
Client: Northern Town Planning
Project: Carlton Road
Our ref: P1243
Date: December 2018

Introduction

This Technical Note has been prepared to consider the provision of access to facilitate residential development at Carlton Road, Barnsley. The Technical Note will consider:

- The location of the site;
- Anticipated trip generation; and
- Preliminary access design.

Development Proposals

The site is located within an existing residential area in Athersley South, to the north of Barnsley, and is currently occupied by a single bungalow and sizable garden. The intention is to provide 12 dwellings, whilst retaining the bungalow, with a new access to be provided at the location of the current driveway. The indicative site location is shown in **Figure 1**.

Figure 1: Indicative Site Location



(Source: Google Maps)

Site Location

As indicated previously, the development site is located in the established residential area of Athersley South; it therefore benefits from an existing network of footways that connect the site with key local amenities, as well as to bus services, which allow for onwards travel further afield, including to Barnsley town centre.

There are existing footways on both sides of Carlton Road, and as part of the development proposals, tactile paving will be provided across the proposed site access (**Drawing 18013-133-LE-ZZ-00-DR-D-0001**).



There are bus stops some 150m to the south west of the site on Carlton Road, these stops are served by the number 12 bus service, which provides a direct 10-minute journey into Barnsley town centre every 15 minutes, Monday – Saturday, and every 30 minutes on a Sunday.

Trip Generation

The TRICS database has been interrogated in order to understand the level of trips likely to be generated by the proposed residential development of 12 dwellings; the full TRICS output is appended to this Technical Note and summarised in **Table 1**, below.

Table 1: Trip Generation

	AM			PM		
	Arrival	Departure	Two Way	Arrival	Departure	Two Way
Trip Rate	0.149	0.399	0.548	0.351	0.133	0.484
Trip Generation	2	5	7	4	2	6

(Source: TRICS)

As can be seen from **Table 1**, the development proposals would be expected to generate just 7 two-way trips in the weekday morning peak and 6 in the weekday evening peak hour. The level of trips anticipated to be generated by the proposals is negligible and will by no means result in a 'severe residual cumulative impact' (the test set out in National Planning Policy Framework).

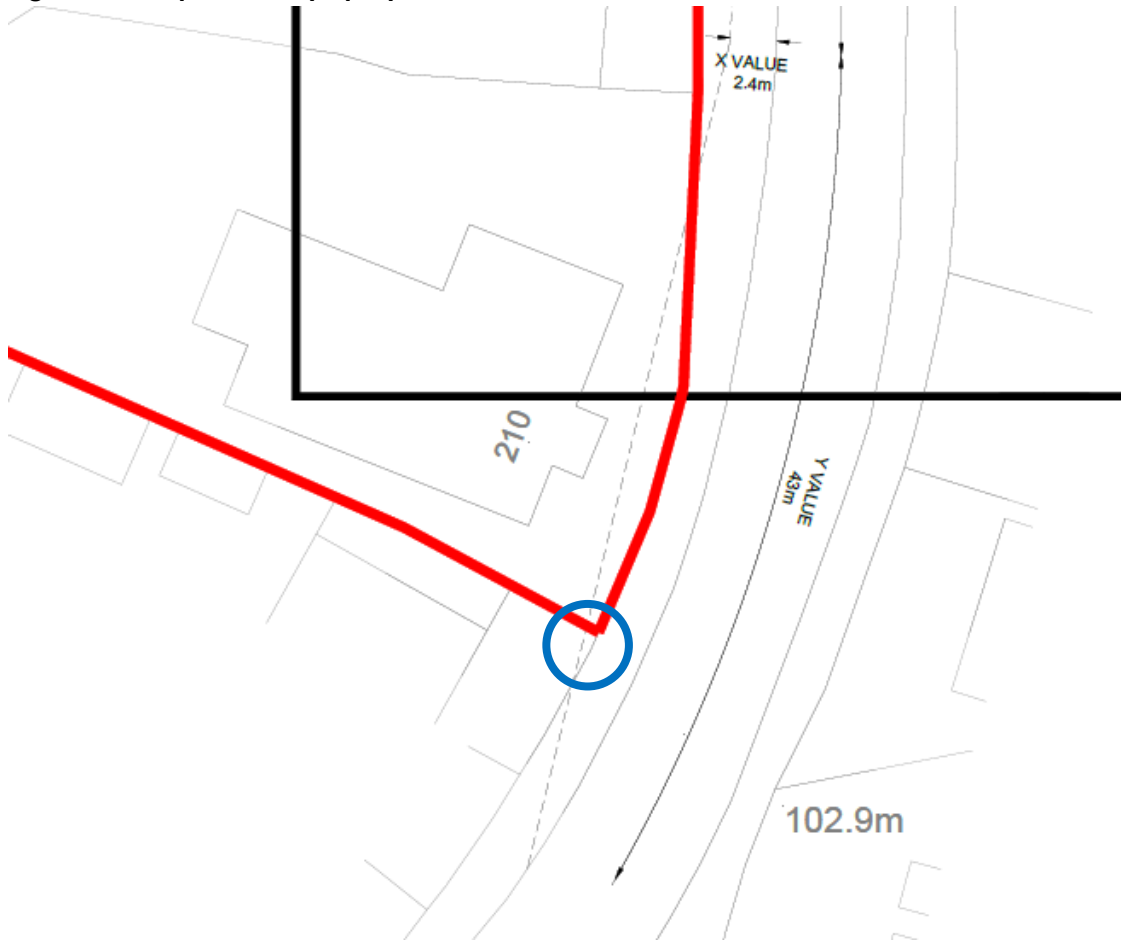
Preliminary Access

As has been established, there is an existing driveway entrance to the site, it is the intention to improve this access to provide access to a twelve-dwelling development. **Drawing 18013-133-LE-ZZ-00-DR-D-0001**, appended to this note, illustrates the preliminary access design. As can be seen, it is intended to provide a 6m carriageway into the site with a 2m footway on the southern side of the carriageway. Tactile paving and dropped kerbs are proposed access the site access.

The South Yorkshire Residential Design Guide requires a minimum carriageway width of 5.5m, as such it is considered that the proposed route into the site accords with prevailing guidance.

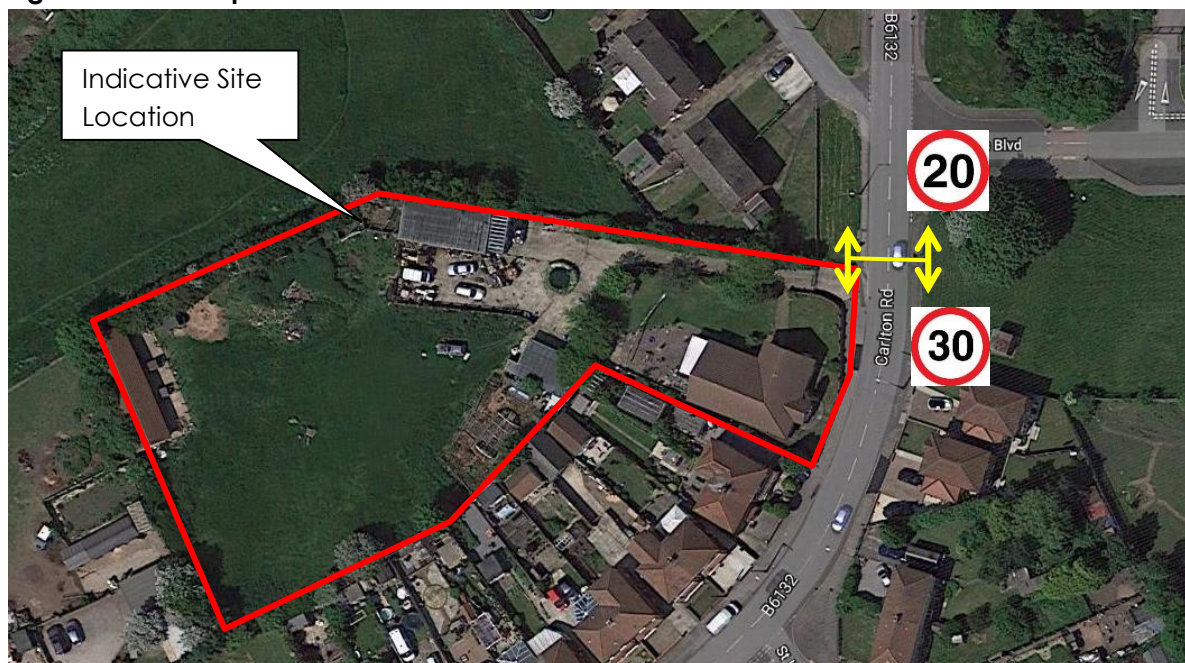
Drawing 18013-133-LE-ZZ-00-DR-D-0001 illustrates a 2.4m x 43m visibility splay from the site access in line with a 30mph speed limit. As can be seen from **Figure 2**, to the south this visibility splay marginally encroaches over the neighbouring property. However, **Figure 3** illustrates the posted speed limits in the vicinity of the site access and as can be seen, to the immediate north of the site access a 20mph speed zone commences. It is therefore considered that the speeds of vehicles as they pass the site access will be lower than 30mph as they access or egress the 20mph zone and as such a less onerous visibility splay would be appropriate (and this could be achieved within the applicant's land ownership / public highway).

