KEI Services Ltd

connecting places

Proposed Residential Development, Cote Lane, Thurgoland

TRANSPORT STATEMENT



PROJECT REFERENCE: 090

V4: 29/6/23 – Revised Development (with client comments)

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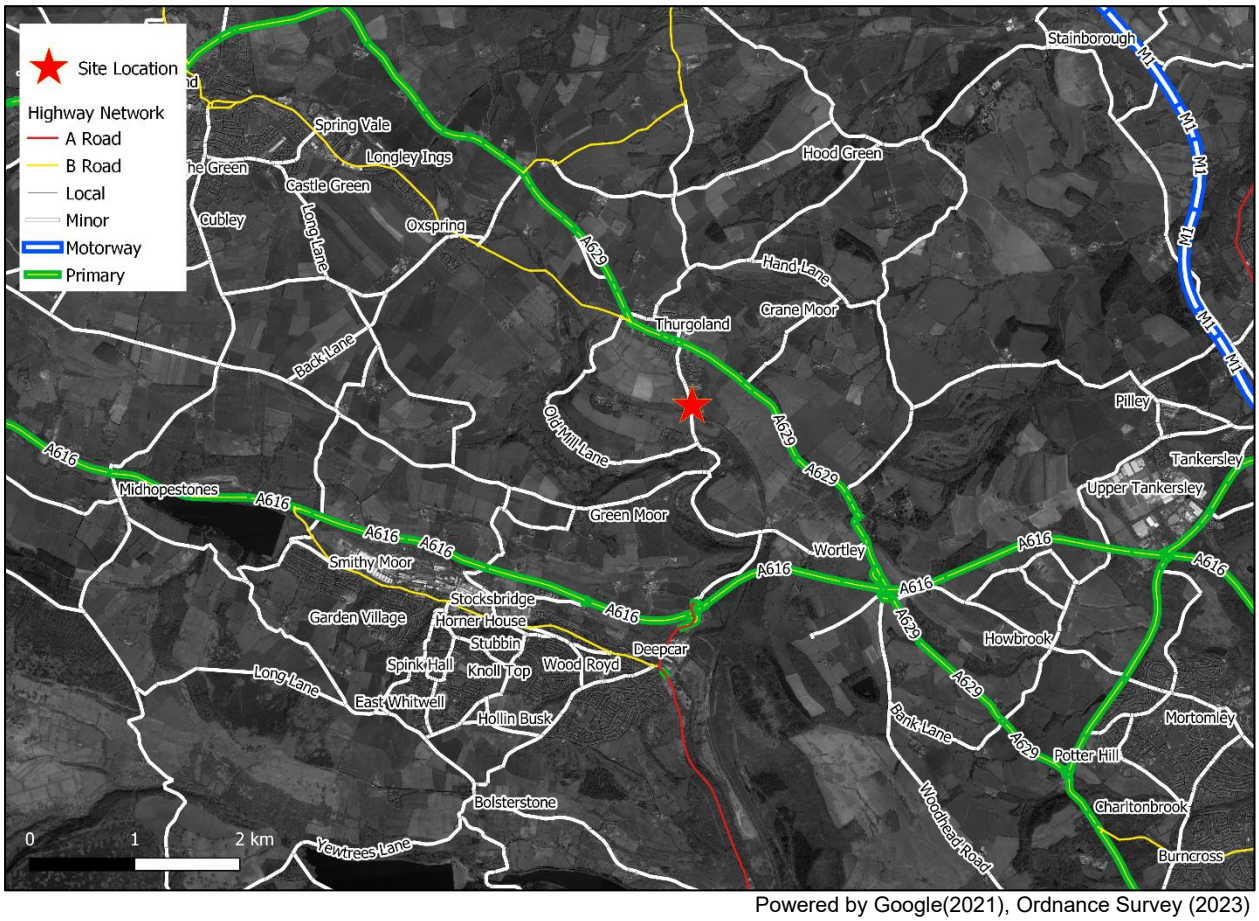
Introduction

1.1.1 The client appointed KEI Services Limited to produce this Transport Statement to examine and present the transport effects of the proposed redevelopment of the former Community Hall on Cote Lane, Thurgoland.

1.1.2 It is proposed to convert the former Community Hall to two residential units. A previous application for four units was submitted (2022/1192) but was recommended for refusal based partly on highways grounds. This follows a history of six previous applications, five of which for changes of use since 1976, through to 1980 which were all refused.

1.1.3 The proposed development is located to the south of the main village of Thurgoland. A wide area location plan of the site can be seen in **Figure 1**.

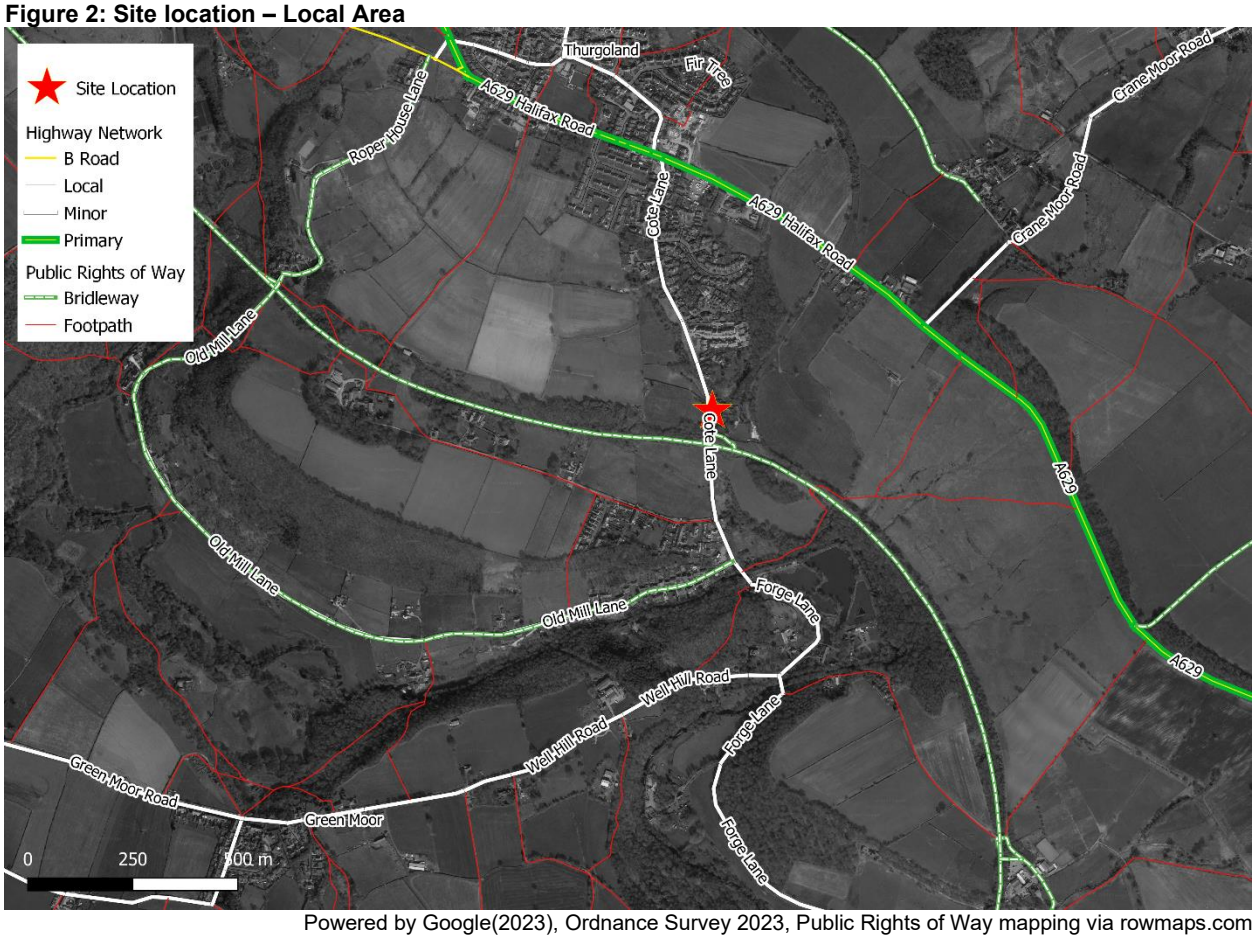
Figure 1: Site Location Plan



Powered by Google(2021), Ordnance Survey (2023)

1.1.4 The Transport Statement considers the transport effect of this new development on the proposed development site. To provide a more local context a local area location plan can be found in **Figure 2** below.

Figure 2: Site location – Local Area



Powered by Google(2023), Ordnance Survey 2023, Public Rights of Way mapping via rowmaps.com

1.1.5 The report will assess the transport effects of the proposed development in the following sections:

- Section 1: The Introduction,
- Section 2: Existing Highway Network,
- Section 3: Sustainable Transport Review,
- Section 4: Proposed Development,
- Section 5: Parking Assessment
- Section 6: Trip generation,
- Section 7: Conclusions

Existing Highway Environment

Cote Lane

2.1.1 Cote Lane is a single carriageway rural road, subject to a 30mph speed limit. It benefits from a footway to its eastern side along with street lighting columns. It connects with the A629 Halifax Road at its northern end within Thurgoland and becomes Forge Lane at its junction with Old Mill Lane to the south. Forge lane provides connectivity with the A616 to the south along with the town of Stocksbridge.

2.1.2 To the south of the Chapel, the former railway line forms the Upper Don Trail, which is part of the Trans-Pennine Bridleway.

Figure 3: View south on Cote Lane towards Trans -Pennine Bridleway

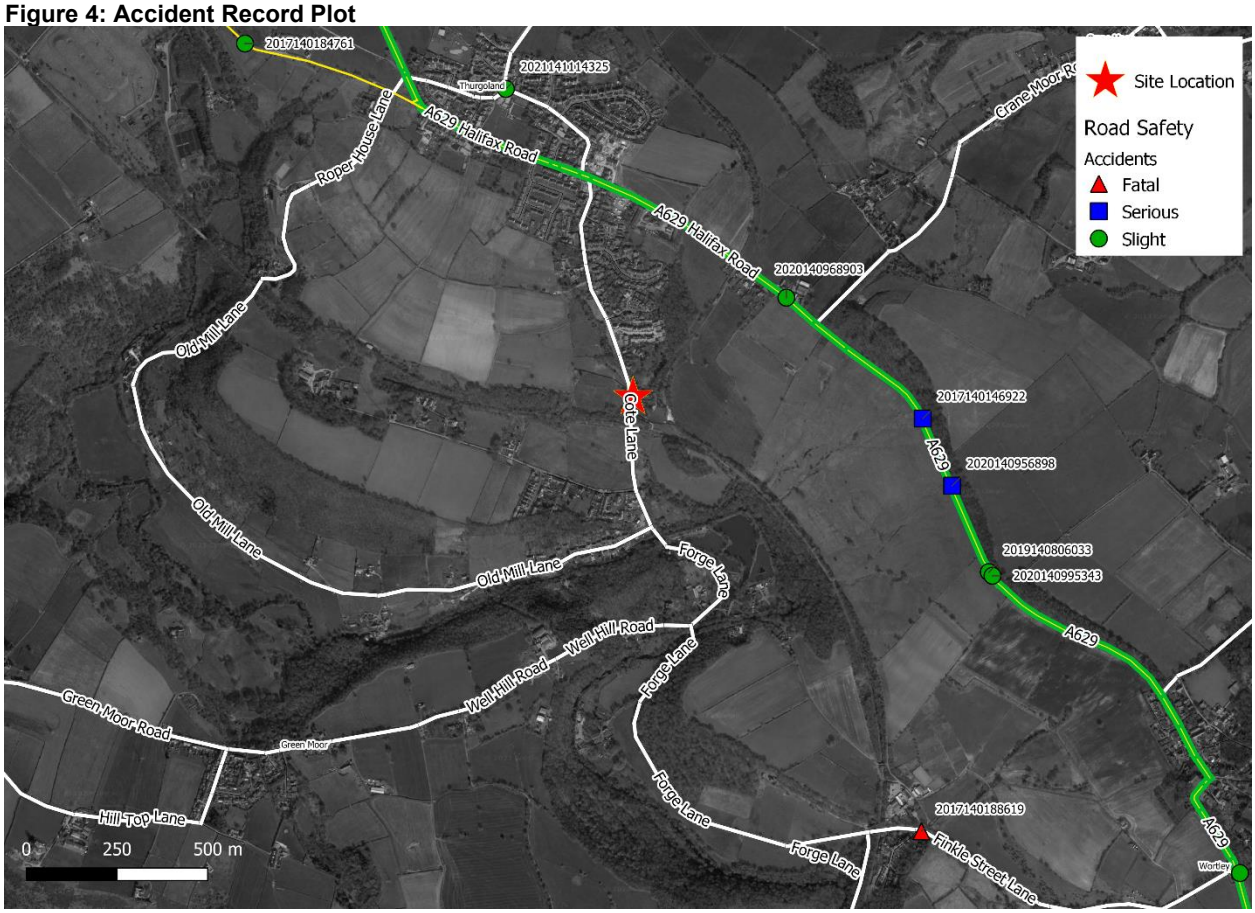


2.2 Highway Safety Review

2.2.1 A review has been undertaken of personal injury accident data in the vicinity of the proposed development. The data used was acquired from the Department for Transport (Department for Transport, 2022), which provides comprehensive data across the UK. The latest dataset provides full accident data up to 31/12/2021, and the last five years of data has been examined (1/1/2017 – 31/12/2021). In addition further provisional data has been included that covers the period to 30/6/2022.

