



Land Off Penistone Road (A629) Birdsedge

Transport Statement

May 2026

Yorkshire Land

AMA Project Number: 300655

Andrew Moseley Associates

15 St Paul's Street

Leeds

LS1 2JG

www.amatp.co.uk

info@amatp.co.uk

REPORT QUALITY MANAGEMENT

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Remarks	Draft Issue	Client Comments		
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Prepared	IJT	EP		
Checked	JF	SD		
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REPORT PRODUCTION TEAM

Name	Initials	Job Title
Imogen Todner	IJT	Assistant Transport Planner
Jacky Fitzpatrick	JF	Associate
Emma Pavlin	EP	Graduate Transport Planner
Sophie Dunhill	SD	Principal Transport Planner

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) has been commissioned by Yorkshire Land to prepare a Transport Statement (TS) and Residential Travel Plan (RTP) in support of an outline planning application for a residential development, located on Land off the A629, Birdsedge, Huddersfield, HD8 8XP and NGR: SE 20324 07841. A parameters plan is attached at [Appendix A](#).
- 1.1.2 The Local Planning Authority (LPA) and Local Highway Authority (LHA) is Kirklees Council (KC).
- 1.1.3 Vehicular, walking and cycling access is proposed via a new priority-controlled T-junction onto the A629 Penistone Road. Furthermore, a new pedestrian refuge island crossing is proposed as part of the development proposals to enhance pedestrian facilities.
- 1.1.4 This TS has been prepared with reference to the Department for Communities and Local Government National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).
- 1.1.5 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.
- 1.1.6 A RTP has also been prepared which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use.

1.2 REPORT STRUCTURE

- 1.2.1 The structure of the report is set out as follows:
 - ▶ **Section 2** – provides a description of the site location, highway network surrounding the site, and examines the accessibility of the site by sustainable modes of travel. This section also considers the accessibility of a range of key services and facilities as well as a review of personal injury collisions;
 - ▶ **Section 3** – describes the development proposals with regard to the proposed quantum of development, the proposed means of access to the site, servicing and parking provision;
 - ▶ **Section 4** – sets out the estimated traffic generation of the proposed development including an assessment of the estimated impact of the development on the local highway network; and
 - ▶ **Section 5** – provides a summary of the TS.

2 EXISTING CONDITIONS AND SUSTAINABLE TRANSPORT

2.1 SITE LOCATION

- 2.1.1 The site is located within the village of Birdsedge, approximately 10km south-east of Huddersfield. The site currently consists of open agricultural land and sits on the eastern edge of the settlement.
- 2.1.2 The site is bordered by the River Dearne to the north; open fields to the east; residential dwellings to the south; and the A629 Penistone Road to the west, which provides the primary route through Birdsedge and connects the village to the wider highway network.
- 2.1.3 The location of the site is illustrated in [Figure 2-1](#).

Figure 2-1 Site Location Plan



2.2 LOCAL HIGHWAY NETWORK

- 2.2.1 The site would be accessed from a new priority-controlled T-junction with right-turn ghost island to the south of the site boundary onto the A629 Penistone Road.
- 2.2.2 The A629 Penistone Road is a single carriageway, two-way road forming the principal north-south route through Birdsedge. In the vicinity of the site, the road is subject to a 30mph speed limit and features street-lit pedestrian footways on both sides.
- 2.2.3 The road features a number of traffic calming measures to help manage vehicle speeds and reflect the residential environment and the nearby school opposite the site. These include central hatched road markings, as well as rumble strips and areas of coloured surfacing. There are also road markings and warning signs associated with the school.
- 2.2.4 To the north, the A629 passes through Shepley and provides onward connectivity to settlements including Shelley and Kirkburton before continuing towards Huddersfield town centre. Approximately 1.2km north of the site, the A629 forms a priority-controlled T-junction with the A635 Barnsley Road and the A635 Holmfirth Road, facilitating access to surrounding settlements and the wider highway network.
- 2.2.5 To the south, the A629 routes through Ingbirchworth towards Penistone. From Penistone, connections are available via the A628 and A616 towards Dodworth Roundabout, which provides access to the M1 motorway at Junction 37. The M1 offers strategic north-south connectivity towards Leeds and Sheffield.

Further access to the strategic road network is also available via the A635 towards Denby Dale, linking to the A636 and Junction 38 of the M1.

- 2.2.6 The A635 broadly follows a northeast–southwest alignment. To the northeast, it provides access towards Thongsbridge and Holmfirth, whilst to the southwest it connects to Denby Dale and Skelmanthorpe. The route provides east–west connectivity between local settlements and links to the wider network.

2.3 WALKING ACCESSIBILITY

- 2.3.1 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.
- 2.3.2 The Government’s National Design Guide defines “walkable” well-designed places as having local facilities within 800m, and CIHT Planning for Walking (2015) states “walkable neighbourhoods” are typically within a catchment of around 800m or a 10 minutes’ walk.
- 2.3.3 In addition, whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to walking:

“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres” (Para 74)

