

Proposed Residential Development Land to the North of Barnsley Road, Denby Dale

Transport Statement

October 2025

Newett Homes

AMA Project Number: 300225

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Appendix B	Proposed Site Access Design
Appendix C	Swept Path Analysis
Appendix D	TRICS Output

1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) have been commissioned by Newett Homes to produce this Transport Statement (TS) in connection with the submission of a full planning application for a residential development of 42 dwellings on land to the north of Barnsley Road, Denby Dale. A copy of the site layout is contained in [Appendix A](#).
- 1.1.2 The site forms part of the Kirklees Council (KC) Local Plan under housing allocation HS136. The allocation in the local plan sets out that the site has an indicative development capacity of 72 dwellings and requires a TS to accompany the submission.
- 1.1.3 The site currently consists of undeveloped land and is bound to the north by residential dwellings; to the east by a small area of woodland; to the south by A635 Barnsley Road and the residential properties associated with Inkermans Court; and to the west by a Public Right of Way (PRoW) and residential dwellings.
- 1.1.4 Vehicular, walking and cycling access is proposed to the south of the application site via a new priority junction onto A635 Barnsley Road. The access road will have pedestrian footways on either side of the carriageway which will connect into the existing footway provision on A635 Barnsley Road and will be fully adopted.
- 1.1.5 An additional pedestrian access point is also proposed to the north-western extent of the site and will connect with the existing PRoW to the western extent of the site, providing pedestrian access through to the centre of Denby Dale.
- 1.1.6 The Local Planning Authority (LPA) and Local Highway Authority (LHA) is Kirklees Council (KC).
- 1.1.7 The purpose of this report is to review the local highway network, the sustainable accessibility of the proposed development site and to assess the development in a local transport context.
- 1.1.8 This TS will demonstrate that the site is in an accessible location with access to sustainable transport modes in accordance with the National Planning Policy Framework (NPPF). It will also demonstrate that the traffic generated as a result of the development proposals would not be material.

1.2 REPORT STRUCTURE

- 1.2.1 The structure of the report is set out as follows:
 - ▶ **Section 2** – 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
 - ▶ **Section 5** – provides a summary of the TS.

1.3 PLANNING HISTORY

- 1.3.1 The site currently benefits from a full planning consent for the erection of 30 residential dwellings including access, landscaping and associated works. This was consented in August 2025 under planning reference 2023/91564.
- 1.3.2 Therefore, the principle of residential development is already established on site.

2 EXISTING CONDITIONS AND SUSTAINABLE TRANSPORT

2.1 SITE LOCATION

- 2.1.1 The site currently consists of undeveloped land and is bound to the north by residential dwellings; to the east by a small area of woodland; to the south by A635 Barnsley Road and the residential properties associated with Inkermans Court; and to the west by a Public Right of Way (PRoW) and residential dwellings. The location of the site is shown at [Figure 2-1](#).

Figure 2-1 Site Location Plan



2.2 LOCAL HIGHWAY NETWORK

- 2.2.1 A635 Barnsley Road from which the site would be accessed to the south, is a single carriageway two-way road which is subject to a 40mph speed restriction. The carriageway is bound to the north by a pedestrian footway and is street-lit. The carriageway runs in an approximate east-west alignment, continuing east for approximately 9.0km through the residential area of Cawthorne before entering the north-western extent of Barnsley.
- 2.2.2 To the west of the site access, the A635 Barnsley Road continues for approximately 1.2km before meeting with the A636 Wakefield Road via a priority-controlled ghost-island right turn. The A636 Wakefield Road is a single-carriageway two-way road and is subject to a 40mph speed restriction. There are pedestrian footways on either side of the carriageway as well as street lighting. From here, the A636 Wakefield Road continues in a north-eastern alignment through the centre of Denby Dale, reducing to a 30mph speed limit and providing access to a number of businesses and amenities. Wakefield Road then continues north-east towards Wakefield as well as providing access to a number of surrounding residential settlements.
- 2.2.3 Forming the western arm of the junction, The A635 Barnsley Road continues west for approximately 2.5km before meeting with A629 Lane Head Road which provides vehicular travel north towards Huddersfield and south towards Sheffield.
- 2.2.4 The M1 is accessible approximately 10km to the east of the site via the Dodworth Roundabout (J37) to the west of Barnsley as well as Haigh Roundabout (J38), approximately 6.8km to the north of J37. The M1 provides regional and national travel north and south towards key destinations such as Sheffield to the south and Leeds to the north.

