

Technical Note

Land at Barnsley Road, Shepley

Highways Technical Note

Our reference: SCP/250752/TN02 – Rev0.0

Author: BI

Date: 15 September 2026

Reviewed: DR

Date: 16 September 2026

1.0 INTRODUCTION

- 1.1. Singleton Clamp & Partners Limited (SCP) has been commissioned by PMW Quarries to provide transport and highways advice to support the redevelopment of a site at Barnsley Road, Shepley.
- 1.2. The site is located 200m east of the Sovereign Junction, 1.3km south of Shepley and 3.0km west of Denby Dale, Kirklees. The location of the site is shown in Figure 1-1 below.

Figure 1-1: Site Location



- 1.3. The site is part of the former Carr Hill Quarry, which has seen the end of excavation processes, and is now in the restoration period. Inert material is delivered to the site as part of that restoration. Other commercial activities are still operating from the site, including a workshop for the repair and maintenance of PMW vehicles, and the storage and distribution of building materials that are not used in the restoration process. The site is closely connected with the nearby operations by PMW Quarries on their site office site at Holmfirth Road in Shepley; approximately 250m to the west.

- 1.4. A Permission in Principle planning application is to be submitted for the redevelopment of the site, to provide residential development comprising six dwellings. Further details are provided at Chapter 3.

2.0 EXISTING SITUATION

- 2.1. As outlined at Section 1.2, the site is located 200m east of the Sovereign Junction, 1.3km south of Shepley and 3.0km west of Denby Dale, Kirklees.

Pedestrian Accessibility

- 2.2. Pedestrian facilities in close proximity to the site comprise:
- Continuous footways are provided adjacent the northern side of the A635 Barnsley Road carriageway, connecting the Sovereign Junction to Upper Cumberworth and Denby Dale.
 - Continuous footways are provided adjacent the eastern side of the A629 Lane Head Road to Shepley, with footways provided adjacent both sides of the road within Shepley. Footways are also provided on the western side of A629 Lane Head Road for 35m from the Sovereign Junction for access to the bus stop.
 - Continuous footways are provided adjacent the eastern side of the A629 Penistone Road, connecting to Birdsedge.
 - Continuous footways are provided adjacent the northern side of the A635 Holmfirth Road carriageway towards New Mill.
- 2.3. Amenities and destinations within the vicinity of the site, and their approximate distances from the site are outlined as follows:
- Retail – A convenience store is located at the Petrol Filling Station (PFS) at the Sovereign Junction, 175m west of the site. A cooperative store is located off Station Road within Shepley, 1.4km north of the site. Several convenience stores are also located off A636 Wakefield Road in Denby Dale to the east of the site, and accessible via direct bus services as outlined further below.
 - Education – The closest primary school to the site is Cumberworth First School, off Cumberworth Lane, 1.3km east of the site. Shepley primary school and pre-school are both located off Firth Street, 1.4km north of the site. Shelley High School is a secondary school and sixth form located off B6116 Huddersfield Road, 4.8km north-east of the site. A direct bus service is provided from the stops on A635 Holmfirth Road as outlined further in Table 2-1.
 - Health – The Shepley Health Centre with a pharmacy and clinic is located off Jos Lane within Shepley, 1.7km north of the site. A doctors surgery and pharmacy is also located off A636 Wakefield Road in Denby Dale.
 - Leisure – The Sovereign pub is located off A635 Holmfirth Road adjacent the Sovereign Junction. Several pubs, a library, tennis club, bowling club and cricket club are located within Shepley; with a range of leisure facilities within Denby Dale.

Public Transport

- 2.4. The closest bus stops to the site are located as follows:

- Bus stops are located on A635 Holmfirth Road (Stop ID: 45020880 and 45025834), approximately 300m west of the site access junction. A flagpole with timetable provision is provided at both bus stops.
- Bus stops are located on A629 Lane Head Road (Stop ID: 45017217 and 45017218) approximately 315m north-west of the site access junction. A shelter, seating and timetable provision is provided at the northbound stop, with a flagpole and timetable provision at the southbound stop.

2.5. A summary of the service frequency and destinations served is outlined at Table 2-1.

Table 2-1: Bus Service and Frequency

Bus Stop	Service	Destinations Served	Approx. Daytime Frequency (Services per Hour)		
			Mon-Fri	Sat	Sun
Lane Head Rd	X1	Holmfirth - Wakefield	60 mins		120 mins
Holmfirth Rd	77	Holmfirth - Meadowhall	1 per Day*	N/A	
	90	Holmfirth - Barnsley	4 per Day	1 per Day	
	91	Holmfirth – Penistone	4 per Day**	4 per Day	
	421	Shelley High School - Birdsedge	School Ser.	N/A	
	424	Scissett Middle - Birdsedge	School Ser.	N/A	
	D2	Huddersfield – Denby Dale	120 mins		N/A
	D3	Huddersfield – Denby Dale	120 mins		N/A
	SC2	Kirkburton – Shelley College	School Ser.	N/A	

Note: *Operates on Mondays only. **Operates on Thursdays only.

2.6. Shepley railway station and Denby Dale railway station are located 2.0km north and 3.0km east of the site, respectively. The railway stations are both accessible via the X1, D2 and D3 bus services, equating to journey times between the site and railway stations of under 15 minutes. Both stations provide frequent services to Huddersfield and Sheffield every 60 minutes on weekdays and weekends.

Local Highway Network

2.7. The key roads and junctions in the vicinity of the site comprise the following:

- A635 Barnsley Road runs adjacent to the northern boundary of the site and connects the Sovereign Junction to Lane Head Road via Upper Cumberworth, A636 Wakefield Road to Denby Dale and Nether End. The road is single carriageway with footways adjacent the northern side of the road and a 40mph speed limit in operation. Street lighting is provided on the section of road in the vicinity of the site.
- The A629 runs to the west of the site connecting the A61 at Sheffield to the A642 just east of Huddersfield via the Sovereign Junction. To the north of the Sovereign Junction, the A629 is named Lane Head Road and connects to Shepley and Shelley; with footways adjacent to the eastern side of the carriageway and a speed limit of 30mph in operation. To the south of the Sovereign Junction, the A629 is named Penistone Road connecting to Birdsedge to the south,