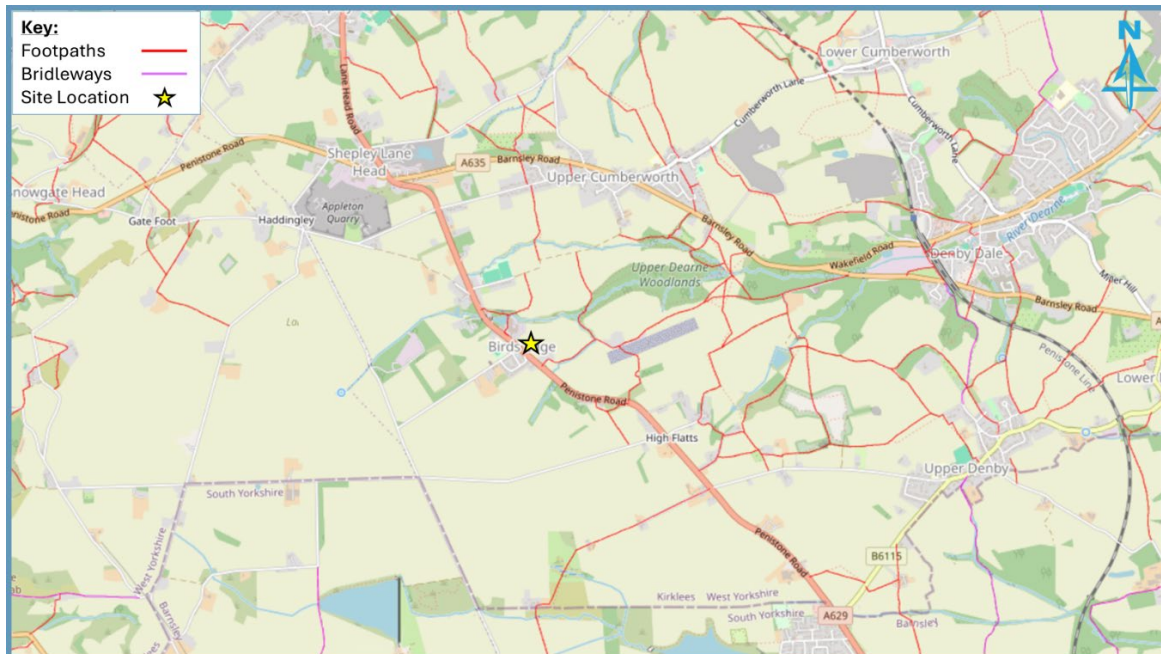
- 2.3.4 **Figure 2-2** shows a 2km walking catchment from the centre of the site, in 400m increments.

Figure 2-2 2km Walking Catchment Plan



- 2.3.5 As shown, the site is located within a suitable walking distance of the entirety of Birdledge, as well as extending northward into Park Head and Upper Cumberworth.
- 2.3.6 Within the 2km catchment of the site, there are a range of local services and community facilities available. These include Birdledge First School (c. 50m), post box (c. 50m), Birdledge Village Hall (c. 100m), Cumberworth Football Club (c. 700m), The Sovereign Pub (c. 1.2km), The Co-operative (c. 1.3km), The Star Inn Pub (c. 1.7km), and Upper Cumberworth Post Office (c. 1.7km).
- 2.3.7 There are also a number of Public Rights of Way (PRoW) within the vicinity of the site that provide traffic-free walking facilities, details of which are provided in **Figure 2-3**.

Figure 2-3 Public Rights of Way Map



- 2.3.8 The surrounding area benefits from an established network of PRoW, providing pedestrian connectivity beyond the adopted highway network. The nearest PRoW is located approximately 120m to the south of the site and can be accessed via existing footways along Penistone Road.
- 2.3.9 The plan demonstrates that these routes connect into a wider PRoW network extending through Upper Dearn Woodlands and towards Upper Cumberworth, Shepley and Denby Dale. The routes are traffic-free and provide opportunities for recreational walking, as well as links between neighbouring settlements.

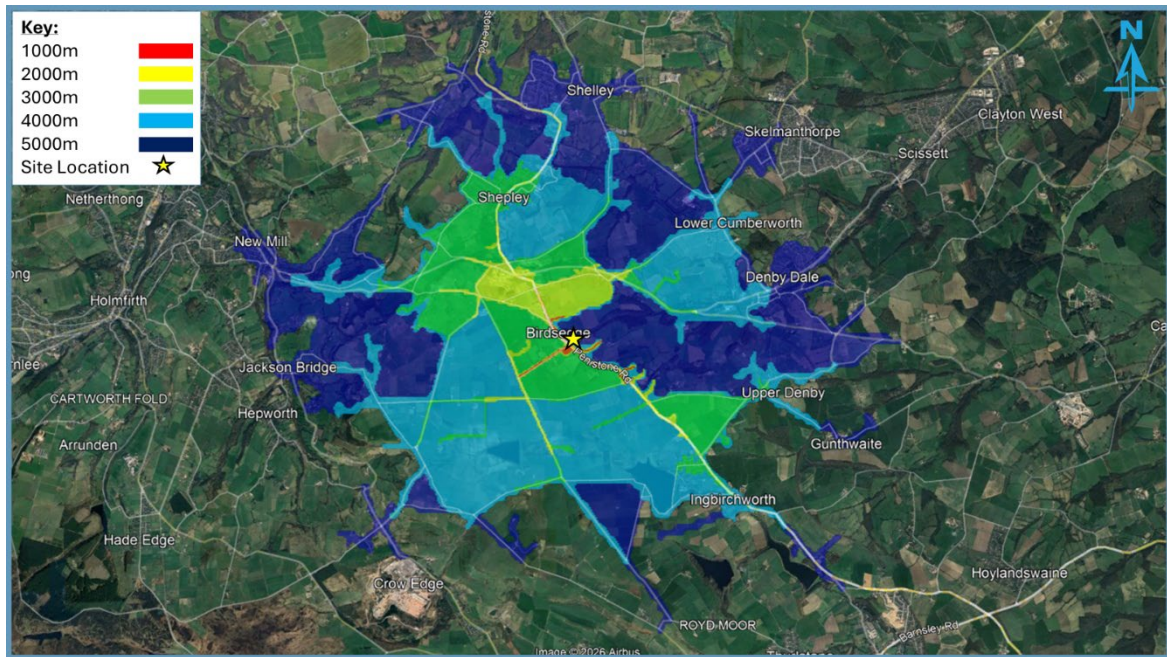
2.4 CYCLING ACCESSIBILITY

- 2.4.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to cycling:

“Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport” (Para 77)

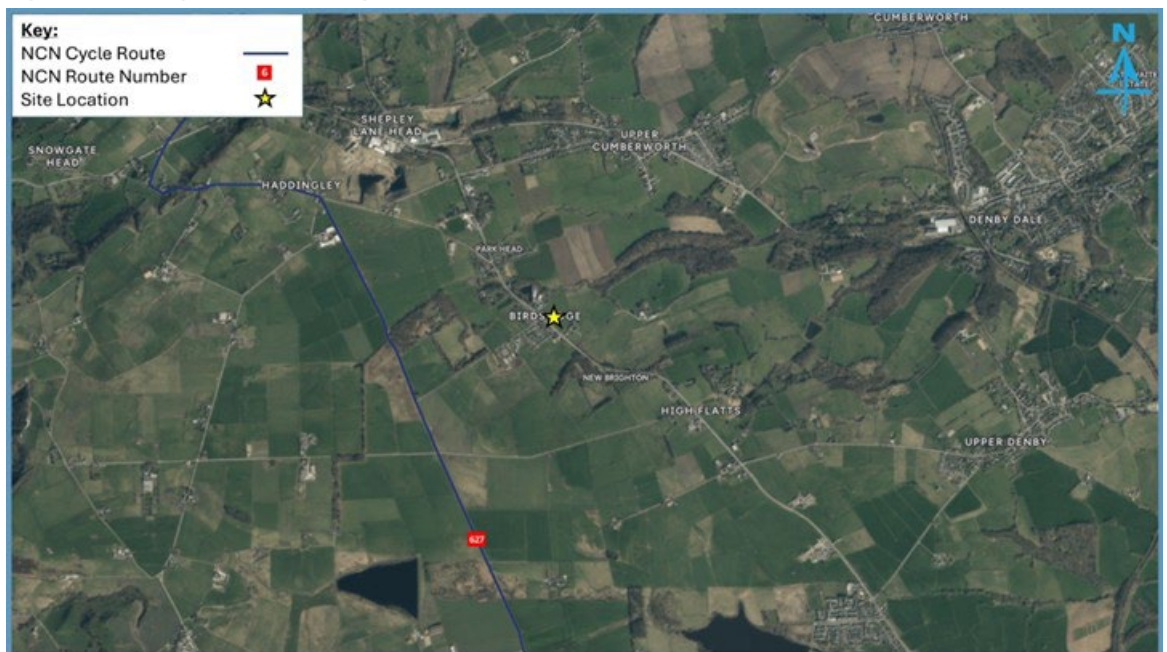
- 2.4.2 All areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance.
- 2.4.3 **Figure 2-4** shows a 5km cycling catchment from the centre of the site, in 1km increments. In addition to the areas accessible within the 2km walking catchment, the cycling catchment extends to a wider range of surrounding settlements including Shepley, Upper and Lower Cumberworth, Denby Dale, Skelmanthorpe, parts of Shelley and Jackson Bridge. This provides access to a wider range of amenities and employment opportunities.

Figure 2-4 5km Cycling Catchment Plan



2.4.4 As detailed in **Figure 2-5** below, National Cycle Network (NCN) Route 627 is located to the west of the site along Broadstone Road.

Figure 2-5 Cycle Network Map



2.4.5 The route runs broadly north - south and forms part of the wider NCN, providing connections between local settlements such as Shepley to the north as well as areas to the south towards Penistone. NCN Route 627 primarily uses a combination of quieter rural roads and traffic-free sections, offering opportunities for recreational and longer-distance cycling.

2.5 PUBLIC TRANSPORT

Bus Services

2.5.1 In line with current local and national transport objectives, particularly of encouraging modal shift away from the private car and increasing accessibility through sustainable travel, public transport has a major role to play. The IHT’s ‘Guidelines for Planning for Public Transport in Developments’ (IHT 1999)

recommend that the maximum walking distance to bus routes should not exceed 400m. Measures to facilitate the use of public transport are therefore an integral part of good land use and transport planning.

- 2.5.2 There are two bus stops located within the recommended 400m walking distance of the site, positioned approximately 100m from the proposed site access along the A629 Penistone Road.
- 2.5.3 Both stops are equipped with standard bus stop flags and timetable information, as well as seating and bins. The southbound stop additionally benefits from a sheltered waiting area. The stops detailed are set out on the attached plan at **Figure 2-6**.

Figure 2-6 Public Transport Location Plan



- 2.5.4 Details of the services calling at the mentioned bus stops have been obtained from recent timetables produced by various bus operators. **Table 2-1** summarises local bus service details and route information.

Table 2-1 Local Bus Services

Services	Route	Weekday	Saturday	Sunday
77	Meadowhall – Holmfirth	Monday Service	-	-
421	Shelley High School – Birdsedge	School Service	-	-
424	Scissett Middle – Birdsedge	School Service	-	-
D3	Huddersfield – Denby Dale	Every 120 mins 07:05 – 18:56	Every 120 mins 07:25 – 18:24	-

- 2.5.5 The bus stops provide key access to school services as well as the D3 Denby Dale bus service between Huddersfield and Denby Dale.
- 2.5.6 Overall, the frequency of services is consistent with the site’s semi-rural location and provides reasonable public transport connectivity to surrounding settlements.

