OPTIMA
Intelligent Highways Solutions

Halifax Road, Penistone
Proposed Residential Development
Transport Statement

May 2026 (Initial Issue)

Prepared on behalf of

Bellway Homes Limited (Yorkshire)

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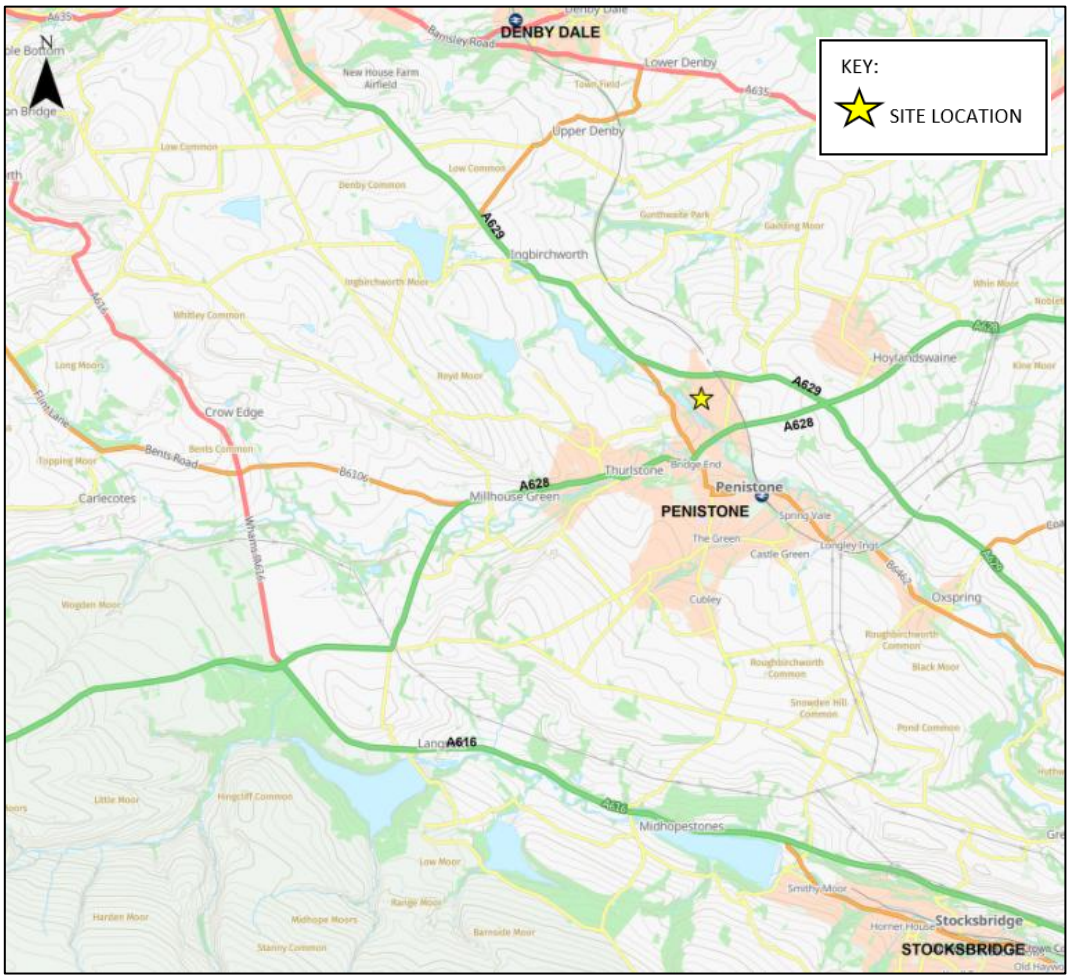
1. Introduction

1.1 BACKGROUND

1.1.1 This Transport Statement ("TS") has been prepared by Optima Highways & Transportation Ltd ("Optima") to consider the potential highways and transportation matters raised by a proposed residential development on land to the south of Halifax Road, Penistone ("the Site").

1.1.2 The location of the Site is identified on Figure 1 and Image 1.1.

Image 1.1 Site Location Plan



1.2 SCHEME PROPOSAL AND SCOPE OF REPORT

1.2.1 This TS has been prepared to accompany a full planning application on behalf of Bellway Homes Limited (the applicant) for the construction of 51 dwellings with a mix of house types, including access, landscaping and areas of public open space. A copy of the Parker Peel proposed planning layout is contained at Appendix A.

1.2.2 The Site is located within the administrative area of Barnsley Metropolitan Borough Council (BMBC) which as a unitary authority, holds responsibility for both Highways and Planning matters.

1.2.3 This TS has been prepared in accordance with the Ministry of Housing, Communities & Local Government 'Travel Plans, Transport Assessment and Statements' document published on the 6th March 2014.

1.2.4 Cognisance has also been taken of the prevailing National Planning Policy Framework (NPPF) updated in December 2024, which states that all developments that will generate significant amounts of movement should be supported by a vision led transport assessment/statement and a travel plan so that the likely impacts of the proposal can be assessed (para. 118).

1.2.5 This TS sets out the transport impacts relating to the proposed development and identifies what measures may be required to accommodate these impacts. It also considers the sustainability and accessibility of the Site, reviewing the provision and quality of facilities and connections to and from the surrounding areas.

1.3 PLANNING STATUS AND RELEVANT APPLICATION HISTORY

1.3.1 BMBC adopted the Barnsley Local Plan in January 2019, which succeeds the Core Strategy, (adopted in 2011) and parts of the Unitary Development Plan (adopted in 2000).

1.3.2 The Barnsley Local Plan provides a framework for guiding planning applications and identifies where new houses, jobs and services will be located up to 2033.

1.3.3 The Site occupies a portion of undeveloped land within Housing allocation reference HS75 'Land South of Halifax Road, Penistone', the majority of which is currently under construction by Barratt David Wilson Homes (BDWH), having been granted planning permission in July 2021 for the provision of 400 residential dwellings under application ref. 2020/0274, details of which are summarised within Table 1.1 below.

Table 1.1 Planning History

Planning Reference	Description	Decision Issued
2020/0274	Full planning application for Residential Development, Open Space, Landscaping & Associated Infrastructure	Approved 30th July 2021

1.3.4 The Site was included within the redline boundary associated with application ref. 2020/0274 and comprised a 'retained field', to be accessed from a gated junction bell mouth along the western flank of the BDWH spine road, which is now known as White Hart Road, and will run between Halifax Road to the north and Well House Lane to the east, once complete.

1.3.5 Application ref. 2020/0274 was supported by a Transport Assessment (TA) produced by Optima dated December 2020, which tested the impact of 410 residential dwellings. No specific allowance for the potential development of the Site was allowed for within the Optima 2020 TA, however, planning permission was granted for 400 dwellings, therefore the TA tested the impact of a surplus 10 dwellings, which can be considered as 'consented' trip generation.

1.3.6 As the Site was included within the redline boundary associated with application ref. 2020/0274, the consented 10 dwellings trip generation allowed for within the 2020 Optima TA can be netted of the predicted traffic impact presented within this TS, further details of which are provided within Section 5.3.

1.4 PRE-APPLICATION DISCUSSIONS

1.4.1 A request for pre application advice was submitted under application 2025/ENQ/00736. BMBC Highways Development Control (HDC) subsequently provided comments via a formal pre application consultation response dated 7th January 2026, a copy of which is contained at Appendix B. BMBC HDC pre application comments can be summarised as follows:

- Redline boundary to be extended to abut the adopted highway boundary at the junction with Halifax Road;
- Request for a TS to support the application, given the scale of development;
- Request for the internal layout to be designed in accordance with the South Yorkshire Residential Design Guide (SYRDG); and
- Provision of appropriate visibility and swept path analysis.

1.4.2 This TS has therefore been produced in view of BMBC pre application comments and seeks to address all points raised.

1.5 REPORT STRUCTURE

1.5.1 This report covers a variety of topics which are set out in the following chapters:

- Chapter 2 - describes the Site and the existing transport conditions;
- Chapter 3 - defines the development proposals including the access arrangements;
- Chapter 4 - describes the accessibility of the Site by non-car modes;
- Chapter 5 - describes the methodology applied to arrive at the baseline trips generated by the development as well as the distribution/assignment of these trips on the highway network; and
- Chapter 6 - summarises and highlights the conclusions of the TS.

2. Existing Site and Highway Network

2.1 INTRODUCTION

2.1.1 This chapter describes the Site and considers the existing conditions of the surrounding highway network for a range of transport modes. It also summarises the traffic surveys undertaken and includes a review of personal injury collision data.

2.2 EXISTING SITE

2.2.1 The Site has a gross area of 1.45 hectares (3.58 acres) and is located on land south of Halifax Road, Penistone and west of White Hart Road.

2.2.2 The Site in relation to the strategic and local transport networks is shown on Figures 1 and 2 respectively. The indicative Site boundary is shown on Figure 2, an extract of which is provided within Image 2.1.

Image 2.1 Indicative Site Boundary



2.2.3 As set out within Section 1.3, the Site comprises an area of open field retained within western extent of the BDWH development, which was approved under application ref. 2020/0274, has been under construction since 2021, and is largely occupied.

2.2.4 The BDWH development is served via an internal spine road running between Halifax Road and Well House Lane, which is now known as White Hart Road and bounds the Site to the east. The Site is also bound by a further recently constructed shared surface street the north, known as

Dunford Drive, as well as an area of public open space to the south and open agricultural land to the west.

2.2.5 The Site includes a gated field access served by a junction bell mouth, located centrally along the eastern frontage onto White Hart Road.

2.3 HIGHWAY LINKS

2.3.1 The local highway network surrounding the Site includes a number of key links and junctions, as described below.

White Hart Road

2.3.2 White Hart Road extends between Halifax Road and Well House Lane and was recently constructed to serve as the spine road providing access to the BDWH development approved under application ref. 2020/0274.

2.3.3 White Hart Road forms the Sites eastern frontage and includes a carriageway width of 6.75m, with a 3m shared footway/cycleway separated by a 2m wide grassed verge to the east and a 2m footway to the west.

2.3.4 White Hart Road includes direct frontage access to both sides, including opposite the Site and is subject to a 30mph speed limit.

2.3.5 White Hart Road was designed to allow bus access and includes two bus stops, which are not currently in use to the south-east of the Site. White Hart Road does not currently form part of the adopted highway, given that it has recently been constructed.

Dunford Road

2.3.1 Dunford Road is a short, shared surface cul-de-sac, which extends circa 50m west of White Hart Road to form the Sites northern frontage.

2.3.2 Dunford Road was also recently constructed as part of the BDWH development and serves 8no. semi-detached residential dwellings, via shared surface street and provides access to a further 4no. semi-detached residential dwellings via private drive.

2.3.3 Dunford Road also does not currently form part of the adopted highway, given that it has recently been constructed.

A629 Halifax Road

2.3.4 The A629 is a key route between Huddersfield to the northwest and Sheffield, via A61, to the southeast. In the vicinity of the Site, the A629 Halifax Road is a wide single carriageway road, marked as two lanes and a hatched ghost island central reserve. There is a footway to the northern side of Halifax Road separated from the carriageway by a grass verge.

2.3.5 There is no footway along southern flank of Halifax Road in the vicinity of the Site, however a dropped crossing with tactile paving and refuge island was provided as part of the Halifax Road proposed access arrangements implemented to serve BDWH development.

2.3.6 Halifax Road is subject to the National Speed Limit of 60mph for a single carriageway road along the Site frontage.

Well House Lane

2.3.7 White Hart Road leads south-east of the Site and meets Well House Lane in the form of a simple priority T junction, which was implemented to serve the BDWH development.

