

PROPOSED MIXED USE DEVELOPMENT
WAKEFIELD ROAD
MAPPLEWELL
BARNSELY

TRAVEL PLAN FRAMEWORK

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1.0 INTRODUCTION

1.1 *Background*

- 1.1.1 This Travel Plan forms part of an outline planning application submitted by Pipestone Group Ltd for a mixed use development off Wakefield Road in the Mapplewell area of Barnsley. The developer's proposals are for approximately 83 residential units and 12 employment units with a total gross floor area of 64,500 sq ft (5,992 sq m). The proposed site layout showing vehicular, pedestrian and cycle access and routes within the site is attached at Appendix TP1.
- 1.1.2 The purpose of the Travel Plan is to put forward a specific collection of key targets and measures that can be transferred directly into the Site Wide Travel Plan which will be prepared, implemented and monitored by the Site Wide Travel Plan Co-ordinator with the assistance of the individual company travel plan co-ordinators of the 'Wakefield Road' site. Delivery of the Travel Plan commences from start of sales and marketing. The key measures will be *implemented then following monitoring refined and developed to meet the specific needs of the residents, employees and visitors.* The Travel Plan also contains details of the existing accessibility of the Site for travel by modes other than the private car.
- 1.1.3 The operation of a development Travel Plan which should be made available to all residents, employees and visitors is a mechanism to provide incentives to travel by other modes of travel that have less environmental impact than the private car. A plan therefore usually begins with a review of existing travel patterns at the time of its initiation, focusing both on travel arrangements for a single trip purpose and on existing infrastructure and systems. That information defines a starting point against which the success of the Plan is measured as part of the ongoing review process.

1.2 Policy

National Policy

- 1.2.1 In its White Paper “A New Deal for Transport”, the Government identified the responsibility for transport problems and solutions to be shared between the private and public sectors. It identified the importance that the planning system could play in reducing the need to travel by car (particularly single occupancy journeys) by the careful planning of new developments in a sustainable manner.
- 1.2.2 The Department for Transport document ‘Making Residential Travel Plans Work: Good Practice Guidelines for New development’, October 2005, provides guidance on producing and developing Travels Plans for new residential development. It sets out that the national sustainability agenda and modernisation of the planning system have reinforced the important and positive role that travel planning, including for residential development, can play in achieving a wide range of national and local objectives. These include:
- Helping to reduce the need to travel and to cut congestion;
 - Supporting mixed community and housing objectives, including development location, density, design and parking;
 - Supporting social inclusion objectives, particularly through improvement of accessibility to and from new development;
 - Providing a mechanism through which ongoing sustainability appraisal and integration can be built into planning and implementation arrangements.

Regional Policy

- 1.2.3 “The introduction of Travel Plans is a key element of the Transport Strategy of the draft ‘Yorkshire and Humberside Regional Spatial Strategy (YHA 2006) and is supported by Policy TI, Personal Travel Reduction and Model Shift. The Region will facilitate a reduction in travel demand and a shift to modes with lower environmental impacts by a range of complementary measures – from land use policies through to measures that discourage inappropriate car use,

encourage the use of lower emission vehicles and promote the highest standards of safety and personal security. The growth of congestion should be addressed through positive measures including:

- Improvements to public transport, both strategic (as Policy T3) and local
- The use by employers of Travel Plans, which include modal share targets and encourage more flexible working and school hours
- Incentives to use public transport at new housing developments
- Improve facilities for cyclists and pedestrians
- Using wider travel options such as the West Yorkshire Yellow Bus Initiative and safe routes to schools
- Encouragement of travel awareness campaigns, car clubs and car sharing"

Local Policy

- 1.2.4 The Transport Act 2000 requires all local transport authorities in England, outside London, to prepare Local Transport Plans. The relevant local policy documentation in the context of this framework Travel Plan is the Second South Yorkshire Local Transport Plan 2006-2011 (LTP2).
- 1.2.4 The Second South Yorkshire Local Transport Plan contains the strategy and implementation plan for local transport investment in the sub-region for the five year period 2006/7 to 2010/11. Like the first LTP before it, this document is a requirement of the Transport Act 2000 and has been prepared jointly by Barnsley, Doncaster, Rotherham and Sheffield Councils and the South Yorkshire Passenger Transport Authority.
- 1.2.5 In line with Department for Transport Guidance in the preparation of Local Transport Plans, LTP2:
- Sets transport in the wider context of national regional and local policy objectives and provides a long term vision;

- Identifies locally relevant targets linked to the wider vision and objectives;
- identifies best value for money solutions that are evidence based and which aim to make best use of existing infrastructure;
- Contains targets and trajectories for key outcome indicators reflecting the shared priorities agreed between central and local government in 2004.

1.2.6 The vision for transport in South Yorkshire contains the following six core elements, all of which relate to the national/local government shared priorities of improving accessibility, tackling congestion, better road safety and addressing air quality and quality of life issues:

- Excellent road, rail and air links from South Yorkshire that build on the county's relatively strong position on the motorway network, and on crucial north-south and TransPennine rail routes
- A core, high quality public transport system that links the four main urban centres and the new international airport in South Yorkshire
- High quality, car competitive public transport giving good access to jobs and services and feeding into the four main urban centres. This will be based primarily on improved bus networks and operations but could include the extension of Supertram and/or the use of other appropriate technologies
- A road network in good condition, managed and enhanced, in conjunction with car parking policies and other appropriate demand management measures to maximise the use of existing road space, minimise congestion and facilitate the free movement of goods
- A safe transport system for all users
- Improved air quality and reduced energy consumption through improved use of public transport, reduced congestion and the encouragement of cycling and walking.

1.2.7 The statutory development plan in Barnsley is the Barnsley Unitary Development Plan (UDP). The UDP was prepared in the 1990s and involved

two major rounds of public consultation and a year-long public inquiry. It was formally adopted in 2000 but was in use throughout the 1990s. The main aims of the Barnsley UDP are to increase job opportunities, to conserve and improve the environment and to revitalise communities. The UDP therefore has a key role in helping to deliver the Barnsley Community Plan. The Community Plan provides a long-term vision for Barnsley to 2020. It is prepared by One Barnsley a partnership of the public, private, voluntary and community sectors. The Council is currently working to produce the LDF for Barnsley which will replace the current UDP. The site is located within the UDP as DT4 Employment Policy Area.

- 1.2.8 PPG 12 advises that supplementary planning guidance can be taken into account as a material consideration in deciding planning application which can be given substantial weight. PPG1 advises that applicants should be able to demonstrate that they had regard to development plan policies and supplementary planning guidance.
- 1.2.9 Supplementary planning guidance 24 - Reuse of employment policy areas provides guidance to potential developers about the circumstances in which the Council will consider alternative development on sites designated as Employment Policy Areas in the UDP. This guidance note explains how Policy ED7 will be applied when assessing proposals for alternative uses such as housing. It takes into account the advice in Department of the Environment Transport and the Regions Planning Policy Guidance Note 3: Housing (March 2000). This states that some employment land designations are no longer compatible with current planning policy and that local authorities should therefore consider through the development plan process whether some of this land might be better used for housing or mixed-use developments.
- 1.2.10 *The proposals for uses as set out in Policy ED7 are business, industry, storage and distribution, re-use for housing will only be accepted where the site:-*
- Is located within an area with an adequate service infrastructure in

terms of schools, shopping and other facilities, which are easily accessible from the site by a variety of modes of transport and not just the car – or where adequate infrastructure does not exist they would be funded by the development.

- Has an acceptable relationship with neighbouring uses such that the occupants of new housing will not suffer unsatisfactory living conditions.
- Is able to meet the requirements of the UDP policies ES7 or ES8 where it is known or suspected that the land is contaminated.

2.0 SITE ACCESSIBILITY

2.1 *Pedestrian Accessibility*

- 2.1.1 The Institution of Highways and Transportation publication [2000] 'Guidelines for providing for Journeys on Foot' notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres).
- 2.1.2 Walking is also an essential part of public transport travel, bus stops and in some instances railway stations usually being accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links to public transport facilities as are currently available to the application site.
- 2.1.3 The IHT Guidelines also describe 'acceptable' walking distances for pedestrians without any mobility impairment. They suggest that, for commuting and education, up to 500 metres is the desirable distance, up to 1000 metres is an acceptable distance and 2000 metres is the preferred maximum.
- 2.1.4 The Department of the Environment publication [1996] 'PPG13 A Guide to Better Practice' states that distances under 1.6 kilometres are suited to journeys on foot. The plan attached at Appendix TP2 shows the areas within reasonable walking distance of the application site, based on straight-line distances of 1.6 and 2.0 kilometres.
- 2.1.5 As regards walk distances to retail outlets, the IHT Guidelines suggest a 'preferred maximum' walking distance to town centres of 800 metres. This advice is reflected in the Department for Transport, Local Government and the Regions in conjunction with CABI published 'Better places to live: By design – A companion guide to PPG3', September 2001. This suggests that:
- "Having established the site's broad setting in terms of its relationship to a city, town or village centre, a good starting point is to examine the area within 10 minutes' (about 800m) walking distance of the site. This

can help to identify the range of facilities which residents may access comfortably access on foot, as well as opportunities to reach more distant facilities by public transport.”

The plan attached at Appendix TP2 shows the areas within 800 metres, of the application site, based on straight-line distances.

- 2.1.6 The maximum recommended walking distance of 2.0 kilometres covers the bus stops on the B6131 Bar Lane and the A61 Wakefield Road, the closest of which are approximately 400 metres from the centre of the site, and in parts, the areas of Mapplewell and New Lodge including lots of facilities, including many shops, a library, a sports centre and a post office.
- 2.1.7 Mapplewell Primary School is situated on Greenside Avenue, Staincross approximately which is approximately 1.4 kilometres walking distance of the application site and Wellgate Primary School is situated on George Street, Mapplewell approximately one mile walking distance of the application site, within the preferred maximum walking distance of 2.0km for walking to schools. Footway provision along this route is good and follows well lit and overlooked residential roads with signalised pedestrian crossings existing at the signalised junctions.

2.2 Public Transport Accessibility

- 2.2.1 There are existing bus stops on both sides of the B6131 Bar Lane and the A61 Wakefield Road, the closest being approximately 400 metres walking distance from the centre of the site. The route from the proposed development site to the bus stops is fully lit with adequate footways, dropped crossings and tactile paving present with signalised pedestrian crossings located at the signalised junctions. These bus stops are served by bus numbers 1, 11 and 96. The 96 stops at Darton Railway Station and the 1 and 11 both within walking distance of it, all of these services stop at Barnsley Interchange. The 96 provides a direct route from Barnsley Interchange to Wakefield City Centre where both local and national bus and train services are available. A summary of these

bus services and a map showing their routes are attached at Appendix TP3.

- 2.2.2 The nearest railway station to the development site is Darton Railway Station. The station is located on Station Lane approximately 3.9 kilometres from the development site which is within a reasonable cycling distance from the development and as previously mentioned is accessible using bus service numbers 1, 11 and 96. The station is managed by Northern Rail and provides an hourly service to Barnsley Interchange and also to Leeds and Sheffield where both local and national services are available. A summary of the trains available from Darton Railway Station is attached at Appendix TP3.
- 2.2.3 Barnsley Interchange is a combined bus and rail station offering a wealth of facilities to the travelling public including a newsagents, a chemist, a café, rail ticket office, information centre, offices & meeting room, toilets, cash machines, telephone, cycle racks, lifts & escalators, real time information screens a car park with 74 spaces for rail users and a secure, fully enclosed, high quality passenger concourse and waiting area. There are many buses and trains available from Barnsley Interchange, a summary of which is attached at Appendix TP3.
- 2.2.4 The Institution of Highways and Transportation publication 'Planning for Public Transport in Development' states:
- "The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m. These distances are quoted for guidance, and should not be followed slavishly if that would lead to complex or indirect bus routes"
- 2.2.5 'Planning for Public Transport in Developments' also sets out that new development should be located so that walking distances to the nearest bus stop should be less than 400 metres and than 200 metres in city centres.
- 2.2.6 The bus stops situated on the B6131 Bar Lane and the A61 Wakefield Road, as mentioned above, are within the recommended maximum walking distance

to a bus stop.

2.3 Cycle Accessibility

- 2.3.1 The Department of the Environment publication [1996] 'PPG13: A Guide to Better Practice' states that the bicycle is an ideal mode of transport for journeys under 8 kilometres. PPG13 [March 2001] states that cycling "has clear potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport."
- 2.3.2 The majority of the Barnsley conurbation including the Town Centre lies within an 8 kilometre catchment area and Barnsley has a network of cycle routes and lanes as shown on the Cycle Map attached at Appendix TP4 along with a plan showing the 5km and 8km cycle isochrones.
- 2.3.3 Darton Railway Station is approximately 3.9 kilometres and Barnsley Interchange approximately 4.3 kilometres from the site and are therefore well within the cycling catchment area.
- 2.3.4 The site is therefore considered to be in a sustainable location in relation to the availability of public transport, walking and cycle provision. It will further the aims and objectives of the Central and Local Government's Sustainable Transport Policy by promoting the use of alternative modes of transport and hence reducing the need to travel by private car.

3.0 TRANSPORT IMPACT

3.1 *Multi Modal Trip Generation*

3.2 In order to predict the level and type of trips which will be made as a result of the residential development and the employment development and as required in the Department for Transport's "Guidance on Transport Assessment", the person trips to the proposed development have been assessed using information contained within the TRICS 2009 (b) database. The TRICS outputs are attached at Appendix TP5.

3.3 The TRICS database has been used to assess the average total person trips to the residential element of the proposed development assuming the land-use categories Residential – Houses Privately Owned and Residential – Flats Privately Owned and to the employment element of the proposed development assuming the land use category Employment – Industrial Estate, the results are summarised below:-

Table 1

Total Person Trips - Residential – Houses Privately Owned

Assessment Period	Total No of Units	Trip Rates per Unit			Trips for 67 Units		
		IN	OUT	2-WAY	IN	OUT	2-WAY
08:00 – 09:00	67	0.385	1.100	1.485	26	74	100
17:00 – 18:00		0.778	0.543	1.321	52	36	88

Table 2

Total Person Trips – Residential – Flats Privately Owned

Assessment Period	Total No of Units	Trip Rates per Unit			Trips for 16 Units		
		IN	OUT	2-WAY	IN	OUT	2-WAY
08:00 – 09:00	16	0.150	0.583	0.733	2	9	11
17:00 – 18:00		0.523	0.250	0.773	8	4	12

Table 3**Total Person Trips – Employment – Industrial Estate**

Assessment Period	GFA Sq m	Trip Rates per 100 sq m			Trips for 5,992 sq m		
		IN	OUT	2-WAY	IN	OUT	2-WAY
08:00 – 09:00	5,992	1.404	0.723	2.127	84	43	127
17:00 – 18:00		0.475	1.159	1.634	28	69	97

- 3.4 Following the above estimation of person trips, the modal split for these trips has been derived from the National Statistics Census 2001 data for journeys to work for the ward area of Darton East. This provides a percentage breakdown of different modes of transport currently used to travel to/from Darton East, which can then be applied to the proposed development. The results are summarised below:

Table 4**National Statistics Census 2001 Ward Data for Darton East – Method of Journey to Work – Resident Population (UV39).**

Modal Split	% Split	No of People
Train	1	58
Bus, minibus or coach	7	342
Driving a car or van	67	3396
Passenger in a car or van	9	450
Motorcycle, scooter or moped	1	74
Cycle	1	30
On foot	8	395
Working from home	6	328

- 3.5 It can be seen that 67% of all journeys made by residents of the Darton East ward are undertaken using the private car. These percentages have been applied to the person trips in Tables 1 and 2 to calculate the likely number multi modal trips associated with the residential element of the proposed development. The AM and PM results can be seen in Table 6 below.