Rail Services

- 2.5.7 Shepley Railway Station is located approximately 3.1km north of the site on Station Road. The station is served by regular Northern services on the Penistone Line, providing connections between

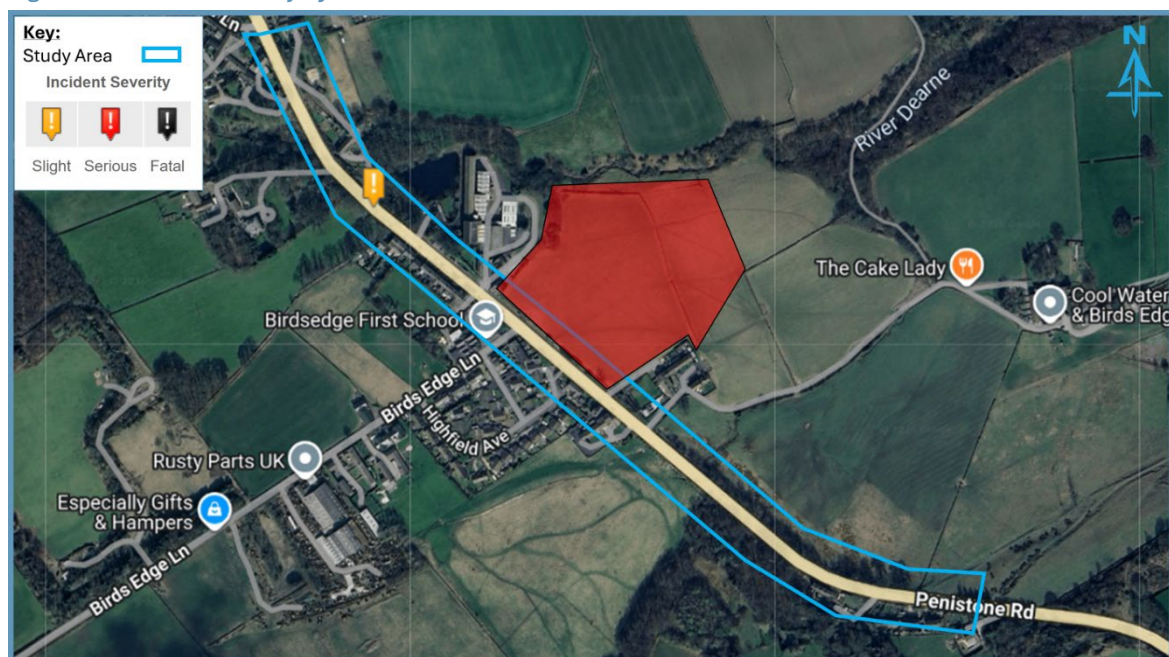
Huddersfield and Sheffield. Services generally operate on an hourly basis in each direction throughout the day, offering access to key centres including Huddersfield, Barnsley and Sheffield.

- 2.5.8 The station is also equipped with ten cycle parking spaces, in the form of cycle stands on the train platforms for those looking to access the railway station by bike. In addition, Northern railway services usually provide facilities for in carriage cycle storage to facilitate journeys by bike.

2.6 PERSONAL INJURY COLLISION RECORDS

- 2.6.1 To consider the last five years of Personal Injury Collision (PIC) data within the vicinity of the site, an initial study of the CrashMap database has been conducted. The study area includes 400m from the proposed site access in both directions of the A629 Penistone Road.
- 2.6.2 The most recent five-year period of available data has been considered ensuring the study is up to date. The collision plot is set out in [Figure 2-7](#).

Figure 2-7 Personal Injury Collision Plot



- 2.6.3 A single 'slight' collision was recorded within the study period. This incident occurred during August 2020 to the north of the site, involving three cars. The incident resulted in three 'slight' injuries to car passengers.

Summary

- 2.6.4 Given the low frequency and severity of the collisions recorded over the most recent five-year period, it is considered there are no existing highways safety concerns within the vicinity of the site. Therefore, it is considered that additional collision data is not required to be requested from KC given there are no clusters or hotspots identified that require more in-depth analysis.

3 DEVELOPMENT PROPOSALS

3.1 DEVELOPMENT PROPOSALS AND SITE LAYOUT

3.1.1 The application is for outline permission for the erection of residential development including associated infrastructure works. All matters reserved except means of access into (but not within) the site from Penistone Road. A copy of the parameters plan is included in [Appendix A](#).

3.2 SITE ACCESS DESIGN AND VISIBILITY SPLAYS

3.2.1 Access to the site is proposed via a new priority-controlled T-junction, with right-turn ghost island, onto the A629 Penistone Road.

3.2.2 The proposed access comprises a 5.5m wide carriageway with 6m radii and 2m wide pedestrian footways on both sides of the access. Dropped kerbs and tactile paving are also provided across the proposed site access to facilitate pedestrian movement.

3.2.3 The access has been designed in accordance with Manual for Streets guidance (MfS) for a 30mph road. Visibility splays of 2.4m by 43m are proposed in both directions along the A629. Vegetation will be trimmed and maintained to keep the visibility envelope clear of obstructions.

3.2.4 Additionally, a pedestrian refuge island is proposed to the north of the new site access to assist pedestrians crossing the A629.

3.2.5 The proposed access arrangement and visibility splays are shown on AMA Drawing No. 300655-SK-001 P01, attached at [Appendix B](#).

3.3 SERVICING ARRANGEMENTS

3.3.1 The development will be serviced by a standard KC refuse collection vehicle, consistent with arrangements serving the surrounding residential area.

3.3.2 Swept path analysis has been undertaken for the proposed site access at this stage, demonstrating that a refuse vehicle can safely enter and exit the site in a forward gear.

3.3.3 Detailed swept path analysis of the internal layout will be undertaken at the Reserved Matters stage, once the site layout is finalised, to confirm that servicing and manoeuvring can be safely accommodated throughout the site. The swept path analysis drawing can be seen attached in [Appendix C](#).

3.4 PARKING

3.4.1 This application is submitted in outline, with detailed layout and parking arrangements to be confirmed at the Reserved Matters stage.

3.4.2 Parking provision for the development will be determined in accordance with Policy PLP 22 of the Kirklees Local Plan. This requires that parking levels reflect the site's accessibility, local car ownership characteristics, and opportunities for travel by sustainable modes.