2.3.8 In the vicinity of the Site, Well House Lane has a carriageway width of some 5.5m and a footway to its eastern side of some 2.7m in width., with a 2m wide footway to the west, which was implemented as part of the BDWH development.

2.3.9 Some 200m south of its junction with Halifax Road, Well House Lane crosses the railway and, in order to reduce the skew and length of span of the bridge, the horizontal alignment of Well House Lane follows an 'S' bend. The speed limit on the southern end of Well House Lane is 30 mph and this changes to 60 mph part way along the site frontage. Street lighting is provided within the 30 mph zone. Well House Lane is also subject to a 7.5T weight limit restriction, except for access.

2.4 PERSONAL INJURY COLLISION ANALYSIS

2.4.1 Stats-19 personal injury collision data has been obtained from BMBC for the highway network in the vicinity of the Site for the most recent 5-year period prior to March 2025.

2.4.2 The study area covers the full length of White Hart Road, up to and including the A629 Halifax Road/White Hart Road and Well House Lane/White Hart Road junctions, as shown within Image 2.2 below.

Image 2.2 PIC Study Area



2.4.3 No collisions have been recorded within the study area during the latest 5-year assessment period, as confirmed by the PIC plot diagram provided by BMBC contained at Appendix C.

2.4.4 It can therefore be concluded that no pre-existing road safety issues, or trends, have been identified as part of this assessment which could be exacerbated by the proposed development traffic.

2.5 EXISTING PEDESTRIAN AND CYCLE FACILITIES

2.5.1 White Hart Road includes a 3m shared footway/cycleway, separated by a 2m wide grassed verge to the east and a 2m wide footway to the west, which forms the Site frontage, both of which provide access to the wider pedestrian/cycle network along Halifax Road to the north and Well House Lane to the east.

2.5.2 There is a continuous footway on the eastern side of Well House Lane from the railway bridge south to the junction with A628 Barnsley Road. The footway on the west side of Well House Lane starts at the Well House Lane/White Hart Road junction and leads south to the A628 Barnsley Road. At the southern end of Well House Lane pedestrians and cyclists can cross A628 Barnsley Road and continue in a southerly direction down Water Hall Lane into Penistone Town Centre. This route which is designated as a Public Bridleway (Footpath Number 75) leads through Water Royd Park and on to Wentworth Road before following a route on to B6462 Bridge Street.

2.5.3 There is a pedestrian refuge within the carriageway of A628 Barnsley Road at both ends of the right-turn holding lane for the junction with Well House Lane allowing pedestrians to safely cross the road on the route into the Town Centre and also to use the bus stop on the opposite side of Barnsley Road just to the north of the junction.

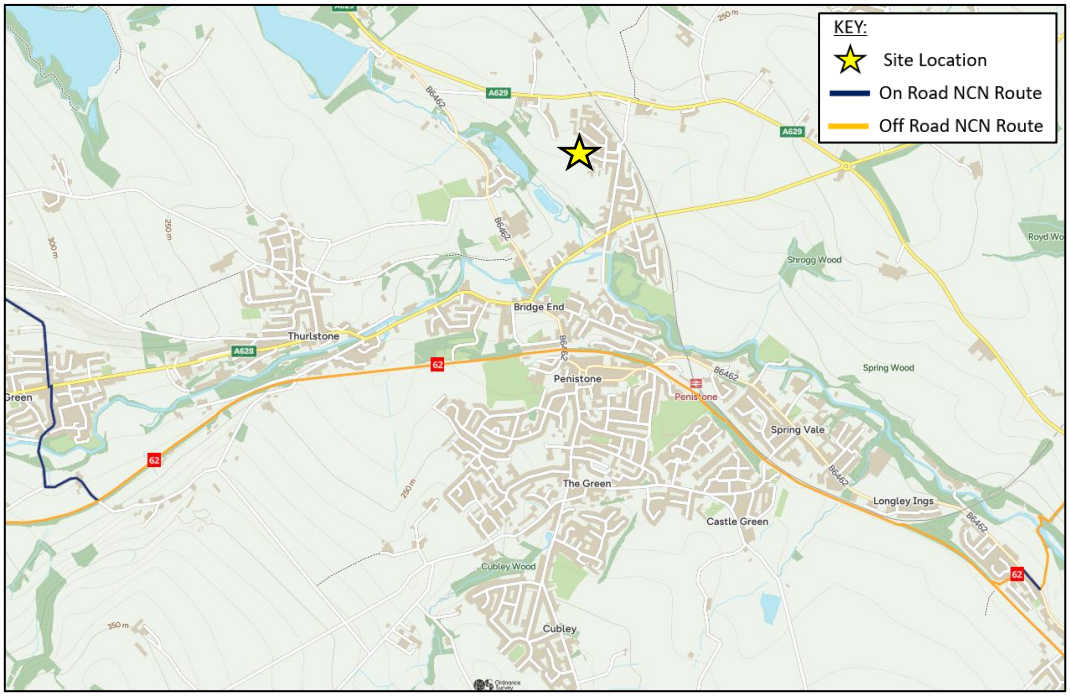
2.5.4 There are also continuous footways on both sides of A628 Barnsley Road leading B6462 Huddersfield Road and the traffic signal controlled junction with B6462 Bridge Street. There is a controlled pedestrian crossing facility on the A628 Barnsley Road arm of the junction. A footway continues up the western side of B6462 Huddersfield Road to Penistone Grammar School.

2.5.5 As well as on-road routes for cycles, Penistone lies on the National Cycle Network Route 62. National Route 62 connects Fleetwood in the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail which is a long-distance path running coast to coast across northern England. To the west of Penistone is the on-road Route 627 which starts in Kirkburton and goes through Shepley and Millhouse Green before connecting to the Trans Pennine Trail off Shore Hall Lane.

2.5.6 This section of the Trans Pennine Trail follows the route of a disused railway and, to the east of Penistone, in Oxspring the route splits. One spur of the route continues to follow the disused railway line to the south towards Sheffield and Rotherham and another spur continues to the north east towards Barnsley before heading north to Wakefield and Leeds.

2.5.7 An extract from the National Cycle Network Map is shown below in Image 2.3.

Image 2.3 National Cycle Network Map Extract



2.5.8 Analysis of the BMBC Public Rights of Way (PRoW) mapping shows that no routes are located within, or abut, the Site.

2.6 BUS SERVICES

2.6.1 The nearest bus stops are located along Well House Lane, some 400m to the south-east of the Site. The nearest bus stops along Well House Lane are shown on up-to-date timetable information but not currently marked on the ground.

2.6.2 However, the BDWH development approved under application ref. 2020/0274 made a S106 contribution of £18,844.88 to provide:

> *"Two new bus stop poles and one shelter on Well House Lane and two new bus stops and one shelter within the development (along White Hart Road) or such other bus stop infrastructure within the vicinity of the development site"*

2.6.3 Therefore, it can be concluded likely that the nearest stops along Well House Lane will be improved in accordance with the contribution outlined above associated with application ref. 2020/0274.

2.6.4 There is a bus stop on both sides of A628 Barnsley Road close to the junction with Well House Lane. Both stops are equipped with a shelter, seating and timetable information. There is a pedestrian refuge in the middle of Barnsley Road which allows safer crossing to and from the bus stop on the southern side of the road. These bus stops are used by Service 20 Barnsley Centre - Cubley.

2.6.5 Penistone Market Place is the interchange location for bus travel in and around Penistone and all services use the stop in Market Place with some using the nearby stop outside Penistone Church on Shrewsbury Road.

2.6.6 An extract from Barnsley Bus Partnership's Barnsley Bus Map showing the bus services in Penistone is shown in Image 2.4 below with details of the services provided in Table 2.1.

Image 2.4 Penistone Bus Services

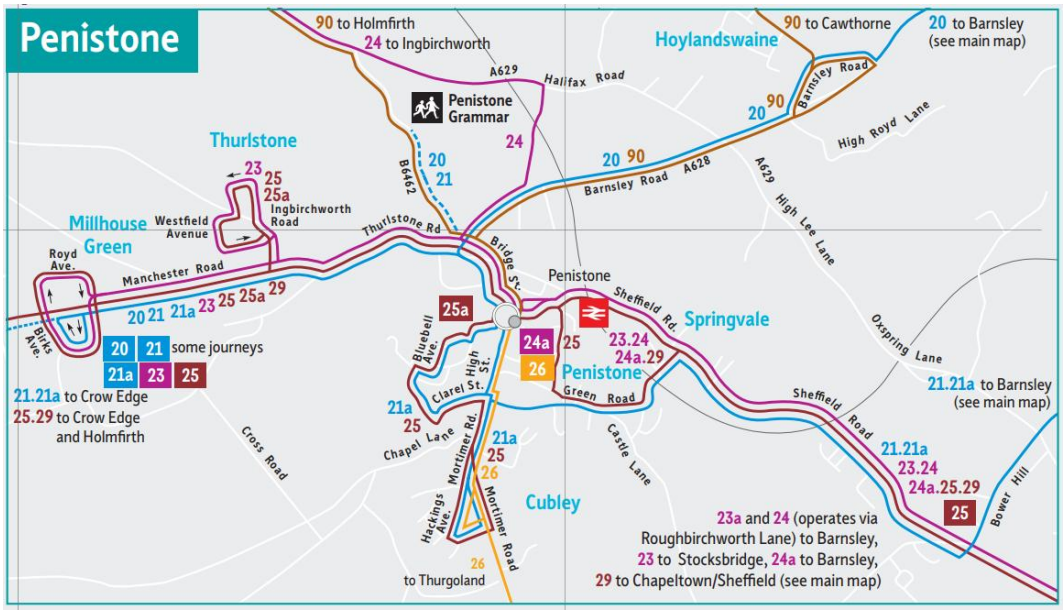


Table 2.1 Summary of Bus Services in Penistone

Service	Route	Days of Operation	Approx. Frequency Each direction	Time of Operation
Well House Lane				
24	Barnsley Town Centre – Ingbirchworth	Mon – Fri	1 every 2 hours	09:18-19:04
		Sat	1 every 2 hours	09:18-19:04
		Sun	No Service	-
A628 Barnsley Road				
20	Barnsley Interchange – Millhouse Green	Mon - Fri	1 per hour	06:12-18:42
		Sat	1 per hour	08:45-17:55
		Sun	No Service	-

2.7 RAIL SERVICES

2.7.1 Penistone Railway Station is located approximately a 1.2 km straight line distance to the southeast of the Site. Penistone is on the Northern Huddersfield to Sheffield (Penistone Line) which provides services between Penistone and Huddersfield, Barnsley, Meadowhall and Sheffield. Between Penistone and Huddersfield, the local stations of Denby Dale, Shepley, Stocksmoor, Brockholes, Honley, Berry Brow and Lockwood are served.

2.7.2 The Penistone Line provides 1 train per hour in each direction, Monday to Saturday (06:11-22:51) and 1 train per hour in each direction on Sunday (09:09-20:24).

2.7.3 The station has cycle storage for 16 bicycles which is covered by CCTV and a free car park for 15 vehicles.

3. Development Proposals and Access Strategy

3.1 DEVELOPMENT PROPOSALS

3.1.1 The development proposals can be summarised as follows:

- Construction of 51 residential dwellings;
- Formation of new access via the provision of a simple priority T junction onto White Hart Road;
- Direct frontage access along the northern and eastern frontages onto Dunford Drive and White Hart Road, respectively;
- Provision of a private drive served from Dunford Drive; and
- Associated parking, landscaping, public open space and infrastructure.