Table 5**National Statistics Census 2001 Ward Data for Darton East – Method of Journey to Work – Day Time Population (UV39).**

Modal Split	% Split	No of People
Train	0.5	10
Bus, minibus or coach	7	145
Driving a car or van	50	1101
Passenger in a car or van	9	194
Motorcycle, scooter or moped	1	20
Cycle	0.5	10
On foot	17	368
Working from home	15	328

- 3.6 It can be seen that 50% of all journeys made by people who are employed by businesses within the Darton East Ward are undertaken using the private car. These percentages have been applied to the person trips in Table 3 to calculate the likely number multi modal trips associated with the employment element of the proposed development. The AM and PM results can be seen in table 7 below.

Table 6**AM and PM Peak Hour Modal Split – Residential Element**

Peak Hour Modal Split	% Split	No of Two Way Trips	
		AM	PM
Train	1	1	1
Bus, minibus or coach	7	8	7
Driving a car or van	67	74	67
Passenger in a car or van	9	10	9
Motorcycle, scooter or moped	1	1	1
Cycle	1	1	1
On foot	8	9	8
Working from home	6	7	6
Total	100	111	100

Table 7**AM and PM Peak Hour Modal Split – Employment Element**

Peak Hour Modal Split	% Split	No of Two Way Trips	
		AM	PM
Train	0.5	1	0
Bus, minibus or coach	7	9	7
Driving a car or van	50	64	49
Passenger in a car or van	9	11	9
Motorcycle, scooter or moped	1	1	1
Cycle	0.5	1	0
On foot	17	22	16
Working from home	15	19	15
Total	100	127	97

- 3.7 It is proposed therefore that the modal splits tabulated above are assumed to be the likely baseline data for the site prior to the implementation of the Site Wide Travel Plan.
- 3.8 It can be seen that the predominant modal choice to the proposed residential element of the development is likely to be the private car with 67% of person trips being made this way on average. Approximately 8% of trips are on foot, 8% by public transport and 1% by cycle. The level of trips to this type of development by public transport and cycle is therefore predicted to be around 9%, however it is expected that through the implementation of an effective Travel Plan the number of residents who may chose to travel by alternative modes of transport to the private car will be higher than the levels suggested above.
- 3.9 It can be seen that the predominant modal choice to the proposed employment element of the development is likely to be the private car with 50% of person trips being made this way on average. Approximately 17% of trips are on foot, 7.5% by public transport and 0.5% by cycle. The level of trips to this type of development by public transport and cycle is therefore predicted to be around 8%, however it is expected that through the implementation of an effective

Travel Plan the number of employees who may chose to travel by alternative modes of transport to the private car will be higher than the levels suggested above.

- 3.10 In order to achieve a reduction in the number of car-borne trips and increase the number of trips made by alternative modes of transport, it is necessary for the Site Wide Travel Plan to set a benchmark from which realistic targets can be set for the individual development depending on its sustainability and accessibility.
- 3.11 In the absence of base-line survey data, the above modal splits can be used to agree initial modal split predictions for each element of the proposed development. This information can then be compared with travel mode survey information for the proposed development once the site is fully occupied and travel patterns have been established.
- 3.12 The initial target of the Site Wide Travel Plan is to reduce within the first year of full occupation of the site, the number of cars accessing the site during peak hours by 5%. The Travel Plan will also aim to get the best possible modal spilt from initial occupation by ensuring that all prospective residents, employees and companies locating to the site are made fully aware of all sustainable travel choices prior to appointment or occupation.
- 3.13 Until the initial travel surveys can be conducted it is not possible to ascertain which alternative modes will be the most attractive to the residents, employees and visitors/customers on the site. With this in mind the Travel Plan measures described in Section 5 will need to be developed by the Site Wide Travel Plan Co-ordinator to best suit the needs of the final occupiers.

4.0 OBJECTIVES / OVERALL STRATEGY

4.1 General Objectives

- 4.1.1 The overall objective of this Travel Plan for the proposed development at Wakefield Road in Mapplewell is to minimise the number of car-borne trips to the site and surrounding area particularly during the highway network peak periods and those which involve single occupancy of the vehicle.
- 4.1.2 One of the major benefits that arise from development of sites within urban areas is the opportunity to provide choice in the mode of transport. The availability and convenience of these alternative modes of transport, to the private car, can have an impact upon the travel patterns of residents, employees and visitors. The Site Wide Travel Plan will focus on identifying the alternatives and in encouraging residents, employees and visitors to be sustainable in their travel choices.
- 4.1.3 In order to achieve this overall objective the Site Wide Travel Plan shall therefore aim to:
- Provide adequate facilities on site to encourage residents, employees and visitors to use alternative modes of travel to the private car.
 - Ensure that all new residents and companies locating to the site, at the sales and marketing stage, are provided with sufficient information and advice to allow them to make reasoned choices with regard to sustainable travel.
 - Ensure that an initial travel survey questionnaire is completed by all new residents and employees to establish a base-line from which to encourage alternative travel patterns and monitor any changes.
- 4.1.4 The production of travel plans will ideally represent a partnership approach between the applicant or developer, the Metropolitan Borough Council and the South Yorkshire Passenger Transport Executive who are likely to make up the core of such a partnership, but other third parties such as car club providers

and public transport operators may also be involved. In order to streamline the process as much as possible the council can offer:

- Policy advice and guidance and technical information including travel plan information packs (based on the information and references given in this document)
- Pre-application meetings where clarification is sought on the written information available
- Appropriate contacts and support for discussions with key third parties (such as car club operators and bus operators)
- Information, relevant local data and support during plan preparation and advice on post implementation monitoring requirements (normally via the Metropolitan Borough Councils Travel Plan Co-ordinator)
- Advice on appropriate modal split targets for specific areas

4.1.5 It should be stressed that for the Site Wide Travel Plan to be effective:

- The choice of measures should be chosen so as to work together as a single strategy aimed at delivering the Travel Plan objectives,
- The site layout and facilities must be designed to encourage and facilitate the provision and use of the Travel Plan measures chosen

5.0 MEASURES / ACTIONS

5.1 *General*

5.1.1 The following sections outline the specific measures that will be introduced within the initial Travel Plan Framework as implementation of the listed measures, which include awareness initiatives and infrastructure provision, is at the core of the Site Wide Travel Plan proposals.

5.1.2 The Travel Plan Framework measures described will be regularly monitored and reviewed as necessary. These measures should not be considered to be fixed, nor are they necessarily an exhaustive list of measures that may be implemented. The success of the Site Wide Travel Plan will depend upon the Travel Plan Co-ordinators being free to investigate all potential travel initiatives and adapt the Site Wide Travel Plan to the evolving circumstances.

5.2 *Public Transport*

5.2.1 There are existing bus stops on both sides of the B6131 Bar Lane and the A61 Wakefield Road the closest of which are approximately 400 metres walking distance from the centre of the site. There are direct convenient and attractive pedestrian links from the proposed development site to these bus stops with signalised pedestrian crossings located at the signalised junctions.

5.2.2 The Travel Plan Co-ordinators will positively market and promote the use of train and bus services to all residents, employees and visitors in an effort to encourage the use of public transport. The Travel Plan Co-ordinators will ensure that residents, employees and visitors are informed and can access all public service information. Buses in the area are provided by Metro and Stagecoach and timetable information can be obtained from their retrospective websites www.wymetro.com and www.stagecoach.com. A free online journey planner is available at www.yorkshiretravel.net/journeyplanner

5.2.3 As previously mentioned, the nearest railway station to the development site is

the Darton Railway Station, which is accessible using bus services 1 and 11. Darton Railway Station is located approximately 3.9 kilometres from development site and therefore well within the 5 kilometre cycling catchment area. Darton Railway Station operates an hourly service to Barnsley Interchange and also to Sheffield Railway Station and Leeds Railway Station where national train services are available.

5.2.5 South Yorkshire Passenger Transport Executive (SYLTE) is responsible for the co-ordination of public transport in South Yorkshire. It is accountable to the Passenger Transport Authority, which is made up of nominated elected members from the local authorities of Barnsley, Doncaster, Rotherham and Sheffield.

5.2.6 SYLTE is responsible for developing the network and services across the county. Its roles include:

- Providing bus/tram stops and their facilities (e.g. timetable information)
- Running five Park & Ride sites
- Providing bus services in rural communities as well as the Free Bee bus in the city centre
- Information, awareness and advice to people and organisations about using public transport
- Providing Traveline - the internet and phone service for finding out when and where to use public transport
- Providing YourNextBus - the mobile phone texting service for finding out when your next bus is actually going to come
- Making available South Yorkshire tickets, such as the TravelMaster

5.2.7 The Travel Plan Co-ordinators will promote and encourage the use of bus and rail services to residents, employees and visitors. The Travel Plan Co-ordinators will work closely with Barnsley Metropolitan Borough Council to positively market and promote the use of bus services in an effort to encourage the use of public transport. It is assumed that most new residents and companies locating to the site will have access to the internet and the

Travel Plan Co-ordinators shall ensure that the residents, employees and visitors are aware of the relevant internet links to access travel information including train and bus timetables.

- 5.2.8 All prospective new employees will be provided with a Staff Induction Pack that will contain details of the Travel Plan including up-to-date travel information, details of the relevant links regarding walking, cycling and car sharing information.
- 5.2.9 Each company occupying the site shall provide a notice board in a communal area which will display up-to-date information relating to public transport, cycling, walking and car sharing / car clubs. In the case of multi-occupancy buildings this notice board may be displayed in a joint communal area. The Company Travel Plan Co-ordinators will ensure that they keep up-to-date information regarding any changes to public transport services, developments to off-site provision for cyclists and the various schemes that offer assistance to cyclists and pedestrians.
- 5.2.10 The following are available for information about bus, tram and train options in Sheffield and South Yorkshire:
- Call Traveline Yorkshire on 01709 515151.
 - Visit one of Sheffield's Travel Information Centres.
 - See the Travel South Yorkshire website - including timetables, travel news, Park & Ride, and YourNextBus (finding out when your next bus is actually going to arrive).
- 5.2.11 The following options are available to work out which service to use and where to set off and get off:
- Traveline Yorkshire is the website for planning all local public transport journeys. You can also call 01709 515151.
 - National Rail is the best website for national rail journeys and booking tickets.

- Transport Direct is the government's website that covers all national public transport, including coach journeys.

5.2.12 Day tickets and many weekly and monthly tickets can be bought on the relevant buses and trams. Rail tickets generally need to be bought before getting on the train. Ticket information and online booking is available on the following websites:

- Stagecoach - bus
- National Rail – train

5.2.13 For information about concession tickets and tickets that can be used with more than one operator see the Travel SouthYorkshire website. Most public transport tickets can be bought at Travel Information Centres.

5.2.14 The Company Travel Plan Co-ordinators will within three months of the first full travel survey also investigate whether there is the opportunity to offer interest free loans to employees for the purpose of purchasing public transport season tickets and in addition to this look into the possibility of negotiating further discounts that may be available with bulk purchases of season tickets

5.3 Walking

5.3.1 The Site is easily accessible on foot from the local highway network. The Travel Plan Co-ordinators will encourage the residents of the development to walk to Wellgate and Mapplewell Primary Schools situated within walking distance of the site by providing residents with information and advice concerning safe pedestrian routes to and from the development possibly within a home welcome pack.

5.3.2 The Travel Plan Co-ordinator will make residents, employees and visitors aware of the health benefits associated with walking and consideration will be given to the provision of personal attack alarms and also umbrellas to encourage them to walk for all or part of their journey. Residents and

employees will also be made aware through the Site Wide Travel Plan of the nationwide on-line walk buddy scheme that is available at www.walkbudi.com. Registration with the scheme is free and the aim is to match individuals who live and work in similar locations in order that they can share the walk to work or educational facilities together.

5.4 Cycling

- 5.4.1 The Site is accessible by cycle from the local highway network and dedicated cycle storage will be provided at every dwelling and outside all the commercial units for use by employees and visitors.
- 5.4.2 Residents and employees will be provided with information and advice concerning safe cycle routes to and from the development. A way of encouraging cycling particularly for novices is to organise a series of Breakfast Clubs where new cyclists are introduced to experienced riders in order to gain confidence and useful information. The Travel Plan Co-ordinators will consider the implementation of such meetings to encourage more residents and employees to use this mode of transport on a regular basis. It is acknowledged that this may be difficult to organise within the residential element of the development and therefore it is suggested that the information on established cycle groups and clubs be provided to residents within the home information pack.
- 5.4.3 The Site Wide Travel Plan Co-ordinator will approach local cycle shops in an attempt to negotiate a discount for residents of the development for purchasing bicycles and accessories.
- 5.4.4 The Company Travel Plan Co-ordinators will also investigate the possibility of implementing the Government's Cycle Purchase scheme that allows qualifying employees to purchase tax free cycles and equipment via salary sacrifice. There are several schemes available including the Cycle2Work scheme, details of which can be obtained from www.club-cycles.com, and the

Ride2Work scheme at www.evanscycles.com/ride2work/ . The Site Travel Plan Co-ordinator shall ensure that all companies are aware of this initiative prior to them locating to the site.

5.4.5 The Travel Plan Co-ordinators will make residents and employees aware of the nationwide on-line bike buddy scheme that is available at www.cyclebudi.com. Again registration with the scheme is free and the aim is to match individuals who live and work in similar locations in order that they can share the walk to work together. This is a sister scheme to the walk buddy scheme.

5.4.6 The web-site www.bikeforall.net also contains useful information for the Company Travel Plan Co-ordinators in advising staff and employers of the benefits of cycling and the tax advantages in purchasing cycles.

5.4.7 West Yorkshire Cycle Route runs east to west crossing the A61 Wakefield Road approximately 2.1 kilometres north of the site, this route leads to areas including Denby Dale, High Hoyland, Clayton West, Wooley, Notton, South Hiendley, Hemsworth and Upton. National Route 67 of the National Cycle Network runs north to south and passes through Royston approximately 1.7 metres north east of the site. It passes through Barnsley Town Centre and runs from near Loughborough to Long Eaton and north via Ilkeston, Chesterfield, Wakefield and Leeds to join National Route 71 near Northallerton in Yorkshire. A cycle map is attached at Appendix TP4.

5.6 Powered Two Wheelers (PTWs)

5.6.1 The Government has recognised that PTWs have a part to play in an integrated transport policy and is encouraging Local Authorities to consider the needs of these vehicles within their Local Transport Plans. The use of these vehicles will be promoted by the Travel Plan Co-ordinators.

5.6.2 PTWs have advantages over cars in terms of flexibility and affordability. They

can make more efficient use of road space in congested town and city centres and provide an alternative for people on low incomes and those living in rural areas.

- 5.6.3 There are various national groups that represent the owners and riders of PTWs including MAG UK (www.mag-uk.org), the British Motorcyclists' Federation (www.bmf.co.uk), the Motor Cycle Industry Association (www.mcia.co.uk) and the Institute of Advanced Motorcyclists (www.iam.org.uk).

5.7 Car Sharing

- 5.7.1 Car sharing represents a relatively convenient form of travel whilst offering a significant potential to reduce overall private mileage of residents and employees.
- 5.7.2 The Site Wide Travel Plan Co-ordinator, with the assistance of the Company Travel Plan Co-ordinators, will explore the possibility of creating an informal car sharing scheme at the development. The regular travel needs of residents and employees will be identified through the initial travel survey which will enable the establishment of a database enabling residents and employees having the same origin/destination to be identified, promoting multiple occupancy car journeys.
- 5.7.3 In addition to any on-site based car sharing scheme, the Travel Plan Co-ordinators will inform residents and employees of the web-based South Yorkshire Lift Share scheme at www.carsharesouthyorksire.com and the national Lift Share scheme details of which can also be found at www.liftshare.org. This scheme also operates in the same manner as the Cycle and Walk Buddy schemes.