2.2.2 From these records it is clear that there have been no personal injury accidents on Cote Lane within the latest 5 1/2 years of data. However there have been incidents on the surrounding network, including the A429 Halifax Road and Finkle Street Lane. It is considered that these accidents are unrelated, and the proposed development would not increase this accident prevalence. A copy of this data can be found in **Appendix 1**.

Figure 4: Accident Record Plot



Powered by Google (2023), contains DfT Data (2022) and Ordnance Survey Data (2023)

Sustainable Transport Review

3.1.1 A review of travel to and from the site by sustainable modes of transport has been undertaken.

Walking

3.1.2 Pedestrian access is the most fundamental. Most journeys start and end with a walk and it is generally the most accessible mode of transport. Guidance in the Chartered Institution of Highways and Transportations 'Designing for Journeys on Foot' recommended the following distances.

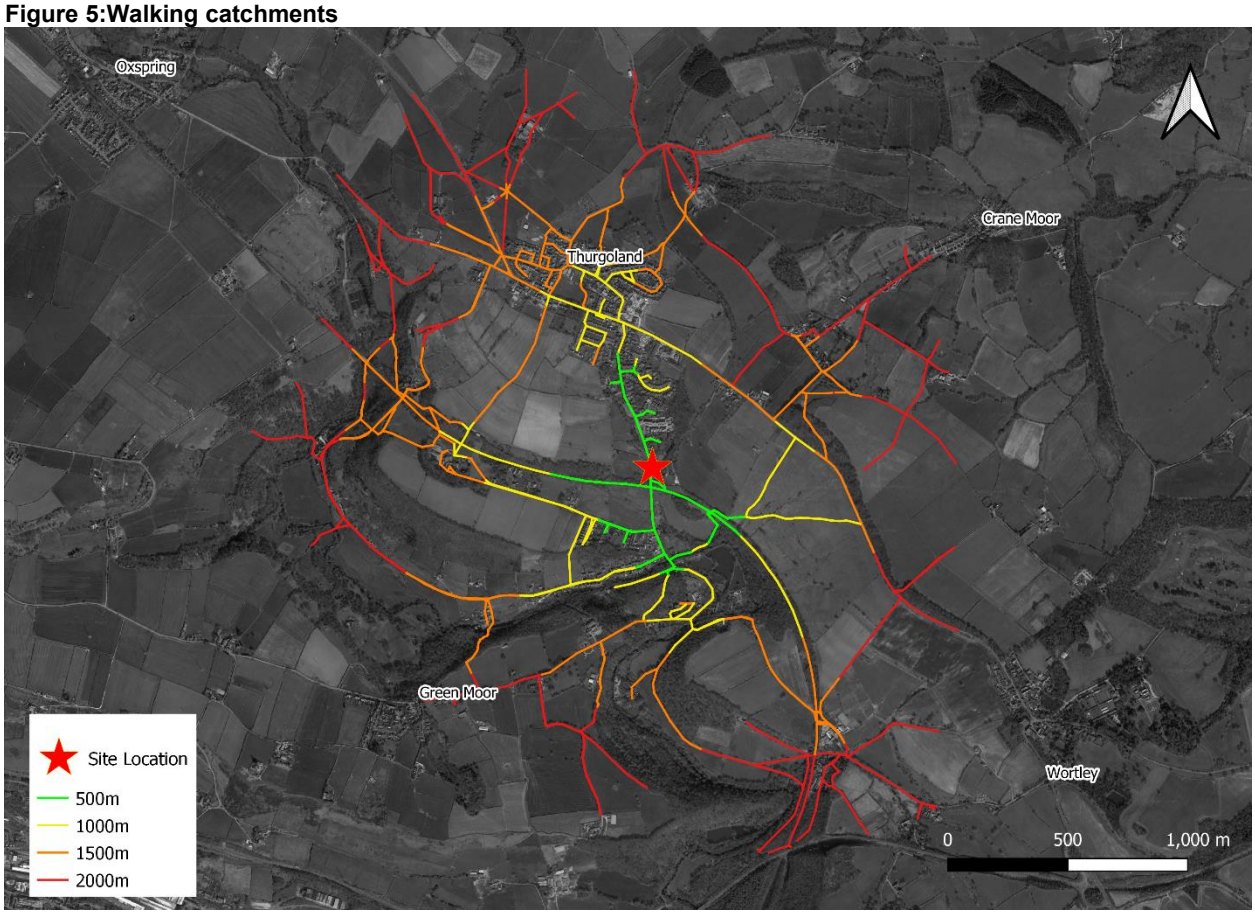
Table 1: Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

(Institution of Highways & Transportation, 2000)

3.1.3 From this typical distance of 500m access to bus stops and 1Km to 2Km for commuting and school travel are considered suitable.

Figure 5:Walking catchments



3.1.4 **Figure 5** shows the locations that can access the development on foot within the 2Km catchment. It can be seen that in addition to the highway footways, a number of rights of way also exist providing more direct routes on foot. These are also shown in **Figure 2** where the local paths can be seen providing additional network linkage.

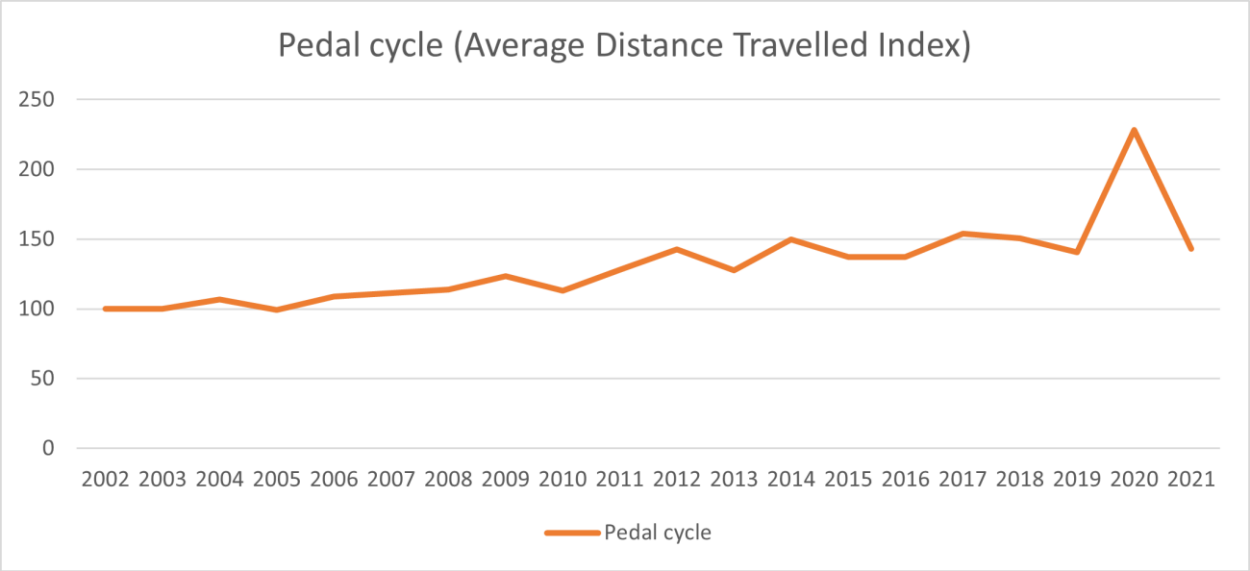
3.1.5 The proposed development benefits from a continuous footway to the main village of Thurgoland to the north on the eastern side of Cote Lane which also has street lighting providing a good facility. This footway also extends to the Upper Don Trail, part of the Trans-Pennine Bridleway and beyond to the south.

Cycling

3.1.6 Cycling is a versatile form of transport. Directly within the users control as to where and when to travel and providing an entirely bespoke transport solution. It has a greater range than walking and has health and fitness benefits. Recent work undertaken as part of the National Travel Survey 2018 found that the typical cycle journey was 23 minutes long.

3.1.7 A review of the latest National Travel Survey from 2021 finds that overall the average cycle trip distance has increased further. This following graph (**Figure 6**) is an index showing how cycling distances have changed since 2002, this shows a spike in 2020 (coincidental with COVID-19 Pandemic), with a return to a steadily increased value from 2021. The indices shows that since 2002, average distance cycled has increased by 43%.

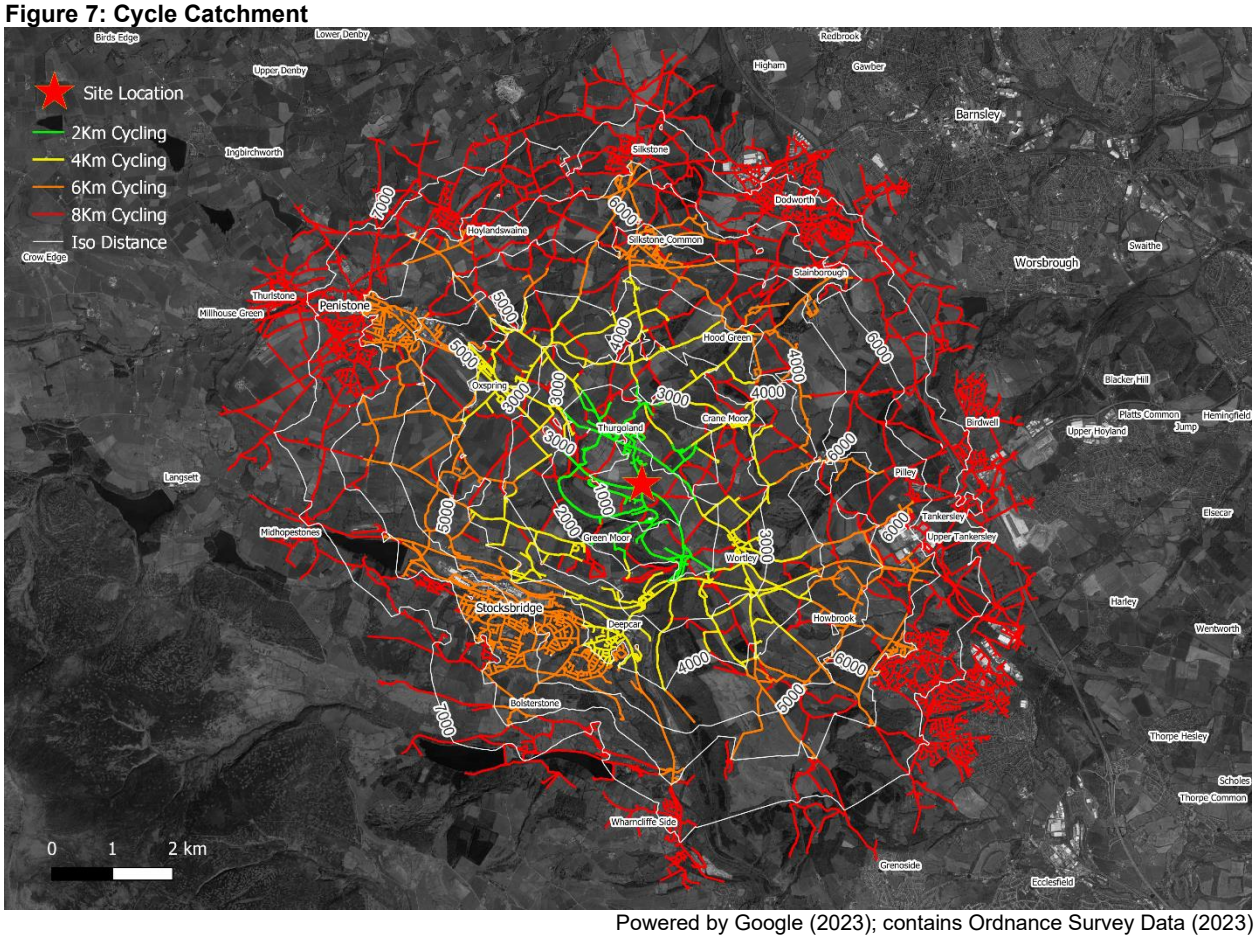
Figure 6: Extract from Table NTS105



Source: (Department for Transport Statistics, 2023)

3.1.8 Combining the 2018 travel time with the typical cycle speed of 12mph finds a distance of 7.4Km within typical reach. **Figure 7** below shows the 8Km cycle catchment from the proposed development site.

Figure 7: Cycle Catchment



Powered by Google (2023); contains Ordnance Survey Data (2023)

3.1.9 It can be seen from the figure above that a large area can be accessed by cycle.

3.1.10 Aside from the south west extremes which abut the Peak District National Park the largely circular shape of the routes within 8Km shows good access by cycles to most of the surrounding environment.