3.1.2 The development proposals are shown on the Parker Peel proposed planning layout contained at Appendix A.

3.2 PROPOSED ACCESS

3.2.1 The main body of the Site, which includes 32no. dwellings, will be served via the provision of a simple priority T junction at the southern extent of the eastern frontage onto White Hart Road.

3.2.2 The proposed site access is shown on the proposed planning layout contained within Appendix A, an extract of which is contained within Image 3.1 below.

Image 3.1 Proposed Site Access Arrangements



3.2.3 The proposed site access arrangements can be summarised as follows:

- 5.5m wide single carriageway;
- 6m corner radii;
- 2m footways to both sides, connecting with existing 2m footways along White Hart Road; and
- Appropriate ramp transition between traditional estate road and shared surface street.

3.2.4 As shown on drawing 20005/IN/04 contained at Appendix D, 2.4m x 43m junction visibility splays can be achieved from the proposed site access, in accordance with the 30mph speed limit along White Hart Road.

3.2.5 9no. dwellings are proposed to be served via direct frontage access along the remainder of the eastern frontage onto White Hart Road. The remaining 10 dwellings will be served via Dunford Drive, via a combination of direct frontage access and a short c. 17m length of private drive.

3.3 INTERNAL LAYOUT

3.3.1 The layout has been designed to ensure that a refuse collection vehicle will be able to get within 25m of all driveway ends, or a bin collection point, adhering to maximum carry distances set out within MfS and Schedule 1, Part H of the Building Regulations (2000).

3.3.2 All adoptable turning heads have been designed to accommodate the required 11.3 long refuse collection vehicle, as demonstrated by the swept path analysis shown on drawing no. 20005/ATR/07 contained at Appendix E. The swept path analysis shown within Appendix E also demonstrates that two large cars can pass each other along all curves.

3.3.3 The visibility splay analysis shown on drawing no. 20005/IN/04 contained at Appendix D also demonstrates that the internal layout can accommodate a minimum visibility of 15m, as set out within the pre application response contained within Appendix B.

3.4 PARKING

3.4.1 Vehicular parking has been provided in accordance with BMBC Parking Supplementary Planning Document (SPD) (adopted in November 2019), which requires the following:

- 1-2 bed units; 1 allocated space per dwelling; and
- 3+ bed units; 2 allocated spaces per dwelling.

3.4.2 Each dwelling will be provided with a min. 1no. electric vehicle charging point.

3.5 CONSTRUCTION

3.5.1 Construction is anticipated to take place over an approximate 2-year period based on a build out rate of 35-40 dwellings per year.

3.5.2 A Construction Method Statement (CMS) will be produced to ensure that the Site operates efficiently and safely during the construction phase. The CMS will set out construction hours of operation, treatment of delivery vehicles (wheel washing requirements etc.), site contractor parking, dust & vibration controls, compound location and access routes to/from the Site.

4. Site Accessibility

4.1 INTRODUCTION

4.1.1 This chapter describes the accessibility of the Site by non-car modes.

4.2 ACCESSIBILITY ON FOOT

4.2.1 The CIHT document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested thresholds for desired, acceptable and preferred maximum distances to various destinations as shown in Table 4.1.

Table 4.1 Accessibility on Foot

	Town Centres (m)	School/Work (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source – Table 3.2 'Guidelines for Providing for Journey on Foot' published by IHT

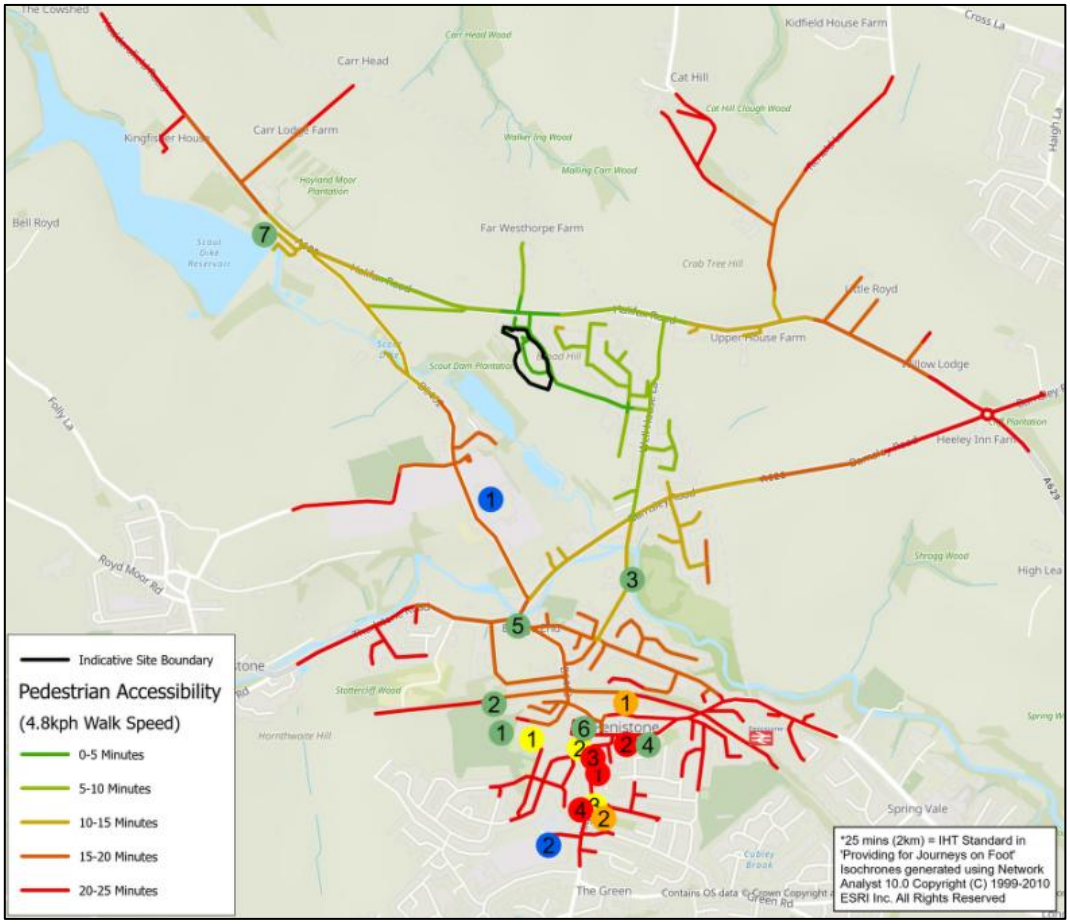
4.2.2 It is acknowledged that the CIHT document 'Planning for Walking' (2015), the National Design Guide (2021) and the Department for Transport Document Manual for Streets (2007) reference a 'walkable neighbourhood' of around 800m, however paragraph 4.4.1 of Manual for Streets, which has not been superseded or withdrawn, advises that this is not regarded as an upper limit and reference is also made to walking offering:

> *"the greatest potential to replace short car trips, particularly those under 2km".*

4.2.3 The Department for Education (DfE) statutory guidance document, 'Home to School Travel and Transport', July 2014, defines an even greater maximum walking distance to schools of 2 miles (3.2km) and 3 miles (4.8km) for children under and over 8 years respectively.

4.2.4 Using GIS Network Analyst, typical walk times (up to 25 mins) from the centre of the Site are shown on Figure 4. An extract of Figure 3 is provided within Image 4.1.

Image 4.1 Pedestrian Accessibility



4.2.5 Table 4.2 summarises the key amenities and facilities available within 2km of the Site, as illustrated on Figure 3.

Table 4.2 Local Facilities and Amenities within 2km Walk Distance

Local Facilities and Amenities	
Education	• Penistone Grammer School • Saint John the Baptist Primary School
Recreation	• Pensitone Showground • Penistone Skate Park • Watermeadows Park • Penistone Paramount Cinema • The Bridge Pub • The Spread Eagle Pub • Scout Dike Reservoir
Retail	• Tesco Superstore • Co-op Food • SPAR Penistone
Services	• St. Johns Community Centre • Penistone Library

4.2.6 It is therefore concluded that the Site will provide appropriate accessibility on foot.

4.3 ACCESSIBILITY BY CYCLE

4.3.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 km as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km.

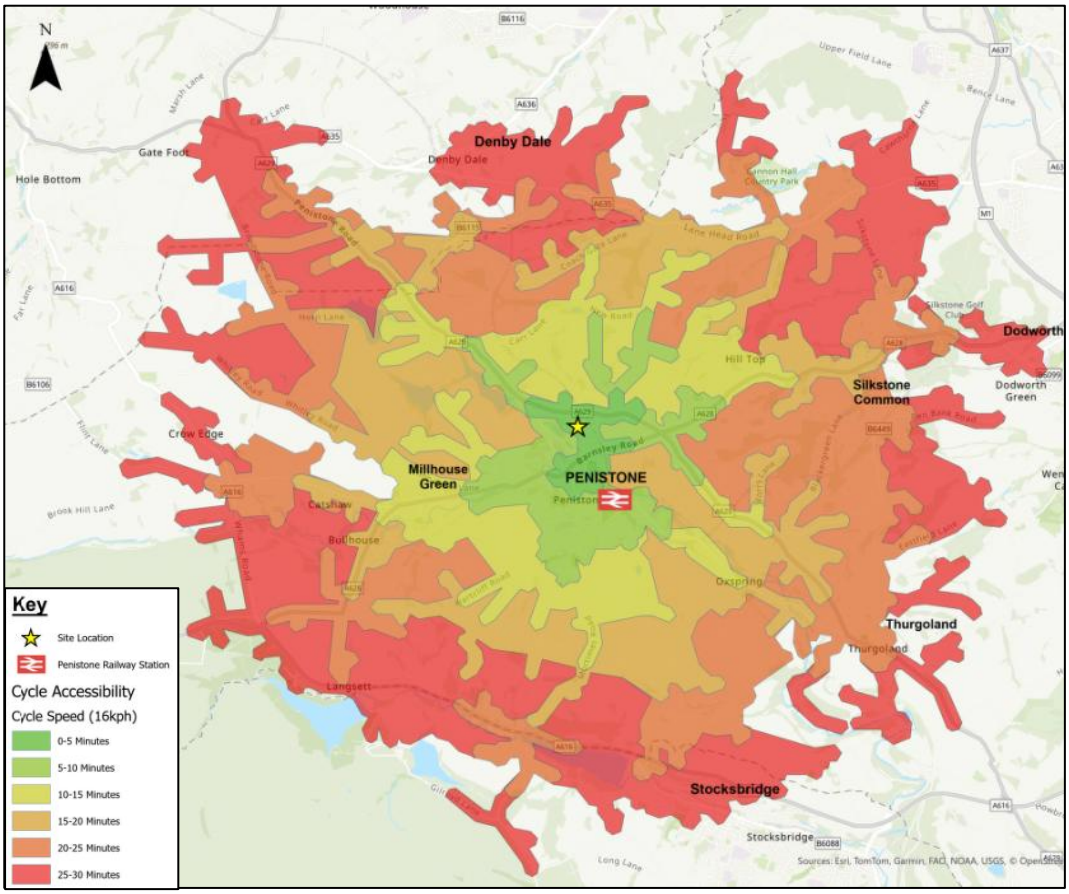
4.3.2 Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN 2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

4.3.3 Furthermore 'Integrating Cycling into Development Proposals' published in 2008 by Cycling England states that:

> *"Most cycle journeys for non-work purposes and those to rail stations are between 0.5 miles [0.8km] and 2 miles [3.2km], but many cyclists are willing to cycle much further. For work, a distance of 5 miles [8 km] should be assumed".*

4.3.4 Using GIS Network Analyst software typical cycle times (with 30 mins approximating to a 8km distance) from the Site are shown on Figure 4 an extract of which is provided within Image 4.2.