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

2.3 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 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)

2.3.3 **Figure 2-2** shows a 2km walking catchment from the centre of the site. Areas within the 2km catchment area includes the entirety of Denby Dale and the surrounding residential areas of Upper Cumberworth and Nether End. The 2km catchment area also provides access to a range of local facilities and services including a Nisa Local; Denby Dale Train Station; Denby Dale Post Office; Denby Dale Nursery School and Day Care; Denby Dale First and Nursery School; a veterinary practice; a gym; and a number of local businesses.

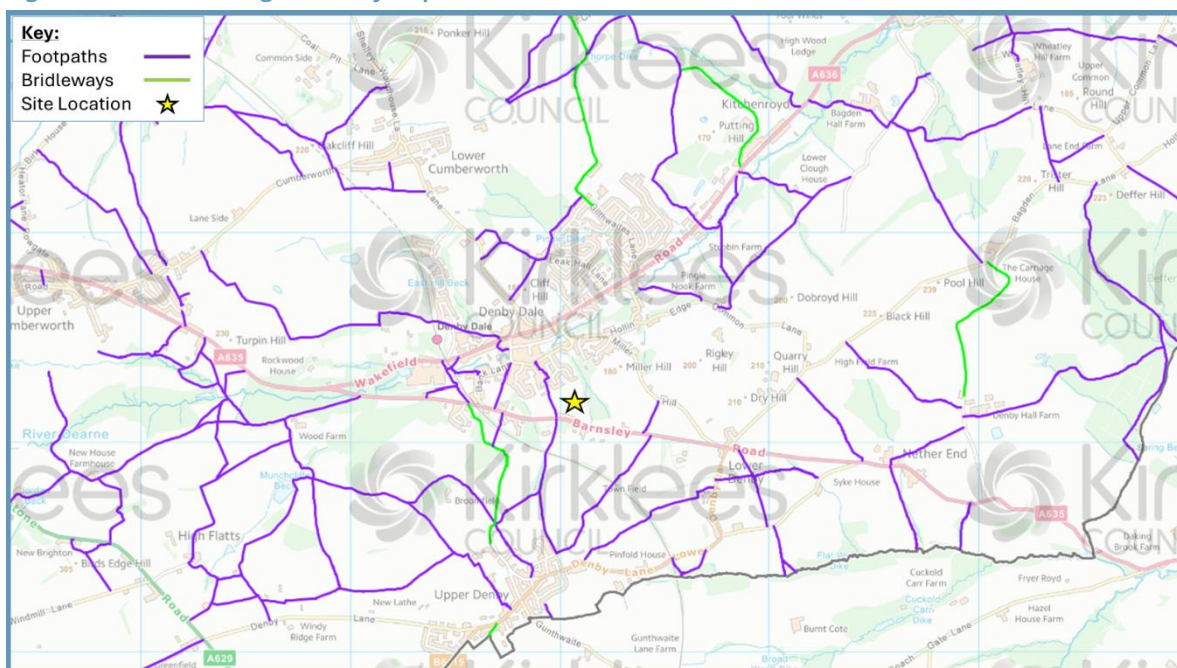
2.3.4 Footways are present along the northern extent of the A635 Barnsley Road carriageway from which the site would be accessed as well as the PRow to the west of the site that the site connects with to the north-western extent of the site.

Figure 2-2 2km Walking Catchment Plan



2.3.5 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**. The site is bound to the west by an existing PRow which continues south from the site through to Upper Denby Dale. There are a number of additional routes that continue north to areas such as Skelmanthorpe and west towards Upper Cumberworth.

Figure 2-3 Public Rights of Way Map



2.3.6 The development is therefore considered to be located within a sustainable location to a range of walkable destinations.