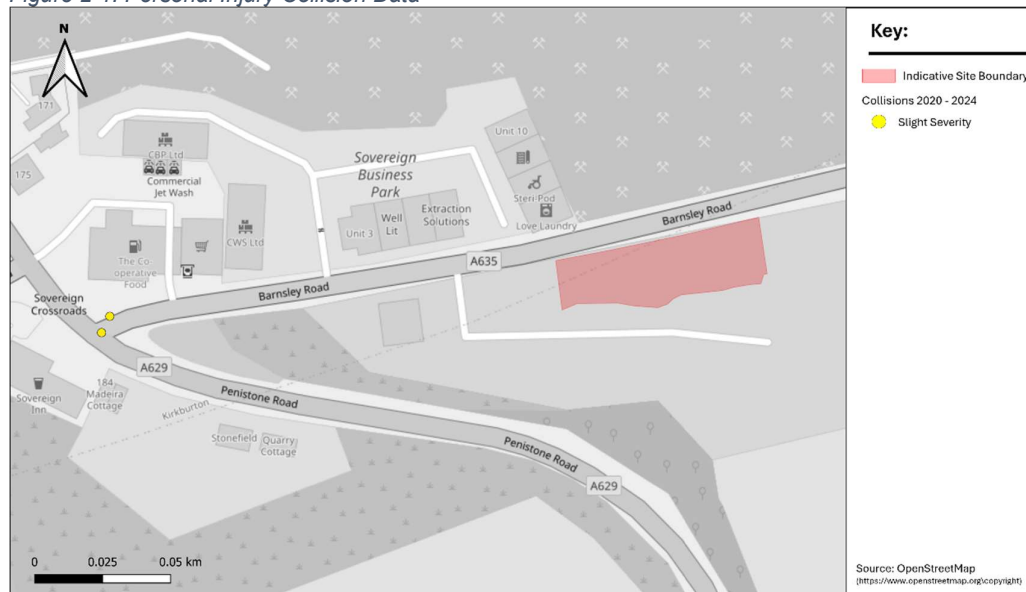
with footways adjacent to the eastern side of the carriageway and a speed limit of 30mph in operation.

- A635 Holmfirth Road runs to the west of the site connecting the Sovereign Junction to New Mill. The road is single carriageway with footways adjacent the northern side of the road and a 30mph speed limit in operation.
- The Sovereign Junction is located 200m west of the site, and is formed of a crossroads layout. The A629 forms the major north to south arm with a 30mph speed limit in operation, with the A635 forming the minor east to west arms. On the A629, dedicated right-turn lanes are provided onto A635 Barnsley Road and A635 Holmfirth Road for northbound and southbound vehicles, respectively. On the A635 arms, give-way markings are provided, with A635 Barnsley Road located 30m south of A635 Barnsley Road. Directly opposite A635 Barnsley Road, a one-way access road is provided to the Petrol Filling Station, with a one-way egress road provided onto the A635 Barnsley Road, 25m east of the Sovereign Junction.

Road Safety

- 2.8. Personal injury collision data has been obtained from RSK's bespoke Traffic Geo-Portal which is a GIS tool that utilises STATS19 data sourced from the Department for Transport (DfT); for the most recently available five-year period between 01 January 2020 and 31 December 2024, as shown on Figure 2-1.
- 2.9. No collisions have been recorded on A635 Barnsley Road in the immediate vicinity of the proposed site access junction. Two collisions of slight severity have been recorded at the Sovereign Junction, both on the A635 Barnsley Road arm. The collisions took place on 25 June 2021 and 23 April 2023, with the 2023 collision involving a cycle casualty.

Figure 2-1: Personal Injury Collision Data



- 2.10. Overall, it is considered that there is no existing specific site-related issue that would need to be addressed to safely accommodate traffic associated with the development.

Summary

- 2.11. The site is located off A635 Barnsley Road and is well located in relation to the local transport network. It has been demonstrated that the proposed development is accessible by sustainable modes of travel including walking and public transport; with hourly bus services between Holmfirth and Wakefield, and railway stations within Shepley and Denby Dale.
- 2.12. It is considered that there are no discernible patterns of collisions on the local highway network indicating a specific site-related issue that would need to be addressed to accommodate the changes in traffic flows associated with the proposed development.

3.0 PROPOSED DEVELOPMENT

- 3.1. The development proposals comprise the redevelopment of the former Carr Hill Quarry site to provide residential development for a total of six dwellings.
- 3.2. The development proposals and schedule of accommodation is shown on the drawing provided at Appendix A.

Vehicle Access and Car Parking

- 3.3. Vehicular access to the residential development will be taken off A635 Barnsley Road via a new priority-controlled junction, located 110m east of the existing site access junction.
- 3.4. Within the internal site layout, a turning head will be provided for larger vehicles including refuse collection, with bin stores located adjacent the north-eastern and north-western corners of the turning head. From the eastern side of the turning head, the site access road will continue east and provide access to three dwellings; and from the western side of the turning head, the site access road will continue west and provide access to five dwellings. One dwelling will be directly accessible from the turning head.
- 3.5. Swept path analysis has been undertaken and is shown on the drawing enclosed at Appendix A. This demonstrates that the proposed site access junction and turning head can satisfactorily and safely accommodate manoeuvres associated with a 11.35m Four-Axle Large Refuse Vehicle, which is likely to be the largest vehicle requiring access to the site.
- 3.6. At the proposed site access junction, 2.4m x 120m visibility splays are achievable to the west, with 2.4m x 215m visibility splays to the east achievable. This accords with the standards as set out by DMRB guidance, and demonstrated on Drawing SCP/250752/SK03 at Appendix B.
- 3.7. Individual driveways and garages will be provided for all dwellings, with two visitor spaces provided within the internal layout of the site.
- 3.8. The existing site access junction on the western side of the site will be maintained for access to the workshop for the repair and maintenance of PMW vehicles. Seven parking spaces will be provided, with an acoustic fence with planted screen located between the parking spaces and far most western dwelling.

Pedestrian Access

- 3.9. As part of the redevelopment of the site, a new footway will be provided adjacent the southern side of the A635 Barnsley Road carriageway; providing a continuous route for pedestrians between the proposed site access junction to the Sovereign Junction. An uncontrolled crossing with dropped kerbs and tactile paving will be provided across the site access road the new priority-controlled junction.
- 3.10. In addition, an uncontrolled pedestrian crossing on A635 Barnsley Road will be provided, to assist pedestrians to safely access the existing footway adjacent the northern side of the A635 Barnsley Road carriageway. The crossing will be positioned west of the new site access junction, connecting the new footway section on the southern side of the carriageway to the northern side. The crossing will be comprised of dropped kerbs, tactile paving and adjacent footways.