Public Transport

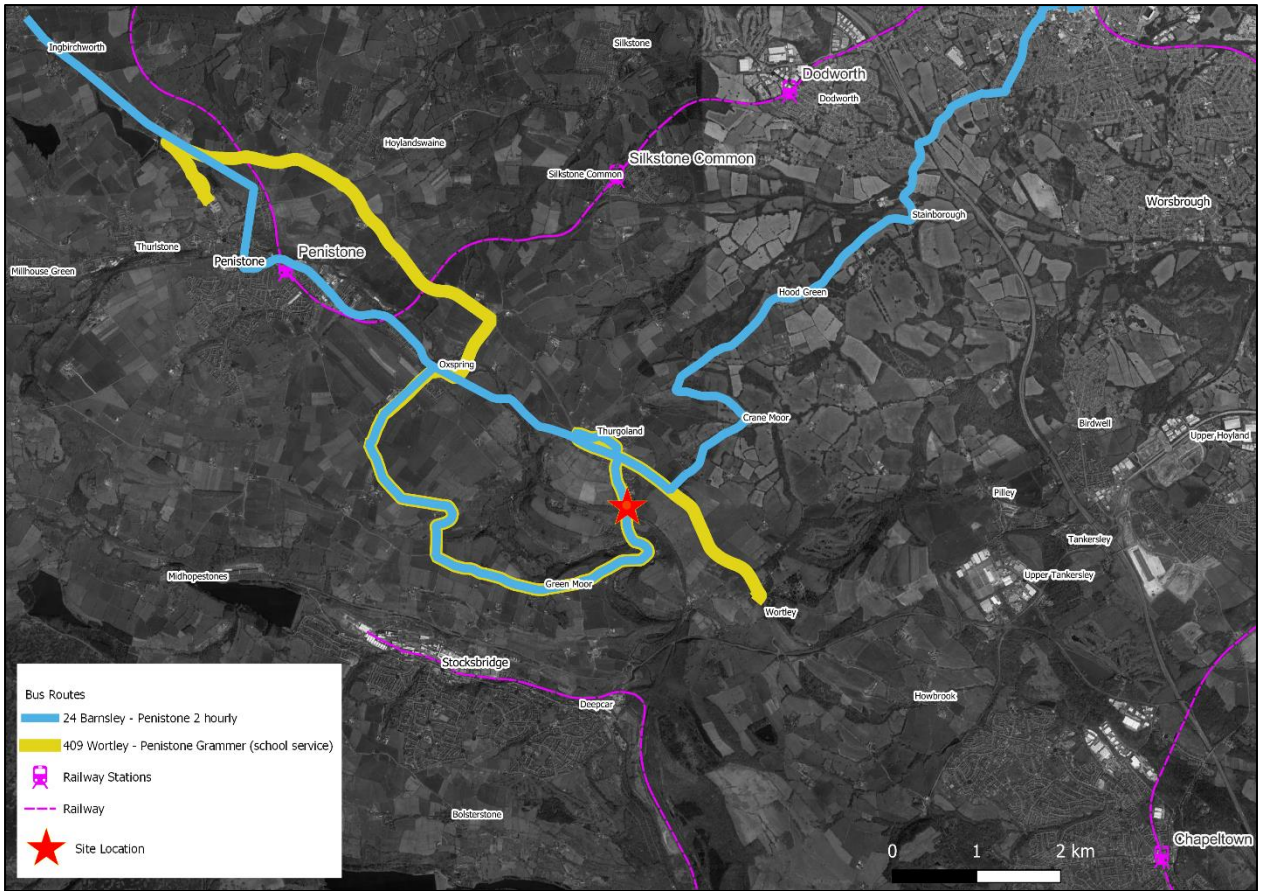
Bus

3.1.11 Public transport is an accessible mode of transport for all abilities. The most accessible of these being the bus service which generally operate locally and provide low-cost transport for all. The proposed development has bus stops just 30m to the north in both directions. These stops are served by the following services.

- 24 Barnsley – Penistone. First bus leaves Thurgoland at 06:42 towards Barnsley, with buses through the day from 10:42 at two-hourly intervals. Typical journey time around 30 minutes to Barnsley. In the reverse direction services leave Thurgoland from 08:54 in two hourly intervals arriving in Penistone around 26 minutes later
- 409 Wortley – Penistone Grammar. This bus passes through Thurgoland at 07:40 arriving at Penistone Grammar School at 08:13. A return service leaves Penistone Grammar School at 15:05 arriving in Thurgoland at 15:31.

3.1.12 The services passing along Cote Lane provide linkage to other services serving settlements to the north and south of the proposed development providing for onward journeys.

Figure 8: Public Transport



Source: data.bus-data.dft.gov.uk

Rail

3.1.13 The closest railway station is Silkstone Common which is located between the stations of Dodworth and Penistone on the Penistone Line. The station opened in 1983. It has a single platform.

3.1.14 The station has 8 secure cycle storage spaces within the station and a small car park. It has services to Sheffield at typically 40 minute intervals and services to Huddersfield hourly.

3.1.15 The station is approximately 3.3 miles from the proposed development, well within cycling distance of the proposed development for potential commuters.

Proposed Development

4.1.1 The proposal considers the conversion of a former Community Hall, which has been the subject of several refused applications, to 2 residential flats.

4.2 Access

4.2.1 The site does not offer vehicular parking onsite. Given the nature of the development it is considered that car ownership levels of potential occupants would be lower than average. The following section examines the potential effect upon on-street parking.

4.3 Parking

4.3.1 Flats or Apartments with allocated parking will be attractive to potential residents with cars, and attract a higher premium. Flats without allocated parking will attract people who do not need to park a car overnight.

4.3.2 Barnsley Metropolitan Borough Council (BMBC) provide Supplementary Planning Guidance to stipulate the parking guidance for new developments. This document directs the parking provision for residential development to comply with the South Yorkshire Residential Design Guide (REAL for Transform South Yorkshire, 2011).

4.3.3 Within this guidance, Section 2.5 discusses the importance of on-street parking (page 102). It discusses the opportunity that such arrangements have for social interaction, physical and psychological protection of pedestrians and helping with speed management.

4.3.4 The Manual for Streets (Department for Transport, 2007) is a nationally recognised design document that also advocates on-street parking as a means of controlling vehicle speeds (page 88) and generally providing a calming to the traffic environment. In addition reduction in road width also reduces vehicle speed and on-street parking facilitates this in a passive manner, without the need for traffic calming facilities providing an urbanised environment.

4.3.5 At both National and regional levels the positives of on-street parking are noted.

4.3.6 Referring to the Barnsley Local Development Framework Supplementary Guidance -Parking states that Flats / Apartments should provide 1 space for dwellings with 1 or 2 bedrooms, per dwelling. This would equate to a provision of 2 spaces.

4.3.7 Examining the statistics from the 2011 CENSUS (2021 CENSUS results are yet to be published) indicates that typical car ownership for apartment occupants is 0.48 vehicles per apartment (Office for National Statistics, 2011). This indicates that the standards provide a generous parking provision which would be unlikely to be realised.

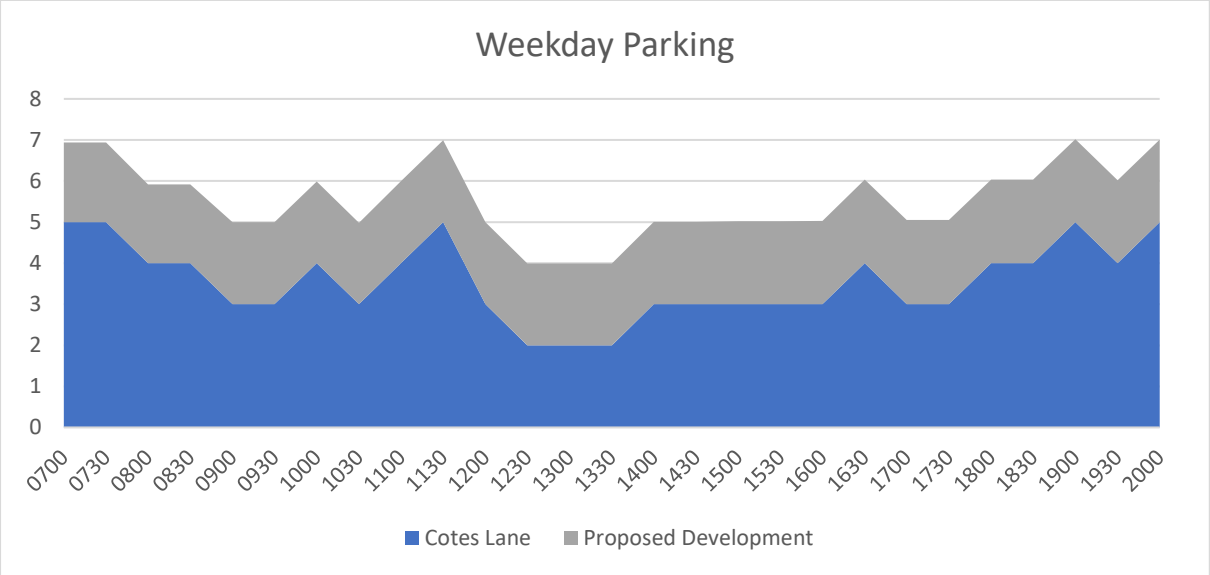
4.3.8 Given the proposed development has no associated off-street parking and the typical low car ownership of this type of accommodation it is considered that the proposed development will have little impact upon on-street parking levels, with residents more likely to not own a vehicle.

4.3.9 Following comments on the earlier application, a parking survey was undertaken to accompany the previous application for four apartments, to assess the current level of parking demand. This methodology was agreed with Officers at BMBC and was undertaken over a two day period, 22nd February 2022 (Wednesday) and 26th February 2022 (Sunday). These two dates were selected to ensure peak periods when residential activity and occupation would be at their maximums. The surveys were undertaken between 07:00 – 20:00 on the 22nd February and 07:00 – 17:00 on the 26th February. The survey was undertaken by ANSA Traffic, an independent traffic survey company. The survey company measured that space for 10 vehicles existed on the frontage to the properties, with additional space on the west side of Cote Lane for a further 3 vehicles.

4.3.10 It was noted that most of the parked vehicles were related to the residential dwellings.

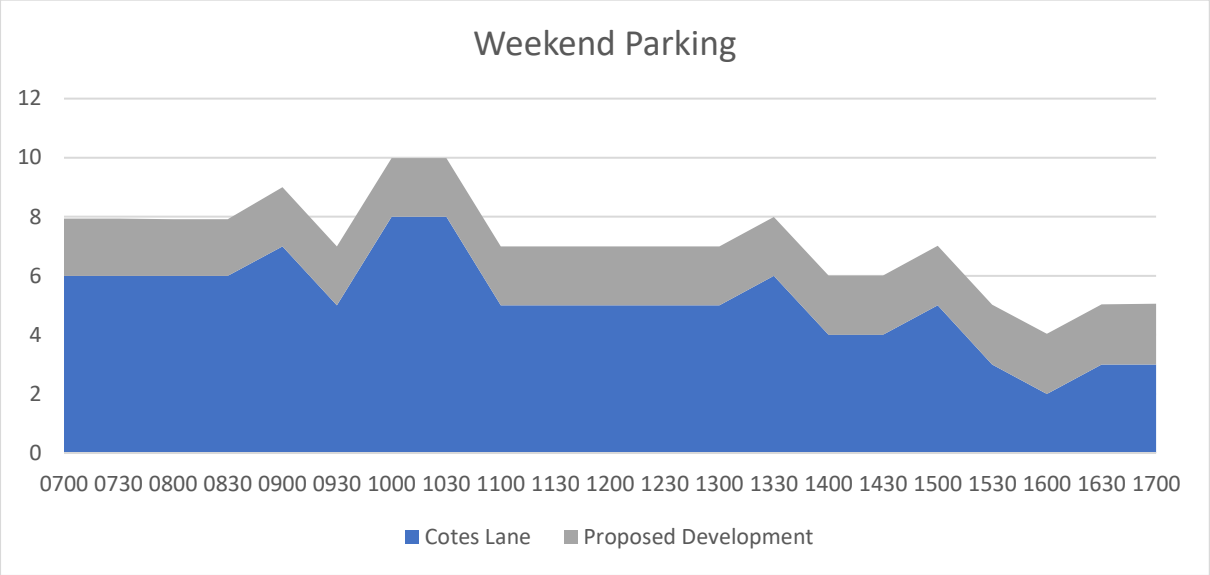
4.3.11 Using the survey as a baseline, parking accumulation, based upon TRICs data has been used to determine the additional demand on the local area placed by both the application site and the currently being determined application for a residential dwelling. It has been assumed for the purpose of this that 2 spaces would be, at peak, occupied by vehicles associated by the proposed flats. This can be seen in **Figure 9** below. It can be seen that parking levels never exceed 7 vehicles parked, giving spare capacity of 6 spaces when including spaces to both sides of Cote Lane. The calculations behind this can be found in **Appendix 2**.

Figure 9: Parking Accumulation - Weekday



4.3.12 The situation at a weekend is slightly more complex as TRICs has no survey data available for the trip generation of flats on a Sunday. However assuming robustly that the flats 2 spaces remain occupied for the full day, spare capacity is still shown to be available. Parking peaks at 10 occupied spaces for a period of 1 hour, 10-11 am, before parking returns to much lower levels.

