

# Appendix G – Technical Response to Council’s SoC Appendix 1



## **Shepley Road, Stocksmoor**

### **Philip Owen - Proof of Evidence - Appendix G**

#### **Response to some matters raised in Kirklees Council Statement of Case** **Appendix 1**

##### **1.1 ATC Surveys**

- 1.1.1 The Council's SoC Appendix 1 report includes a seventh ATC survey which was completed in April 2024 and included within the original Transport Assessment (TA) report prepared by AMA.
- 1.1.2 However, the seventh ATC was located at the Site Access (as confirmed in the first bullet of para 5 of the Council's SoC Appendix 1), which means that it includes traffic flows associated with the properties situated on the eastern boundary of the Site – and many of these trips will not travel along Stone Wood Lane. The April 2024 ATC used by the Council is therefore not appropriate or valid when determining the existing level of traffic on Stone Wood Lane.
- 1.1.3 Furthermore, even if the seventh ATC survey is included in the data this results in the same PM peak hour two-way flow of 74 vehicles being determined and the AM peak hour increases by just 4 from 65 to 69 vehicles i.e. it does not affect the outcome of my assessments, findings or conclusions.

##### **1.2 Maximum Traffic Flows**

- 1.2.1 As well as average weekday traffic flows the Council's SoC Appendix 1 report also considers the 'maximum' weekday traffic flows taken from the ATC's.
- 1.2.2 As shown in Table 6.11 peak hour two-way weekday traffic flows on Stone Wood Lane can vary substantially from day to day e.g. between 50 and 71 during the AM peak (a variation of 21 vehicles) and between 48 and 84 in the PM peak (a variation of 36 vehicles). Such a large range (particularly compared to the total flow which is very low) confirms that it is clearly inappropriate to design to one fixed criteria such as a maximum or a minimum because this threshold would not be reasonable or provide a realistic representation of typical highway conditions.
- 1.2.3 The Council's approach does not therefore comply and is contrary to national policy which requires that assessments should be based on reasonable and realistic future scenarios (NPPF para 116 and glossary definitions).
- 1.2.4 Notwithstanding this, even if the maximum traffic flow values are applied, it does not affect the outcome of my assessments, findings or conclusions (as set out in Section 6.6 of my PoE).

### **1.3 Development Trip Rates/Generations**

1.3.1 The Council's SoC (Appendix 1) now proposes a 0.63 veh/dwelling trip rate. This has been obtained by applying a 10% reduction to the 0.7 veh/dwelling trip rate which the Council originally advised TPS to utilise (as confirmed in para 41 of the SoC App 1). Both the original 0.7 value and the now reduced 0.63 value are arbitrary and not supported with any evidence or justification.

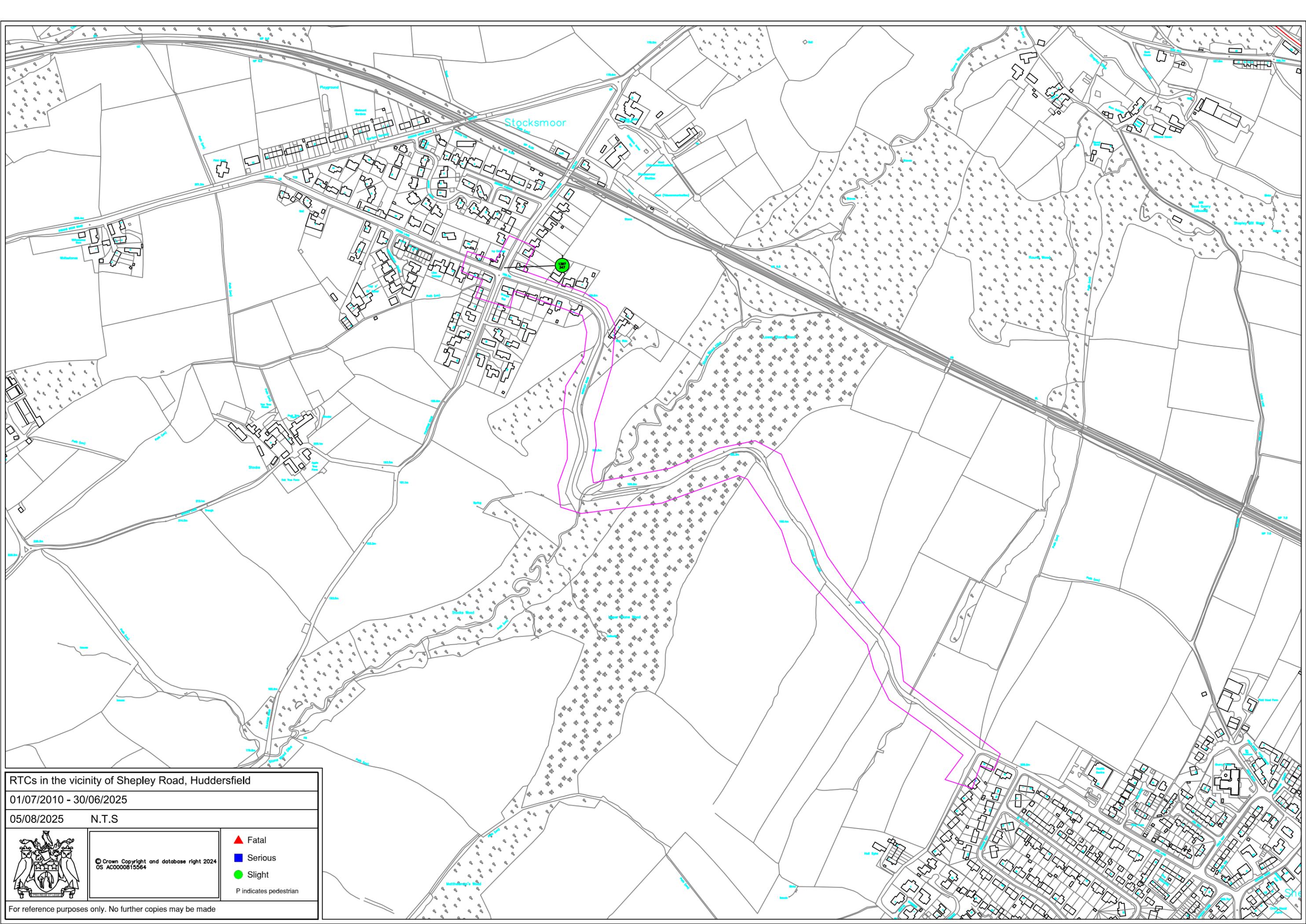
1.3.2 At para's 41 and 42 the Council attempt to justify their 0.63 trip rate by stating it is the same value previously agreed for another nearby site at Storthes Hall. However, evidence is key (and the Council have none), not what has been arbitrarily agreed in the past on another site. It is also noted that the Storthes Hall site does not have a railway station, which the appeal site benefits from, especially with it being located immediately adjacent. Similarly, the appeal site proposes a bus/rail MCard is provided to residents whereas the Storthes Hall site is just a nus MCard.

1.3.3 Furthermore, the Council again state in the SoC that they have taken a "robust" approach to determining these arbitrary trip rates. And once more, the Council's approach does not comply and is contrary to national policy which requires that assessments should be based on "reasonable" and "realistic" future scenarios (NPPF para 116 and glossary definitions).

1.3.4 The Council suggest that the trip rates in the Appellants SoC should have been agreed with them in advance. But this cannot be the case in this particular appeal scenario and furthermore, agreeing something doesn't make it right.