3.4.3 Parking will be provided in the form of driveways and garages across the site, and each dwelling will be provided with the facilities for electric car charging and secure cycle parking.

4 DEVELOPMENT IMPACTS

4.1 INTRODUCTION

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

4.2 DEVELOPMENT TRAFFIC GENERATION

4.2.1 Vehicle trip rates have been obtained from the TRICS database using Land Use 03/A – Privately Owned Houses. The selection includes comparable residential sites of between 20 and 100 dwellings, primarily located within village and neighbourhood centre settings. The full TRICS trip rates are provided in [Appendix D](#).

4.2.2 The time period of 08:00 – 09:00 has been selected for the AM peak period, whilst the time period of 17:00 – 18:00 has been selected for the PM peak period which represents the highest trip rates in each of the network peak periods.

4.2.3 The vehicle trip rates derived are summarised in [Table 4-1](#) and have been factored against 70 dwellings.

Table 4-1 Peak Hour Trip Rates and Trip Generation

	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate	0.153	0.383	0.536	0.337	0.191	0.528
Trip Generation	11	27	38	24	13	37

4.2.4 The proposed development is expected to generate approximately 38 two-way vehicle movements in the AM peak hour and 37 two-way vehicle movements in the PM peak hour. This equates to approximately one vehicle movement every 2 minutes during the peak periods.

4.2.5 Given the modest scale of traffic generation and the nature of the proposed priority access onto the A629, the development is not expected to give rise to any material impact on junction operation or the performance of the surrounding highway network.

5 SUMMARY

- 5.1.1 AMA has prepared this Transport Statement to accompany an outline planning application for a proposed residential development on land off Penistone Road (A629), Birdsedge. The following summarises the key points:
- ▶ Future residents of the development would have the opportunity to travel by modes other than the private car, including walking, cycling and public transport;
 - ▶ The site will be accessed via a new priority-controlled T-junction with right-turn ghost island onto the A629 Penistone Road. The site access has been designed in accordance with the relevant MfS standards;
 - ▶ A new pedestrian refuge island crossing facility, with dropped kerbs and tactile paving, is proposed across A629 Penistone Road to facilitate pedestrian movements to and from the site;
 - ▶ The development proposals are anticipated to generate up to 38 two-way trips in the AM peak hour and 37 two-way trips in the PM peak hour;
 - ▶ The site will be serviced by a KC standard refuse vehicle, in line with the surrounding area;
 - ▶ Detailed swept path analysis will be carried out at the Reserved Matters stage;
 - ▶ Car parking and cycle parking will be provided to meet KC standards; and
 - ▶ A Travel Plan has also been prepared which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use.
- 5.1.2 This TS 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.
- 5.1.3 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.

APPENDICES

Appendix A Parameters Plan

Appendix B Proposed Site Access & Pedestrian Crossing

Appendix C Swept Path Analysis

Appendix D TRICS Output



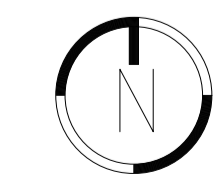
Appendix A
Parameters Plan

SCALE FOR PLANNING PURPOSES ONLY.
 Architects are to be notified of any discrepancies.
 Contractors must check all dimensions on site.
 This drawing is subject to copyright laws and is for use on this project only.
 This drawing is to be used solely for the information as titled only.
 For other information refer to the latest revision of any cross referenced drawings.
 To be read in conjunction with relevant design standards/protocols.

Birds Edge



KEY	
—	Red Line Boundary (3.17ha)
—	BNG Area
—	Vehicular route through the site
- - -	Pedestrian Routes
	Developable Area (with landscaping details to be agreed)
	Public Open Space / Amenity Green Space - 1.48ha
	Landscaping
	LEAP - 938m2 (with 20m buffer zone)
	Landscape Buffer



10m SCALE 1:500

REV	DATE	DESCRIPTION	DRN	CKD
AMENDMENTS				
STATUS: Planning				
CLIENT: Yorkshire Land Limited				
PROJECT NAME: Birdsedge				
PROJECT ADDRESS: Land off A629 (Penistone Road), Birdsedge				
DRAWING TITLE: Parameters Plan				
DRG NO:	7072-SSA-00-XX-DR-A- 03			REV: P07
PROJECT	ORIG	BLDG LEVEL	TYPE	ROLE NO
DATE:	FEB 26	SCALE:	1:500	SHEET SIZE: A1

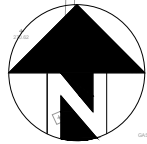
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ARCHITECTS

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www.ssa-architects.co.uk
T: 01423 856999



Appendix B
Proposed Site Access & Pedestrian
Crossing



details to be agreed.
(0.146ha)

POS

Developable area
with landscaping
details to be agreed.
(0.301ha)

Developable area
with landscaping
details to be agreed.
(0.307ha)

Developable area
with landscaping
details to be agreed.
(0.256ha)

P03	amendments following client update	12.05.26	EP
P02	amendments following client update	07.05.26	IJT
P01	Preliminary Issue	19.02.26	IJT



ANDREW MOSELEY ASSOCIATES
 Transport & Infrastructure Consultants
 15 St Paul's Street
 Second Floor
 Leeds
 LS1 2JG
 www.amatp.co.uk

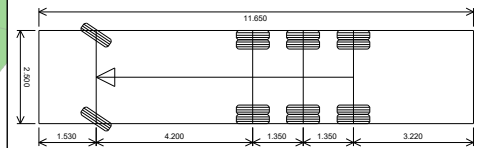
Project:
**LAND OFF A629 PENISTONE ROAD,
 BIRDSEDGE**

