



**TRANSPORT ASSESSMENT
PROPOSED RESIDENTIAL DEVELOPMENT
Barnburgh View, Goldthorpe**

October 2020

Gleeson (South Yorkshire)

TPS Transport Consultants Ltd | TPS Business Hub | Stonebridge Court | 151-153 Wakefield Road | Wakefield | WF4 5HQ



tpsconsultants.co.uk



info@tpsconsultants.co.uk



+44 1924 664638

Registered number: 05973261



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1. INTRODUCTION

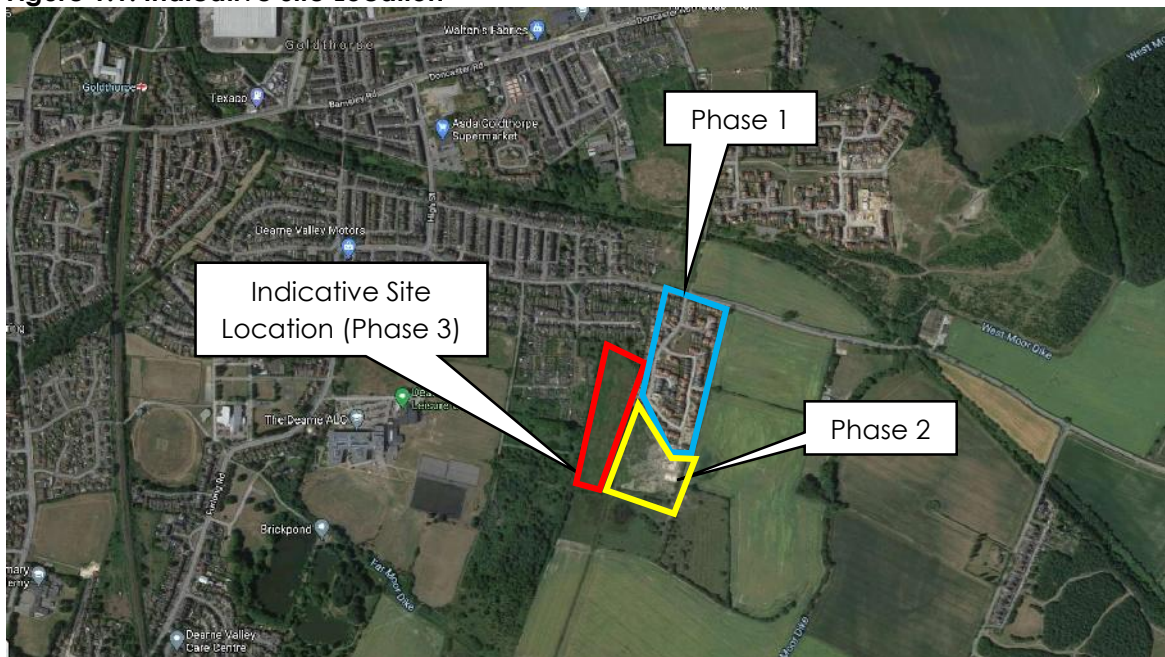
Introduction

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Gleeson Homes (South Yorkshire) to prepare a Transport Assessment to accompany a planning application for 69 dwellings, forming Phase 3 of its residential development at Barnburgh View, Goldthorpe, Barnsley.

Development Proposals

- 1.2 The site is located approximately 1km to the south west of Goldthorpe centre, and 1.8km from the railway station, and is bounded by existing residential areas to the north and west, with fields to the south. To the immediate east of the site lies Phase 1 of the development, which comprises 145 dwellings (and is fully occupied). Phase 2 lies to the south east of the site and will comprise 61 dwellings, once complete.
- 1.3 The site location is shown in **Figure 1.1** below, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

- 1.4 The development proposals comprise the provision of 69 residential dwellings. Access is to be taken via an extension to West Moor Croft on the eastern boundary of the site (which in turn connects to Barnburgh Lane through Phase 1 of the development); a spur from West Moor Croft has already been constructed to facilitate this.



Report Structure

1.5 Following this introductory section:

Section 2 describes the transport planning policy context within which the proposals will be assessed;

Section 3 details the accessibility of the development site and connectivity with key local amenities;

Section 4 describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;

Section 5 summarises the trip generation associated with the proposed residential dwellings, with reference to counts undertaken for the existing phase of development;

Section 6 considers the parking and servicing arrangements; and

Section 7 offers a summary and conclusion.



2. POLICY REVIEW

Introduction

- 2.1 This section of the Transport Assessment identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

National Policy Context

National Planning Policy Framework (NPPF – DCLG, February 2019)

- 2.2 The revised National Planning Policy Framework was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework, published in July 2018.
- 2.3 The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development.
- 2.4 The NPPF states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*" (Paragraph 109). Whilst Paragraph 110 sets out that development proposals should seek to:
- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate 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;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and



- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.5 This Transport Assessment will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel, locally, will not result in a significant traffic impact on the local road network and will, therefore, satisfy the requirements of NPPF.

Local Policy

Sheffield City Region Transport Strategy 2040

2.6 The Sheffield City Region Transport Strategy 2040 sets out the transport priorities for the Sheffield City Region until 2040; and has been developed in conjunction with the local authorities for Sheffield, Doncaster, Barnsley and Rotherham. The transport vision for the region is as follows:

“We will build a transport network that serves all of our communities by connecting them to local services, our growing urban centres and major growth sites. It will be amongst the safest, most environmentally friendly, most reliable and affordable transport system in the United Kingdom and Europe”.

2.7 The following transport goals are also outlined, in order to achieve the transport vision above:

- Residents and businesses connected to economic opportunity;
- A cleaner, greener Sheffield City Region; and
- Safe, reliable and accessible transport network.