5.8 Reducing the Need to Travel

5.8.1 In order to reduce the need to travel within the residential element of the site, the Site Wide Travel Plan Co-ordinator will investigate the implementation of alternative working and shopping practices which might include:

- Working/studying from home
- Home shopping

5.8.2 In order to reduce the need to travel within the employment element of the site, the Company Travel Plan Co-ordinators will investigate the implementation of alternative working practices which might include:

- Home working
- Tele-working
- Tele-conferencing
- Flexi-time
- Compressed working weeks

5.8.3 Although it is considered that this may not be relevant to some of the occupiers where relevant, an objective of the Site Wide Travel Plan is to minimise business mileage by cutting unnecessary travel through flexible work. Measures could include;

- Online Collaboration (to replace many meetings)
- Video-Conferencing
- Remote diagnostics and monitoring
- Various forms of telework that will reduce repeated trips back to base and enable shortest route trips eg:
 - From the nearest local office
 - When on the move
 - From client sites
 - Using home as a base

5.8.4 More sophisticated services are enabling people to join online meetings using devices such as 3G mobile phones, laptops or video-conferencing facilities. Company Travel Plan Co-ordinators will inform employees of the web-based

information available on www.microsoft.com, www.webex.com and www.radvision.com.

5.8.5 Restricting business mileage can make business travel more cost effective and encourage the use of more environmentally friendly alternatives, this can be achieved by making alternative travel choices more attractive than lone driving by:

- Reducing business mileage rates
- Introducing a mileage allowance for cycling and/or walking
- Consider purchasing public transport season tickets for employees making regular business trips to the same destination
- Encourage travel by public transport by providing employees with up to date travel information
- Provide pool bike or cars, which can be booked by staff for business trips/site visits as and when they are needed
- Encourage staff to car share when travelling to meetings

5.8.6 Piloting can provide a sound basis of evidence for setting targets for travel reduction. A plan for rolling out the new working practices should be developed by the Company Travel Plan Co-ordinators. The roll-out plan will also need good levels of cooperation between operational, HR, IT and facilities managers, and so will need support from the highest levels to overcome barriers and departmental agendas.

5.8.7 Targets are important and should take the form of reducing travel by an agreed/achievable percentage each year over a specified number of years.

5.9 Deliveries

5.9.1 Company Travel Plan Co-ordinators will liaise with one another in order to, where applicable, combine their deliveries therefore limiting the amount of delivery trips produced by the site.

- 5.9.2 Within each company, the individual responsible for putting orders through should assure all necessary equipment etc is ordered in one order to eliminate any need for several small orders.

6.0 TARGETS

- 6.1 Planning Policy Guidance 13 (DETR 2001) sets out that Travel Plans “should have measurable outputs which might relate to targets in the local transport plan” In the absence of base-line survey data targets should be set in line with those set out in the Second South Yorkshire Local Transport Plan. The relevant local transport plan targets are set out below:

Local Transport Plan Targets	
Target	Target Detail
Traffic Levels	To cap growth in area wide road traffic mileage by 2010/11 at 13.5%
Public Transport Use	Patronage at 142.8 million passengers per annum by 2010/11 up from 138.4 million in 2003/04
Cycling	A 10% increase on 2004/04 levels by 2010/11
Air Quality	NO2 emissions reduced by 1 microgram per annum to 40 micrograms by 2010
Access to Work	Maintain the 2003/04 position to 2010/11

- 6.2 Until the initial full travel surveys are undertaken and the results analysed it is impractical to set firm targets for the shift to the different alternative modes of travel. An initial full travel survey will be carried out within three months of first occupation.
- 6.3 Once the targets have been set and achieved the level of single occupancy car journeys to/from work and level of children going to school by car must be maintained at this level, or reduced further. The Site Wide Travel Plan Co-ordinator must not omit or change the targets without prior consultation with the Barnsley Sustainable Transport Team.
- 6.4 It is acknowledged that targets for residential element of the development may be difficult to introduce and enforce because of the individual nature of the development. Therefore targets should be encouraged as far as possible with the emphasis on highlighting the existing alternative modes of travel.

7.0 RESPONSIBILITY, OWNERSHIP

7.1 Applicants/developers can help the Travel Plan process to be efficient as possible by:

- Accepting the importance of Travel Plans as an integral part of transport assessment/planning application process
- Ensuring that the outputs from the Transport Assessment (or Statement) and Travel Plan are fully taken into account and integrated with their scheme design and layout
- Ensuring that Transport Assessments (or Statements) and Travel Plan are available prior to pre-application discussions
- Submitting a 'complete' planning application (i.e. accompanied by a Transport Assessment (or Statement) and Travel Plan
- Identify the contact person(s) with relevant background to act as travel plan Co-ordinator for the preparation, implementation, marketing, monitoring and review of the Travel Plan
- Take advantage of joint initiatives involving public transport travel discount schemes, car sharing databases, car clubs, shared travel plan Co-ordinator and joint monitoring

Working in partnership with the council to achieve mutual benefits.

7.2 The Site Wide Travel Plan Co-ordinator role needs to be fulfilled as the development is constructed, marketed and occupied. This includes the following stages:

1. First marketing of the development, and preparation of adverts e.g. online, newspaper, on site etc
2. The sales office
3. At completion of sale
4. At initial occupation (provision of welcome pack)
5. Change of occupation

7.3 Stages 1 and 2 will be fulfilled by a Site Wide Travel Plan Co-ordinator appointed by the developer, as details for the person responsible for delivering the Travel Plan at these stages are not yet available. The marketing stages are

important in delivering the sustainable travel message to potential residents. It is important to influence travel patterns of potential residents when they consider moving to the site. All prospective residents and companies should be encouraged to access the site for viewings by sustainable modes of transport. Stages 3, 4 and 5 can be fulfilled by the Site Wide Travel Plan Co-ordinator appointed by the site management company.

- 7.4 Upon occupation of the commercial units a Company Travel Plan Co-ordinator will be named who will be responsible for promoting the Site Wide Travel Plan within that company. The Company Travel Plan Co-ordinators will work alongside the Site Wide Travel Plan Co-ordinator.
- 7.5 The Site Wide Travel Plan Co-ordinator will be required to circulate a travel survey questionnaire to all residents upon occupation of each residential unit, possibly as part of the Home Information Pack. The Company Travel Plan Co-ordinators will be required to circulate a travel survey questionnaire to all employees within the staff induction pack.
- 7.6 It is expected that travel patterns will be established and the measures to combine journeys and reduce the dependency on the private car may be made possible. The implementation of Travel Plan measures will however start from sales and marketing stage in line with those set out within this Travel Plan Framework. The results of the initial travel surveys will then assist the Site Wide Travel Plan Co-ordinator in refining and developing the measure to suit specific resident and employee needs. Barnsley Metropolitan Borough Council requires that the travel patterns achieved are monitored against the agreed targets and a review of the plan is made in light of the findings.
- 7.7 The Site Wide Travel Plan Co-ordinator primary responsibilities will be:
- To promote and guide the development of the Site Wide Travel Plan
 - To retain an awareness of local and national transport policies and programmes so as to ensure that the Travel Plan remains fresh and that the Metropolitan Borough Council and service providers remain

aware of the needs of residents and employees,

- To assemble and maintain current public transport timetable and fare information and ensure this is made readily available to residents and employees,
- To look into establishing a car sharing scheme and encourage residents and employees to embrace it where practically possible,
- To encourage, where relevant, residents and employees to walk to public transport, nearby amenities and schools,
- To encourage residents living in reasonable proximity to their work place, school or other leisure destination to walk or cycle,
- To encourage employees living in reasonable proximity to the site to walk or cycle to work,
- To set annual targets for the percentages of trips by each mode of travel,
- To monitor the effectiveness of the Site Wide Travel Plan on an annual basis and compare usage of the different modes of travel to the modal split targets identified.

7.8 The Company Travel Plan Co-ordinators primary responsibilities will be:

- To promote and guide the development of the Site Wide Travel Plan within their company
- To assemble and maintain current public transport timetable and fare information and ensure this is made readily available to employees of their company,
- To encourage employees of their company to embrace the car share scheme where practically possible,
- To encourage employees to walk to public transport and nearby amenities,
- To encourage employees living in reasonable proximity to the site to walk or cycle to work,
- To monitor with the assistance of the Site Wide travel Plan Co-ordinator the effectiveness of the Site Wide Travel Plan within their company on an annual basis.

- 7.9 The Site Wide Travel Plan Co-ordinator will be obliged to work with the Barnsley Sustainable Travel Team which will offer support and advice regarding the many initiatives for sustainable travel available within the Barnsley area.
- 7.10 The Site Wide Travel Plan Co-ordinator will be able to offer residents and Company Travel Plan Co-ordinators advice upon the following:
- The development of the Travel Plan,
 - Access to bus and train service schedule and fare information, etc,
 - Promotion of cycle travel to the site,
 - Promotion of walking/pedestrian routes to the site
 - Promotion of any car sharing schemes.
- 7.11 The Site Wide Travel Plan Co-ordinator will ensure that all of the necessary systems relating to the Travel Plan, e.g. data collection and recording, residents travel database, travel questionnaires, etc, are established, maintained and regularly updated. They will also ensure relevant information is available for inspection by the local planning authority as necessary.
- 7.12 The Wide Travel Plan Co-ordinator will liaise with officers of the Council responsible for cycling and public transport as required, to ensure maximum advantage is being taken of sustainable alternatives for travel.
- 7.13 The Site Wide Travel Plan Co-ordinator will review the Site Wide Travel Plan annually following monitoring of the usage of the different modes of travel. The reviews will take place in conjunction with Barnsley Sustainable Travel Team and in particular targets will be reviewed to ensure that these are being met and thereafter maintained or bettered.

8.0 IMPLEMENTATION

- 8.1 This Travel Plan Framework identifies the key measures which are to be subsequently adopted within the Site Wide Travel Plan to reflect the specific nature of the individual occupier of the development.
- 8.2 The Site Wide Travel Plan Co-ordinator will implement measures to ensure that the Site Wide Travel Plan is effectively promoted and marketed. Sustainable travel alternatives and accessibility information will be provided to all new residents and companies locating to the site, prior to them taking up residence at the site to ensure that they are aware of the alternatives available before the private car becomes the automatic mode of choice. Residents will be provided with welcome packs/home information packs and employees with staff induction packs which will include a section on sustainable transport and provide assistance, information and contacts to allow them to fully explore the possible options.
- 8.3 Other measures that will be investigated and implemented by the Site Wide Travel Plan Co-ordinator include:
- Information provided on any internet site for residents and employees including up to date public transport information, cycling and walking initiatives and all relevant links.
 - Promote the car sharing schemes, public transport, cycling and walking with the home information packs and staff induction packs.
 - Development of sustainable transport information sheets for resident welcome packs, staff induction packs, visitor packs and sales and marketing literature.
- 8.4 The Site Wide Travel Plan Co-ordinator will ensure that they keep up-to-date information regarding any changes to public transport services, developments to off-site provision for cyclists and the various schemes that offer assistance to cyclists and pedestrians.

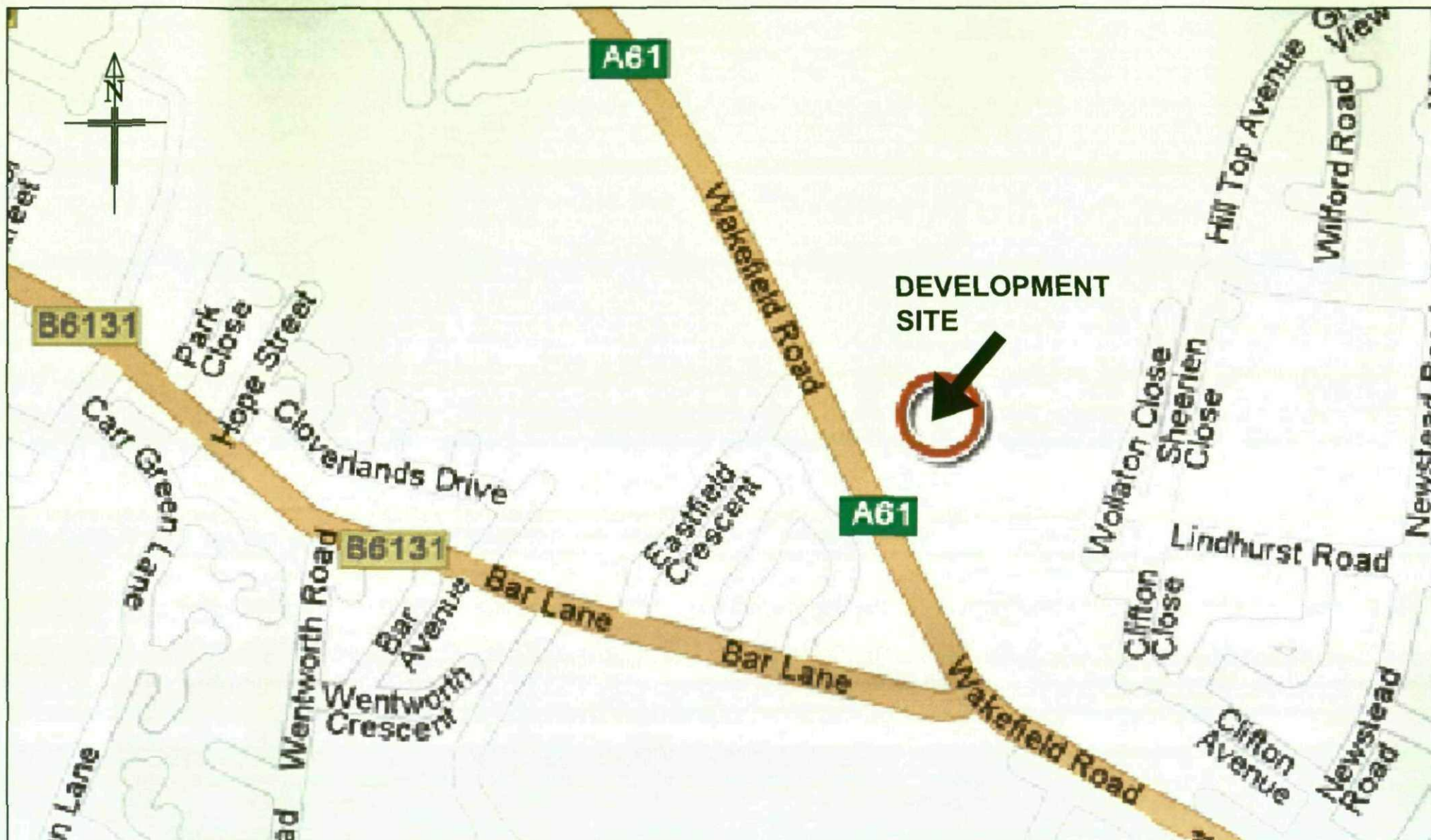
9.0 MONITORING AND REVIEW

- 9.1 A programme of monitoring and review will be implemented by the Site Wide Travel Plan Co-ordinator with the assistance of the Company Travel Plan Co-ordinators to generate information by which the success of the Site Wide Travel Plan can be evaluated. Barnsley Metropolitan Borough Council require that the Site Wide Travel Plan be monitored against the agreed targets and that the plan is reviewed the light of the findings.
- 9.2 A first survey will take place upon submission of the home information packs to new residents and staff induction packs to new employees, this will build up an initial picture of travel patterns which residents and employees plan to follow. Monitoring will then be carried out annually thereafter. The Site Wide Travel Plan Co-ordinator and Company Travel Plan Co-ordinators may devise their own survey forms but otherwise there are standard forms available from the Barnsley Sustainable Travel Team.
- 9.3 Survey and monitoring results are to be submitted to the Barnsley Sustainable Travel Team upon completion.
- 9.4 Following the completion of each annual survey, the Site Wide Travel Plan will be reviewed by the Side Wide Travel Plan Co-ordinator in conjunction with the Barnsley Sustainable Travel Team. In particular the annual review will look at how effective the plan is being in meeting the targets of modal shift or modal use that have been set.
- 9.5 Whilst the major objective of the Site Wide Travel Plan will be to effect a reduction in the dependence on private cars (particularly single occupancy journeys) for work/learning based trips, a less direct objective of the Site Wide Travel Plan will be to increase resident, employee and visitor awareness of the environmental implications of travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the Travel Plans, measured by the feedback from the residents and