Client:
YORKSHIRE LAND LIMITED

Drawing:
**PROPOSED SITE ACCESS AND
 PEDESTRIAN CROSSING**

Drawn By: OHJ	Date: 19.02.2026	
Checked: IJT	Scale: 1:500	Paper: A3
Drawing No. AMA-300655-SK-001 1.1	Rev. P02	

Appendix C
Swept Path Analysis



Vehicle name	Kirklees Refuse Vehicle 2018
Description	
Overall length (m)	11.650
Overall width (m)	2.500
Maximum track width (m)	2.500
Kerb to kerb radius (m)	11.000

P02	Client Comments	12.05.26	EP
P01	Preliminary Issue	07.05.26	IJT

AMA
ANDREW MOSELEY ASSOCIATES

Transport & Infrastructure Consultants
15 St Paul's Street
Second Floor
Leeds
LS1 2JG
www.amatp.co.uk

Project:
LAND OFF A629 PENISTONE ROAD, BIRDSEDGE

Client:
YORKSHIRE LAND LIMITED

Drawing:
KIRKLEES REFUSE VEHICLE SWEPT PATH ANALYSIS

Drawn By:	IJT	Date:	07.05.26
Checked:	JF	Scale:	1:500
Drawing No.	AMA-300655-ATR-001 1.1	Paper:	A3
		Rev.	P01



Appendix D
TRICS Output

Audit Code: 7fdf2511-8078-4214-b816-90b47c0175f2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	HG	HARINGEY	1 day
02	SOUTH EAST		
	IW	ISLE OF WIGHT	1 day
	SC	SURREY	1 day
	WS	WEST SUSSEX	4 days
03	SOUTH WEST		
	DC	DORSET	1 day
	GS	GLOUCESTERSHIRE	1 day
	NS	NORTH SOMERSET	4 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
	LE	LEICESTERSHIRE	1 day
	NM	WEST NORTHAMPTONSHIRE	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 day
	SE	SHEFFIELD	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	2 days
	GM	GREAT MANCHESTER	1 day
	LC	LANCASHIRE	2 days
09	NORTH		
	IM	ISLE OF MAN	2 days
	TW	TYNE & WEAR	1 day
10	WALES		
	MT	MERTHYR TYDFIL	1 day
11	SCOTLAND		
	GC	GLASGOW CITY	1 day
12	CONNAUGHT		
	CS	SLIGO	2 days
13	MUNSTER		
	CL	CLARE	1 day

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

Audit Code: 7fdf2511-8078-4214-b816-90b47c0175f2

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:	20 to 100 (units:DWELLS)
Range Selected by User:	20 to 100 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

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

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

Selected survey days:

Friday	8 days
Monday	2 days
Thursday	17 days
Tuesday	10 days
Wednesday	5 days

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

Selected survey types:

Manual count	40
Direction ATC Count	2

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:

Free Standing	2 days
Neighbourhood Centre	40 days

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

Selected Location Sub Categories:

High Street	1 days
No Sub Category	1 days
Out of Town	2 days
Residential Zone	5 days
Village	33 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	7 days
Servicing vehicles Unknown	33 days



Audit Code: 7fdf2511-8078-4214-b816-90b47c0175f2

Secondary Filtering Selection:

Use Class:

C3 42 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:

72 - 9806

Population within 1 mile:

1,000 or Less	4 surveys
1,001 to 5,000	21 surveys
10,001 to 15,000	5 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	6 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	4 surveys
25,001 to 50,000	8 surveys
250,001 to 500,000	5 surveys
5,000 or Less	3 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	10 surveys
500,001 or More	3 surveys
75,001 to 100,000	4 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	10 surveys
1.1 to 1.5	23 surveys
1.6 to 2.0	8 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	35 surveys
Yes	7 surveys

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

PTAL Rating:

4 - Good	1 surveys
No PTAL Present	41 surveys

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

COVID-19 Restrictions:

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

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1	AC-03-A-05	SEMI-DETACHED & TERRACED	CHESHIRE WEST & CHESTER
MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre Village Site area: 0.9100000262260437 hect Survey date: Friday 30/04/2021			
Survey Type: Manual			
2	AC-03-A-06	DETACHED HOUSES	CHESHIRE WEST & CHESTER
COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre Village Site area: 6.800000190734863 hect Survey date: Friday 29/04/2022			
Survey Type: Manual			
3	CA-03-A-07	MIXED HOUSES	CAMBRIDGESHIRE
FIELD END NEAR ELY WITCHFORD Neighbourhood Centre Village Site area: 1.19 hect Survey date: Thursday 27/05/2021			
Survey Type: Manual			
4	CA-03-A-08	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE
GIDDING ROAD SAWTRY Neighbourhood Centre Village Site area: 2.680000066757202 hect Survey date: Thursday 13/10/2022			
Survey Type: Manual			
5	CL-03-A-01	PRIVATELY OWNED HOUSES	CLARE
TULLA ROAD ENNIS KNOCKANOURA Neighbourhood Centre Residential Zone Site area: 2.37 hect Survey date: Thursday 24/10/2024			
Survey Type: Manual			
6	CS-03-A-03	MIXED HOUSES	SLIGO
TOP ROAD STRANDHILL STRANDHILL Neighbourhood Centre Village Site area: 1.2000000476837158 hect Survey date: Thursday 27/10/2016			
Survey Type: Manual			
7	CS-03-A-04	DETACHED & SEMI-DETACHED	SLIGO
R292 STRANDHILL Neighbourhood Centre Village Site area: 1.6799999475479126 hect Survey date: Thursday 27/10/2016			
Survey Type: Manual			
8	DC-03-A-06	DETACHED	DORSET
WOODLANDS ESTATE			