## **Appendix H – Personal Injury Accident Data (Area Plan & Council Information)**





<b>RTCs in the vicinity of Shepley Road, Huddersfield</b>	
01/07/2010 - 30/06/2025	
05/08/2025	N.T.S
	 Fatal  Serious  Slight P indicates pedestrian
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RTCs in the vicinity of Shepley Road, Huddersfield

ACCIDENT SEVERITY UPTO 2025

	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal 0%	0	0	0	0	0	0	0	0	0
Serious 0%	0	0	0	0	0	0	0	0	0
Slight 100%	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>								

WEATHER

	No.	%
Rain	1	100
<b>TOTAL</b>	<b>1</b>	

ROAD SURFACE

	Number	%
Wet	1	100
<b>TOTAL</b>	<b>1</b>	

LIGHT CONDITIONS

	Number	%
Dark	1	100
<b>TOTAL</b>	<b>1</b>	

PEDESTRIAN ACCIDENTS

No.	%
0	0

SKIDDING ACCIDENTS

No.	%
1	100

ACCIDENTS BY DAY AND TIME

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
00:00 - 00:59	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	0	0	0	0	0	0
08:00 - 08:59	0	0	0	0	0	0	0	0
09:00 - 09:59	0	0	0	0	0	0	0	0
10:00 - 10:59	0	0	0	0	0	0	0	0
11:00 - 11:59	0	0	0	0	0	0	0	0
12:00 - 12:59	0	0	0	0	0	0	0	0
13:00 - 13:59	0	0	0	0	0	0	0	0
14:00 - 14:59	0	0	0	0	0	0	0	0
15:00 - 15:59	0	0	0	0	0	0	0	0
16:00 - 16:59	0	0	0	0	0	0	0	0
17:00 - 17:59	0	0	0	0	0	0	0	0
18:00 - 18:59	0	0	0	0	0	0	0	0
19:00 - 19:59	0	0	0	1	0	0	0	1
20:00 - 20:59	0	0	0	0	0	0	0	0
21:00 - 21:59	0	0	0	0	0	0	0	0
22:00 - 22:59	0	0	0	0	0	0	0	0
23:00 - 23:59	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
%	0%	0%	0%	100%	0%	0%	0%	100%

ACCIDENTS BY MONTH AND YEAR UPTO 2025

	2010	2011	2012	2013	2014	2015	2016	2017	2018
Jan	0	0	0	0	0	0	0	0	0
Feb	0	0	0	0	0	0	0	0	0
Mar	0	0	0	0	0	0	0	0	0
Apr	0	0	0	0	0	0	0	0	0
May	0	0	0	0	0	0	0	0	0
June	0	0	0	0	0	0	0	0	0
July	0	0	0	0	0	0	0	0	0
Aug	0	0	0	0	0	0	0	0	0
Sep	0	0	0	0	0	0	0	0	0
Oct	0	0	0	0	0	0	0	0	0
Nov	0	0	0	0	0	0	0	0	0
Dec	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>								
%	0%	0%	0%	0%	0%	0%	0%	0%	0%

RTCs in the vicinity of Shepley Road, Huddersfield

**CASUALTY SEVERITY UPTO 2025**

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>Fatal</b>	0	0	0	0	0	0	0	0	0	0
<b>Serious</b>	0	0	0	0	0	0	0	0	0	0
<b>Slight</b>	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>									

**JUNCTION DETAIL**

Cross roads  
**TOTAL**

Number	%
1	100
<b>1</b>	

**JUNCTION CONTROLS**

Give way sign  
**TOTAL**

Number	%
1	100
<b>1</b>	

**CASUALTIES BY TYPE AND AGE GROUPING**

	0 to 4	5 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Total	%
Car driver	0	0	0	1	0	0	1	100
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	
%	0	0	0	100	0	0		

**SPEED LIMIT**

30 MPH  
**TOTAL**

Number	%
1	100
<b>1</b>	

**ROAD CLASS**

**TOTAL**

Number	%
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Number of Casualties with unknown age: 0

RTCs in the vicinity of Shepley Road, Huddersfield

**VEHICLES INVOLVED BY TYPE AND AGE OF DRIVER**

	0 to 15	16 to 19	20 to 29	30 to 59	60 Plus	Unknown	Total	%
Car	0	0	2	0	0	0	2	100
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
%	0	0	100	0	0	0		

**VEHICLE MANOEUVRES**

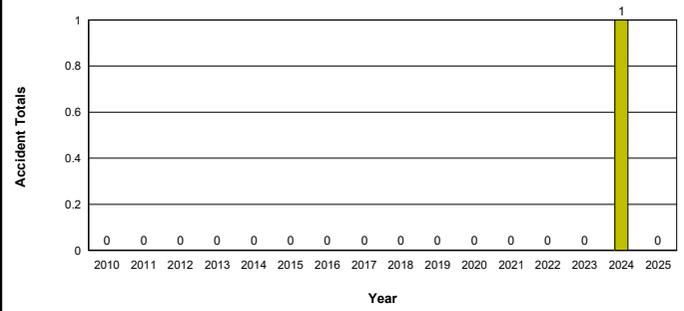
	Number	%
Turning left	1	50
Going ahead other	1	50
<b>TOTAL</b>	<b>2</b>	

**BREATH TEST**

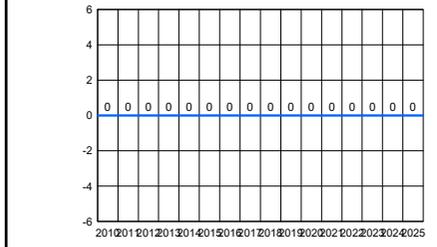
	Number	%
Not applicable	2	100
<b>TOTAL</b>	<b>2</b>	

RTCs in the vicinity of Shepley Road, Huddersfield  
Accident Date BETWEEN '01-Jul-2010' AND '30-Jun-2025'

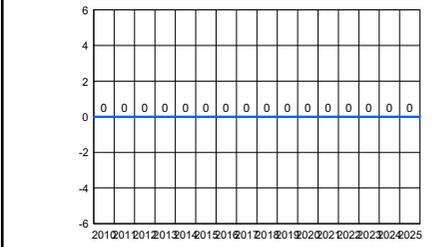
**Accident Totals/Year**



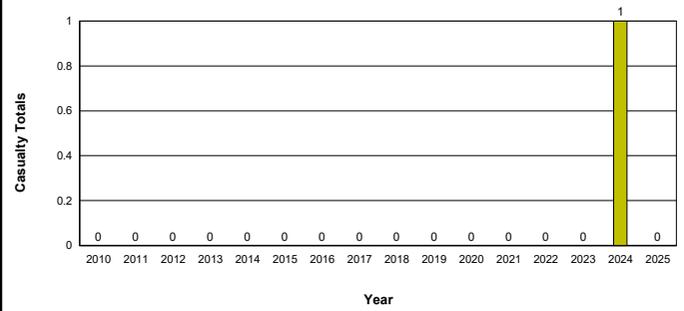
**Pedestrians**



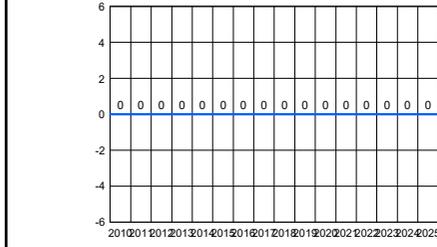
**Pedal Cyclists**



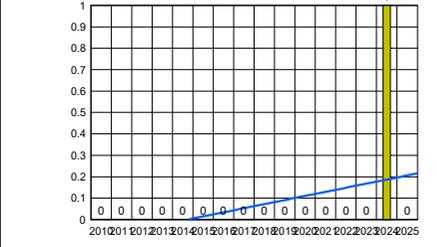
**Casualty Totals/Year**



**Motor Cyclists**



**Car Occupants**



Casualty Data

Acc	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Damage	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Cas	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0

RTCs in the vicinity of Shepley Road, Huddersfield

Accident Date BETWEEN '01-Jul-2010' AND '30-Jun-2025'

		PEDESTRIANS	PEDAL CYCLIST	PTW USER	HACKNEY PRI/HIRE	CAR DRIVER	CAR PASS	GOODS OCCUPANT	PSV	OTHER VEH OCCUPANT	TOTAL
<b>0 to 4</b>	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>5 to 15</b>	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16 to 19</b>	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>20 to 29</b>	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	0	0	0	0	1	0	0	0	0	1
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>30 to 59</b>	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>60+</b>	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>All Ages</b>	Fatal	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0
	Slight	0	0	0	0	1	0	0	0	0	1
	<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
Number of Casualties with unknown age: 0											

RTCs in the vicinity of Shepley Road, Huddersfield

**1397347** SLIGHT 10/01/2024 09:55 418275 /410763 STATION ROAD NEAR JUNCTION WITH CROSS LANE, STOCKSMOOR, HUDDERSFIELD, KIRKLEES

Incident has occurred in the Stocksmoor area of Huddersfield. Location of RTC is a crossroads where Station Road to the North merges uninterrupted into Fulstone Road to the South. To the East of the location is Shepley Road which has a marked Give Way marking where it meets the crossroads. To the West is Cross Lane which also has a Give Way marking where it meets the crossroads. Veh2 travels from Birks Lane to the North, turning left into Station Road, and travels South passing Stocksmoor Railway Station, and approaches the point in the road where Station Road becomes Fulstone Road. Veh1 travels East on Cross Lane to the Give Way marking at junction with Fulstone Road. At this time, Veh2 passes the Cross Lane junction, and Veh1 emerges out of Cross Lane to turn left into Station Road. A collision occurs, with front of Veh1 colliding with rear offside wing/wheelarch of Veh2. The impact causes Veh2 to spin 180 degrees and subsequently collide with a wall belonging to a nearby residential property, with Veh2 coming to rest with rear nearside impacted in a wall situated at entrance to a public footpath, and front facing back towards Station Road. Veh1 has the right side of the front bumper smashed and dented and the bonnet pushed upward. Veh2 has denting to the rear offside wheelarch/wing from the initial collision with Veh1, and denting and scuffing to rear nearside bumper and wing from impact with the wall. The stone wall is knocked over, as well as a Public Footpath sign also knocked over. Both involved vehicles stop at scene and details are exchanged correctly with assistance from a deployed PCSO per Log 1578 10/01/24. Log 1550 10/01/24 is a report from the owner of the wall who assists at scene also but did not witness the events. All parties spoken to. Wall owner is aware to claim against Driver2 and has the relevant details. Drivers 1 and 2 have exchanged details and are dealing via their respective insurance companies. RTC report submitted as Driver2 has subsequently reported that she has pain to her neck as a result of the RTC. Incident recorded for injury stats. No witnesses. No CCTV. No dashcam.

