

Woodstock Road, Barnsley

Highway Statement

September 2019

Project no. 203/A

Paragon Highways

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Final draft			
Date	Sept 2019			
Prepared by	PAH			
Checked by	CHS			

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CONTENTS

1	INTRODUCTION.....	1
2	EXISTING CONDITIONS	2
2.1	Site Description	2
2.2	Local Highway Network	2
2.3	Road Traffic Accidents	3
2.4	Transport Sustainability	4
3	THE DEVELOPMENT PROPOSALS.....	7
3.1	Proposed Development	7
3.2	Vehicular Access.....	7
3.3	Parking Provision.....	7
3.4	Traffic Generations	8
4	TRANSPORT POLICY.....	10
5	CONCLUSIONS.....	13

APPENDICES

Appendix A	Site Location
Appendix B	Road Traffic Accidents
Appendix C	Pedestrian & Walking Catchment
Appendix D	TRICS data
Appendix E	Proposed Layout

1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants have been appointed to prepare this Highway Statement relating to the proposal to demolish no. 51 Woodstock Road and the erection of 6no. dwellings served by an adoptable estate road layout i.e. similar to the adjacent development at Woodstock Gardens to the south of the application site, in the district of Barnsley. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The proposals are to demolish a detached property (no. 51 Woodstock Road) and erect 6no. dwellings on the site. The highway layout will conform to adoptable standards. Drainage, street lighting, drainage provision and hard surfacing will be provided as part of the internal works and the site will have off street and visitor parking provided in accordance with the Councils current standards. The parking and turning spaces within the site are laid out to allow all vehicles likely to enter the site to enter and leave in a forward gear.
- 1.1.3 This Highway Statement considers such matters as access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site currently consists of rear garden land associated with nos. 51, 53 and 55 Woodstock Road. No. 51 Woodstock Road will be demolished to provide a suitable access point into the site. The land is surrounded by housing on all sides.

2.1.2 The site lies about 1.5km to the north west of the centre of the large town of Barnsley, 3.1 km to the south east of Darton and 3.2km north east of Dodworth.

2.2 Local Highway Network

2.2.1 The site gains access from Woodstock Road a traditional estate road. It is a two-way single carriageway and is the subject of a 30-mph speed limit. It is lit to side road standards with no traffic regulation orders restricting on street parking or waiting in and around the site frontage. Woodstock Road is typical of many traditional estate roads with direct frontage access, some on street parking and side road junctions. See photograph below of the site frontage onto Woodstock Road.



2.2.2 At its southern end it forms a priority junction with the Huddersfield Road (A635) and then travels northwards for an approximate distance of 435 metres where it joins a public footpath leading under a railway and onto public footpath nos. 48 and 53. To the east at the termination point there are also links to definitive footpath nos. 98. These definitive paths lead to other numerous footpaths links within the Dearne Valley.

- 2.2.3 The carriageway along the Woodstock Road averages 6.5 metres in width with footways to both sides of over 2 metres in width. The carriageway and footways are in a good state of repair.
- 2.2.4 Secondary access is available via Devonshire Drive, Willow Bank, Smithies Lane and Cockerham Lane returning onto the A635. Smithies Lane also provides access to the A61.
- 2.2.5 The A635 is the nearest bus route to the application site. The A635 is a class 1 highway and links locally Barnsley to the south east with the A637 and New Mill to the west. In the immediate vicinity of Woodstock Road it is a two-way single carriageway with traffic regulation orders controlling on street parking in and around the junction with the side road. At its junction with Woodstock Road it forms a slightly off set cross roads with the cul-de-sac of Westbourne Grove.
- 2.2.6 The nearest fare stages on the A635 are situated to the west of the junction with Woodstock Road, however a safe access point to the fare stages on the far side of the major road is available to the east via a signalised push button crossing facility.

2.3 Road Traffic Accidents

- 2.3.1 The information available on the Crashmap website which is approved by the National Statistics Authority and reported on by the Dept for Transport identifies that there have been no accidents along the full length of Woodstock Road, however there have been 2no. incidents close to its junction with the A635, up to December 2018. The incidents are covered in more detail below.
- 2.3.2 The first incident occurred in October 2015 during daylight hours and with dry road surface conditions. The incident involved a private car and a pedestrian of school age who crossed the carriageway into the path of the oncoming vehicle. The pedestrian received slight injuries.
- 2.3.3 The second incident occurred in November of the same year. This accident involved 2 private cars and occurred during the hours of darkness with dry road surface conditions. The vehicle travelling along the major road collided with a vehicle in the act of turning left. Both drivers received slight injuries.

- 2.3.4 The good injury accident record in the vicinity of the site does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of slight change in peak hour flows as a result of the development proposals.

2.4 **Transport Sustainability**

- 2.4.1 The site is in a sustainable location being close to bus routes, the local definitive footpath network, local shops (including a supermarket) and a school. Barnsley is also within cycling distance of the site.

- 2.4.2 The revised National Planning Policy Framework was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be significant. Within this context, applications for development, with regard to transport, should:

- Consider the potential impacts of development on the transport network;
- Provide opportunities to promote cycling, walking and public transport use are identified;
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles;
- Include within the design for the charging of plug in and ultra-low emission vehicles in safe and convenient locations.

- 2.4.3 However, the guidance within PPG 13 is still useful as a reference and the relevant policies within the Council's Local Plan still apply.

2.4.4 The local footway system is to a very high standards in terms of construction, lighting and width. They provide excellent links to the public footpath network and also to the A635 & the bus stops, retail facilities and schools.

2.4.5 With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”. Barnsley, its rail and bus station and all the facilities within the town are within cycling distance of the site. Gawber, Monk Bretton and Athersley are also within cycling distance of the site. Caycliffe Business Park, the Metro Trading Centre, the commercial areas along Claycliffe Road and Redbrook commercial park are all within easy cycling distance of the application site.

2.4.6 There are bus stops on Huddersfield Road situated close to the junction with Woodstock Road being within 400m of the site. Three of the bus stops have the benefit of passenger shelters. All the stops have timetable information. The table below summarises the services which use these stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
92/92A	Barnsley – Barugh Green / Cawthorne	60 mins	60 mins evenings 120 mins Sunday

Table 1: Bus Services

2.4.7 As can be identified from Table 1 there is a combined bus service that runs along the Huddersfield Road which provides an hourly service to the large town of Barnsley. This service provides a connection to Barnsley Interchange and many other local bus routes and the rail station.

- 2.4.8 The rail station in Barnsley, which is about 1.85km from the site utilising the local road network, provides the opportunity for multi modal journeys by cycle and public transport to gain access to and from the application site. There are cycle stands and cycle storage spaces at the station covered by CCTV. Barnsley Interchange is on the Hallam and Penistone lines between Huddersfield, Leeds, Sheffield, and Wakefield and Castleford. Generally, an hourly service operates along these lines.
- 2.4.9 Thus, the proximity of the rail station at Barnsley Interchange provides regular links to all the major local conurbations in the area and via the wider network to destinations beyond such as London, Edinburgh, Glasgow, Liverpool and Birmingham.
- 2.4.10 From the above it is evident that the site benefits from being in proximity to a reasonable frequency of public transport links for travelling around the area.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are for the demolition of no.51 Woodstock Road and the erection of 6 no. dwellings on land to the rear of no's 51, 53 and 55 Woodstock Road.

3.1.2 All the new properties will be 3 bedroomed 2 storey dwellings.

3.2 Vehicular Access

3.2.1 Vehicular access to the existing properties nos. 53 and 55 will be improved / widened to accommodate a minimum of 2no. off street parking spaces per dwelling.

3.2.2 Vehicular access to the development will be via Woodstock Road in the form of a widened splayed dropped footway crossing arrangement. This will lead to a courtyard type layout constructed to adoptable standards. The layout will include for a turning arrangement to accommodate the largest vehicle likely to enter the site such as a refuse vehicle.

3.2.3 The access will be wide enough at the site entrance and for the majority of the internal layout to accommodate two-way flow. The driveway will be paved with an adoptable material to allow access for the heaviest vehicle that may potentially have to enter the site i.e. a fire tender. The specification for the materials to be used to form the access will be agreed in principle with the LPA.

3.3 Parking Provision

3.3.1 The level of parking provision proposed will be in accordance with the Local Authority parking standards. EVC points will also be provided to a standard to be agreed with the LPA. Although not a necessary requirement 2no. visitor parking bays are also proposed.

3.3.2 As mentioned previously off-street parking space for nos. 53 and 55 Woodstock Road will be provided with a minimum of 2 spaces per dwelling.

3.3.3 Given the above, the parking provision for the development is therefore considered appropriate.

- 3.3.4 Secure visitor cycle parking provision will be provided on site within dedicated cycle sheds to be provided within the rear gardens of the properties.

3.4 Traffic Generations

- 3.4.1 The application site is situated close to Barnsley and local bus services, however, some of the journeys from the development will have to be made by private car. It should also be recognised that one of the new dwellings will replace the trips generated by no. 51 Woodstock Road which is to be demolished.

- 3.4.2 Notwithstanding the above the trips rates from 6no. dwellings has been utilised in the calculations below. The derived rates are given in the table below:

Residential Houses	Arrive	Departure	Two Way
AM Peak	0.118	0.368	0.486
PM Peak	0.324	0.172	0.496

Table 2: Generation Rates

- 3.4.3 Using generation rates in the table above for 6 no. units the following traffic flows can be calculated for the proposed development:

Residential Houses	Arrive	Departure	Two Way
AM Peak	0.708	2.208	2.916
PM Peak	1.944	1.032	2.976

Table 3: Estimated Traffic Generations

- 3.4.4 As can be determined from the TRICS data provided above, the development will be a low traffic generator at the peak times with only 2-3 trips being the estimated trip rates. However, if the higher trips rate of 0.8 trips per dwelling was utilised for the 6no. dwellings then this would still only realise a trip rate of 4.8 at the peak periods.

- 3.4.5 It should also be recognised that the development will also require the demolition of no. 51 Woodstock Road and the peak time trips associated with the daily use of this property have not been reflected in the trip rates provided, which would obviously reduce the overall trip rates shown.

4 TRANSPORT POLICY

- 4.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Transport Statement and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

- 4.1.2 The revised National Planning Policy Framework was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be significant. Within this context, applications for development, with regard to Transport, should: -

- Consider the potential impacts of development on the transport network;
- *Provide* opportunities to promote cycling, walking and public transport use are identified;
- *Patterns* of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places;
- *Allow* for the efficient delivery of goods, and access by service and emergency vehicles
- *Include* within the design for the charging of plug in and ultra-low emission vehicles in safe and convenient locations.

- 4.1.3 Paragraph 109 of the NPPF states "Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be significant.

Local Transport Plan (LTP3)

- 4.1.4 The current Local Transport Plan covers the period 2011 to 2026. The key objectives of the LTP include:

- *Support the economic growth of the Sheffield City Region*
- *Enhance social inclusion and health*
- *Reduce the emissions from vehicles*
- *Make transport increasingly safe and secure.*

4.1.5 The LTP sets out the walking and cycling strategy for the Sheffield City Region to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the LTP and the Councils cycling strategy seeks to improve on what is an already significant mode of travel within the SCR. The development will provide cycling facilities to meet the current and future needs of the development. With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.

[Barnsley Local Plan](#)

4.1.6 Local transport policy is set out in the Barnsley Local Plan which was adopted in January 2019. There are policies within this document relevant to transport issues within Section 12 Transport.

4.1.7 Policy T1 relates to Accessibility Priorities with regard to the following:

- Include sustainable transport and circulation
- Implement transport network improvements
- Facilitate sustainable transport links
- Improve transport links to significant places of business.