Figure 3: 30mph Visibility Splay



(Source: Drawing 18013-133-LE-ZZ-00-DR-D-0001)

Figure 2: Posted Speed Limits



(Source: Google Maps)

Summary



It has been demonstrated that:

- The site is well located, within an existing residential area, to facilitate sustainable trips to the facilities and amenities available in the local area;
- An assessment of likely traffic generation indicates that the provision of twelve dwellings will generate in the order of 7 two-way vehicular trips in the morning peak hour and 5 two-way trips in the evening peak hour; and
- Access can be provided in line with South Yorkshire Residential Design Guide Standards, and given the likely speeds of vehicles passing the site access, as a consequence of the adjacent 20mph Zone, that suitable visibility can be achieved.

Given the above, it is considered that the proposals will by no means result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.

Calculation Reference: AUDIT-640801-181218-1209

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 6 to 24 (units:)
 Range Selected by User: 6 to 24 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 22/09/17

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

Selected survey days:

Monday	3 days
Tuesday	5 days
Wednesday	4 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	7

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	15
No Sub Category	1

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 15 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:

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

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 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	10 days
1.1 to 1.5	6 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:

No 16 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 16 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	PETERBOROUGH			
	THORPE PARK ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	CHESTER			
	BOUGHTON HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
3	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD			
	MACCLESFIELD			
	HURDSFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL
4	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	LINCOLN			
	BOULTHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL
5	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	LIVERPOOL			
	OTTERSPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
6	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
7	NY-03-A-07	DETACHED & SEMI DET.		NORTH YORKSHIRE
	CRAVEN WAY			
	BOROUGHBRIDGE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	23		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
8	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	21		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
9	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
11	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
12	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
13	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
14	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
15	WK-03-A-01	TERRACED / SEMI / DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
16	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	16	0.069	16	16	0.302	16	16	0.371
08:00 - 09:00	16	16	0.149	16	16	0.399	16	16	0.548
09:00 - 10:00	16	16	0.133	16	16	0.157	16	16	0.290
10:00 - 11:00	16	16	0.177	16	16	0.137	16	16	0.314
11:00 - 12:00	16	16	0.129	16	16	0.165	16	16	0.294
12:00 - 13:00	16	16	0.202	16	16	0.173	16	16	0.375
13:00 - 14:00	16	16	0.169	16	16	0.157	16	16	0.326
14:00 - 15:00	16	16	0.137	16	16	0.190	16	16	0.327
15:00 - 16:00	16	16	0.266	16	16	0.250	16	16	0.516
16:00 - 17:00	16	16	0.262	16	16	0.173	16	16	0.435
17:00 - 18:00	16	16	0.351	16	16	0.133	16	16	0.484
18:00 - 19:00	16	16	0.266	16	16	0.153	16	16	0.419
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.310			2.389			4.699		

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

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

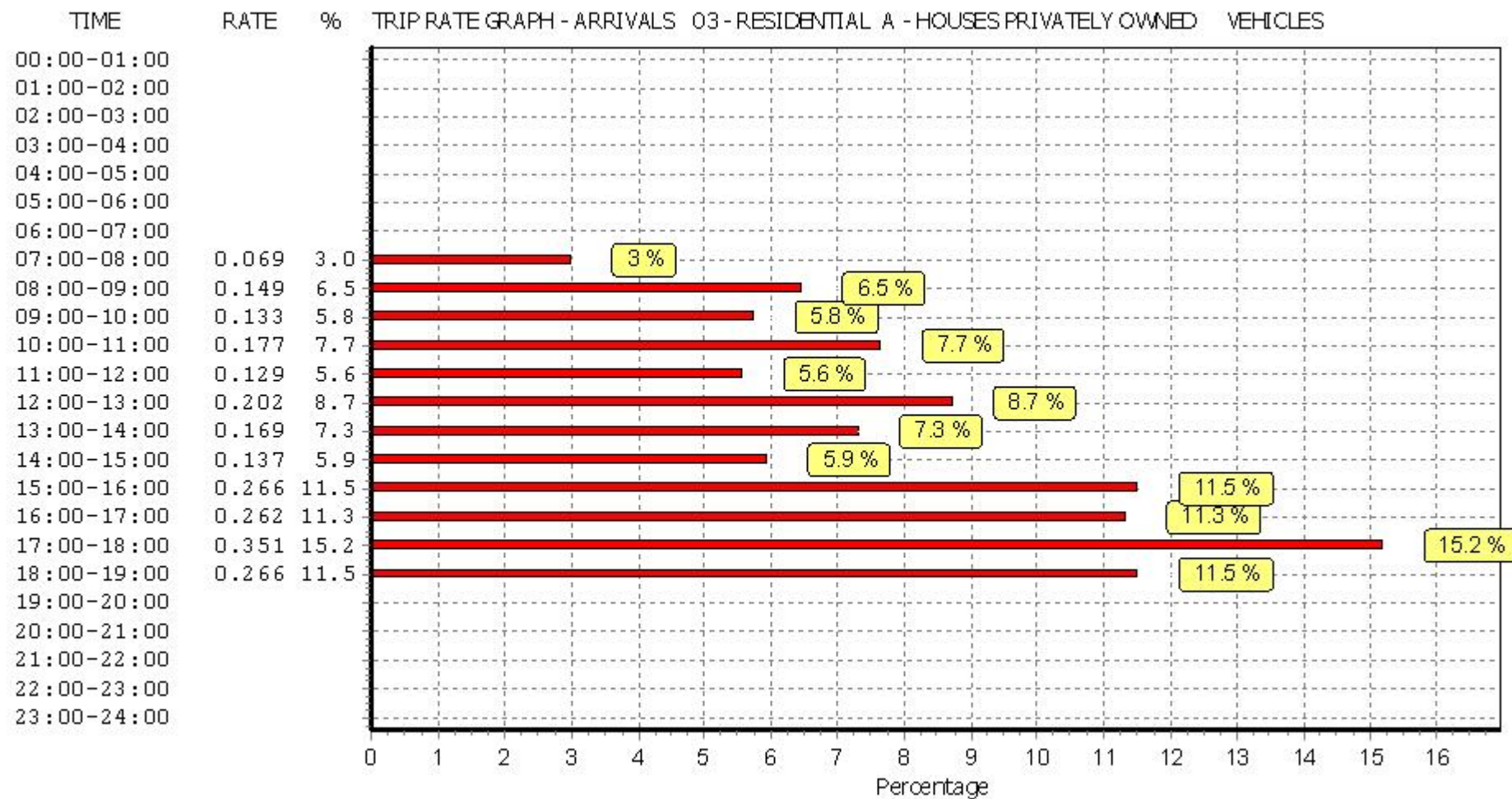
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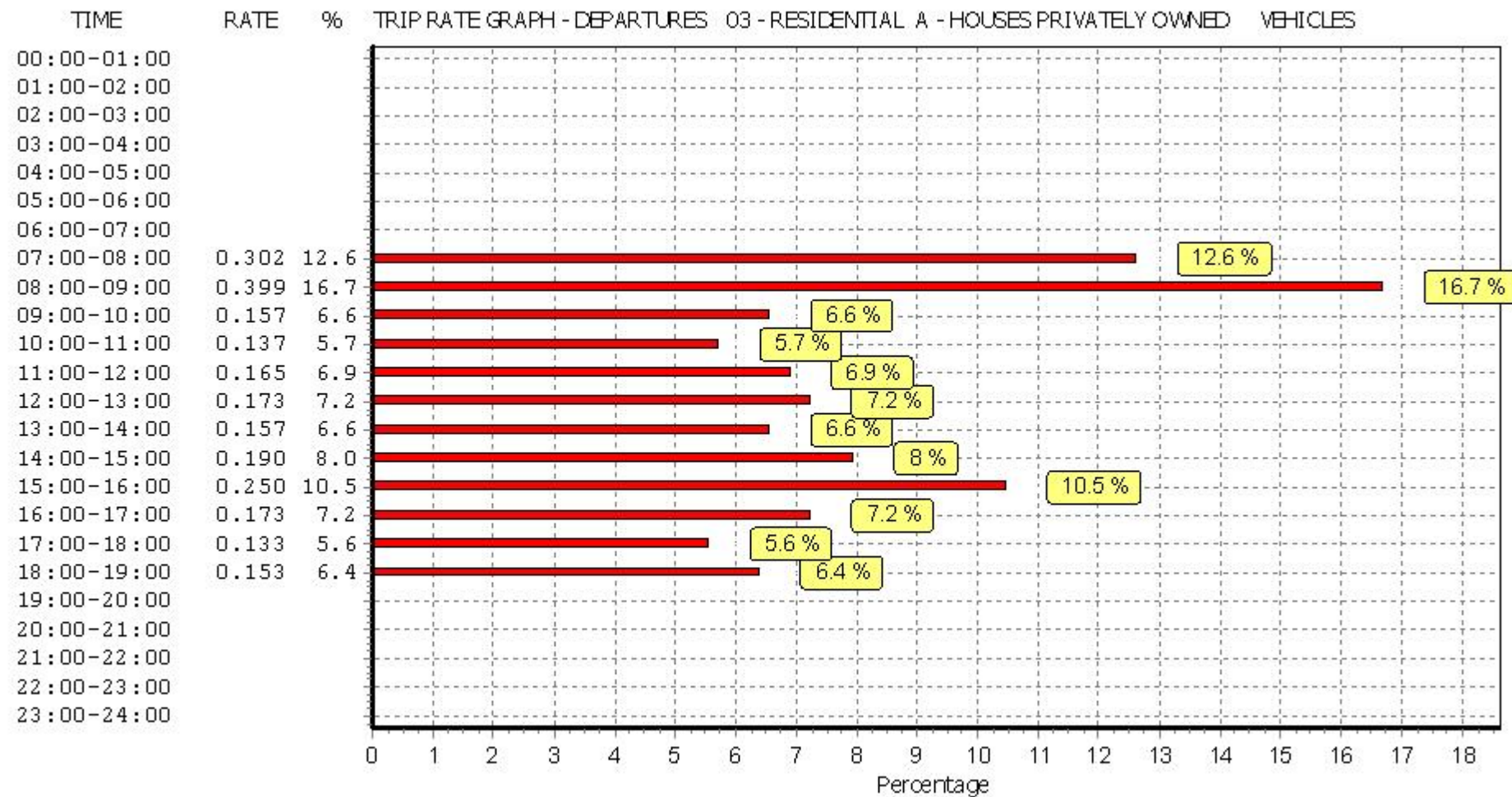
Parameter summary