Image 4.2 Cycle Accessibility



4.3.5 Table 4.3 summarises the key amenities and facilities available within 5km of the Site, as illustrated on Figure 4.

Table 4.3 Local Facilities and Amenities within 5km Cycle Distance

Local Facilities and Amenities	
Education	• Penistone Grammer School
Health	• Penistone Group Practice – Silkstone Branch • Skelmanthorpe Family Doctors – Denby Dale • Valley Medical Centre • Penistone Clinic • Penistone Pharmacy • Clark's Chemist
Retail	• Tesco Superstore • Co-op Food • SPAR Penistone • Pensitone Markets
Recreation	• Penistone Leisure Centre • The Sports Centre Penistone Grammer School • Penistone Park Avenue Recreation Ground • Ward Green Recreation Ground • Penistone Cricket Club • Penistone Church Football Club
Services	• Penistone Post Office • Penistone Library • CD Autos • Penistone Tyres • J B Auto Centre • Stottercliffe Garage • Ego Hair & beauty Barnsley limited – Hairdressing & styling. • Blush Unisex Salon – Hair salon. • Mane-Man – Hairdresser on Market Street. • Finesse – Hairdresser. • Morgans Hair & Nail Salon – Hair and nails.

4.3.6 It is therefore concluded that the Site will provide appropriate accessibility by cycle.

4.4 ACCESSIBILITY BY BUS

4.4.1 The CIHT document 'Planning for Public Transport in Developments' states that:

"The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m".

4.4.2 However, it goes on to state that:

"It is better to provide bus routes that are simple and direct than slavishly follow limits on walk distance to stops. Routes should not be split or diverted to achieve a walk distance of less than 400m from every destination to its nearest bus stop."

4.4.3 The nearest bus stops to the Site are located along Well House Lane, some 400m from the proposed development, with alternative services also available from A628 Barnsley Road, some 680m from the proposed development. A summary of the main destinations served, and indicative journey times can be found in Table 4.4.

Table 4.4 Main Destinations served by Public Transport

Destination	Bus Stop	Bus Service	Indicative Journey Time
Ingbirchworth	Well House Lane	24	6 mins
Millhouse Green	A628 Barnsley Road	20	9 mins
Silkstone	A628 Barnsley Road	20	14 mins
Barnsley Town Centre	A628 Barnsley Road	20	20 mins

4.4.5 It is therefore concluded that the Site will provide appropriate accessibility by public transport.

4.4.6 In light of the above, it is concluded that the Site will be provided with appropriate accessibility by public transport to key local destinations which offer a range of services, facilities and employment opportunities, many of which are within a very short journey via bus.

4.5 ACCESSIBILITY BY RAIL

4.5.1 Penistone Railway Station provides regular, hourly connections to several key destinations within the local region including Huddersfield (30 minute journey time), Barnsley (16 minute journey time) and Sheffield (45 minute journey time). From Huddersfield it is possible to interchange on to trains to Leeds and Manchester. From Sheffield it is possible to interchange on to trains to Leeds, Birmingham and London.

4.5.2 The railway station can be accessed by:

- Walking – within a 15-20 minute journey time;
- Cycle – within a 5-10 minute journey time; and
- By car – typical 5 minute journey time (plus any walking time between car park and platforms)

4.5.3 It is therefore concluded that the Site will be provided with reasonable accessibility by rail to principal local and regional destinations which offer a vast range of services, facilities and employment opportunities.

4.6 ACCESSIBILITY SUMMARY

4.6.1 It is concluded that the development is provided with appropriate accessibility by foot, cycle and public transport to a range of local services, facilities and employment opportunities.

4.6.2 The Site location complies with paragraphs 115 and 117 of the NPPF, which requires that:

"sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location" and "safe and suitable access to the site can be achieved for all users".

and development should:

"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use".

5. Traffic Generation and Distribution

5.1 INTRODUCTION

5.1.1 This chapter sets out the trip generation and distribution methodologies associated with the proposed development.

5.2 DEVELOPMENT TRIP GENERATION

Trip Rates

5.2.1 The proposed development trip generation has been calculated based on the 85th percentile trip rates presented within the Optima 2020 TA, submitted and agreed, in support of the BDWH development approved under application ref. 2020/0274.

5.2.2 A copy of the agreed TRICS output is contained at Appendix F, with a summary of the AM and PM peak hour trip rates provided in Table 5.1.

Table 5.1 Application ref. 2020/0274 – Agreed 85th Percentile Trip Rates

Time Period	Agreed Vehicle Trip Rates (per dwelling)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.240	0.385	0.625
PM Peak 17:00-18:00	0.444	0.149	0.593

Source: Optima 2020 TA, Chapter 6, Section 6.1, Table 6.1

Trip Generation

5.2.3 The predicted trip generation associated with the proposed 51 dwellings, based on the agreed trip rates within Table 5.1, is shown within Table 5.2.

Table 5.2 Predicted Trip Generation – 51 dwellings

Time Period	Trip Generation		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	12	20	32
PM Peak 17:00-18:00	23	8	30

5.3 CONSENTED DEVELOPMENT TRIP GENERATION

5.3.1 As set out within Section 1.3, the Optima 2020 TA produced in support of application ref. 2020/0274 tested the impact of 410 dwellings, however approval was granted for 400 dwellings. Therefore the 2020/0274 permission allowed for a surplus traffic impact of 10 dwellings.

5.3.2 The consented trip generation is shown within Table 5.3 below, based on the agreed trip rates shown within Table 5.1.

Table 5.3 Consented 2020/0274 Trip Generation – 10 dwellings

Time Period	Trip Generation		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	2	4	6
PM Peak 17:00-18:00	4	1	5

5.3.3 As the proposed development was included within the 2020/0274 approved redline boundary, the remaining consented trip generation can be netted off the Sites predicted trip generation, as detailed within Table 5.4.

Table 5.4 Nett Development Trip Generation

Time Period	Trip Generation		
	Arrivals	Departures	Total
Predicted Trip Generation – 51 dwellings			
AM Peak 08:00-09:00	12	20	32
PM Peak 17:00-18:00	23	8	30
Consented 2020/0274 Trip Generation – 10 dwellings			
AM Peak 08:00-09:00	2	4	6
PM Peak 17:00-18:00	4	1	5
Net Development Trip Generation			
AM Peak 08:00-09:00	10	16	26
PM Peak 17:00-18:00	19	7	26

5.3.4 The proposed development is therefore predicted to generate a total of 26 two-way vehicular trips during both the AM and PM peak hours, when compared against the impact tested within the original TA.

5.3.5 The Department for Transport document 'Guidance on Transport Assessment' (now withdrawn) suggested that a development traffic generation of 30 two-way trips represented an appropriate threshold figure above which further assessment may be required but below which the impact could be considered non-material. Whilst the Government's current NPPG does not specifically refer to 30 two-way trips this remains a threshold which is generally applied within the industry including by local authorities and Highways England.

5.3.6 It can be seen then that the proposed development is predicted to generate less than 30 two-way trips, in total during both AM and PM peak hours. The development impact is therefore considered immaterial, with no off-site capacity assessment required.

6. Summary and Conclusions

6.1 SUMMARY

6.1.1 This TS has been undertaken by Optima to consider the highways and transportation matters raised by a proposed residential development on land to the south of Halifax Road, Penistone. This TS supports a full planning application made on behalf of Bellway Homes Limited (Yorkshire).

6.1.2 The development proposals can be summarised as follows:

- Construction of 51 residential dwellings;
- Formation of new access via the provision of a simple priority T junction onto White Hart Road;
- Direct frontage access along the northern and eastern frontages onto Dunford Drive and White Hart Road, respectively;
- Provision of a private drive served from Dunford Drive; and
- Associated parking, landscaping, public open space and infrastructure.

6.1.3 Access is proposed via a combination of a new, priority T junction and direct frontage access onto White Hart Road, supplemented by direct frontage access and a private drive extension onto Dunford Drive.

6.1.4 A review of the personal injury collision data has been undertaken for the study area, which has shown that there are no specific safety concerns that the proposed development would exacerbate.

6.1.5 This report has provided a commentary on the existing Site and its conditions. It has demonstrated that the Site is in a sustainable location that is accessible with appropriate public transport and pedestrian links. This provision provides future residents with opportunities to travel via alternative modes of transport and minimise trips by the private car.

6.1.6 The Site was included within the redline associated with application ref. 2020/0274, which approved the provision of 400 residential dwellings within the majority of BMBC local plan housing allocation ref. HS/75, and is currently under construction by BDWH.

6.1.7 The Site comprised a retained field within the 2020/0274 application, with no specific traffic impact allocation provided within the accompanying 2020 Optima TA.

6.1.8 Trip generation has been calculated based on the 85th percentile trip rates agreed as part of 2020/0274 approval.

6.1.9 The 2020 Optima TA produced in support of application ref. 2020/0274 however allowed for a surplus traffic impact of 10 dwellings, which has been netted off the proposed development trip generation.

6.1.10 It has been demonstrated that the developments net trip generation is below 30-two way vehicle trips during both the AM and PM peak hours and is therefore immaterial, with no capacity assessment required.