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NEAR WAREHAM SANDFORD Neighbourhood Centre Village Site area: 7.099999904632568 hect Survey date: Thursday 25/04/1991				Survey Type: Manual
9 THE AVENUE DRONFIELD HOLMESDALE Neighbourhood Centre Residential Zone Site area: 0.800000011920929 hect Survey date: Thursday 22/06/2006	DS-03-A-01	SEMI D./TERRACED	DERBYSHIRE	Survey Type: Manual
10 DUNTREATH AVENUE GLASGOW DRUMCHAPEL Neighbourhood Centre No Sub Category Site area: 1.7999999523162842 hect Survey date: Wednesday 28/07/1999	GC-03-A-05	MIXED HOUSES	GLASGOW CITY	Survey Type: Manual
11 RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre Residential Zone Site area: 0.28999999165534973 hect Survey date:	GM-03-A-11	TERRACED & SEMI-DETACHED	GREATER MANCHESTER	Survey Type: Manual
12 OAKRIDGE NEAR GLOUCESTER HIGHNAM Neighbourhood Centre Village Site area: 1.600000023841858 hect Survey date: Friday 23/04/2021	GS-03-A-02	DETACHED HOUSES	GLOUCESTERSHIRE	Survey Type: Manual
13 LAWRENCE ROAD TOTTENHAM WEST GREEN Neighbourhood Centre High Street Site area: 0.30000001192092896 hect Survey date: Tuesday 05/11/2019	HG-03-A-01	DETACHED & SEMI-DETACHED	HARINGEY	Survey Type: Manual
14 BALLAKILLOWEY ROAD COLBY BALLAKILLOWEY Neighbourhood Centre Village Site area: 2.119999885559082 hect Survey date: Tuesday 21/05/2024	IM-03-A-01	MIXED HOUSES	ISLE OF MAN	Survey Type: Manual
15 SHORE ROAD	IM-03-A-02	MIXED HOUSES	ISLE OF MAN	

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KIRK MICHAEL

Neighbourhood Centre

Village

Site area: 1.6100000143051147 hect

Survey date: Thursday 23/05/2024

Survey Type: Manual

16	IW-03-A-01	DETACHED HOUSES	ISLE OF WIGHT
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MEDHAM FARM LANE
NEAR COWES
MEDHAM
Free Standing
Out of Town
Site area: 7.190000057220459 hect
Survey date: Tuesday 25/06/2019

Survey Type: Manual

17	LC-03-A-12	BUNGALOWS	LANCASHIRE
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PENNINE VIEW
GLASSON
Neighbourhood Centre
Village
Site area: 1.600000023841858 hect
Survey date: Tuesday 13/05/1997

Survey Type: Manual

18	LC-03-A-24	MIXED HOUSES	LANCASHIRE
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SPRING HILL
NEAR PRESTON
FRECKLETON
Neighbourhood Centre
Village
Site area: 3 hect
Survey date: Thursday 04/05/1995

Survey Type: Manual

19	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
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MELBOURNE ROAD
IBSTOCK
Neighbourhood Centre
Village
Site area: 3.296999931335449 hect
Survey date: Thursday 28/06/2018

Survey Type: Manual

20	LS-03-A-01	MIXED HOUSING	LEEDS
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SPRING VALLEY CRESCENT
LEEDS
BRAMLEY
Neighbourhood Centre
Residential Zone
Site area: 1.379999952316284 hect
Survey date: Wednesday 21/09/2016

Survey Type: Manual

21	MT-03-A-01	SEMI DETACHED	MERTHYR TYDFIL
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MAEN GILFACH ROAD
TRELEWIS
Free Standing
Out of Town
Site area: 3.299999952316284 hect
Survey date: Tuesday 08/05/1990

Survey Type: Manual

22	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK
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YARMOUTH ROAD
NEAR NORWICH
BLOFIELD
Neighbourhood Centre
Village

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Site area: 3.690000057220459 hect
Survey date: Thursday 16/09/2021

Survey Type: Manual

23	NF-03-A-40	MIXED HOUSES	NORFOLK
MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre Village Site area: 3.0999999046325684 hect Survey date: Tuesday 11/10/2016			
Survey Type: Manual			
24	NM-03-A-02	DETACHED & SEMI-DETACHED	WEST NORTHAMPTONSHIRE
HARLESTONE ROAD NEAR NORTHAMPTON CHAPEL BRAMPTON Neighbourhood Centre Village Site area: 2.4059998989105225 hect Survey date: Tuesday 20/10/2020			
Survey Type: Manual			
25	NN-03-A-01	MIXED HOUSES & FLATS	NORTH NORTHAMPTONSHIRE
MAIN STREET NEAR WELLINGBOROUGH LITTLE HARROWDEN Neighbourhood Centre Village Site area: 1.5133999586105347 hect Survey date: Tuesday 20/10/2020			
Survey Type: Manual			
26	NS-03-A-03	DETACHED	NORTH SOMERSET
ROPEERS LANE WRINGTON Neighbourhood Centre Village Site area: 1 hect Survey date: Thursday 17/09/1992			
Survey Type: Manual			
27	NS-03-A-04	SEMI D./DETACHED	NORTH SOMERSET
SILVER STREET WRINGTON Neighbourhood Centre Village Site area: 1 hect Survey date: Thursday 17/09/1992			
Survey Type: Manual			
28	NS-03-A-05	DETACHED	NORTH SOMERSET
SILVER STREET WRINGTON Neighbourhood Centre Village Site area: 1.399999976158142 hect Survey date: Thursday 17/09/1992			
Survey Type: Manual			
29	NS-03-A-06	HOUSING	NORTH SOMERSET
SCHOOL ROAD WRINGTON Neighbourhood Centre Village Site area: 1.5 hect Survey date: Thursday 17/09/1992			
Survey Type: Manual			
30	SC-03-A-10	MIXED HOUSES	SURREY