4.1.8 Policy T3 New development and Sustainable Travel – new development will be expected:

- Provide at least the minimum level of parking
- Provide a transport statement in line with guidance
- Be designed to reduce the need to travel

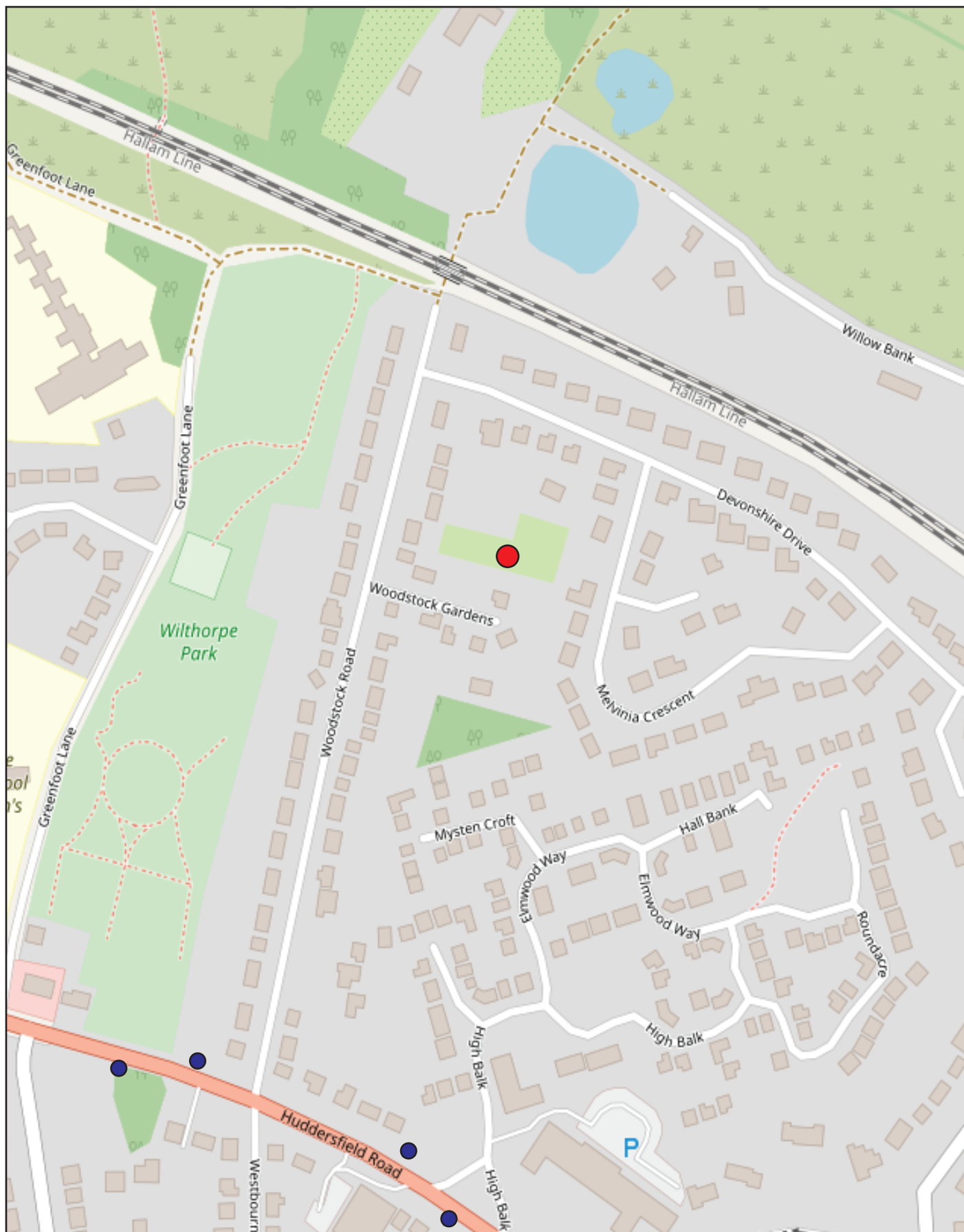
- 4.1.9 Policy T4 relates to New Development and Transport Safety with the general requirement being that all development should provide a satisfactory layout with safe and secure access and movement.
- 4.1.10 It is considered that the development generally complies with the relevant national and local policies apart from access to public transport which is not of a particularly high standard in the locale.

5 CONCLUSIONS

- 5.1.1 This report presents the proposals for the demolition of no.51 Woodstock Road and the erection of 6 no. dwellings on land to the rear of no's 51, 53 and 55 Woodstock Road.
- 5.1.2 Vehicular access to the development will be via Woodstock Road in the form of a widened splayed dropped footway crossing arrangement. This will lead to a courtyard type layout constructed to adoptable standards. The layout will include for a turning arrangement to accommodate the largest vehicle likely to enter the site such as a refuse vehicle.
- 5.1.3 The level of parking provision proposed will be in accordance with the Local Authority parking standards. EVC points will also be provided to a standard to be agreed with the LPA. Although not a necessary requirement 2no. visitor a parking bays are also proposed.
- 5.1.4 The development can accommodate any trips made by vehicle. The report concludes that both capacity and safety elements of the proposals are acceptable and although there is a predicted slight increase in traffic flows on the local road network it is considered that it can be readily accommodated within the operation of the site access junction and the adjacent road network.
- 5.1.5 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



Legend:

-  Site Location
-  Bus Stop Location



Unit 6 The Office Campus
Paragon Business Park
Wakefield Wf1 2uy

Appendix B

Road Traffic Accidents



crashmap.co.uk

Crash Date:

Thursday, November 05, 2015

Time of Crash: 6:30:00 PM

Crash Reference: 201514B102315

Highest Injury Severity:

Slight

Road Number: A635

Number of Casualties: 2

Highway Authority:

Barnsley

Number of Vehicles: 2

Local Authority:

Barnsley

OS Grid Reference: 433675 407545

Weather Description:

Unknown

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Darkness: street lights present and lit

Carriageway Hazards:

None

Junction Detail:

Crossroads

Junction Pedestrian Crossing:

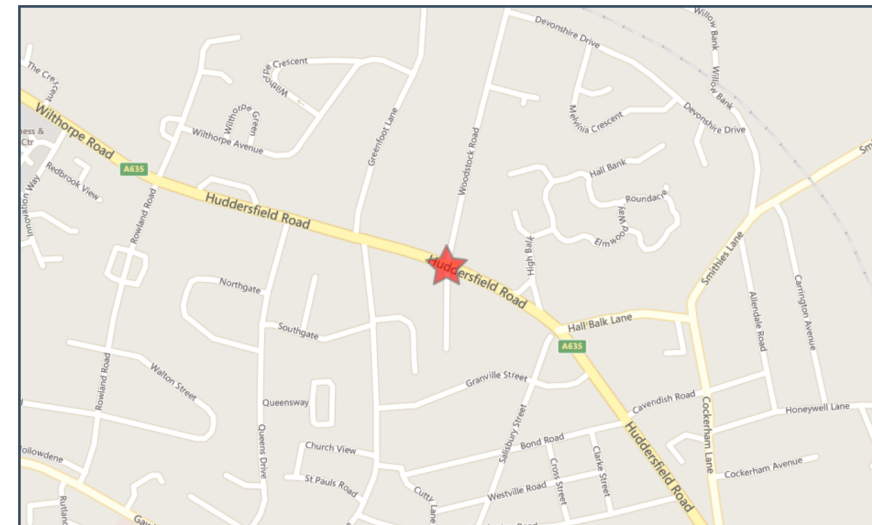
No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	13	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	5	Female	36 - 45	Vehicle is in the act of turning left	Offside	Other	None	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

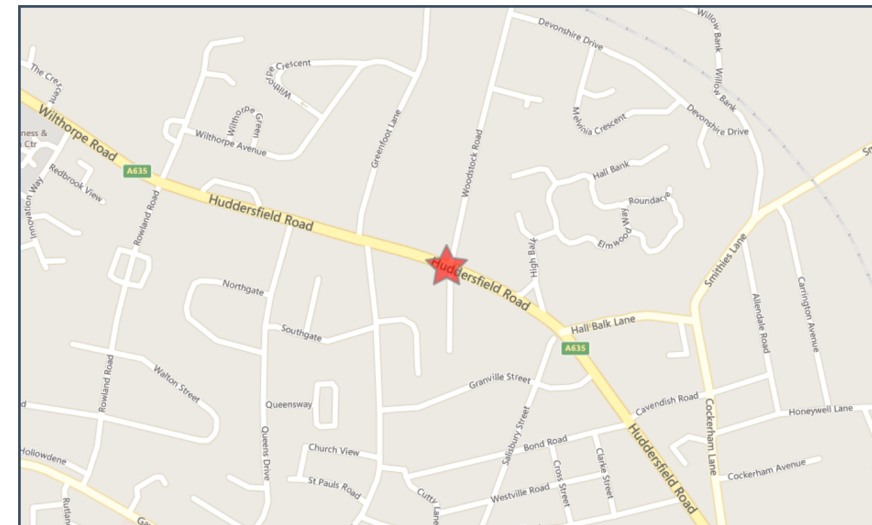
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date:	Sunday, October 25, 2015	Time of Crash:	3:40:00 PM	Crash Reference:	201514B117815
Highest Injury Severity:	Slight	Road Number:	A635	Number of Casualties:	1
Highway Authority:	Barnsley			Number of Vehicles:	1
Local Authority:	Barnsley			OS Grid Reference:	433669 407548
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

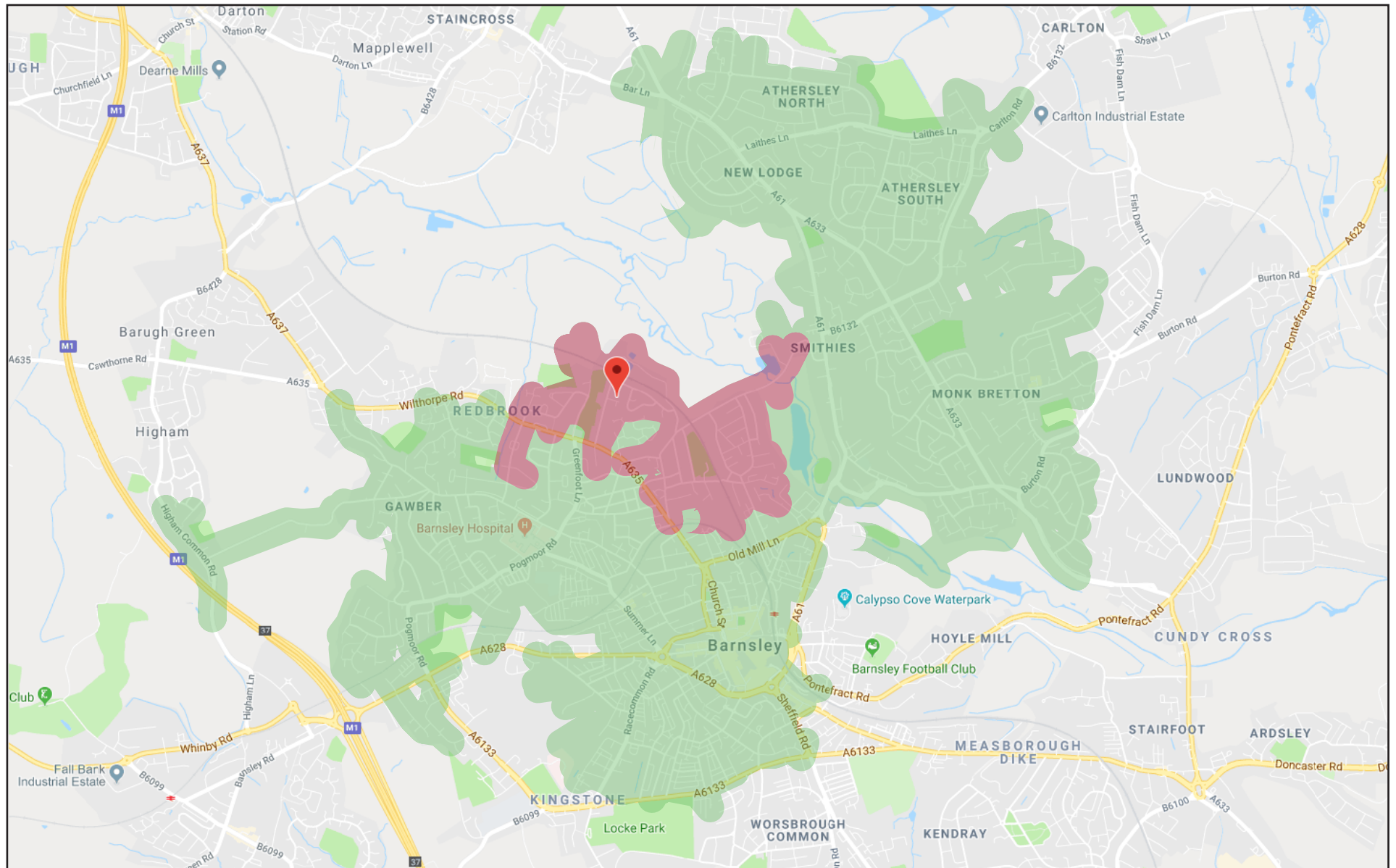
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix C

Walking and Cycle Catchment



Legend:

-  5km Cycle Catchment
-  2km Walking Catchment
-  Site Location

Appendix D

TRICs Data

Calculation Reference: AUDIT-742101-181203-1244

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	HO HOUNSLOW	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	KC KENT	2 days
	SC SURREY	1 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
12	CONNAUGHT	
	LT LEITRIM	1 days
	MA MAYO	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	3 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	2 days
	DO DOWN	1 days

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

Secondary 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: Number of dwellings
Actual Range: 50 to 147 (units:)
Range Selected by User: 50 to 150 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 27/11/17

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:

Monday	7 days
Tuesday	4 days
Wednesday	3 days
Thursday	4 days
Friday	8 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	15
Edge of Town	11

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

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.