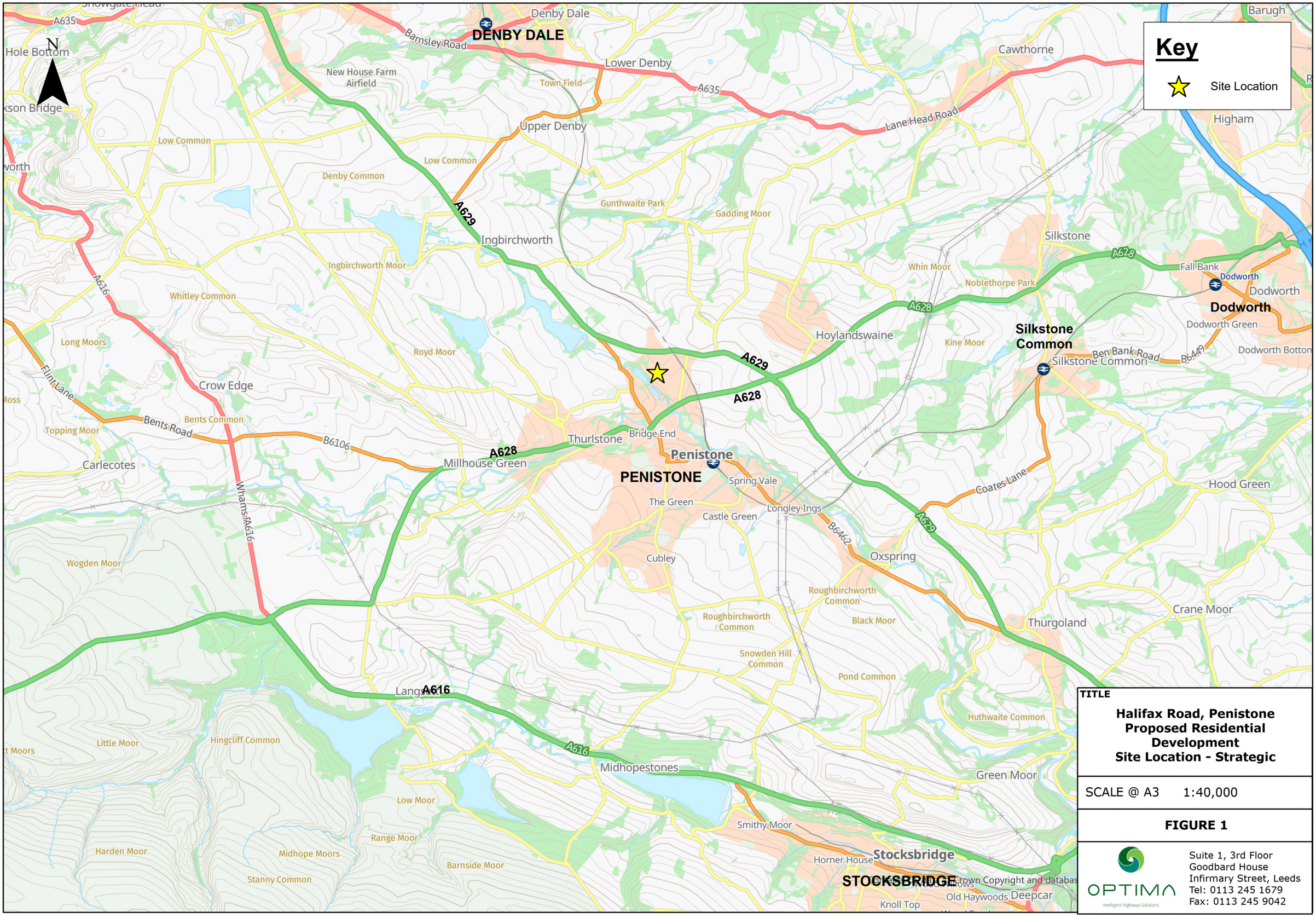
6.2 CONCLUSIONS

6.2.1 This Transport Statement has demonstrated that safe and suitable access to the proposed development can be achieved for all users and that there will be no unacceptable impacts from the development on the transport network or on highway safety.

6.2.2 The proposed development will not result in either a material or severe residual cumulative impact on the safe and efficient operation of the local highway network and therefore the proposals comply with paragraph 116 of the NPPF.

6.2.3 Based on the findings of this TS there are no reasons on highways or transport grounds why the development proposals should not be granted planning permission.

Figures



TITLE

Halifax Road, Penistone
Proposed Residential Development
Site Location - Strategic

SCALE @ A3 1:40,000

FIGURE 1

OPTIMA
Intelligent Highways Solutions
Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

© Crown Copyright and database

Path: O:\Halifax Road, Penistone\DRAWINGS\GIS\ARCEDITOR\2026\Halifax Road, Penistone - GIS.aprx



TITLE

Halifax Road, Penistone
Proposed Residential Development
Site Location - Local

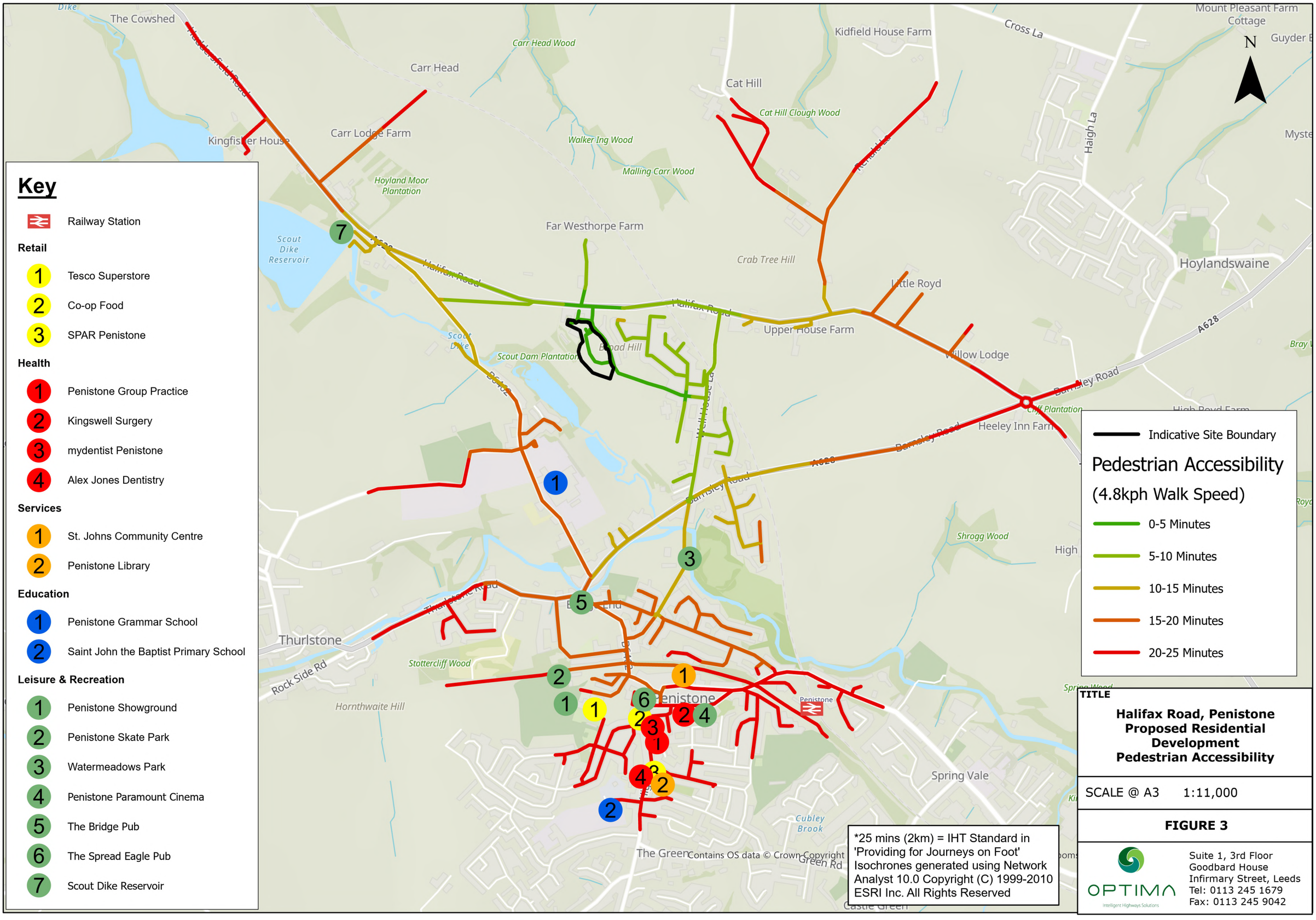
SCALE @ A3 1:2,500

FIGURE 2

OPTIMA
Intelligent Highways Solutions

Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Path: O:\Halifax Road, Penistone\DRAWINGS\GIS\ARCEDITOR\2026\Halifax Road, Pensitone - GIS.aprx


Key
Railway Station
Retail
1 Tesco Superstore
2 Co-op Food
3 SPAR Penistone
Health
1 Penistone Group Practice
2 Kingswell Surgery
3 mydentist Penistone
4 Alex Jones Dentistry
Services
1 St. Johns Community Centre
2 Penistone Library
Education
1 Penistone Grammar School
2 Saint John the Baptist Primary School
Leisure & Recreation
1 Penistone Showground
2 Penistone Skate Park
3 Watermeadows Park
4 Penistone Paramount Cinema
5 The Bridge Pub
6 The Spread Eagle Pub
7 Scout Dike Reservoir
N
Indicative Site Boundary
Pedestrian Accessibility
(4.8kph Walk Speed)
0-5 Minutes
5-10 Minutes
10-15 Minutes
15-20 Minutes
20-25 Minutes
*25 mins (2km) = IHT Standard in 'Providing for Journeys on Foot'
Isochrones generated using Network Analyst 10.0 Copyright (C) 1999-2010 ESRI Inc. All Rights Reserved
Contains OS data © Crown Copyright
The Cowshed
Carr Head
Carr Head Wood
Kingfisher House
Carr Lodge Farm
Walker Ing Wood
Malling Carr Wood
Hoyland Moor Plantation
Kidfield House Farm
Cat Hill
Cat Hill Clough Wood
Cross La
Mount Pleasant Farm Cottage
Haigh La
Hoylandswaine
Scout Dike Reservoir
Far Westhorpe Farm
Crab Tree Hill
Little Royd
Upper House Farm
Willow Lodge
Broad Hill
Scout Dam Plantation
Cliff Plantation
Heeley Inn Farm
A628
Barnsley Road
Halifax Road
Thurlstone
Rock Side Rd
Stottercliff Wood
Hornthwaite Hill
Penistone
Shrogg Wood
Spring Vale
Cubley Brook
The Green
Green Rd
Castle Green
Spring Wood
TITLE
Halifax Road, Penistone
Proposed Residential Development
Pedestrian Accessibility
SCALE @ A3 1:11,000
FIGURE 3
OPTIMA
Intelligent Highways Solutions
Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042
Path: O:\Halifax Road, Penistone\DRAWINGS\GIS\ARCEDITOR\2026\Halifax Road, Pensitone - GIS.aprx

N

296 m

Key

- Site Location
- Penistone Railway Station

Cycle Accessibility

Cycle Speed (16kph)

- 0-5 Minutes
- 5-10 Minutes
- 10-15 Minutes
- 15-20 Minutes
- 20-25 Minutes
- 25-30 Minutes

*19 mins (5km) = LTN 2/08 Standard for General Cycling.
**30 mins (8km) = LTN 2/08 Standard for Commuting
Isochrones generated using Network Analyst 10.0 Copyright (C) 1999-2010 ESRI Inc. All Rights Reserved

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreet

TITLE

Halifax Road, Penistone Proposed Residential Development Cycle Accessibility

SCALE @ A3 1:50,000

FIGURE 4

OPTIMA
Intelligent Highways Solutions
Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