Figure 10: Parking Accumulation - Weekend



4.3.13 From this examination it is shown that sufficient roadside space exists to accommodate parking for the proposed development, when considering the full complement of spaces required for 2 residential flats, in accordance with local standards. It is further considered unlikely that occupants of both flats would have vehicles and therefore this assessment is considered robust.

4.4 Existing Planning Application (2023/0554)

4.4.1 Adjacent to the proposed development a current undetermined planning application for a detached dwelling is currently under consideration, which has replaced application 2022/1056 reported on previously. Reviewing the latest planning submission for this dwelling it can be seen that the proposed development is supported by a Design and Access Statement that states that the parking for the proposed development will be retained onsite. From the application form it is noted that currently the site has 1 parking space and it is considered that 3 spaces will be provided for the finished development. This differs from the previous application which said there were 4 existing spaces.

4.4.2 The parking guidance for Barnsley resides in the Barnsley Local Development Framework – Supplementary Planning Document – Parking, adopted in March 2012. This guide states that maximum parking within the wider Borough area for a dwelling with 3 bedrooms or more is 2 spaces.

4.4.3 The proposed application, providing 3 spaces, therefore includes sufficient spaces on site to provide for the proposed development parking. It is considered that on-street parking from this application site would therefore be unlikely when the more convenient on-plot spaces show capacity.

4.5 Servicing

4.5.1 The proposed development will require servicing. Typically the largest of these would be a refuse vehicle, which would service the site from Cote Lane.

Trip Generation

5.1 Methodology

5.1.1 The proposed development proposes to develop new residential units from the former Community Hall. These facilities replace existing facilities, however in the interest of robustness consideration of the trip generation of such a facility has been undertaken. In order to assess the effect of the proposed development an assessment of the traffic generation must be undertaken. To undertake this the TRICs database has been used to provide surveys from similar sites as a basis for the assessment of traffic flow estimates.

5.2 Proposed Trip Rates

5.2.1 Trip generation was undertaken using TRICS 7.9.4 using the following methodology;

- The category of residential (03) was selected,
- The sub-category of flats privately owned (C) was selected,
- Vehicle trip rates were selected (177 surveys are included),
- The default date range of 1/1/14– 28/6/22 was retained (86 surveys remain)
- Removed sites within Town Centre, Edge of Town Centre and Edge of Town (41 surveys remain)
- No further selections were made to retain the sample.

5.2.2 This resulted in the following trip rates shown in **Table 2**.

Table 2:Proposed Trip Rates

Per 100sqm	AM PEAK			PM PEAK			Daily		
	AM IN	AM OUT	AM 2WAY	PM IN	PM OUT	PM 2WAY	DAILY IN	DAILY OUT	DAILY 2 WAY
Trip Rate	0.043	0.125	0.168	0.11	0.059	0.169	0.861	0.881	1.742

5.3 Resultant Vehicle Trips

5.3.1 These trip rates have been applied based upon 2 residential flats, and the following trips have resulted in the following trips shown in **Table 3**.

Table 3:Proposed Trips

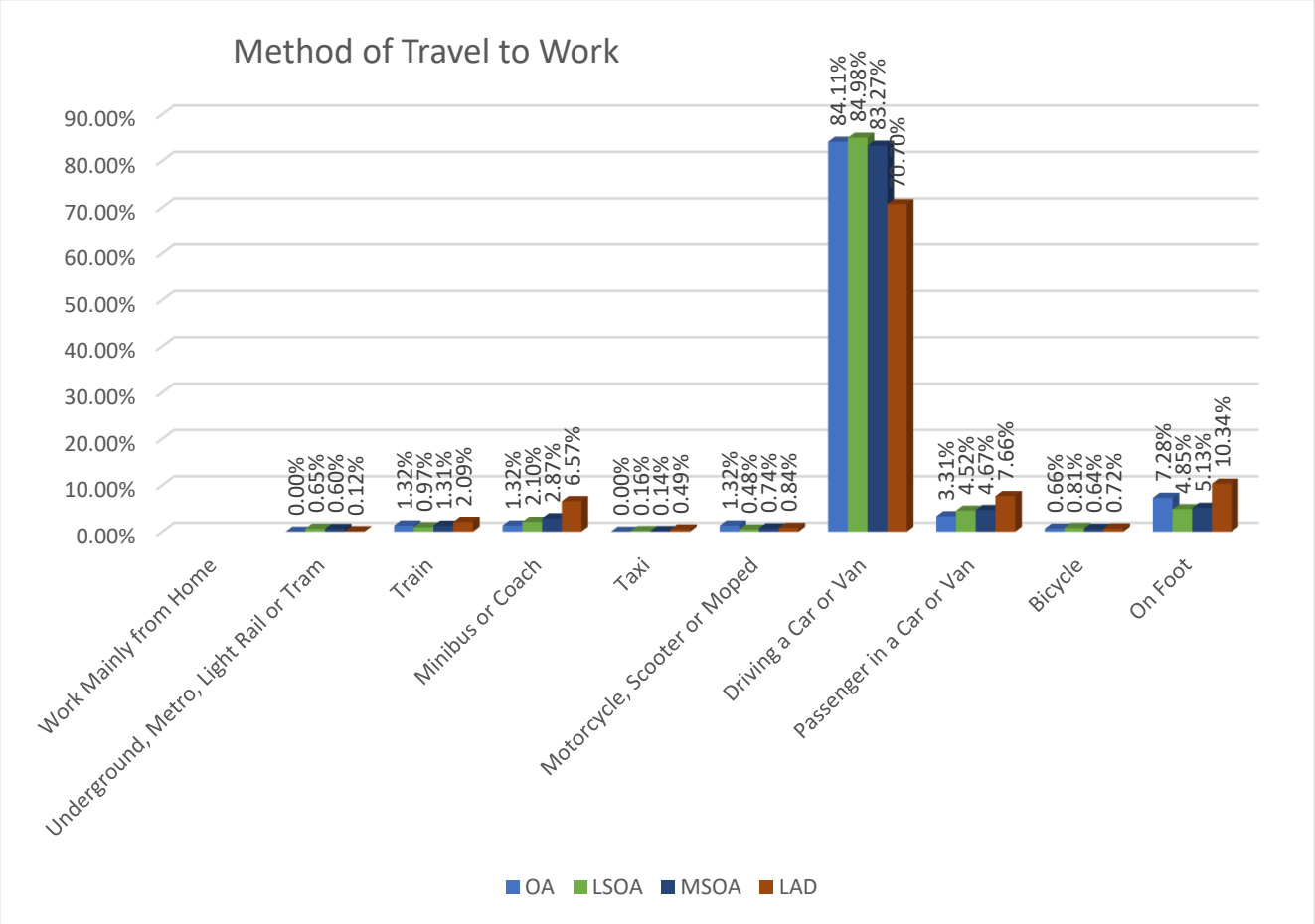
	AM PEAK			PM PEAK			Daily		
	In	Out	2Way	In	Out	2Way	In	Out	2Way
Vehicle trips	0	1	1	0	0	1	2	2	4

5.3.2 From **Table 3** it can be seen that during peak hours, the typical vehicle trips are anticipated to be, at worst a single vehicle movement during a peak hour period, one vehicle every 60 minutes on average. A copy of the trip generation work can be found in **Appendix 3**.

5.4 Modal Split

5.4.1 The modal split has been assessed using 2011 CENSUS data as the 2021 CENSUS data has yet to be released. A comparison of CENSUS data for the areas Based upon the local Output Area (the smallest unit of CENSUS Geography). The figure below shows these at various geographic levels.

Figure 11: Modal Split (Various Geographic Levels)



5.4.2 Examining these it is clear that the Lower Super Output Area (the second smallest level of CENSUS geography) indicates the highest level of car drivers, with a proportion of 84.98% travelling to work as a car driver.

5.4.3 With only a single vehicle trip during any peak hour period, the proportion travelling by other means will be minimal, and therefore applying this to the trip generation in **Table 3** would result in zero multi-modal trips during a peak hour. However over longer time periods these fragments of trips assessed would be realised.

5.4.4 A copy of these trip generation and modal split calculations can be found in **Appendix 4.**

Conclusions

6.1.1 The proposal considers the conversion of an former Community Hall to 2 residential flats.

6.1.2 Examination of the local area found that the site had good pedestrian, cycle and public transport connections. Options for trips by sustainable modes exist with good footway, cycle and public transport service provisions within close proximity to the site.

6.1.3 An examination of personal injury accidents in the local area found no highway safety issues.

6.1.4 The trip generation of the proposed development has been examined, which showed during a peak hour 1 two-way vehicle movement would be predicted.

6.1.5 Of real concern, the highway authority were concerned with the creation of development that was reliant upon on-street parking. Following a parking survey and a robust assessment of proposed parking demand it is considered that sufficient capacity exists within the local highway to accommodate additional parking associated with the proposed development.

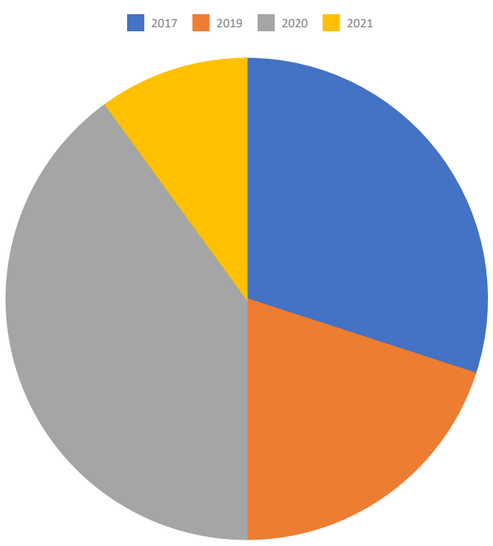
6.1.6 It is considered, following a review of the local highway environment and considering the trip generation that the proposed development will have no significant effect upon the local highway environment.

