achieve such speeds.

2.2.2 To the west of the proposed access, Shepley Road is street lit with pedestrian footways on either side of the carriageway and meets with Station Road, Fulstone Road and Cross Lane by means of a simple priority-controlled crossroads after approximately 125m. To the south, Fulstone Road provides access to a number of residential settlements before meeting with the A635.

2.2.3 Both Cross Lane and Station Road are single carriageway two-way roads with pedestrian footways and street lighting on either side of the carriageway. Both Cross Lane and Station Road meet with Stocksmoor Road to the north and north-west after approximately 325m. Stocksmoor Road runs in a west – east alignment and connects to A616 New Mill Road, to the west, after approximately 3.0km, and to the east, connects to A629 Penistone Road.

2.2.4 To the south, A629 Abbey Road meets A635 Barnsley Road and A635 Holmfirth Road by means of a priority controlled staggered crossroads with ghost island right turn. A635 runs in a west-east alignment and provides access to Holmfirth to the west and Wakefield to the east. To the south of this junction, the A629 meets with A61 Penistone Road by means of a priority-controlled T-junction, with the A61 continuing to south to Sheffield.

2.2.5 To the east of the site access, Shepley Road becomes Stone Wood Lane which then leads to the residential settlement of Shepley after approximately 1.5km. Prior to Stone Wood Lane becoming Jos Lane, the carriageway narrows for approximately 125m with passing places situated either end of this section.

2.2.6 Jos Lane continues into Shepley village and meets with Station Road via a simple priority-controlled T-junction. Station Road then meets with Marsh Lane via a simple-priority controlled T-junction which then connects with A629 Abbey Road South also via a simple priority-controlled T-junction. A629 Abbey Road South is a single carriageway two-way road with street lighting and pedestrian footways on either side of the carriageway. A629 Abbey Road South runs in a north-south alignment and provides access to a number of residential settlements such as Birdsedge, Ingbirchworth and Thunder Bridge, as well as connecting to the Huddersfield ring-road to the north.

2.2.7 The site is, therefore, considered to be well located for access to the local, regional and strategic highway networks.

## 2.3 PERSONAL INJURY COLLISION RECORD

- 2.3.1 A review of the existing road safety record on the surrounding roads has been undertaken using Crash Map, a database validated by the Department for Transport (DfT). The most recent five-year period has been considered (2022-2018) and the area under consideration includes the entirety of Shepley Road as well as the following junctions:
- ▶ Station Road / Shepley Road / Fulstone Road / Cross Lane Crossroads;
  - ▶ Stocks Moor Road / Cross Lane; and
  - ▶ Marsh Lane / A629 Abbey Road South.
- 2.3.2 A single collision was recorded in the latest five-year period. This incident was recorded at the junction of Marsh Lane / A629 Abbey Road South in 2021. The collision involved 2 vehicles and resulted in injuries of a serious severity. The collision did not involve any pedestrian casualties.
- 2.3.3 There have been no collisions recorded in the last five years on Stone Wood Lane.
- 2.3.4 There is no pattern to the existing collision record that indicates a highway safety issue on the local road network. It is considered that the proposals will not have a detrimental impact on highway safety.

## 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 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 ACCESS BY SUSTAINABLE MODES

- 3.2.1 Accessibility by sustainable modes is summarised as follows:

#### Walking Accessibility

- ▶ Footpaths are available on both sides of Shepley Road until approximately 10m west of the proposed site access on the northern side of the carriageway, and approximately 30m west on the southern side of the carriageway. Footpaths are also available on both sides of Station Road and along the southern side of Cross Lane, Norton Ter and Birks Lane;
- ▶ Dropped kerbs are provided at the Cross Lane / Station Road / Shepley Road / Fulstone Road Crossroads, as well as at Station Road / Norton Ter / Birks Lane;
- ▶ Street lighting is provided on all local roads where there is a footpath;
- ▶ Given the rural location of the development, the extent of the walking catchment is reflective of the footpaths available along the local road network. A plan showing the walking catchment from the site access is attached in **Figure 2**;
- ▶ A network of Public Rights of Way (PRoW) exist within the vicinity of the site. In particular, Footpath No. KIR/136/10 can be accessed on Fulstone Road, within approximately 165m of the proposed site access. This connects to additional footpaths which provide future residents with the opportunity to undertake leisure walks throughout the Stocksmoor area and beyond. PRoWs can be viewed on **Figure 3**;
- ▶ Local amenities can be summarised as follows: Stocksmoor rail station and Clothiers Arms are located within 400m / a walk of 4 – 5 minutes north of the site. The Woodman Inn can be accessed within 1.1km / 13 minutes, Woodview Beauty Salon within 1.9km / 24 minutes and the Rising Sun within 2km / 27 minutes. It is noted that the amenities accessible within this catchment are reflective of the site's rural location, within a Hamlet some 10km south from the centre of Huddersfield.

#### Cycling Accessibility

- ▶ Guidance suggests that the preferred maximum cycle distance in which people are willing to cycle is 5.0km. A 5.0km cycle catchment from the site includes Brockholes, Shepley and Kirkburton. A 5.0km cycle catchment from the site is illustrated in **Figure 4**;
- ▶ The site is well located for journeys by bike, being located on a National Cycle Network (NCN) Route. NCN Route 627 can be used to travel north to Kirkburton, where the route terminates, or south

west through Shepley to Millhouse Green, where the route connects to NCN Route 62, some 2km west of Penistone. A snippet of the interactive West Yorkshire Cycle Map can be viewed in **Figure 5**; and

- ▶ 1.5km to the east of the site is Shepley which has a wide range of amenities including Shepley pharmacy, Co-operative Food, Shepley First School, a sports club, a pub and Shepley Library.

### Public Transport

- ▶ Given the rural nature of the site, Stocksmoor is relatively well equipped for public transport needs with a bus stop located within 150m / 2 minutes of the proposed access and Stocksmoor railway station is located within 400m / a walk of 4 minutes to the northwest of the site. Bus stop locations can be viewed on **Figure 6**;
- ▶ The bus stop comprises of a flag and a pole and provides hourly services from Stocksmoor to Huddersfield Bus Station via Farnley Tyas & Thurstonland. The service number is 341 and it is operated by South Pennine Community Transport; and
- ▶ The rail station provides hourly services to Sheffield (via Shepley) and Huddersfield. Ticket machines and 3 bicycle spaces are available.

## 3.3 SUMMARY

- 3.3.1 In line with Chapter 9 of the NPPF, the site location maximises opportunities to access existing sustainable transport infrastructure. In particular, hourly buses to Huddersfield Bus Station can be accessed within 150m and hourly trains to and from Sheffield and Huddersfield can be accessed within 400m. The site is therefore considered to be highly accessible and will likely form an attractive mode of travel for future residents at the site.
- 3.3.2 In summary, the site is, therefore, considered to be in a sustainable location for access by non-car modes in line with national planning policy guidance for Hamlets rural locations.

## 4 DEVELOPMENT PROPOSALS

### 4.1 DEVELOPMENT PROPOSAL AND SITE LAYOUT

4.1.1 The proposals comprise the development of 50 dwellings. The proposed accommodation schedule is set out below:

- ▶ 6 x 1-bed dwellings, of which 2 are affordable;
- ▶ 10 x 2-bed dwellings, of which 4 are affordable;
- ▶ 23 x 3-bed dwellings, of which 4 is affordable;
- ▶ 6 x 4-bed dwellings; and
- ▶ 5 x 5-bed dwellings.

4.1.2 Access to the site will be taken via a new simple priority T-junction from Shepley Road. Pedestrian access will be supported by the provision of footways running into the site, with the western footway connecting with the existing footway provision along the northern side of Shepley Road. The eastern footway will extend to a point which provides an improved pedestrian route for the existing properties to the east of the site on Shepley Road.

4.1.3 The site layout has been design with a loop in order to remove unnecessary turning heads at the request of LHA as part of the pre-application advice. There is a single turning head to the south-east of the site which is required to serve Plots 44, 45, 49 and 50.

4.1.4 Given the relatively short distances between the bends around the loop road layout, forward visibility envelopes for a design speed of 17m for a 15mph speed limit are considered appropriate for the north-eastern and north-western bends. For the south-western bend, which is a larger radius, a 25m forward visibility envelope is considered appropriate. This helps to control vehicle speeds and complements the proposed shared surface street design.

4.1.5 The forward visibility envelopes are shown on the proposed site layout which is included at **Appendix A**.

### 4.2 PROPOSED ACCESS AND SERVICING ARRANGEMENTS

4.2.1 As outlined above, access to the site will be taken from Shepley Road.

4.2.2 In order to demonstrate that visibility splays can be achieved in line with the required standards, Automatic Traffic Count (ATC) speed surveys were carried out for a seven-day period from 12<sup>th</sup> April to the 18<sup>th</sup> April 2024 in the vicinity of the proposed site access.

4.2.3 The 85<sup>th</sup> percentile recorded speeds for southbound traffic over a seven-day period was measured at 24mph. This corresponding speed has been calculated with pro-rata distances which equate to a visibility splay of 32m in accordance with MfS2.