Secondary Filtering selection:

Use Class:

C3 26 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	7 days
10,001 to 15,000	7 days
15,001 to 20,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	10 days
25,001 to 50,000	3 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	21 days

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.

Travel Plan:

Yes	2 days
No	24 days

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	24 days
2 Poor	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AN-03-A-06 GLENMOUNT ROAD NEWTOWNABBEY	SEMI-DET.	ANTRIM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 132 Survey date: THURSDAY 10/06/10		Survey Type: MANUAL
2	AN-03-A-07 CASTLE WAY ANTRIM	SEMI DETACHED / TERRACED HOUSING	ANTRIM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 55 Survey date: TUESDAY 20/12/11		Survey Type: MANUAL
3	CV-03-A-02 R212 DUBLIN ROAD CAVAN KILLYNEBBER Edge of Town No Sub Category Total Number of dwellings: 80 Survey date: MONDAY 22/05/17	DETACHED & SEMI DETACHED	CAVAN
4	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50 Survey date: TUESDAY 28/03/17		Survey Type: MANUAL
5	DL-03-A-06 UPPER KILMACUD ROAD DUBLIN DUNDRUM Edge of Town Residential Zone Total Number of dwellings: 147 Survey date: FRIDAY 30/04/10	DETACHED	DUBLIN
6	DN-03-A-03 THE GRANGE LETTERKENNY GLENCAR IRISH Edge of Town Residential Zone Total Number of dwellings: 50 Survey date: MONDAY 01/09/14	DETACHED / SEMI-DETACHED	DONEGAL
7	DN-03-A-04 GORTLEE ROAD LETTERKENNY GORTLEE Edge of Town Residential Zone Total Number of dwellings: 83 Survey date: FRIDAY 26/09/14	SEMI-DETACHED	DONEGAL
8	DN-03-A-05 GORTLEE ROAD LETTERKENNY GORTLEE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 146 Survey date: WEDNESDAY 03/09/14	DETACHED / SEMI-DETACHED	DONEGAL
			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	DO-03-A-03 OLD MILL HEIGHTS BELFAST DUNDONALD Edge of Town Residential Zone Total Number of dwellings: 79 Survey date: WEDNESDAY 23/10/13	DOWN	Survey Type: MANUAL
10	DV-03-A-02 HOUSES & BUNGALOWS MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 Survey date: FRIDAY 25/09/15	DEVON	Survey Type: MANUAL
11	DV-03-A-03 TERRACED & SEMI DETACHED LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15	DEVON	Survey Type: MANUAL
12	ES-03-A-04 MIXED HOUSES & FLATS NEW LYDD ROAD CAMBER Edge of Town Residential Zone Total Number of dwellings: 134 Survey date: FRIDAY 15/07/16	EAST SUSSEX	Survey Type: MANUAL
13	EX-03-A-02 DETACHED & SEMI-DETACHED MANOR ROAD CHIGWELL GRANGE HILL Edge of Town Residential Zone Total Number of dwellings: 97 Survey date: MONDAY 27/11/17	ESSEX	Survey Type: MANUAL
14	HC-03-A-19 HOUSES & FLATS CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 Survey date: MONDAY 27/11/17	HAMPSHIRE	Survey Type: MANUAL
15	HO-03-A-01 MIXED HOUSING THORNBURY ROAD OSTERLEY Suburban Area (PPS6 Out of Centre) Development Zone Total Number of dwellings: 82 Survey date: TUESDAY 16/09/14	HOUNSLOW	Survey Type: MANUAL
16	KC-03-A-03 MIXED HOUSES & FLATS HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 Survey date: THURSDAY 14/07/16	KENT	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total Number of dwellings: 110 Survey date: FRIDAY 22/09/17	SEMI-DETACHED & TERRACED	KENT	Survey Type: MANUAL
18	LT-03-A-01 ARD NA SI CARRICK-ON-SHANNON ATTIRORY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 90 Survey date: FRIDAY 24/04/15	SEMI-DETACHED & DETACHED	LEITRIM	Survey Type: MANUAL
19	MA-03-A-01 N26 STATION ROAD BALLINA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 74 Survey date: FRIDAY 15/07/11	SEMI-DET. & TERRACED	MAYO	Survey Type: MANUAL
20	NF-03-A-02 DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12	HOUSES & FLATS	NORFOLK	Survey Type: MANUAL
21	NY-03-A-06 HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 Survey date: FRIDAY 14/10/11	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE	Survey Type: MANUAL
22	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 16/09/13	MIXED HOUSING	NORTH YORKSHIRE	Survey Type: MANUAL
23	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: TUESDAY 17/09/13	HOUSES AND FLATS	NORTH YORKSHIRE	Survey Type: MANUAL
24	SC-03-A-04 HIGH ROAD BYFLEET Edge of Town Residential Zone Total Number of dwellings: 71 Survey date: THURSDAY 23/01/14	DETACHED & TERRACED	SURREY	Survey Type: MANUAL
25	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13	SEMI-DETACHED / TERRACED	SHROPSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	DONCASTER		
	BENTLEY RISE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	86	0.057	26	86	0.202	26	86	0.259
08:00 - 09:00	26	86	0.118	26	86	0.368	26	86	0.486
09:00 - 10:00	26	86	0.164	26	86	0.210	26	86	0.374
10:00 - 11:00	26	86	0.132	26	86	0.156	26	86	0.288
11:00 - 12:00	26	86	0.148	26	86	0.161	26	86	0.309
12:00 - 13:00	26	86	0.167	26	86	0.164	26	86	0.331
13:00 - 14:00	26	86	0.184	26	86	0.167	26	86	0.351
14:00 - 15:00	26	86	0.166	26	86	0.176	26	86	0.342
15:00 - 16:00	26	86	0.241	26	86	0.177	26	86	0.418
16:00 - 17:00	26	86	0.262	26	86	0.173	26	86	0.435
17:00 - 18:00	26	86	0.324	26	86	0.172	26	86	0.496
18:00 - 19:00	26	86	0.253	26	86	0.171	26	86	0.424
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.309			2.370			4.679		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

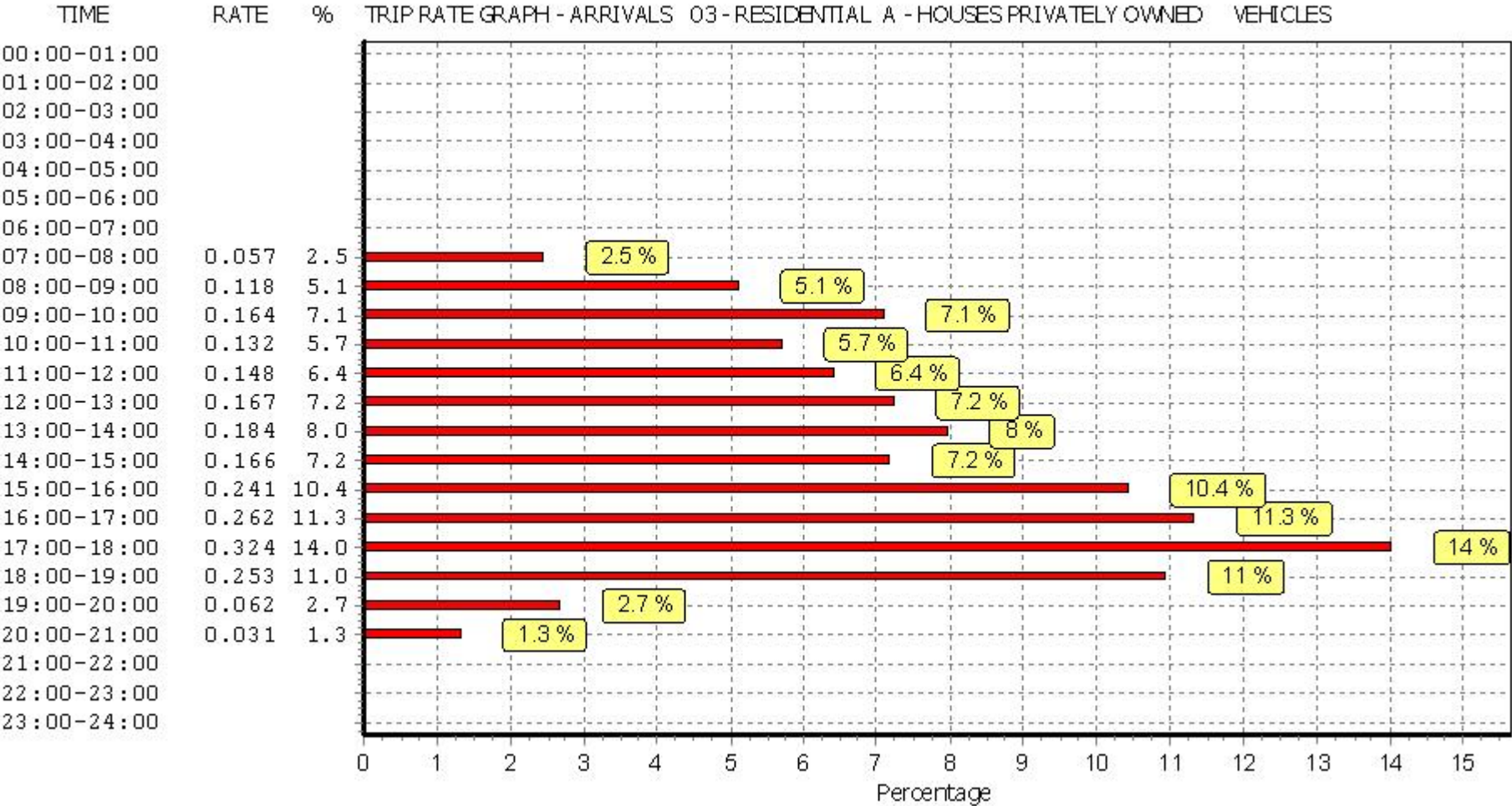
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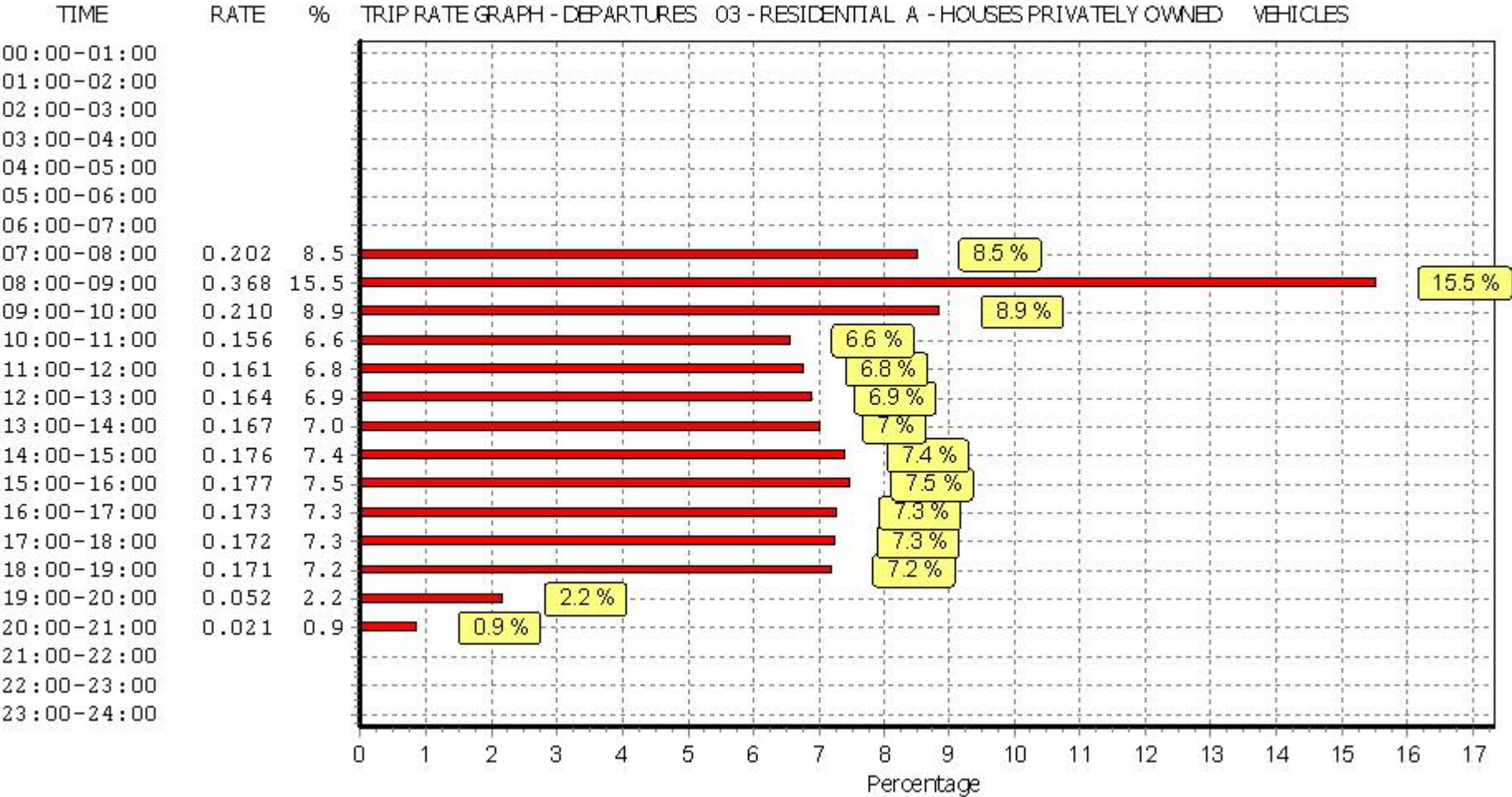
Parameter summary