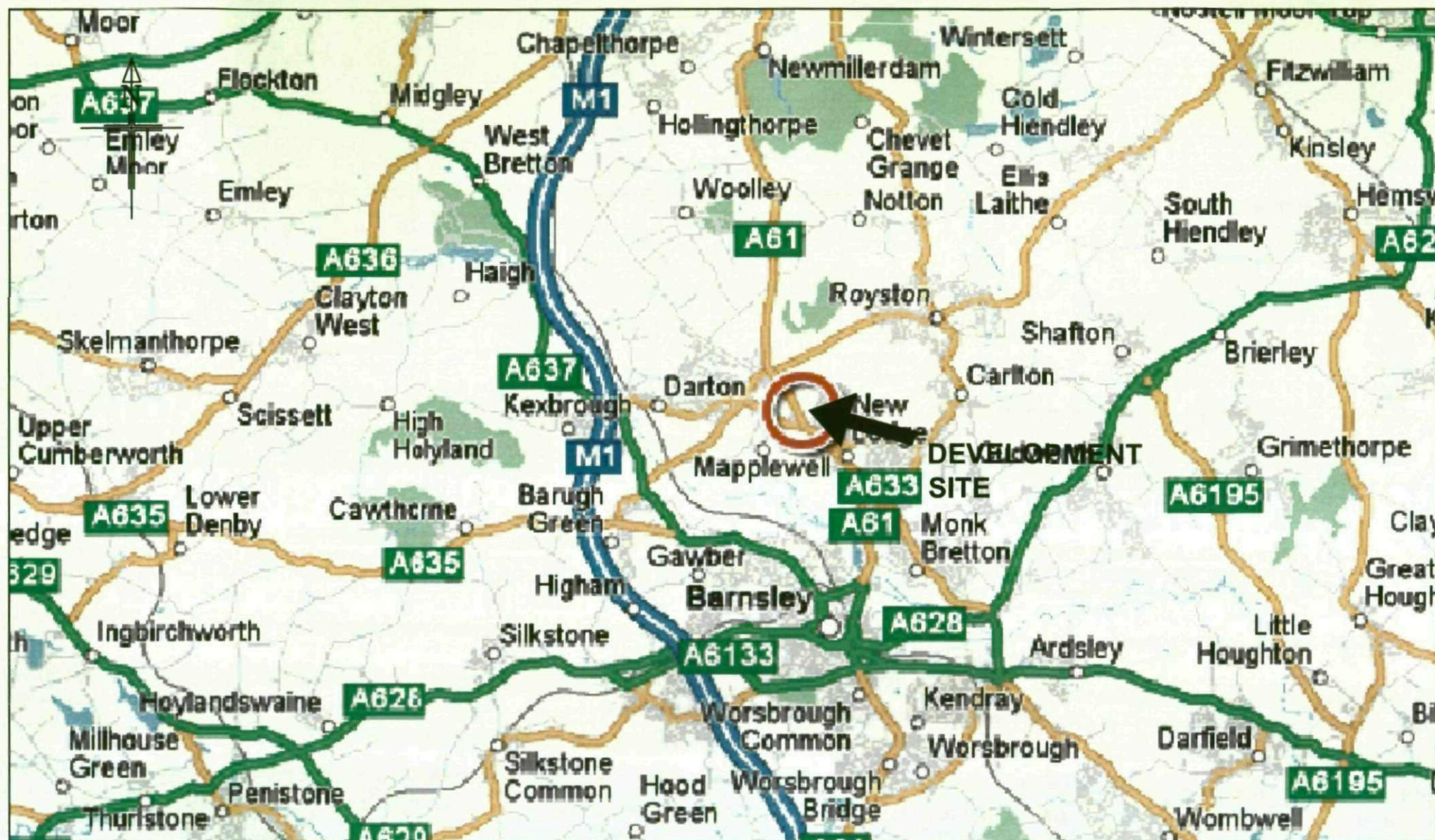
employees as the strategy evolves.

- 9.6 Monitoring will involve the regular collection of analytical “hard” data and “soft” data in the form of resident and employee feedback. The Travel Plan Co-ordinators will therefore in addition to carrying out annual travel surveys:
- (i) Monitor the take up of any site based car-sharing scheme and the already established web-based schemes,
 - (ii) Monitor the level of usage of the cycle stands to establish demands,
 - (iii) Record comments made by residents, employees and visitors on the operation of the Site Wide Travel Plan.
- 9.7 Information gathered through this more informal monitoring process will be recorded and used through the subsequent annual review process. It will also be available for inspection / review by the Barnsley Sustainable Travel Team.

APPENDIX TP 1



Client PIPESTONE GROUP LTD	Project WAKEFIELD ROAD, MAPPLEWELL BARNSELY	<table border="1"> <tr> <th>Rev</th><th>Amendments</th><th>Drawn</th><th>Child</th><th>Appr</th><th>Date</th></tr> </table>				Rev	Amendments	Drawn	Child	Appr	Date
Rev	Amendments	Drawn	Child	Appr	Date						
BRYAN · G · HALL consulting civil & transportation planning engineers Bryan G Hall Ltd 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000 Tel: +44(0)113 246 1005 Fax: +44(0)113 234 2201 http://www.bryanhall.co.uk	Title SITE LOCATION PLAN IN REALATION TO LOCAL HIGHWAY NETWORK	Scale NTS	Date AUGUST 2008	Doc Sheet No							
		Drawn ALS	Checked EAG	Approved EAG							
		Job No 08-334	Drawing No TP1-01	Rev -							



Client PIPESTONE GROUP LTD		Project WAKEFIELD ROAD, MAPPLEWELL BARNSELY		Rev		Amendments		Drawn		Child		Appr		Date	
BRYAN · G · HALL consulting civil & transportation planning engineers Bryan G Hall Ltd Suite 10, Joseph's Hall 155 YAB Tel: +44(0)113 246 1955 Fax: +44(0)113 234 2201 http://www.bryanhall.co.uk		Title SITE LOCATION PLAN IN RELATION TO REGIONAL HIGHWAY NETWORK		Scale		Date		Doc Sheet No							
				Drawn		ALS		Checked		EAG		Approved		EAG	
				Job No		08-334		Drawing No		TP1-02		Rev		-	

PIPESTONE LTD

COMMERCIAL UNITS

OFFICE	2no. 6000 sqft	12000
A	2no. 4000 sqft	8000
B	1no. 9000 sqft	9000
C	1no. 3750 sqft	3750
D	1no. 3500 sqft	3500
E	1no. 7750 sqft	7750
F	1no. 2500 sqft	2500
G	2no. 6000 sqft	12000
H	1no. 6000 sqft	6000

Total : 12 units

Total sqft : 64500

60 metre standoff from
line of pylon cable

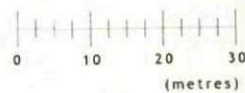


SCHEDULE OF ACCOMMODATION

House type	Description	Floor Area	Total Units
A	2 Bed/4 Person/2 Storey	625	10
B	3 Bed/5 Person/2 Storey	775	2
C	3 Bed/5 Person/2 Storey	900	6
D	3 Bed/5 Person/2 Storey	1000	14
E	4 Bed/6 Person/2 Storey	1050	3
F	3 Bed/5 Person/2.5 Storey	1100	7
H	3 Bed/5 Person/2.5 Storey	1100	2
J	4 Bed/6 Person/2 Storey	1150	2
K	4 Bed/6 Person/2 Storey	1150	1
L	3 Bed/6 Person/2.5 Storey	1150	6
M	4 Bed/7 Person/2 Storey	1200	3
N	4 Bed/7 Person/2 Storey	1200	5
P	4 Bed/6 Person/3 Storey	1300	2
R	4 Bed/6 Person/2.5 Storey	1450	2
S	5 Bed/8 Person/2.5 Storey	1850	2
T FOG	2 Bed/4 Person/2 Storey	650	2
V	1 Bed/2 Person/1 Storey	500	2
Apartment A	2 Bed/4 Person/1 Storey	650	6
Apartment B	2 Bed/3 Person/1 Storey	600	6
Total			83

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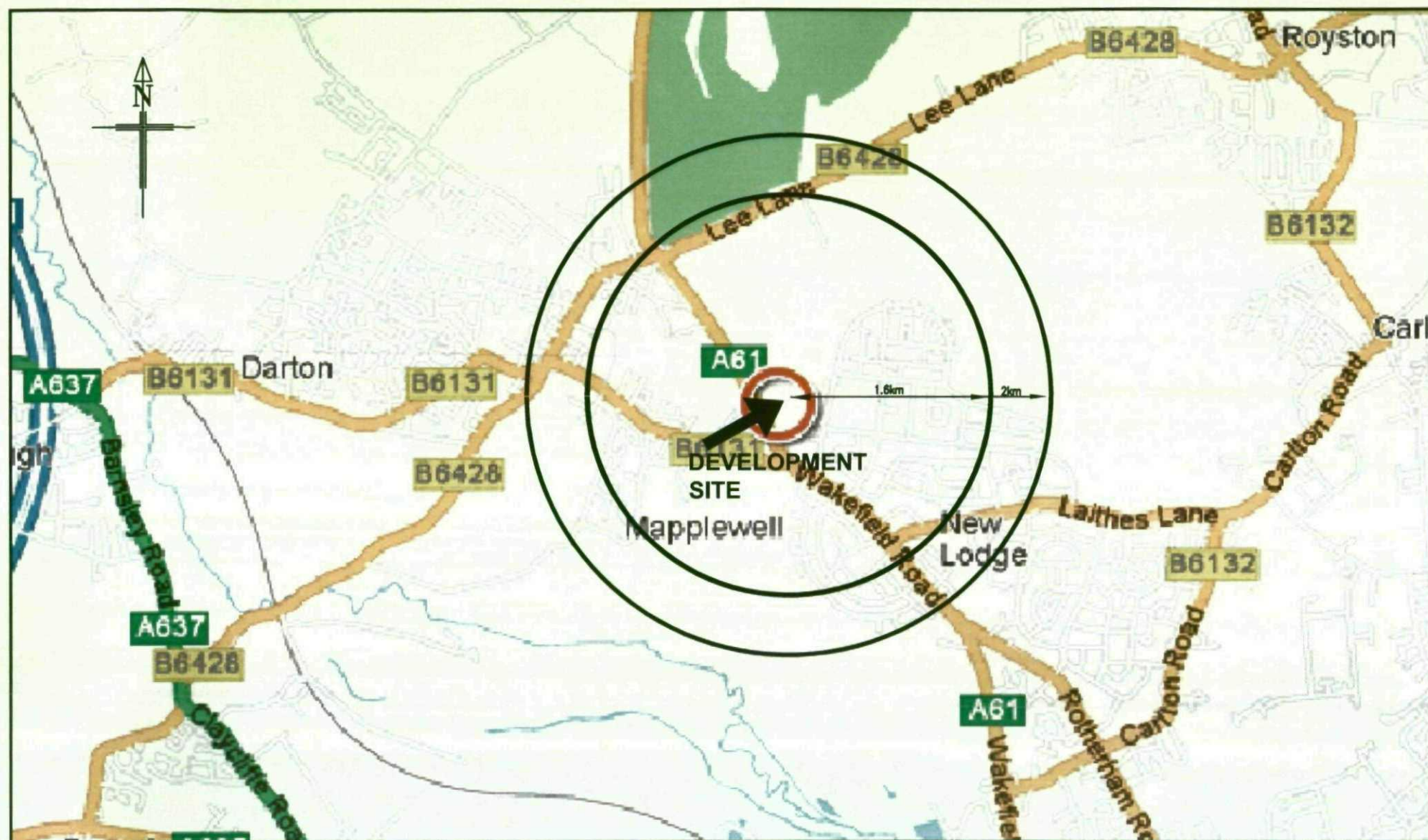
PROPOSED DEVELOPMENT,
MAPPLEWELL, Nr BARNSELY



architectural design
town planning
landscape architecture
John R Paley Associates

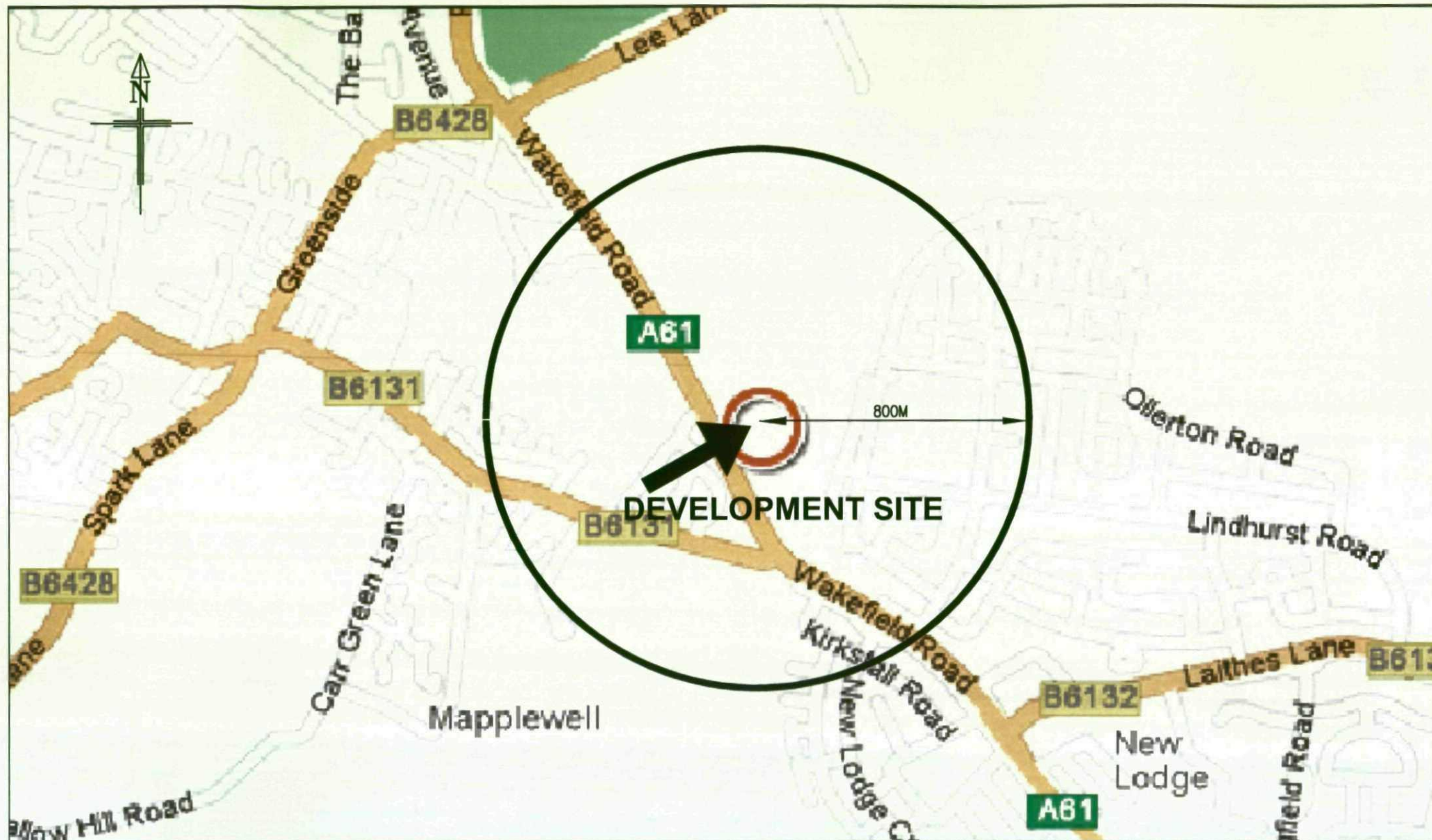


APPENDIX TP 2



Client PIPESTONE GROUP LTD		Project WAKEFIELD ROAD, MAPPLEWELL BARNSELY		Rev	Amendments	Drawn	Chkd	Appr	Date
BRYAN · G · HALL consulting civil & transportation planning engineers Bryan G Hall Ltd Suite 10, Joseph's Well Hammer Walk L53 7AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201 http://www.bryanghall.co.uk		Title WALKING ISOCHRONES SHOWN AT 1.6KM AND 2KM DISTANCES		Scale	NTS	Date	AUGUST 2008	Doc Sheet No	
				Drawn	ALS	Checked	EAG	Approved EAG	
				Job No	08-334	Drawing No		TP2-01	Rev