APPENDIX 1: ACCIDENT DATA

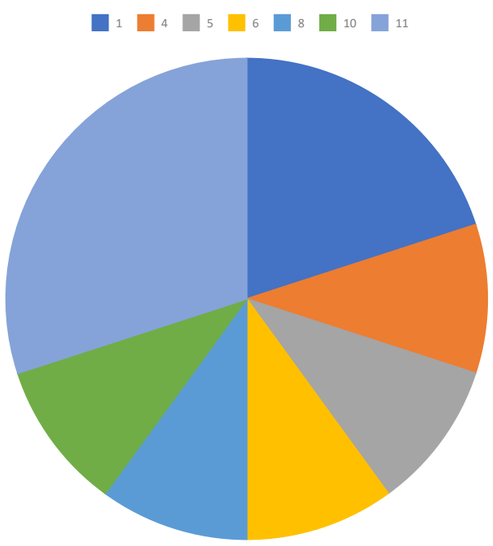
Summary Interpretative Report

KEI Services Ltd
connecting places

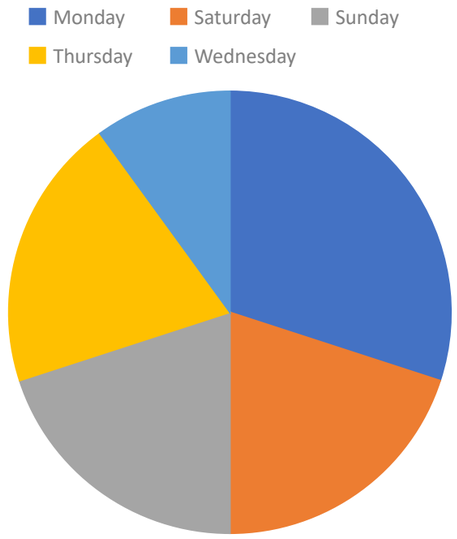
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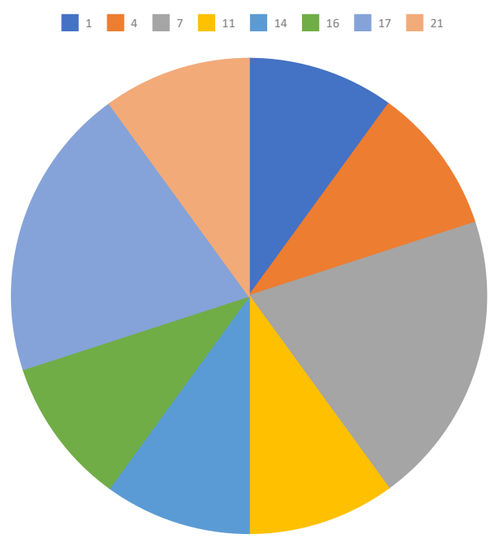
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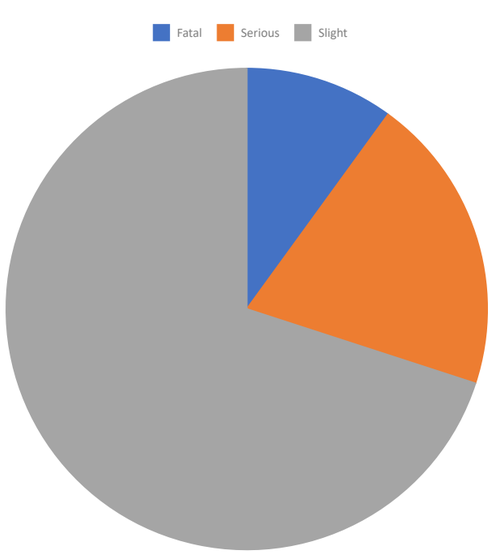
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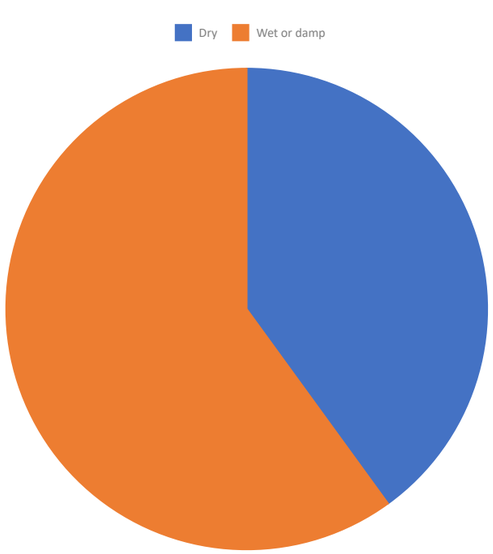
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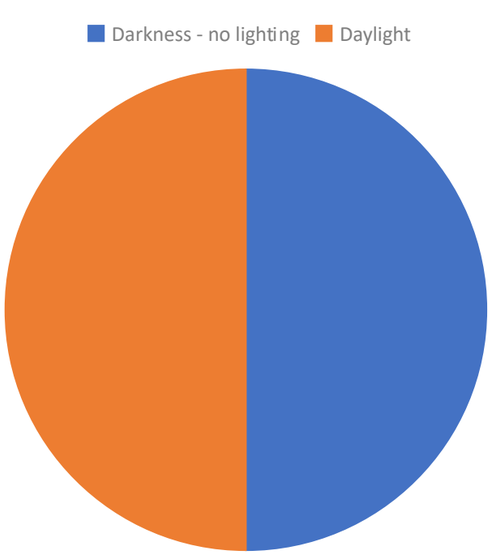
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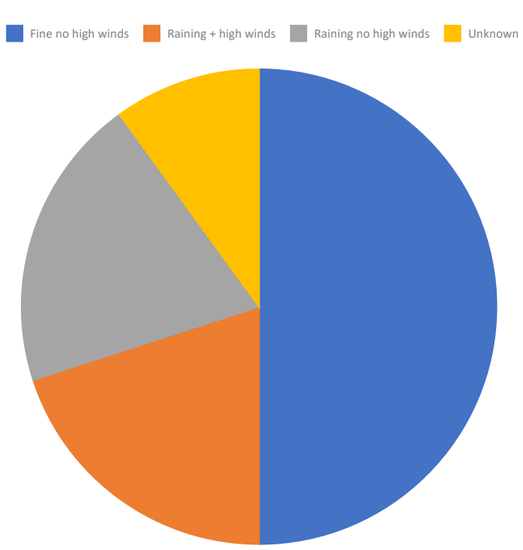
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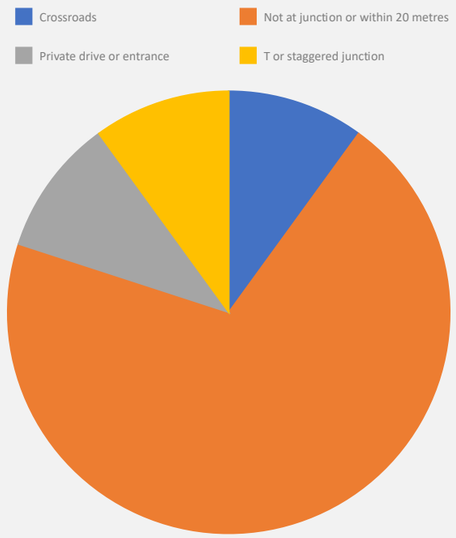
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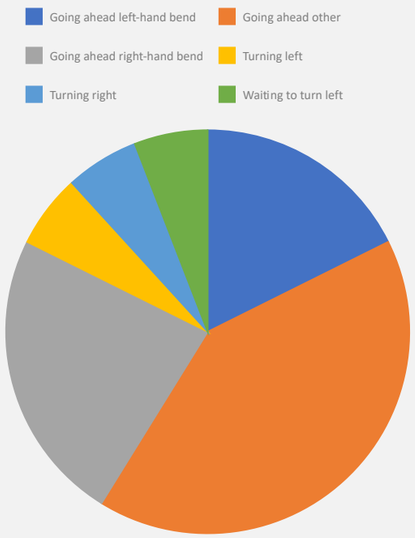
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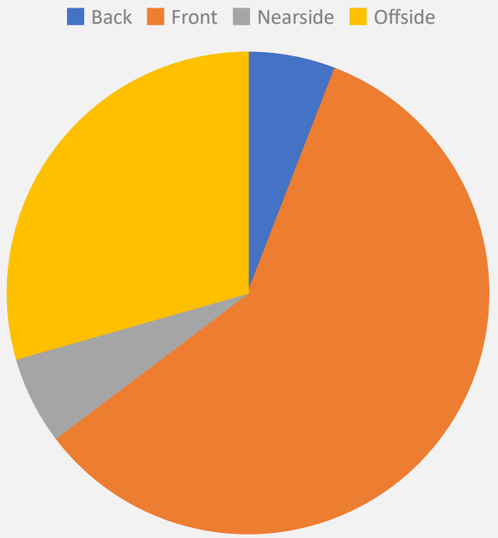
Vehcle Location



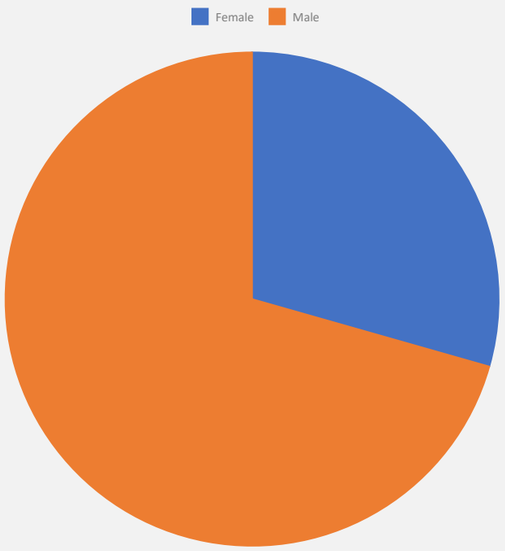
Manoevre



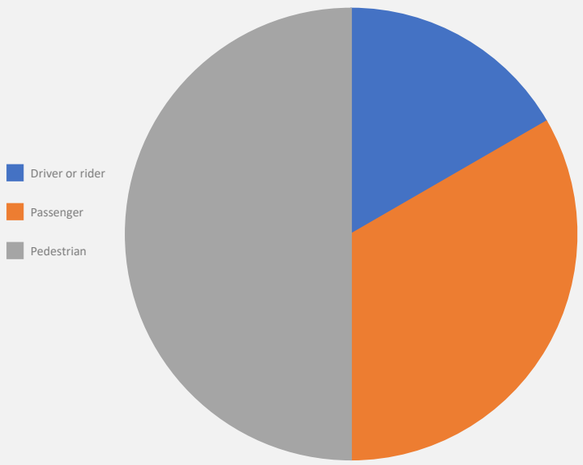
First Point of Impact



Sex of Driver

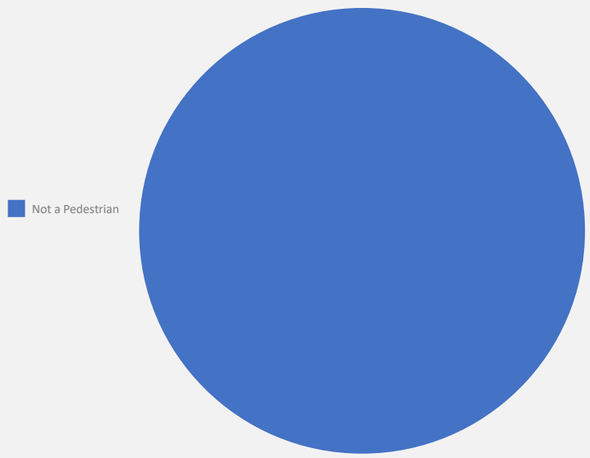


Casualty Class



Casualty Type

Pedestrian Location



Pedestrian Movement



Date 02/03/2023

Time: 20:11:14

Accidents Details

accident_index	Eastings	Northings	Police	Severity	Vehicles	Casualties	Date
2017140146922	429980	400389	South Yorkshire	Serious	3	2	09-Jan-17

Day	Time	District	LHA	Lighting	Weather	Surface
Monday	17:48	Barnsley		Darkness - no lighting	Fine no high winds	Wet or damp

RoadType	JunctionDetail	JunctionControl	UrbanOrRural	PoliceOfficerAttended	SpecialConditions
Single carriageway	Not at junction or within 20 m	Data missing or out of range	Rural	Yes	None

FirstRoadClass	first_road_number	SecondRoadClass	2nd_Road_Number	Speed Limit	CarriageHazards
A	629	Unknown	-1	60	None

HumanPedCross	PhysicalPedCrossing
None within 50 metres	No physical crossing facilities within 50 metres

Vehicles Involved

Ref	VehicleType	Towing	Manoevre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Car	No tow/articulation	Going ahead other	Offside	N	S	Not at or within 20 metres of	None	None	Did not leave carriageway	None	No	Not known	Male	21	-1	-1		-1
2	Car	No tow/articulation	Going ahead other	Offside	S	N	Not at or within 20 metres of	None	None	Nearside	None	No	Commuting to/from work	Male	47	2204	8	Heavy oil	-1
3	Car	No tow/articulation	Going ahead other	Front	S	N	Not at or within 20 metres of	None	None	Did not leave carriageway	None	No	Not known	Male	33	1995	4	Heavy oil	-1

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
1	1	Driver or rider	Male	21	Serious	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Data missing or out of range
3	2	Driver or rider	Male	33	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Data missing or out of range

accident_index	Eastings	Northings	Police	Severity	Vehicles	Casualties	Date
2017140184761	428112	401422	South Yorkshire	Slight	1	1	15-May-17

Day	Time	District	LHA	Lighting	Weather	Surface
Monday	07:45	Barnsley		Daylight	Raining no high winds	Wet or damp

RoadType	JunctionDetail	JunctionControl	UrbanOrRural	PoliceOfficerAttended	SpecialConditions
Single carriageway	Not at junction or within 20 m	Data missing or out of range	Rural	Yes	None

FirstRoadClass	first_road_number	SecondRoadClass	2nd_Road_Number	Speed Limit	CarriageHazards
B	6462	Unknown	-1	60	None

HumanPedCross	PhysicalPedCrossing
None within 50 metres	No physical crossing facilities within 50 metres

Vehicles Involved

Ref	VehicleType	Towing	Manoevre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Car	No tow/articulation	Going ahead right-hand bend	Front	SE	NW	Not at or within 20 metres of	Skidded	None	Nearside	Wall or fence	No	Commuting to/from work	Female	27	1149	12	Petrol	-1

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
1	1	Driver or rider	Female	27	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Small town

accident_index	Eastings	Northings	Police	Severity	Vehicles	Casualties	Date
2017140188619	429976	399252	South Yorkshire	Fatal	2	1	30-Apr-17

Day	Time	District	LHA	Lighting	Weather	Surface
Sunday	11:15	Barnsley		Daylight	Unknown	Dry

RoadType	JunctionDetail	JunctionControl	UrbanOrRural	PoliceOfficerAttended	SpecialConditions
Single carriageway	Private drive or entrance	Give way or uncontrolled	Rural	Yes	None

FirstRoadClass	first_road_number	SecondRoadClass	2nd_Road_Number	Speed Limit	CarriageHazards
Unclassified	0	Unclassified	0	60	None

HumanPedCross	PhysicalPedCrossing
None within 50 metres	No physical crossing facilities within 50 metres

Vehicles Involved

Ref	VehicleType	Towing	Manoevre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Bus or coach (17 or more pass seats)	No tow/articulation	Going ahead other	Front	W	E	Approaching junction or waiting/park	None	None	Did not leave carriageway	None	No	Other	Male	74	11000	11	Heavy oil	-1
2	Pedal cycle	No tow/articulation	Turning right	Offside	W	E	Mid Junction - on roundabout	None	None	Did not leave carriageway	None	No	Journey as part of work	Male	51	-1	-1		-1

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
2	1	Driver or rider	Male	51	Fatal	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	Small town

accident_index	Eastings	Northings	Police	Severity	Vehicles	Casualties	Date
2019140806033	430162	399966	South Yorkshire	Slight	1	1	05-Jan-19

Day	Time	District	LHA	Lighting	Weather	Surface
Saturday	21:13	Barnsley		Darkness - no lighting	Fine no high winds	Wet or damp

RoadType	JunctionDetail	JunctionControl	UrbanOrRural	PoliceOfficerAttended	SpecialConditions
Single carriageway	Not at junction or within 20 m	Data missing or out of range	Rural	Yes	None

FirstRoadClass	first_road_number	SecondRoadClass	2nd_Road_Number	Speed Limit	CarriageHazards
A	629	Unknown	-1	60	None