4.0 VEHICLE TRIP GENERATION AND DISTRIBUTION

Vehicle Trip Generation

- 4.1. This chapter sets out the proposed approach to estimating the anticipated transport impacts and traffic flows associated with the proposed development. For the purposes of this assessment and to ensure robustness, only the traffic associated with the proposed residential development is considered. Traffic associated with Carr Hill Quarry is considered existing and part of the baseline conditions.
- 4.2. Vehicle trip generation associated with the proposed residential development has been derived from the TRICS database, following interrogation for survey sites based on the criteria in Table 4-1.

Table 4-1: TRICS Search Criteria

TRICS Land Use Category	Residential (03) / Houses Privately Owned (A)
Location	Edge of Town / Suburban Area
Parameter	Dwellings
Actual Range	4 to 20 Units
Survey Days	Monday – Friday
Calculation Factor	Per Dwelling

- 4.3. The full TRICS output is presented at Appendix C, with the resulting vehicle trip rates, and trip generation set out in Table 4-2, for the weekday AM and PM peak periods

Table 4-2: Vehicle Trip Generation

Time Period		Vehicle Trip Rates <i>Trips per Dwelling</i>			Vehicle Trip Generation <i>6 Dwellings</i>		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Weekday AM Peak Period	07:00-08:00	0.074	0.243	0.317	1	1	2
	08:00-09:00	0.243	0.421	0.664	1	3	4
	09:00-10:00	0.109	0.193	0.302	1	1	2
Weekday PM Peak Period	16:00-17:00	0.228	0.183	0.411	1	1	2
	17:00-18:00	0.302	0.149	0.451	2	1	3
	18:00-19:00	0.218	0.178	0.396	1	1	2

Vehicle Trip Distribution

- 4.4. Vehicle trip distribution associated with the proposed development has been estimated based on Census data for journeys to work¹. Distribution has been calculated based on the destination of travel for people who live in Kirklees 056 and Kirklees 057 because these are the areas that the proposed development is located within and contains the existing residential villages of Shepley and Denby Dale. Destinations within Barnsley, Kirklees and Wakefield have been examined at MSOA level, with other destinations focused at local authority level.
- 4.5. The number of vehicle trips to / from each MSOA / local authority district has been expressed as a percentage of the total trips and assigned to routes on the highway network to calculate the trip distribution to and from the development site. Distribution in the weekday AM and PM peak hours is assumed to be the same.
- 4.6. The resulting vehicle trip distribution is summarised in Table 4-3 with the full calculations at Appendix D; and shown on Figure 1 and Figure 2 at Appendix E.

Table 4-3: Vehicle Trip Distribution

Route	Vehicle Trip Distribution (% of Trips)
A635 Barnsley Road (east of Site Access)	38%
A629 Penistone Road	12%
A635 Holmfirth Road	19%
A629 Lane Head Road	31%
Total	100%

Impact on the Highway Network

- 4.7. Based on the above, the resulting two-way peak hour development traffic flows are demonstrated on Figure 3 and Figure 4 for the weekday AM and PM peak hours, respectively at Appendix E; with the traffic impacts associated with the proposed development at key links and junctions in the vicinity of the site (including the Sovereign Junction) summarised in Table 4-4.

Table 4-4: Impact on the Highway Network

Route		Two-way Development Traffic Flows	
		Weekday AM Peak Hour	Weekday PM Peak Hour
A635 Barnsley Road (east of Site Access)		1	1
Sovereign Junction	A629 Penistone Road	1	0
	A635 Holmfirth Road	1	1
	A629 Lane Head Road	1	1
Total		4	3

- 4.8. The assessment demonstrates:
- The proposed residential development comprising 6 dwellings will generate a total of 4 and 3 two-way movements during the weekday AM and PM peak hours, respectively. On average,

¹ Dataset reference WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level).

this represents one vehicle movement every fifteen and twenty minutes during the weekday AM and PM peak hours, respectively. This impact is considered indiscernible in practice.

- At the Sovereign Junction to the west of the site, the junction will be subject to an increase of 3 and 2 two-way movements during the weekday AM and PM peak hours, respectively. On average, this represents one vehicle movement every fifteen and thirty minutes during the weekday AM and PM peak hours, respectively. Further details regarding the impact of the proposed development at the Sovereign Junction is provided at Chapter 5.

5.0 SOVEREIGN JUNCTION TRAFFIC IMPACT ASSESSMENT

- 5.1. An assessment of the traffic impacts associated with the proposed development at the Sovereign Junction has been undertaken.
- 5.2. Base traffic flows at the Sovereign Junction have been derived from fully classified turning count surveys undertaken on Thursday 30 April 2026, covering the weekday AM and PM peak periods (as 07:00 to 10:00 and 16:00 to 19:00 hours, respectively).
- 5.3. Turning movements were recorded on all approaches at the Sovereign Junction, and collected in fifteen-minute intervals. The traffic surveys were carried out with no recorded incidents and disruptions likely to affect the results.
- 5.4. The classified traffic data has been converted into equivalent Passenger Car Unit (PCU) values. As traffic is composed of various types of vehicles, PCU represents general traffic, with vehicle types assigned a conversion factor so that an equivalent PCU value can be generated from classified vehicle data. The resulting 2026 Base traffic flows are demonstrated on Figure 5 and Figure 6 for the weekday AM and PM peak hours, respectively at Appendix D.
- 5.5. With regard to the PFS, it is assumed that traffic to / from A629 Penistone Road, A635 Holmfirth Road and A629 Lane Head Road access via the western PFS access, with traffic to / from A635 Barnsley Road via the southern PFS access.
- 5.6. The assessment calculates the net percentage increase in traffic flows as a result of the proposed development compared to the 2026 Base traffic flows. The resulting development traffic flow impact at the Sovereign Junction is summarised in Table 5-1, and shown on Figure 7 to Figure 10.

Table 5-1: Development Traffic Impact - Sovereign Junction

Approach	Two-way Traffic Flows					
	2026 Base		2026 Base + Proposed Residential Development		Net Impact (%) – Proposed Residential Development	
	AM	PM	AM	PM	AM	PM
A635 Barnsley Road	749	601	752	603	+0.40%	+0.33%
A629 Penistone Road	848	954	849	954	+0.11%	+0.00%
A635 Holmfirth Road	760	826	761	827	+0.13%	+0.12%
A629 Lane Head Road	791	749	792	750	+0.12%	+0.13%
PFS Western Access	111	150	111	150	+0.0%	+0.0%
PFS Southern Access	65	78	65	78	+0.0%	+0.0%
Total	3,324	3,358	3,330	3,362	+0.18%	+0.12%

5.7. The assessment demonstrates:

- The highest increase of two-way flows associated with the proposed development at the Sovereign Junction will be on A635 Barnsley Road; with +0.40% and +0.33% in the weekday AM and PM peak hours, respectively, when compared against the 2026 Base traffic flows.
- All remaining approaches will experience an increase of two-way traffic flows of 0.13% or below in the weekday AM and PM peak hours; with an average increase of 0.18% and 0.12% across the junction in the weekday AM and PM peak hours, respectively.