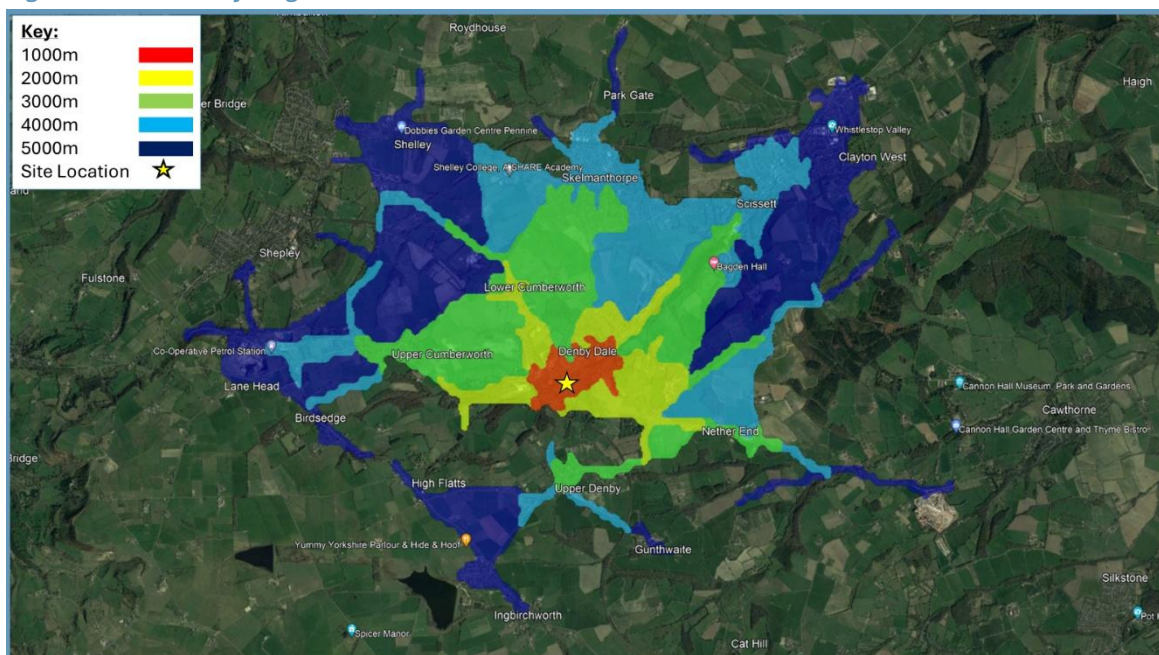
2.4 CYCLING ACCESSIBILITY

“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)

2.4.1 As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance.

2.4.2 **Figure 2-4** shows a 5km cycling catchment from the centre of the site. The plan identifies that the surrounding areas of; Skelmanthorpe, Scissett, Clayton West, Lane Head, Ingbirchworth and Gunthwaite are situated within a 5km catchment area of the proposed development.