Vehicles	From	To	Driver	Breath Test	Casualties	Veh	Sex	Age	Ped direction to
1 Car	Turning left	NW SE	Male	25 Not applicable	1 Driver/Rider	2	Female	21	SLIGHT
2 Car	Going ahead other	NE SW	Female	21 Not applicable					

**Contributory Factors**

Fail to judge other person path or speed      V001 Possible      Fail to judge other person path or speed      V002 Possible

## Appendix I – Tempo Growth Data



## Stockmoor - Tempro Growth Calculation

AM 2025 to 2030

Level	Area	Local Growth Figure
E02002321	Kirklees 051	1.051
E02002326	Kirklees 056	1.052
		<b>1.052</b>

PM 2025 to 2030

Level	Area	Local Growth Figure
E02002321	Kirklees 051	1.051
E02002326	Kirklees 056	1.053
		<b>1.052</b>

NTM Traffic Growth Calculations

Scenario: Core Base Year: 2025 Future Year: 2030  
Time Period: Weekday AM peak period (0700 - 0959)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP 2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

Kirklees 051 (E02002321)  
 Kirklees 056 (E02002326)

3: Select area type:

Urban  
 Rural  
 All

4: Select road type:

Motorway  
 Trunk  
 A Road  
 Minor  
 All

5: Select which area it serves:

Region  
 England

Calculate the adjusted local growth figure

**Results**

Level	Area	Local Growth Figure
E02002321	Kirklees 051	1.0514
E02002326	Kirklees 056	1.0524

NTM Traffic Growth Calculations

Scenario: Core Base Year: 2025 Future Year: 2030  
Time Period: Weekday PM peak period (1600 - 1859)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP 2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

Kirklees 051 (E02002321)  
 Kirklees 056 (E02002326)

3: Select area type:

Urban  
 Rural  
 All

4: Select road type:

Motorway  
 Trunk  
 A Road  
 Minor  
 All

5: Select which area it serves:

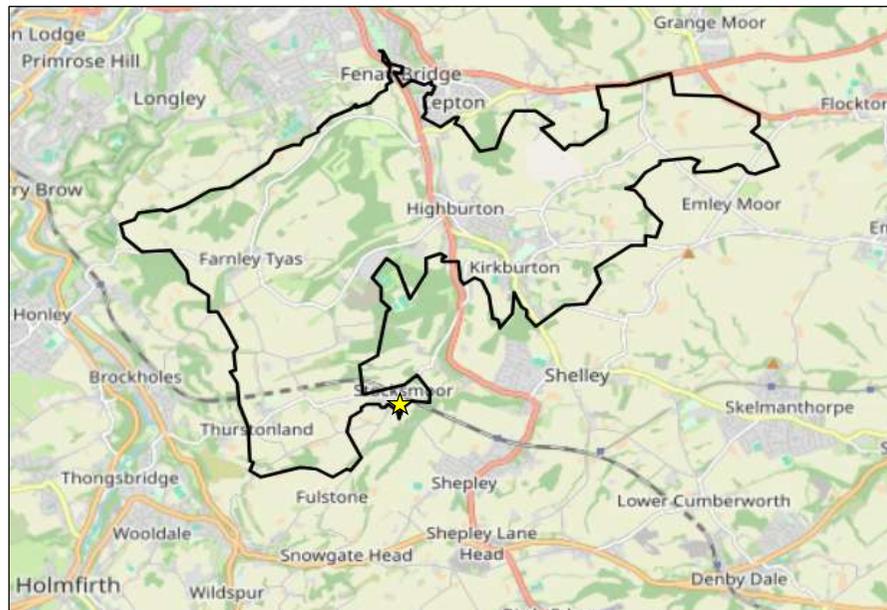
Region  
 England

Calculate the adjusted local growth figure

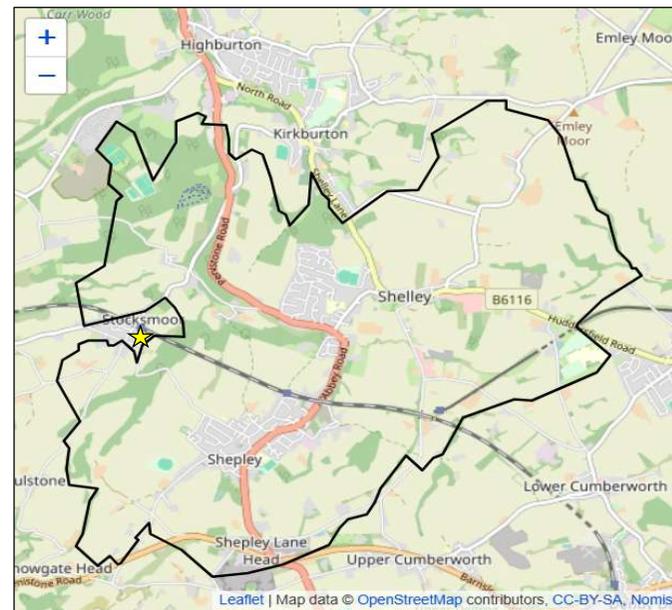
**Results**

Level	Area	Local Growth Figure
E02002321	Kirklees 051	1.0511
E02002326	Kirklees 056	1.0530

Kirklees 051



Kirklees 056



## Appendix J – TRICS Data





Audit Code: 067d68dd-d6cc-4d66-8cb6-a1015bc19027

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	<b>SOUTH EAST</b>		
	HC	HAMPSHIRE	1 day
	HF	HERTFORDSHIRE	1 day
	KC	KENT	2 days
03	<b>SOUTH WEST</b>		
	SD	SWINDON	1 day
04	<b>EAST ANGLIA</b>		
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 day
06	<b>WEST MIDLANDS</b>		
	WK	WARWICKSHIRE	1 day
	WM	WEST MIDLANDS	1 day
07	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>		
	NY	NORTH YORKSHIRE	1 day
08	<b>NORTH WEST</b>		
	AC	CHESHIRE WEST & CHESTER	1 day
09	<b>NORTH</b>		
	DH	DURHAM	1 day
	IM	ISLE OF MAN	1 day
11	<b>SCOTLAND</b>		
	HI	HIGHLAND	1 day
17	<b>ULSTER (NORTHERN IRELAND)</b>		
	AN	ANTRIM	1 day

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

Audit Code: 067d68dd-d6cc-4d66-8cb6-a1015bc19027

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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 4334 (units:DWELLS)
Range Selected by User:	4 to 500 (units:DWELLS)
Parking Spaces Range:	6 - 2696

<b>Public Transport Provision:</b>	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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

**Selected survey days:**

Friday	1 days
Monday	3 days
Thursday	3 days
Tuesday	4 days
Wednesday	5 days

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

**Selected survey types:**

Manual count	16
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 undertaken using machines*

**Selected Locations:**

Suburban Area (PPS6 Out of Centre)	16 days
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*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

**Selected Location Sub Categories:**

Residential Zone	16 days
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*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	12 days
Servicing vehicles Included	4 days



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Secondary Filtering Selection:

Use Class:

C3 16 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:

350 - 6900

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	5 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	6 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	4 surveys
25,001 to 50,000	3 surveys
250,001 to 500,000	2 surveys
50,001 to 75,000	5 surveys
75,001 to 100,000	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	5 surveys
1.1 to 1.5	9 surveys
1.6 to 2.0	2 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	14 surveys
Yes	2 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:**

No PTAL Present	16 surveys
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*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:**