Trip rate parameter range selected:	50 - 147 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

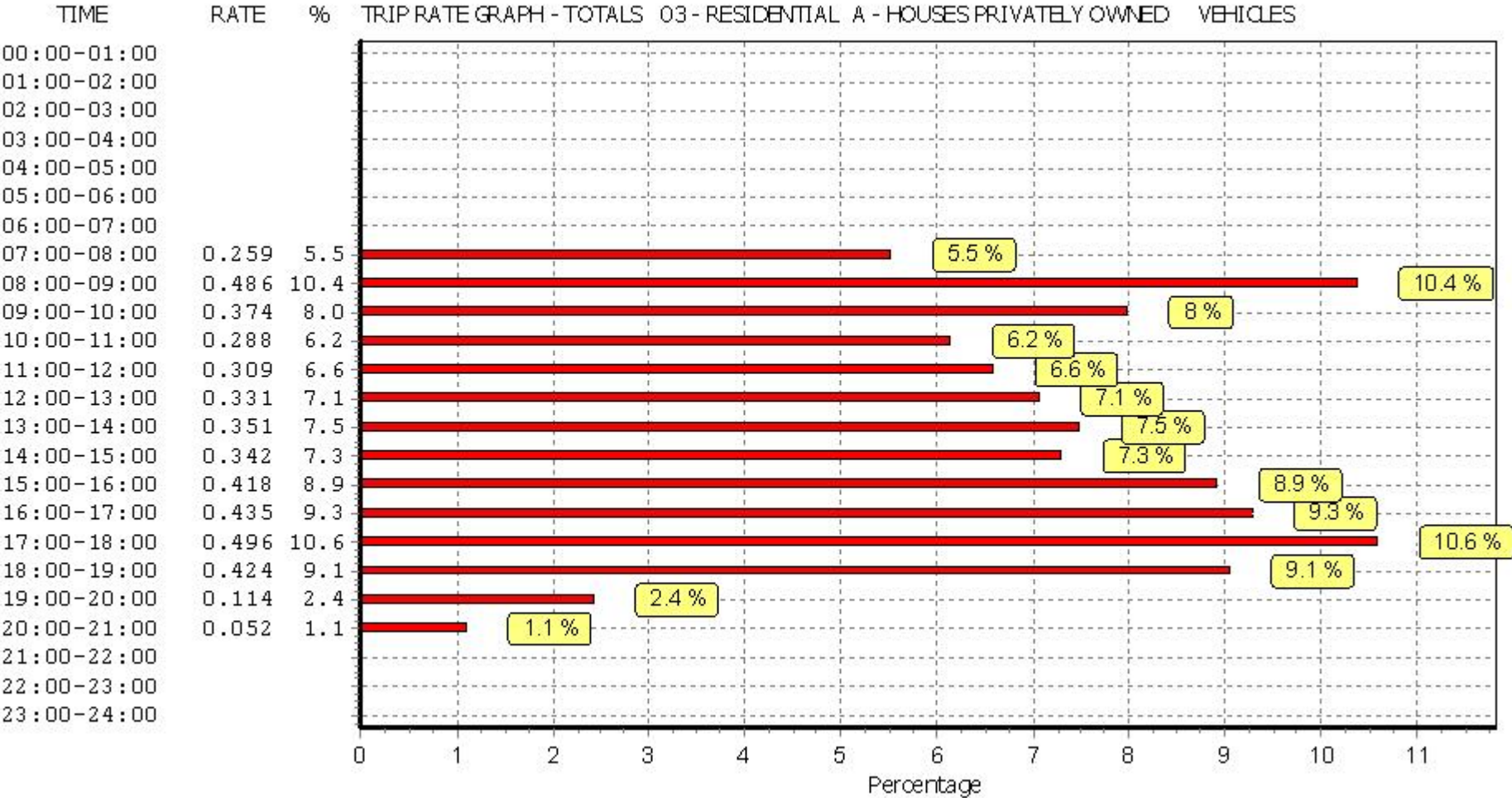
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

TAXIS

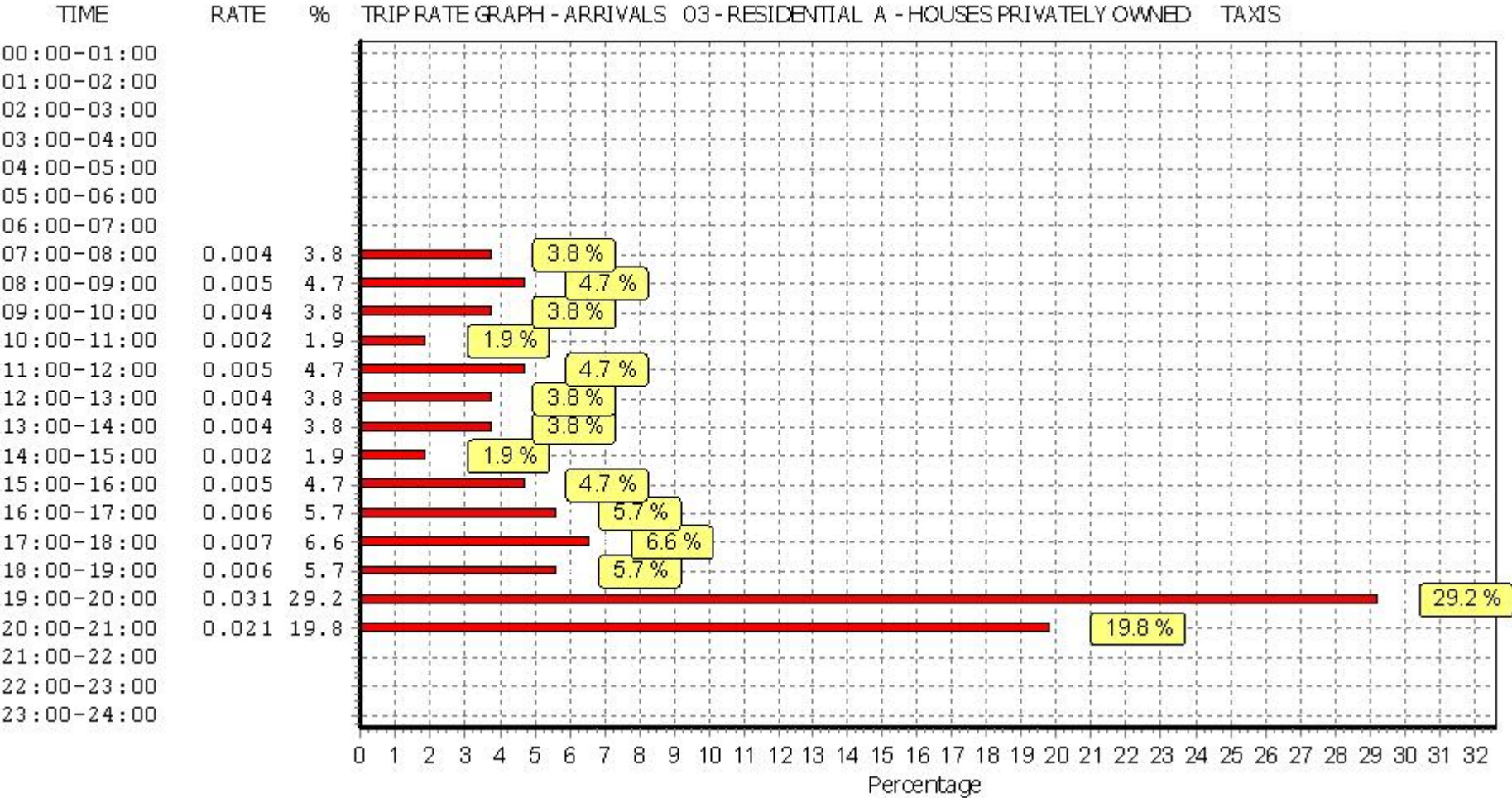
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