FILENAME



Client PIPESTONE GROUP LTD		Project WAKEFIELD ROAD, MAPPLEWELL BARNSELEY										
BRYAN · G · HALL consulting civil & transportation planning engineers Bryan G. Hall Ltd. 100a St. Joseph's Well Mapplewell LS2 7AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201 http://www.bryanghall.co.uk			Rev				Amendments		Drawn	Chkd	Appr	Date
		Scale		NTS		Date		AUGUST 2008		Doc Sheet No		
		Drawn		ALS		Checked		EAG		Approved EAG		
		Job No		08-334		Drawing No		TP2-02		Rev -		

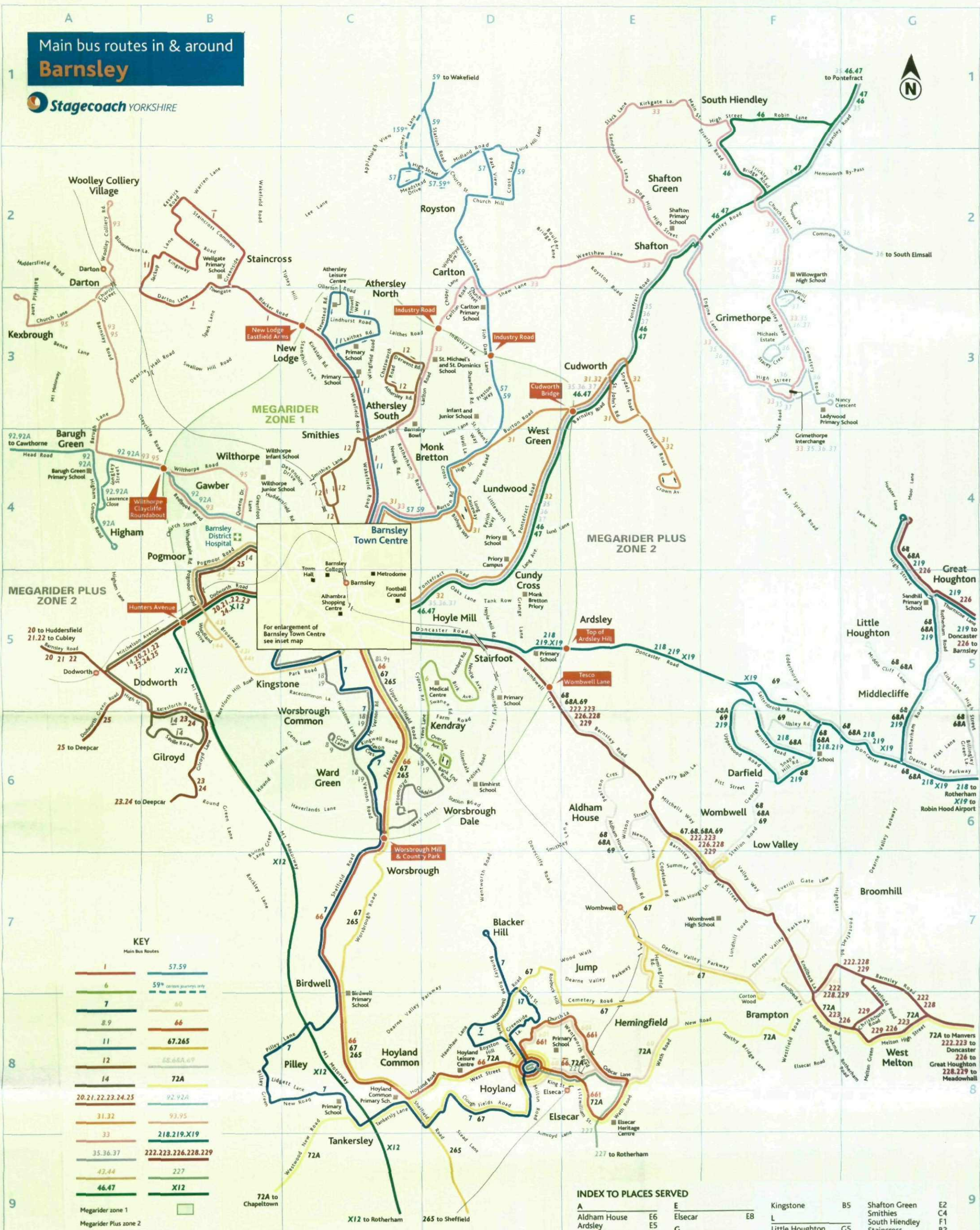
APPENDIX TP 3

Buses Serving Blacker Road/Bar Lane, Mapplewell, Barnsley

Service Number	Provider	Route	Frequency		
			Mon-Fri	Saturday	Sunday
1	Stagecoach	Barnsley Interchange - Staincross - Barnsley Interchange	20 minutes	15 minutes	30 minutes
11	Stagecoach	Barnsley Interchange - Athersley - Barnsley Interchange	20 minutes	20 minutes	30 minutes

Main bus routes in & around Barnsley

Stagecoach YORKSHIRE



KEY

Main Bus Routes

1	57.59
6	59% carbon journey only
7	60
8.9	66
11	67.265
12	68.68A.69
14	72A
20.21.22.23.24.25	92.92A
31.32	93.95
33	218.219.X19
35.36.37	222.223.226.228.229
43.44	227
46.47	X12

Megarider zone 1

Megarider Plus zone 2

Produced by FWT 17.10.07 www.bts.co.uk

INDEX TO PLACES SERVED

A	Aldham House	E6	E	Elsecar	E8	K	Kingstone	B5	S	Shafston	E2
B	Barugh Green	A4	G	Gawber	B4	L	Little Houghton	G5	T	Tankersley	C9
C	Carlton	D2	H	Hemingfield	E8	M	Middlecliffe	G5	W	Ward Green	C6
D	Cudworth	E3	J	Jump	E7	N	New Lodge	C3		West Melton	G8
E	Elsecar	B5	K	Kendray	D6	P	Pilley	C8		Worsbrough	A2
F	Darfield	F6	L	Low Valley	D4	R	Royston	D2		Worsbrough Common	C6
G	Grimethorpe	F3	M	Middlecliffe	D4	S	Shafston	E2		Worsbrough Dale	D6
H	Hoyland	D8	N	New Lodge	C3						
I	Ilkley	B6	O	Oliver Road	D2						
J	Jump	E7	P	Pilley	C8						
K	Kendray	D6	R	Royston	D2						
L	Low Valley	D4	S	Shafston	E2						
M	Middlecliffe	D4									
N	New Lodge	C3									
O	Oliver Road	D2									
P	Pilley	C8									
R	Royston	D2									
S	Shafston	E2									

Weekly Megarider ticket £7.50,
valid in Zone 1 only
Weekly Megarider Plus ticket now just £9.00*
for unlimited travel in Zones 1 & 2
* Limited offer (normal price £12)

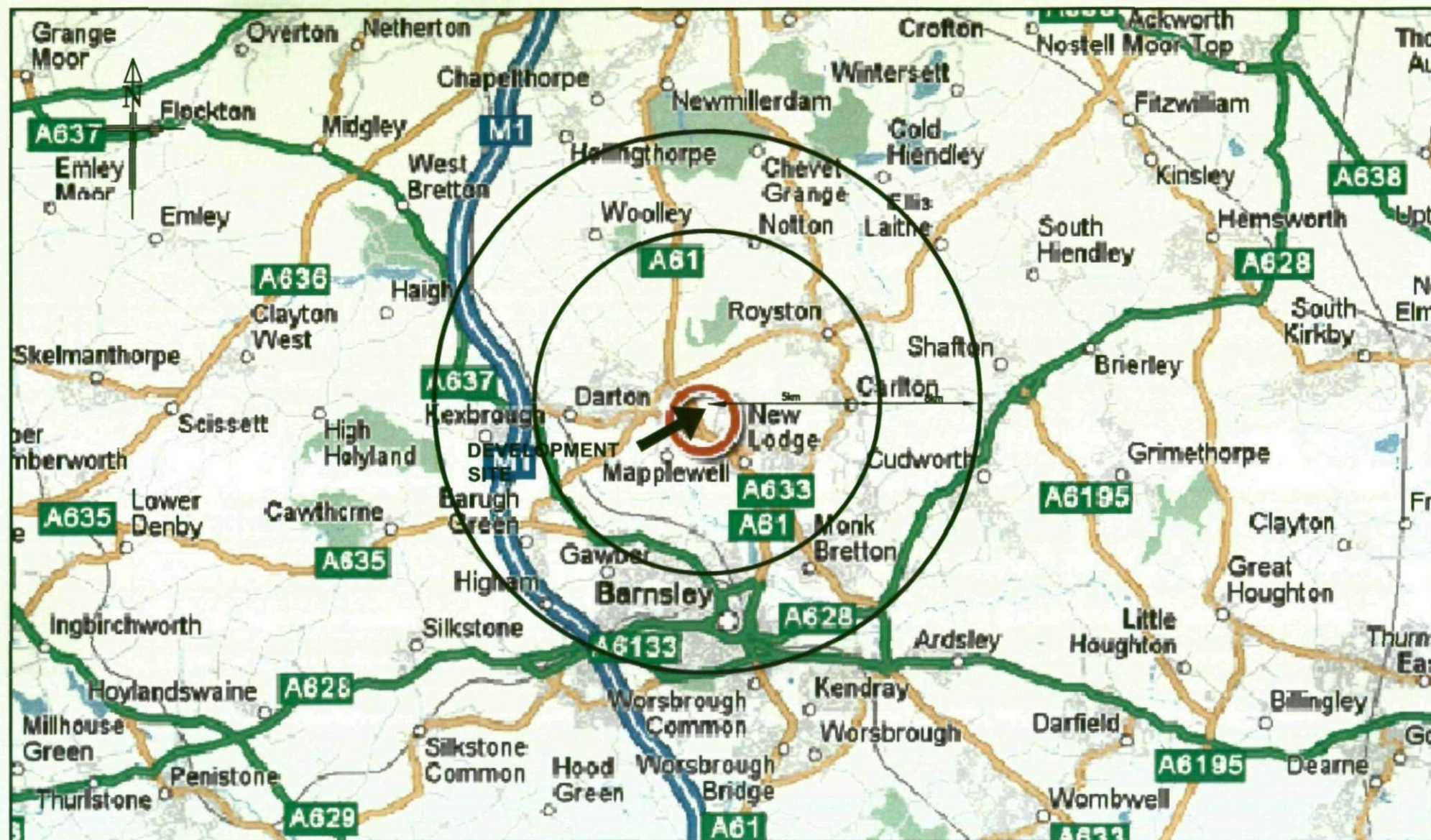
Summary of Trains at Darton Railway Station

Train	Geographical Areas Covered	Operator	Frequency
Leeds to Sheffield	Leeds - Woodlesford - Castleford - Normanton - Wakefield Kirkgate - Darton - Barnsley - Wombwell - Elsecar - Chapeltown - Meadowhall - Sheffield	Northern	60 minutes

Summary of Trains at Barnsley Interchange

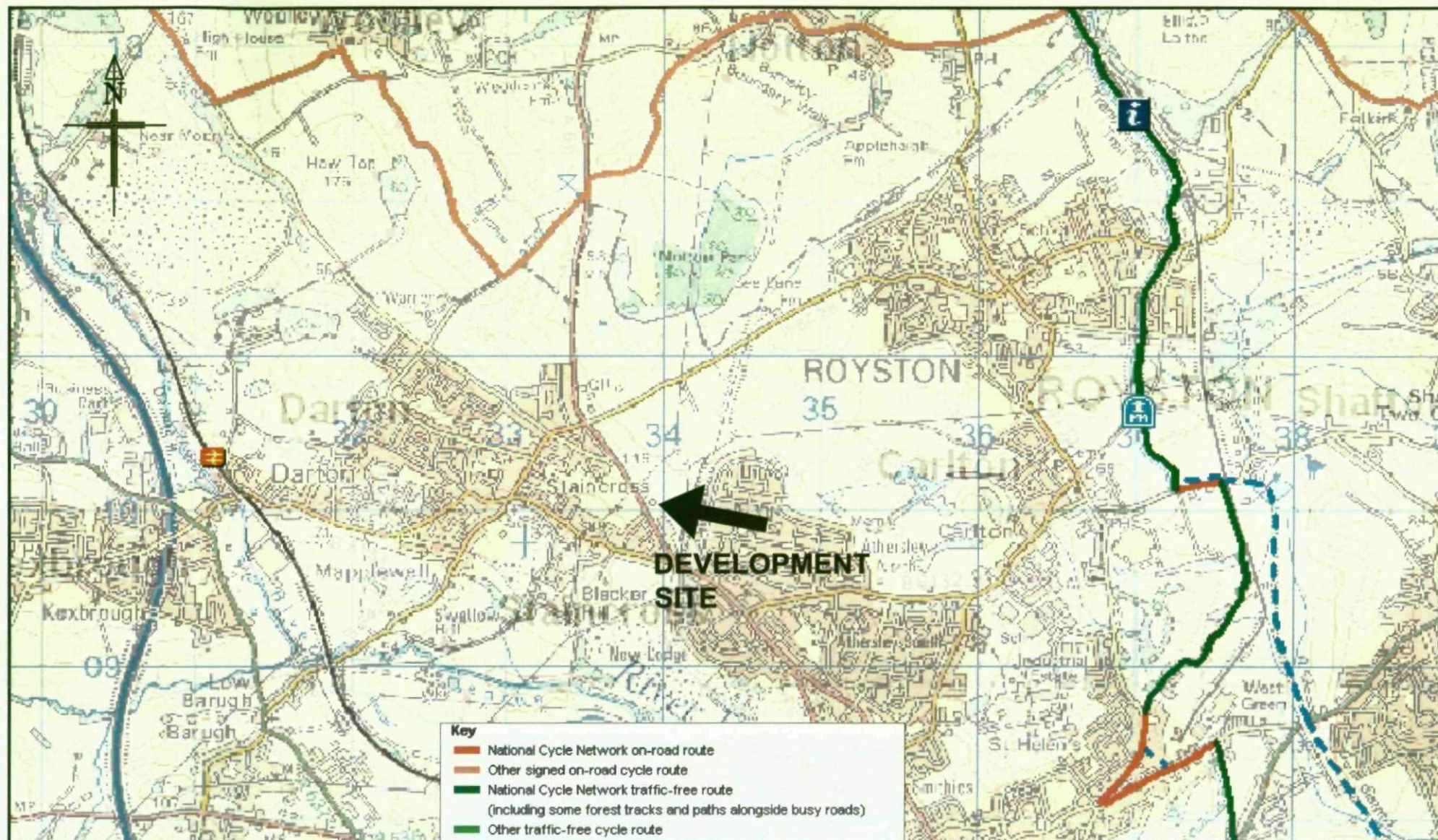
Train	Geographical Areas Covered	Operator	Frequency
Huddersfield to Sheffield	Huddersfield - Barnsley - Wombwell - Chapelton - Meadowhall - Sheffield	Northern	60 minutes
Sheffield to Huddersfield	Sheffield - Meadowhall - Chapelton - Elsecar - Wombwell - Barnsley - Dodworth - Silkstone Common - Penistone - Denby Dale - Shepley - Stocksmoor - Brockholes - Honley - Berry Brow - Lockwood - Huddersfield	Northern	30 minutes
Sheffield to Leeds	Sheffield - Meadowhall - Barnsley - Wakefield Kirkgate - Leeds	Northern	60 minutes