HumanPedCross	PhysicalPedCrossing
None within 50 metres	No physical crossing facilities within 50 metres

Vehicles Involved

Ref	VehicleType	Towing	Manoevre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Car	No tow/articulation	Going ahead right-hand bend	Front	SE	NW	Not at or within 20 metres of	Skidded	None	Nearside	Wall or fence	No	Commuting to/from work	Female	24	-1	-1		-1

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
1	1	Driver or rider	Female	24	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Rural

accident_index	Eastings	Northings	Police	Severity	Vehicles	Casualties	Date
2019140899808	430854	399137	South Yorkshire	Slight	2	1	17-Nov-19

Day	Time	District	LHA	Lighting	Weather	Surface
Sunday	14:00	Barnsley		Daylight	Fine no high winds	Dry

RoadType	JunctionDetail	JunctionControl	UrbanOrRural	PoliceOfficerAttended	SpecialConditions
Single carriageway	Crossroads	Stop sign	Rural	Yes	None

FirstRoadClass	first_road_number	SecondRoadClass	2nd_Road_Number	Speed Limit	CarriageHazards
Unclassified	0	A	629	60	None

HumanPedCross	PhysicalPedCrossing
None within 50 metres	No physical crossing facilities within 50 metres

Vehicles Involved

Ref	VehicleType	Towing	Manoevre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Motorcycle over 500cc	No tow/articulation	Waiting to turn left	Back	E	S	Approaching junction or waiting/park	None	None	Did not leave carriageway	None	No	Not known	Male	54	647	11	Petrol	-1
2	Car	No tow/articulation	Turning left	Front	E	S	Approaching junction or waiting/park	None	None	Did not leave carriageway	None	No	Not known	Female	21	1149	8	Petrol	-1

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
1	1	Driver or rider	Male	54	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle over 500cc rider or passenger	Rural

accident_index	Eastings	Northings	Police	Severity	Vehicles	Casualties	Date
2020140956898	430061	400204	South Yorkshire	Serious	2	3	11-Jun-20

Day	Time	District	LHA	Lighting	Weather	Surface
Thursday	16:40	Barnsley		Daylight	Raining + high winds	Wet or damp

RoadType	JunctionDetail	JunctionControl	UrbanOrRural	PoliceOfficerAttended	SpecialConditions
Single carriageway	Not at junction or within 20 m	Data missing or out of range	Rural	Yes	None

FirstRoadClass	first_road_number	SecondRoadClass	2nd_Road_Number	Speed Limit	CarriageHazards
A	629	Unclassified	0	60	None

HumanPedCross	PhysicalPedCrossing
None within 50 metres	No physical crossing facilities within 50 metres

Vehicles Involved

Ref	VehicleType	Towing	Manoevre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Car	No tow/articulation	Going ahead left-hand bend	Nearside	NW	S	Not at or within 20 metres of	Skidded and overturned	None	Did not leave carriageway	None	No	Commuting to/from work	Male	26	1364	16	Heavy oil	MINI ONE
2	Car	No tow/articulation	Going ahead other	Front	S	NW	Not at or within 20 metres of	None	None	Nearside	None	No	Other	Male	45	1798	1	Hybrid electric	TOYOTA C-HR

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
1	1	Driver or rider	Male	26	Serious	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Urban area
2	3	Passenger	Female	41	Serious	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Urban area
2	2	Driver or rider	Male	45	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Urban area

accident_index	Eastings	Northings	Police	Severity	Vehicles	Casualties	Date
2020140968903	429604	400722	South Yorkshire	Slight	1	1	01-Aug-20

Day	Time	District	LHA	Lighting	Weather	Surface
Saturday	04:44	Barnsley		Darkness - no lighting	Fine no high winds	Dry

RoadType	JunctionDetail	JunctionControl	UrbanOrRural	PoliceOfficerAttended	SpecialConditions
Single carriageway	Not at junction or within 20 m	Data missing or out of range	Rural	Yes	None

FirstRoadClass	first_road_number	SecondRoadClass	2nd_Road_Number	Speed Limit	CarriageHazards
A	629	Unclassified	0	60	None

HumanPedCross	PhysicalPedCrossing
None within 50 metres	No physical crossing facilities within 50 metres

Vehicles Involved

Ref	VehicleType	Towing	Manoevre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Car	No tow/articulation	Going ahead right-hand bend	Front	N	N	Not at or within 20 metres of	None	None	Nearside and rebounded	None	No	Not known	Male	21	1390	7	Petrol	VOLKSWAGEN JETTA

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
1	2	Driver or rider	Male	21	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Rural

accident_index	Eastings	Northings	Police	Severity	Vehicles	Casualties	Date
2020140995343	430172	399956	South Yorkshire	Slight	1	1	29-Oct-20

Day	Time	District	LHA	Lighting	Weather	Surface
Thursday	01:12	Barnsley		Darkness - no lighting	Raining + high winds	Wet or damp

RoadType	JunctionDetail	JunctionControl	UrbanOrRural	PoliceOfficerAttended	SpecialConditions
Single carriageway	Not at junction or within 20 m	Data missing or out of range	Rural	Yes	None

FirstRoadClass	first_road_number	SecondRoadClass	2nd_Road_Number	Speed Limit	CarriageHazards
A	629	Unclassified	0	60	None

HumanPedCross	PhysicalPedCrossing
None within 50 metres	No physical crossing facilities within 50 metres

Vehicles Involved

Ref	VehicleType	Towing	Manoevre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Car	No tow/articulation	Going ahead left-hand bend	Front	N	S	Not at or within 20 metres of	None	None	Offside	Wall or fence	No	Other	Male	19	1399	11	Heavy oil	FORD FIESTA

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
1	1	Passenger	Female	16	Slight	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Urban area

accident_index	Eastings	Northings	Police	Severity	Vehicles	Casualties	Date
2020140995464	430913	401437	South Yorkshire	Slight	2	1	02-Nov-20

Day	Time	District	LHA	Lighting	Weather	Surface
Monday	07:20	Barnsley		Daylight	Fine no high winds	Dry

RoadType	JunctionDetail	JunctionControl	UrbanOrRural	PoliceOfficerAttended	SpecialConditions
Single carriageway	Not at junction or within 20 m	Data missing or out of range	Rural	No	None

FirstRoadClass	first_road_number	SecondRoadClass	2nd_Road_Number	Speed Limit	CarriageHazards
Unclassified	0	Unclassified	0	40	None

HumanPedCross	PhysicalPedCrossing
None within 50 metres	No physical crossing facilities within 50 metres

Vehicles Involved

Ref	VehicleType	Towing	Manoevre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Car	No tow/articulation	Going ahead other	Offside	W	SE	Not at or within 20 metres of	None	None	Did not leave carriageway	None	No	Not known	Female	49	1242	4	Petrol	FIAT 500
2	Car	No tow/articulation	Going ahead other	Offside	SE	W	Not at or within 20 metres of	None	None	Did not leave carriageway	None	No	Not known	Female	-1	1968	4	Heavy oil	SEAT ATECA

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
1	1	Driver or rider	Female	49	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Rural

accident_index	Eastings	Northings	Police	Severity	Vehicles	Casualties	Date
2021141114325	428831	401297	South Yorkshire	Slight	2	1	24-Nov-21

Day	Time	District	LHA	Lighting	Weather	Surface
Wednesday	17:02	Unknown		Darkness - no lighting	Raining no high winds	Wet or damp

RoadType	JunctionDetail	JunctionControl	UrbanOrRural	PoliceOfficerAttended	SpecialConditions
Single carriageway	T or staggered junction	Give way or uncontrolled	Rural	Yes	None

FirstRoadClass	first_road_number	SecondRoadClass	2nd_Road_Number	Speed Limit	CarriageHazards
Unclassified	0	Unclassified	0	60	None

HumanPedCross	PhysicalPedCrossing
None within 50 metres	No physical crossing facilities within 50 metres

Vehicles Involved

Ref	VehicleType	Towing	Manoevre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Car	No tow/articulation	Going ahead left-hand bend	Front	N	E	Approaching junction or waiting/park	None	None	Did not leave carriageway	None	Yes	Not known	Male	36	-1	-1		-1
2	Car	No tow/articulation	Going ahead right-hand bend	Front	SE	N	Approaching junction or waiting/park	None	None	Did not leave carriageway	None	Yes	Not known	Male	52	1998	2	Hybrid electric	BMW 5 SERIES

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
2	1	Driver or rider	Male	52	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Rural

APPENDIX 2: PARKING ACCUMULATION


Cote Ln
Upper Don Trl
Uper Don Trail
Upper Don Trl

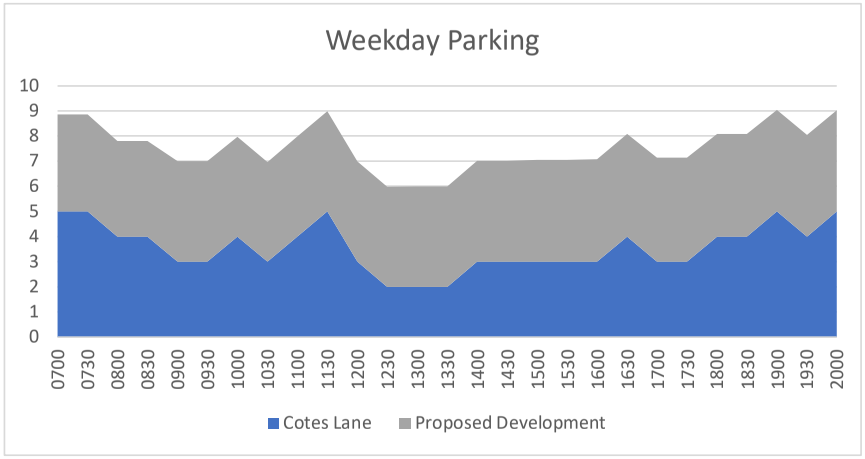
Parking Beat survey Thurgoland Residential = Res / Leisure = Les

	Cotes Lane				Total	Total Spaces Available		% Availability		Upper Don Trail
Time	West side Res	West side Les	East side Res	East side Les	Parked	West side	East side	West side	East side	Parking Area
0700	0	0	5	0	5	3	10	0	-50	0
0730	0	0	5	0	5	3	10	0	-50	0
0800	0	0	4	0	4	3	10	0	-60	0
0830	0	0	4	0	4	3	10	0	-60	0
0900	0	0	3	0	3	3	10	0	-70	1
0930	0	0	3	0	3	3	10	0	-70	0
1000	0	0	3	1	4	3	10	0	-60	0
1030	0	0	3	0	3	3	10	0	-70	0
1100	0	0	4	0	4	3	10	0	-60	0
1130	0	0	4	1	5	3	10	0	-50	0
1200	0	0	3	0	3	3	10	0	-70	0
1230	0	0	2	0	2	3	10	0	-80	0
1300	0	0	2	0	2	3	10	0	-80	0
1330	0	0	2	0	2	3	10	0	-80	0
1400	0	0	3	0	3	3	10	0	-70	0
1430	0	0	3	0	3	3	10	0	-70	0
1500	0	0	3	0	3	3	10	0	-70	0
1530	0	0	3	0	3	3	10	0	-70	0
1600	0	0	2	1	3	3	10	0	-70	0
1630	0	0	3	1	4	3	10	0	-60	0
1700	0	0	3	0	3	3	10	0	-70	0
1730	0	0	3	0	3	3	10	0	-70	0
1800	0	0	4	0	4	3	10	0	-60	0
1830	0	0	4	0	4	3	10	0	-60	0
1900	0	0	5	0	5	3	10	0	-50	0
1930	0	0	4	0	4	3	10	0	-60	0
2000	0	0	5	0	5	3	10	0	-50	0
Total	0	0	92	4	96					1