5.8. Based on the above, it is considered that the changes in traffic flows associated with the proposed development is indiscernible in practice and would not represent a significant impact on the future operation of the Sovereign Junction.

6.0 SUMMARY AND CONCLUSIONS

6.1. This Technical Note has prepared to demonstrate the transport impacts of the proposed redevelopment of the former Carr Hill Quarry site at Barnsley Road, Shepley; to provide residential development comprising six dwellings

6.2. The Technical Note demonstrates:

- Opportunities are available for future residents to travel to / from the site by modes other than single occupancy car trips, including walking and public transport. Hourly bus services are provided between Holmfirth and Wakefield, with direct connections to Shepley and Denby Dale railway stations. Pedestrian access will be supported through a new footway on the southern side of A635 Barnsley Road and a new uncontrolled crossing to access the existing footways on the northern side of the road. Further details will be provided at the Technical Details Consent stage.
- Satisfactorily means of access can be accommodated from A635 Barnsley Road via a new priority-controlled junction. Internal roads will provide access within the site, with individual driveways and garages provided for all dwellings.
- The changes in traffic flows associated with the proposed development is indiscernible in practice. It has been demonstrated that the proposed development would have a limited impact at the Sovereign Junction, with net increases of up to 0.40% only on each individual link.

6.3. Based upon all of the above, the proposed residential development can be fully supported from a transport and highways perspective.

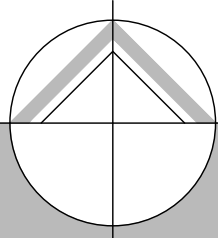
APPENDIX A: DEVELOPMENT PROPOSALS

IF IN ANY DOUBT PLEASE ASK THE ARCHITECT FOR CLARIFICATION.
DO NOT SCALE FROM DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE.
THE COPYRIGHT FOR THESE DRAWINGS REMAINS THE PROPERTY OF THE ARCHITECT. THEY MUST NOT BE REPRODUCED IN ANY WAY WITHOUT THE ARCHITECTS PRIOR WRITTEN CONSENT.



SCHEDULE OF ACCOMMODATION		
PLOT	Sqm HABITABLE	Sqm GARAGE
1	157	18
2	147	18
3	142	18
4	142	18
5	147	18
6	157	18
TOTAL	897	90

TOTAL SITE AREA WITHIN RED LINE
BOUNDARY 0.49HA



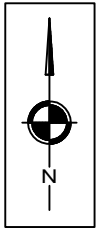
northern design
partnership

Chartered Architects
The Chapel, Millmoor Road,
Meltham, Holmfirth, HD9 5JU

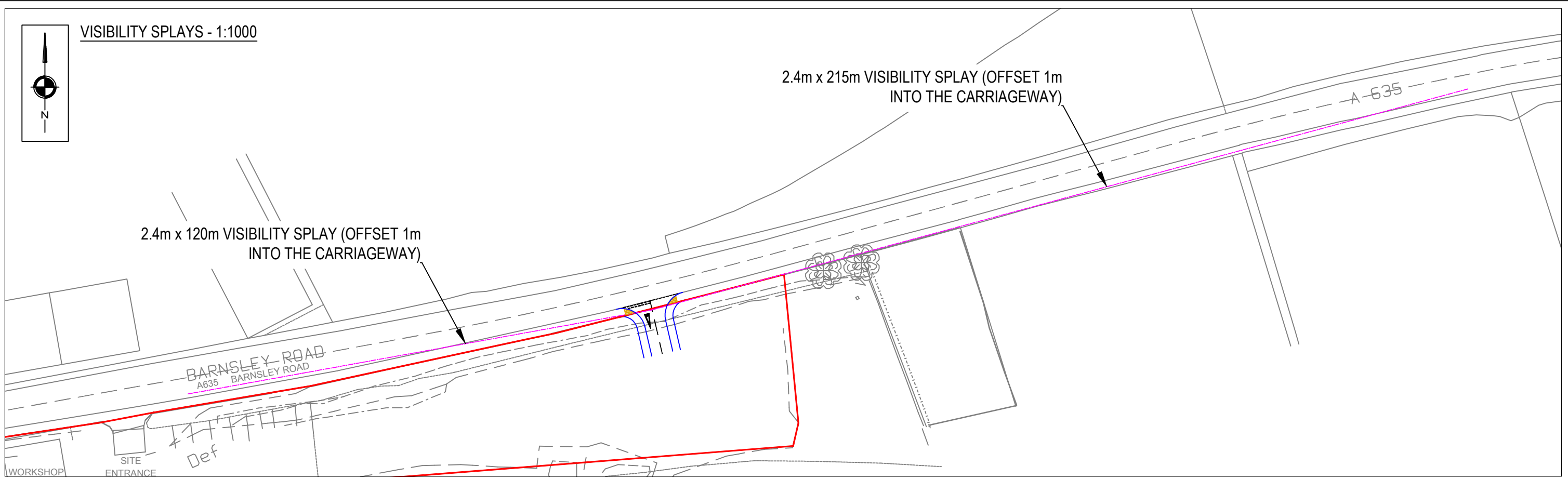
www.northerndesignpartnership.co.uk
Instagram: @northerndesignp
Telephone: (01484) 854848

client	PMW QUARRIES LTD		
project	LAND OFF BARNSELY ROAD SHEPLEY HUDDERSFIELD HD8 8FW		
drawing	PROPOSED RESIDENTIAL SITE LAYOUT		
revision	notes	date	drawn
A	NUMBER OF DWELLINGS REDUCED	06.26	MG
B	SITE AREA REDUCED	06.26	MG
scale :	1:500 AT A1	02.26	PB
project no.	2467	drawing no.	03
		revision	B