Figure 2-4 5km Cycling Catchment Plan

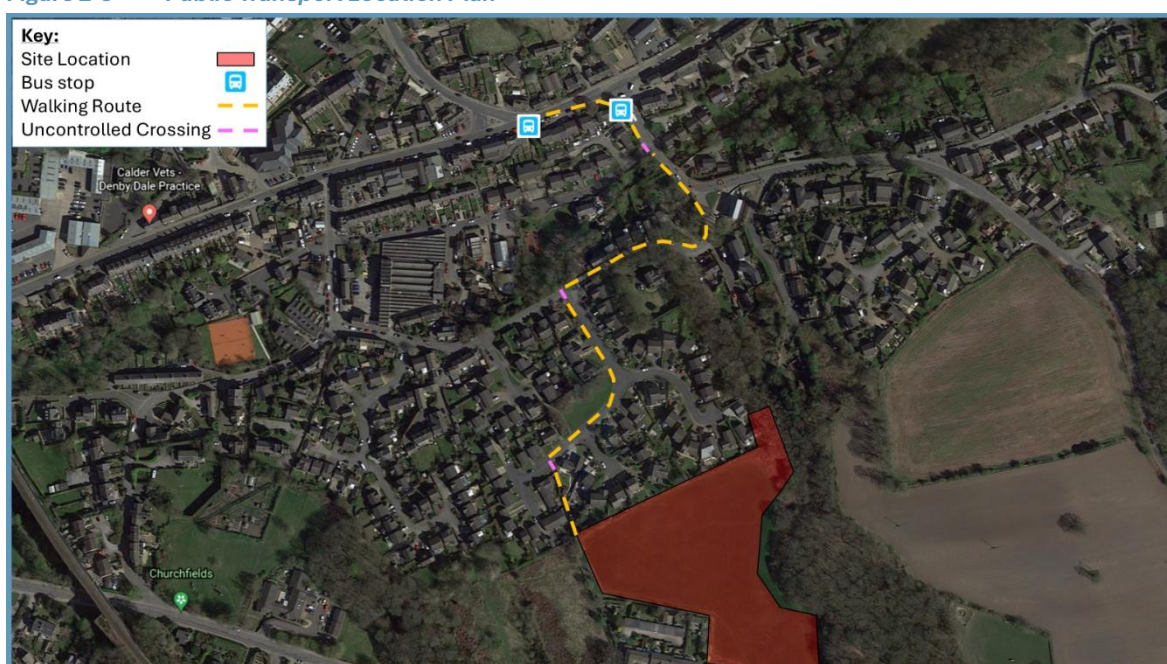


2.5 PUBLIC TRANSPORT

Bus Services

- 2.5.1 There is a key bus corridor situated to the north of the site on the A636 Wakefield Road. There are stops situated along the carriageway as well as stops on the residential road of Miller Hill. Whilst these stops are not situated within the recommended 400m walking catchment of the site, the stops on Miller Hill are situated just outside of the recommended catchment area at 450m and the stops on the A636 Wakefield Road are situated 550m from the pedestrian access to the north of the site. The stops would be accessed via the pedestrian link to the north-western extent of the site which ties into the existing PRow that bounds the site to the west. The stops are then accessible via the existing pedestrian footway provision on the residential roads to the north of the site.
- 2.5.2 All of the identified bus stops are equipped within timetable information, bus poles and QR codes which provide access to live timetabling information. The stops detailed are set out on the attached plan at **Figure 2-5**.

Figure 2-5 Public Transport Location Plan



- 2.5.3 Details of the mentioned bus services were 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	Frequency		
		Weekday	Saturday	Sunday
90	Holmfirth - Barnsley	90 mins	1 service	-
91	Penistone – Denby Dale - Holmfirth	60 mins (Thursdays only)	60 mins	-
94/94A	Barnsley – Denby Dale	4 daily	-	-
424	Scissett Middle School	School service	-	-
D3	Huddersfield – Denby Dale	120 mins	120 mins	-

- 2.5.4 **Table 2-1** sets out that the local bus stop provides access to four services as well as one school bus service.

Rail Services

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

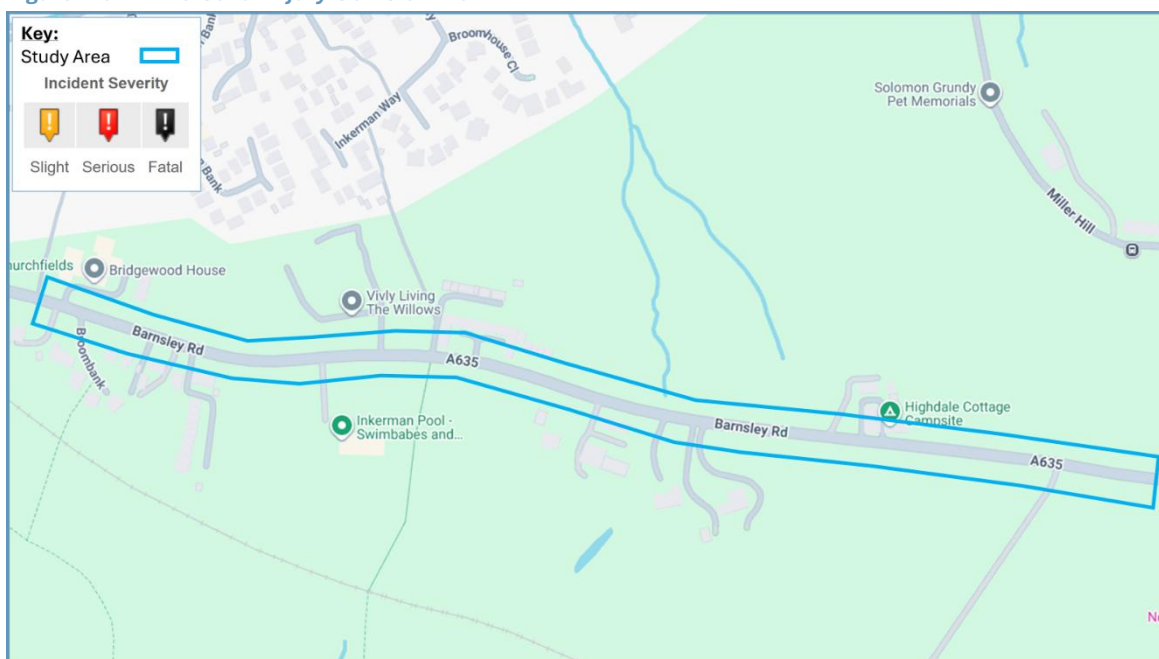
Summary

- 2.5.7 The site currently benefits from a full planning consent for residential development, is an allocated Local Plan site and as such is considered by the LHA / LPA to be a sustainable development location.