4.2.4 For northbound traffic over a seven-day period the 85<sup>th</sup> percentile was measured at 27.5mph. This speed has been calculated with pro-rata distances which equate to a visibility splay of 38m in accordance with MfS.

4.2.5 AMA Drawing No. 20547-SK002-P05 attached at **Appendix B**, illustrates the proposed site access arrangements and the achievable visibility splays.

- 4.2.6 The mainline of Shepley Road has been realigned into the site to the north-east in order to ensure that the visibility splay to the south and forward visibility for a north-westbound driver to a vehicle waiting to turn right into the site is provided wholly within the new highway and doesn't require maintenance of the existing verge. The inside of the bend will be block paved to ensure that the visibility is maintained at all times. The site access design is shown at **Appendix B**.
- 4.2.7 A plan showing the long section of Shepley Road in the vicinity of the proposed site access is attached at **Appendix C**. This shows the proposed visibility splays are also appropriate from a vertical as well as a horizontal perspective. In relation to the gradient of Shepley Road, it is 1:15 as it bends from south to west passed the site. This gradient would be maintained as part of the proposals.
- 4.2.8 The junction accords with the relevant highways design standards, with appropriate visibility splays, and a suitable road width and radii are provided.
- 4.2.9 Vehicle swept path analysis is included at **Appendix D**, which demonstrates that a Kirklees refuse vehicle can suitably manoeuvre within the site.

### 4.3 PARKING

- 4.3.1 Kirklees Council has not set local parking standards for residential and non-residential development. However, as noted in the Kirklees Highway Design Guide (adopted on 04/11/2029), as an initial point of reference for residential developments the following is considered appropriate:
- ▶ 2 to 3 bedroom dwellings provide a minimum of two off street car parking spaces;
  - ▶ 4+ bedroom dwellings provide three off-street spaces;
  - ▶ 1 visitor space per 4 dwellings; and
  - ▶ 1 cycle space per unit.
- 4.3.2 Garages can be counted towards the parking requirement as the single garages are of a minimum 6m x 3m internal size and double garages are a minimum of 6m x 5m. The site layout has been designed to meet these standards.
- 4.3.3 Cycle parking will be provided within garages. Where garages are not available, cycle parking will be provided within the curtilage of each plot.
- 4.3.4 The proposals are considered to provide a suitable level of parking to accommodate the anticipated level of demand, including 12 visitor parking spaces, thus resulting in no overspill onto the surrounding highway network.

## 5 TRIP GENERATION

### 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 TRICS trip rate database has been used to assess the trip generation of the proposed development. For robustness, sites under the category '03 - Residential; A - Houses Privately Owned' in England, Scotland and Wales (excluding Greater London and Ireland) have been assessed.

5.2.2 The trip rates have been applied to the proposed number of dwellings, to quantify the expected trip generation of the proposed site. This is summarised for the AM and PM peak hours in **Table 5-1** whilst the full TRICS output is included at **Appendix E**.

Table 5-1 Proposed Vehicle Trip Rates and Generation (50 dwellings)

	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
<b>Trip Rate</b>	0.154	0.360	0.318	0.159
<b>Trips</b>	8	18	16	8

5.2.3 The assessment demonstrates that the proposals have the potential to generate 26 two-way vehicle trips in the AM peak hour and 24 two-way vehicle trips in the PM peak hour. On average, this equates to approximately one additional vehicle movement every two minutes during the peak hours, an impact that is considered to be indiscernible in practice.

### 5.3 DEVELOPMENT TRAFFIC DISTRIBUTION

5.3.1 The most recent Method of Travel to Work data was collected following the impact of the COVID-19 pandemic, which led to some major behavioural changes in the ways in which people travel to work, therefore, to ensure a robust assessment of trip distribution is undertaken, the development traffic has been distributed onto the local highway network using 2011 Census Method of Travel to Work data. This is based on the Kirklees 061 MSOA in which the site is located, which represents a reasonable proxy for future residents of the development.

5.3.2 The resulting trip distribution is shown graphically in **Figure 7** and summarised below in **Table 5-2**.

5.3.3 The resulting trip distribution has been applied to the proposed development trips which can be viewed in **Figure 8**.

Table 5-2 Trip Distribution Summary

Route Choice	Trip Distribution (%)
Shepley Road / Stone Wood Lane	3.8%
Fulstone Road	3.1%
Birks Lane / Station Road	82.6%
Stocksmoor Road	10.5%

- 5.3.4 The software used to calculate the proposed trip distribution of the development utilises 2011 Census Method of Travel to Work data. It calculates the number of trips to and from each MSOA as a percentage of the total number and then assigns these trips to routes on the local highway network using the Google Maps origin – destination tool, which reflects both drive time and drive distance for the AM and PM peak period. This is considered to provide a robust assessment of the likely trip distribution of the development.
- 5.3.5 Furthermore, due to the rural nature of the proposed site, not all trip attractors are located in the village of Shepley. A wide range of trip attractors exist within the surrounding villages including Shelley, Kirkburton, Thongsbridge and New Mill. This catchment includes several primary schools and convenience stores which future residents are likely to access on a daily basis. The proposed trip distribution is therefore considered to be representative of the route choice future residents will take to access local amenities as well as Huddersfield which is the nearest town to the site.
- 5.3.6 Whilst the most direct route to the primary school in Shepley is via Stone Wood Lane, the alternative route via Penistone Road / Abbey Road is just 2 to 3 minutes longer in journey time, and does not typically suffer from peak hour congestion. This small increase in journey time is not considered a lengthy enough increase for future residents to choose Stone Wood Lane instead, particularly when taking into account the potential of a vehicle travelling in the opposite direction which would result in significant delays. This is something that would deter parents / guardians using Stone Wood Lane as the potential need to utilise passing places along this road is likely to result in similar travel times via Penistone Road / Abbey Road.
- 5.3.7 On this basis, it is considered unlikely that many future residents would use Stone Wood Lane. Even if a small proportion (20%) do choose to use this route, this would result in 5 two-way trips during the AM and PM peak hour which is not significant.
- 5.3.8 In summary, the addition of the development traffic on the local highway network would not result in a severe impact in accordance with the NPPF.

## 6 SUMMARY AND CONCLUSION

6.1.1 Andrew Moseley Associates (AMA) have been commissioned by Newett Homes to produce a Transport Assessment in connection with the development of 50 residential dwellings on land to the north of Shepley Road, Stocksmoor, Huddersfield.

6.1.2 This report demonstrates the following key points:

- ▶ The site is allocated as safeguarded land within the Kirklees Local Plan;
- ▶ The existing pedestrian facilities within the vicinity of the site are of a good quality. The local road network is considered conducive to cycling, with a national cycle network route accessible within close proximity of the site access. A bus stop is located within 150m / 2 minutes of the proposed access and Stocksmoor railway station is located within 400m / a walk of 4 minutes to the northwest of the site which provides hourly services to Sheffield and Huddersfield;
- ▶ The proposals will provide car and cycle parking in accordance with the local standards. Swept path analysis clearly demonstrates that a Kirklees Refuse vehicle can suitably access, manoeuvre within, and egress the site in forward gear;
- ▶ The proposed site access design provides a suitable arrangement to serve the scheme;
- ▶ Changes in traffic flows associated with the proposed development will be accommodated on the local road network without adverse impacts on the safe and free flow of traffic. There are no specific safety issues related to the existing highway network, as demonstrated by the latest personal injury collision record, which could be exacerbated by the addition of traffic associated with the development proposals;
- ▶ The proposals have the potential to generate 26 two-way vehicle trips in the AM peak hour and 24 two-way vehicle trips in the PM peak hour. This level of vehicle trip generation is below the 30 two-way trips threshold which is generally considered to be an indicator of material impact and no further assessment is therefore considered necessary; and
- ▶ A Residential Travel Plan has also been prepared which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use, specifically encouraging future residents to travel by non-car modes.

6.1.3 This TA has demonstrated that the traffic associated with the development proposals can be accommodated on surrounding highway network without having a severe impact in accordance with the NPPF.

6.1.4 Therefore, there are no overriding traffic and transportation reasons preventing the local highway authority from recognising that the proposals are acceptable nor why planning permission could not be granted.