APPENDIX TP 4



Client PIPESTONE GROUP LTD

FILENAME



Client PIPESTONE GROUP LTD		Project WAKEFIELD ROAD, MAPPLEWELL BARNSELY		Rev		Amendments		Drawn		Child		Appr		Date	
BRYAN · G · HALL consulting civil & transportation planning engineers Bryan G Hall Ltd 25, 26 & 27, 28th St Loughborough Leics LE11 3AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2291 http://www.bryanhall.co.uk		Title CYCLING MAP		Scale NTS		Date AUGUST 2008		Doc Sheet No							
				Drawn ALS		Checked EAG		Approved EAG							
		Job No 08-334		Drawing No TP4-02		Rev -									

FILENAME

APPENDIX TP 5

OFF-LINE VERSION Bryan G Hall Josephs Well Leeds

Licence No: 604801

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLERanking Type: **ARRIVALS**

Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. **12 (**)**85th Percentile = No. **3 (**)**Median Values

Arrivals: 0.123

Departures: 0.587

Totals: 0.710

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
							Arrivals	Departures	Totals	
1	DC-03-C-01	BLOCKS OF FLATS, WEYMOUTH	DORSET	27	Tue	08/07/08	0.296	0.370	0.666	
2	WY-03-C-02	BLOCK OF FLATS, HUDDERSF	WEST YORKSHIRE	12	Wed	13/09/06	0.167	0.583	0.750	
3 **	NR-03-C-01	BLOCK OF FLATS, CORBY	NORTHAMPTONSHIRE	20	Fri	21/11/08	0.150	0.500	0.650	
4	NY-03-C-01	BLOCKS OF FLATS, NTHALLE	NORTH YORKSHIRE	30	Mon	22/09/03	0.133	0.500	0.633	
5	CH-03-C-01	BLOCKS OF FLATS, CHESTER	CHESHIRE	60	Fri	17/10/08	0.133	0.450	0.583	
6	MS-03-C-01	BLOCKS OF FLATS, LIVERPO	MERSEYSIDE	114	Thu	16/10/03	0.132	0.404	0.536	
7	TV-03-C-01	APARTMENTS BLOCKS, M'BOR	TEES VALLEY	85	Mon	06/10/08	0.129	0.506	0.635	
8	WM-03-C-03	FLATS, SOLIHULL	WEST MIDLANDS	60	Fri	21/09/07	0.117	0.667	0.784	
9	CA-03-C-01	BLOCK OF FLATS, P.BORO	CAMBRIDGESHIRE	44	Wed	07/05/08	0.114	0.568	0.682	
10	HF-03-C-02	FLATS, WELWYN GARDEN CIT	HERTFORDSHIRE	86	Wed	16/07/08	0.105	0.407	0.512	
11	SC-03-C-01	FLATS, CAMBERLEY	SURREY	140	Mon	21/07/08	0.093	0.521	0.614	
12 **	WY-03-C-01	BLOCK OF FLATS, LEEDS	WEST YORKSHIRE	127	Thu	13/11/03	0.087	0.441	0.528	
13	SC-03-C-02	FLATS, WOKING	SURREY	36	Wed	23/07/08	0.083	0.639	0.722	
14	ST-03-C-01	BLOCKS OF FLATS, STOKE	STAFFORDSHIRE	33	Wed	26/11/08	0.000	0.364	0.364	

OFF-LINE VERSION Bryan G Hall Josephs Well Leeds

Licence No: 604801

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLERanking Type: **DEPARTURES** Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. **12 (**)**85th Percentile = No. **3 (**)**Median Values

Arrivals: 0.142

Departures: 0.500

Totals: 0.641

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
							Arrivals	Departures	Totals	
1	WM-03-C-03	FLATS, SOLIHULL	WEST MIDLANDS	60	Fri	21/09/07	0.117	0.667	0.784	
2	SC-03-C-02	FLATS, WOKING	SURREY	36	Wed	23/07/08	0.083	0.639	0.722	
3 **	WY-03-C-02	BLOCK OF FLATS, HUDDERSF	WEST YORKSHIRE	12	Wed	13/09/06	0.167	0.583	0.750	
4	CA-03-C-01	BLOCK OF FLATS, P.BORO	CAMBRIDGESHIRE	44	Wed	07/05/08	0.114	0.568	0.682	
5	SC-03-C-01	FLATS, CAMBERLEY	SURREY	140	Mon	21/07/08	0.093	0.521	0.614	
6	TV-03-C-01	APARTMENTS BLOCKS, M'BOR	TEES VALLEY	85	Mon	06/10/08	0.129	0.506	0.635	
7	NR-03-C-01	BLOCK OF FLATS, CORBY	NORTHAMPTONSHIRE	20	Fri	21/11/08	0.150	0.500	0.650	
8	NY-03-C-01	BLOCKS OF FLATS, NTHALLE	NORTH YORKSHIRE	30	Mon	22/09/03	0.133	0.500	0.633	
9	CH-03-C-01	BLOCKS OF FLATS, CHESTER	CHESHIRE	60	Fri	17/10/08	0.133	0.450	0.583	
10	WY-03-C-01	BLOCK OF FLATS, LEEDS	WEST YORKSHIRE	127	Thu	13/11/03	0.087	0.441	0.528	
11	HF-03-C-02	FLATS, WELWYN GARDEN CIT	HERTFORDSHIRE	86	Wed	16/07/08	0.105	0.407	0.512	
12 **	MS-03-C-01	BLOCKS OF FLATS, LIVERPO	MERSEYSIDE	114	Thu	16/10/03	0.132	0.404	0.536	
13	DC-03-C-01	BLOCKS OF FLATS, WEYMOUT	DORSET	27	Tue	08/07/08	0.296	0.370	0.666	
14	ST-03-C-01	BLOCKS OF FLATS, STOKE	STAFFORDSHIRE	33	Wed	26/11/08	0.000	0.364	0.364	

OFF-LINE VERSION Bryan G Hall Josephs Well Leeds

Licence No: 604801

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLERanking Type: **ARRIVALS**

Time Range: 17:00-18:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. **12 (**)**85th Percentile = No. **3 (**)**Median Values

Arrivals: 0.368

Departures: 0.153

Totals: 0.521

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
							Arrivals	Departures	Totals	
1	TV-03-C-01	APARTMENTS BLOCKS, M'BOR	TEES VALLEY	85	Mon	06/10/08	0.694	0.329	1.023	
2	NR-03-C-01	BLOCK OF FLATS, CORBY	NORTHAMPTONSHIRE	20	Fri	21/11/08	0.600	0.500	1.100	
3 **	CA-03-C-01	BLOCK OF FLATS, P.BORO	CAMBRIDGESHIRE	44	Wed	07/05/08	0.523	0.159	0.682	
4	SC-03-C-01	FLATS, CAMBERLEY	SURREY	140	Mon	21/07/08	0.471	0.221	0.692	
5	WY-03-C-02	BLOCK OF FLATS, HUDDERSF	WEST YORKSHIRE	12	Wed	13/09/06	0.417	0.250	0.667	
6	CH-03-C-01	BLOCKS OF FLATS, CHESTER	CHESHIRE	60	Fri	17/10/08	0.400	0.233	0.633	
7	MS-03-C-01	BLOCKS OF FLATS, LIVERPO	MERSEYSIDE	114	Thu	16/10/03	0.386	0.123	0.509	
8	WM-03-C-03	FLATS, SOLIHULL	WEST MIDLANDS	60	Fri	21/09/07	0.350	0.183	0.533	
9	HF-03-C-02	FLATS, WELWYN GARDEN CIT	HERTFORDSHIRE	86	Wed	16/07/08	0.337	0.198	0.535	
10	NY-03-C-01	BLOCKS OF FLATS, NTHALLE	NORTH YORKSHIRE	30	Mon	22/09/03	0.300	0.200	0.500	
11	SC-03-C-02	FLATS, WOKING	SURREY	36	Wed	23/07/08	0.278	0.167	0.445	
12 **	WY-03-C-01	BLOCK OF FLATS, LEEDS	WEST YORKSHIRE	127	Thu	13/11/03	0.244	0.110	0.354	
13	DC-03-C-01	BLOCKS OF FLATS, WEYMOUT	DORSET	27	Tue	08/07/08	0.222	0.185	0.407	
14	ST-03-C-01	BLOCKS OF FLATS, STOKE	STAFFORDSHIRE	33	Wed	26/11/08	0.212	0.030	0.242	

OFF-LINE VERSION Bryan G Hall Josephs Well Leeds

Licence No: 604801

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLERanking Type: **DEPARTURES** Time Range: 17:00-18:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. **12 (**)**85th Percentile = No. **3 (**)**Median Values

Arrivals: 0.280

Departures: 0.192

Totals: 0.471

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
							Arrivals	Departures	Totals	
1	NR-03-C-01	BLOCK OF FLATS, CORBY	NORTHAMPTONSHIRE	20	Fri	21/11/08	0.600	0.500	1.100	
2	TV-03-C-01	APARTMENTS BLOCKS, M'BOR	TEES VALLEY	85	Mon	06/10/08	0.694	0.329	1.023	
3 **	WY-03-C-02	BLOCK OF FLATS, HUDDERSF	WEST YORKSHIRE	12	Wed	13/09/06	0.417	0.250	0.667	
4	CH-03-C-01	BLOCKS OF FLATS, CHESTER	CHESHIRE	60	Fri	17/10/08	0.400	0.233	0.633	
5	SC-03-C-01	FLATS, CAMBERLEY	SURREY	140	Mon	21/07/08	0.471	0.221	0.692	
6	NY-03-C-01	BLOCKS OF FLATS, NTHALLE	NORTH YORKSHIRE	30	Mon	22/09/03	0.300	0.200	0.500	
7	HF-03-C-02	FLATS, WELWYN GARDEN CIT	HERTFORDSHIRE	86	Wed	16/07/08	0.337	0.198	0.535	
8	DC-03-C-01	BLOCKS OF FLATS, WEYMOUT	DORSET	27	Tue	08/07/08	0.222	0.185	0.407	
9	WM-03-C-03	FLATS, SOLIHULL	WEST MIDLANDS	60	Fri	21/09/07	0.350	0.183	0.533	
10	SC-03-C-02	FLATS, WOKING	SURREY	36	Wed	23/07/08	0.278	0.167	0.445	
11	CA-03-C-01	BLOCK OF FLATS, P.BORO	CAMBRIDGESHIRE	44	Wed	07/05/08	0.523	0.159	0.682	
12 **	MS-03-C-01	BLOCKS OF FLATS, LIVERPO	MERSEYSIDE	114	Thu	16/10/03	0.386	0.123	0.509	
13	WY-03-C-01	BLOCK OF FLATS, LEEDS	WEST YORKSHIRE	127	Thu	13/11/03	0.244	0.110	0.354	
14	ST-03-C-01	BLOCKS OF FLATS, STOKE	STAFFORDSHIRE	33	Wed	26/11/08	0.212	0.030	0.242	

OFF-LINE VERSION Bryan G Hall Josephs Well Leeds

Licence No: 604801

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

MULTI-MODAL TOTAL PEOPLERanking Type: **ARRIVALS**

Time Range: 08:00-09:00

15th Percentile = No. **35 (**)**85th Percentile = No. **7 (**)**Median Values

Arrivals: 0.235

Departures: 1.471

Totals: 1.706

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
							Arrivals	Departures	Totals	
1	BD-03-A-02	SEMI DETACHED, LUTON	BEDFORDSHIRE	82	Tue	06/07/04	0.744	1.317	2.061	
2	WO-03-A-01	DETACHED, BROMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.600	1.100	1.700	
3	DS-03-A-01	SEMI D./TERRACED, DRONFI	DERBYSHIRE	20	Thu	22/06/06	0.600	0.650	1.250	
4	CA-03-A-01	SEMI D./TERRACED, CAMBRI	CAMBRIDGESHIRE	124	Tue	06/02/01	0.460	1.629	2.089	
5	SF-03-A-02	SEMI DET./TERRACED, IPSW	SUFFOLK	230	Thu	24/05/07	0.443	1.074	1.517	
6	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.905	1.310	
7 **	CW-03-A-01	TERRACED, PENZANCE	CORNWALL	13	Thu	30/06/05	0.385	0.231	0.616	
8	WO-03-A-03	DETACHED, KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.384	1.058	1.442	
9	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.380	0.886	1.266	
10	EX-03-A-01	SEMI-DET., STANFORD-LE-H	ESSEX	237	Tue	13/05/08	0.367	1.152	1.519	
11	LE-03-A-01	DETACHED, MELTON MOWBRAY	LEICESTERSHIRE	11	Tue	03/05/05	0.364	1.273	1.637	
12	GM-03-A-07	SEMI DETACHED, MANCHESTE	GREATER MANCHESTER	138	Fri	09/11/01	0.355	1.094	1.449	
13	WM-03-A-02	DETACHED/SEMI D., STRBRI	WEST MIDLANDS	12	Wed	26/04/06	0.333	0.667	1.000	
14	LN-03-A-02	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.301	0.790	1.091	
15	WO-03-A-02	SEMI DETACHED, REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.292	0.917	1.209	
16	CA-03-A-02	MIXED HOUSES, PETERBOROU	CAMBRIDGESHIRE	363	Thu	13/05/04	0.273	0.702	0.975	
17	NY-03-A-01	MIXED HOUSES,NORTHALLERT	NORTH YORKSHIRE	52	Tue	25/09/07	0.269	1.000	1.269	
18	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.255	0.469	0.724	
19	TW-03-A-01	SEMI DETACHED, SUNDERLAN	TYNE & WEAR	81	Wed	18/09/02	0.247	1.012	1.259	
20	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.247	0.920	1.167	
21	CH-03-A-05	DETACHED, CREWE	CHESHIRE	17	Tue	14/10/08	0.235	1.471	1.706	
22	CB-03-A-02	SEMI DETACHED, WORKINGTO	CUMBRIA	40	Mon	20/06/05	0.225	1.175	1.400	
23	CH-03-A-06	SEMI-DET./BUNGALOWS,CREW	CHESHIRE	129	Tue	14/10/08	0.225	0.457	0.682	
24	SF-03-A-03	MIXED HOUSES, BURY ST ED	SUFFOLK	101	Mon	15/05/06	0.218	1.010	1.228	
25	ST-03-A-05	TERRACED/DETACHED, STOKE	STAFFORDSHIRE	14	Wed	26/11/08	0.214	0.714	0.928	
26	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.211	0.676	0.887	
27	BD-03-A-01	SEMI DETACHED, LUTON	BEDFORDSHIRE	131	Thu	08/07/04	0.206	0.870	1.076	
28	SC-03-A-03	DETACHED, EAST MOLESEY	SURREY	54	Tue	12/11/02	0.204	0.667	0.871	
29	TV-03-A-01	MIXED HOUSES/FLATS, HART	TEES VALLEY	225	Thu	14/04/05	0.196	0.764	0.960	
30	ES-03-A-01	MIXED HOUSES/FLATS, LEWE	EAST SUSSEX	491	Thu	29/03/01	0.196	0.976	1.172	
31	GS-03-A-01	SEMI D./TERRACED, GLOUCE	GLOUCESTERSHIRE	73	Tue	25/05/04	0.192	0.616	0.808	
32	CW-03-A-02	SEMI D./DETACHED, TRURO	CORNWALL	73	Tue	18/09/07	0.178	0.877	1.055	