2.8 Of specific relevance to the development proposals Policy 8 seeks to *“Enhance our multi-modal transport system, which encourages sustainable travel options and is embedded in the assessment of transport requirements for new developments, particularly active travel”.*

2.9 It is considered that this Transport Assessment will meet the policy aspirations of the Sheffield City Region Transport Strategy, by providing new residential development in a location which has been assessed for its opportunities for sustainable (in particular active modes) modes of travel; this is discussed further in **Section 3**.



Barnsley Core Strategy – Adopted September 2011

- 2.10 The Core Strategy explains that as access and sustainable travel are important elements of achieving sustainable development, Barnsley's Transport Strategy is a key component of the LDF.
- 2.11 The following strategic objectives are outlined in the Core Strategy, which are deemed relevant to the development proposals:
- **Strategic Objective 2:** To improve access, movement and connectivity with sustainable travel by:
 - reducing the reliance on the private car and encouraging walking and cycling;
 - ensuring new developments reduce the need for car parking provision to a minimum; and
 - reducing transport emissions of greenhouse gases in order to tackle climate change and minimising other pollutants to improve air quality.
 - **Strategic Objective 3:** To secure safe, healthy and inclusive communities and promote wellbeing by:
 - seeking to reduce health inequalities across the borough and to close the gap in relation to national averages through land use planning;
 - making sure development takes place in settlements, and helping to create places where people want to live with convenient access to good quality local services (including shops, education, health, open space, leisure, culture and the countryside) in order to engender community pride and spirit; and
 - providing healthier lifestyle choices to contribute towards tackling obesity, encouraging walking and cycling and providing green spaces, parks and sports facilities.
- 2.12 As well as the strategic objectives, the Core Strategy also outlines a number of 'transport challenges', the most relevant of these to the development proposals are as follows:
- Reducing transport-related greenhouse gases;
 - Reducing the need to travel by car;
 - Influencing travel behaviour, in particular encouraging greater take up of walking, cycling and public transport whilst recognising the constraints of existing transport



infrastructure, such as narrow roads which can make the provision of dedicated cycle routes difficult; and

- Reducing the impact of necessary road travel on the environment, the health and safety of the community and the local economy.

2.13 In addition to the strategic objectives above, the following policy has been acknowledged of relevance to the development proposals:

- **Policy CS25 - New Development and Sustainable Travel:** New development will be expected to:
 - be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;
 - provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in a Supplementary Planning Document;
 - provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Guidance on Transport Assessments' as published March 2007 (or any subsequent version); and
 - provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009 (or any subsequent version). Travel plans will be secured through a planning obligation or a planning condition.

2.14 The development proposals will provide new residential development in a location that will allow future residents of the site to travel without the use of a car, due to the proximity of the amenities in Goldthorpe and the availability of public transport, locally. It is considered that this is in line with the overall objectives and policy aspirations of the Core Strategy.

Barnsley Local Plan – Adopted January 2019

2.15 Barnsley's Local Plan sets out the Council's strategic vision and priorities for housing, employment and commercial development, including transport infrastructure and protection of the local environment. To deliver the vision of the Plan, a number of strategic priorities have been identified, these being to:

- Provide opportunities for the creation of new jobs and protection of existing jobs;



- Improve the conditions in which people live, work, travel and take leisure;
- Widen the choice of high-quality homes; Improve the design of development; and
- Protect and enhance Barnsley's environmental assets and achieve net gains in biodiversity

2.16 Chapter 12 of the Local Plan discusses transport; in particular, it discusses a number of transport challenges and associated policies relating to transport within Barnsley. The transport challenges outlined in the Core Strategy reflect those detailed in the Local Plan. Furthermore, the policies outlined in Chapter 12, replicate those in the Core Strategy, and as such that the most relevant policy to the development proposals is as follows:

- **Policy T3 - New Development and Sustainable Travel:** *"New development will be expected to:*
 - *Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;*
 - *Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;*
 - *Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and*
 - *Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition."*

2.17 The development proposals will adhere to the policies outlined within the Core Strategy and the Local Plan by providing new residential dwellings in a location, close to many local amenities, which are accessible by all modes of transport (in particular low-carbon modes).

Summary

2.18 This Transport Assessment has been prepared to take into account the overarching themes of both national and local policy guidance, which seeks to encourage development that is readily accessible by means other than the private car.



3. ACCESSIBILITY

Introduction

- 3.1 This section of the Transport Assessment describes the existing infrastructure that will facilitate and encourage future residents to walk, cycle or use public transport, rather than to travel by car. A range of amenities that can be accessed locally, by non-car modes, will also be identified.

Active Travel Options

Pedestrian Access

- 3.2 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1** below.