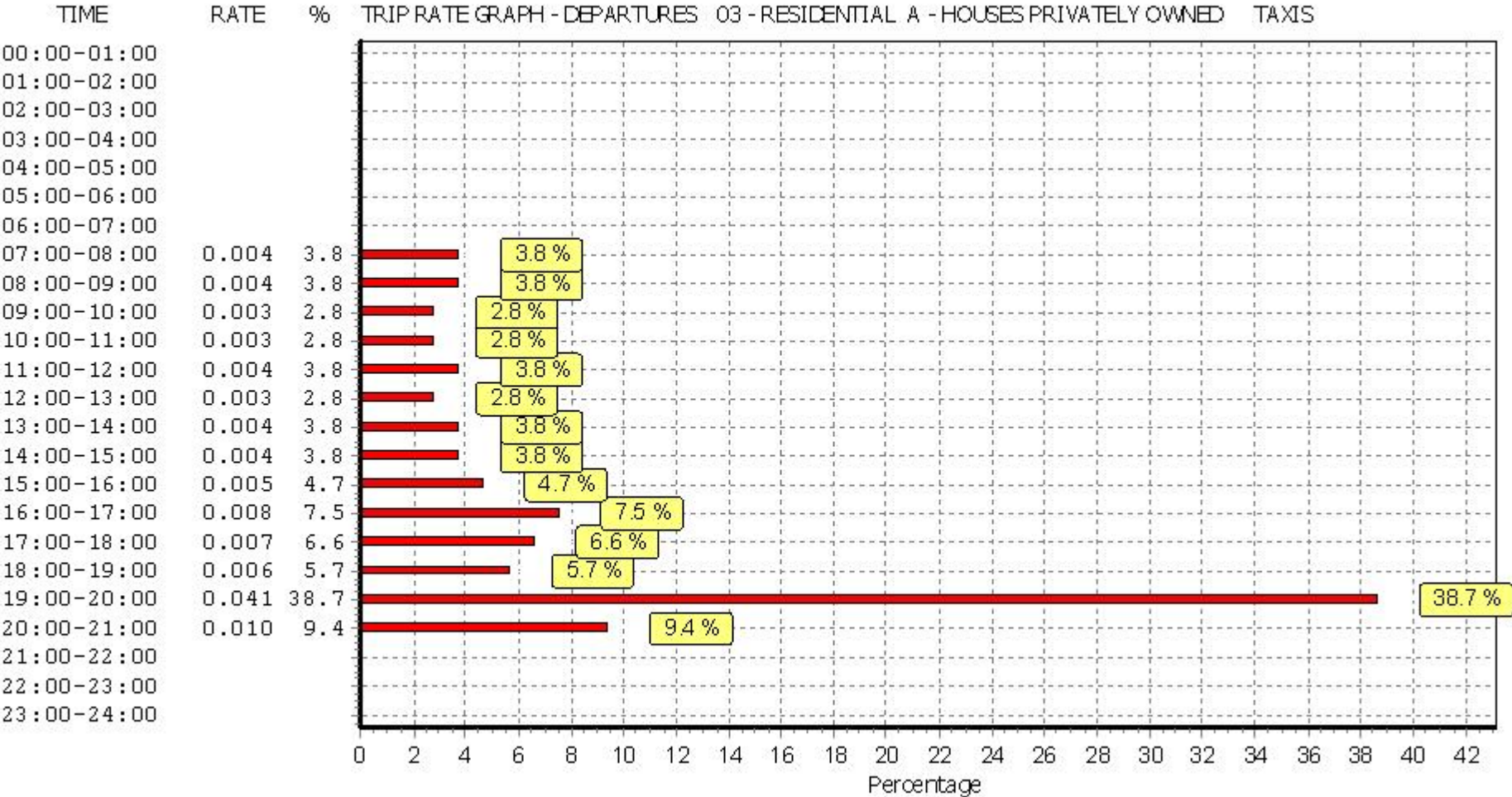
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	86	0.004	26	86	0.004	26	86	0.008
08:00 - 09:00	26	86	0.005	26	86	0.004	26	86	0.009
09:00 - 10:00	26	86	0.004	26	86	0.003	26	86	0.007
10:00 - 11:00	26	86	0.002	26	86	0.003	26	86	0.005
11:00 - 12:00	26	86	0.005	26	86	0.004	26	86	0.009
12:00 - 13:00	26	86	0.004	26	86	0.003	26	86	0.007
13:00 - 14:00	26	86	0.004	26	86	0.004	26	86	0.008
14:00 - 15:00	26	86	0.002	26	86	0.004	26	86	0.006
15:00 - 16:00	26	86	0.005	26	86	0.005	26	86	0.010
16:00 - 17:00	26	86	0.006	26	86	0.008	26	86	0.014
17:00 - 18:00	26	86	0.007	26	86	0.007	26	86	0.014
18:00 - 19:00	26	86	0.006	26	86	0.006	26	86	0.012
19:00 - 20:00	1	97	0.031	1	97	0.041	1	97	0.072
20:00 - 21:00	1	97	0.021	1	97	0.010	1	97	0.031
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.106			0.106			0.212		

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.

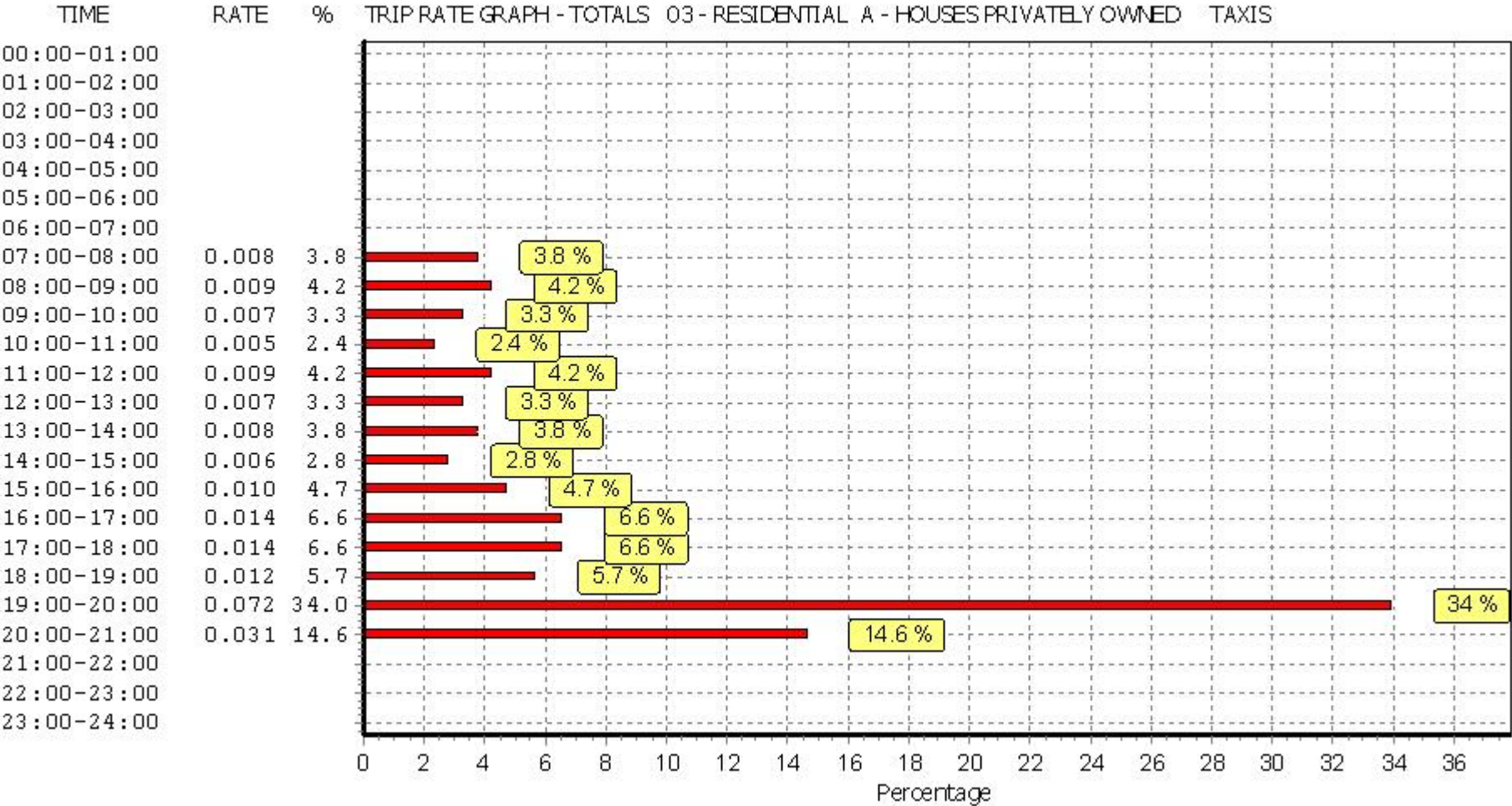
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

OGVS

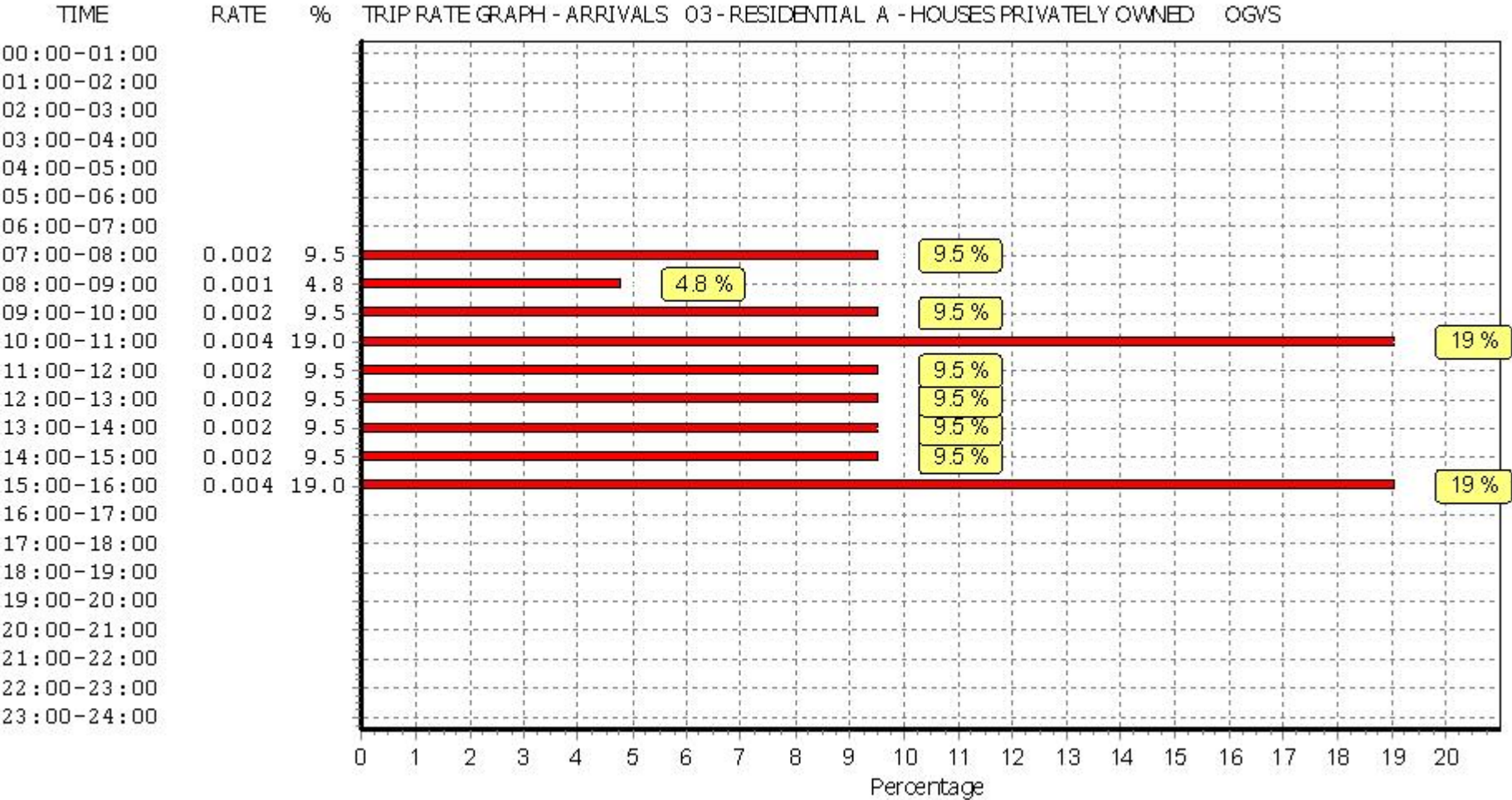
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