2.6 PERSONAL INJURY COLLISION RECORDS

- 2.6.1 Personal Injury Collision (PIC) data for the local highway network in the vicinity of the site has been obtained from CrashMap providing the latest 5 years accident data available (2019-2023).
- 2.6.2 The PIC data demonstrates that no collisions occurred within the vicinity of the proposed development. The study area includes the proposed site access location onto A635 Barnsley Road, extending 400m to the east and west as set out in [Figure 2-6](#).

Figure 2-6 Personal Injury Collision Plot



Summary

Given there have been no recorded PIC's; it is considered that there are no existing road safety issues within proximity to the sit and no further analysis of collisions is required. 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 42 residential dwellings with associated parking, road layout, landscaping, and access arrangements. A copy of the proposed site layout is included in [Appendix A](#).
- 3.1.2 The site layout has been designed to ensure low vehicle speeds are achieved throughout the site whilst maintaining manoeuvrability for vehicles.
- 3.1.3 The site currently benefits from a full planning consent for the erection of 30 residential dwellings including access, landscaping and associated works under planning reference 2023/91564.

3.2 SITE ACCESS DESIGN AND VISIBILITY SPLAYS

- 3.2.1 Vehicular, walking and cycling access is proposed to the south of the application site via a proposed priority junction onto A635 Barnsley Road. The access road will have pedestrian footways on either side of the carriageway and will connect into the existing footway provision on the A635 Barnsley Road and will be fully adopted.
- 3.2.2 An additional pedestrian access point is also proposed to the north-western extent of the site and will connect with the existing PRow to the western extent of the site, providing pedestrian access through to the centre of Denby Dale.
- 3.2.3 A pedestrian refuge island will also be provided across the A635 Barnsley Road carriageway to the east of the access junction, further improving pedestrian connectivity on the local highway network.
- 3.2.4 The proposed site access will create a new priority junction onto A635 Barnsley Road with 10m radii, 6.5m width tapering to a 5.5m width internally, all can be fully achieved within the adopted highway or land under the applicant's control.
- 3.2.5 The site will provide access to 42 dwellings containing a mixture of housing styles and sizes, therefore in line with the KC residential design guide.
- 3.2.6 The proposed site access design is set out in drawing no. AMA-300225-SK-001 and is attached at [Appendix B](#). This access design is in line with the design previously been approved by KC under planning application reference 2023/91564.
- 3.2.7 In accordance with DMRB standards for a 40mph carriageway visibility splay of 2.4m x 120m are provided from the proposed site access. The achievable visibility splays are set out in AMA-300225-SK-001, visibility to the west at 120m to the nearside kerb, 120m east of the site meeting the centreline east of a new physical island on the centreline of the highway (93m to nearside kerb).
- 3.2.8 This access arrangement remains unchanged from that previously accepted by KC under recent planning consent 2023/91564 and as such is considered to be acceptable to KC in principal.
- 3.2.9 As part of the previous application the access design was appraised by a, Stage 1 Road Safety Audit (RSA1), which considered both the S278 and S38 works proposed raising no fundamental issues that could not be addresses as part of the detailed design.
- 3.2.10 The access therefore is considered safe and suitable to accommodate the proposals.

3.3 SERVICING ARRANGEMENTS

- 3.3.1 The site would be serviced by a KC standard refuse vehicle, therefore a vehicle swept path of the site is detailed in drawing no. AMA-300225-ATR-001, provided at [Appendix C](#).

- 3.3.2 The drawing demonstrates the vehicle can satisfactorily access and egress the site using the turning heads provided on site. It is therefore considered that the proposed service arrangements are satisfactory to accommodate the proposed vehicle with minimal conflicts with other site users.