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GUILDFORD ROAD

ASH

Neighbourhood Centre

Village

Site area: 1.4199999570846558 hect

Survey date: Wednesday 14/09/2022

Survey Type: Manual

31 SE-03-A-01 DETACHED & BUNGALOWS SHEFFIELD

MANOR ROAD

NEAR SHEFFIELD

WALES

Neighbourhood Centre

Village

Site area: 1.2000000476837158 hect

Survey date: Thursday 10/09/2020

Survey Type: Manual

32 SE-03-A-02 MIXED HOUSES & FLATS SHEFFIELD

NEW SCHOOL ROAD

NEAR SHEFFIELD

MOSBOROUGH

Neighbourhood Centre

Village

Site area: 0.36 hect

Survey date: Friday 20/09/2024

Survey Type: Manual

33 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK

BURY ROAD

KENTFORD

Neighbourhood Centre

Village

Site area: 2.680000066757202 hect

Survey date: Friday 22/09/2017

Survey Type: Manual

34 SF-03-A-08 MIXED HOUSES SUFFOLK

STANNINGFIELD ROAD

NEAR BURY ST EDMUNDS

GREAT WHELNETHAM

Neighbourhood Centre

Village

Site area: 2.339200019836426 hect

Survey date: Wednesday 16/09/2020

Survey Type: Manual

35 SM-03-A-02 MIXED HOUSES SOMERSET

HYDE LANE

NEAR TAUNTON

CREECH SAINT MICHAEL

Neighbourhood Centre

Village

Site area: 2.869999885559082 hect

Survey date: Tuesday 25/09/2018

Survey Type: Manual

36 SM-03-A-03 MIXED HOUSES SOMERSET

HYDE LANE

NEAR TAUNTON

CREECH ST MICHAEL

Neighbourhood Centre

Village

Site area: 2.6500000953674316 hect

Survey date: Tuesday 25/09/2018

Survey Type: Manual

37 TW-03-A-03 MIXED HOUSES TYNE & WEAR

STATION ROAD

NEAR NEWCASTLE

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BACKWORTH
 Neighbourhood Centre
 Village
 Site area: 1.8200000524520874 hect
 Survey date: Friday 13/11/2015 Survey Type: Manual

38 **WM-03-A-04** **TERRACED HOUSES** **WEST MIDLANDS**
 OSBORNE ROAD
 COVENTRY
 EARLSDON
 Neighbourhood Centre
 Residential Zone
 Site area: 1.100000023841858 hect
 Survey date: Survey Type: Manual

39 **WS-03-A-03** **SEMI DET. & TERRACED** **WEST SUSSEX**
 A266
 NEAR CHICHESTER
 MID LAVANT
 Neighbourhood Centre
 Village
 Site area: 2 hect
 Survey date: Tuesday 21/11/2000 Survey Type: Manual

40 **WS-03-A-07** **BUNGALOWS** **WEST SUSSEX**
 EMMS LANE
 NEAR HORSHAM
 BROOKS GREEN
 Neighbourhood Centre
 Village
 Site area: 3.25 hect
 Survey date: Thursday 19/10/2017 Survey Type: Manual

41 **WS-03-A-16** **DETACHED & SEMI-DETACHED** **WEST SUSSEX**
 BRACKLESHAM LANE
 BRACKLESHAM BAY
 Neighbourhood Centre
 Village
 Site area: 1.899999976158142 hect
 Survey date: Wednesday 09/11/2022 Survey Type: Manual

42 **WS-03-A-25** **PRIVATE HOUSES & FLATS** **WEST SUSSEX**
 LIDSEY ROAD
 WOODGATE
 Neighbourhood Centre
 Village
 Site area: 2.4000000953674316 hect
 Survey date: Wednesday 18/09/2024 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BN-03-A-02 03-07-2018	03-07-2018	Excluding Greater London

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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

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.153	0.383	0.536
17:00-18:00	0.337	0.191	0.528

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00	1	90	0.022	0.000	0.022
01:00-02:00	1	90	0.000	0.000	0.000
02:00-03:00	1	90	0.000	0.000	0.000
03:00-04:00	1	90	0.011	0.022	0.033
04:00-05:00	1	90	0.000	0.000	0.000
05:00-06:00	1	90	0.011	0.033	0.044
06:00-07:00	2	78	0.019	0.122	0.141
07:00-08:00	38	50	0.090	0.263	0.353
08:00-09:00	42	48	0.153	0.383	0.536
09:00-10:00	42	48	0.166	0.219	0.385
10:00-11:00	42	48	0.157	0.178	0.335
11:00-12:00	42	48	0.165	0.180	0.345
12:00-13:00	42	48	0.177	0.184	0.361
13:00-14:00	42	48	0.217	0.187	0.404
14:00-15:00	42	48	0.187	0.183	0.370
15:00-16:00	42	48	0.260	0.214	0.474
16:00-17:00	42	48	0.302	0.197	0.499
17:00-18:00	42	48	0.337	0.191	0.528
18:00-19:00	42	48	0.291	0.187	0.478
19:00-20:00	3	59	0.199	0.233	0.432
20:00-21:00	3	59	0.193	0.193	0.386
21:00-22:00	2	78	0.192	0.058	0.250
22:00-23:00	1	90	0.122	0.022	0.144
23:00-00:00	1	90	0.056	0.033	0.089
Total Rates:			3.327	3.282	6.609

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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Audit Code: 7fdf2511-8078-4214-b816-90b47c0175f2

Parameter Summary:

Trip rate parameter range selected:	20 - 100 (units: DWELLS)
Survey date date range:	08/05/1990 - 24/10/2024
Number of weekdays (Monday-Friday):	42
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	17
Surveys manually removed from selection:	0

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



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

www.amatp.co.uk

info@amatp.co.uk