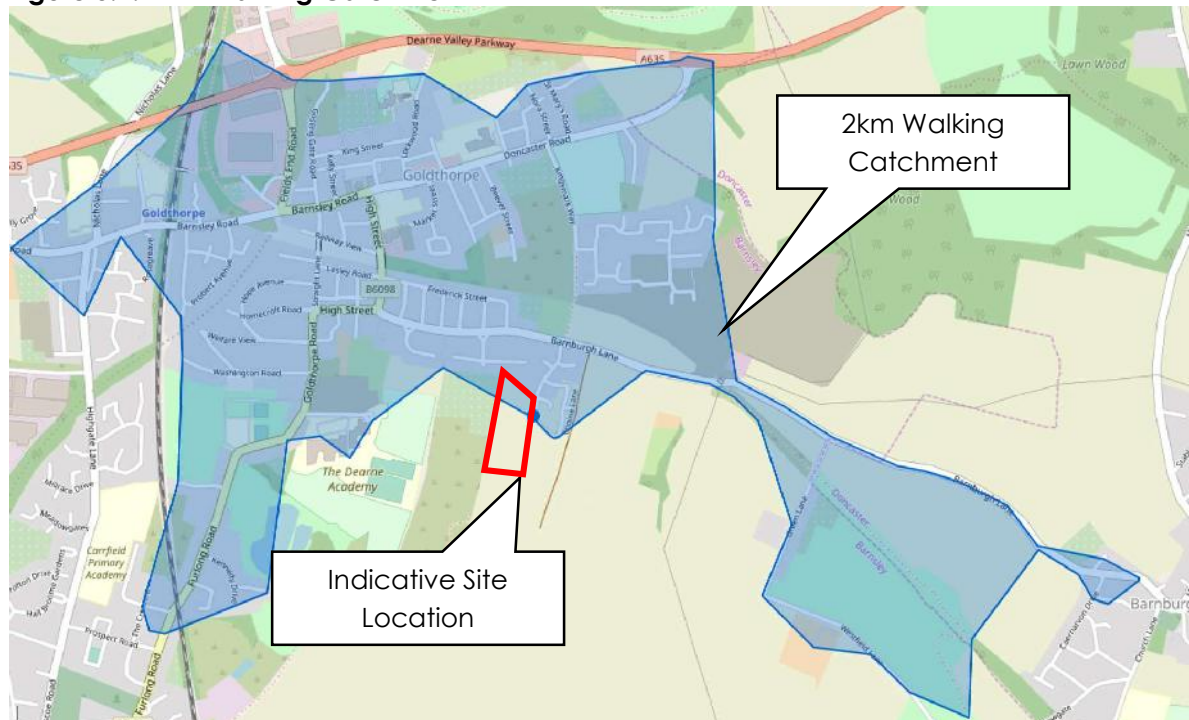
Table 3.1: Walking Distances by Journey Type

Criteria	Commuting / School	Elsewhere
Desirable	500m	400m
Acceptable	1000m	800m
Preferred Maximum	2000m	1200m

(Source: IHT)

- 3.3 As **Table 3.1** shows, a 2km catchment is the preferred maximum walking distance for 'commuting / school'. A 2km walking catchment of the site includes Goldthorpe (and its railway station), Bolton-upon-Deerne and Barnburgh. A wealth of facilities are available within walking distance; these are described further later in this section; whilst a 2km walking catchment is illustrated in **Figure 3.1** overleaf.

Figure 3.1: 2km Walking Catchment



(Source: Open Street Map)

- 3.4 Being located in an existing residential area, the site benefits from a good level of provision for pedestrians. West Moor Croft, which is the main route through Phase 1 of the site, has footways on both sides of the road, with dropped kerbs and tactile paving provided at junctions with minor roads. This provision will be extended into Phase 3 of the development, such that pedestrians will have a direct walking route between the development and Barnburgh Lane to the north (which in turn facilitates access to the centre of Goldthorpe).
- 3.5 A dropped crossing is provided over the junction mouth of West Moor Croft, at its junction with Barnburgh Lane. From here there is a continuous footway on both sides of the road, heading towards the centre of Goldthorpe and the amenities this encompasses, as well as the train station and local bus stops.
- 3.6 It is considered, therefore, that the pedestrian provision within the vicinity of the site is of a good quality and provides an opportunity for residents to readily access nearby facilities on foot. The accompanying Travel Plan identifies how promotion of local trips on foot (and by other sustainable modes) is being achieved for the initial phase of development, with these activities extended to cover subsequent phases as they are built out.

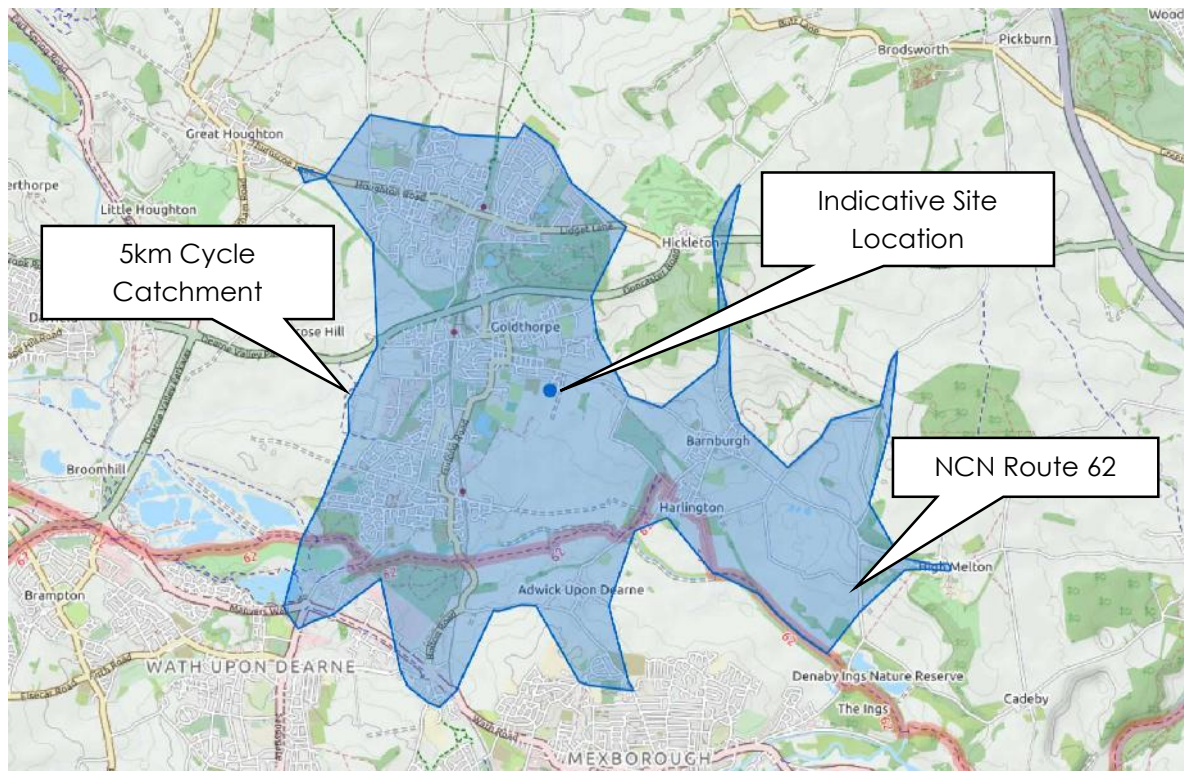
Cycle Access

- 3.7 It was stated within PPG13 (as the most recent relevant guidance) that:

"Cycling also has the potential to substitute for short car trips, particularly those under 5 kilometres, and for part of a longer journey by public transport".

- 3.8 **Figure 3.2** indicates a 5km cycling isochrone from the site, highlighting the local and national cycle routes in the vicinity of the site. As highlighted, areas including Bolton-upon-Deerne, Wath-upon-Deerne, Mexborough, Goldthorpe and Thurnscoe lie within 5km cycle catchment.

Figure 3.2: 5km Cycling Catchment



(Source: Open Street Map)

- 3.9 Barnburgh Lane, to the immediate north, is identified as an existing cycle route. This route heads west and provides a continuous (albeit slightly circuitous) route around the southern extent of Goldthorpe centre, to the railway station. At the junction with Goldthorpe Road (around 700m west of the junction with West Moor Croft / Barnburgh Lane), the route diverges, with the southern spur providing a route to Bolton-Upon-Deerne. There are continuous routes towards both Darfield and Cudworth, heading north / northwest from the site.
- 3.10 Further afield, Route 62 of the National Cycle Network (NCN) can be accessed some 4 kilometres south of the site, this follows Dearne Road northbound, then runs east along



Lowfield Lane where it links into the Trans Pennine Trail. Route 62 provides a traffic free route to Wath-upon-Deerne, Mexborough, Barnsley town centre and Doncaster town centre.

- 3.11 There are extensive retail, leisure and employment opportunities within cycling distance of the site, particularly within Goldthorpe town centre, which takes less than 10-minutes to cycle to.
- 3.12 It is considered that due to the close proximity of local and national cycle routes within the immediate vicinity of the site, and the wealth of facilities within cycling distance, that cycling will be an attractive travel option for future residents.

Public Transport

- 3.13 The proposed development site is well-located in terms of its proximity to public transport facilities. Details of the existing provision are set out below.

Bus Services

- 3.14 IHT's 'Planning for Public Transport in Developments' report suggests 500m is the maximum distance people will walk to a bus stop, this is in circumstances where bus stops have a number of high frequency services. **Table 3.2** shows the IHT guidelines for the recommended maximum walking distances to bus stops, based on service frequency.

Table 3.2: Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum Walking Distance
Core bus corridors with high-frequency services	500 metres
Single high-frequency routes	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

(Source: IHT)

As shown in **Table 3.2** above, the nearest bus stops to the development are located on Barnburgh Lane, approximately 350 metres from site for westbound services and 390 metres for eastbound services. Both bus stops benefit from timetable information, the location of these stops is illustrated in **Figure 3.3** overleaf.

Figure 3.3: Bus Stop Locations



(Source: Google Maps)

- 3.15 The bus stops are served by the 219 service, which runs from Barnsley to Doncaster via Ardsley, Darfield, Great Houghton, Thurnscoe, Goldthorpe, Barnburgh, Harlington and Sprotbrough. **Table 3.3** below, summarises the frequency of the service.

Table 3.3: Bus Service Summary

Service		Frequency		
		Monday – Friday	Saturday	Sunday
Barnburgh Lane				
219	Barnsley - Doncaster	Every 30 minutes	Every 30 minutes	Every 60 minutes

(Source: Public Transport Operator Websites)

Rail Services

- 3.16 The nearest railway station to the site is Goldthorpe, which is located approximately 1.8km to the north west; it is accessible in just over a 20-minute walk, or in a 10-minute cycle. Goldthorpe station is located on the Wakefield Line, and benefits from hourly services to Leeds, Wakefield Westgate, Rotherham Central and Sheffield. Facilities at the station including shelters, digital display screens and timetable information; both platforms have step-free access.



Local Amenities

3.17 The centre of Goldthorpe is within a 1km (approximately 12 minutes) walk of the site. Here, and in the wider surrounding area, there are a wide range of local amenities; the following provides an overview.

Education

3.18 A number of primary education opportunities are available within walking and cycling distance of the site, meaning that a large proportion of trips to school could be undertaken by active travel modes. These are shown in **Table 3.4** below.

Table 3.4: Education Facilities

Amenity	Distance	Walk Time	Cycle Time
The Dearne ALC (secondary school)	500m	7 mins	2 mins
Dearne Goldthorpe Primary School	1.1km	12 mins	3 mins
Sacred Heart Catholic Primary School	1.3km	15 mins	4 mins

(Source: Google Maps)

Retail and Leisure

3.19 A range of retail and leisure opportunities are available in Goldthorpe. These are shown in **Table 3.5** below.

Table 3.5: Retail and Leisure Facilities

Amenity	Distance	Walk Time	Cycle Time
Goldthorpe Post Office	700m	8 mins	2 mins
Goldthorpe Library	750m	8 mins	2 mins
Dearne Youth Centre	950m	11 mins	3 mins
Dearneside Leisure Centre	850m	10 mins	3 mins
Asda Goldthorpe	1km	13 mins	5 mins
Goldthorpe High Street	1.1km	14 mins	5 mins
The Dearne Playhouse	1.4km	18 mins	6 mins
Aldi	1.9km	16 mins	5 mins
Tesco Express	2.1km	26 mins	7 mins

(Source: Google Maps)

Health

3.20 A number of healthcare facilities are accessible in the vicinity of the site. These are shown in **Table 3.6** overleaf.