3.4 PARKING

- 3.4.1 A total of 85 parking spaces will be provided at the development including seven visitor parking spaces. Two parking spaces are provided for the 2–5-bedroom dwellings and one parking space is available for each of the 1-bedroom apartments.
- 3.4.2 Each dwelling will have an associated garage or shed that will provide 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 The site has previously received planning permission for a total of 30 dwellings and so the proposed 42 dwellings result in an uplift of 12 units from that previously accepted.
- 4.2.2 The proposals comprise 42 residential dwellings located within a semi-rural edge of town, predominantly residential area.
- 4.2.3 The trip rates for the development have been obtained from the previously approved residential development (2023/91564). The TRICS report within the TS has been based on 85th percentile trip rates. The full TRICS trip rates are provided in [Appendix D](#).
- 4.2.4 The average weekday morning and evening peak hour trip rates and the anticipated traffic generations associated with the uplift of 12 dwellings are set out in [Table 4-1](#).

Table 4-1 Peak Hour Trip Rates and Trip Generation

	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate	0.225	0.523	0.748	0.500	0.333	0.833
Consented Scheme - 2023/91564 (30 Dwellings)	7	16	23	15	10	25
12 Dwelling Uplift	3	7	9	6	4	10
Net Trip Generation	+ 3	+ 7	+ 9	+ 6	+ 4	+ 10

- 4.2.5 On this basis, the trip generation of the proposed uplift in 12 dwellings would result in approximately one additional trip to the local highway network approximately every six minutes during the peak hours.
- 4.2.6 The trip generation of the proposed scheme is therefore considered to be negligible and would have an imperceptible impact on the local highway network in terms of capacity or highway safety.

5 SUMMARY

- 5.1.1 Andrew Moseley Associates have been commissioned by Newett Homes to produce this Transport Statement in connection with the submission of a full planning application for a residential development of 42 dwellings on land to the north of Barnsley Road, Denby Dale.
- 5.1.2 The site currently benefits from a full planning consent for the erection of 30 residential dwellings including access, landscaping and associated works. This was consented in August 2025 under planning reference 2023/91564.
- 5.1.3 A review of the existing facilities for access to the site by a range of non-car modes has been carried out. The existing pedestrian facilities within the vicinity of the site are of a high quality. The local road network within the vicinity of the site is considered conducive to cycling.
- 5.1.4 Vehicular, walking and cycling access is proposed to the south of the application site via a proposed priority junction onto A635 Barnsley Road. The access road will have pedestrian footways on either side of the carriageway and will connect into the existing footway provision on the A635 Barnsley Road and will be fully adopted.
- 5.1.5 The access proposal remains identical to access arrangement previously accepted under planning consent reference 2023/91564.
- 5.1.6 An additional pedestrian access point is also proposed to the north-western extent of the site and will connect with the existing PRoW to the western extent of the site, providing pedestrian access through to the centre of Denby Dale.
- 5.1.7 This TS has highlighted that the site is in an accessible location with access to sustainable transport modes in accordance with the National Planning Policy Framework.
- 5.1.8 Based on the 12-dwelling uplift proposed (over and above the 30-dwelling scheme consented), the development proposals have the potential to generate an additional 9 and 10 two-way vehicle movements during the AM and PM peak hour periods respectively.
- 5.1.9 This equates to approximately one additional vehicle on the local highway network every six minutes and is therefore considered to be imperceptible impact on the local highway network in terms of capacity or highways safety.
- 5.1.10 It is concluded that the site would not result in any severe impact on highway capacity or road safety and as such is acceptable in terms of NPPF considerations.
- 5.1.11 Therefore, there are no overriding traffic and transportation reasons why planning permission could not be granted.