Trip rate parameter range selected:	6 - 24 (units:)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

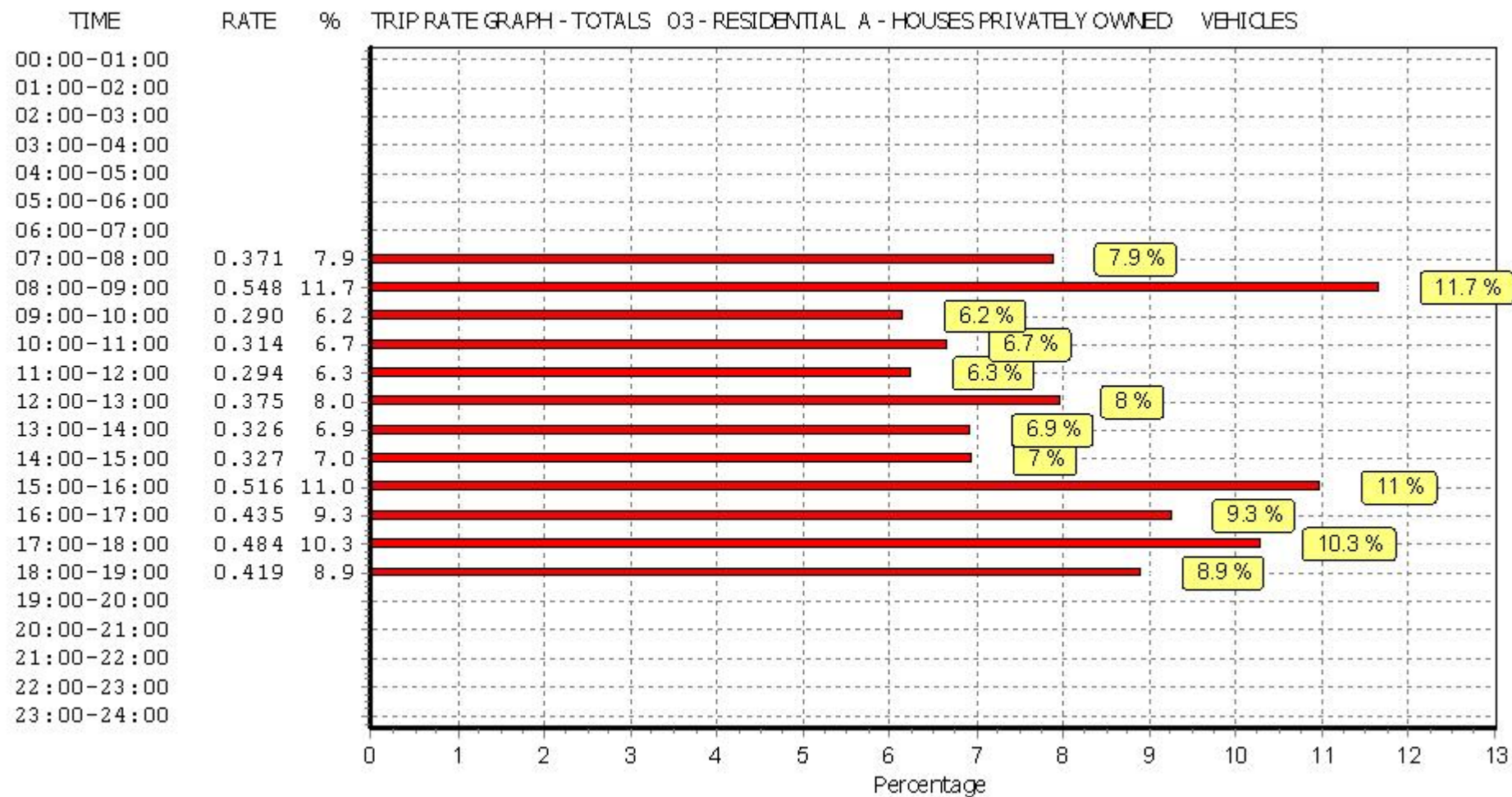
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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



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

TAXIS

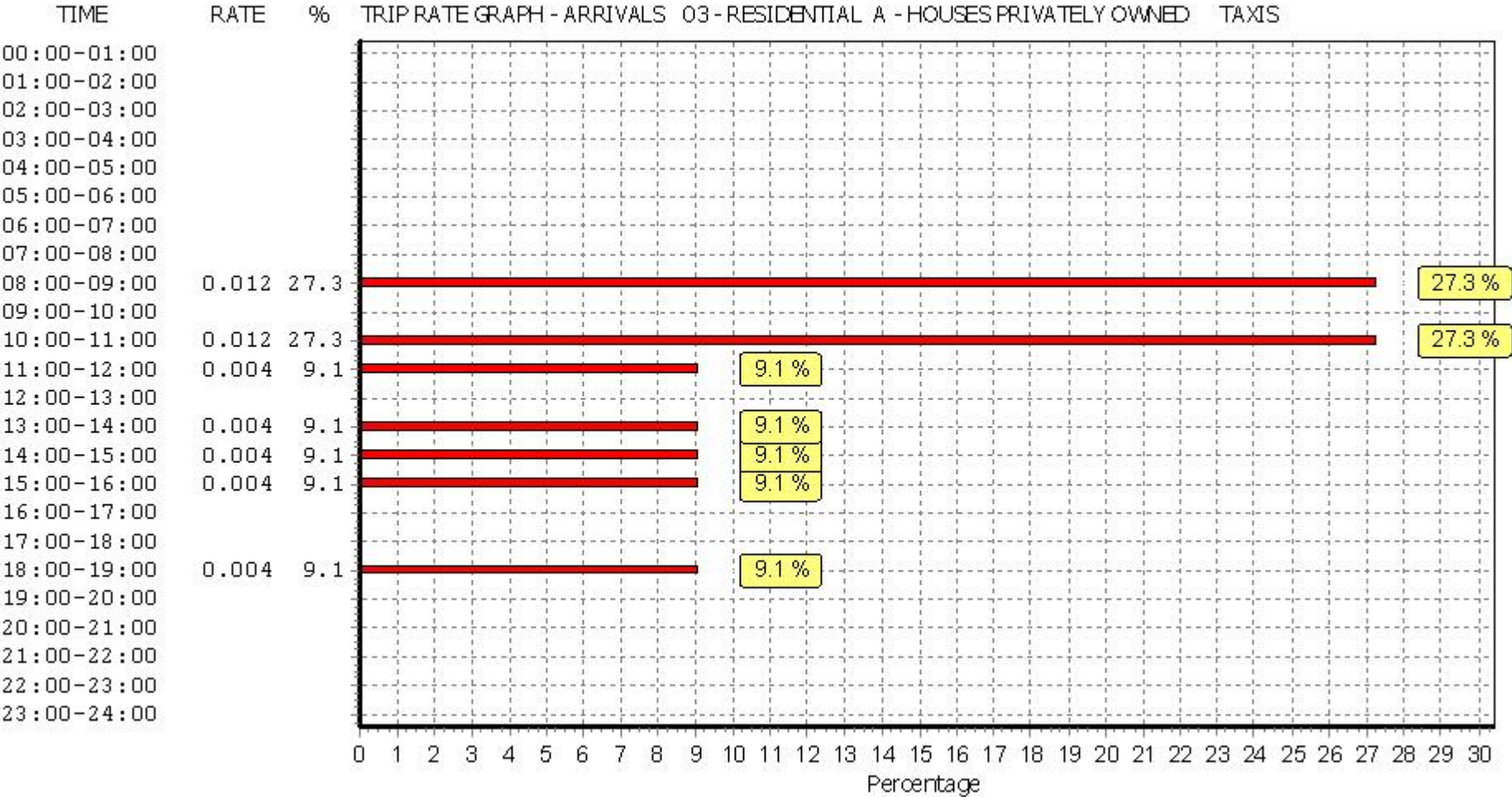
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