Table 3.6: Health Facilities

Amenity	Distance	Walk Time	Cycle Time
Dearne Valley Dental Practice	850m	11 mins	4 mins
Weldricks Pharmacy	1.3km	15 mins	4 mins
Lakeside Surgery	1.4km	17 mins	5 mins
Highgate Dental Practice	1.5km	20 mins	7 mins
Dearne Valley Group Practice	3.2km	40 mins	13 mins

(Source: Google Maps)

Summary

- 3.21 The site is in an accessible location; various retail outlets, employment facilities, recreation facilities, health care facilities and schools are within a reasonable walking distance. Further employment areas, schools, leisure centres, recreation facilities and the railway station are all located within cycling distance of the site, or are accessible by regular bus services.
- 3.22 It is, therefore, considered that the development site location is consistent with national and local policy objectives, which seek to locate development so as to minimise car dependency.

4. LOCAL HIGHWAY NETWORK

Introduction

- 4.1 This section of the Transport Assessment considers the nature of the existing highway network, and summaries the historic accident data for the area surrounding the site.

Highway Network

- 4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**.

Figure 4.1: Existing Highway Network



(Source: Google Maps)

West Moor Croft

- 4.3 West Moor Croft is a residential road and provides access to the development site. It is approximately 7.5m in width, with 2m wide footways on either side of the road and is street lit.



Barnburgh Lane

- 4.4 Barnburgh Lane forms a priority T-junction with West Moor Croft to the north east of the site (on the northern boundary of Phase 1); it is a single carriageway road, approximately 8.5m in width. A 30mph speed restriction is in force and 1.8m wide footways are provided on both sides in the vicinity of the site. Barnburgh Lane provides frontage access to residential properties as well as access into other residential streets.

Wider Highway Network

- 4.5 Approximately 500m west of the junction with West Moor Croft, Barnburgh Lane forms a priority junction with the B6068, which is the main route through Goldthorpe. The B6068 provides a link between the A623 and the A635.
- 4.6 The A623 provides a direct route into Mexborough and provides access onto the A630, which is the main route into Rotherham town centre. The A635 gives access into Barnsley town centre, it also provides access onto the A1(M), the M1 Motorway at Junction 37, and the A19, which is the main route into Doncaster town centre.

Road Safety

- 4.7 Accident data for the most recent 5-year period (2015 - 2019) has been obtained from www.crashmap.co.uk for the network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The locations of the accidents in the vicinity of the site are shown on **Figure 4.2** overleaf.

Figure 4.2: Accident Locations & Severity



(Source: Crash Map)

- 4.8 As can be seen in **Figure 4.2** above, a total of 3 accidents were recorded in the vicinity of the site; of which 2 were slight and 1 was serious, no fatalities were recorded. This level of accidents equates to an average of just 1 accident per year. All of the recorded accidents were recorded in the immediate vicinity of the site, on West Moor Close. The majority of accidents (3) were recorded on High Street to the west of the site; no accidents were recorded on Barnburgh Lane from which the site takes access.
- 4.9 Given the anticipated uplift in trips associated with the development proposals, and that there are no existing road safety issues, it is considered unlikely that the proposals will result in an undue impact on road safety on the highway network, within the vicinity of the site.



5. TRIP GENERATION

Introduction

- 5.1 This section of the Transport Assessment sets out the trip generation associated with the proposed 69 dwellings, and the distribution and assignment of the anticipated trips on the surrounding highway network.
- 5.2 TPS acts as the Travel Plan Coordinator for the existing Barnburgh View development (145 dwellings, immediately adjacent to the development site). This role includes undertaking the annual Travel Plan Monitoring and Reporting exercise, which involves the collection of traffic count data at the site access point (Barnburgh Lane / West Moor Croft junction) for the AM and PM peak hours. This data has been referenced, given that it is more likely to be reflective of the travel patterns of future residents, than data obtained from TRICS.

Trip Generation

Site Specific Traffic Counts

- 5.3 Peak period traffic counts were undertaken at the Barnburgh Lane / West Moor Croft junction in May 2018 and July 2019. The peak hour has been calculated from each data set and the AM and PM peak hour movements related back to the number of occupations at the time of the counts (125 in 2018 and 145 in 2019), in order to derive a vehicle trip rate per dwelling, these trip rates are summarised in **Table 5.1** below.

Table 5.1: Traffic Count Data, Barnburgh Lane / West Moor Croft (Access to Phase 1)

	AM (two-way)	PM (two-way)
2018 Trip Rate	0.504	0.400
2019 Trip Rate	0.490	0.497

(Source: Submitted Travel Plan Monitoring Reports for Existing Barnburgh View Development)

- 5.4 As can be seen from the table above, the recorded vehicular trip rates in 2018 and 2019 were broadly consistent, ranging from 0.490 to 0.504 per dwelling in the AM peak and 0.400 to 0.497 in the PM peak. To ensure a robust assessment, the higher of the two recorded trip rates has been applied to the current (Phase 3) proposals for the 69 dwellings and the resultant peak hour movements are provided in **Table 5.2**.



Table 5.2: Recorded Trip Rates & Resultant Traffic Generation

	AM (two-way)	PM (two-way)
Trip Rate	0.504	0.497
Trip Generation (69 dwellings)	35	34

(Source: Submitted Travel Plan Monitoring Reports for Existing Barnburgh View Development)

5.5 This indicates that the proposals would generate just 36 two-way vehicular trips in the AM peak and 34 in the PM peak. Given the location of the development and the nature of the local highway network it is not anticipated that this level of traffic would have a material impact at any off-site junctions.