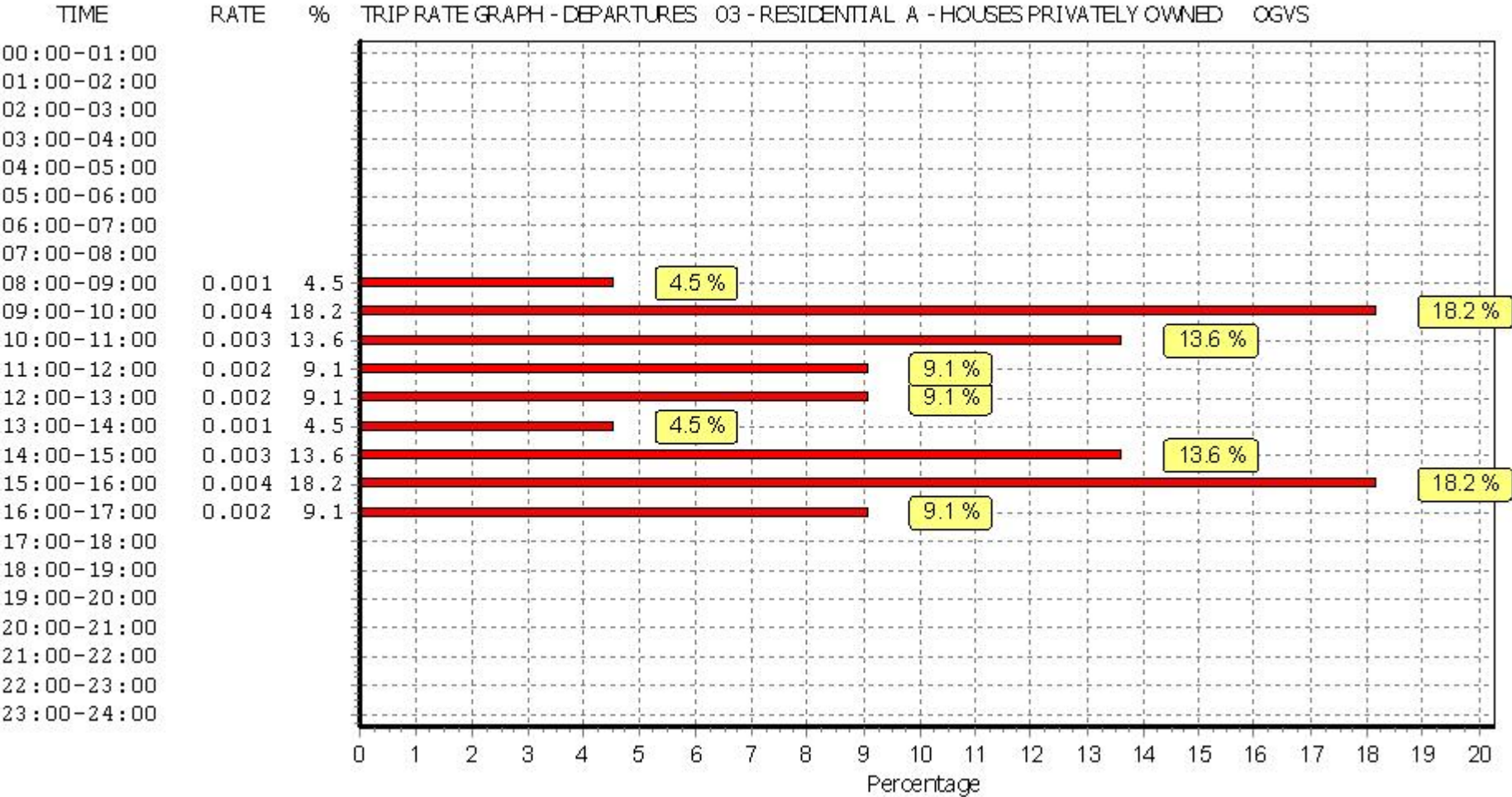
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	86	0.002	26	86	0.000	26	86	0.002
08:00 - 09:00	26	86	0.001	26	86	0.001	26	86	0.002
09:00 - 10:00	26	86	0.002	26	86	0.004	26	86	0.006
10:00 - 11:00	26	86	0.004	26	86	0.003	26	86	0.007
11:00 - 12:00	26	86	0.002	26	86	0.002	26	86	0.004
12:00 - 13:00	26	86	0.002	26	86	0.002	26	86	0.004
13:00 - 14:00	26	86	0.002	26	86	0.001	26	86	0.003
14:00 - 15:00	26	86	0.002	26	86	0.003	26	86	0.005
15:00 - 16:00	26	86	0.004	26	86	0.004	26	86	0.008
16:00 - 17:00	26	86	0.000	26	86	0.002	26	86	0.002
17:00 - 18:00	26	86	0.000	26	86	0.000	26	86	0.000
18:00 - 19:00	26	86	0.000	26	86	0.000	26	86	0.000
19:00 - 20:00	1	97	0.000	1	97	0.000	1	97	0.000
20:00 - 21:00	1	97	0.000	1	97	0.000	1	97	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.021			0.022			0.043		

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.

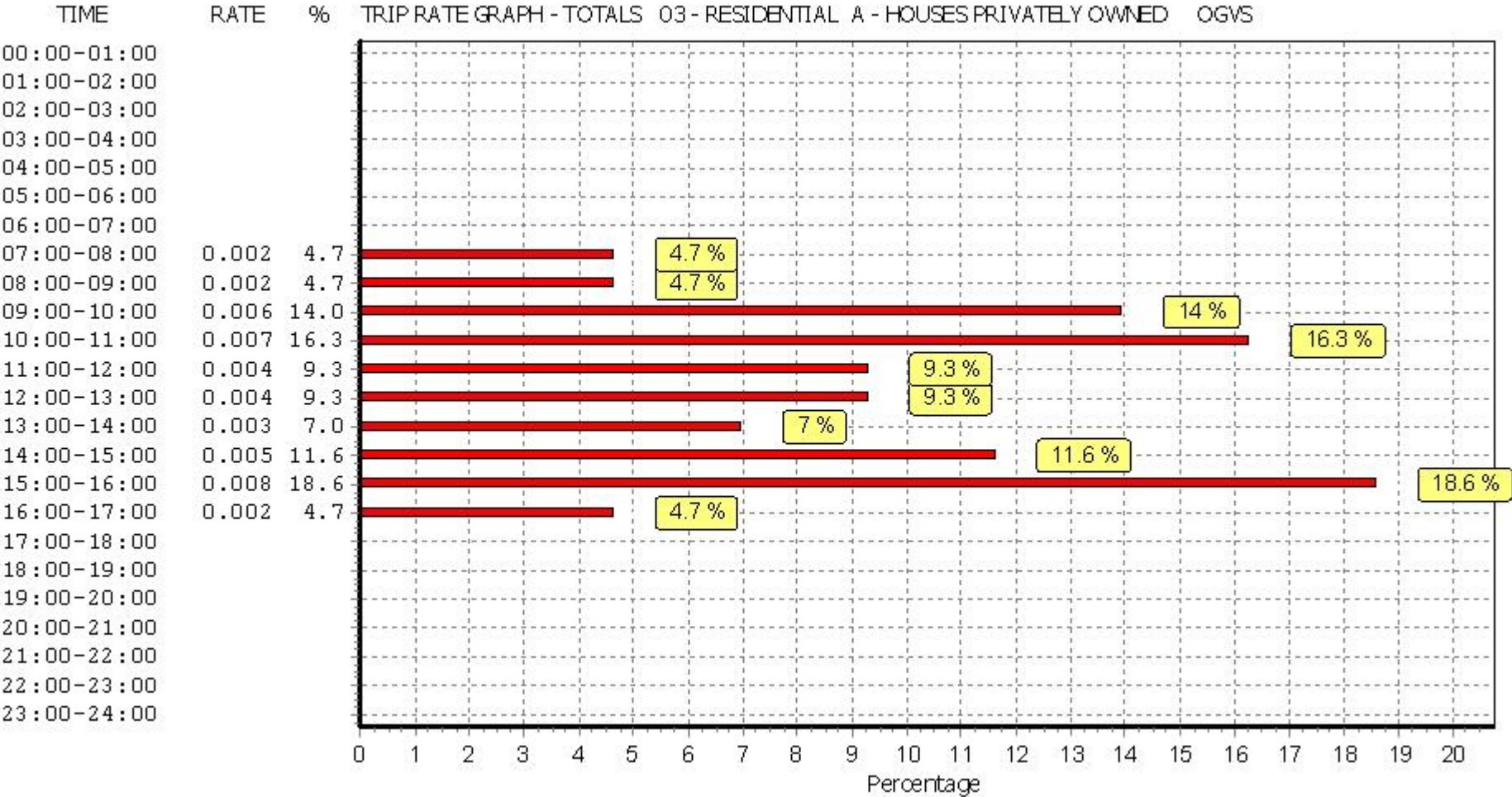
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS

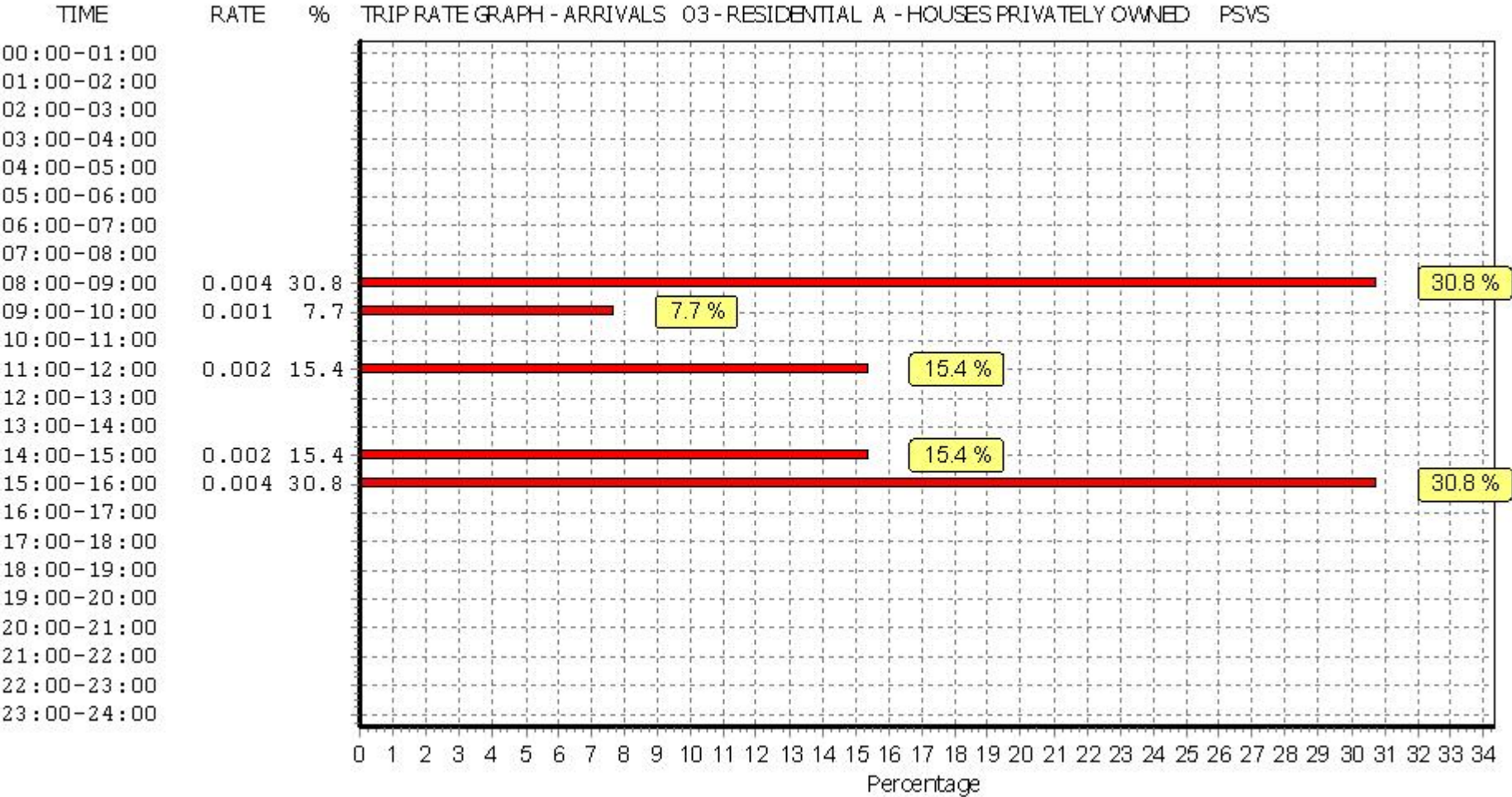
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