## FIGURES

Figure 1 - Indicative Site Location Plan

Figure 2 - 2km Walking Isochrone

Figure 3 - Public Rights of Way Plan


Figure 4 - 5km Cycling Isochrone

Figure 5 - Cycle Map

Figure 6 - Bus Stop Location Plan

Figure 7 - Proposed Trip Distribution (%)

Figure 8 - Proposed Trip Generation

**Key:**  
Indicative Site Location 



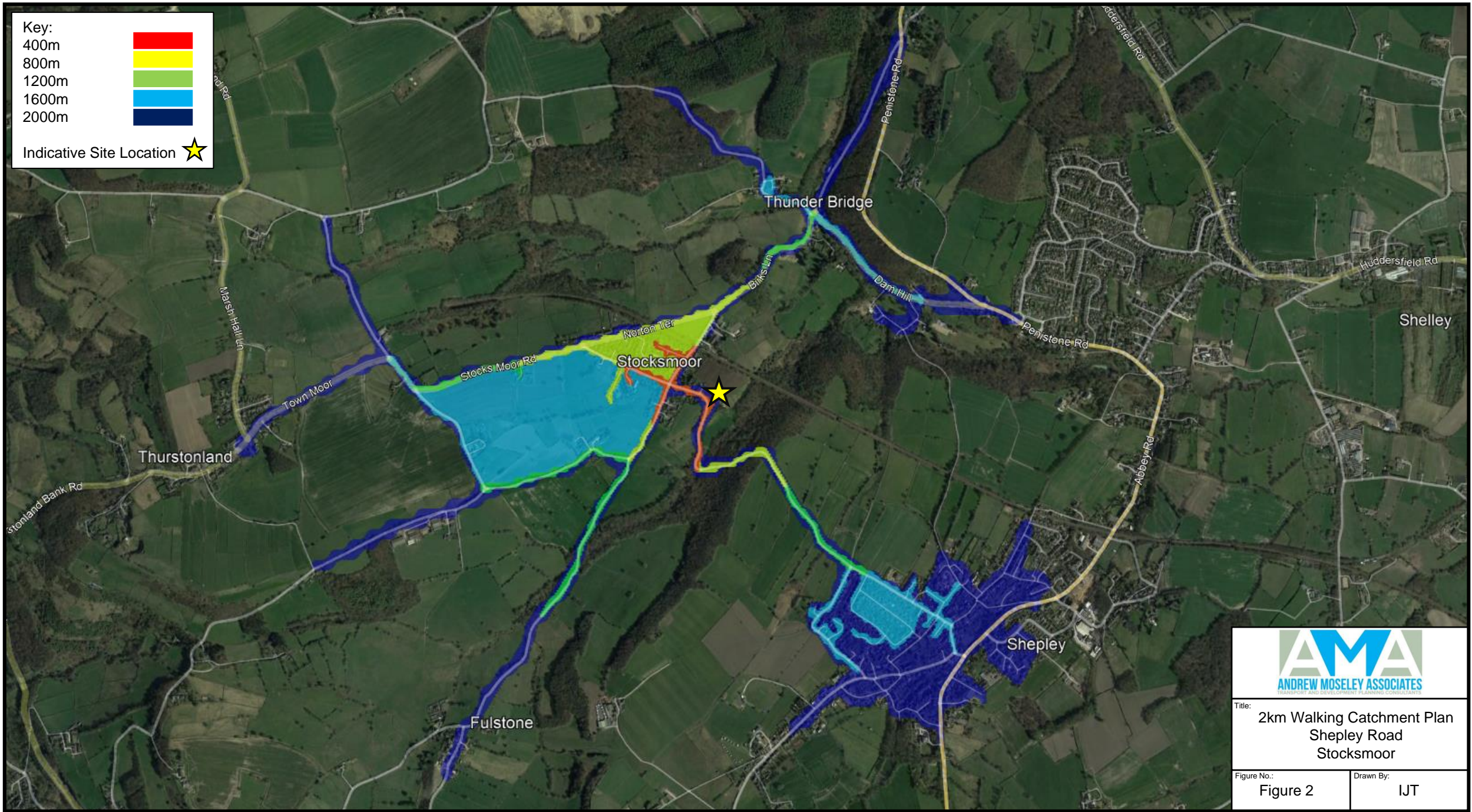
Title:  
Indicative Site location Plan  
Shepley Road  
Stocksmoor

Figure No.:	Drawn By:
Figure 1	IJT

Key:

- 400m
- 800m
- 1200m
- 1600m
- 2000m

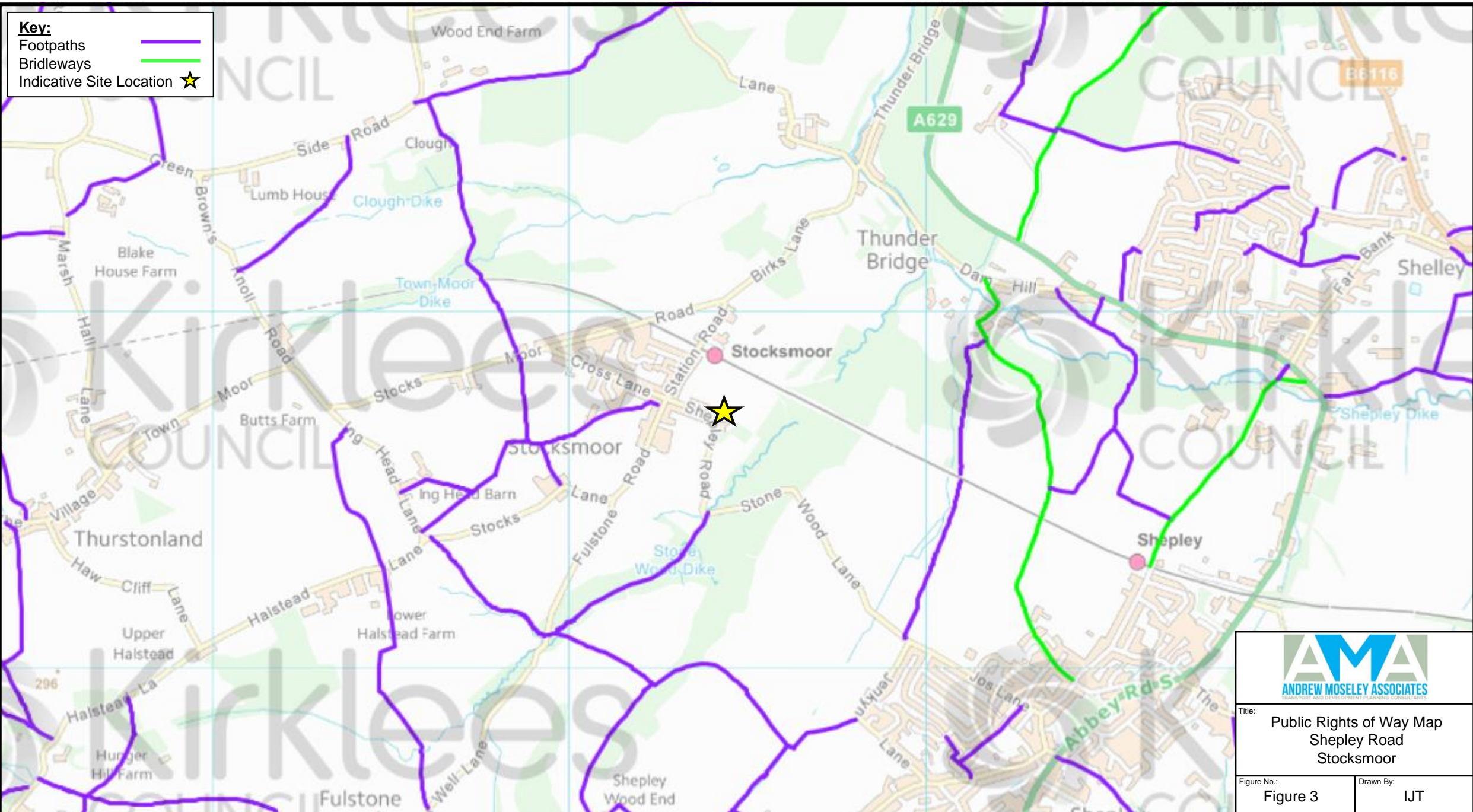
Indicative Site Location ★



Title:  
 2km Walking Catchment Plan  
 Shepley Road  
 Stocksmoor

Figure No.:	Drawn By:
Figure 2	IJT




**Key:**  
 Footpaths ————  
 Bridleways ————  
 Indicative Site Location ★

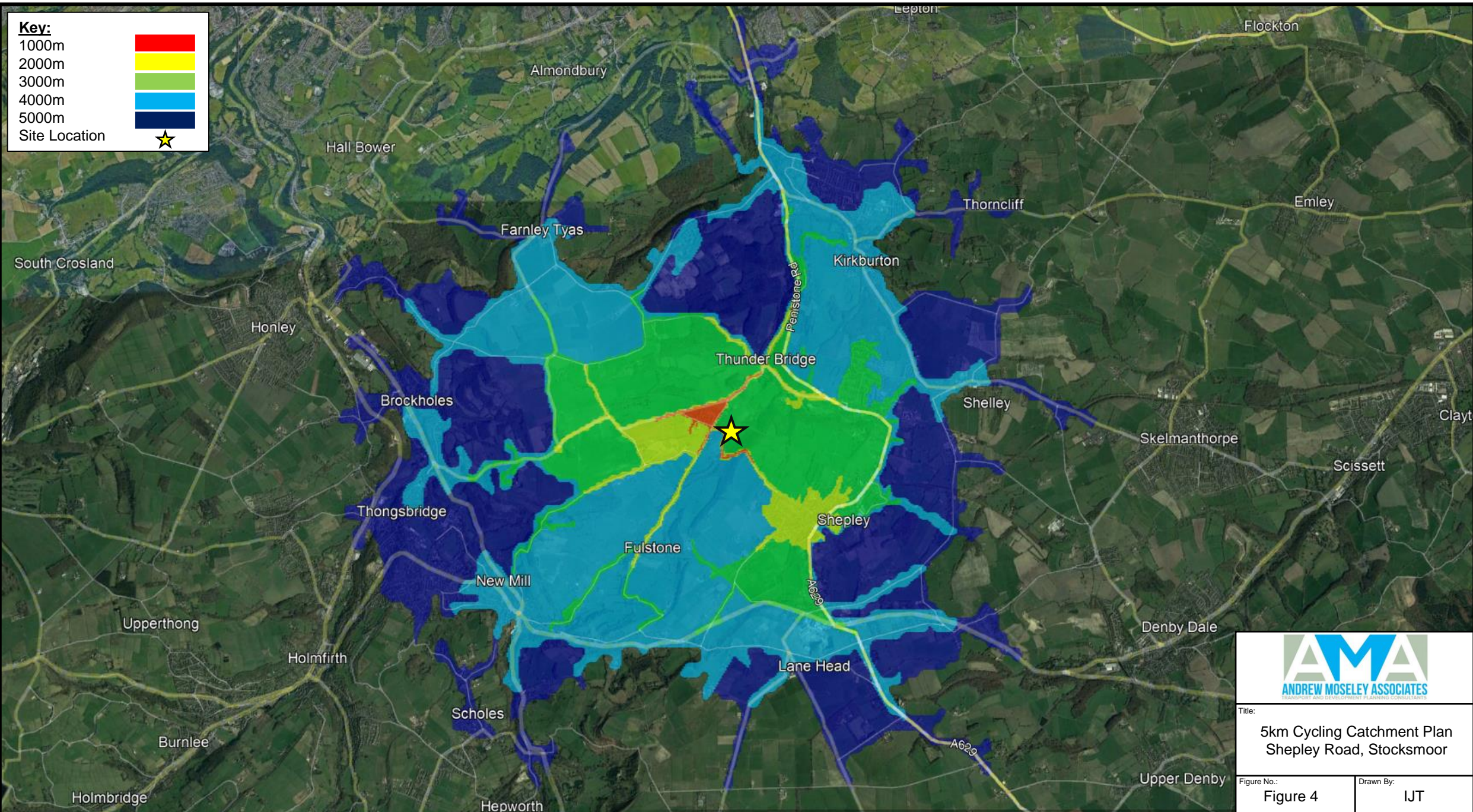


Title: Public Rights of Way Map  
 Shepley Road  
 Stocksmoor

Figure No.: Figure 3  
 Drawn By: IJT

**Key:**







- 1000m 
- 2000m 
- 3000m 
- 4000m 
- 5000m 
- Site Location 

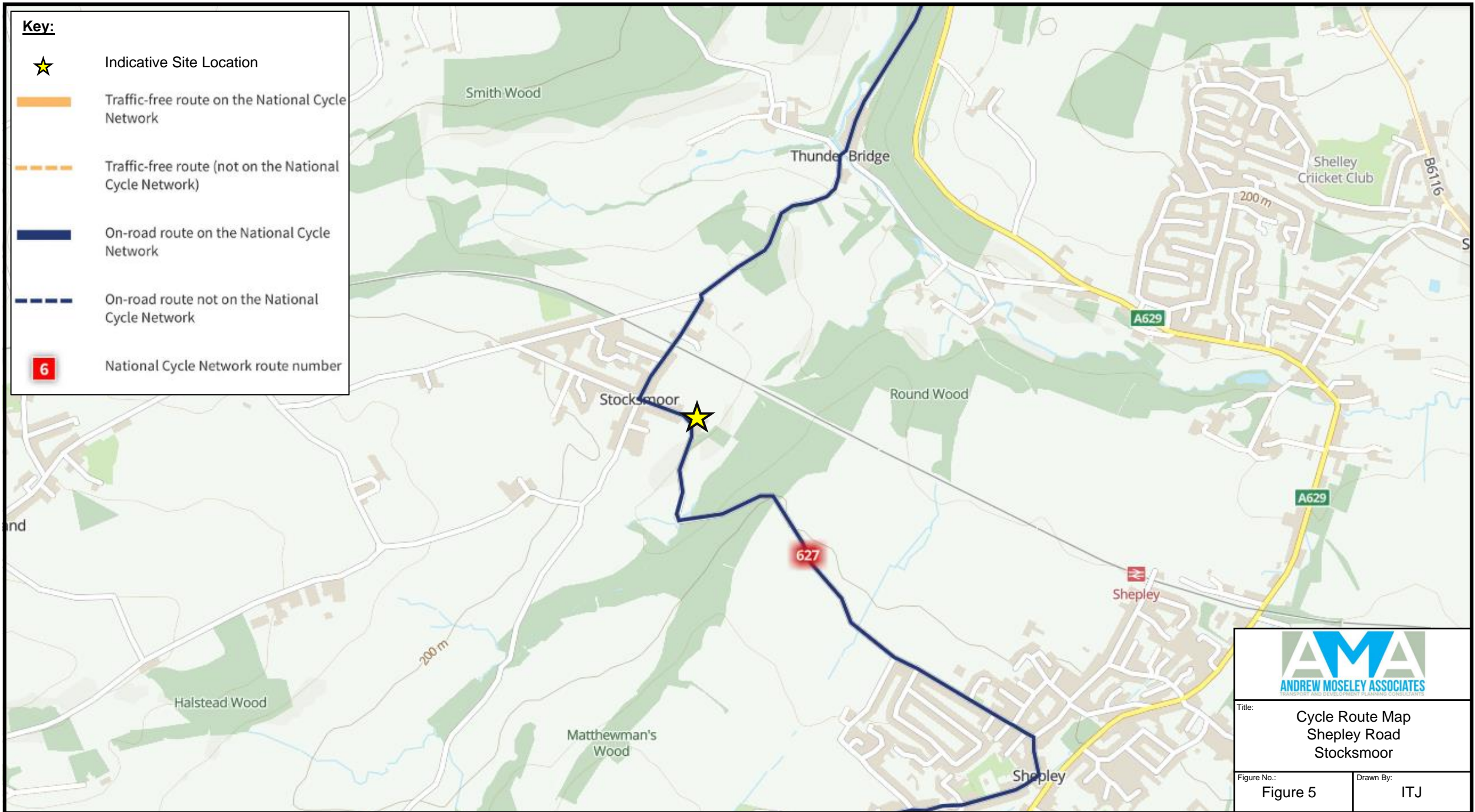


Title:  
**5km Cycling Catchment Plan  
 Shepley Road, Stocks Moor**

Figure No.: **Figure 4**      Drawn By: **IJT**



**Key:**

-  Indicative Site Location
-  Traffic-free route on the National Cycle Network
-  Traffic-free route (not on the National Cycle Network)
-  On-road route on the National Cycle Network
-  On-road route not on the National Cycle Network
-  National Cycle Network route number