TRICS

5.6 For comparative purposes, reference has also been made to the TRICS database; this has been interrogated using the following parameters:

- Land Use: Residential, Houses Privately Owned;
- Number of Dwellings: 35 - 142 Dwellings;
- Location: Suburban Area, Edge of Town; and
- Date Range: 01/01/2010 – 19/09/19.

5.7 **Table 5.3** summarises the vehicle trip rates, and resultant vehicular trip generation associated with the development proposals. The TRICS output is provided in **Appendix B**.

Table 5.3: Vehicular Trip Generation

	AM			PM		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rate	0.129	0.396	0.525	0.365	0.189	0.554
Trip Generation	9	27	36	25	13	38

(Source: TRICS)

5.8 As can be seen in **Table 5.3**, applying the TRICS trip rates, the proposed 69 dwellings are anticipated to generate 36 two-way vehicle trips in the AM peak hour and 38 two-way vehicle trips in the PM peak hour. Whilst the trip rates derived from TRICS are slightly higher, it is considered that the observed trip rate for the existing Barnburgh View development are likely to be more representative of the future travel habits of residents of Phase 3.

5.9 Notwithstanding this, even if the TRICS trip rates were applied, the uplift on traffic as a consequence of the proposals would be modest and is likely to dissipate throughout the local road network, such that it would not have a material impact at any off-site junctions.



Summary

- 5.10 Trip generation associated with the development proposals has been determined based on site-specific traffic counts (for Phase 1 of the development), with TRICS data also provided for comparison. Both data sets indicate that the traffic likely to be generated by the proposals would be minimal and, as such, it is considered that the proposals would not have a material impact at any off-site junctions (given the likely dissipation of traffic through the local network). As such, no junction capacity assessments have been undertaken.



6. PARKING AND SERVICING

Introduction

6.1 This section of the Transport Assessment considers the proposed site access, parking and servicing arrangements for the site.

Parking

6.2 Residential parking standards provided by Barnsley Council in the Residential Design Guide SPD state that for all residential developments, the following maximum standard applies:

- 1 space per 1 or 2 bedroom dwelling; and
- 2 space per 3 or more bedroom dwellings.

6.3 As has been discussed, the development proposals include 69 dwellings, comprising of thirteen 2-bed dwellings and fifty-six 3-or-more bed dwellings. Based on the parking standards set out above, a total of 125 parking spaces would be permitted. As can be seen from the site layout, provided at **Appendix A**, the development proposals will provide parking in accordance with the standards.

Servicing

6.4 General servicing and deliveries will take place from the roadside within the site; the internal layout is provided at **Appendix A**.

Refuse

6.5 Refuse collection will likely be undertaken by Barnsley Council. In order to demonstrate the suitability of the site layout for a servicing vehicle, a swept path analysis showing an 11.2m refuse vehicle servicing all of the dwellings, is provided at **Appendix C**.

Fire Appliance Access

6.6 Manual for Streets (MfS) indicates that the access requirement for emergency vehicles are generally stipulated by the Fire Service. Consulting national guidance, *The Building Regulations 2010 'Fire Safety' (2013) Approved Document B Section 5 'Access and Facilities for the Fire and Rescue Service'*, Table 8 of the document sets out that 'Typical Fire and Rescue Service Vehicle Access Route Specification' which stipulates that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that



is more than 20m long. Fire tenders and emergency vehicles will access the site from West Moor Croft.



7. SUMMARY & CONCLUSIONS

Summary

7.1 TPS has prepared this Transport Assessment to accompany a planning application for 69 dwellings, on land to the south east of Goldthorpe, Barnsley. The proposals form Phase 3 of an existing development known as Barnburgh View; Phase 1 (fully occupied) comprises 145 dwellings, whilst Phase 2 (permitted, but yet to be built) comprises a further 61 properties. The following summarises the key points:

- The proposals are in keeping with both the local and national transport and the land use planning policy agenda;
- The site benefits from good connectivity with the facilities and amenities available in the local area, with opportunities for residents to travel by sustainable modes to access education, retail, healthcare and leisure facilities; the centre of Goldthorpe being within around 1km from the development site;
- An analysis of contemporary accident data suggests that there are no significant accident trends that might be exacerbated by the addition of development related traffic;
- The current application proposals are anticipated to generate a maximum of 36 two-way vehicular trips in the AM peak hour and 38 two-way vehicular trips in the PM peak hour based on TRICS. However, based on site specific traffic count data collected as part of the Travel Plan monitoring process for Phase 1 of the development indicates that vehicular trips are likely to be lower than this with 35 two-way vehicle trips anticipated in the AM peak and 35 two-way vehicle trips anticipated in the PM peak;
- Traffic is likely to dissipate throughout the local road network beyond the site access and as such is unlikely to have a material impact at any off-site junction;
- Car parking is to be provided at a level appropriate to the nature and location of the site; and
- Servicing has been considered and the suitability of the site layout to cater for a refuse vehicle has been demonstrated.