No

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<b>1</b>	<b>AC-03-A-04</b>	<b>TOWN HOUSES</b>	<b>CHESHIRE WEST &amp; CHESTER</b>
LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.5 hect Survey date: Thursday 06/06/2019			
			Survey Type: Manual
<b>2</b>	<b>AN-03-A-10</b>	<b>DETACHED &amp; SEMI-DETACHED</b>	<b>ANTRIM</b>
FERRARD GRANGE ANTRIM Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 3.5 hect Survey date: Friday 07/06/2024			
			Survey Type: Manual
<b>3</b>	<b>DH-03-A-01</b>	<b>SEMI DETACHED</b>	<b>DURHAM</b>
GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.9 hect Survey date: Tuesday 28/03/2017			
			Survey Type: Manual
<b>4</b>	<b>HC-03-A-23</b>	<b>HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.4 hect Survey date: Tuesday 19/11/2019			
			Survey Type: Manual
<b>5</b>	<b>HF-03-A-07</b>	<b>MIXED HOUSES &amp; BUNGALOWS</b>	<b>SHERTFORDSHIRE</b>
BAKER STREET POTTERS BAR Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 6.32 hect Survey date: Monday 25/03/2024			
			Survey Type: Manual
<b>6</b>	<b>HI-03-A-14</b>	<b>SEMI-DETACHED &amp; TERRACED</b>	<b>HIGHLAND</b>
KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.48 hect Survey date: Wednesday 23/03/2016			
			Survey Type: Manual
<b>7</b>	<b>IM-03-A-04</b>	<b>MIXED HOUSES</b>	<b>ISLE OF MAN</b>
NEW CASTLETOWN ROAD DOUGLAS Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 2.3 hect Survey date: Monday 20/05/2024			
			Survey Type: Manual
<b>8</b>	<b>KC-03-A-03</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>KENT</b>
HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre)			

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Residential Zone Site area: 1.38 hect Survey date: Thursday 14/07/2016				Survey Type: Manual
<b>9</b>	<b>KC-03-A-06</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>KENT</b>	
MARGATE ROAD HERNE BAY Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 8 hect Survey date: Wednesday 27/09/2017				Survey Type: Manual
<b>10</b>	<b>NF-03-A-51</b>	<b>SEMI-DETACHED</b>	<b>NORFOLK</b>	
CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.03 hect Survey date: Tuesday 13/09/2022				Survey Type: Manual
<b>11</b>	<b>NF-03-A-52</b>	<b>MIXED HOUSES</b>	<b>NORFOLK</b>	
LYNNSPORT WAY KING'S LYNN Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 5.31 hect Survey date: Tuesday 07/11/2023				Survey Type: Manual
<b>12</b>	<b>NY-03-A-13</b>	<b>TERRACED HOUSES</b>	<b>NORTH YORKSHIRE</b>	
CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.3 hect Survey date: Wednesday 10/05/2017				Survey Type: Manual
<b>13</b>	<b>PB-03-A-04</b>	<b>DETACHED HOUSES</b>	<b>PETERBOROUGH</b>	
EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.71 hect Survey date: Monday 17/10/2016				Survey Type: Manual
<b>14</b>	<b>SD-03-A-01</b>	<b>SEMI DETACHED</b>	<b>SWINDON</b>	
HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.16 hect Survey date: Thursday 22/09/2016				Survey Type: Manual
<b>15</b>	<b>WK-03-A-03</b>	<b>DETACHED HOUSES</b>	<b>WARWICKSHIRE</b>	
BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.85 hect Survey date: Wednesday 25/09/2019				Survey Type: Manual



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16 WM-03-A-07 DETACHED HOUSES WEST MIDLANDS  
EVESON ROAD  
STOURBRIDGE  
NORTON  
Suburban Area (PPS6 Out of Centre)  
Residential Zone  
Site area: 0.78 hect  
Survey date: Wednesday 18/09/2024

Survey Type: Manual

**DESELECTED SURVEYS**

Site Ref	Survey Date	Reason for Deselection
DL-03-A-11	19-05-2021	covid
DN-03-A-08	30-09-2020	covid
MG-03-A-01	12-10-2021	covid
SF-03-A-09	24-06-2021	covid

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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	16	69	0.067	0.291	0.358
08:00-09:00	16	69	0.127	0.428	0.555
09:00-10:00	16	69	0.174	0.182	0.356
10:00-11:00	16	69	0.134	0.173	0.307
11:00-12:00	16	69	0.139	0.147	0.286
12:00-13:00	16	69	0.174	0.167	0.341
13:00-14:00	16	69	0.189	0.173	0.362
14:00-15:00	16	69	0.169	0.190	0.359
15:00-16:00	16	69	0.258	0.199	0.457
16:00-17:00	16	69	0.326	0.171	0.497
17:00-18:00	16	69	0.372	0.187	0.559
18:00-19:00	16	69	0.278	0.178	0.456
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
<b>Total Rates:</b>			2.407	2.486	4.893

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 - 500 (units: DWELLS)
Survey date date range:	23/03/2016 - 18/09/2024
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.*

# **Appendix K – Development Traffic Distribution Methodology by Journey Purpose**



**Sections 5.5, 5.6 and 5.7 of Highways and Transportation  
Statement Report dated 23<sup>rd</sup> October 2025 as Appended to  
Appellant’s Statement of Case**

**5.5 Proposed Development Vehicular Trip Generation by Purpose**

5.5.1 TEMPro Version 8.1 advises on the proportion of vehicular journeys that take place for differing purposes during the 3-hour morning and evening peak periods of 07:00 to 10:00 and 16:00 to 19:00 respectively. The resulting proportion of journeys during the AM and PM peak periods, based on the combined Kirklees 051 and 056 Output Areas (because the Site is located on the boundary between them), are shown in Table 5.5 for a 2030 design year. Further supporting information is provided in Appendix G.

**Table 5.5 – TEMPro 2030 Journey Purpose Proportions (Kirklees 051 & 056 Combined)**

<b>Journey Purpose</b>	<b>AM Peak Period (07:00 to 10:00)</b>	<b>PM Peak Period (16:00 to 19:00)</b>
Commuting/Employers Business	60%	50%
Education	17%	6%
Shopping	12%	16%
Other*	11%	28%
<b>Total</b>	<b>100%</b>	<b>100%</b>

*\*‘Other’ includes Personal Business, Recreation/Social, Visiting Friends/Relatives & Holiday/Day Trip*

5.5.2 The TEMPro journey purpose data shown in Table 5.5 covers a three-hour morning and evening period of 07:00 to 10:00 and 16:00 to 19:00 respectively.

5.5.3 The latest National Travel Survey data (2023/24) also provides information relating to journey purpose and NTS Table 0502 (attached at Appendix H) breaks this data down into each hour of the day (Monday to Friday only). Unfortunately, the NTS data covers all transport modes, as opposed to just vehicular trips, and therefore cannot directly be used to predict the volume of development traffic that the Site will generate for each journey purpose. However, the NTS information can be utilised to determine the proportion of trips within each hour of the 07:00 to 10:00 and 16:00 to 19:00 periods and then apply these same proportions to the TEMPro data. A summary of the NTS data showing the proportion of trips by journey mode in each of the three hourly periods is shown in *italics* within Table 5.6.

**Table 5.6 – National Travel Survey Journey Purpose Hourly Proportions (all modes)**

Time Period	Commuting/Emp Business	Education	Shopping	Other	Total
<b>AM Peak Period</b>					
07:00 to 08:00	<u>44</u>	<u>23</u>	<u>4</u>	<u>29</u>	<b>100</b>
08:00 to 09:00	<u>19</u>	<u>53</u>	<u>4</u>	<u>24</u>	<b>100</b>
09:00 to 10:00	<u>14</u>	<u>8</u>	<u>21</u>	<u>57</u>	<b>100</b>
<b>AM 3-hr Total 07:00 to 10:00</b>	<b>77 (25.7%)</b>	<b>84 (28.0%)</b>	<b>29 (9.7%)</b>	<b>110 (36.7%)</b>	<b>300 (100%)</b>
<b>PM Peak Period</b>					
16:00 to 17:00	<u>23</u>	<u>12</u>	<u>15</u>	<u>50</u>	<b>100</b>
17:00 to 18:00	<u>28</u>	<u>6</u>	<u>13</u>	<u>52</u>	<b>100</b>
18:00 to 19:00	<u>18</u>	<u>2</u>	<u>16</u>	<u>65</u>	<b>100</b>
<b>PM 3-hr Total 16:00 to 19:00</b>	<b>69 (23.0%)</b>	<b>20 (6.7%)</b>	<b>44 (14.7%)</b>	<b>167 (55.7%)</b>	<b>300 (100%)</b>

*\*'Other' includes Personal Business, Recreation/Social, Visiting Friends/Relatives & Holiday/Day Trip*

5.5.4 The TEMPro 3-hour proportions shown in Table 5.5 have then been applied to obtain the equivalent number of trips for each journey purpose e.g. commuting trips are 60% and 50% of the 300 in Table 5.6 over the morning and evening 3-hour periods, hence this equates to 180 (0.6\*300) and 150 (0.5\*300) respectively – as shown in Table 5.7. These 180 morning period trips are then proportioned across each of the three hours in the same ratios as the NTS data in Table 5.6 e.g. commuting trips between 08:00 and 09:00 are 44 (19/77 {taken from table 5.6} \* 180 {taken from table 5.7}). This process is repeated for each of the hours within each of the journey purposes and the resulting values are given in Table 5.7.