OFF-LINE VERSION Bryan G Hall Josephs Well Leeds

Licence No: 604801

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
							Arrivals	Departures	Totals	
33	HF-03-A-01	MIXED HOUSES, WELWYN GC	HERTFORDSHIRE	53	Fri	06/09/02	0.170	0.453	0.623	
34	NT-03-A-03	SEMI DETACHED, KIRKBY-IN-	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.169	0.687	0.856	
35 **	LC-03-A-29	DETACHED/SEMI D., BLACKB	LANCASHIRE	185	Thu	10/06/04	0.162	1.016	1.178	
36	NY-03-A-03	PRIVATE HOUSING, BOROUGH	NORTH YORKSHIRE	14	Mon	15/09/08	0.143	0.357	0.500	
37	GM-03-A-08	SEMI DETACHED, STOCKPORT	GREATER MANCHESTER	247	Fri	12/10/01	0.134	0.761	0.895	
38	WO-03-A-06	DET./TERRACED, BROMSGROV	WORCESTERSHIRE	232	Thu	30/06/05	0.129	0.927	1.056	
39	SF-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK	77	Wed	23/05/07	0.117	0.805	0.922	
40	MS-03-A-01	TERRACED, RUNCORN	MERSEYSIDE	372	Thu	06/10/05	0.110	0.478	0.588	
41	WL-03-A-01	SEMI D./TERRACED W. BASS	WILTSHIRE	99	Mon	02/10/06	0.081	0.636	0.717	

OFF-LINE VERSION Bryan G Hall Josephs Well Leeds

Licence No: 604801

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

MULTI-MODAL TOTAL PEOPLERanking Type: **DEPARTURES**

Time Range: 08:00-09:00

15th Percentile = No. **35 (**)**85th Percentile = No. **7 (**)**Median Values

Arrivals: 0.178

Departures: 0.877

Totals: 1.055

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
							Arrivals	Departures	Totals	
1	CA-03-A-01	SEMI D./TERRACED, CAMBRI	CAMBRIDGESHIRE	124	Tue	06/02/01	0.460	1.629	2.089	
2	CH-03-A-05	DETACHED, CREWE	CHESHIRE	17	Tue	14/10/08	0.235	1.471	1.706	
3	BD-03-A-02	SEMI DETACHED, LUTON	BEDFORDSHIRE	82	Tue	06/07/04	0.744	1.317	2.061	
4	LE-03-A-01	DETACHED, MELTON MOWBRAY	LEICESTERSHIRE	11	Tue	03/05/05	0.364	1.273	1.637	
5	CB-03-A-02	SEMI DETACHED, WORKINGTO	CUMBRIA	40	Mon	20/06/05	0.225	1.175	1.400	
6	EX-03-A-01	SEMI-DET., STANFORD-LE-H	ESSEX	237	Tue	13/05/08	0.367	1.152	1.519	
7 **	WO-03-A-01	DETACHED, BROMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.600	1.100	1.700	
8	GM-03-A-07	SEMI DETACHED, MANCHESTE	GREATER MANCHESTER	138	Fri	09/11/01	0.355	1.094	1.449	
9	SF-03-A-02	SEMI DET./TERRACED, IPSW	SUFFOLK	230	Thu	24/05/07	0.443	1.074	1.517	
10	WO-03-A-03	DETACHED, KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.384	1.058	1.442	
11	LC-03-A-29	DETACHED/SEMI D., BLACKB	LANCASHIRE	185	Thu	10/06/04	0.162	1.016	1.178	
12	TW-03-A-01	SEMI DETACHED, SUNDERLAN	TYNE & WEAR	81	Wed	18/09/02	0.247	1.012	1.259	
13	SF-03-A-03	MIXED HOUSES, BURY ST ED	SUFFOLK	101	Mon	15/05/06	0.218	1.010	1.228	
14	NY-03-A-01	MIXED HOUSES,NORTHALLERT	NORTH YORKSHIRE	52	Tue	25/09/07	0.269	1.000	1.269	
15	ES-03-A-01	MIXED HOUSES/FLATS, LEWE	EAST SUSSEX	491	Thu	29/03/01	0.196	0.976	1.172	
16	WO-03-A-06	DET./TERRACED, BROMSGROV	WORCESTERSHIRE	232	Thu	30/06/05	0.129	0.927	1.056	
17	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.247	0.920	1.167	
18	WO-03-A-02	SEMI DETACHED, REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.292	0.917	1.209	
19	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.905	1.310	
20	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.380	0.886	1.266	
21	CW-03-A-02	SEMI D./DETACHED, TRURO	CORNWALL	73	Tue	18/09/07	0.178	0.877	1.055	
22	BD-03-A-01	SEMI DETACHED, LUTON	BEDFORDSHIRE	131	Thu	08/07/04	0.206	0.870	1.076	
23	SF-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK	77	Wed	23/05/07	0.117	0.805	0.922	
24	LN-03-A-02	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.301	0.790	1.091	
25	TV-03-A-01	MIXED HOUSES/FLATS, HART	TEES VALLEY	225	Thu	14/04/05	0.196	0.764	0.960	
26	GM-03-A-08	SEMI DETACHED, STOCKPORT	GREATER MANCHESTER	247	Fri	12/10/01	0.134	0.761	0.895	
27	ST-03-A-05	TERRACED/DETACHED, STOKE	STAFFORDSHIRE	14	Wed	26/11/08	0.214	0.714	0.928	
28	CA-03-A-02	MIXED HOUSES, PETERBOROU	CAMBRIDGESHIRE	363	Thu	13/05/04	0.273	0.702	0.975	
29	NT-03-A-03	SEMI DETACHED,KIRKBY-IN-	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.169	0.687	0.856	
30	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.211	0.676	0.887	
31	WM-03-A-02	DETACHED/SEMI D., STRBRI	WEST MIDLANDS	12	Wed	26/04/06	0.333	0.667	1.000	
32	SC-03-A-03	DETACHED, EAST MOLESEY	SURREY	54	Tue	12/11/02	0.204	0.667	0.871	

OFF-LINE VERSION Bryan G Hall Josephs Well Leeds

Licence No: 604801

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
							Arrivals	Departures	Totals	
33	DS-03-A-01	SEMI D./TERRACED, DRONFI	DERBYSHIRE	20	Thu	22/06/06	0.600	0.650	1.250	
34	WL-03-A-01	SEMI D./TERRACED W. BASS	WILTSHIRE	99	Mon	02/10/06	0.081	0.636	0.717	
35 **	GS-03-A-01	SEMI D./TERRACED, GLOUCE	GLOUCESTERSHIRE	73	Tue	25/05/04	0.192	0.616	0.808	
36	MS-03-A-01	TERRACED, RUNCORN	MERSEYSIDE	372	Thu	06/10/05	0.110	0.478	0.588	
37	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.255	0.469	0.724	
38	CH-03-A-06	SEMI-DET./BUNGALOWS, CREW	CHESHIRE	129	Tue	14/10/08	0.225	0.457	0.682	
39	HF-03-A-01	MIXED HOUSES, WELWYN GC	HERTFORDSHIRE	53	Fri	06/09/02	0.170	0.453	0.623	
40	NY-03-A-03	PRIVATE HOUSING, BOROUGH	NORTH YORKSHIRE	14	Mon	15/09/08	0.143	0.357	0.500	
41	CW-03-A-01	TERRACED, PENZANCE	CORNWALL	13	Thu	30/06/05	0.385	0.231	0.616	

OFF-LINE VERSION Bryan G Hall Josephs Well Leeds

Licence No: 604801

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

MULTI-MODAL TOTAL PEOPLERanking Type: **ARRIVALS**

Time Range: 17:00-18:00

15th Percentile = No. **35 (**)**85th Percentile = No. **7 (**)**Median Values

Arrivals: 0.615

Departures: 0.308

Totals: 0.923

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
							Arrivals	Departures	Totals	
1	CB-03-A-02	SEMI DETACHED, WORKINGTO	CUMBRIA	40	Mon	20/06/05	1.125	1.175	2.300	
2	LC-03-A-29	DETACHED/SEMI D., BLACKB	LANCASHIRE	185	Thu	10/06/04	0.897	0.589	1.486	
3	TW-03-A-01	SEMI DETACHED, SUNDERLAN	TYNE & WEAR	81	Wed	18/09/02	0.864	0.543	1.407	
4	CW-03-A-02	SEMI D./DETACHED, TRURO	CORNWALL	73	Tue	18/09/07	0.822	0.397	1.219	
5	WO-03-A-03	DETACHED, KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.812	0.399	1.211	
6	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.798	0.560	1.358	
7 **	SF-03-A-02	SEMI DET./TERRACED, IPSW	SUFFOLK	230	Thu	24/05/07	0.778	0.517	1.295	
8	GM-03-A-08	SEMI DETACHED, STOCKPORT	GREATER MANCHESTER	247	Fri	12/10/01	0.773	0.457	1.230	
9	LN-03-A-02	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.769	0.548	1.317	
10	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.759	0.392	1.151	
11	CA-03-A-01	SEMI D./TERRACED, CAMBRI	CAMBRIDGESHIRE	124	Tue	06/02/01	0.734	0.532	1.266	
12	SF-03-A-03	MIXED HOUSES, BURY ST ED	SUFFOLK	101	Mon	15/05/06	0.713	0.337	1.050	
13	GM-03-A-07	SEMI DETACHED, MANCHESTE	GREATER MANCHESTER	138	Fri	09/11/01	0.688	0.449	1.137	
14	EX-03-A-01	SEMI-DET., STANFORD-LE-H	ESSEX	237	Tue	13/05/08	0.675	0.481	1.156	
15	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.662	0.225	0.887	
16	GS-03-A-01	SEMI D./TERRACED, GLOUCE	GLOUCESTERSHIRE	73	Tue	25/05/04	0.658	0.219	0.877	
17	WO-03-A-02	SEMI DETACHED, REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.646	0.354	1.000	
18	NT-03-A-03	SEMI DETACHED, KIRKBY-IN-	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.645	0.464	1.109	
19	NY-03-A-03	PRIVATE HOUSING, BOROUGH	NORTH YORKSHIRE	14	Mon	15/09/08	0.643	0.214	0.857	
20	WO-03-A-06	DET./TERRACED, BROMSGROV	WORCESTERSHIRE	232	Thu	30/06/05	0.629	0.259	0.888	
21	CW-03-A-01	TERRACED, PENZANCE	CORNWALL	13	Thu	30/06/05	0.615	0.308	0.923	
22	WO-03-A-01	DETACHED, BROMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.600	0.600	1.200	
23	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.587	0.280	0.867	
24	BD-03-A-01	SEMI DETACHED, LUTON	BEDFORDSHIRE	131	Thu	08/07/04	0.573	0.290	0.863	
25	ST-03-A-05	TERRACED/DETACHED, STOKE	STAFFORDSHIRE	14	Wed	26/11/08	0.571	0.286	0.857	
26	TV-03-A-01	MIXED HOUSES/FLATS, HART	TEES VALLEY	225	Thu	14/04/05	0.556	0.351	0.907	
27	ES-03-A-01	MIXED HOUSES/FLATS, LEWE	EAST SUSSEX	491	Thu	29/03/01	0.521	0.246	0.767	
28	SC-03-A-03	DETACHED, EAST MOLESEY	SURREY	54	Tue	12/11/02	0.519	0.241	0.760	
29	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.510	0.306	0.816	
30	HF-03-A-01	MIXED HOUSES, WELWYN GC	HERTFORDSHIRE	53	Fri	06/09/02	0.509	0.226	0.735	
31	WL-03-A-01	SEMI D./TERRACED W. BASS	WILTSHIRE	99	Mon	02/10/06	0.505	0.293	0.798	
32	SF-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK	77	Wed	23/05/07	0.494	0.377	0.871	

OFF-LINE VERSION Bryan G Hall Josephs Well Leeds

Licence No: 604801

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
							Arrivals	Departures	Totals	
33	CH-03-A-05	DETACHED, CREWE	CHESHIRE	17	Tue	14/10/08	0.471	0.353	0.824	
34	LE-03-A-01	DETACHED, MELTON MOWBRAY	LEICESTERSHIRE	11	Tue	03/05/05	0.455	0.364	0.819	
35 **	CA-03-A-02	MIXED HOUSES, PETERBOROU	CAMBRIDGESHIRE	363	Thu	13/05/04	0.444	0.358	0.802	
36	BD-03-A-02	SEMI DETACHED, LUTON	BEDFORDSHIRE	82	Tue	06/07/04	0.415	0.476	0.891	
37	NY-03-A-01	MIXED HOUSES, NORTHALLERT	NORTH YORKSHIRE	52	Tue	25/09/07	0.404	0.365	0.769	
38	MS-03-A-01	TERRACED, RUNCORN	MERSEYSIDE	372	Thu	06/10/05	0.395	0.277	0.672	
39	DS-03-A-01	SEMI D./TERRACED, DRONFI	DERBYSHIRE	20	Thu	22/06/06	0.250	0.350	0.600	
40	CH-03-A-06	SEMI-DET./BUNGALOWS, CREW	CHESHIRE	129	Tue	14/10/08	0.178	0.225	0.403	
41	WM-03-A-02	DETACHED/SEMI D., STRBRI	WEST MIDLANDS	12	Wed	26/04/06	0.167	0.750	0.917	