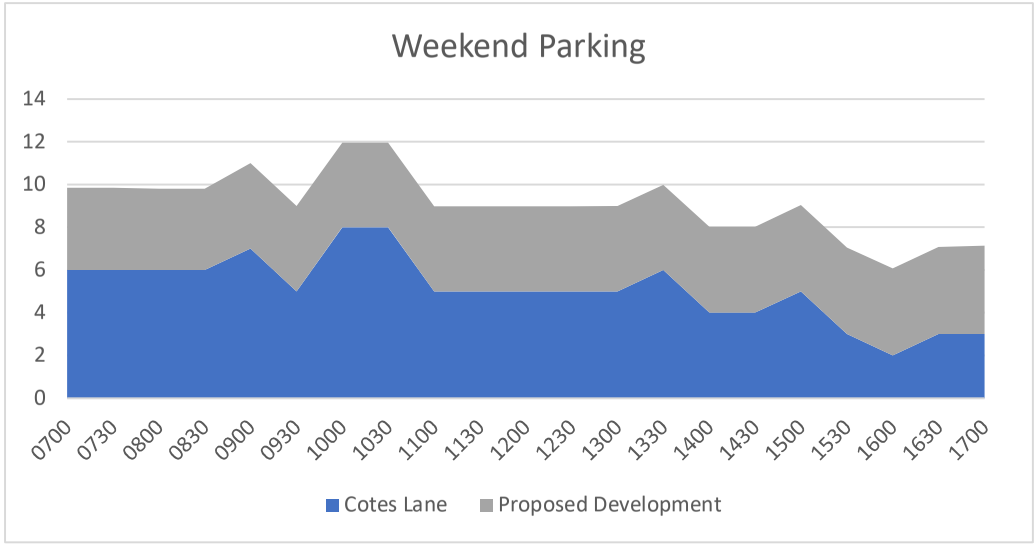
Parking Beat survey Thurgoland

	Cotes Lane				Total	Total Spaces Available		% Availability		Upper Don Trail
Time	West side Res	West side Les	East side Res	East side Les	Parked	West side	East side	West side	East side	Parking Area
0700	0	0	6	0	6	3	10	0	-40	0
0730	0	0	6	0	6	3	10	0	-40	0
0800	0	0	6	0	6	3	10	0	-40	0
0830	0	0	6	0	6	3	10	0	-40	0
0900	0	0	6	1	7	3	10	0	-30	0
0930	0	0	5	0	5	3	10	0	-50	0
1000	0	0	5	3	8	3	10	0	-20	0
1030	0	0	5	3	8	3	10	0	-20	0
1100	0	0	3	2	5	3	10	0	-50	0
1130	0	0	2	3	5	3	10	0	-50	0
1200	0	0	2	3	5	3	10	0	-50	0
1230	0	0	3	2	5	3	10	0	-50	0
1300	0	0	3	2	5	3	10	0	-50	0
1330	0	0	4	2	6	3	10	0	-40	0
1400	0	0	3	1	4	3	10	0	-60	0
1430	0	0	3	1	4	3	10	0	-60	0
1500	0	0	3	2	5	3	10	0	-50	0
1530	0	0	2	1	3	3	10	0	-70	0
1600	0	0	2	0	2	3	10	0	-80	0
1630	0	0	3	0	3	3	10	0	-70	0
1700	0	0	3	0	3	3	10	0	-70	0
Total	0	0	81	26	107					0

Parking	Base	4	
Time	Cotes Lane	Proposed Development	Total
0700	5	3.851916376	8.85191638
0730	5	3.851916376	8.85191638
0800	4	3.797497096	7.7974971
0830	4	3.797497096	7.7974971
0900	3	4.001042393	7.00104239
0930	3	4.001042393	7.00104239
1000	4	3.965287456	7.96528746
1030	3	3.965287456	6.96528746
1100	4	3.982845528	7.98284553
1130	5	3.982845528	8.98284553
1200	3	3.985519744	6.98551974
1230	2	3.985519744	5.98551974
1300	2	3.988193961	5.98819396
1330	2	3.988193961	5.98819396
1400	3	4.016216609	7.01621661
1430	3	4.016216609	7.01621661
1500	3	4.044297329	7.04429733
1530	3	4.044297329	7.04429733
1600	3	4.077494193	7.07749419
1630	4	4.077494193	8.07749419
1700	3	4.133887921	7.13388792
1730	3	4.133887921	7.13388792
1800	4	4.082900697	8.0829007
1830	4	4.082900697	8.0829007
1900	5	4.045635889	9.04563589
1930	4	4.045635889	8.04563589
2000	5	4.027264808	9.02726481



Parking	Base		4
	Cotes Lane	Proposed Development	Total
0700	6	3.851916376	9.851916
0730	6	3.851916376	9.851916
0800	6	3.797497096	9.797497
0830	6	3.797497096	9.797497
0900	7	4.001042393	11.00104
0930	5	4.001042393	9.001042
1000	8	3.965287456	11.96529
1030	8	3.965287456	11.96529
1100	5	3.982845528	8.982846
1130	5	3.982845528	8.982846
1200	5	3.985519744	8.98552
1230	5	3.985519744	8.98552
1300	5	3.988193961	8.988194
1330	6	3.988193961	9.988194
1400	4	4.016216609	8.016217
1430	4	4.016216609	8.016217
1500	5	4.044297329	9.044297
1530	3	4.044297329	7.044297
1600	2	4.077494193	6.077494
1630	3	4.077494193	7.077494
1700	3	4.133887921	7.133888



APPENDIX 3: TRIP GENERATION

TRICS 7.9.4
Trip Rate P No of Dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL
Category C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

1	GREATER LONDON		
	BN	BARNET	1 days
	BT	BRENT	2 days
	EN	ENFIELD	2 days
	HG	HARINGEY	2 days
	HK	HACKNEY	1 days
	HO	HOUNSLOW	1 days
	HV	HAVERING	1 days
	RD	RICHMONI	1 days
	SK	SOUTHWA	1 days
	TH	TOWER HA	1 days
	WF	WALTHAM	2 days
2	SOUTH EAST		
	BH	BRIGHTON	1 days
	HF	HERTFORD	1 days
	WS	WEST SUS	1 days
3	SOUTH WEST		
	DC	DORSET	1 days
4	EAST ANGLIA		
	CA	CAMBRIDG	1 days
	NF	NORFOLK	1 days
	SF	SUFFOLK	2 days
5	EAST MIDLANDS		
	DY	DERBY	1 days
	LE	LEICESTER	1 days
	NG	NOTTINGH	2 days
8	NORTH WEST		
	MS	MERSEYSI	2 days
9	NORTH		
	CB	CUMBRIA	1 days
11	SCOTLAND		
	EB	CITY OF ED	1 days
13	MUNSTER		
	WA	WATERFO	1 days
14	LEINSTER		
	LU	LOUTH	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	4 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 Ran 9 to 493 (units:)
Range Sele 6 to 493 (units:)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/14 to 28/06/22

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 4 days
Tuesday 12 days
Wednesda 13 days
Thursday 3 days
Friday 5 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 37 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 0
Edge of To 0
Suburban A 27
Edge of To 0
Neighbourl 10
Free Stand 0
Not Known 0
This data d Edge of To Suburban . Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commercia 0
Developme 5
Residential 25
Retail Zone 0
Built-Up Zo 2
Village 0
Out of Tow 0
High Street 0
No Sub Cat 5
This data d Industrial Z Developm Residentia Retail Zon Built-Up Z Village Out of Tov High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
C3 37 days
This data d which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Population within 1 mile:
1,001 to 5, 2 days
5,001 to 1(2 days
10,001 to 1 3 days
20,001 to 2 10 days
25,001 to 5 14 days
50,001 to 1 5 days
100,001 or 1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
25,001 to ! 1 days
50,001 to ' 4 days
125,001 to 7 days
250,001 to 8 days
500,001 or 17 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.5 or Less 2 days
0.6 to 1.0 24 days
1.1 to 1.5 11 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 6 days
No 31 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Pr 23 days
1a (Low) V(2 days
1b Very po 1 days
2 Poor 2 days
3 Moderat(4 days
4 Good 1 days
5 Very Goo 2 days
6a Excellen 2 days
This data displays the number of selected surveys with PTAL Ratings.

Covid-19 R(Yes
At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 BH-03-C-01 BLOCK OF I BRIGHTON & HOVE
OLD SHOREHAM RD
HOVE
BRIGHTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 71
Survey dat TUESDAY ######## Survey Typ MANUAL

2 BN-03-C-01 FLATS IN H BARNET
VICTORIA ROAD

NEW BARNET
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 33
Survey dat THURSDAY ######## Survey Typ MANUAL

3 BT-03-C-01 BLOCKS OF BRENT
LAKESIDE DRIVE

PARK ROYAL
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 170
Survey dat WEDNESDA ######## Survey Typ MANUAL

4 BT-03-C-02 BLOCKS OF BRENT
ENGINEERS WAY

WEMBLEY
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 472
Survey dat WEDNESDA ######## Survey Typ MANUAL

5 CA-03-C-03 BLOCKS OF CAMBRIDGESHIRE
CROMWELL ROAD

CAMBRIDGE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey dat MONDAY ######## Survey Typ MANUAL

6 CB-03-C-03 FLATS & BL CUMBRIA
LOUND STREET

KENDAL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 33
Survey dat MONDAY ######## Survey Typ MANUAL

7 DC-03-C-02 FLATS IN BI DORSET
PALM COURT
SPA ROAD
WEYMOUTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 14
Survey dat FRIDAY ######## Survey Typ MANUAL

8 DL-03-C-15 BLOCKS OF DUBLIN
MONKSTOWN ROAD
MONKSTOWN
DUBLIN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 20
Survey dat WEDNESDA ######## Survey Typ MANUAL

9 DL-03-C-16 BLOCKS OF DUBLIN
BOTANIC AVENUE
DRUMCONDRA
DUBLIN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 31
Survey dat TUESDAY ######## Survey Typ MANUAL

10 DL-03-C-17 BLOCKS OF DUBLIN
FINGLAS ROAD
FINGLAS

DUBLIN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 332
Survey dat FRIDAY ######## Survey Typ MANUAL
11 DL-03-C-18 BLOCKS OF DUBLIN
HAROLD'S CROSS ROAD

DUBLIN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 102
Survey dat WEDNESD/ ######## Survey Typ MANUAL
12 DY-03-C-03 BLOCKS OF DERBY
CAESAR STREET

DERBY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey dat WEDNESD/ ######## Survey Typ MANUAL
13 EB-03-C-01 BLOCKS OF CITY OF EDINBURGH
MYRESIDE ROAD
CRAIGLOCKHART
EDINBURGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 32
Survey dat TUESDAY ######## Survey Typ MANUAL
14 EN-03-C-01 BLOCK OF I ENFIELD
SOUTH STREET

ENFIELD
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total No of Dwellings: 16
Survey dat MONDAY ######## Survey Typ MANUAL
15 EN-03-C-03 BLOCKS OF ENFIELD
NORTH CIRCULAR ROAD

PALMERS GREEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey dat WEDNESD/ ######## Survey Typ MANUAL
16 HF-03-C-04 BLOCKS OF HERTFORDSHIRE
OXHEY DRIVE
SOUTH OXHEY
WATFORD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 84
Survey dat THURSDAY ######## Survey Typ MANUAL
17 HG-03-C-0 BLOCKS OF HARINGEY
BREAM CLOSE

TOTTENHAM HALE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 255
Survey dat TUESDAY ######## Survey Typ MANUAL
18 HG-03-C-0 BLOCK OF I HARINGEY
HIGH ROAD
WOODSIDE PARK
WOOD GREEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey dat WEDNESD/ ######## Survey Typ MANUAL
19 HK-03-C-03 BLOCK OF I HACKNEY
GREEN LANES
MANOR HOUSE
FINSBURY PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10

Survey dat WEDNESD/ ######## Survey Typ MANUAL
20 HO-03-C-0 BLOCKS OF HOUNSLOW
LONDON ROAD

ISLEWORTH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 203
Survey dat TUESDAY ######## Survey Typ MANUAL
21 HV-03-C-0 BLOCKS OF HAVERING
WATERLOO ROAD

ROMFORD
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total No of Dwellings: 493
Survey dat TUESDAY ######## Survey Typ MANUAL
22 LE-03-C-01 BLOCK OF I LEICESTERSHIRE
NEW STREET
OADBY
LEICESTER
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 19
Survey dat FRIDAY ######## Survey Typ MANUAL
23 LU-03-C-04 BLOCKS OF LOUTH
RIVER COURT

DROGHEDA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 42
Survey dat WEDNESD/ ######## Survey Typ MANUAL
24 MS-03-C-0 BLOCKS OF MERSEYSIDE
SOUTH FERRY QUAY
BRUNSWICK DOCK
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 184
Survey dat TUESDAY ######## Survey Typ MANUAL
25 MS-03-C-0 BLOCK OF I MERSEYSIDE
MARINERS WHARF
QUEENS DOCK
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 9
Survey dat TUESDAY ######## Survey Typ MANUAL
26 NF-03-C-02 MIXED FLA NORFOLK
HALL ROAD
LAKENHAM
NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey dat MONDAY ######## Survey Typ MANUAL
27 NG-03-C-0 HOUSES (SI NOTTINGHAM
LAWRENCE WAY

NOTTINGHAM
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 56
Survey dat TUESDAY ######## Survey Typ MANUAL
28 NG-03-C-0 HOUSES (SI NOTTINGHAM
CASTLE MARINA ROAD

NOTTINGHAM
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 135
Survey dat WEDNESD/ ######## Survey Typ MANUAL
29 RD-03-C-0 BLOCKS OF RICHMOND
BESSANT DRIVE

KEW
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 170
Survey dat TUESDAY ######## Survey Typ MANUAL
30 SF-03-C-03 BLOCKS OF SUFFOLK
TOLLGATE LANE

BURY ST EDMUNDS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey dat WEDNESD/ ######## Survey Typ MANUAL
31 SF-03-C-04 BLOCKS OF SUFFOLK
SAINT MARY'S ROAD

IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 56
Survey dat WEDNESD/ ######## Survey Typ MANUAL
32 SK-03-C-03 BLOCKS OF SOUTHWARK
MARITIME STREET

SURREY QUAYS
Neighbourhood Centre (PPS6 Local Centre)
Development Zone
Total No of Dwellings: 233
Survey dat THURSDAY ######## Survey Typ MANUAL
33 TH-03-C-04 BLOCK OF I TOWER HAMLETS
LEVEN ROAD
ABERFELDY VILLAGE
POPLAR
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 83
Survey dat FRIDAY ######## Survey Typ MANUAL
34 WA-03-C-0 BLOCKS OF WATERFORD
UPPER YELLOW ROAD

WATERFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey dat TUESDAY ######## Survey Typ MANUAL
35 WF-03-C-0 FLATS & TE WALTHAM FOREST
FOREST ROAD

WALTHAMSTOW
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 22
Survey dat FRIDAY ######## Survey Typ MANUAL
36 WF-03-C-0 BLOCKS OF WALTHAM FOREST
BELGRAVE ROAD

WANSTEAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 44
Survey dat TUESDAY ######## Survey Typ MANUAL
37 WS-03-C-0 BLOCKS OF WEST SUSSEX
GORING ROAD
GORING-BY-SEA
WORTHING
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 18
Survey dat WEDNESD/ ######## Survey Typ MANUAL

This sectio it displays the selecte the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: TOTAL VEHICLES

	ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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									
06:00-07:0	1	22	0	1	22	0	1	22	0
07:00-08:0	37	102	0.033	37	102	0.093	37	102	0.126
08:00-09:0	37	102	0.043	37	102	0.125	37	102	0.168
09:00-10:0	37	102	0.061	37	102	0.062	37	102	0.123
10:00-11:0	37	102	0.048	37	102	0.063	37	102	0.111
11:00-12:0	37	102	0.049	37	102	0.057	37	102	0.106
12:00-13:0	37	102	0.052	37	102	0.059	37	102	0.111
13:00-14:0	37	102	0.055	37	102	0.061	37	102	0.116
14:00-15:0	37	102	0.064	37	102	0.059	37	102	0.123
15:00-16:0	37	102	0.074	37	102	0.058	37	102	0.132
16:00-17:0	37	102	0.086	37	102	0.057	37	102	0.143
17:00-18:0	37	102	0.11	37	102	0.059	37	102	0.169
18:00-19:0	37	102	0.093	37	102	0.062	37	102	0.155
19:00-20:0	9	158	0.054	9	158	0.037	9	158	0.091
20:00-21:0	9	158	0.039	9	158	0.029	9	158	0.068
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.861			0.881			1.742

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: TAXIS

	ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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									
06:00-07:0	1	22	0	1	22	0	1	22	0
07:00-08:0	37	102	0.003	37	102	0.003	37	102	0.006
08:00-09:0	37	102	0.004	37	102	0.005	37	102	0.009
09:00-10:0	37	102	0.004	37	102	0.004	37	102	0.008
10:00-11:0	37	102	0.003	37	102	0.004	37	102	0.007
11:00-12:0	37	102	0.002	37	102	0.002	37	102	0.004
12:00-13:0	37	102	0.003	37	102	0.002	37	102	0.005
13:00-14:0	37	102	0.003	37	102	0.003	37	102	0.006
14:00-15:0	37	102	0.003	37	102	0.003	37	102	0.006
15:00-16:0	37	102	0.003	37	102	0.003	37	102	0.006
16:00-17:0	37	102	0.003	37	102	0.003	37	102	0.006
17:00-18:0	37	102	0.003	37	102	0.003	37	102	0.006
18:00-19:0	37	102	0.003	37	102	0.003	37	102	0.006
19:00-20:0	9	158	0.006	9	158	0.005	9	158	0.011
20:00-21:0	9	158	0.001	9	158	0.002	9	158	0.003
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.044			0.045			0.089

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: OGVS

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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									
06:00-07:0	1	22	0	1	22	0	1	22	0
07:00-08:0	37	102	0.001	37	102	0.002	37	102	0.003
08:00-09:0	37	102	0.002	37	102	0.001	37	102	0.003
09:00-10:0	37	102	0.002	37	102	0.002	37	102	0.004
10:00-11:0	37	102	0.004	37	102	0.003	37	102	0.007
11:00-12:0	37	102	0.002	37	102	0.002	37	102	0.004
12:00-13:0	37	102	0.001	37	102	0.002	37	102	0.003
13:00-14:0	37	102	0	37	102	0.001	37	102	0.001
14:00-15:0	37	102	0.001	37	102	0.002	37	102	0.003
15:00-16:0	37	102	0.001	37	102	0	37	102	0.001
16:00-17:0	37	102	0.001	37	102	0.001	37	102	0.002
17:00-18:0	37	102	0.001	37	102	0.001	37	102	0.002
18:00-19:0	37	102	0	37	102	0	37	102	0
19:00-20:0	9	158	0.001	9	158	0.001	9	158	0.002
20:00-21:0	9	158	0	9	158	0	9	158	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.017			0.018			0.035

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: PSVS

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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									
06:00-07:0	1	22	0	1	22	0	1	22	0
07:00-08:0	37	102	0	37	102	0	37	102	0
08:00-09:0	37	102	0	37	102	0	37	102	0
09:00-10:0	37	102	0	37	102	0	37	102	0
10:00-11:0	37	102	0	37	102	0	37	102	0
11:00-12:0	37	102	0	37	102	0	37	102	0
12:00-13:0	37	102	0	37	102	0	37	102	0
13:00-14:0	37	102	0	37	102	0	37	102	0
14:00-15:0	37	102	0	37	102	0	37	102	0
15:00-16:0	37	102	0	37	102	0	37	102	0
16:00-17:0	37	102	0	37	102	0	37	102	0
17:00-18:0	37	102	0	37	102	0	37	102	0
18:00-19:0	37	102	0	37	102	0	37	102	0
19:00-20:0	9	158	0	9	158	0	9	158	0
20:00-21:0	9	158	0	9	158	0	9	158	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0			0			0

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: CYCLISTS

		ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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									
06:00-07:0	1	22	0	1	22	0	1	22	0
07:00-08:0	37	102	0.002	37	102	0.011	37	102	0.013
08:00-09:0	37	102	0.002	37	102	0.015	37	102	0.017
09:00-10:0	37	102	0.003	37	102	0.006	37	102	0.009
10:00-11:0	37	102	0.003	37	102	0.004	37	102	0.007
11:00-12:0	37	102	0.004	37	102	0.003	37	102	0.007
12:00-13:0	37	102	0.002	37	102	0.004	37	102	0.006
13:00-14:0	37	102	0.004	37	102	0.003	37	102	0.007
14:00-15:0	37	102	0.004	37	102	0.005	37	102	0.009
15:00-16:0	37	102	0.005	37	102	0.003	37	102	0.008
16:00-17:0	37	102	0.007	37	102	0.004	37	102	0.011
17:00-18:0	37	102	0.01	37	102	0.004	37	102	0.014
18:00-19:0	37	102	0.009	37	102	0.005	37	102	0.014
19:00-20:0	9	158	0.006	9	158	0.002	9	158	0.008
20:00-21:0	9	158	0.005	9	158	0.002	9	158	0.007
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.066			0.071			0.137

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: CARS

		ARRIVALS			DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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									
06:00-07:0	1	22	0	1	22	0	1	22	0
07:00-08:0	37	102	0.024	37	102	0.08	37	102	0.104
08:00-09:0	37	102	0.033	37	102	0.111	37	102	0.144
09:00-10:0	37	102	0.045	37	102	0.05	37	102	0.095
10:00-11:0	37	102	0.033	37	102	0.044	37	102	0.077
11:00-12:0	37	102	0.037	37	102	0.046	37	102	0.083
12:00-13:0	37	102	0.037	37	102	0.046	37	102	0.083
13:00-14:0	37	102	0.045	37	102	0.048	37	102	0.093
14:00-15:0	37	102	0.052	37	102	0.049	37	102	0.101
15:00-16:0	37	102	0.063	37	102	0.046	37	102	0.109
16:00-17:0	37	102	0.074	37	102	0.047	37	102	0.121
17:00-18:0	37	102	0.096	37	102	0.047	37	102	0.143
18:00-19:0	37	102	0.079	37	102	0.051	37	102	0.13
19:00-20:0	9	158	0.038	9	158	0.025	9	158	0.063
20:00-21:0	9	158	0.034	9	158	0.025	9	158	0.059
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.69			0.715			1.405

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: LGVS

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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									
06:00-07:0	1	22	0	1	22	0	1	22	0
07:00-08:0	37	102	0.004	37	102	0.006	37	102	0.01
08:00-09:0	37	102	0.005	37	102	0.006	37	102	0.011
09:00-10:0	37	102	0.01	37	102	0.006	37	102	0.016
10:00-11:0	37	102	0.007	37	102	0.011	37	102	0.018
11:00-12:0	37	102	0.008	37	102	0.008	37	102	0.016
12:00-13:0	37	102	0.01	37	102	0.008	37	102	0.018
13:00-14:0	37	102	0.006	37	102	0.008	37	102	0.014
14:00-15:0	37	102	0.006	37	102	0.005	37	102	0.011
15:00-16:0	37	102	0.008	37	102	0.009	37	102	0.017
16:00-17:0	37	102	0.008	37	102	0.006	37	102	0.014
17:00-18:0	37	102	0.008	37	102	0.006	37	102	0.014
18:00-19:0	37	102	0.006	37	102	0.005	37	102	0.011
19:00-20:0	9	158	0.003	9	158	0.001	9	158	0.004
20:00-21:0	9	158	0.001	9	158	0	9	158	0.001
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.09			0.085			0.175

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: MOTOR CYCLES

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Rang	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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									
06:00-07:0	1	22	0	1	22	0	1	22	0
07:00-08:0	37	102	0	37	102	0.001	37	102	0.001
08:00-09:0	37	102	0	37	102	0.002	37	102	0.002
09:00-10:0	37	102	0	37	102	0.001	37	102	0.001
10:00-11:0	37	102	0	37	102	0.001	37	102	0.001
11:00-12:0	37	102	0.001	37	102	0	37	102	0.001
12:00-13:0	37	102	0.001	37	102	0.001	37	102	0.002
13:00-14:0	37	102	0.001	37	102	0.001	37	102	0.002
14:00-15:0	37	102	0.001	37	102	0	37	102	0.001
15:00-16:0	37	102	0.001	37	102	0.001	37	102	0.002
16:00-17:0	37	102	0.001	37	102	0	37	102	0.001
17:00-18:0	37	102	0.003	37	102	0.002	37	102	0.005
18:00-19:0	37	102	0.004	37	102	0.002	37	102	0.006
19:00-20:0	9	158	0.007	9	158	0.006	9	158	0.013
20:00-21:0	9	158	0.001	9	158	0.002	9	158	0.003
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.021			0.02			0.041

Parameter summary

Trip rate pa	9 - 493 (units:)
Survey dat	01/01/14 - 28/06/22
Number of	37
Number of	0
Number of	0
Surveys au	4
Surveys ma	0

This sectio followed b the total n the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed

APPENDIX 4: MODAL SPLIT

OA	E00037621	E00037621
WPZ	E33016279	E33016279
LSOA	E01007421	Barnsley 027A
MSOA	E02001535	Barnsley 027
LAD	E08000016	Barnsley

	Home to Employment				Employment to Home									
	E00037621	E01007421	E02001535	E08000016	E00037621	E01007421	E02001535	E08000016	E33016279	E02001535	E08000016	E33016279	E02001535	E08000016
	OA	LSOA	MSOA	LAD	OA	LSOA	MSOA	LAD	WPZ	MSOA	LAD	WPZ	MSOA	LAD
All Usual Residents Aged 16 to 74	243	1056	4616	170405					843	1572	21607576			
Work Mainly from Home	12	88	332	3516					15	0	1693280			
Underground, Metro, Light Rail or Tram	0	4	17	118	0.00%	0.65%	0.60%	0.12%	0	18	24492	0.00%	1.15%	0.12%
Train	2	6	37	2094	1.32%	0.97%	1.31%	2.09%	12	19	434187	1.45%	1.21%	2.18%
Minibus or Coach	2	13	81	6570	1.32%	2.10%	2.87%	6.57%	31	77	1321383	3.74%	4.90%	6.64%
Taxi	0	1	4	493	0.00%	0.16%	0.14%	0.49%	2	3	96610	0.24%	0.19%	0.49%
Motorcycle, Scooter or Moped	2	3	21	843	1.32%	0.48%	0.74%	0.84%	5	11	165106	0.60%	0.70%	0.83%
Driving a Car or Van	127	526	2354	70743	84.11%	84.98%	83.27%	70.70%	574	1150	13994103	69.32%	73.16%	70.27%
Passenger in a Car or Van	5	28	132	7660	3.31%	4.52%	4.67%	7.66%	38	136	1544781	4.59%	8.65%	7.76%
Bicycle	1	5	18	720	0.66%	0.81%	0.64%	0.72%	52	23	143263	6.28%	1.46%	0.72%
On Foot	11	30	145	10349	7.28%	4.85%	5.13%	10.34%	114	131	2114256	13.77%	8.33%	10.62%
Other Method of Travel to Work	1	3	18	473	0.66%	0.48%	0.64%	0.47%	0	4	76115	0.00%	0.25%	0.38%
Not in Employment	80	349	1457	66826						0	0			
Total	243	1056	4616	170405						1572	21607576			
In Employment	163	707	3159	103579							21607576			
Travelling to Emplyoyment	151	619	2827	100063	100.00%	100.00%	100.00%	100.00%		1572	19914296	100.00%	100.00%	100.00%