**Table 5.7 – Calculated Journey Purpose Hourly Proportions (vehicular trips only)**

Time Period	Commuting/Emp Business	Education	Shopping	Other	Total
<b>AM Peak Period</b>					
07:00 to 08:00	103	14	5	9	<b>131</b>
08:00 to 09:00	44	32	5	7	<b>88</b>
09:00 to 10:00	33	5	26	17	<b>81</b>
<b>AM 3-hr Total 07:00 to 10:00</b>	<b>180 (60%)</b>	<b>51 (17%)</b>	<b>36 (12%)</b>	<b>33 (11%)</b>	<b>300 (100%)</b>
<b>PM Peak Period</b>					
16:00 to 17:00	50	11	16	25	<b>102</b>
17:00 to 18:00	61	5	14	26	<b>106</b>
18:00 to 19:00	39	2	18	33	<b>92</b>
<b>PM 3-hr Total 16:00 to 19:00</b>	<b>150 (50%)</b>	<b>18 (6%)</b>	<b>48 (16%)</b>	<b>84 (28%)</b>	<b>300 (100%)</b>

5.5.5 Utilising the values in Table 5.7, the resulting percentages for each journey purpose, during each of the peak hours, is shown in Table 5.8. For example, the 50% commuting percentage during the 08:00 to 09:00 period is calculated from Table 5.7 by dividing the 44 commuting trips during the 08:00 to 09:00 period by the total trip value of 88 during the same period i.e.  $44/88 * 100\%$ .

**Table 5.8 – Calculated Journey Purpose Hourly Proportions (vehicular trips only)**

Time Period	Commuting/Emp Business	Education	Shopping	Other	Total
<b>AM Peak Period</b>					
<b>07:00 to 08:00</b>	78%	11%	4%	7%	100%
<b>08:00 to 09:00</b>	<b>50%</b>	<b>36%</b>	<b>6%</b>	<b>8%</b>	<b>100%</b>
<b>09:00 to 10:00</b>	41%	6%	32%	21%	100%
<b>PM Peak Period</b>					
<b>16:00 to 17:00</b>	49%	11%	16%	24%	100%
<b>17:00 to 18:00</b>	<b>57%</b>	<b>5%</b>	<b>13%</b>	<b>25%</b>	<b>100%</b>
<b>18:00 to 19:00</b>	42%	2%	20%	36%	100%

*\*'Other' includes Personal Business, Recreation/Social, Visiting Friends/Relatives & Holiday/Day Trip*

5.5.6 Applying the journey purpose percentages in Table 5.8 to the total traffic generations in Table 5.4 provides the resulting number of vehicular development trips by journey purpose for the AM and PM peak hours of 08:00 to 09:00 and 17:00 to 18:00 respectively – as shown in Table 5.9 (provided to one decimal place for accuracy working with some small numbers).

**Table 5.9 – Proposed Peak Hour Development Traffic Generations by Journey Purpose**

Peak Hour Period	Commuting/Emp Business			Education			Shopping			Other			Total		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
<b>08:00 to 09:00</b>	3.0	11.0	<b>14.0</b>	2.2	7.9	<b>10.1</b>	0.4	1.3	<b>1.7</b>	0.5	1.7	<b>2.2</b>	<b>6.1</b>	<b>21.9</b>	<b>28.0</b>
<b>17:00 to 18:00</b>	10.8	5.1	<b>15.9</b>	0.9	0.5	<b>1.4</b>	2.5	1.2	<b>3.7</b>	4.7	2.3	<b>7.0</b>	<b>18.9</b>	<b>9.1</b>	<b>28.0</b>

## 5.6 Development Traffic Distribution

5.6.1 This section describes how the traffic associated with each journey purpose has been distributed onto the local highway network, to determine the total quantum of development traffic routing along the Shepley Road/Stone Wood Lane corridor.

## Commuting Traffic Distribution

- 5.6.2 The traffic distribution of commuting trips to/from the Site has been assessed based on travel patterns contained within the 2011 census data, which has been obtained from <http://www.nomisweb.co.uk/>. The proposed development is located within and immediately adjacent to the super output areas (mid layer) Kirklees 051 and 056.
- 5.6.3 The development traffic has been distributed onto the local highway network using the following routes to/from the Site:
- Penistone Road (via Birks Lane);
  - Thurstonland Road;
  - Town Moor;
  - Fulstone Road;
  - A629 SE;
  - A635 East;
  - Huddersfield Road E (via Dam Hill);
  - Abbey Road (via Stone Wood Lane);
  - Internal Stocksmoor; and
  - Internal Shepley
- 5.6.4 The traffic distribution is summarised within Table 5.10 and the supporting calculations and figure are provided in Appendix I.

**Table 5.10 – Census Commuting Vehicular Trip Distribution – Route Assignment Summary**

Route	NOMIS Distribution	Percentage Routing West of Site through Stocksmoor	Percentage Routing East of Site along Stone Wood Lane
Penistone Road (via Birks Lane)	43.6%	<b>87%</b>	N/A
Thurstonland Road	11.0%		N/A
Town Moor	12.8%		N/A
Fulstone Road	6.8%		N/A
Huddersfield Road E (via Dam Hill)	11.1%		N/A
Internal Stocksmoor	1.7%		N/A
A629 SE (via Stone Wood Lane)	2.0%	N/A	<b>13%</b>
A635 East (via Stone Wood Lane)	6.0%	N/A	
Abbey Road (via Stone Wood Lane)	3.4%	N/A	
Internal Shepley (via Stone Wood Lane)	1.5%	N/A	
<b>Total</b>	<b>100%</b>		

- 5.6.5 As shown in Table 5.10 it is determined that 13% of commuting/business trips would route along Stone Wood Lane to the east of the Site, if seeking the most direct route to their destination. Applying this percentage to the trips in table 5.9 provides the

number of commuting vehicular trips that the development would generate along Stone Wood Lane during the busiest morning and evening peak hours i.e. 1.8 and 2.1 two-way movements respectively, as shown in Table 5.11. This is effectively a worst case as for many there are alternative, less direct routes to take if preferred.

**Table 5.11 – Proposed Development Commuting Vehicular Trips on Stone Wood Lane**

Route	AM Peak Hour (08:00 to 09:00)			PM Peak Hour (17:00 to 18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Stone Wood Lane	0.4	1.4	1.8	1.4	0.7	2.1

### Education Traffic Distribution

- 5.6.6 For the purposes of determining the S106 contribution figure, the Council’s education response to the planning application (Ref: CD 4.3) considered one primary school (Thurstonland Endowed) and two secondary schools (Kirkburton Middle School and Shelley College) as the schools where children would go. Shepley Primary School was not included.
- 5.6.7 However, notwithstanding that the Council’s Education Officer has assumed that no children from the development will attend Shepley primary school, for the purposes of this traffic distribution exercise some attendance has been allowed for, in order to be robust.
- 5.6.8 KC’s ‘School Place Planning 2024-27’ document (extracts in Appendix J) identifies that the development Site lies within the overall ‘Planning Area 22 – Shelley’ and within that, the Site falls into the ‘Thurstonland First School’ Place Planning Area (PPA). Table D of the document identifies the following distribution of primary school age children i.e. Reception to Year 6 (as of January 2024) from the Thurstonland PPA:
- 9 out of 59 i.e. 15% attend Kirkburton Middle School;
  - 9 out of 59 i.e. 15% attend Shepley Primary School; and
  - 41 out of 59 i.e. 70% attend Thurstonland First School.
- 5.6.9 On the basis of the above only 15% of primary school trips will be to Shepley primary school. However, for robustness it has been assumed that 25% of education trips will travel along Stone Wood Lane to Shepley primary school.
- 5.6.10 As set out in the Council’s education consultation response the development Site will generate 9 primary school places and 8 secondary school places i.e. 17 places in

total. The primary/secondary split is essentially 50/50 and therefore each of the following four schools have been assigned 25% of the trips i.e. 4.25 places each:

- Thurstonland Endowed V C First School
- Shepley First School;
- Kirkburton Middle School; and
- Shelley College.