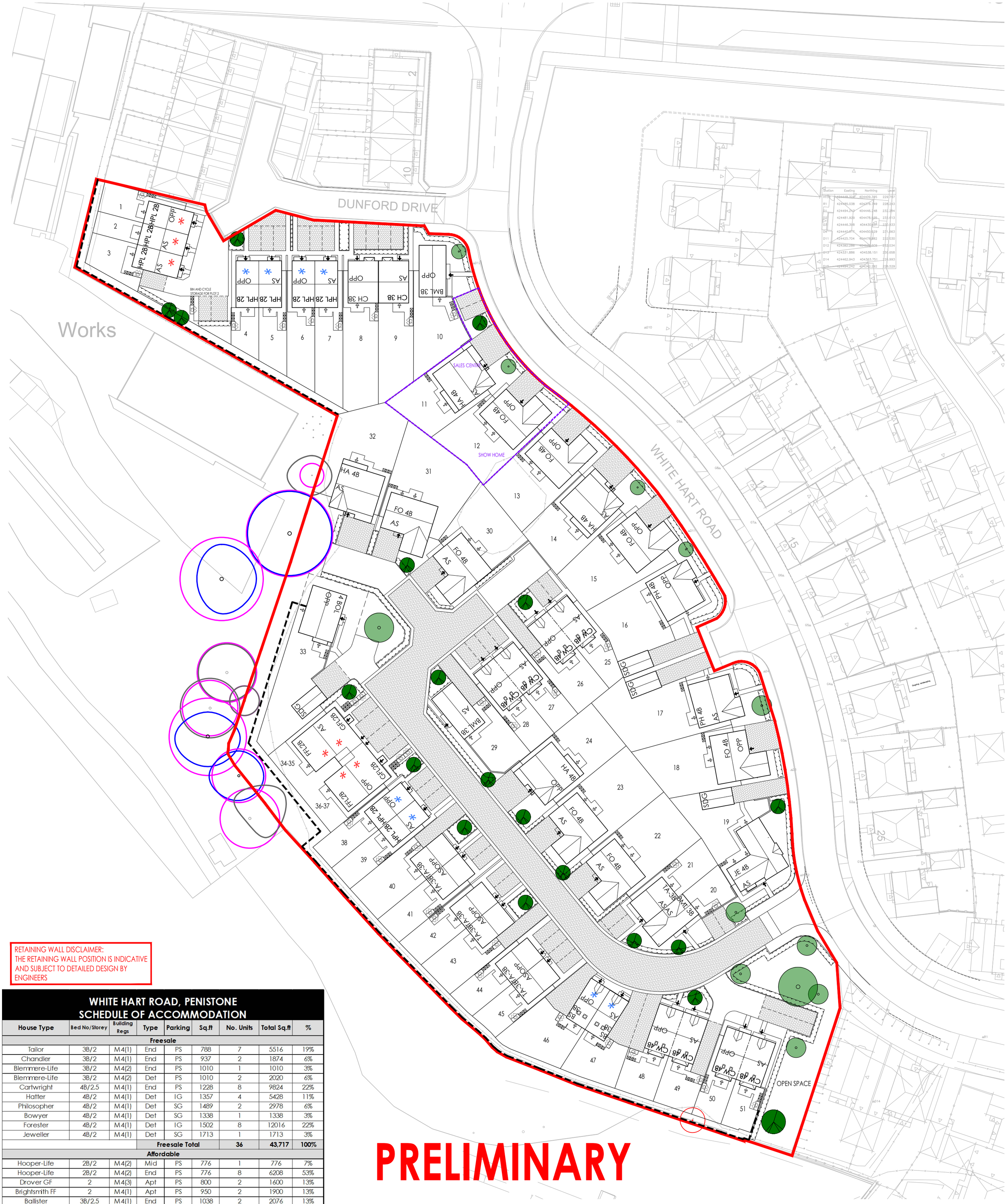
Path: O:\Halifax Road, Penistone\DRAWINGS\GIS\ARCEDITOR\2026\Halifax Road, Pensitone - GIS.aprx

Appendices

Appendix A Proposed Planning Layout

SITE LAYOUT - WHITE HART ROAD, PENISTONE

Bellway



RETAINING WALL DISCLAIMER:
THE RETAINING WALL POSITION IS INDICATIVE AND SUBJECT TO DETAILED DESIGN BY ENGINEERS

WHITE HART ROAD, PENISTONE
SCHEDULE OF ACCOMMODATION

House Type	Bed No/Storey	Building Regs	Type	Parking	Sq.ft	No. Units	Total Sq.ft	%
Freesale								
Tailor	3B/2	M4(1)	End	PS	788	7	5516	19%
Chandler	3B/2	M4(1)	End	PS	937	2	1874	6%
Blemmere-Life	3B/2	M4(2)	End	PS	1010	1	1010	3%
Blemmere-Life	3B/2	M4(2)	Det	PS	1010	2	2020	6%
Cartwright	4B/2.5	M4(1)	End	PS	1228	8	9824	22%
Hatter	4B/2	M4(1)	Det	IG	1357	4	5428	11%
Philosopher	4B/2	M4(1)	Det	SG	1489	2	2978	6%
Bowyer	4B/2	M4(1)	Det	SG	1338	1	1338	3%
Forester	4B/2	M4(1)	Det	IG	1502	8	12016	22%
Jeweller	4B/2	M4(1)	Det	SG	1713	1	1713	3%
			Freesale Total			**36**	**43,717**	**100%**
Affordable								
Hooper-Life	2B/2	M4(2)	Mid	PS	776	1	776	7%
Hooper-Life	2B/2	M4(2)	End	PS	776	8	6208	53%
Drover GF	2	M4(3)	Apt	PS	800	2	1600	13%
Brightsmith FF	2	M4(1)	Apt	PS	950	2	1900	13%
Ballister	3B/2.5	M4(1)	End	PS	1038	2	2076	13%
			Affordable Total			**15**	**12,560**	**100%**
					Affordable Site Percentage			**30%**
				Total		**51**	**56,277**	
Gross Area					**3.58 acres**		**1.45 ha**	
Nett Area					**3.30 acres**		**1.34 ha**	
Nett Density	**38**		**dph**	**Nett Coverage**		**17,054**	**sq.ft/acre**	
Single Garage	4		Double Garage	0	Twin Garage		0	
Gross Area TBC following confirmation of Red Line								

PRELIMINARY

DRAWING LEGEND:

- RED LINE BOUNDARY
- SALES AREA
- INDICATIVE BOUNDARY RETAINING WALL
- INDICATIVE LANDSCAPING
- AFFORDABLE UNITS - RENT
- AFFORDABLE UNITS - SHARED OWNERSHIP

TREE SURVEY LEGEND:

- EXISTING TREE CANOPY - CATEGORY B
- EXISTING TREE CANOPY - CATEGORY C
- ROOT PROTECTION AREA
- TREE REMOVED

N

SITE LAYOUT - 2524-SI-01
WHITE HART ROAD, PENISTONE
BELLWAY
PRELIMINARY
SCALE: 1:500@A2 - FEBRUARY 2026

PARKER PEEL ARCHITECTURAL
e info@parkerpeel.co.uk w www.parkerpeel.co.uk t 01924 921 860

Appendix B BMBC Pre-application Response

BARNSLEY
Metropolitan Borough Council

PLANNING CONSULTATION RESPONSE

Application No	2025/ENQ/00736
Proposal	Residential development of 51 homes, open space, landscaping, and associated infrastructure
Address	Land South of Halifax Road, White Hart Road, Penistone, Sheffield
Date of Consultation Reply	7/1/2026
Consultee	Highways Development Control

Consultation Assessment and Justification

Thank you for consulting Highways Development Control on this pre-application enquiry for a proposed residential development at land off Halifax Road, Penistone.

The application site forms part of the wider Barratt David Wilson site which approved for a large scale residential development under reference 2020/0274.

The proposed access to the site is via the newly constructed priority junction serving the existing Barratts site, with access points served from within development on Dunford Drive and White Hart Road. I note that the red line boundary does not include the access, and would advise that any forthcoming application should extend the red line boundary to abut the adopted public highway at the junction with Halifax Road.

Given the scale of the development, a Transport Statement will be required to support any forthcoming application.

The design of residential streets within the development shall follow the guiding principles and technical guidance contained within the South Yorkshire Residential Design Guide (SYRDG). This can be accessed at: https://www.barnsley.gov.uk/media/4657/eb131-south-yorkshire-residential-guide.pdf. Please note Section 4 – Technical Requirements – 4B Site and Parking Geometry particularly (but not exclusively)

B1.1 Street Types

B1.2.1 Design Speed – Residential Streets

B.1.3 Forward Visibility

B1.6.5/B1.6.6 Emergency Vehicle Access

B.2.1.5 Minimum carriageway / vehicle track space width

B.3.7 Turning Areas – Note Cul-de-sacs longer than 20m require a turning area suitable for the turning requirements of a refuse vehicle

B.4 Speed Restraint – Individual speed controlling features for following design speeds are required at the following spacings; 20mph – 70 metres, Less than 20mph – 40 metres

Autotracking Requirements:

- Refuse Vehicle – 11.3m rear steer
- Car – Large Car (2006)
- Track tests are to be carried out in accordance with the requirements contained within the South Yorkshire Residential Design Guide sections 4b.2.1.28-29 and 4B.3.3.9-4B.3.3.12.

Layout including turning areas to be "tracked" using design vehicles identified above. Carriageway widening on curves may be required based on the following criteria:

- Two cars passing on the curve
- Refuse Vehicle using the entire carriageway

Parking arrangements must comply with the standards as set out within Barnsley's Parking SPD. These being:

1-2 bed units; 1 allocated spaces per dwelling,

3+ bed units; 2 allocated spaces per dwelling.

On-plot parking bays should measure a minimum of 5.0 m by 2.5 m, and garages will only be considered a parking space where they provide internal dimensions of at least 6.0 m by 3.0 m. Visitor parking should be evenly distributed at a ratio of 1 space per 4 dwellings and integrated into the layout without obstructing carriageways or visibility splays. Driveways should not exceed a gradient of 1 in 12.

Cycle storage should be provided for those properties without a garage and should be secure, covered, and conveniently located for each dwelling

Shared private drives require a refuse collection area which must be positioned adjacent to the public highway.

The site layout should be designed to maximise and encourage safe, sustainable movement through walking and cycling, providing links to existing networks.
Shared private drives will require a refuse collection area positioned close to the adoptable carriageway to ensure efficient roadside waste collection. The refuse collection area should be sufficient to house the maximum number of bins on a recycling day for all properties served.

Any boundary, fence, hedge or building shall be set back a minimum of 2m at the end of cul-de-sacs to avoid damage resulting from the overhang of manoeuvring vehicles.

A Construction Traffic Management Plan/ Method Statement will be required to support any application. I would expect this to contain information relating to (but not limited to):

- Volumes and types of construction vehicles
- Identification of delivery routes;
- Identification of agreed access point

BARNSLEY
Metropolitan Borough Council

- Contractors method for controlling construction traffic and adherence to routes
- Size, route and numbers of any abnormal loads
- Swept path analysis (as required)
- Highway condition surveys
- Construction Period
- Temporary signage
- Measures to control mud and dust being transferred to the public highway
- Timing of deliveries

The development proposal will require a scheme of street lighting whereby design and installation is undertaken by the Local Highway Authority, with all costs being met by the developer.

On streets with design speeds of 20mph and below, forward visibilities below those given in table 7.1 of MfS will be permissible but a minimum of 15m will always apply. Visibility curves may be required to demonstrate compliance with this.

Streets principally serving residential developments are to be designed to achieve vehicle speeds of no more than 20mph. Shared space streets should be designed to achieve vehicle speeds of around 10mph and always below 15mph. For streets with design speeds of 20mph, speed controlling measures should generally be provided at 70m intervals. Less than 20mph design speed will generally require speed reducing features at 40m intervals. Typical features utilised for speed controlling measures are identified in section 4B .4.1.3 of the SYRDG.