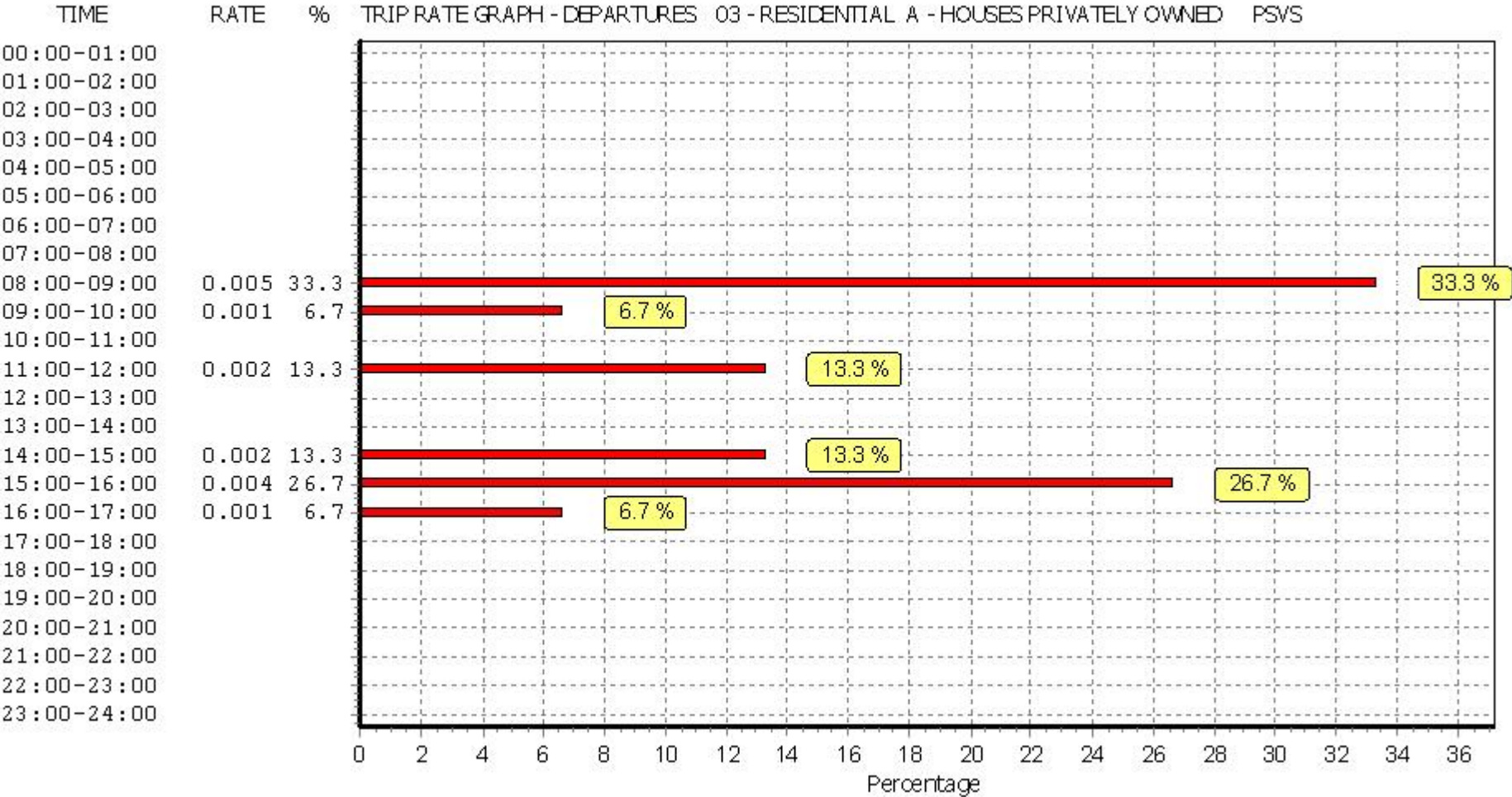
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	86	0.000	26	86	0.000	26	86	0.000
08:00 - 09:00	26	86	0.004	26	86	0.005	26	86	0.009
09:00 - 10:00	26	86	0.001	26	86	0.001	26	86	0.002
10:00 - 11:00	26	86	0.000	26	86	0.000	26	86	0.000
11:00 - 12:00	26	86	0.002	26	86	0.002	26	86	0.004
12:00 - 13:00	26	86	0.000	26	86	0.000	26	86	0.000
13:00 - 14:00	26	86	0.000	26	86	0.000	26	86	0.000
14:00 - 15:00	26	86	0.002	26	86	0.002	26	86	0.004
15:00 - 16:00	26	86	0.004	26	86	0.004	26	86	0.008
16:00 - 17:00	26	86	0.000	26	86	0.001	26	86	0.001
17:00 - 18:00	26	86	0.000	26	86	0.000	26	86	0.000
18:00 - 19:00	26	86	0.000	26	86	0.000	26	86	0.000
19:00 - 20:00	1	97	0.000	1	97	0.000	1	97	0.000
20:00 - 21:00	1	97	0.000	1	97	0.000	1	97	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.013			0.015			0.028		

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.

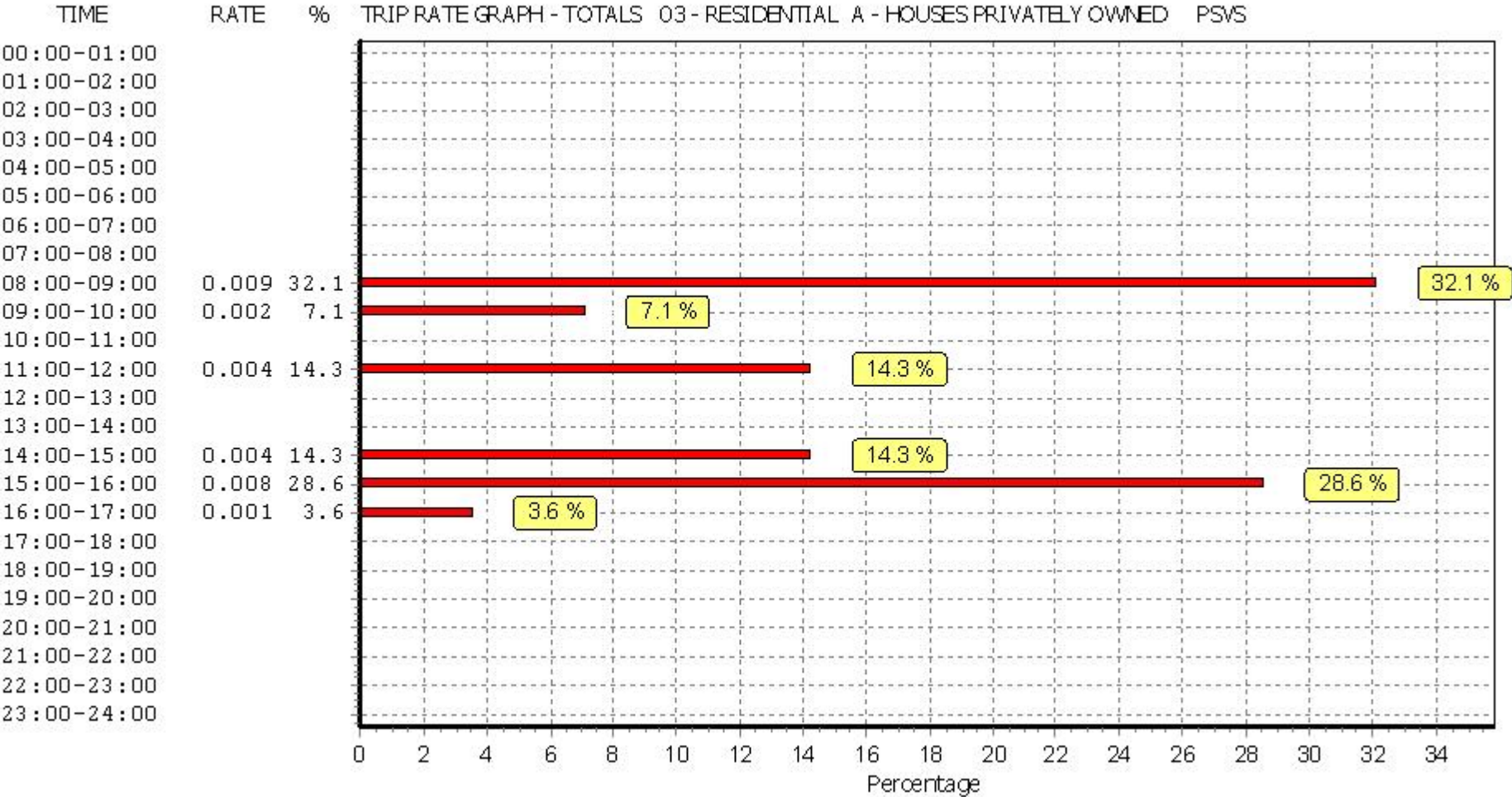
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS

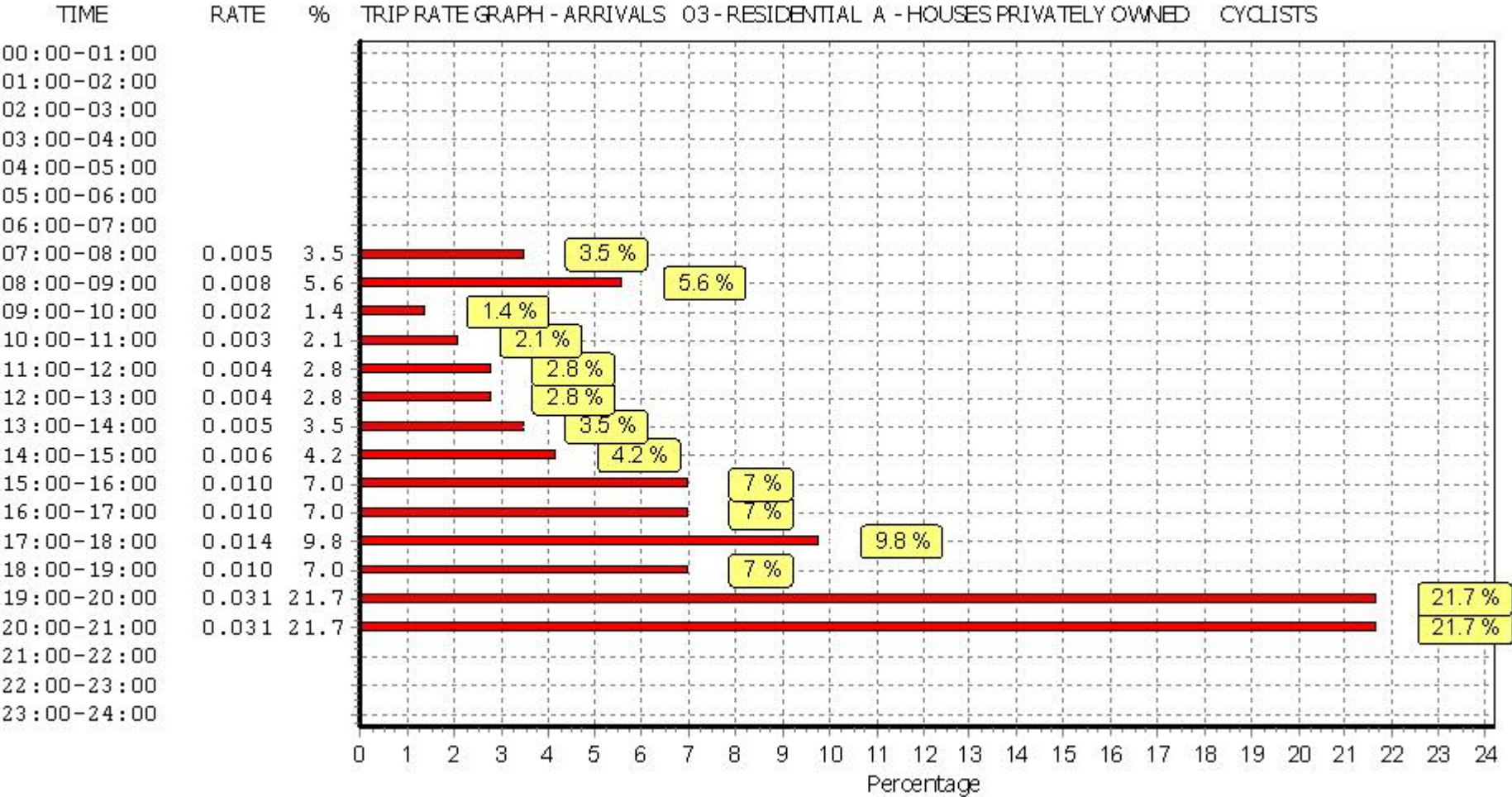
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