Title: Cycle Route Map  
Shepley Road  
Stocks Moor

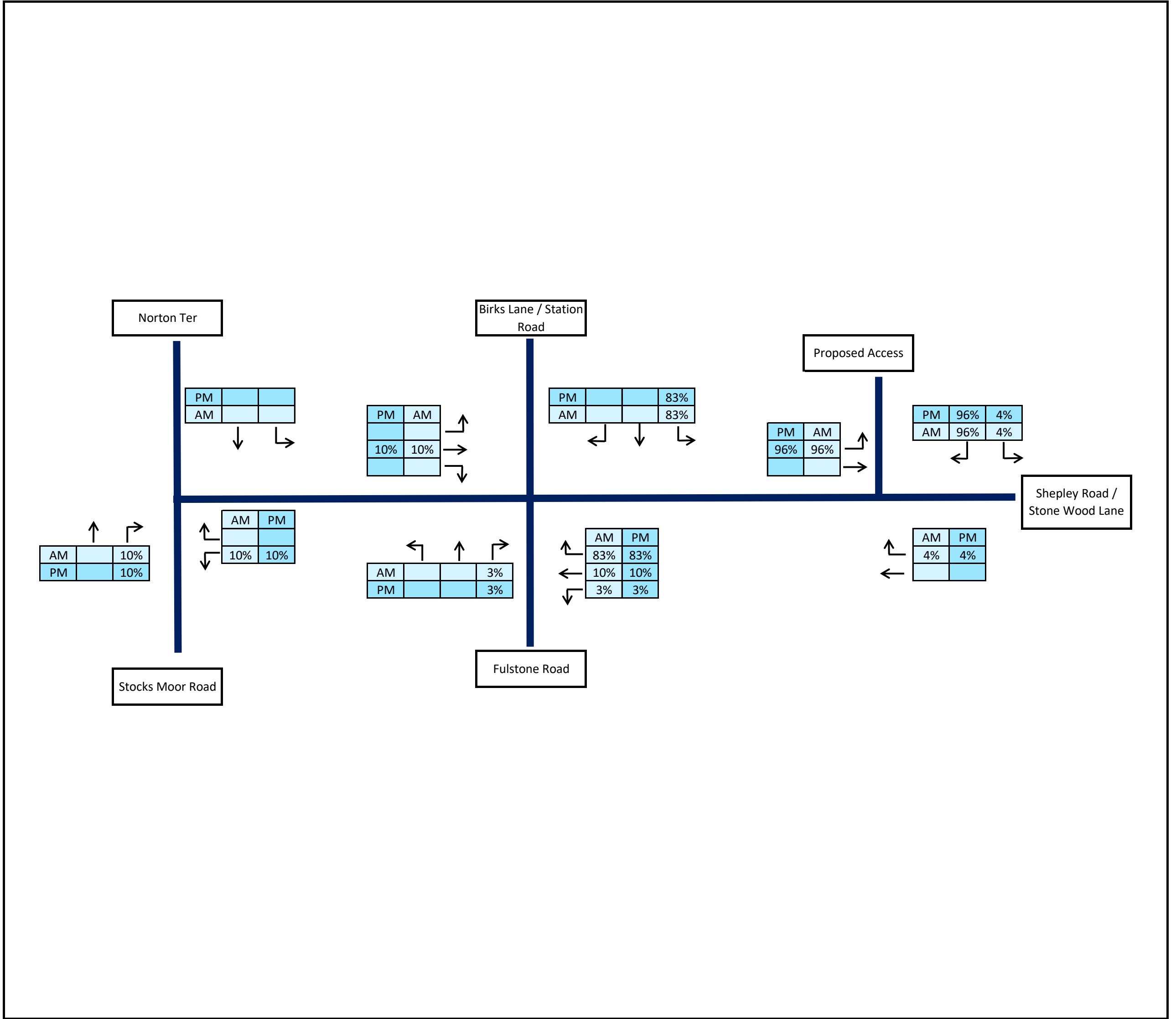
Figure No.: Figure 5  
Drawn By: ITJ

**Key:**  
Indicative Site Location   
Bus Stops 

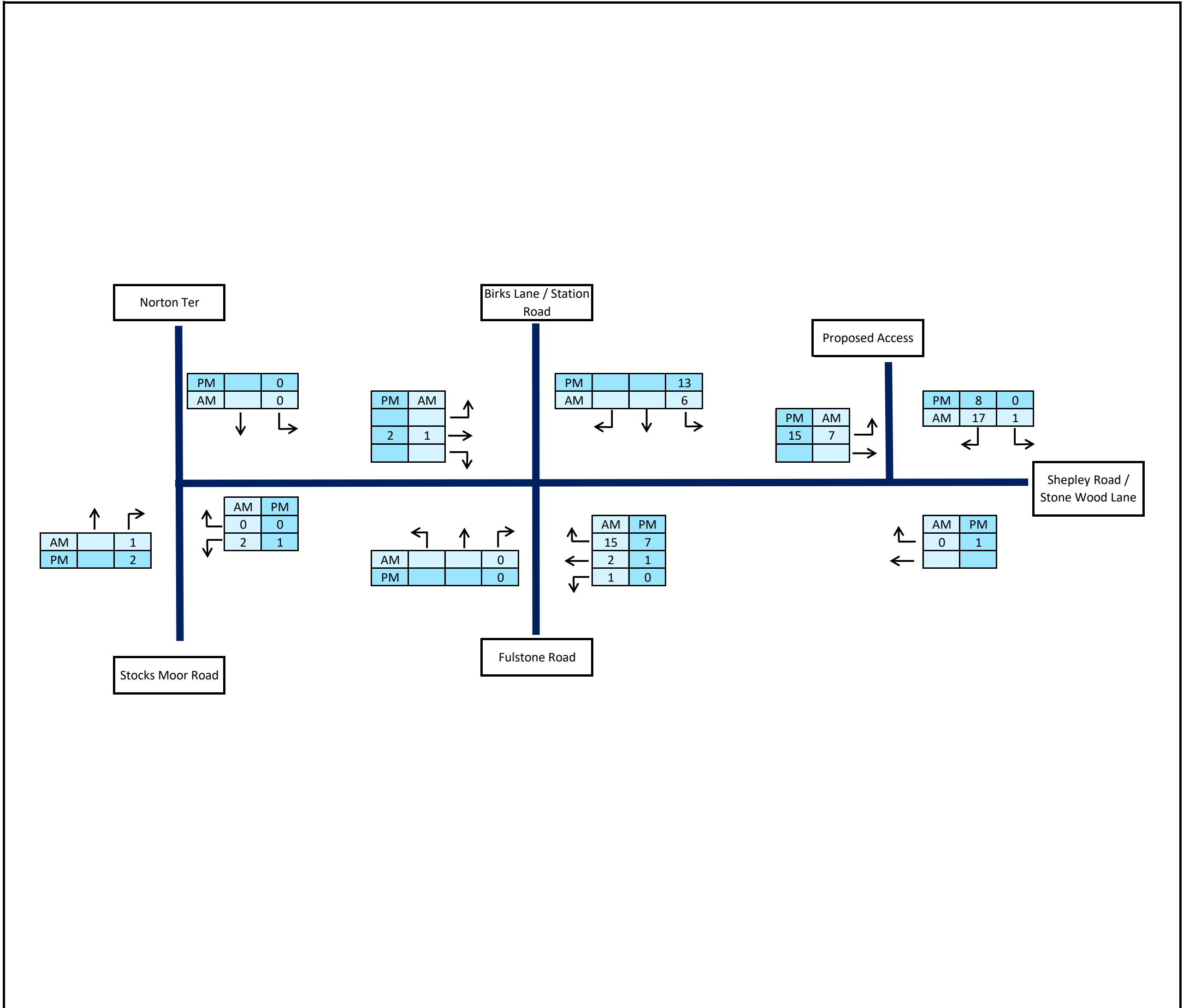


Title:  
Bus Stop Locations Plan  
Shepley Road  
Stocks Moor

Figure No.: Figure 6  
Drawn By: IJT



<b>27/03/2024</b> <b>AMA/20547</b> <b>Figure 7</b>	<b>Shepley Road, Stocksmoor</b>	- Drawn by: SD Checked: AMM	<b>AM</b> <b>08:00 - 09:00</b>
	<b>Proposed Trip Distribution (%)</b>		<b>PM</b> <b>17:00 - 18:00</b>
			<b>SAT</b> <b>N/A</b>



27/03/2024  
 AMA/20547  
 Figure 8

Shepley Road, Stocksmoor  
 Proposed Development Flows

-  
 Drawn by:  
 SD  
 Checked:  
 AMM

AM	08:00 - 09:00
PM	17:00 - 18:00
SAT	N/A

# APPENDICES

Appendix A – Proposed Site Layout

Appendix B – Proposed Site Access Design

Appendix C – Proposed Long Section

Appendix D – Swept Path Analysis

Appendix E – TRICS Output

# Appendix A

## PROPOSED SITE LAYOUT



- Key
- Site Boundary
  - Proposed Housing
  - Affordable Units
  - Existing stone walls to be retained
  - Existing landscaping
  - Proposed landscaping
  - Main Road
  - Shared Surface
  - ✳ Area of Play (LAP)
  - Potential sales area
  - 15M buffer to Ancient Woodland
  - ~ Existing Stone Wall retained
  - ~ Proposed stone wall to match existing
  - EV charging point
  - Cycle storage

**ACCOMMODATION SCHEDULE**

Market Units	House Type	Beds	NDSR	Storey Height	SCFT	SQM	Number	Total SCFT	2 Bed %
RIP	Ripponden	2	Semi	Y	2	753	70	4	3012
SH	Shibden	2	Semi	Y	2	842	78	1	842
MAR	Marsden	2	Semi	Y	2	858	80	7	6006
<b>Total</b>							<b>12</b>	<b>6860</b>	<b>30%</b>

House Type	Beds	NDSR	Storey Height	SCFT	SQM	Number	Total SCFT	3 Bed %	
DAL	Dalton	3	Semi	Y	2	908	84	6	5448
SAX	Saxton Detached	3	Detached	Y	2	939	87	6	5634
SAX	Saxton Semi	3	Semi	Y	2	939	87	1	939
BLR	Burneston	3	Detached	Y	2	1082	99	2	2124
<b>Total</b>						<b>15</b>	<b>14145</b>	<b>38%</b>	

House Type	Beds	NDSR	Storey Height	SCFT	SQM	Number	Total SCFT	4 Bed %	
ADD	Abdington Plus	4	Detached	Y	2	1606	154	2	3212
COL	Cottingham	4	Detached	Y	2	1916	140	2	3832
WET	Wetherby	4	Detached	Y	2	1953	144	4	6212
<b>Total</b>						<b>8</b>	<b>13856</b>	<b>29%</b>	

House Type	Beds	Arrangement	NDSR	Storey Height	SCFT	SQM	Number	Total SCFT	5 Bed %
CAW	Cawthorne	5	Detached	Y	2	1961	154	5	8305
<b>Total</b>						<b>5</b>	<b>8305</b>	<b>12%</b>	

Subtotal									
							<b>40</b>	<b>44854</b>	<b>89%</b>

Affordable Units									
House Type	Sales Name	Beds	NDSR	Storey Height	SCFT	SQM	Number	Total SCFT	
MALT A	Maltby	1	Maisonette	Y	1	651	60	1	651
MALT B	Maltby	1	Maisonette	Y	1	651	60	1	651
MALT C	Maltby	2	Maisonette	Y	1	794	74	1	794
MALT D	Maltby	2	Maisonette	Y	1	794	74	1	794
WET	Wetherby	2	Semi	Y	2	753	70	2	1506
OSD	Osogoby	3	Semi	Y	2.5	969	90	4	3876
<b>Total</b>							<b>10</b>	<b>8272</b>	<b>20%</b>
<b>Subtotal</b>							<b>10</b>	<b>8272</b>	