Conclusion

7.2 Given the above, it is considered that the proposals will not 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.



Appendix A

Indicative Site Layout



- Existing tree to be removed
- Existing tree to be retained and protected during construction to British Standard BS5:1991.
- Areas of new tree planting see schedule for species
- New shrubs/ ground cover planting
- Grass to front garden
- Paving slab access paths to level threshold for principle entrance. Gradient not to exceed 1 in 12 for maximum 5.00m length
- 5.W. boarded vertical screen fence 1.80m high (100 x 22mm boards with 22mm gaps, 2No. 75 x 50mm rails, 100 x 100mm posts @ 1.875m centres).
- Plot division fence, 1.20m high timber.
- House type code reference number
- Plot number
- Garages location.
- Parking bays
- Show house & Sales office

HOUSE TYPE code	type	no
201	2 bed semi det/ terr	5
202	2 bed semi det	6
212	2 bed semi det	2
301	3 bed semi det	6
304	3 bed detached	11
309	3 bed semi det	9
311	3 bed semi det	3
313	3 bed semi det	3
314	3 bed detached	5
315	3 bed detached	7
401	4 bed detached	6
405	4 bed detached	6
TOTAL		69



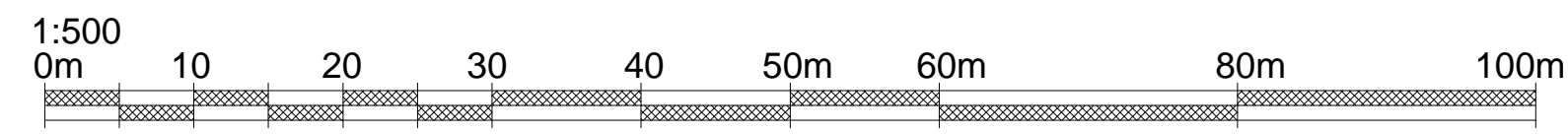
Richard Ward Design **RW**
 Chartered Architectural Technologist
 Architectural Design & Development Consultant
 Richard S. Ward 2. Burtram Close
 M.C.I.A.T. Weston Favell
 Telephone 01604 410943 Northampton NN3 3PH

BARNBURGH LANE GOLDTHORPE Ph.3

planning layout
GLEESON HOMES & REGENERATION

A] Existing sewer position added, plots 95-62 revised to suit. 09.06.20	Scale
B] Plots 11-12 revised, reduction of one plot and the rest of the development re-numbered. Road adj to P 57 shortened and 02-69 moved towards access road. Shared surface re-positioned adj P18/ 52. Visitors parking. Footpath link through open space and chicane road narrowing added. 15.02.20	1:500 at A1
C] Detail to pump station and access added. Footpath route revised. Garage to plots 27&29 omitted, drives revised. 15.09.20	Date 13.03.20
D] Garage to P26 moved forward, paired with P25 garage to avoid proposed sewer. 19.10.20	Draw No 1014/3C

**- NOT FOR USE ON SITE -
 PROVISIONAL LAYOUT DRAWING,
 SUBJECT TO PLANNING APPROVAL**





Appendix B

TRICS Outputs

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	3 days
	KC KENT	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DV DEVON	3 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
11	SCOTLAND	
	FA FALKIRK	1 days
	HI HIGHLAND	1 days
12	CONNAUGHT	
	LT LEITRIM	1 days
	RO ROSCOMMON	1 days
14	LEINSTER	
	WC WICKLOW	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	2 days
	DN DONEGAL	2 days
17	ULSTER (NORTHERN IRELAND)	
	DO DOWN	1 days
	TY TYRONE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 37 to 134 (units:)
Range Selected by User: 35 to 142 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

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	8 days
Tuesday	5 days
Wednesday	10 days
Thursday	7 days
Friday	7 days

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

Selected survey types:

Manual count	37 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	15
Edge of Town	22

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:

Industrial Zone	1
Residential Zone	32
No Sub Category	4

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	37 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	2 days
1,001 to 5,000	6 days
5,001 to 10,000	9 days
10,001 to 15,000	8 days
15,001 to 20,000	9 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.

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	11 days
25,001 to 50,000	5 days
50,001 to 75,000	2 days
75,001 to 100,000	7 days
100,001 to 125,000	1 days
125,001 to 250,000	9 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	7 days
1.1 to 1.5	29 days
1.6 to 2.0	1 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	9 days
No	28 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	36 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>	SEMI -DETACHED & TERRACED	CESHIRE	<i>Survey Type: MANUAL</i>
2	CV-03-A-02 R212 DUBLIN ROAD CAVAN KILLYNEBBER Edge of Town No Sub Category Total No of Dwellings: 80 <i>Survey date: MONDAY 22/05/17</i>	DETACHED & SEMI DETACHED	CAVAN	<i>Survey Type: MANUAL</i>
3	CV-03-A-03 R212 DUBLIN ROAD CAVAN PULLAMORE NEAR Edge of Town No Sub Category Total No of Dwellings: 37 <i>Survey date: MONDAY 22/05/17</i>	DETACHED HOUSES	CAVAN	<i>Survey Type: MANUAL</i>
4	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>	SEMI DETACHED	DURHAM	<i>Survey Type: MANUAL</i>
5	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>	SEMI -DETACHED & TERRACED	DURHAM	<i>Survey Type: MANUAL</i>
6	DL-03-A-10 R124 MALAHIDE SAINT HELENS Edge of Town Residential Zone Total No of Dwellings: 65 <i>Survey date: WEDNESDAY 20/06/18</i>	SEMI DETACHED & DETACHED	DUBLIN	<i>Survey Type: MANUAL</i>
7	DN-03-A-03 THE GRANGE LETTERKENNY GLENCAR IRISH Edge of Town Residential Zone Total No of Dwellings: 50 <i>Survey date: MONDAY 01/09/14</i>	DETACHED/SEMI -DETACHED	DONEGAL	<i>Survey Type: MANUAL</i>
8	DN-03-A-04 GORTLEE ROAD LETTERKENNY GORTLEE Edge of Town Residential Zone Total No of Dwellings: 83 <i>Survey date: FRIDAY 26/09/14</i>	SEMI -DETACHED	DONEGAL	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	DO-03-A-03 OLD MILL HEIGHTS BELFAST DUNDONALD Edge of Town Residential Zone Total No of Dwellings: 79 <i>Survey date: WEDNESDAY 23/10/13</i>	DETACHED/SEMI DETACHED	DOWN	<i>Survey Type: MANUAL</i>
10	DV-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i>	TERRACED HOUSES	DEVON	<i>Survey Type: MANUAL</i>
11	DV-03-A-02 MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>	HOUSES & BUNGALOWS	DEVON	<i>Survey Type: MANUAL</i>
12	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>	TERRACED & SEMI DETACHED	DEVON	<i>Survey Type: MANUAL</i>
13	ES-03-A-04 NEW LYDD ROAD CAMBER Edge of Town Residential Zone Total No of Dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i>	MIXED HOUSES & FLATS	EAST SUSSEX	<i>Survey Type: MANUAL</i>
14	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i>	MIXED HOUSES & FLATS	EAST SUSSEX	<i>Survey Type: MANUAL</i>
15	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL Edge of Town Residential Zone Total No of Dwellings: 97 <i>Survey date: MONDAY 27/11/17</i>	DETACHED & SEMI -DETACHED	ESSEX	<i>Survey Type: MANUAL</i>
16	FA-03-A-01 MANDELA AVENUE FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: THURSDAY 30/05/13</i>	SEMI -DETACHED/TERRACED	FALKIRK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	TERRACED & SEMI-DETACHED 39 13/11/18	HAMPSHIRE <i>Survey Type: MANUAL</i>
18	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 40 31/10/18	HAMPSHIRE <i>Survey Type: MANUAL</i>
19	HC-03-A-23 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	HOUSES & FLATS 62 19/11/19	HAMPSHIRE <i>Survey Type: MANUAL</i>
20	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	SEMI-DETACHED & TERRACED 40 23/03/16	HIGHLAND <i>Survey Type: MANUAL</i>
21	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 51 14/07/16	KENT <i>Survey Type: MANUAL</i>
22	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	SEMI-DETACHED & TERRACED 110 22/09/17	KENT <i>Survey Type: MANUAL</i>
23	LT-03-A-01 ARD NA SI CARRICK-ON-SHANNON ATTIRORY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	SEMI-DETACHED & DETACHED 90 24/04/15	LEITRIM <i>Survey Type: MANUAL</i>
24	NF-03-A-02 DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	HOUSES & FLATS 98 22/10/12	NORFOLK <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