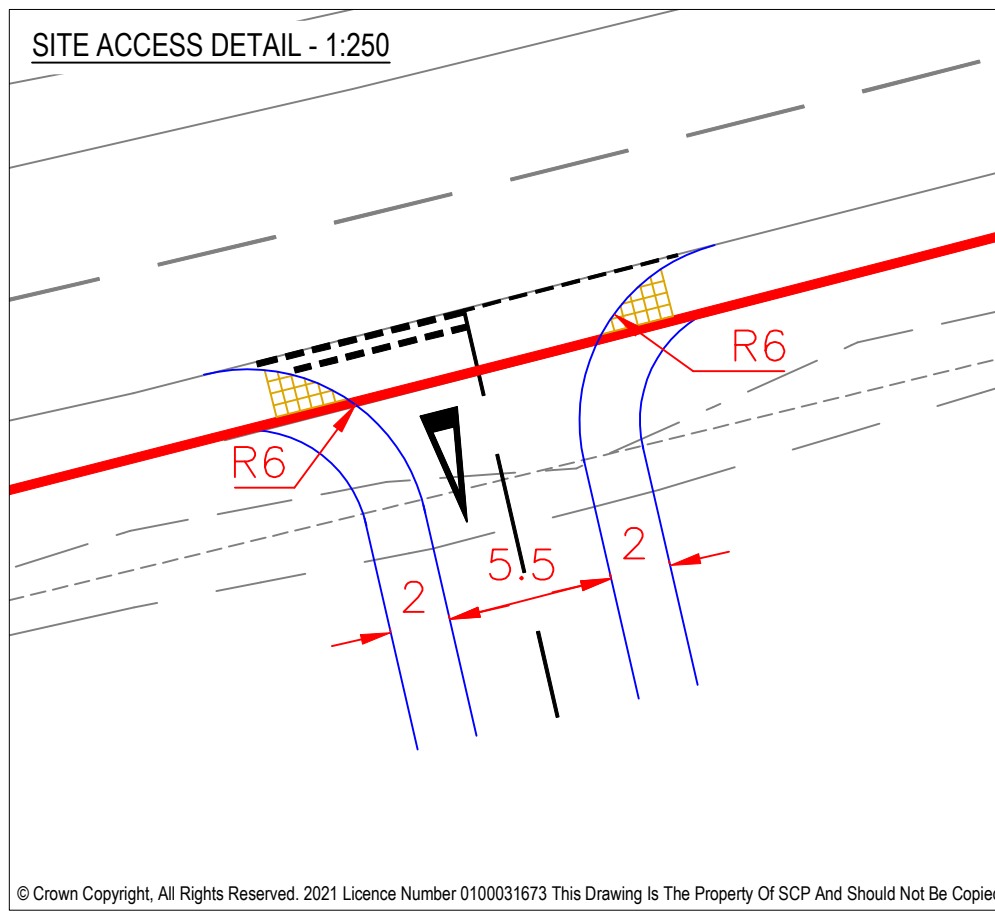
APPENDIX B: VISIBILITY SPLAYS AT PROPOSED ACCESS JUNCTION



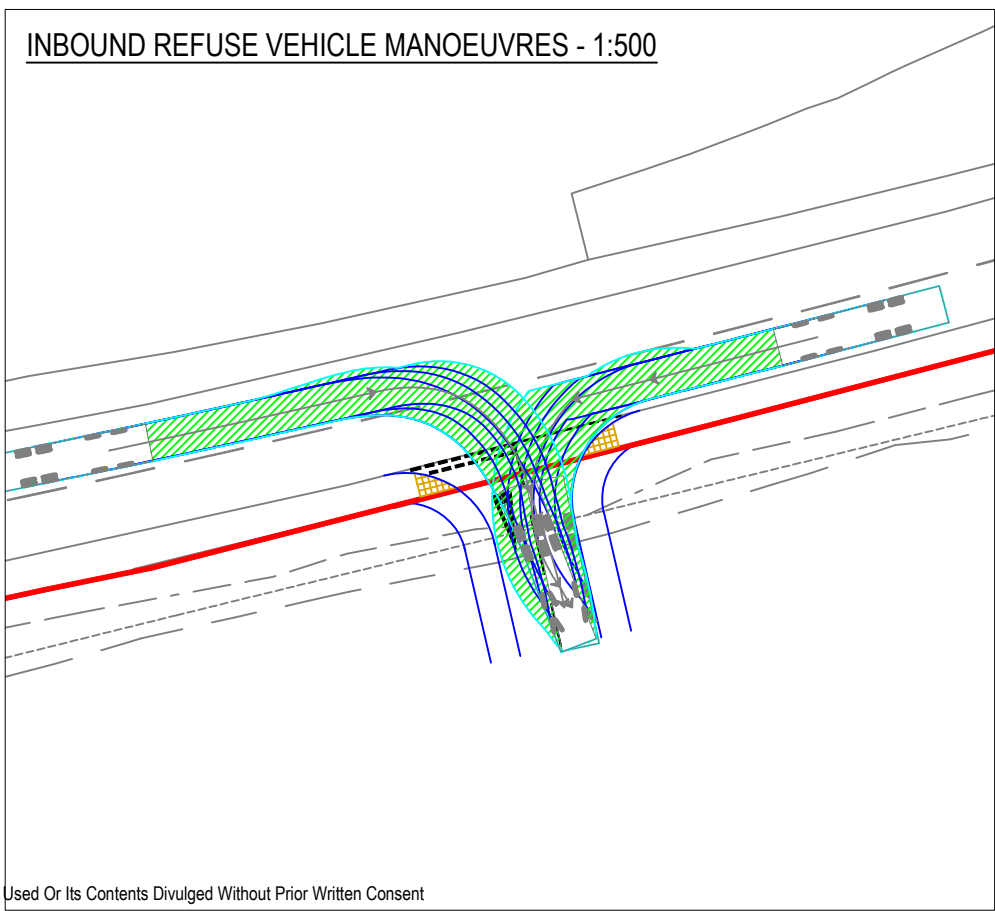
VISIBILITY SPLAYS - 1:1000



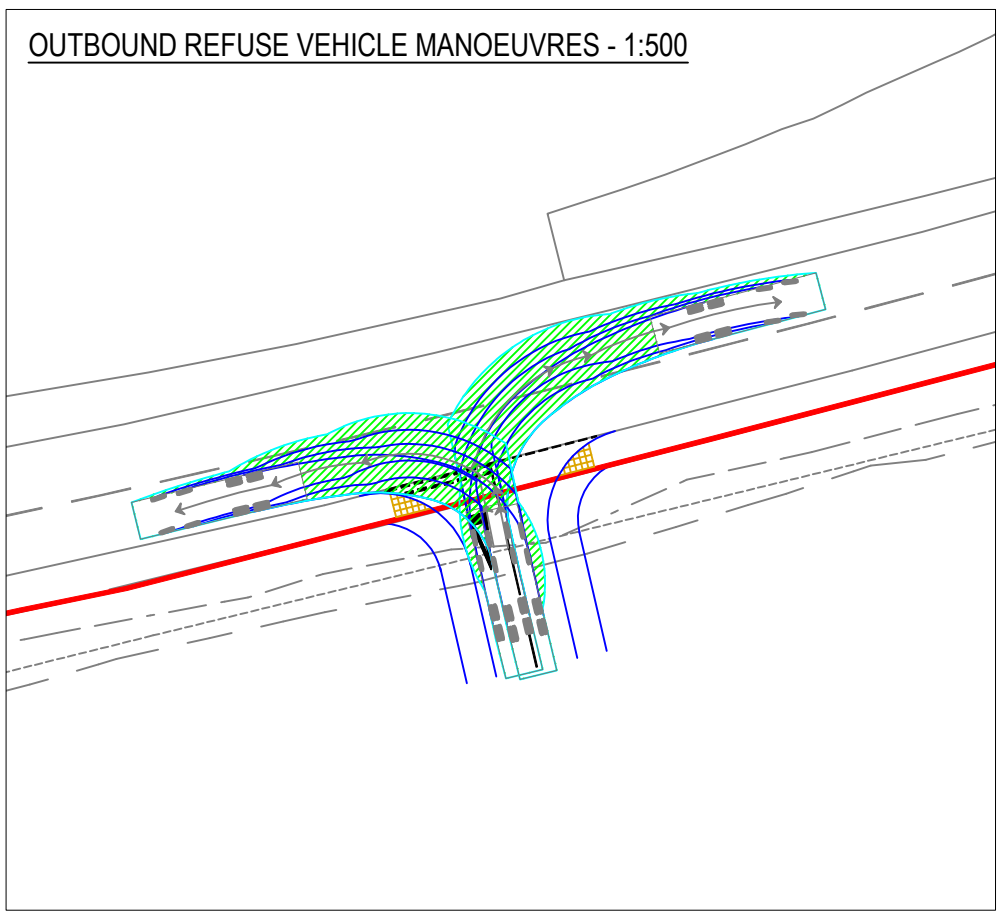
SITE ACCESS DETAIL - 1:250



INBOUND REFUSE VEHICLE MANOEUVRES - 1:500



OUTBOUND REFUSE VEHICLE MANOEUVRES - 1:500



© Crown Copyright, All Rights Reserved. 2021 Licence Number 0100031673 This Drawing Is The Property Of SCP And Should Not Be Copied, Used Or Its Contents Divulged Without Prior Written Consent

-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
Rev	Description	Date	By
REVISIONS			

Drawn By:	LD	Date:	30.01.2026
Checked:	DR	Scale@A3:	AS STATED
Approved:	DR	Status:	PLANNING

Client Name:	PMQ QUARRIES
Project Title:	BARNSELEY ROAD, SHEPLEY

Drawing Title:	PROPOSED SITE ACCESS ARRANGEMENT & VISIBILITY SPLAYS
----------------	---

Drawing No.	SCP/250752/SK03
Rev.	-

SCP

an **RSK** company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

APPENDIX C: TRICS OUTPUT



Audit Code: 66d612ba-66d0-4088-b229-629c405dd251

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 day
	SF	SUFFOLK	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 day
	WK	WARWICKSHIRE	1 day
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 day
	MS	MERSEYSIDE	1 day
09	NORTH		
	TW	TYNE & WEAR	1 day
10	WALES		
	VG	VALE OF GLAMORGAN	1 day
11	SCOTLAND		
	AG	ANGUS	1 day

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



Audit Code: 66d612ba-66d0-4088-b229-629c405dd251

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 20 (units:DWELLS)
Range Selected by User:	4 to 20 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/10 to 26/11/25

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	2 days
Monday	2 days
Thursday	2 days
Tuesday	5 days
Wednesday	5 days

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

Selected survey types:	
Manual count	15
Direction ATC Count	1

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:	
Edge of Town	6 days
Suburban Area	10 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:	
Residential Zone	16 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	1 days
Servicing vehicles Unknown	15 days

Audit Code: 66d612ba-66d0-4088-b229-629c405dd251