GRAND TOTAL:			
			<b>50</b>
			<b>53126</b>
GROSS DEVELOPMENT AREA:	6.13	ACRES	2.48
NET DEVELOPMENT AREA:	3.48	ACRES	1.41
NET DEVELOPMENT AREA DENSITY:			35.66
			DPH

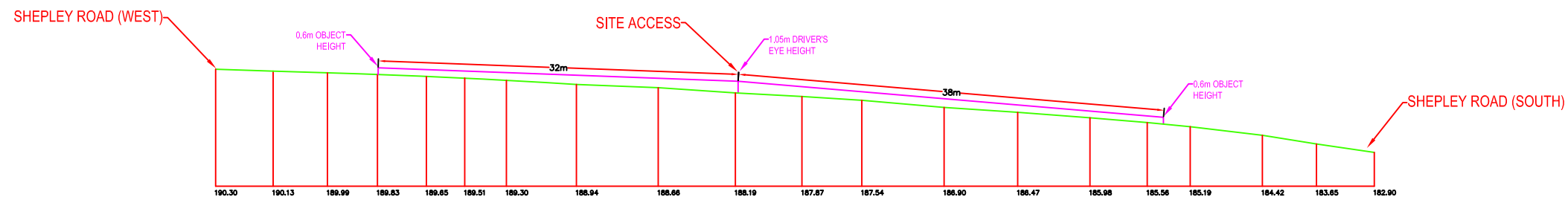
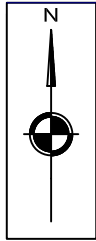
# Appendix B

## PROPOSED SITE ACCESS DESIGN



# Appendix C

## PROPOSED LONG SECTION



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
P01	First Issue	15/04/24	MHT



Project:  
SHEPLEY ROAD  
STOCKSMOOR

Client:  
NEWETT HOMES

Drawing:  
SHEPLEY ROAD  
VERTICAL ALIGNMENT

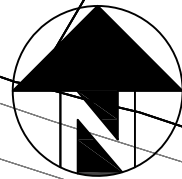
Drawn By: MHT Date: 22/04/24

Checked: AMM Scale: 1:500 @ A3

Drawing No. AMA/20547/SK006 Rev. -

# Appendix D

## **SWEPT PATH ANALYSIS**



189.6m

Kirklees Refuse Vehicle 2018

LOCAL AREA OF PLAY

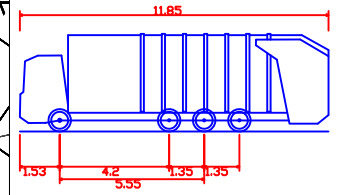
12

189.6m

Kirklees Refuse Vehicle

LOCAL AREA OF PLAY

12



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

P01 Preliminary Issue 00.00.00 ATM

Transport & Infrastructure Consultants



Project:

SHEPLEY ROAD STOCKSMOOR

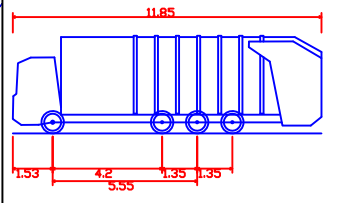
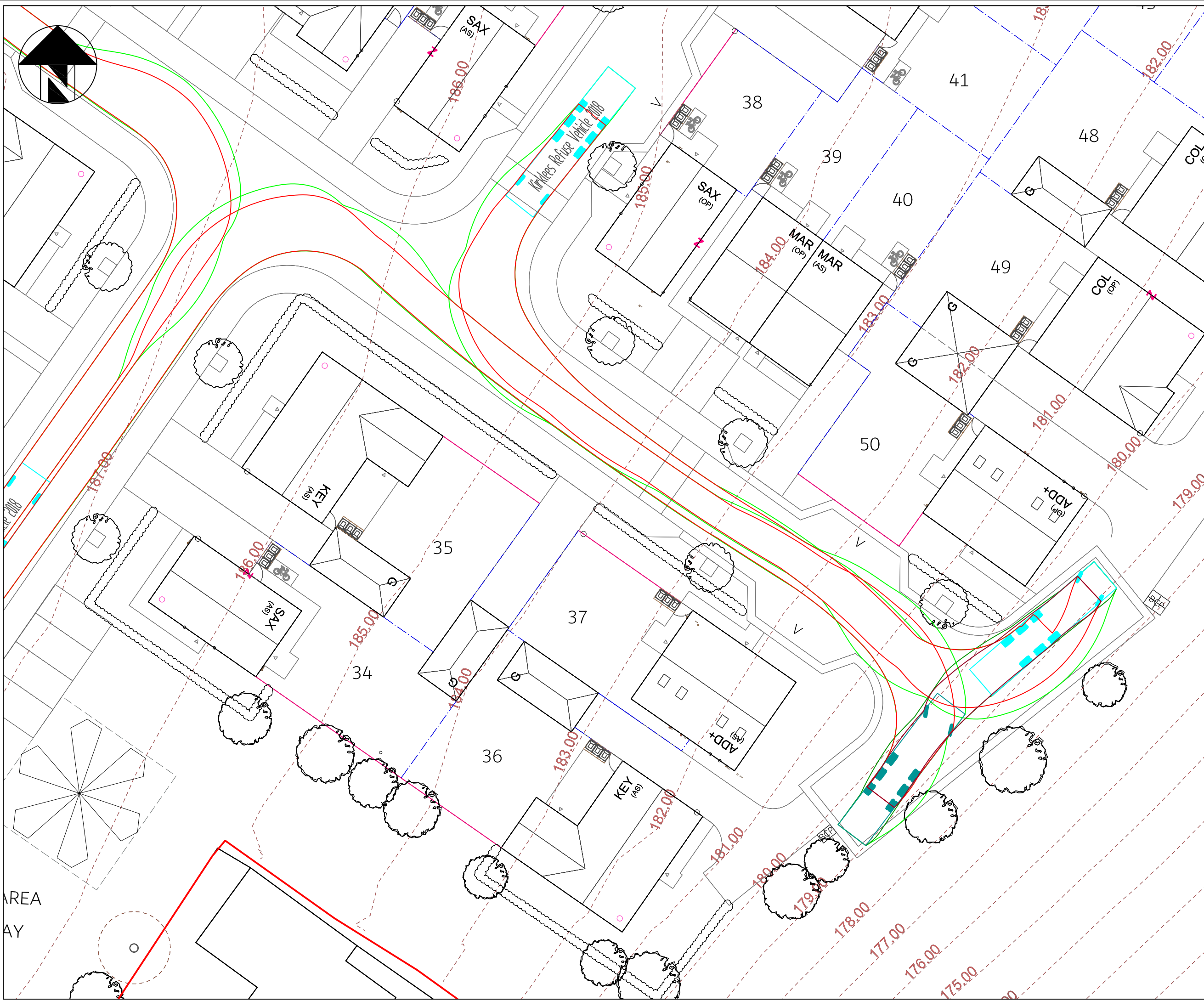
Client: NEWETT HOMES

Drawing: KIRKLEES REFUSE VEHICLE SWEEP PATH ANALYSIS

Drawn By: RID Date: 23.04.2024

Checked: ATM Scale: 1:250 Paper: A3

Drawing No. AMA-20547-ATR006-1.4 Rev. P01



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

P01 Preliminary Issue 00.00.00 ATM



Project: SHEPLEY ROAD STOCKSMOOR

Client: NEWETT HOMES

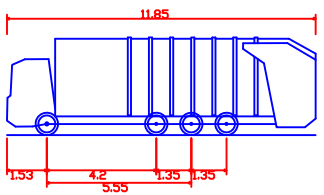
Drawing: KIRKLEES REFUSE VEHICLE SWEPT PATH ANALYSIS