25	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		70	
	<i>Survey date: WEDNESDAY</i>		<i>18/09/19</i>	<i>Survey Type: MANUAL</i>
26	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		40	
	<i>Survey date: THURSDAY</i>		<i>19/09/19</i>	<i>Survey Type: MANUAL</i>
27	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		52	
	<i>Survey date: MONDAY</i>		<i>16/09/13</i>	<i>Survey Type: MANUAL</i>
28	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON	HOUSES AND FLATS		NORTH YORKSHIRE
	Edge of Town No Sub Category Total No of Dwellings:		71	
	<i>Survey date: TUESDAY</i>		<i>17/09/13</i>	<i>Survey Type: MANUAL</i>
29	RO-03-A-04 EAGLE COURT ROSCOMMON ARDNANAGH	SEMI DET. & BUNGALOWS		ROSCOMMON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		39	
	<i>Survey date: FRIDAY</i>		<i>26/09/14</i>	<i>Survey Type: MANUAL</i>
30	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		71	
	<i>Survey date: THURSDAY</i>		<i>23/01/14</i>	<i>Survey Type: MANUAL</i>
31	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		73	
	<i>Survey date: THURSDAY</i>		<i>09/05/19</i>	<i>Survey Type: MANUAL</i>
32	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED/TERRACED		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		54	
	<i>Survey date: THURSDAY</i>		<i>24/10/13</i>	<i>Survey Type: MANUAL</i>

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	37	67	0.067	37	67	0.274	37	67	0.341
08:00 - 09:00	37	67	0.129	37	67	0.396	37	67	0.525
09:00 - 10:00	37	67	0.176	37	67	0.197	37	67	0.373
10:00 - 11:00	37	67	0.134	37	67	0.164	37	67	0.298
11:00 - 12:00	37	67	0.148	37	67	0.170	37	67	0.318
12:00 - 13:00	37	67	0.174	37	67	0.159	37	67	0.333
13:00 - 14:00	37	67	0.191	37	67	0.188	37	67	0.379
14:00 - 15:00	37	67	0.179	37	67	0.199	37	67	0.378
15:00 - 16:00	37	67	0.276	37	67	0.190	37	67	0.466
16:00 - 17:00	37	67	0.291	37	67	0.182	37	67	0.473
17:00 - 18:00	37	67	0.365	37	67	0.189	37	67	0.554
18:00 - 19:00	37	67	0.279	37	67	0.180	37	67	0.459
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.502			2.561			5.063

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

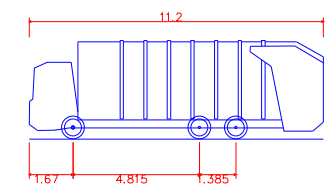
Trip rate parameter range selected: 37 - 134 (units:)
Survey date range: 01/01/12 - 19/11/19
Number of weekdays (Monday-Friday): 37
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 5
Surveys manually removed from selection: 0

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix C

Swept Path Analysis



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 4.815m
 Overall Body Height 2.530m
 Min. Body Ground Clearance 0.751m
 Track Width 1.385m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m



SCHEME		
Barnburgh View (Phase 3), Goldthorpe		
ON BEHALF OF		
Gleeson Homes (South Yorkshire)		
DRAWING TITLE		
11.2m Refuse Vehicle Swept Path Analysis		
SCALE @ A3	DRAWN BY	CHECKED BY
1/500	GH	JM
DRAWING REFERENCE		REVISION
P1453_ATK0001		A
DATE CREATED		
April 2020		