5.6.11 Tables 5.8 and 5.9 predict that the development will generate 7.9 vehicular departures (36% of trips) during the morning 08:00 to 09:00 peak hour. Table 5.8 also shows that there will be a further 11% and 6% of education trips in the hours before and after the 08:00 to 09:00 peak i.e. an additional 17% education trips. This 17% is approximately half the number of education trips generated in the peak 08:00 to 09:00 hour (36%) and therefore some 12 education departure trips in total  $(7.9 + 7.9/2)$  will be generated by the development during the 3-hour 07:00 to 10:00 period.

5.6.12 The predicted 12 departure trips associated with education aligns very well with the Council's predicted 17 school places across the Site. Clearly 17 school places will not generate 17 vehicular trips because some dwellings will have two children attending the same school and some children will utilise a different mode of transport to the car. Whilst these specific proportions have not been determined it is clear that the 17 school places will translate to a figure very close to or below the predicted 12 vehicular departures from the Site.

5.6.13 In contrast, the TPS TA Addendum (CD 1.33) and the Council's consultation responses (CD 4.14 & 4.16) apply a high 54% and 47% of education trips during the AM and PM peak hours. The methodology is incorrect for the following reasons:

- It is based on National Travel Survey (NTS) data which covers all transport modes, as opposed to just vehicular trips. This will inevitably produce a higher proportion of education related trips because it includes walking etc;
- Such a high education related proportion is clearly invalid during the development PM peak hour of 17:00 to 18:00 (Table 5.8 of this report confirms just 5% of trips are education related during this peak hour); and
- It has been assumed that all 47% to 54% of trips route to Shepley along Stone Wood Lane.

5.6.14 Table 5.12 sets out a more realistic and appropriate distribution of trips associated with education, including a robust allowance of a third of trips to Shelley College travelling via the longer Stone Wood Lane route.

**Table 5.12 – Education Vehicular Traffic Distribution/Assignment**

	Distribution	Vehicular Route	Percentage Routing West of Site through Stockmoor	Percentage Routing East of Site along Stone Wood Lane
<b>Primary Education</b>				
Thurstonland First School	25%	Shepley Road/Cross Lane/Stocks Moor Road/Town Moor/Marsh Hall Lane	25%	0%
Shepley First School	25%	Shepley Road/Stone Wood Lane/Jos Lane/A629/Firth Street	0%	25%
<b>Secondary Education</b>				
Kirkburton Middle School	25%	Shepley Road/Station Road/Birks Lane/Thunder Bridge Lane/Riley Lane/Turnshaw Road/Turnshaw Avenue	25%	0%
Shelley College	17%	Shepley Road/Station Road/Birks Lane/Dam Hill/Penistone Road/Fir Bank/B6116 Huddersfield Road	17%	0%
	8%	Shepley Road/Stone Wood Lane/Jos Lane/Abbey Road S/Fir Bank/B6116 Huddersfield Road	0%	8%
			<b>67%</b>	<b>33%</b>

5.6.15 As shown in Table 5.12 it is determined that a robust 33% of education trips would route along Stone Wood Lane to the east of the Site. Applying this percentage to the trips in table 5.9 provides the number of education vehicular trips that the development would generate along Stone Wood Lane during the busiest morning and evening peak hours i.e. 3.3 and 0.5 two-way movements respectively, as shown in Table 5.13.

**Table 5.13 – Proposed Development Education Vehicular Trips on Stone Wood Lane**

Route	AM Peak Hour (08:00 to 09:00)			PM Peak Hour (17:00 to 18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Stone Wood Lane	0.7	2.6	3.3	0.3	0.2	0.5

5.6.16 The education trip shown in Table 5.13 are a robust, worst case because not only do they allow for 25% of pupils attending Shepley primary school (when the Council data advises 15%) they also assume that all trips would take place along Stone Wood Lane, whereas for many there are alternative, less direct routes to take if preferred. For example, drivers could travel from the Site to Shepley school via the A629 through Shelley (a 4.1km route taking around 8 minutes to drive according to google maps), instead of along Stone Wood Lane which is 1.8km long taking around 4 to 5 minutes.

5.6.17 At the very least the trips to Shepley primary school can be discounted by 15% because (as advised in the 14/10/24 KC consultation response – 4.14) a local resident survey confirms that when travelling to Shepley, 85% of people would use Stone Wood Lane. This minimum 15% discount has not been applied.

### Shopping Traffic Distribution

5.6.18 Shopping trips to/from the Site have been distributed along the four principal routes to/from the Site as shown in Table 5.14, including a robust allowance of a third of trips travelling to/from the B6116 Huddersfield Road towards Skelmanthorpe and the motorway network beyond, via the longer Stone Wood Lane route. Furthermore, in terms of Shepley, there are limited shopping facilities available.

**Table 5.14 – Shopping Vehicular Traffic Distribution/Assignment**

Route	Distribution	Percentage Routing West of Site through Stocks Moor	Percentage Routing East of Site along Stone Wood Lane
Shepley Road/Cross Lane/Stocks Moor Road/Town Moor/Marsh Hall Lane	25%	25%	0%
Shepley Road/Stone Wood Lane/Jos Lane/A629/Firth Street	25%	0%	25%
Shepley Road/Station Road/Birks Lane/Thunder Bridge Lane/Riley Lane/Turnshaw Road/Turnshaw Avenue	25%	25%	0%
Shepley Road/Station Road/Birks Lane/Dam Hill/Penistone Road/Fir Bank/B6116 Huddersfield Road	17%	17%	0%
Shepley Road/Stone Wood Lane/Jos Lane/Abbey Road S/Fir Bank/B6116 Huddersfield Road	8%	0%	8%
		<b>67%</b>	<b>33%</b>

5.6.19 As shown in Table 5.14 it is determined that a robust 33% of shopping trips would route along Stone Wood Lane to the east of the Site. Applying this percentage to the trips in table 5.9 provides the number of shopping vehicular trips that the development would generate along Stone Wood Lane during the busiest morning and evening peak hours i.e. 0.6 and 1.2 two-way movements respectively, as shown in Table 5.15.

**Table 5.15 – Proposed Development Shopping Vehicular Trips on Stone Wood Lane**

Route	AM Peak Hour (08:00 to 09:00)			PM Peak Hour (17:00 to 18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Stone Wood Lane	0.2	0.4	0.6	0.8	0.4	1.2

### **‘Other’ Traffic Distribution**

5.6.20 ‘Other’ trips to/from the Site, which includes personal business, recreation/social, visiting friends/relatives and holiday/day trips, have been distributed along the four principle routes to/from the Site as shown in Table 5.16, including a robust allowance of a third of trips travelling to/from the B6116 Huddersfield Road towards Skelmanthorpe and the motorway network beyond, via the longer Stone Wood Lane route.

**Table 5.16 – ‘Other’ Vehicular Traffic Distribution/Assignment**

Route	Distribution	Percentage Routing West of Site through Stocksmoor	Percentage Routing East of Site along Stone Wood Lane
Shepley Road/Cross Lane/Stocks Moor Road/Town Moor/Marsh Hall Lane	25%	25%	0%
Shepley Road/Stone Wood Lane/Jos Lane/A629/Firth Street	25%	0%	25%
Shepley Road/Station Road/Birks Lane/Thunder Bridge Lane/Riley Lane/Turnshaw Road/Turnshaw Avenue	25%	25%	0%
Shepley Road/Station Road/Birks Lane/Dam Hill/Penistone Road/Fir Bank/B6116 Huddersfield Road	17%	17%	0%
Shepley Road/Stone Wood Lane/Jos Lane/Abbey Road S/Fir Bank/B6116 Huddersfield Road	8%	0%	8%
		67%	33%

5.6.21 As shown in Table 5.16 it is determined that a robust 33% of ‘other’ trips would route along Stone Wood Lane to the east of the Site. Applying this percentage to the trips in table 5.9 provides the number of ‘other’ vehicular trips that the development would generate along Stone Wood Lane during the busiest morning and evening peak hours i.e. 0.7 and 2.3 two-way movements respectively, as shown in Table 5.17.

**Table 5.17 – Proposed Development ‘Other’ Vehicular Trips on Stone Wood Lane**

Route	AM Peak Hour (08:00 to 09:00)			PM Peak Hour (17:00 to 18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Stone Wood Lane	0.2	0.5	0.7	1.6	0.7	2.3

## 5.7 Proposed Development Traffic Generation on Stone Wood Lane

5.7.1 The number of vehicular trips, by journey purpose, generated by the development that will route along Stone Wood Lane are summarised within Table 5.18.