Drawn By: RID Date: 23.04.2024

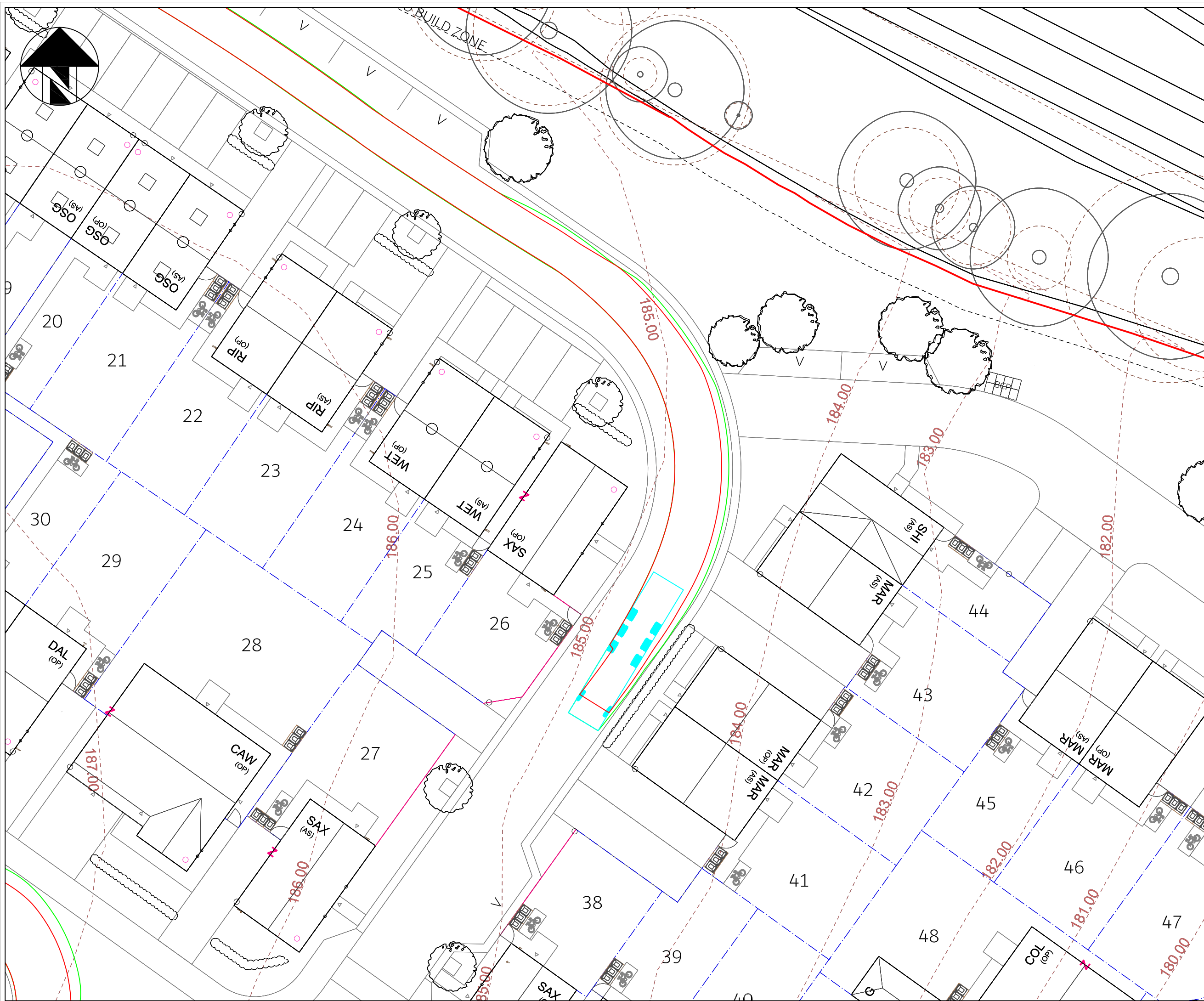
Checked: ATM Scale: 1:250 Paper: A3

Drawing No. AMA-20547-ATR006-2.4 Rev. P01





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



P01	Preliminary Issue	00.00.00	ATM
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Project: SHEPLEY ROAD STOCKSMOOR

Client: NEWETT HOMES

Drawing: KIRKLEES REFUSE VEHICLE SWEPT PATH ANALYSIS

Drawn By: RID	Date: 22.04.2024
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Checked: ATM	Scale: 1:250	Paper: A3
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Drawing No. AMA-20547-ATR004-4.4	Rev. P01
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# Appendix E

**TRICS OUTPUT**

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO	BEDFORD 1 days
	CT	CENTRAL BEDFORDSHIRE 1 days
	ES	EAST SUSSEX 3 days
	EX	ESSEX 1 days
	HC	HAMPSHIRE 4 days
	IW	ISLE OF WIGHT 1 days
	KC	KENT 3 days
	MW	MEDWAY 1 days
	SC	SURREY 2 days
	WS	WEST SUSSEX 1 days
03	SOUTH WEST	
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE 1 days
	DC	DORSET 1 days
	DV	DEVON 1 days
	GS	GLOUCESTERSHIRE 1 days
	SD	SWINDON 1 days
	SM	SOMERSET 3 days
	TB	TORBAY 1 days
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 1 days
	NF	NORFOLK 6 days
	PB	PETERBOROUGH 1 days
	SF	SUFFOLK 3 days
05	EAST MIDLANDS	
	LE	LEICESTERSHIRE 1 days
	NM	WEST NORTHAMPTONSHIRE 1 days
	NN	NORTH NORTHAMPTONSHIRE 1 days
	NT	NOTTINGHAMSHIRE 1 days
06	WEST MIDLANDS	
	SH	SHROPSHIRE 1 days
	ST	STAFFORDSHIRE 1 days
	WK	WARWICKSHIRE 2 days
	WM	WEST MIDLANDS 1 days
	WO	WORCESTERSHIRE 1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 2 days
	SY	SOUTH YORKSHIRE 2 days
	WY	WEST YORKSHIRE 1 days
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER 2 days
	EC	CHESHIRE EAST 1 days
	GM	GREATER MANCHESTER 1 days
	LC	LANCASHIRE 1 days
09	NORTH	
	DH	DURHAM 2 days
	TW	TYNE & WEAR 1 days
10	WALES	
	PS	POWYS 1 days
	VG	VALE OF GLAMORGAN 1 days
11	SCOTLAND	
	HI	HIGHLAND 1 days

AMA - Leeds

Licence No: 710001

## Primary Filtering selection:

Parameter: No of Dwellings  
 Actual Range: 10 to 110 (units: )  
 Range Selected by User: 10 to 550 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 30/06/22

Selected survey days:

Monday	11 days
Tuesday	10 days
Wednesday	20 days
Thursday	14 days
Friday	9 days

Selected survey types:

Manual count	61 days
Directional ATC Count	3 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	12
Edge of Town	32
Neighbourhood Centre (PPS6 Local Centre)	19
Free Standing (PPS6 Out of Town)	1

Selected Location Sub Categories:

Residential Zone	46
Village	16
Out of Town	1
No Sub Category	1

## Secondary Filtering selection:

Use Class:

C3	64 days
----	---------

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	13 days
5,001 to 10,000	14 days
10,001 to 15,000	16 days
15,001 to 20,000	8 days
20,001 to 25,000	4 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	9 days
50,001 to 75,000	12 days
75,001 to 100,000	9 days
100,001 to 125,000	2 days
125,001 to 250,000	19 days
250,001 to 500,000	6 days
500,001 or More	2 days

AMA - Leeds

Licence No: 710001

## Secondary Filtering selection (Cont.):

Car ownership within 5 miles:

0.6 to 1.0	19 days
1.1 to 1.5	43 days
1.6 to 2.0	2 days

Travel Plan:

Yes	17 days
No	47 days

PTAL Rating:

No PTAL Present	63 days
2 Poor	1 days

Covid-19 Restrictions	Yes
-----------------------	-----

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>	TOWN HOUSES	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	AC-03-A-05 MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 40 <i>Survey date: FRIDAY 30/04/21</i>	SEMI -DETACHED & TERRACED	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
3	BC-03-A-02 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>	BUNGALOWS	BOURNEMOUTH CHRISTCHURCH & POOLE	<i>Survey Type: MANUAL</i>
4	BO-03-A-01 CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Total No of Dwellings: 30 <i>Survey date: THURSDAY 15/10/20</i>	DETACHED HOUSES	BEDFORD	<i>Survey Type: MANUAL</i>
5	CA-03-A-07 FIELD END NEAR ELY WITCHFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 <i>Survey date: THURSDAY 27/05/21</i>	MIXED HOUSES	CAMBRI DGESHIRE	<i>Survey Type: MANUAL</i>
6	CT-03-A-01 ARLESEY ROAD STOTFOLD  Edge of Town Residential Zone Total No of Dwellings: 46 <i>Survey date: WEDNESDAY 22/06/22</i>	MIXED HOUSES	CENTRAL BEDFORDSHIRE	<i>Survey Type: MANUAL</i>
7	DC-03-A-09 A350 SHAFTESBURY  Edge of Town No Sub Category Total No of Dwellings: 50 <i>Survey date: FRIDAY 19/11/21</i>	MIXED HOUSES	DORSET	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>			
	<i>Survey Type: MANUAL</i>			
9	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI -DETACHED & TERRACED		DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>			
	<i>Survey Type: MANUAL</i>			
10	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>			
	<i>Survey Type: MANUAL</i>			
11	EC-03-A-06 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES		CHESHIRE EAST
	Edge of Town Residential Zone Total No of Dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>			
	<i>Survey Type: MANUAL</i>			
12	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i>			
	<i>Survey Type: MANUAL</i>			
13	ES-03-A-06 BISHOPS LANE RINGMER	MIXED HOUSES		EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 <i>Survey date: WEDNESDAY 16/06/21</i>			
	<i>Survey Type: MANUAL</i>			
14	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 <i>Survey date: THURSDAY 07/11/19</i>			
	<i>Survey Type: MANUAL</i>			
15	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI -DETACHED		ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 97 <i>Survey date: MONDAY 27/11/17</i>			
	<i>Survey Type: MANUAL</i>			



LIST OF SITES relevant to selection parameters (Cont.)