OFF-LINE VERSION Bryan G Hall Josephs Well Leeds

Licence No: 604801

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

MULTI-MODAL TOTAL PEOPLERanking Type: **DEPARTURES**

Time Range: 17:00-18:00

15th Percentile = No. **35 (**)**85th Percentile = No. **7 (**)**Median Values

Arrivals: 0.444

Departures: 0.358

Totals: 0.802

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
							Arrivals	Departures	Totals	
1	CB-03-A-02	SEMI DETACHED, WORKINGTO	CUMBRIA	40	Mon	20/06/05	1.125	1.175	2.300	
2	WM-03-A-02	DETACHED/SEMI D., STRBRI	WEST MIDLANDS	12	Wed	26/04/06	0.167	0.750	0.917	
3	WO-03-A-01	DETACHED, BROMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.600	0.600	1.200	
4	LC-03-A-29	DETACHED/SEMI D., BLACKB	LANCASHIRE	185	Thu	10/06/04	0.897	0.589	1.486	
5	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.798	0.560	1.358	
6	LN-03-A-02	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.769	0.548	1.317	
7 **	TW-03-A-01	SEMI DETACHED, SUNDERLAN	TYNE & WEAR	81	Wed	18/09/02	0.864	0.543	1.407	
8	CA-03-A-01	SEMI D./TERRACED, CAMBRI	CAMBRIDGESHIRE	124	Tue	06/02/01	0.734	0.532	1.266	
9	SF-03-A-02	SEMI DET./TERRACED, IPSW	SUFFOLK	230	Thu	24/05/07	0.778	0.517	1.295	
10	EX-03-A-01	SEMI-DET., STANFORD-LE-H	ESSEX	237	Tue	13/05/08	0.675	0.481	1.156	
11	BD-03-A-02	SEMI DETACHED, LUTON	BEDFORDSHIRE	82	Tue	06/07/04	0.415	0.476	0.891	
12	NT-03-A-03	SEMI DETACHED, KIRKBY-IN-	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.645	0.464	1.109	
13	GM-03-A-08	SEMI DETACHED, STOCKPORT	GREATER MANCHESTER	247	Fri	12/10/01	0.773	0.457	1.230	
14	GM-03-A-07	SEMI DETACHED, MANCHESTE	GREATER MANCHESTER	138	Fri	09/11/01	0.688	0.449	1.137	
15	WO-03-A-03	DETACHED, KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.812	0.399	1.211	
16	CW-03-A-02	SEMI D./DETACHED, TRURO	CORNWALL	73	Tue	18/09/07	0.822	0.397	1.219	
17	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.759	0.392	1.151	
18	SF-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK	77	Wed	23/05/07	0.494	0.377	0.871	
19	NY-03-A-01	MIXED HOUSES, NORTHALLERT	NORTH YORKSHIRE	52	Tue	25/09/07	0.404	0.365	0.769	
20	LE-03-A-01	DETACHED, MELTON MOWBRAY	LEICESTERSHIRE	11	Tue	03/05/05	0.455	0.364	0.819	
21	CA-03-A-02	MIXED HOUSES, PETERBOROU	CAMBRIDGESHIRE	363	Thu	13/05/04	0.444	0.358	0.802	
22	WO-03-A-02	SEMI DETACHED, REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.646	0.354	1.000	
23	CH-03-A-05	DETACHED, CREWE	CHESHIRE	17	Tue	14/10/08	0.471	0.353	0.824	
24	TV-03-A-01	MIXED HOUSES/FLATS, HART	TEES VALLEY	225	Thu	14/04/05	0.556	0.351	0.907	
25	DS-03-A-01	SEMI D./TERRACED, DRONFI	DERBYSHIRE	20	Thu	22/06/06	0.250	0.350	0.600	
26	SF-03-A-03	MIXED HOUSES, BURY ST ED	SUFFOLK	101	Mon	15/05/06	0.713	0.337	1.050	
27	CW-03-A-01	TERRACED, PENZANCE	CORNWALL	13	Thu	30/06/05	0.615	0.308	0.923	
28	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.510	0.306	0.816	
29	WL-03-A-01	SEMI D./TERRACED W. BASS	WILTSHIRE	99	Mon	02/10/06	0.505	0.293	0.798	
30	BD-03-A-01	SEMI DETACHED, LUTON	BEDFORDSHIRE	131	Thu	08/07/04	0.573	0.290	0.863	
31	ST-03-A-05	TERRACED/DETACHED, STOKE	STAFFORDSHIRE	14	Wed	26/11/08	0.571	0.286	0.857	
32	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.587	0.280	0.867	

OFF-LINE VERSION Bryan G Hall Josephs Well Leeds

Licence No: 604801

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
							Arrivals	Departures	Totals	
33	MS-03-A-01	TERRACED, RUNCORN	MERSEYSIDE	372	Thu	06/10/05	0.395	0.277	0.672	
34	WO-03-A-06	DET./TERRACED, BROMSGROV	WORCESTERSHIRE	232	Thu	30/06/05	0.629	0.259	0.888	
35 **	ES-03-A-01	MIXED HOUSES/FLATS, LEWE	EAST SUSSEX	491	Thu	29/03/01	0.521	0.246	0.767	
36	SC-03-A-03	DETACHED, EAST MOLESEY	SURREY	54	Tue	12/11/02	0.519	0.241	0.760	
37	HF-03-A-01	MIXED HOUSES, WELWYN GC	HERTFORDSHIRE	53	Fri	06/09/02	0.509	0.226	0.735	
38	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.662	0.225	0.887	
39	CH-03-A-06	SEMI-DET./BUNGALOWS, CREW	CHESHIRE	129	Tue	14/10/08	0.178	0.225	0.403	
40	GS-03-A-01	SEMI D./TERRACED, GLOUCE	GLOUCESTERSHIRE	73	Tue	25/05/04	0.658	0.219	0.877	
41	NY-03-A-03	PRIVATE HOUSING, BOROUGH	NORTH YORKSHIRE	14	Mon	15/09/08	0.643	0.214	0.857	

OFF-LINE VERSION Bryan G Hall Josephs Well Leeds

Licence No: 604801

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL PEOPLERanking Type: **ARRIVALS**

Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under

20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. **12 (**)**85th Percentile = No. **3 (**)**Median Values

Arrivals: 0.652

Departures: 0.487

Totals: 1.139

Rank	Site-Ref	Description	Area	GFA	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
							Arrivals	Departures	Totals	
1	KH-02-D-02	INDUSTRIAL ESTATE, HULL	KINGSTON UPON HULL	2220	Thu	18/10/01	2.117	0.946	3.063	
2	NB-02-D-01	INDUSTRIAL ESTATE, HEXHA	NORTHUMBERLAND	10525	Mon	23/05/05	1.900	1.140	3.040	
3 **	WL-02-D-01	IND. ESTATE, WOOTTON BAS	WILTSHIRE	7050	Tue	03/10/06	1.404	0.723	2.127	
4	CW-02-D-02	INDUSTRIAL ESTATE, CAMBO	CORNWALL	6515	Fri	21/09/07	0.906	0.430	1.336	
5	CH-02-D-02	INDUSTRIAL EST., NORTHWI	CHESHIRE	22000	Fri	15/06/07	0.782	0.282	1.064	
6	LN-02-D-01	INDUSTRIAL ESTATE, GRANT	LINCOLNSHIRE	5347	Thu	12/05/05	0.748	0.374	1.122	
7	LC-02-D-04	INDUSTRIAL ESTATE, GARST	LANCASHIRE	4555	Fri	16/06/06	0.724	0.461	1.185	
8	CA-02-D-01	IND. ESTATE, PETERBOROUG	CAMBRIDGESHIRE	4300	Tue	13/05/08	0.581	0.512	1.093	
9	CB-02-D-03	INDUSTRIAL ESTATE, BRAMP	CUMBRIA	13700	Thu	23/06/05	0.504	0.182	0.686	
10	TW-02-D-06	INDUSTRIAL ESTATE, N. SH	TYNE & WEAR	23000	Thu	19/10/06	0.396	0.204	0.600	
11	SF-02-D-02	INDUSTRIAL ESTATE, IPSWI	SUFFOLK	102000	Tue	22/05/07	0.367	0.217	0.584	
12 **	NT-02-D-01	IND. ESTATE, SUTTON-IN-A	NOTTINGHAMSHIRE	26400	Fri	30/06/06	0.356	0.197	0.553	
13	WY-02-D-02	INDUSTRIAL EST., HUDDERS	WEST YORKSHIRE	20824	Mon	11/09/06	0.283	0.082	0.365	
14	MS-02-D-05	INDUSTRIAL ESTATE, ST HE	MERSEYSIDE	11700	Tue	18/10/05	0.085	0.051	0.136	

OFF-LINE VERSION Bryan G Hall Josephs Well Leeds

Licence No: 604801

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL PEOPLERanking Type: **DEPARTURES** Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. **12 (**)**85th Percentile = No. **3 (**)**Median Values

Arrivals: 0.765

Departures: 0.328

Totals: 1.093

Rank	Site-Ref	Description	Area	GFA	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
							Arrivals	Departures	Totals	
1	NB-02-D-01	INDUSTRIAL ESTATE, HEXHA	NORTHUMBERLAND	10525	Mon	23/05/05	1.900	1.140	3.040	
2	KH-02-D-02	INDUSTRIAL ESTATE, HULL	KINGSTON UPON HULL	2220	Thu	18/10/01	2.117	0.946	3.063	
3 **	WL-02-D-01	IND. ESTATE, WOOTTON BAS	WILTSHIRE	7050	Tue	03/10/06	1.404	0.723	2.127	
4	CA-02-D-01	IND. ESTATE, PETERBOROUGH	CAMBRIDGESHIRE	4300	Tue	13/05/08	0.581	0.512	1.093	
5	LC-02-D-04	INDUSTRIAL ESTATE, GARST	LANCASHIRE	4555	Fri	16/06/06	0.724	0.461	1.185	
6	CW-02-D-02	INDUSTRIAL ESTATE, CAMBO	CORNWALL	6515	Fri	21/09/07	0.906	0.430	1.336	
7	LN-02-D-01	INDUSTRIAL ESTATE, GRANT	LINCOLNSHIRE	5347	Thu	12/05/05	0.748	0.374	1.122	
8	CH-02-D-02	INDUSTRIAL EST., NORTHWI	CHESHIRE	22000	Fri	15/06/07	0.782	0.282	1.064	
9	SF-02-D-02	INDUSTRIAL ESTATE, IPSWI	SUFFOLK	102000	Tue	22/05/07	0.367	0.217	0.584	
10	TW-02-D-06	INDUSTRIAL ESTATE, N. SH	TYNE & WEAR	23000	Thu	19/10/06	0.396	0.204	0.600	
11	NT-02-D-01	IND. ESTATE, SUTTON-IN-A	NOTTINGHAMSHIRE	26400	Fri	30/06/06	0.356	0.197	0.553	
12 **	CB-02-D-03	INDUSTRIAL ESTATE, BRAMP	CUMBRIA	13700	Thu	23/06/05	0.504	0.182	0.686	
13	WY-02-D-02	INDUSTRIAL EST., HUDDERS	WEST YORKSHIRE	20824	Mon	11/09/06	0.283	0.082	0.365	
14	MS-02-D-05	INDUSTRIAL ESTATE, ST HE	MERSEYSIDE	11700	Tue	18/10/05	0.085	0.051	0.136	

OFF-LINE VERSION Bryan G Hall Josephs Well Leeds

Licence No: 604801

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL PEOPLERanking Type: **ARRIVALS** Time Range: 17:00-18:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. **12 (**)**85th Percentile = No. **3 (**)**Median Values

Arrivals: 0.173

Departures: 0.937

Totals: 1.110

Rank	Site-Ref	Description	Area	GFA	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
							Arrivals	Departures	Totals	
1	LN-02-D-01	INDUSTRIAL ESTATE, GRANT	LINCOLNSHIRE	5347	Thu	12/05/05	0.898	0.860	1.758	
2	CA-02-D-01	IND. ESTATE, PETERBOROUGH	CAMBRIDGESHIRE	4300	Tue	13/05/08	0.605	1.093	1.698	
3 **	NB-02-D-01	INDUSTRIAL ESTATE, HEXHA	NORTHUMBERLAND	10525	Mon	23/05/05	0.475	1.159	1.634	
4	CW-02-D-02	INDUSTRIAL ESTATE, CAMBO	CORNWALL	6515	Fri	21/09/07	0.460	1.167	1.627	
5	KH-02-D-02	INDUSTRIAL ESTATE, HULL	KINGSTON UPON HULL	2220	Thu	18/10/01	0.405	1.577	1.982	
6	CB-02-D-03	INDUSTRIAL ESTATE, BRAMP	CUMBRIA	13700	Thu	23/06/05	0.219	0.613	0.832	
7	LC-02-D-04	INDUSTRIAL ESTATE, GARST	LANCASHIRE	4555	Fri	16/06/06	0.176	0.768	0.944	
8	WL-02-D-01	IND. ESTATE, WOOTTON BAS	WILTSHIRE	7050	Tue	03/10/06	0.170	1.106	1.276	
9	SF-02-D-02	INDUSTRIAL ESTATE, IPSWI	SUFFOLK	102000	Tue	22/05/07	0.152	0.340	0.492	
10	NT-02-D-01	IND. ESTATE, SUTTON-IN-A	NOTTINGHAMSHIRE	26400	Fri	30/06/06	0.125	0.231	0.356	
11	CH-02-D-02	INDUSTRIAL EST., NORTHWI	CHESHIRE	22000	Fri	15/06/07	0.109	0.459	0.568	
12 **	WY-02-D-02	INDUSTRIAL EST., HUDDERS	WEST YORKSHIRE	20824	Mon	11/09/06	0.106	0.264	0.370	
13	TW-02-D-06	INDUSTRIAL ESTATE, N. SH	TYNE & WEAR	23000	Thu	19/10/06	0.091	0.348	0.439	
14	MS-02-D-05	INDUSTRIAL ESTATE, ST HE	MERSEYSIDE	11700	Tue	18/10/05	0.060	0.060	0.120	

OFF-LINE VERSION Bryan G Hall Josephs Well Leeds

Licence No: 604801

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL PEOPLERanking Type: **DEPARTURES** Time Range: 17:00-18:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. **12 (**)**85th Percentile = No. **3 (**)**Median Values

Arrivals: 0.198

Departures: 0.691

Totals: 0.888

Rank	Site-Ref	Description	Area	GFA	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
							Arrivals	Departures	Totals	
1	KH-02-D-02	INDUSTRIAL ESTATE, HULL	KINGSTON UPON HULL	2220	Thu	18/10/01	0.405	1.577	1.982	
2	CW-02-D-02	INDUSTRIAL ESTATE, CAMBO	CORNWALL	6515	Fri	21/09/07	0.460	1.167	1.627	
3 **	NB-02-D-01	INDUSTRIAL ESTATE, HEXHA	NORTHUMBERLAND	10525	Mon	23/05/05	0.475	1.159	1.634	
4	WL-02-D-01	IND. ESTATE, WOOTTON BAS	WILTSHIRE	7050	Tue	03/10/06	0.170	1.106	1.276	
5	CA-02-D-01	IND. ESTATE, PETERBOROUGH	CAMBRIDGESHIRE	4300	Tue	13/05/08	0.605	1.093	1.698	
6	LN-02-D-01	INDUSTRIAL ESTATE, GRANT	LINCOLNSHIRE	5347	Thu	12/05/05	0.898	0.860	1.758	
7	LC-02-D-04	INDUSTRIAL ESTATE, GARST	LANCASHIRE	4555	Fri	16/06/06	0.176	0.768	0.944	
8	CB-02-D-03	INDUSTRIAL ESTATE, BRAMP	CUMBRIA	13700	Thu	23/06/05	0.219	0.613	0.832	
9	CH-02-D-02	INDUSTRIAL EST., NORTHWI	CHESHIRE	22000	Fri	15/06/07	0.109	0.459	0.568	
10	TW-02-D-06	INDUSTRIAL ESTATE, N. SH	TYNE & WEAR	23000	Thu	19/10/06	0.091	0.348	0.439	
11	SF-02-D-02	INDUSTRIAL ESTATE, IPSWI	SUFFOLK	102000	Tue	22/05/07	0.152	0.340	0.492	
12 **	WY-02-D-02	INDUSTRIAL EST., HUDDERS	WEST YORKSHIRE	20824	Mon	11/09/06	0.106	0.264	0.370	
13	NT-02-D-01	IND. ESTATE, SUTTON-IN-A	NOTTINGHAMSHIRE	26400	Fri	30/06/06	0.125	0.231	0.356	
14	MS-02-D-05	INDUSTRIAL ESTATE, ST HE	MERSEYSIDE	11700	Tue	18/10/05	0.060	0.060	0.120	