APPENDICES

Appendix A Proposed Site Layout

Appendix B Proposed Site Access Design

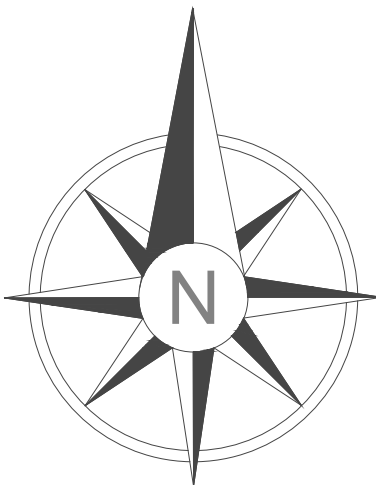
Appendix C Swept Path Analysis

Appendix D TRICS Output



Appendix A
Proposed Site Layout

SITE LAYOUT PLAN - BARNSLEY ROAD, DENBY DALE



BARNSLEY ROAD, DENBY DALE - SCHEDULE OF ACCOMMODATION									
House Type	Bed No	M4 COMPLIANCE	Type	Parking	Sq.ft	No. Units	Total Sq.ft	%	
Dalton	3	M4(2)	End	PS	908	3	2724	9%	
Newton	3	M4(2)	End	PS	939	3	2817	9%	
Newton	3	M4(2)	Det	PS	939	2	1878	6%	
Malham	4	M4(2)	Det	IG	1227	2	2454	6%	
Addingham	4	M4(2)	Det	SG	1258	5	6290	15%	
Bramham	4	M4(2)	Det	IG	1498	4	5992	12%	
Collingham	4	M4(2)	Det	SG	1510	7	10570	21%	
Cawthorne	5	M4(2)	Det	IG	1661	8	13288	24%	
Total						34	44013	100%	
Affordable									
Anlaby Block A	1	M4(2)	Apt	PS	454	1	454	13%	
Anlaby Block B	1	M4(2)	Apt	PS	454	1	454	13%	
Anlaby Block C	1	M4(2)	Apt	PS	441	1	441	13%	
Anlaby Block D	1	M4(2)	Apt	PS	475	1	475	13%	
Anlaby Block E	1	M4(2)	Apt	PS	475	1	475	13%	
Anlaby Block F	1	M4(2)	Apt	PS	574	1	574	13%	
Wetherby	2	M4(2)	End	PS	753	2	1506	25%	
Total						8	4379	100%	
Grand Total						42	50392		
Gross Area						5.67 acres	No. 3 Bed Units	8	19%
Nett Area						2.29 ha	No. 4 Bed Units	26	62%
Nett Area						3.58 acres			
Nett Coverage						14076	Sq.ft/acre		
Nett Density						29	dph		

- LEGEND:
- SITE BOUNDARY
 - SALES ARENA
 - AFFORDABLE DWELLINGS
 - EXISTING WOODLAND
 - INDICATIVE LANDSCAPING
 - ANCIENT WOODLAND 15m OFFSET
 - LV MAINS - OVERHEAD
 - GAS EASEMENT
 - COMBINED SERVICES EASEMENT
 - WATERCOURSE
 - PUBLIC RIGHT OF WAY / EXISTING FOOTPATH