Many Thanks

Sarah Sharp
Senior Engineer

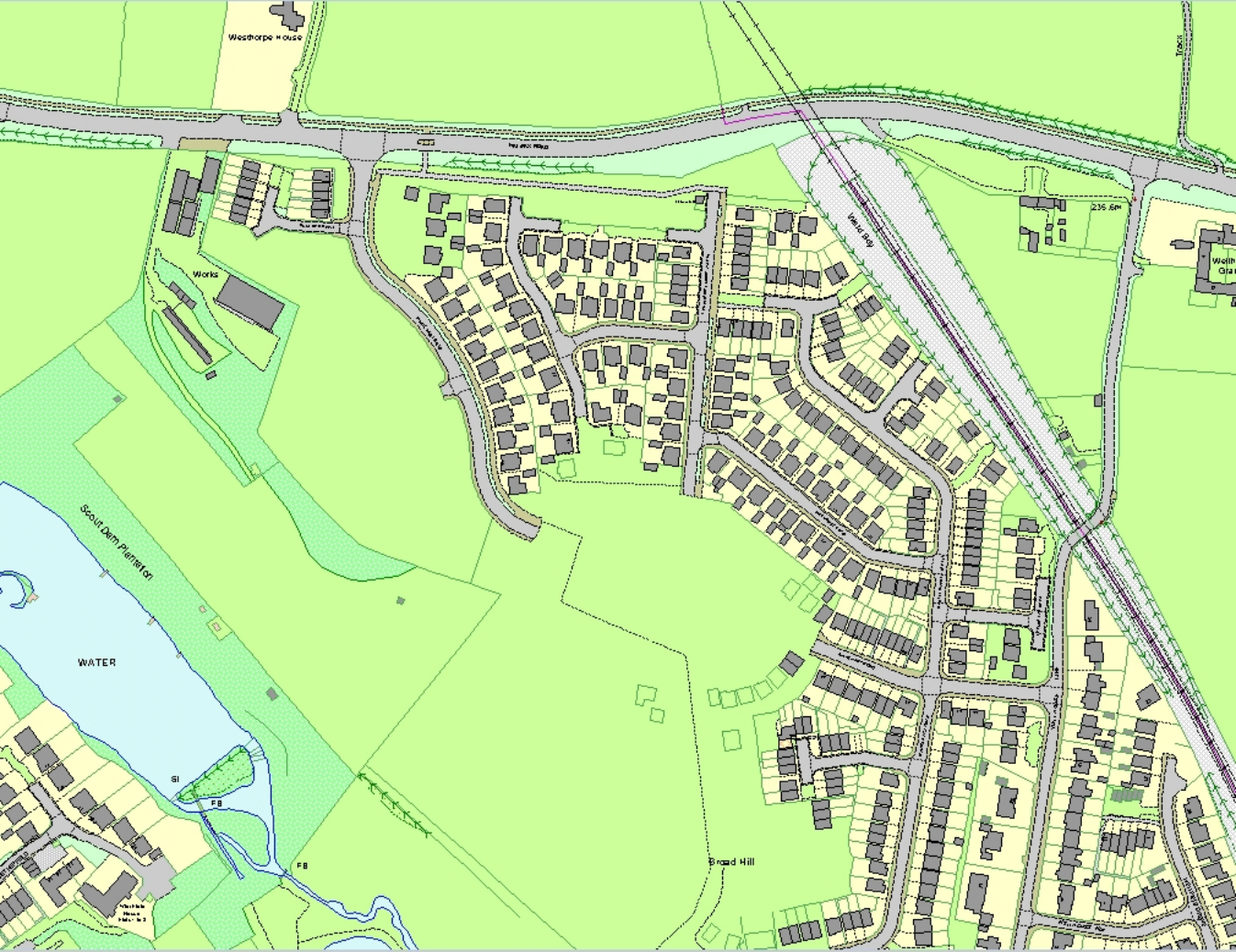
~~NO OBJECTION*~~	~~Defer for amends/further information*~~	~~OBJECT~~

Consultation Suggested Conditions:

Consultation Informative(s):

Planning Obligations required

Appendix C Personal Injury Collision Data


Westthorpe House
Works
Scout Dam Plantation
WATER
SI
FB
FB
Broad Hill
Water Bay
236.6m

James Stackhouse

From: Traffic <Traffic@barnsley.gov.uk>
Sent: 05 February 2026 14:43
To: James Stackhouse
Subject: Re: Halifax Road, Penistone - PIC Data Request
Attachments: HalifaxRd, Penistone 1st Jan 2020 - 17th March 2025.png

Follow Up Flag: Follow up
Flag Status: Flagged

Hi James,

Please find attached the requested 5 year PIC Data for the requested area on Halifax Road, Penistone.

The data is validated up until March 2025

Kind Regards
Simon Roadhouse
School Crossing Patrol Supervisor, Engineering & Transportation
Environment and Transport
Growth and Sustainability
Barnsley Council
E-mail: SimonRoadhouse@barnsley.gov.uk
Mail: Smithies Depot, Smithies Lane, Barnsley S71 1NL

From: James Stackhouse <James.Stackhouse@optimahighways.com>
Sent: 03 February 2026 7:54 AM
To: Traffic <Traffic@barnsley.gov.uk>
Subject: Halifax Road, Penistone - PIC Data Request

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good afternoon,

Please could you provide me with a price quote and timescale to deliver Personal Injury Collision (PIC) data for the latest 5-year period along the area edged in red on the attached plan.

Any issues then please let me know.

Best regards,

James

James Stackhouse BA (Hons) MCIHT AMSoRSA
Senior Transport Planner

Optima Highways & Transportation
Suite 1, 3rd Floor, Goodbard House, Infirmary Street, Leeds, LS1 2JP
www.optimahighways.com
Tel: 0113 245 1679
Mob: 07446 963 956

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Company Registration Number: 0732894

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Appendix D Optima Drawing no. 20005/IN/04 – Visibility Splay Analysis

KEY: DO NOT SCALE

2.4M X 43M JUNCTION VISIBILITY SPLAY

2.0M X 15M JUNCTION VISIBILITY SPLAY

15M FORWARD VISIBILITY SPLAY

WHITE HART ROAD

SALES CENTRE

SHOW HOME

OPEN SPACE

REV	DATE	BY	DESCRIPTION	CHK	APP
-	30/04/26	JS	INITIAL ISSUE	MEW	MEW

STATUS: PRELIMINARY

PROJECT: HALIFAX ROAD, PENISTONE

CLIENT: BELLWAY HOMES LIMITED (YORKSHIRE)

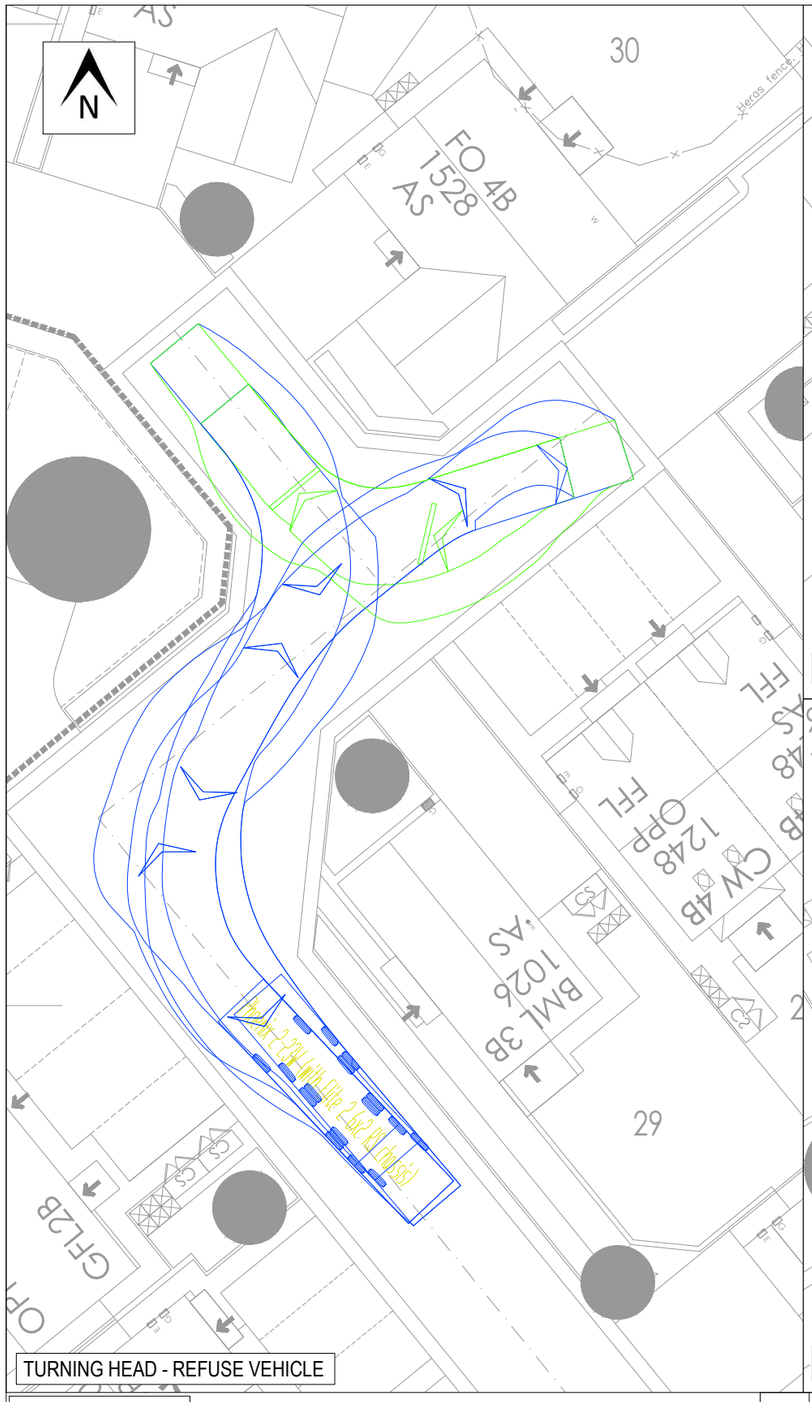
DRAWING TITLE: VISIBILITY SPLAY ANALYSIS

CHECKED	APPROVED	DRG No.	
MEW	MEW	20005/IN/04	
DRAWN BY:	SCALE @ A3	DATE	REV.
JS	1:500	APRIL 2026	-

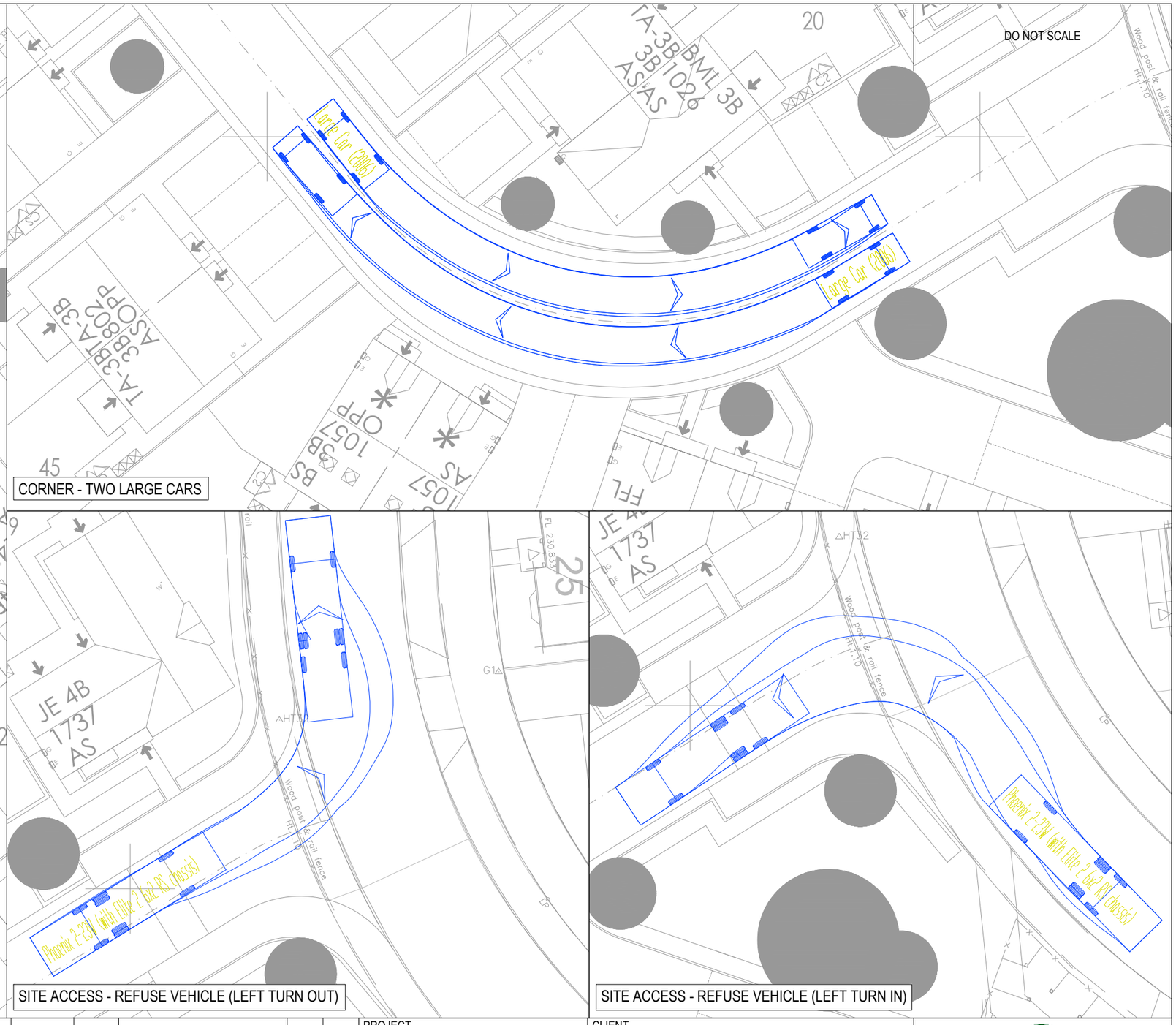
OPTIMA
Intelligent Highway Solutions
Suite 1, 3rd Floor, Goodbard House, Infirmary Street
Leeds LS1 2JP
optimahighways.com T 0113 245 1679