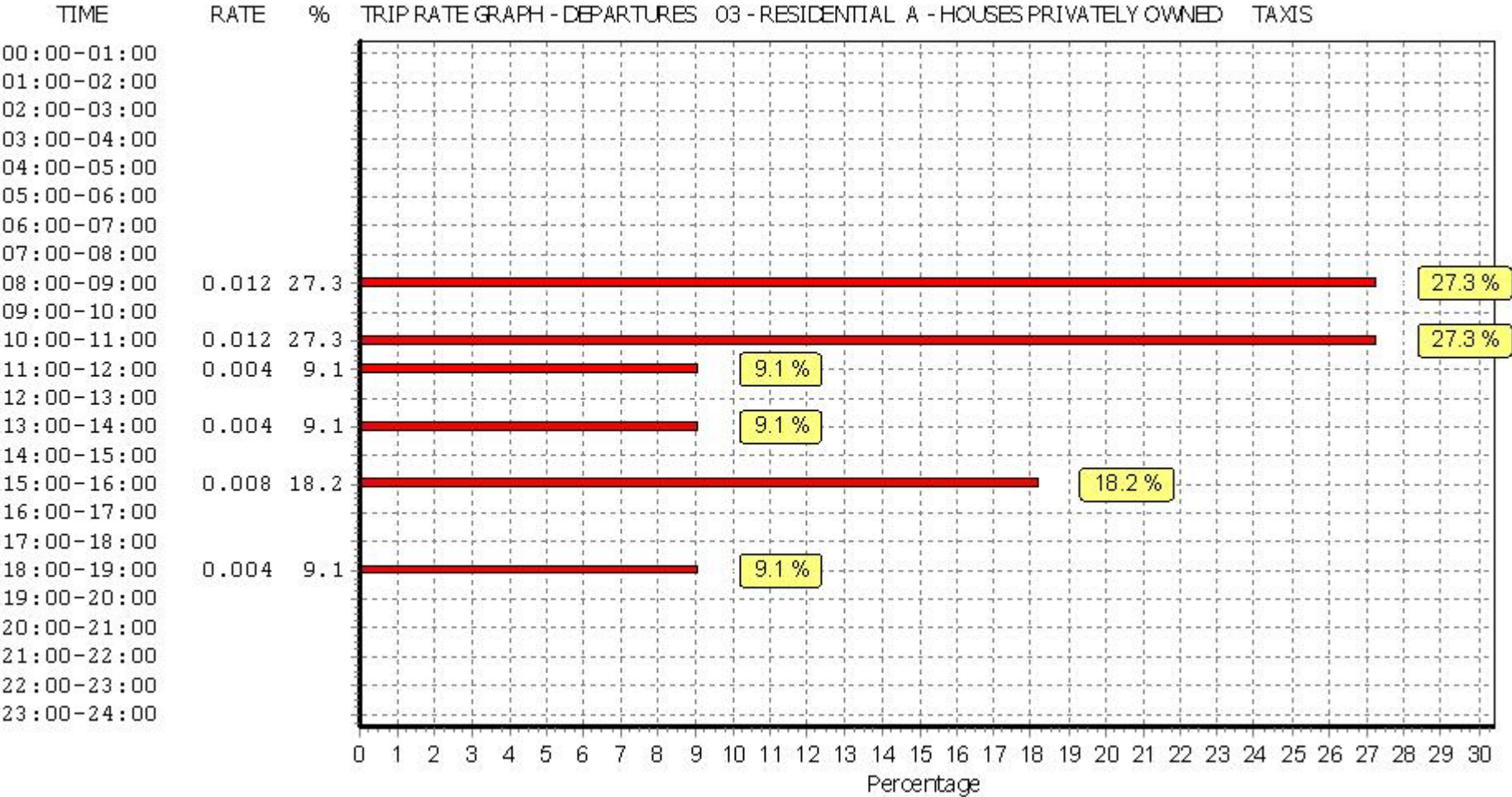
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	16	0.000	16	16	0.000	16	16	0.000
08:00 - 09:00	16	16	0.012	16	16	0.012	16	16	0.024
09:00 - 10:00	16	16	0.000	16	16	0.000	16	16	0.000
10:00 - 11:00	16	16	0.012	16	16	0.012	16	16	0.024
11:00 - 12:00	16	16	0.004	16	16	0.004	16	16	0.008
12:00 - 13:00	16	16	0.000	16	16	0.000	16	16	0.000
13:00 - 14:00	16	16	0.004	16	16	0.004	16	16	0.008
14:00 - 15:00	16	16	0.004	16	16	0.000	16	16	0.004
15:00 - 16:00	16	16	0.004	16	16	0.008	16	16	0.012
16:00 - 17:00	16	16	0.000	16	16	0.000	16	16	0.000
17:00 - 18:00	16	16	0.000	16	16	0.000	16	16	0.000
18:00 - 19:00	16	16	0.004	16	16	0.004	16	16	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.044			0.088

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

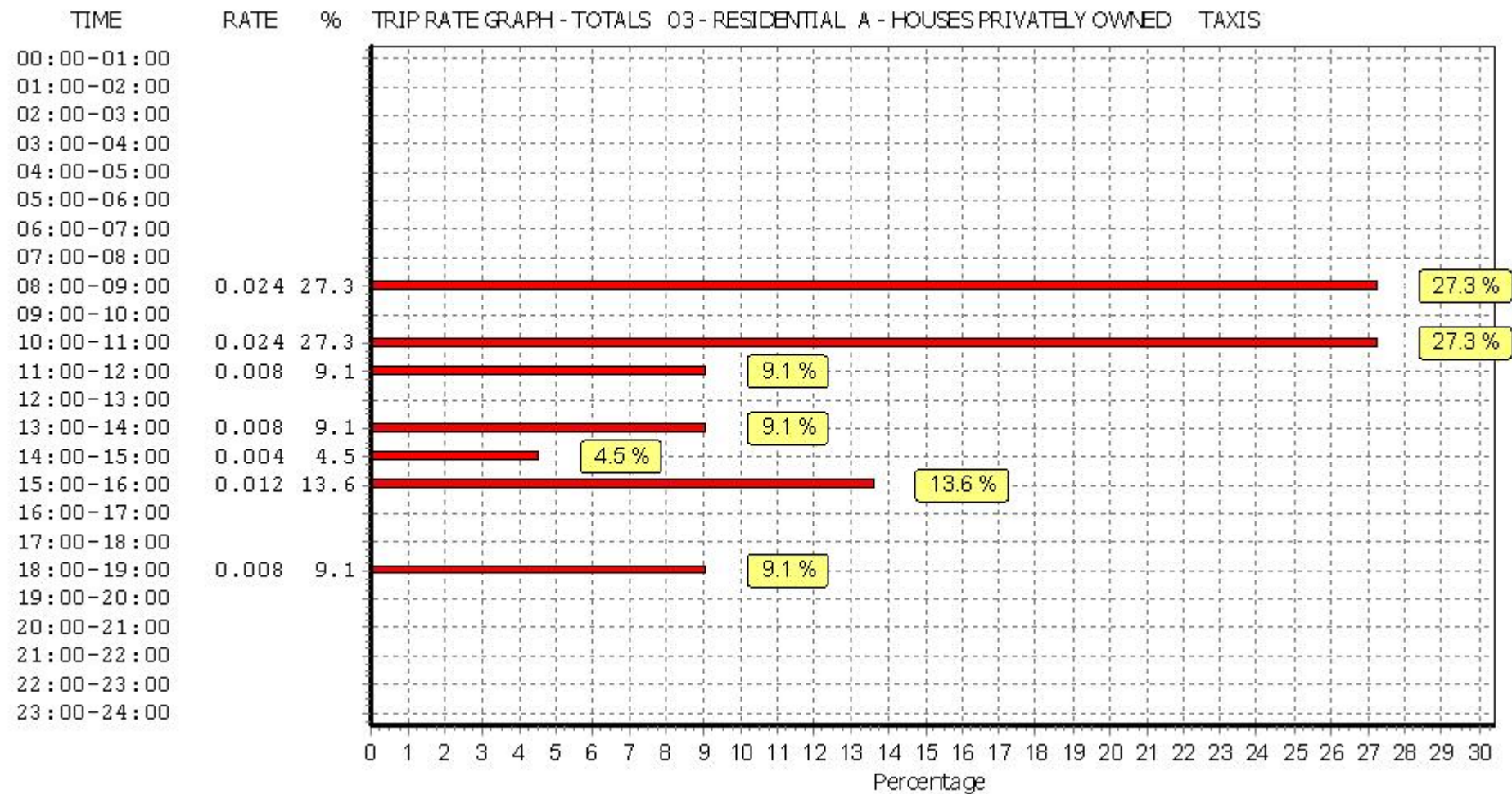
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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS

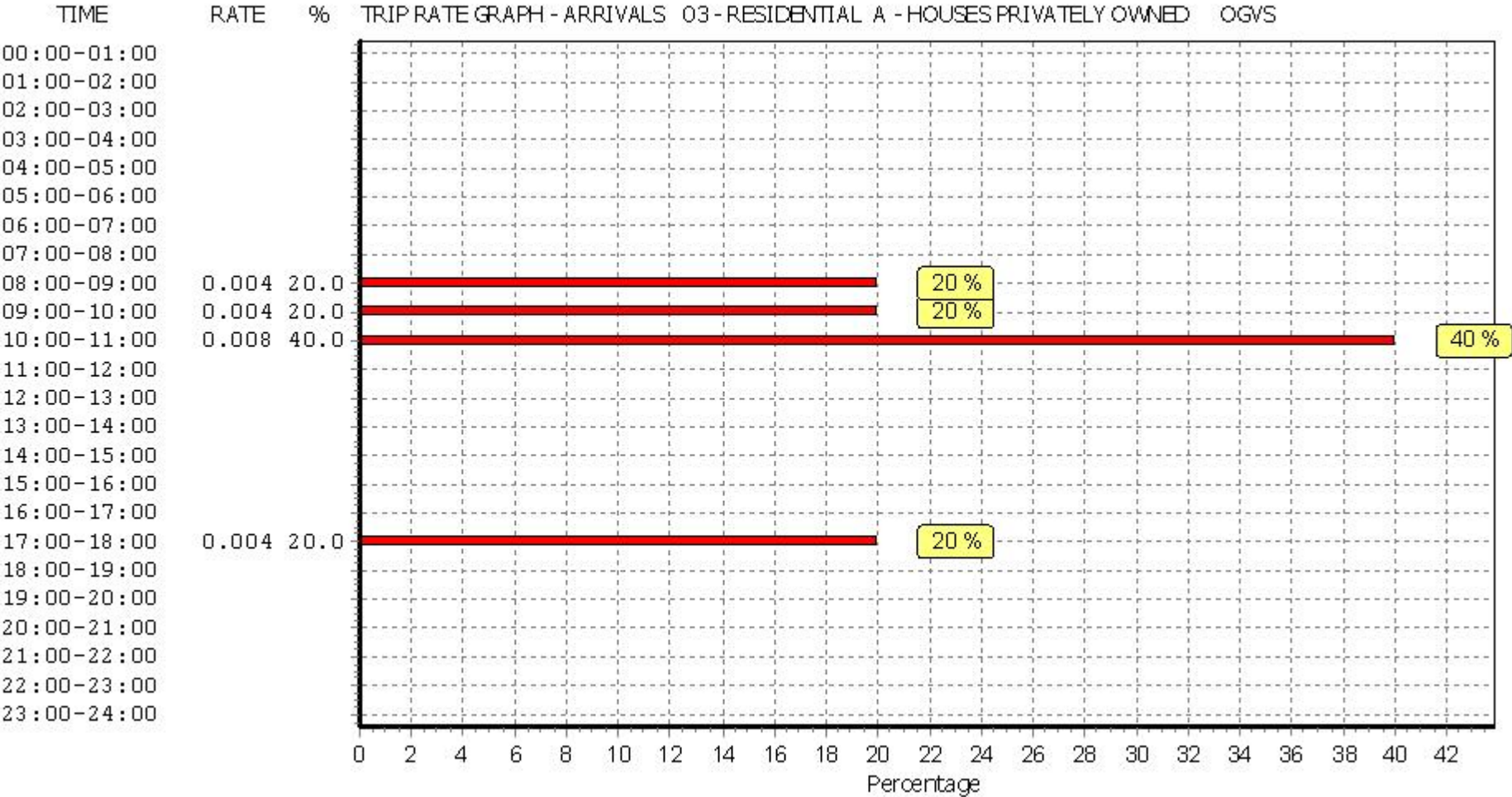
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

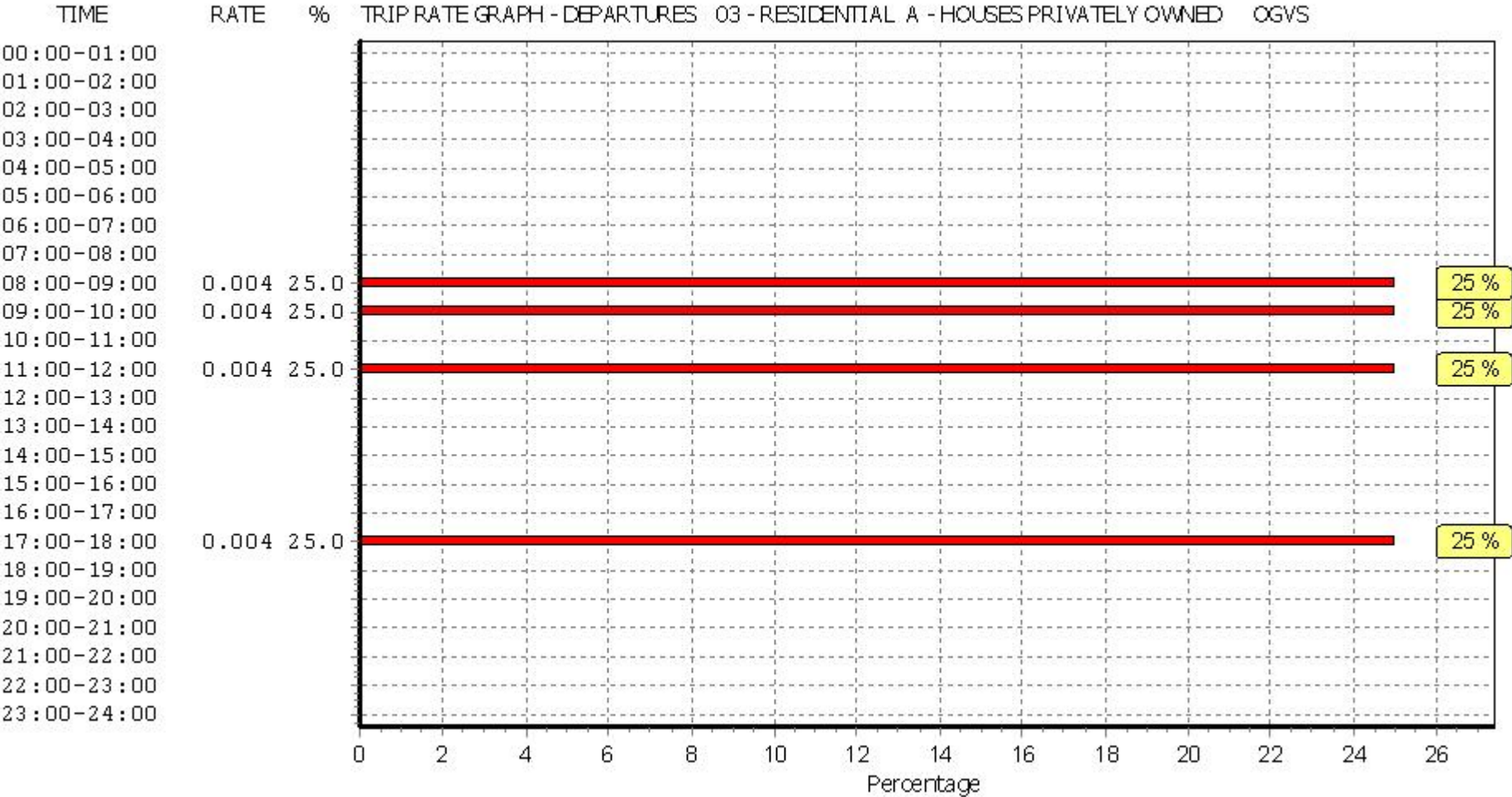
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	16	0.000	16	16	0.000	16	16	0.000
08:00 - 09:00	16	16	0.004	16	16	0.004	16	16	0.008
09:00 - 10:00	16	16	0.004	16	16	0.004	16	16	0.008
10:00 - 11:00	16	16	0.008	16	16	0.000	16	16	0.008
11:00 - 12:00	16	16	0.000	16	16	0.004	16	16	0.004
12:00 - 13:00	16	16	0.000	16	16	0.000	16	16	0.000
13:00 - 14:00	16	16	0.000	16	16	0.000	16	16	0.000
14:00 - 15:00	16	16	0.000	16	16	0.000	16	16	0.000
15:00 - 16:00	16	16	0.000	16	16	0.000	16	16	0.000
16:00 - 17:00	16	16	0.000	16	16	0.000	16	16	0.000
17:00 - 18:00	16	16	0.004	16	16	0.004	16	16	0.008
18:00 - 19:00	16	16	0.000	16	16	0.000	16	16	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.016			0.036