24	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>	MI XED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>
25	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i>	SEMI -DETACHED & TERRACED	KENT	<i>Survey Type: MANUAL</i>
26	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: 14 <i>Survey date: WEDNESDAY 09/06/21</i>	MI XED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>
27	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 <i>Survey date: FRIDAY 17/11/17</i>	DETACHED HOUSES	LANCASHIRE	<i>Survey Type: MANUAL</i>
28	LE-03-A-02 MELBOURNE ROAD IBSTOCK  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>	DETACHED & OTHERS	LEICESTERSHIRE	<i>Survey Type: MANUAL</i>
29	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM  Edge of Town Residential Zone Total No of Dwellings: 19 <i>Survey date: MONDAY 06/06/22</i>	MI XED HOUSES	MEDWAY	<i>Survey Type: MANUAL</i>
30	NF-03-A-03 HALING WAY THETFORD  Edge of Town Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>	DETACHED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
31	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON  Edge of Town Residential Zone Total No of Dwellings: 17 <i>Survey date: WEDNESDAY 12/09/18</i>	MI XED HOUSES & FLATS	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

32	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK
	WOODFARM LANE GORLESTON-ON-SEA		
	Edge of Town Residential Zone Total No of Dwellings: 55 <i>Survey date: TUESDAY 21/09/21</i>		
	<i>Survey Type: MANUAL</i>		
33	NF-03-A-26	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone Total No of Dwellings: 91 <i>Survey date: WEDNESDAY 22/09/21</i>		
	<i>Survey Type: DIRECTIONAL ATC COUNT</i>		
34	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK
	YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 93 <i>Survey date: THURSDAY 16/09/21</i>		
	<i>Survey Type: MANUAL</i>		
35	NF-03-A-28	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD NORTH WALSHAM		
	Edge of Town Residential Zone Total No of Dwellings: 100 <i>Survey date: WEDNESDAY 22/09/21</i>		
	<i>Survey Type: DIRECTIONAL ATC COUNT</i>		
36	NM-03-A-02	DETACHED & SEMI-DETACHED	WEST NORTHAMPTONSHIRE
	HARLESTONE ROAD NEAR NORTHAMPTON CHAPEL BRAMPTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 47 <i>Survey date: TUESDAY 20/10/20</i>		
	<i>Survey Type: MANUAL</i>		
37	NN-03-A-01	MIXED HOUSES & FLATS	NORTH NORTHAMPTONSHIRE
	MAIN STREET NEAR WELLINGBOROUGH LITTLE HARROWDEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 44 <i>Survey date: TUESDAY 20/10/20</i>		
	<i>Survey Type: MANUAL</i>		
38	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
	WIGHAY ROAD HUCKNALL		
	Edge of Town Residential Zone Total No of Dwellings: 36 <i>Survey date: MONDAY 18/10/21</i>		
	<i>Survey Type: MANUAL</i>		
39	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

40	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	<i>Survey date: WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
41	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>17/10/16</i>	<i>Survey Type: MANUAL</i>
42	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI-DETACHED		POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>11/05/15</i>	<i>Survey Type: MANUAL</i>
43	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		71	
	<i>Survey date: THURSDAY</i>		<i>23/01/14</i>	<i>Survey Type: MANUAL</i>
44	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	<i>Survey date: WEDNESDAY</i>		<i>11/05/22</i>	<i>Survey Type: MANUAL</i>
45	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	<i>Survey date: THURSDAY</i>		<i>22/09/16</i>	<i>Survey Type: MANUAL</i>
46	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
47	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED		SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		38	
	<i>Survey date: FRIDAY</i>		<i>22/09/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

48	SF-03-A-08	MIXED HOUSES	SUFFOLK
	STANNINGFIELD ROAD NEAR BURY ST EDMUNDS GREAT WHELNETHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 34 <i>Survey date: WEDNESDAY 16/09/20</i> <i>Survey Type: MANUAL</i>		
49	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD SHREWSBURY  Edge of Town Residential Zone Total No of Dwellings: 16 <i>Survey date: THURSDAY 22/05/14</i> <i>Survey Type: MANUAL</i>		
50	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings: 33 <i>Survey date: THURSDAY 24/09/15</i> <i>Survey Type: MANUAL</i>		
51	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 <i>Survey date: TUESDAY 25/09/18</i> <i>Survey Type: MANUAL</i>		
52	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 <i>Survey date: TUESDAY 25/09/18</i> <i>Survey Type: MANUAL</i>		
53	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: 26 <i>Survey date: WEDNESDAY 22/11/17</i> <i>Survey Type: MANUAL</i>		
54	SY-03-A-02	DETACHED & BUNGALOWS	SOUTH YORKSHIRE
	MANOR ROAD NEAR SHEFFIELD WALES Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 25 <i>Survey date: THURSDAY 10/09/20</i> <i>Survey Type: MANUAL</i>		
55	SY-03-A-03	BUNGALOWS & DETACHED	SOUTH YORKSHIRE
	CHURCH LANE NEAR BARNESLEY WORSBROUGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 19 <i>Survey date: WEDNESDAY 09/09/20</i> <i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

56	TB-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		TORBAY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i>			
	<i>Survey Type: MANUAL</i>			
57	TW-03-A-03 STATION ROAD NEAR NEWCASTLE BACKWORTH	MIXED HOUSES		TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 33 <i>Survey date: FRIDAY 13/11/15</i>			
	<i>Survey Type: MANUAL</i>			
58	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings: 12 <i>Survey date: MONDAY 08/05/17</i>			
	<i>Survey Type: MANUAL</i>			
59	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 <i>Survey date: WEDNESDAY 25/09/19</i>			
	<i>Survey Type: MANUAL</i>			
60	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 49 <i>Survey date: FRIDAY 27/09/19</i>			
	<i>Survey Type: MANUAL</i>			
61	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES		WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 <i>Survey date: MONDAY 21/11/16</i>			
	<i>Survey Type: MANUAL</i>			
62	WO-03-A-07 RYE GRASS LANE REDDITCH	MIXED HOUSES & FLATS		WORCESTERSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 47 <i>Survey date: THURSDAY 01/10/20</i>			
	<i>Survey Type: MANUAL</i>			
63	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN	BUNGALOWS		WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i>			
	<i>Survey Type: MANUAL</i>			

LIST OF SITES relevant to selection parameters (Cont.)

64 WY-03-A-01 MIXED HOUSING WEST YORKSHIRE  
 SPRING VALLEY CRESCENT  
 LEEDS  
 BRAMLEY  
 Neighbourhood Centre (PPS6 Local Centre)  
 Residential Zone  
 Total No of Dwellings: 46  
*Survey date: WEDNESDAY 21/09/16 Survey Type: MANUAL*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-A-06	No. of Dwells
DH-03-A-02	No. of Dwells
DV-03-A-02	No. of Dwells
DY-03-A-01	No. of Dwells
ES-03-A-03	No. of Dwells
ES-03-A-04	No. of Dwells
EX-03-A-03	No. of Dwells
HC-03-A-24	No. of Dwells
HC-03-A-26	No. of Dwells
HC-03-A-28	No. of Dwells
HC-03-A-29	No. of Dwells
HF-03-A-03	No. of Dwells
KC-03-A-06	No. of Dwells
KC-03-A-07	No. of Dwells
KC-03-A-08	No. of Dwells
NE-03-A-02	No. of Dwells
NF-03-A-23	No. of Dwells
NF-03-A-24	No. of Dwells
NF-03-A-29	No. of Dwells
NF-03-A-30	No. of Dwells
SC-03-A-09	No. of Dwells
SF-03-A-09	No. of Dwells
SF-03-A-10	No. of Dwells
SP-03-A-02	No. of Dwells
ST-03-A-07	No. of Dwells
WS-03-A-08	No. of Dwells
WS-03-A-12	No. of Dwells
WS-03-A-13	No. of Dwells
WS-03-A-14	No. of Dwells
WS-03-A-15	No. of Dwells

AMA - Leeds

Licence No: 710001

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	64	44	0.078	64	44	0.274	64	44	0.352
08:00 - 09:00	64	44	0.154	64	44	0.360	64	44	0.514
09:00 - 10:00	64	44	0.140	64	44	0.188	64	44	0.328
10:00 - 11:00	64	44	0.140	64	44	0.173	64	44	0.313
11:00 - 12:00	64	44	0.159	64	44	0.170	64	44	0.329
12:00 - 13:00	64	44	0.177	64	44	0.177	64	44	0.354
13:00 - 14:00	64	44	0.187	64	44	0.179	64	44	0.366
14:00 - 15:00	64	44	0.171	64	44	0.190	64	44	0.361
15:00 - 16:00	64	44	0.263	64	44	0.187	64	44	0.450
16:00 - 17:00	64	44	0.277	64	44	0.170	64	44	0.447
17:00 - 18:00	64	44	0.318	64	44	0.159	64	44	0.477
18:00 - 19:00	64	44	0.241	64	44	0.137	64	44	0.378
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.398</b>			<b>2.437</b>			<b>4.835</b>

## Parameter summary

Trip rate parameter range selected: 10 - 110 (units: )  
 Survey date date range: 01/01/14 - 30/06/22  
 Number of weekdays (Monday-Friday): 64  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 23  
 Surveys manually removed from selection: 30



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Andrew Moseley Associates, 15 St Paul's Street, Leeds, LS1 2JG

[www.amatp.co.uk](http://www.amatp.co.uk)

[info@amatp.co.uk](mailto:info@amatp.co.uk)