**Table 5.18 – Proposed Development - Total Vehicular Trips on Stone Wood Lane**

Journey Purpose	AM Peak Hour (08:00 to 09:00)			PM Peak Hour (17:00 to 18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Commuting	0.4	1.4	1.8	1.4	0.7	2.1
Education	0.7	2.6	3.3	0.3	0.2	0.5
Shopping	0.2	0.4	0.6	0.8	0.4	1.2
Other	0.2	0.5	0.7	1.6	0.7	2.3
Total Trips (to 1dp)	1.5	4.9	6.4	4.1	2.0	6.1
<b>Total Trips (rounded up)</b>	<b>2</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>7</b>

5.7.2 Table 5.18 shows that the proposed development will generate a maximum of **7 two-way vehicular movements along Stone Wood Lane** during the busiest morning and evening peak hour periods. This represents 25% of the total 28 vehicle movements predicted (see Table 5.4), which is considered to be robust taking account of each journey purpose and some of the worst-case assumptions applied.

5.7.3 For example, there are alternative, less direct routes that drivers can take if preferred. At the very least the trips to Shepley can be discounted by 15% because (as advised in the 14/10/24 KC consultation response – 4.14) a local resident survey confirms that when travelling to Shepley, 85% of people would use Stone Wood Lane

i.e. 15% would not and would use an alternative route instead. This minimum 15% discount has not been applied to the predicted trips to Shepley along Stone Wood Lane.

- 5.7.4 The predicted 7 two-way vehicle movements on Stone Wood Lane are considerably lower than the 16 to 19 values applied by the Council when determining the planning application. As already discussed, the Council's methodology in arriving at 16 to 19 development trips on Stone Wood Lane is incorrect and flawed for several reasons including an unjustified/high residential trip rate, the application of 'all modes' journey purpose data including in the PM peak and an imbalanced distribution of trips to Shepley.

## **Highways and Transportation Statement Report Appendix G**

TEMPro Journey Purpose Data

Future Year (2030) - AM Peak

Level	Area Description	HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recreation/Social		HB Visiting Friends and Relatives		HB Holiday/Day Trip		NHB Work		NHB Employers Business		NHB Education		NHB Shopping		NHB Personal Business		NHB Recreation/Social		NHB Holiday/Day Trip	
		Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
E02002321	Kirklees 051	930	642	126	74	224	188	191	103	110	48	59	16	25	22	37	18	53	68	28	24	9	13	13	7	5	5	5	2	1	1
E02002326	Kirklees 056	942	577	132	74	202	212	215	180	107	44	58	29	25	22	46	46	67	61	28	27	12	18	20	19	7	5	8	6	5	5

Future Year (2030) - PM Peak

Level	Area Description	HB Work		HB Employers Business		HB Education		HB Shopping		HB Personal Business		HB Recreation/Social		HB Visiting Friends and Relatives		HB Holiday/Day Trip		NHB Work		NHB Employers Business		NHB Education		NHB Shopping		NHB Personal Business		NHB Recreation/Social		NHB Holiday/Day Trip		
		Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	
E02002321	Kirklees 051	516	735	70	107	84	99	187	256	98	129	123	107	157	187	180	39	51	3	4	27	28	9	10	29	18	10	8	25	13	4	3
E02002326	Kirklees 056	469	728	70	110	92	90	261	300	96	121	133	124	162	176	76	74	4	3	27	31	12	13	46	49	13	8	39	30	15	21	

	AM		PM	
	No.	%	No.	%
HB Work	1,219	53%	1,463	43%
HB Employers Business	148	6%	217	6%
HB Education	400	17%	189	6%
HB Shopping	283	12%	556	16%
HB Personal Business	92	4%	250	7%
HB Recreation/Social	45	2%	225	7%
HB Visiting Friends and Relatives	44	2%	356	11%
HB Holiday/Day Trip	64	3%	125	4%
Other	245	11%	956	28%
	2,295	100%	3,381	100%

Journey Purpose	AM	PM
Work/Employers Business	59.6%	49.7%
Education	17.4%	5.6%
Shopping	12.3%	16.4%
Other	10.7%	28.3%
	100%	100%

# **Highways and Transportation Statement Report Appendix H**

## NTS0502: Trip start time by trip purpose (Monday to Friday only): England, 2002 onwards

This cover sheet describes the content of this workbook.

Source: National Travel Survey, Department for Transport statistics

[National Travel Survey Statistics](#)

Last updated: 27 August 2025

Next update: Summer 2026

The statistics presented in this spreadsheet were independently reviewed by the Office for Statistics Regulation in September 2018 and are therefore labelled '[Accredited Official Statistics](#)'.

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.

Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995 to 2012) or England (2013 onwards) and for the drop off in trip recording in diary data.

The survey results are subject to sampling error.

**2020, 2021 and 2022 Disclaimer:** Due to changes in the methodology of data collection, changes in travel behaviour and a reduction of data collected during 2020, 2021 and 2022, as a result of the coronavirus (COVID-19) pandemic, care should be taken when interpreting this data and comparing to other years, due to the small sample sizes. Please see the background documentation for further details of these changes.

**2023 sample size:** From January 2023 the number of households invited to take part in the National Travel Survey was increased, resulting in an increase to the sample size. For more information please see the technical report.

[Notes and definitions](#)

Email: [national.travelsurvey@dft.gov.uk](mailto:national.travelsurvey@dft.gov.uk)

### Table of contents

This worksheet contains one table.

#### Worksheet title

NTS0502a\_start\_time\_by\_purpose

NTS0502b\_purpose\_by\_start\_time

#### Table title

Trip start time by trip purpose (Monday to Friday only): England, 2002 onwards

Trip purpose by trip start time (Monday to Friday only): England, 2002 onwards

### Notes

This worksheet contains one table.

#### Note number

1

#### Note text

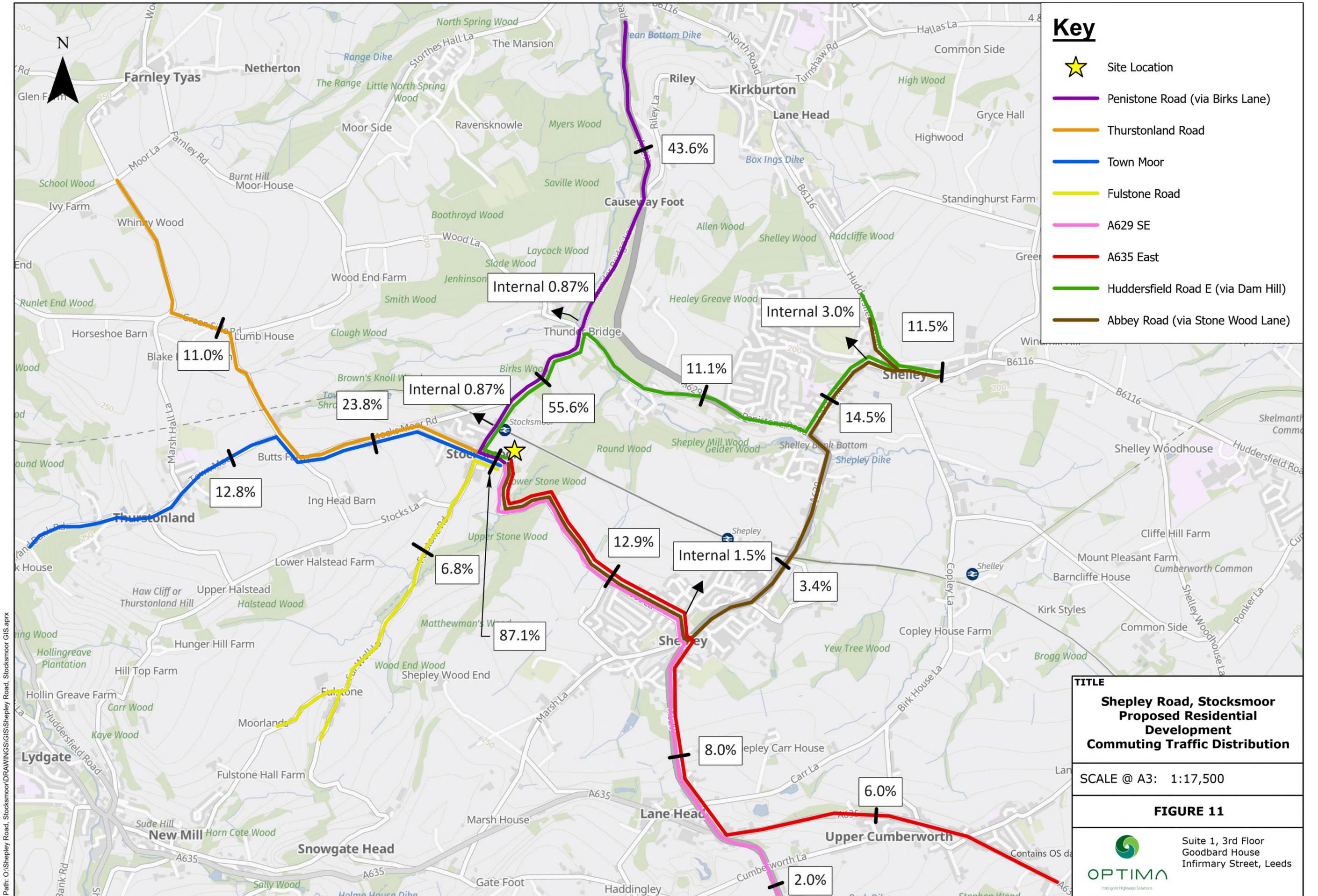
Excludes cases where trip start time was not reported.