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:

297 - 5250

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	5 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	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	1 surveys
125,001 to 250,000	3 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	4 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	3 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	8 surveys
1.1 to 1.5	7 surveys
1.6 to 2.0	1 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.

Audit Code: 66d612ba-66d0-4088-b229-629c405dd251

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 16 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

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

Audit Code: 66d612ba-66d0-4088-b229-629c405dd251

1 WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area Residential Zone Number of dwellings: 11.00 DWELLS Survey date: Tuesday 22/05/2012	AC-03-A-02	DETACHED	CHESHIRE WEST & CHESTER	Survey Type: Manual
2 KEPTIE ROAD ARBROATH Suburban Area Residential Zone Number of dwellings: 7.00 DWELLS Survey date: Tuesday 22/05/2012	AG-03-A-01	BUNGALOWS/DET.	ANGUS	Survey Type: Manual
3 RYLANDS AVENUE WEYMOUTH WYKE REGIS Suburban Area Residential Zone Number of dwellings: 17.00 DWELLS Survey date: Tuesday 06/05/2025	DC-03-A-12	PRIVATELY OWNED HOUSES	DORSET	Survey Type: Manual
4 BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area Residential Zone Number of dwellings: 15.00 DWELLS Survey date: Friday 21/06/2013	MS-03-A-03	DETACHED	MERSEYSIDE	Survey Type: Manual
5 HALING WAY THETFORD Edge of Town Residential Zone Number of dwellings: 10.00 DWELLS Survey date: Wednesday 16/09/2015	NF-03-A-03	DETACHED HOUSES	NORFOLK	Survey Type: Manual
6 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Number of dwellings: 17.00 DWELLS Survey date: Wednesday 12/09/2018	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
7 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area Residential Zone Number of dwellings: 10.00 DWELLS Survey date: Wednesday 10/05/2017	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE	Survey Type: Manual
8 PETERBOROUGH THORPE PARK ROAD	PB-03-A-03	DETACHED	PETERBOROUGH	