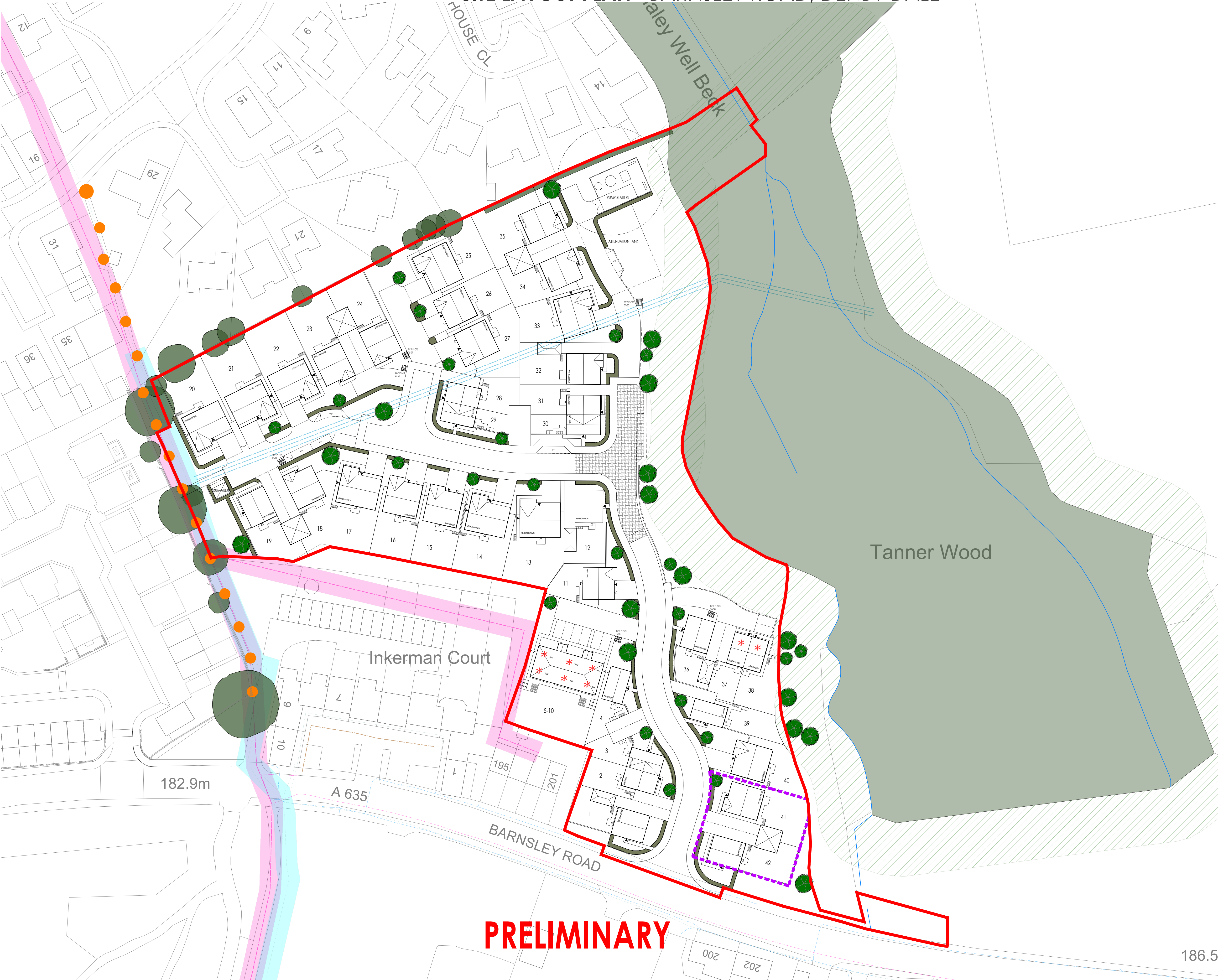
- F Redline updated. Jan 26
- E Redline updated to include Vis Splay. Oct 25
- D Redline updated to align with riparian zone. Oct 25
- C Redline updated to clients mark up. Oct 25

SITE LAYOUT PLAN - 2530-SI-02F
BARNSLEY ROAD, DENBY DALE
NEWETT HOMES
SCALE:1:500@A1 - AUGUST 2025

PRELIMINARY

PARKER PEEL
ARCHITECTURAL

info@parkerpeel.co.uk www.parkerpeel.co.uk t01924 921 860

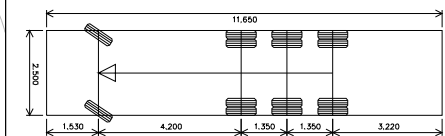




Appendix B
Proposed Site Access Design

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)	3.000

P02	Updated Site Layout	26.01.26	ECT
P01	Preliminary Issue	14.10.25	ECT



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Project:

BARNESLEY ROAD, DENBY DALE

Client: NEWETT HOMES

Drawing: 11.650m REFUSE VEHICLE SWEEP
PATH ANALYSIS

Drawn By: ECT	Date: 14.10.2025
Checked: ATM	Scale: 1:500
Paper: A3	
Drawing No. AMA-300225-ATR-001	Rev. P02

Appendix D
TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

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

Filtering Stage 2 selection:

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

Public Transport Provision:

Selection by: Include all surveys

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

Selected survey days:

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

Selected survey types:

Manual count	51 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

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

LIST OF SITES relevant to selection parameters

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

LIST OF SITES relevant to selection parameters (Cont.)

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

LIST OF SITES relevant to selection parameters (Cont.)

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

LIST OF SITES relevant to selection parameters (Cont.)

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

LIST OF SITES relevant to selection parameters (Cont.)

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

LIST OF SITES relevant to selection parameters (Cont.)

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

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

Ranking Type: TOTALS

Time Range: 08:00-09:00

15th Percentile = No. 43 (**)

85th Percentile = No. 9 (**)

Median Values

Arrivals: 0.145

Departures: 0.420

Totals: 0.565

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

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

Ranking Type: TOTALS

Time Range: 17:00-18:00

15th Percentile = No. 43 (**)

85th Percentile = No. 9 (**)

Median Values

Arrivals: 0.398

Departures: 0.214

Totals: 0.612

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



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