2

Five survey years combined up to 2019. 2020 to 2022 are presented as single years. 2023 to 2024 are presented as two years combined.

Year [note 2]	Start time	Commuting (%)	Business (%)	Education (%)	Escort education (%)	Shopping (%)	Other work, other escort and personal business (%)	Visiting friends, entertainment and sport (%)	Holiday, day trip and other (%)	All purposes (%)	Unweighted sample size: trips (thousands) (number)
2023 to 2024	0000 to 0059	47	2	0	0	3	16	28	5	100	[low]
2023 to 2024	0100 to 0159	60	1	0	0	1	11	23	4	100	[low]
2023 to 2024	0200 to 0259	53	6	0	2	0	12	18	10	100	[low]
2023 to 2024	0300 to 0359	60	4	5	2	0	2	11	16	100	[low]
2023 to 2024	0400 to 0459	69	4	[low]	[low]	[low]	9	5	13	100	1
2023 to 2024	0500 to 0559	66	5	[low]	[low]	1	7	7	13	100	2
2023 to 2024	0600 to 0659	60	7	1	1	3	8	7	14	100	7
2023 to 2024	0700 to 0759	40	4	16	7	4	13	5	11	100	22
2023 to 2024	0800 to 0859	16	3	28	26	4	13	4	7	100	46
2023 to 2024	0900 to 0959	10	4	3	5	21	23	16	18	100	23
2023 to 2024	1000 to 1059	5	3	1	1	32	22	17	19	100	25
2023 to 2024	1100 to 1159	4	4	2	2	32	21	18	17	100	26
2023 to 2024	1200 to 1259	5	3	2	1	29	23	20	15	100	24
2023 to 2024	1300 to 1359	8	4	1	1	27	22	20	16	100	22
2023 to 2024	1400 to 1459	8	3	4	12	22	19	17	14	100	25
2023 to 2024	1500 to 1559	7	2	26	22	11	13	11	9	100	44
2023 to 2024	1600 to 1659	20	3	6	5	15	20	18	12	100	30
2023 to 2024	1700 to 1759	25	3	3	3	13	19	22	12	100	29
2023 to 2024	1800 to 1859	16	2	1	1	16	18	33	14	100	22
2023 to 2024	1900 to 1959	9	1	1	1	16	17	38	17	100	15
2023 to 2024	2000 to 2059	11	2	1	[low]	14	17	41	14	100	9
2023 to 2024	2100 to 2159	11	2	1	[low]	8	13	53	11	100	6
2023 to 2024	2200 to 2259	20	2	[low]	[low]	3	13	51	11	100	4
2023 to 2024	2300 to 2359	22	2	[low]	[low]	3	12	54	7	100	2
2023 to 2024	All day	15	3	9	8	16	18	18	13	100	385

# **Highways and Transportation Statement Report Appendix I**



Path: O:\Shepley Road, Stocks Moor\DRAWINGS\GIS\Shepley Road, Stocks Moor GIS.aprx





## **Appendix L – 20/3/14 Kirklees Council Highways Consultation Response to Cross Lane Application (Ref: 2014/60/90460)**



**KIRKLEES METROPOLITAN COUNCIL  
TOWN AND COUNTRY PLANNING ACT 1990  
HIGHWAYS DEVELOPMENT CONTROL KP20H**

**PLANNING REF** 2014/60/90460/E0/LC  
**CATEGORY** Minor

<b>PROPOSAL</b>	OUTLINE APPLICATION FOR ERECTION OF DWELLINGS	<b>HDC Ref. No.</b>	K12-33/11LDF
		<b>Highway Officer</b>	Mark Berry
		<b>O. S. Ref.</b>	181 107
		<b>Date Received</b>	27/02/2014
<b>LOCATION</b>	CROSS LANE STOCKSMOOR HUDDERSFIELD HD4 6XH	<b>Target Date</b>	20/03/2014
		<b>Date Returned</b>	20/03/2014
		<b>Decision</b>	
<b>APPLICANT</b>	FARRAR BAMFORTH ASSOCIATES LTD	<b>Route No.</b>	Unclassified
		<b>Road Name</b>	CROSS LANE
		<b>Adopted</b>	ADOPTED
		<b>Road Name</b>	TOP OF THE MOOR
		<b>Adopted</b>	PRIVATE
		<b>Footpath</b>	KIR 136/10
		<b>Highway scheme</b>	No
		N/A	
		<b>Checked by /</b>	Lindsay Haigh 06/03/2014

This application seeks outline approval to the erection of dwellings at Cross Lane, Stocksmoor, Huddersfield

An indicative site layout shows how the site could be developed and includes 7 semi-detached and terrace houses with frontage access onto Cross lane and 8 detached houses on land to the rear with access onto Cross lane via a shared access road.

Cross Lane is a lightly trafficked unclassified road and bus route linking Fulstone Road and Shepley Road with Stocksmoor Road (C565). There have been no recorded injury accidents along this stretch of road in the last 5 years and the existing accesses are therefore considered to be functioning safely.

The principal of frontage development is considered acceptable providing suitable sight lines are provided onto Cross Lane from individual drive accesses. Each of the 7 semi-detached and terrace houses has two off-street parking spaces which are considered acceptable.

The principal of 8 dwelling being served by a shared access road is also considered acceptable provided that the road is to adoptable standards and acceptable visibility splays are provided onto Cross Lane. The access to plot 9 is located close to the entrance to the site which is not considered acceptable.

The Transport Statement confirms that the footway to the site frontage is 1.6m wide. This needs to be widened to 1.8m to improve pedestrian facilities to the site frontage.

These proposals are considered acceptable from a highways point of view and we have no wish to resist the granting of planning permission.

If planning is minded to approve this application the following conditions should be attached to the Decision Notice.

Scheme detailing arrangements

Notwithstanding the details shown on the approved plan 13/D92/03, no development shall take place until a scheme detailing arrangements and specification for layout and parking have been submitted

to and approved in writing by the Local Planning Authority. Before any building is occupied the development shall be completed in accordance with the details shown on the approved plans and retained thereafter.

Reason: To ensure a suitable access and layout in the interests of highway safety

Visibility Splays to be provided

Before development commences, the wall to the site frontage shall be set back to the rear of 2.4 x 43m visibility splays at the junction of the proposed access road and Cross lane and shall be cleared of all obstructions to visibility and tarmac surfaced to current standards in accordance with details that have previously been approved in writing by the Local Planning Authority.

Reason: To ensure adequate visibility in the interests of highway safety

Nothing to be - within 2m

Nothing shall be permitted to be planted or erected within a strip of land 2.0m deep measured from the carriageway edge of Cross lane along the full frontage of the site which exceeds 1.0m in height above the level of the adjoining highway.

Reason: To ensure adequate visibility in the interests of highway safety

Footway to be Provided

The development shall not be brought into use until a footway 1.8 metres wide has been provided to the Cross Lane frontage of the development site, in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. The footway so approved shall thereafter be retained.

Reason: In the interests of highway safety and to allow for safe pedestrian access to and from the site.

Footnote;

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer, Flint Street, Fartown, Huddersfield (Kirklees Street Care: 0800 7318765) with regard to obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.

Footnote; - Adoption under Section 38 of the Highways Act:

It is brought to the Applicants' notice that the Highway Development, Investment & Regeneration, Civic Centre 3, Market Street, Huddersfield HD1 2JR (Kirklees Street Care: 0800 7318765 or 'Highways.Section38@kirklees.gov.uk') must be contacted to discuss road adoption arrangements under Section 38 of the Highways Act 1980.

**KIRKLEES METROPOLITAN COUNCIL  
TOWN AND COUNTRY PLANNING ACT 1990  
HIGHWAYS DEVELOPMENT CONTROL KP20H**

**PLANNING REF** 2014/60/90460/E0/LC  
**CATEGORY** Minor

On behalf of  
S. Sampson - Group Engineer  
Highways Development Control

HDC REF