Audit Code: 66d612ba-66d0-4088-b229-629c405dd251

Suburban Area Residential Zone Number of dwellings: 9.00 DWELLS Survey date: Tuesday 18/10/2011				Survey Type: Manual
9	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK	
NORMANSTON DRIVE LOWESTOFT Suburban Area Residential Zone Number of dwellings: 7.00 DWELLS Survey date: Tuesday 23/10/2012				Survey Type: Manual
10	SF-03-A-05	DETACHED HOUSES	SUFFOLK	
VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Number of dwellings: 18.00 DWELLS Survey date: Wednesday 09/09/2015				Survey Type: Manual
11	SH-03-A-06	BUNGALOWS	SHROPSHIRE	
ELLESMERE ROAD SHREWSBURY Edge of Town Residential Zone Number of dwellings: 16.00 DWELLS Survey date: Thursday 22/05/2014				Survey Type: Manual
12	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR	
WEST PARK ROAD GATESHEAD Suburban Area Residential Zone Number of dwellings: 16.00 DWELLS Survey date:				Survey Type: Manual
13	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN	
ARTHUR STREET BARRY Edge of Town Residential Zone Number of dwellings: 12.00 DWELLS Survey date:				Survey Type: Manual
14	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE	
ARLINGTON AVENUE LEAMINGTON SPA Suburban Area Residential Zone Number of dwellings: 6.00 DWELLS Survey date: Friday 21/10/2011				Survey Type: Manual
15	WM-03-A-06	BUNGALOWS	WEST MIDLANDS	
NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Number of dwellings: 17.00 DWELLS Survey date: Thursday 17/10/2013				Survey Type: Manual
16	WM-03-A-07	DETACHED HOUSES	WEST MIDLANDS	

Audit Code: 66d612ba-66d0-4088-b229-629c405dd251

EVESON ROAD
STOURBRIDGE
NORTON
Suburban Area
Residential Zone
Number of dwellings: 14.00 DWELLS
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	19-05-2021	In Ireland
DN-03-A-06 10-10-2018	10-10-2018	In Ireland
EN-03-A-02 14-09-2022	14-09-2022	In London
ES-03-A-20 06-11-2024	06-11-2024	In South East
HF-03-A-05 05-06-2023	05-06-2023	In South East
KC-03-A-09 09-06-2021	09-06-2021	In South East
KI-03-A-01 24-06-2010	24-06-2010	In London
KI-03-A-02 24-06-2010	24-06-2010	In London
MW-03-A-02 06-06-2022	06-06-2022	In South East

Audit Code: 66d612ba-66d0-4088-b229-629c405dd251

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	13	0.074	0.243	0.317
08:00-09:00	16	13	0.243	0.421	0.664
09:00-10:00	16	13	0.109	0.193	0.302
10:00-11:00	16	13	0.198	0.139	0.337
11:00-12:00	16	13	0.163	0.213	0.376
12:00-13:00	16	13	0.218	0.228	0.446
13:00-14:00	16	13	0.208	0.218	0.426
14:00-15:00	16	13	0.198	0.188	0.386
15:00-16:00	16	13	0.312	0.312	0.624
16:00-17:00	16	13	0.228	0.183	0.411
17:00-18:00	16	13	0.302	0.149	0.451
18:00-19:00	16	13	0.218	0.178	0.396
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.471	2.665	5.136

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 66d612ba-66d0-4088-b229-629c405dd251

Parameter Summary:

Trip rate parameter range selected:	4 - 20 (units: DWELLS)
Survey date date range:	18/10/2011 - 06/05/2025
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
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 D: VEHICLE TRIP DISTRIBUTION