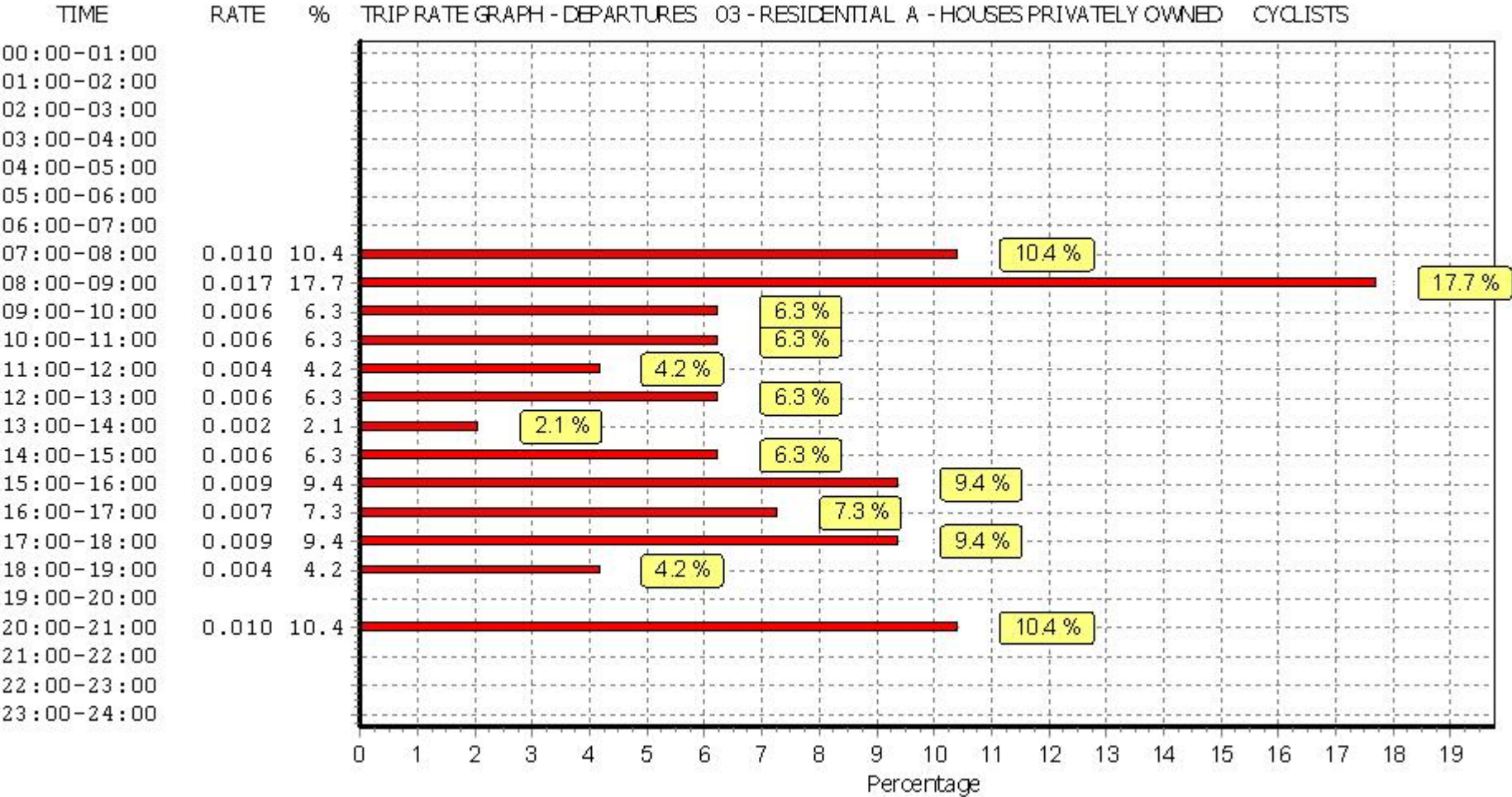
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	86	0.005	26	86	0.010	26	86	0.015
08:00 - 09:00	26	86	0.008	26	86	0.017	26	86	0.025
09:00 - 10:00	26	86	0.002	26	86	0.006	26	86	0.008
10:00 - 11:00	26	86	0.003	26	86	0.006	26	86	0.009
11:00 - 12:00	26	86	0.004	26	86	0.004	26	86	0.008
12:00 - 13:00	26	86	0.004	26	86	0.006	26	86	0.010
13:00 - 14:00	26	86	0.005	26	86	0.002	26	86	0.007
14:00 - 15:00	26	86	0.006	26	86	0.006	26	86	0.012
15:00 - 16:00	26	86	0.010	26	86	0.009	26	86	0.019
16:00 - 17:00	26	86	0.010	26	86	0.007	26	86	0.017
17:00 - 18:00	26	86	0.014	26	86	0.009	26	86	0.023
18:00 - 19:00	26	86	0.010	26	86	0.004	26	86	0.014
19:00 - 20:00	1	97	0.031	1	97	0.000	1	97	0.031
20:00 - 21:00	1	97	0.031	1	97	0.010	1	97	0.041
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.143			0.096			0.239		

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.

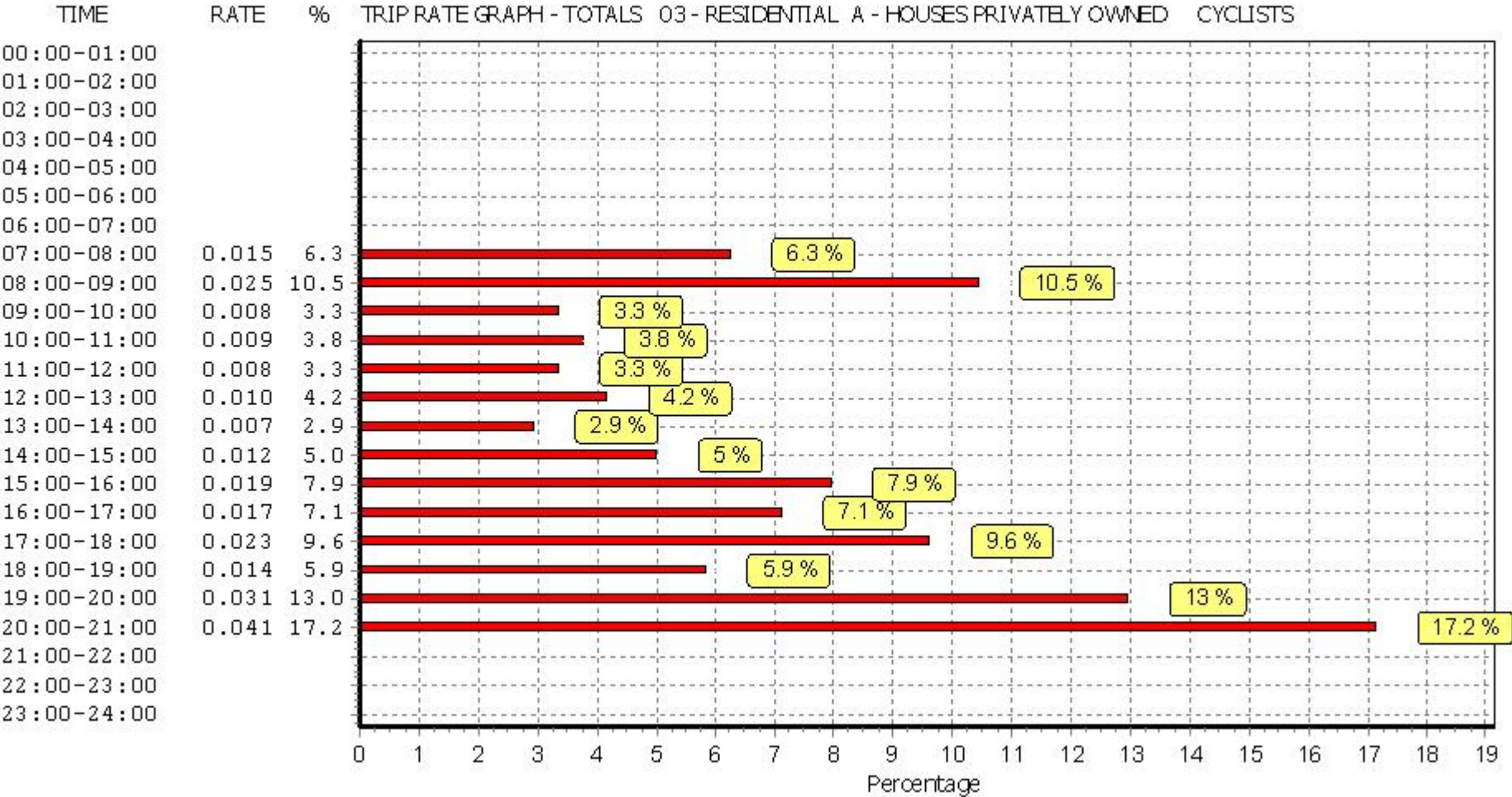
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



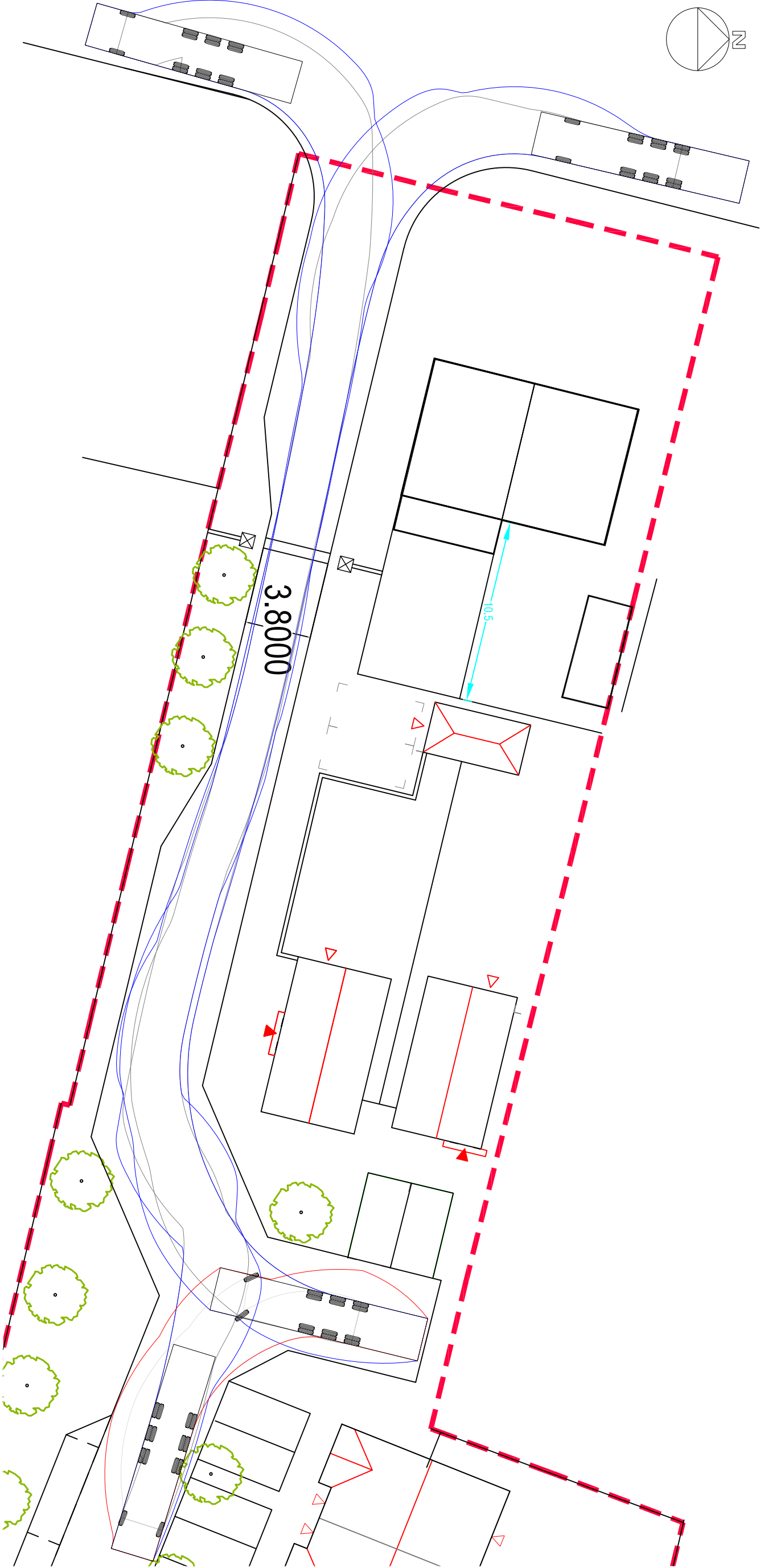
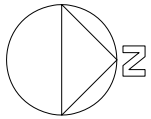
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix E

Proposed Layout



GENERAL NOTES
This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.
This drawing is based on a topographical/orndance survey provided by others.

REVISIONS
PROJECT
WOODSTOCK ROAD, BARNSELEY
TITLE
REFUSE VEHICLE TRACKING

SCALE
1:250 @ A3
DRAWING
203-101
DATE
16.09.2019



PARAGON HIGHWAYS
UNIT 6, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY
01924 291536 /
MAIL@PARAGONHIGHWAYS.COM

South Yorkshire Refuse Vehicle
Overall Length 12.202m
Overall Width 2.490m
Overall Body Height 3.749m
Min Body Ground Clearance 0.302m
Track Width 2.490m
Lock to lock time 4.00s
Wall to Wall Turning Radius 9.250m

Vehicle Track Body envelope (Forward gear)

Vehicle Track Chassis envelope (Forward gear)

Vehicle Track Body envelope (Reverse gear)

Vehicle Track Chassis envelope (Reverse gear)