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

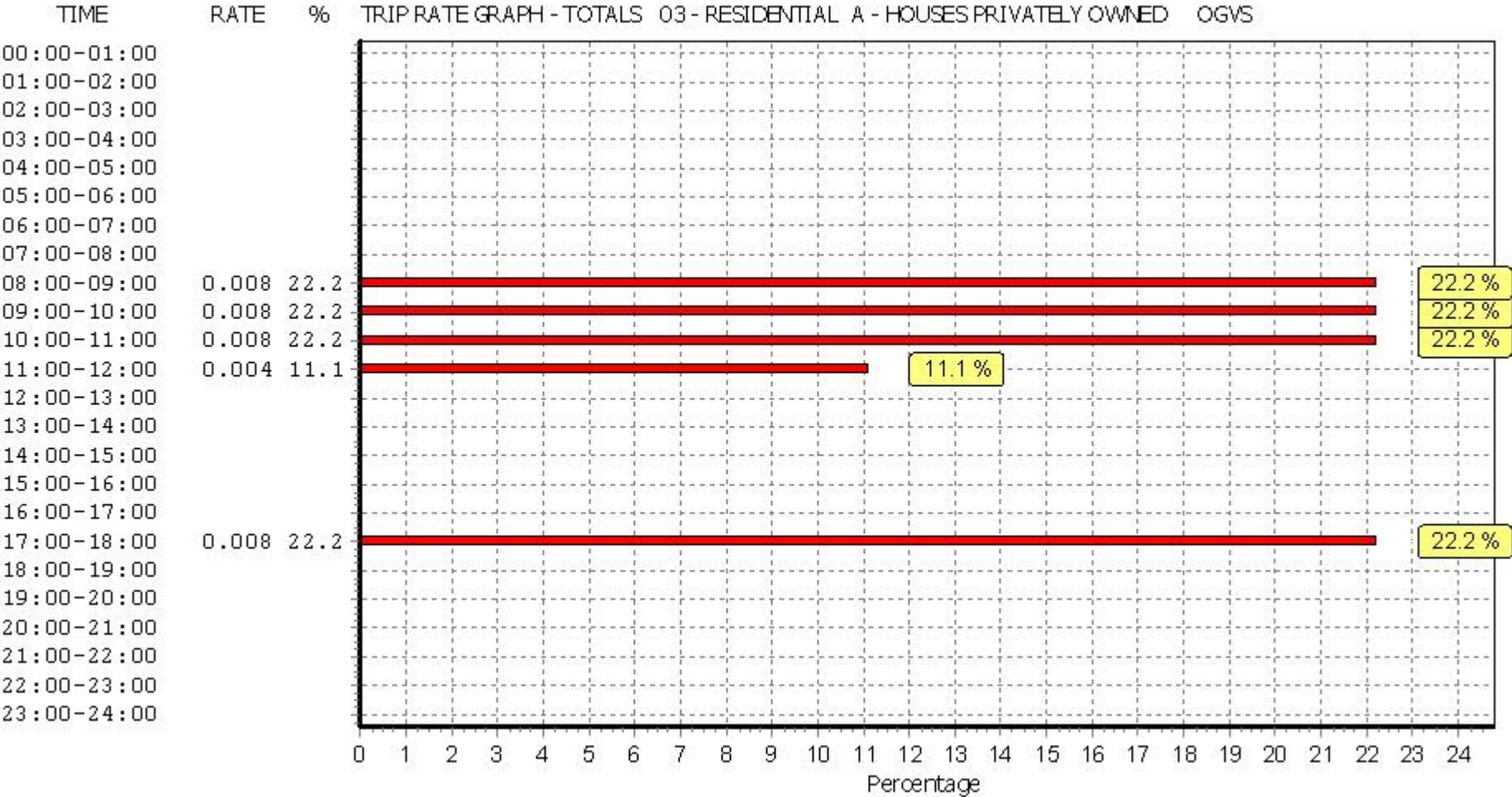
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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



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

CYCLISTS

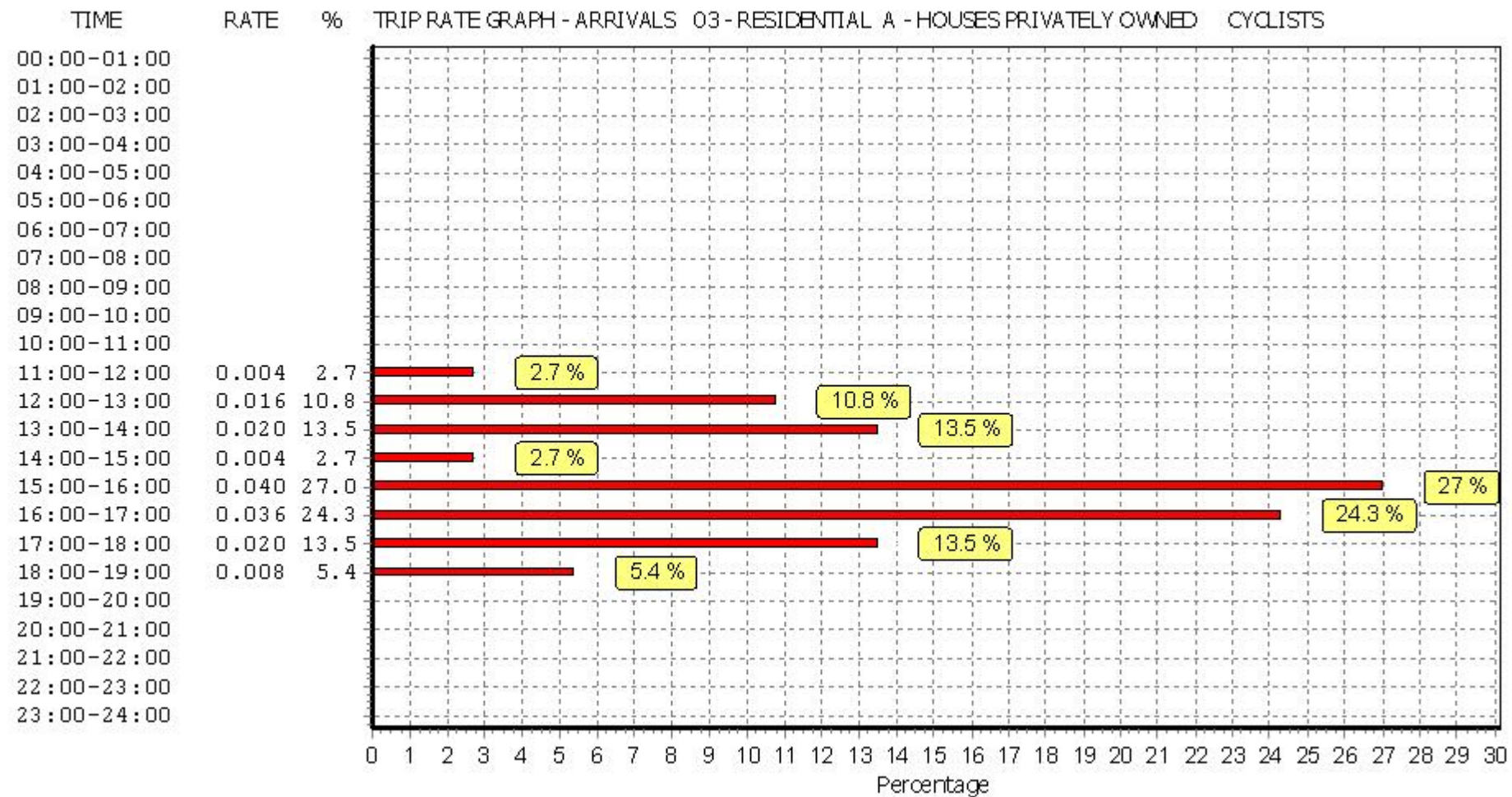
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