Trip Distribution: Land at Barnsley Road, Shepley

Origin		Destination	Lookup reference	Car Driver	Route Assumptions											Trip Distribution											Car Driver Trips per Route										
					A	B	C	D	E	F	Count	A	B	C	D	E	F	Total	A	B	C	D	E	F	Total												
Kirkles 056 to 057	ED0002271	Kirkles 001		3	4						7	4						7	4						7												
Kirkles 056 to 057	ED0002272	Kirkles 002		12	4						16	1	12					13	1	12					24												
Kirkles 056 to 057	ED0002273	Kirkles 003		6	4						10	1	6					7	1	6					7												
Kirkles 056 to 057	ED0002274	Kirkles 004		1	4						5	1	4					5	1	4					5												
Kirkles 056 to 057	ED0002275	Kirkles 005		9	4						13	1	9					10	1	9					10												
Kirkles 056 to 057	ED0002276	Kirkles 006		5	1						6	1	5					6	1	5					6												
Kirkles 056 to 057	ED0002277	Kirkles 007		6	1						7	1	6					7	1	6					7												
Kirkles 056 to 057	ED0002278	Kirkles 008		1	4						5	1	1					2	1	1					2												
Kirkles 056 to 057	ED0002279	Kirkles 009		4	4						8	1	4					5	1	4					5												
Kirkles 056 to 057	ED0002280	Kirkles 010		8	1						9	1	8					9	1	8					9												
Kirkles 056 to 057	ED0002281	Kirkles 011		4	4						8	1	4					5	1	4					5												
Kirkles 056 to 057	ED0002282	Kirkles 012		1	1						2	1	1					2	1	1					2												
Kirkles 056 to 057	ED0002283	Kirkles 013		9	1						10	1	9					10	1	9					10												
Kirkles 056 to 057	ED0002284	Kirkles 014		8	1						9	1	8					9	1	8					9												
Kirkles 056 to 057	ED0002285	Kirkles 015		8	4						12	1	8					10	1	8					10												
Kirkles 056 to 057	ED0002286	Kirkles 016		13	1						14	1	13					14	1	13					14												
Kirkles 056 to 057	ED0002287	Kirkles 017		21	1						22	1	21					22	1	21					22												
Kirkles 056 to 057	ED0002288	Kirkles 018		3	1						4	1	3					4	1	3					4												
Kirkles 056 to 057	ED0002289	Kirkles 019		5	1						6	1	5					6	1	5					6												
Kirkles 056 to 057	ED0002290	Kirkles 020		1	4						5	1	1					2	1	1					2												
Kirkles 056 to 057	ED0002291	Kirkles 021		1	3						4	1	1					2	1	1					2												
Kirkles 056 to 057	ED0002292	Kirkles 022		16	4						20	1	16					17	1	16					17												
Kirkles 056 to 057	ED0002293	Kirkles 023		9	4						13	1	9					10	1	9					10												
Kirkles 056 to 057	ED0002294	Kirkles 024		13	1						14	1	13					14	1	13					14												
Kirkles 056 to 057	ED0002295	Kirkles 025		31	4						35	1	31					32	1	31					32												
Kirkles 056 to 057	ED0002296	Kirkles 026		16	4						20	1	16					17	1	16					17												
Kirkles 056 to 057	ED0002297	Kirkles 027		9	4						13	1	9					10	1	9					10												
Kirkles 056 to 057	ED0002298	Kirkles 028		1	3						4	1	1					2	1	1					2												
Kirkles 056 to 057	ED0002299	Kirkles 029		163	4						167	1	163					164	1	163					164												
Kirkles 056 to 057	ED0002300	Kirkles 030		1	3						4	1	1					2	1	1					2												
Kirkles 056 to 057	ED0002301	Kirkles 031		11	4						15	1	11					12	1	11					12												
Kirkles 056 to 057	ED0002302	Kirkles 032		24	4						28	1	24					25	1	24					25												
Kirkles 056 to 057	ED0002303	Kirkles 033		13	3						16	1	13					14	1	13					14												
Kirkles 056 to 057	ED0002304	Kirkles 034		42	3						45	1	42					43	1	42					43												
Kirkles 056 to 057	ED0002305	Kirkles 035		4	4						8	1	4					5	1	4					5												
Kirkles 056 to 057	ED0002306	Kirkles 036		5	3						8	1	5					6	1	5					6												
Kirkles 056 to 057	ED0002307	Kirkles 037		14	4						18	1	14					15	1	14					15												
Kirkles 056 to 057	ED0002308	Kirkles 038		3	3						6	1	3					4	1	3					4												
Kirkles 056 to 057	ED0002309	Kirkles 039		20	3						23	1	20					21	1	20					21												
Kirkles 056 to 057	ED0002310	Kirkles 040		10	4						14	1	10					11	1	10					11												
Kirkles 056 to 057	ED0002311	Kirkles 041		4	3						7	1	4					5	1	4					5												
Kirkles 056 to 057	ED0002312	Kirkles 042		93	3						96	1	93					94	1	93					94												
Kirkles 056 to 057	ED0002313	Kirkles 043		26	3						29	1	26					27	1	26					27												
Kirkles 056 to 057	ED0002314	Kirkles 044		15	4						19	1	15					16	1	15					16												
Kirkles 056 to 057	ED0002315	Kirkles 045		19	3						22	1	19					20	1	19					20												
Kirkles 056 to 057	ED0002316	Kirkles 046		20	4						24	1	20					21	1	20					21												
Kirkles 056 to 057	ED0002317	Kirkles 047		8	3						11	1	8					9	1	8					9												
Kirkles 056 to 057	ED0002318	Kirkles 048		19	3						22	1	19					20	1	19					20												
Kirkles 056 to 057	ED0002319	Kirkles 049		13	3						16	1	13					14	1	13					14												
Kirkles 056 to 057	ED0002320	Kirkles 050		10	3						13	1	10					11	1	10					11												
Kirkles 056 to 057	ED0002321	Kirkles 051		17	4						21	1	17					18	1	17					18												
Kirkles 056 to 057	ED0002322	Kirkles 052		5	3						8	1	5					6	1	5					6												
Kirkles 056 to 057	ED0002323	Kirkles 053		30	3						33	1	30					31	1	30					31												
Kirkles 056 to 057	ED0002324	Kirkles 054		90	1						91	1	90					91	1	90					91												
Kirkles 056 to 057	ED0002325	Kirkles 055		13	3						16	1	13					14	1	13					14												
Kirkles 056 to 057	ED0002326	Kirkles 056		114	4						118	1	114					115	1	114					115												
Kirkles 056 to 057	ED0002327	Kirkles 057		126	1						127	1	126					127	1	126					127												
Kirkles 056 to 057	ED0002328	Kirkles 058		29	3						32	1	29					30	1	29					30												
Kirkles 056 to 057	ED0002329	Kirkles 059		68	3						71	1	68					69	1	68					69												
Kirkles 056 to 057	ED0001509	Barnsley 001		2	2						4	1	2					3	1	2					3												
Kirkles 056 to 057	ED0001510	Barnsley 002		9	1						10	1	9					10	1	9					10												
Kirkles 056 to 057	ED0001511	Barnsley 003		1	1						2	1	1					2	1	1					2												
Kirkles 056 to 057	ED0001512	Barnsley 004		4	1						5	1	4					5	1	4					5												
Kirkles 056 to 057	ED0001513	Barnsley 005		11	1						12	1	11					12	1	11					12												
Kirkles 056 to 057	ED0001514	Barnsley 006		3	1						4	1	3					4	1	3					4												
Kirkles 056 to 057	ED0001515	Barnsley 007		2	1						3	1	2					3	1	2					3												
Kirkles 056 to 057	ED0001517	Barnsley 009		2	1						3	1	2					3	1	2					3												
Kirkles 056 to 057	ED0001518	Barnsley 010		6	1						7	1	6					7	1	6					7												
Kirkles 056 to 057	ED0001519	Barnsley 011		2	1						3	1	2					3	1	2					3												
Kirkles 056 to 057	ED0001520	Barnsley 012		28	1						29	1	28					29	1	28					29												
Kirkles 056 to 057	ED0001521	Barnsley 013		37	1						38	1	37					38	1	37					38												
Kirkles 056 to 057	ED0001522	Barnsley 014		1	1						2	1	1					2	1	1					2												
Kirkles 056 to 057	ED0001523	Barnsley 015		9	1						10	1	9					10	1	9					10												
Kirkles 056 to 057	ED0001524	Barnsley 016		21	2						23	1	21					22	1	21					22												
Kirkles 056 to 057	ED0001525	Barnsley 017		3	1						4	1	3					4	1	3					4												
Kirkles 056 to 057	ED0001526	Barnsley 018		1	1						2	1	1					2	1	1					2												
Kirkles 056 to 057	ED0001527	Barnsley 019		12	2						14	1	12					13	1	12					13												
Kirkles 056 to 057	ED0001528	Barnsley 020		2																																	

Route		% of Trips						
		A	B	C	D	E	F	Total
1	A635 Barnsley Road	38%	0%	0%	0%	0%	0%	38%
2	A629 Penistone Road	8%	4%	0%	0%	0%	0%	12%
3	A635 Holmfirth Road	18%	0%	0%	0%	0%	0%	18%
4	A629 Lane Head Road	26%	2%	4%	0%	0%	0%	31%
TOTAL		90%	6%	4%	0%	0%	0%	100%

APPENDIX E: TRAFFIC FLOW DIAGRAMS