Appendix E Optima Drawing no. 20005/ATR/07 – Vehicle Swept Path Analysis

DO NOT SCALE



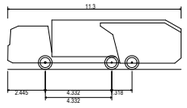
TURNING HEAD - REFUSE VEHICLE



SITE ACCESS - REFUSE VEHICLE (LEFT TURN OUT)

SITE ACCESS - REFUSE VEHICLE (LEFT TURN IN)

DESIGN VEHICLES:



Phoenix 2-23W (with Elite 2 6x2 RS chassis)	
Overall Length	11.300m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.500m



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DATE	BY	DESCRIPTION	CHK	APP
-	30/04/26	JS	INITIAL ISSUE	MEW	MEW

STATUS: PRELIMINARY

PROJECT: HALIFAX ROAD, PENISTONE

DRAWING TITLE: VEHICLE SWEPT PATH ANALYSIS

CLIENT: BELLWAY HOMES LIMITED (YORKSHIRE)

CHECKED	APPROVED	DRG No.	
MEW	MEW	20005/ATR/07	
DRAWN BY:	SCALE @ A3	DATE	REV.
JS	1:250	APRIL 2026	-

OPTIMA
Intelligent Highway Solutions
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Appendix F Agreed Application ref. 2020/0274 85th Percentile Trip Rate TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
	KC	KENT	4 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	3 days
	SY	SOUTH YORKSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
11	SCOTLAND		
	FA	FALKIRK	1 days

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

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 50 to 432 (units:)
Range Selected by User: 50 to 600 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 19/04/18

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

Selected survey days:

Monday	7 days
Tuesday	2 days
Wednesday	5 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	12

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

Selected Location Sub Categories:

Residential Zone	21
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	23 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	6 days
10,001 to 15,000	9 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	6 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	18 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days
No	20 days

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

PTAL Rating:

No PTAL Present	22 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY 28/03/17 Survey Type: MANUAL

2 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY 25/09/15 Survey Type: MANUAL

3 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY 28/09/15 Survey Type: MANUAL

4 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total Number of dwellings: 212
Survey date: MONDAY 11/07/16 Survey Type: MANUAL

5 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total Number of dwellings: 134
Survey date: FRIDAY 15/07/16 Survey Type: MANUAL

6 EX-03-A-02 DETACHED & SEMI-DETACHED ESSEX
MANOR ROAD
CHIGWELL
GRANGE HILL
Edge of Town
Residential Zone
Total Number of dwellings: 97
Survey date: MONDAY 27/11/17 Survey Type: MANUAL

7 FA-03-A-02 MIXED HOUSES FALKIRK
ROSEBANK AVENUE & SPRINGFIELD DRIVE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 161
Survey date: WEDNESDAY 29/05/13 Survey Type: MANUAL

8 HC-03-A-19 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: MONDAY 27/11/17 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY 14/07/16 Survey Type: MANUAL

10 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total Number of dwellings: 110
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

11 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 363
Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total Number of dwellings: 288
Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL

13 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY 12/05/14 Survey Type: MANUAL

14 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY 22/10/12 Survey Type: MANUAL

15 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY 14/10/11 Survey Type: MANUAL

16 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

18 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

19 SH-03-A-05 SEMI-DETACHED/ TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

20 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total Number of dwellings: 248
Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL

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

22 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY 11/12/14 Survey Type: MANUAL

23 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total Number of dwellings: 180
Survey date: THURSDAY 19/04/18 Survey Type: MANUAL

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

Optima Highways and Transportation Infirmary Street Leeds Licence No: 750701

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

Ranking Type: TOTALS Time Range: 08:00-09:00
15th Percentile = No. 20 FA-03-A-02 Tot: 0.342
85th Percentile = No. 4 KC-03-A-07 Tot: 0.625

Median Values		Mean Values	
Arrivals:	0.091	Arrivals:	0.115
Departures:	0.386	Departures:	0.354
Totals:	0.477	Totals:	0.469

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	KC-03-A-03	MIXED HOUSES &	ASHFORD	KENT	51	Thu	14/07/16	0.157	0.588	0.745	2.16
2	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.183	0.521	0.704	0.83
3	ES-03-A-03	MIXED HOUSES &	POLEGATE	EAST SUSSEX	212	Mon	11/07/16	0.165	0.462	0.627	1.68
4	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.240	0.385	0.625	3.09
5	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.086	0.529	0.615	1.66
6	KC-03-A-04	SEMI-DETACHED	AYLESFORD	KENT	110	Fri	22/09/17	0.127	0.473	0.600	1.77
7	HC-03-A-19	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Mon	27/11/17	0.113	0.403	0.516	2.19
8	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.130	0.370	0.500	1.17
9	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.096	0.400	0.496	3.50
10	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.141	0.352	0.493	2.49
11	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.105	0.383	0.488	3.55
12	KC-03-A-06	MIXED HOUSES &	HERNE BAY	KENT	363	Wed	27/09/17	0.091	0.386	0.477	2.17
13	WS-03-A-08	MIXED HOUSES	ANGMERING	WEST SUSSEX	180	Thu	19/04/18	0.106	0.367	0.473	2.93
14	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	2.24
15	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.056	0.389	0.445	1.13
16	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.067	0.354	0.421	1.00
17	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.139	0.278	0.417	2.28
18	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.173	0.212	0.385	2.60
19	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.103	0.241	0.344	2.25
20	FA-03-A-02	MIXED HOUSES	FALKIRK	FALKIRK	161	Wed	29/05/13	0.062	0.280	0.342	1.66
21	EX-03-A-02	DETACHED & SEM	CHIGWELL	ESSEX	97	Mon	27/11/17	0.103	0.155	0.258	0.87
22	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.052	0.134	0.186	1.91
23	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.020	0.140	0.160	1.74

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
	KC	KENT	4 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	3 days
	SY	SOUTH YORKSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
11	SCOTLAND		
	FA	FALKIRK	1 days

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

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 50 to 432 (units:)
Range Selected by User: 50 to 600 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 19/04/18

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

Selected survey days:

Monday	7 days
Tuesday	2 days
Wednesday	5 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	12

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

Selected Location Sub Categories:

Residential Zone	21
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	23 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	6 days
10,001 to 15,000	9 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	6 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	18 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days
No	20 days

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

PTAL Rating:

No PTAL Present	22 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY 28/03/17 Survey Type: MANUAL

2 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY 25/09/15 Survey Type: MANUAL

3 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY 28/09/15 Survey Type: MANUAL

4 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total Number of dwellings: 212
Survey date: MONDAY 11/07/16 Survey Type: MANUAL

5 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total Number of dwellings: 134
Survey date: FRIDAY 15/07/16 Survey Type: MANUAL

6 EX-03-A-02 DETACHED & SEMI-DETACHED ESSEX
MANOR ROAD
CHIGWELL
GRANGE HILL
Edge of Town
Residential Zone
Total Number of dwellings: 97
Survey date: MONDAY 27/11/17 Survey Type: MANUAL

7 FA-03-A-02 MIXED HOUSES FALKIRK
ROSEBANK AVENUE & SPRINGFIELD DRIVE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 161
Survey date: WEDNESDAY 29/05/13 Survey Type: MANUAL

8 HC-03-A-19 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: MONDAY 27/11/17 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY 14/07/16 Survey Type: MANUAL

10 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total Number of dwellings: 110
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

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MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 363
Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total Number of dwellings: 288
Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL

13 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY 12/05/14 Survey Type: MANUAL

14 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY 22/10/12 Survey Type: MANUAL

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HORSEFAIR
BOROUGHBRIDGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY 14/10/11 Survey Type: MANUAL

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GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

18 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

19 SH-03-A-05 SEMI-DETACHED/ TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
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Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

20 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total Number of dwellings: 248
Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL

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

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HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY 11/12/14 Survey Type: MANUAL

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ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total Number of dwellings: 180
Survey date: THURSDAY 19/04/18 Survey Type: MANUAL

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

Optima Highways and Transportation Infirmary Street Leeds Licence No: 750701

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

Ranking Type: TOTALS Time Range: 17:00-18:00
15th Percentile = No. 20 SY-03-A-01 Tot: 0.334
85th Percentile = No. 4 KC-03-A-07 Tot: 0.593

Median Values		Mean Values	
Arrivals:	0.269	Arrivals:	0.312
Departures:	0.192	Departures:	0.145
Totals:	0.461	Totals:	0.457

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	KC-03-A-03	MIXED HOUSES &	ASHFORD	KENT	51	Thu	14/07/16	0.569	0.314	0.883	2.16
2	ES-03-A-03	MIXED HOUSES &	POLEGATE	EAST SUSSEX	212	Mon	11/07/16	0.434	0.217	0.651	1.68
3	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.388	0.233	0.621	2.25
4	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.444	0.149	0.593	3.09
5	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.479	0.099	0.578	0.83
6	KC-03-A-06	MIXED HOUSES &	HERNE BAY	KENT	363	Wed	27/09/17	0.380	0.198	0.578	2.17
7	FA-03-A-02	MIXED HOUSES	FALKIRK	FALKIRK	161	Wed	29/05/13	0.317	0.224	0.541	1.66
8	WS-03-A-08	MIXED HOUSES	ANGMERING	WEST SUSSEX	180	Thu	19/04/18	0.278	0.206	0.484	2.93
9	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.371	0.100	0.471	1.66
10	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.296	0.174	0.470	3.50
11	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.366	0.099	0.465	2.49
12	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.269	0.192	0.461	2.60
13	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.319	0.125	0.444	3.55
14	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.257	0.162	0.419	1.00
15	HC-03-A-19	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Mon	27/11/17	0.258	0.129	0.387	2.19
16	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	2.24
17	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.252	0.119	0.371	2.28
18	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	1.17
19	KC-03-A-04	SEMI-DETACHED	AYLESFORD	KENT	110	Fri	22/09/17	0.273	0.064	0.337	1.77
20	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.278	0.056	0.334	1.13
21	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.157	0.112	0.269	1.91
22	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.220	0.020	0.240	1.74
23	EX-03-A-02	DETACHED & SEM	CHIGWELL	ESSEX	97	Mon	27/11/17	0.103	0.062	0.165	0.87

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.