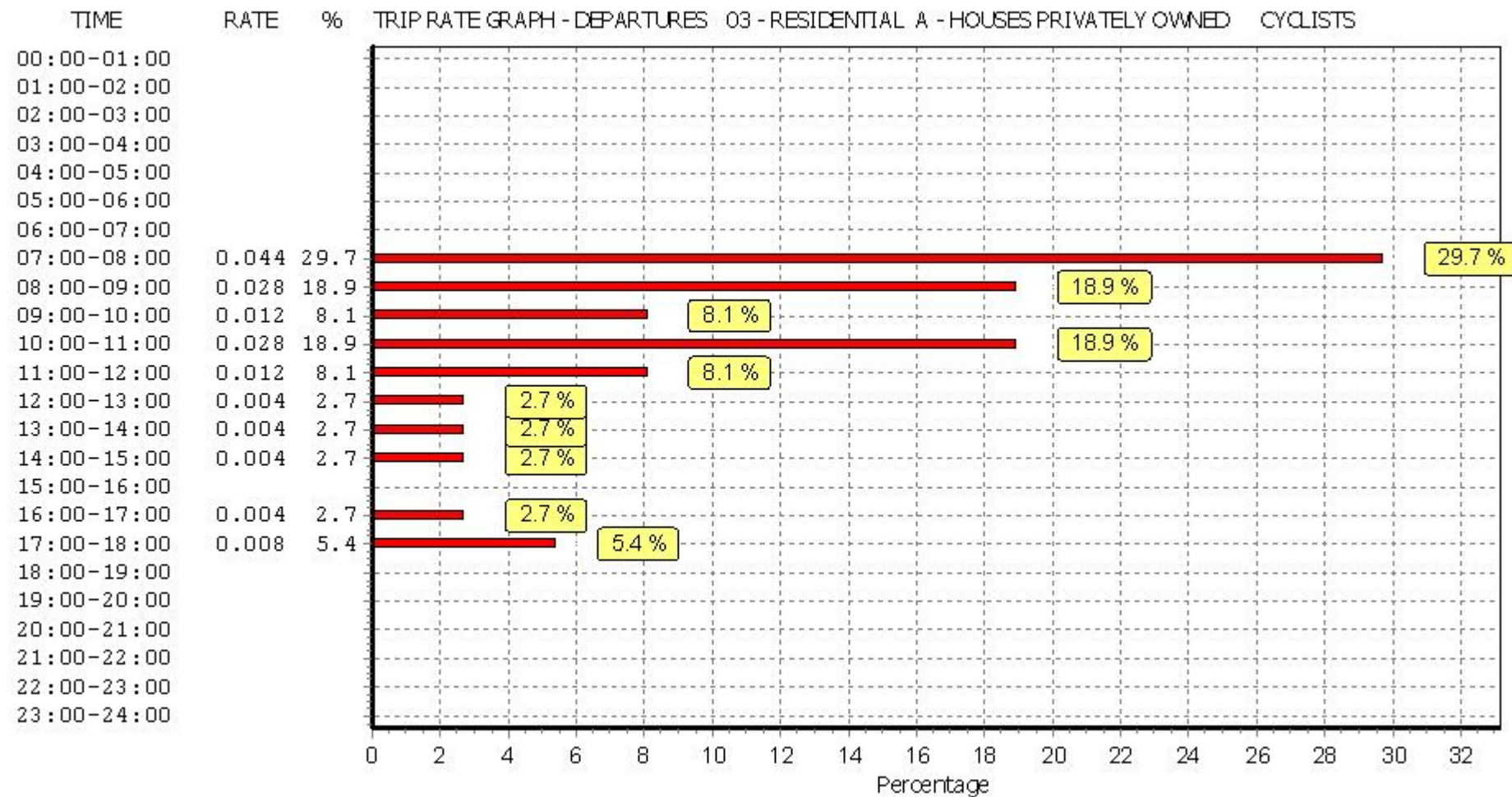
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	16	0.000	16	16	0.044	16	16	0.044
08:00 - 09:00	16	16	0.000	16	16	0.028	16	16	0.028
09:00 - 10:00	16	16	0.000	16	16	0.012	16	16	0.012
10:00 - 11:00	16	16	0.000	16	16	0.028	16	16	0.028
11:00 - 12:00	16	16	0.004	16	16	0.012	16	16	0.016
12:00 - 13:00	16	16	0.016	16	16	0.004	16	16	0.020
13:00 - 14:00	16	16	0.020	16	16	0.004	16	16	0.024
14:00 - 15:00	16	16	0.004	16	16	0.004	16	16	0.008
15:00 - 16:00	16	16	0.040	16	16	0.000	16	16	0.040
16:00 - 17:00	16	16	0.036	16	16	0.004	16	16	0.040
17:00 - 18:00	16	16	0.020	16	16	0.008	16	16	0.028
18:00 - 19:00	16	16	0.008	16	16	0.000	16	16	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.148			0.148			0.296

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

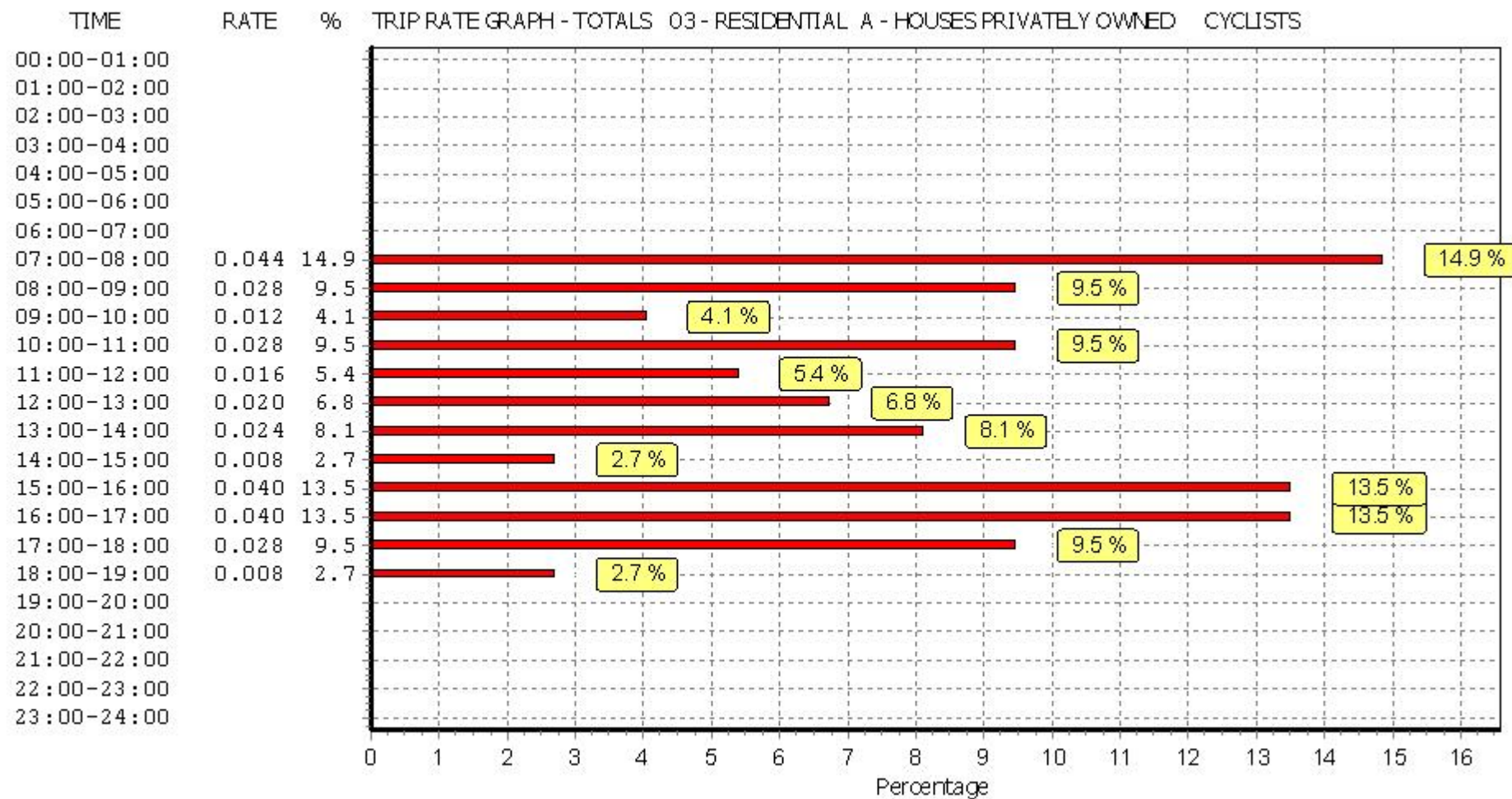
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



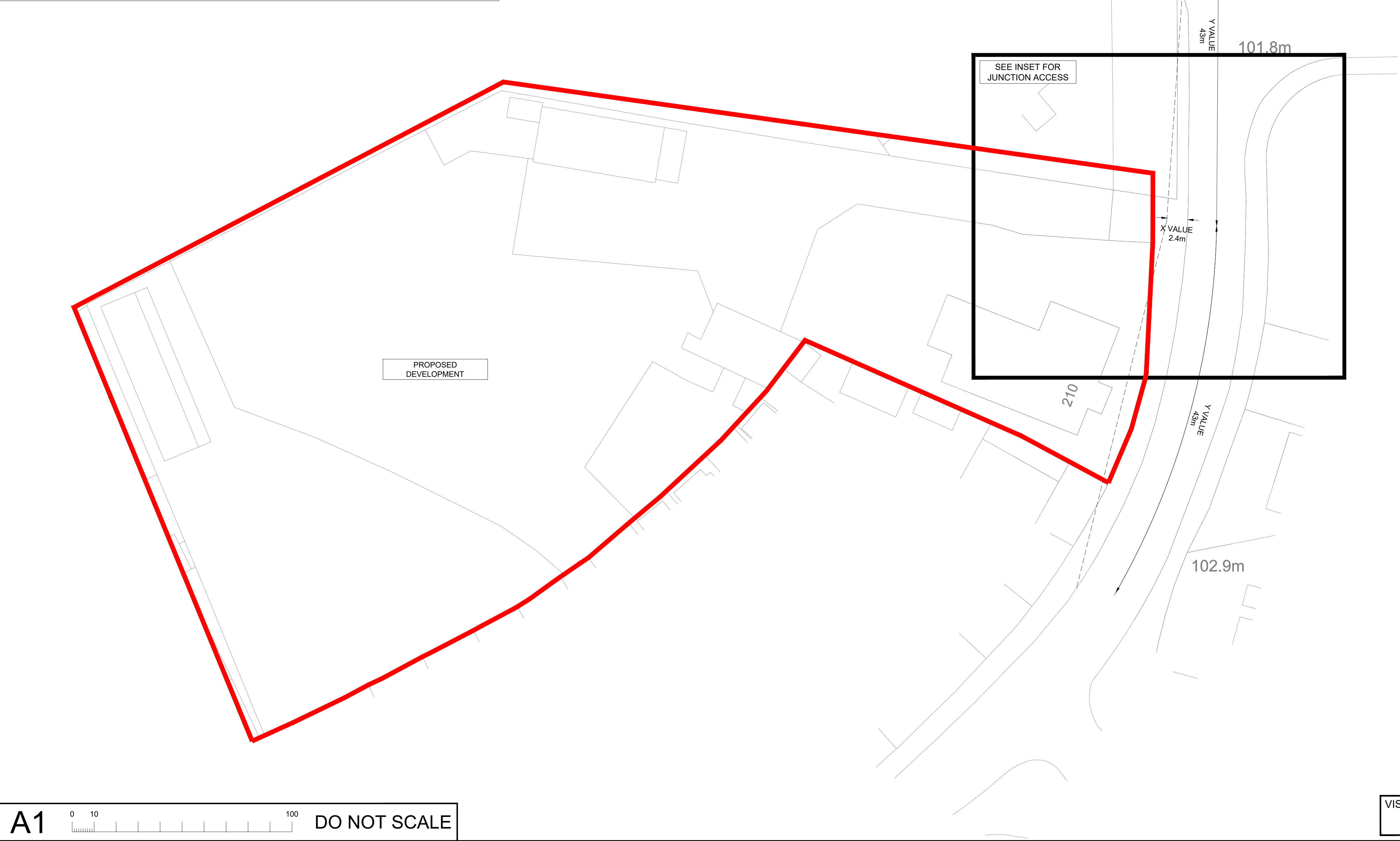
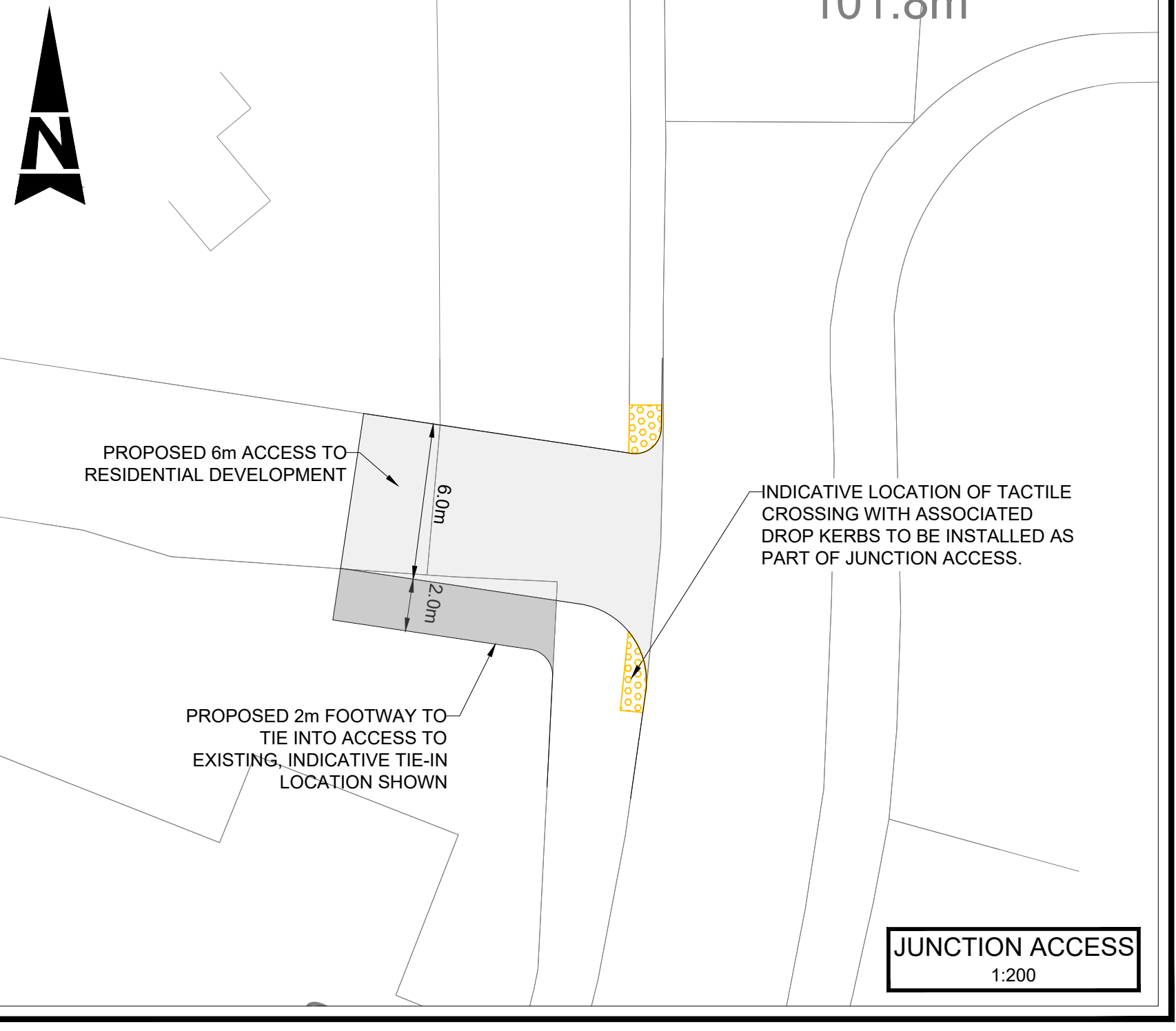
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



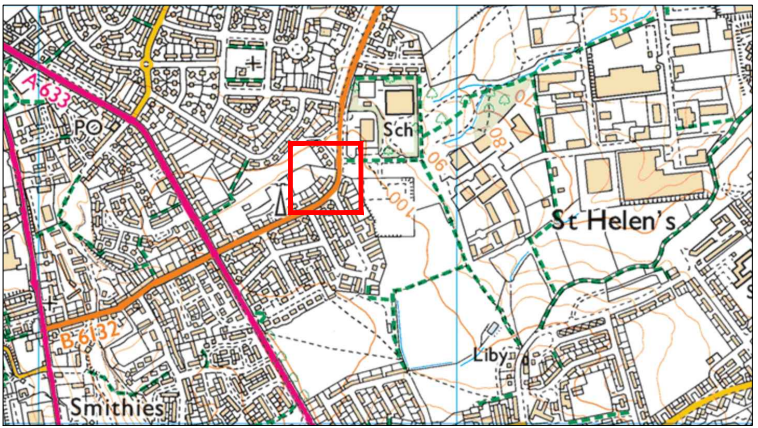
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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- KEY:
- BOUNDARY OF PROPOSED RESIDENTIAL DEVELOPMENT
 - PROPOSED VISIBILITY SPY
- NOTES:
- ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 - PROPOSED VISIBILITY SPY IN ACCORDANCE WITH SOUTH YORKSHIRE RESIDENTIAL DESIGN GUIDE AND MANUAL FOR STREETS.
 - BASED ON THE ABOVE DOCUMENTS, ASSUMPTIONS WERE MADE TO USE THE X AND Y VALUE SHOWN BELOW.
- X VALUE = 2.4m
Y VALUE = 43m
- 3m JUNCTION CORNER RADIUS USED IN ACCORDANCE WITH SOUTH YORKSHIRE DESIGN GUIDE PARA. B.3.3.8.



Rev	Description	By	Date	Chk'd	Auth

TPS Transport Consultants Ltd Stonebridge Court 151-153 Wakefield Road Harbury Wakefield WF4 5HQ t: 01924 664638 e: info@tpsconsultants.co.uk www.tpsconsultants.co.uk							
Client							
Project							
CARLTON ROAD BARNSELY							
Title							
VISIBILITY SPY AND JUNCTION ACCESS							
Sheet	Size	Original	Scale	Designed/Drawn	Checked	Authorised	
A1	As Shown	TH	CK	RSL			
Date	05.12.18	Date	05.12.18	Date	05.12.18		
Drawing Number							DWG Rev.
18013-133-LE-ZZ-00-DR-D-0001							-