



Transport Statement
Proposed 40 Residential Units
Nanny Marr Road, Darfield
Barnsley, South Yorkshire



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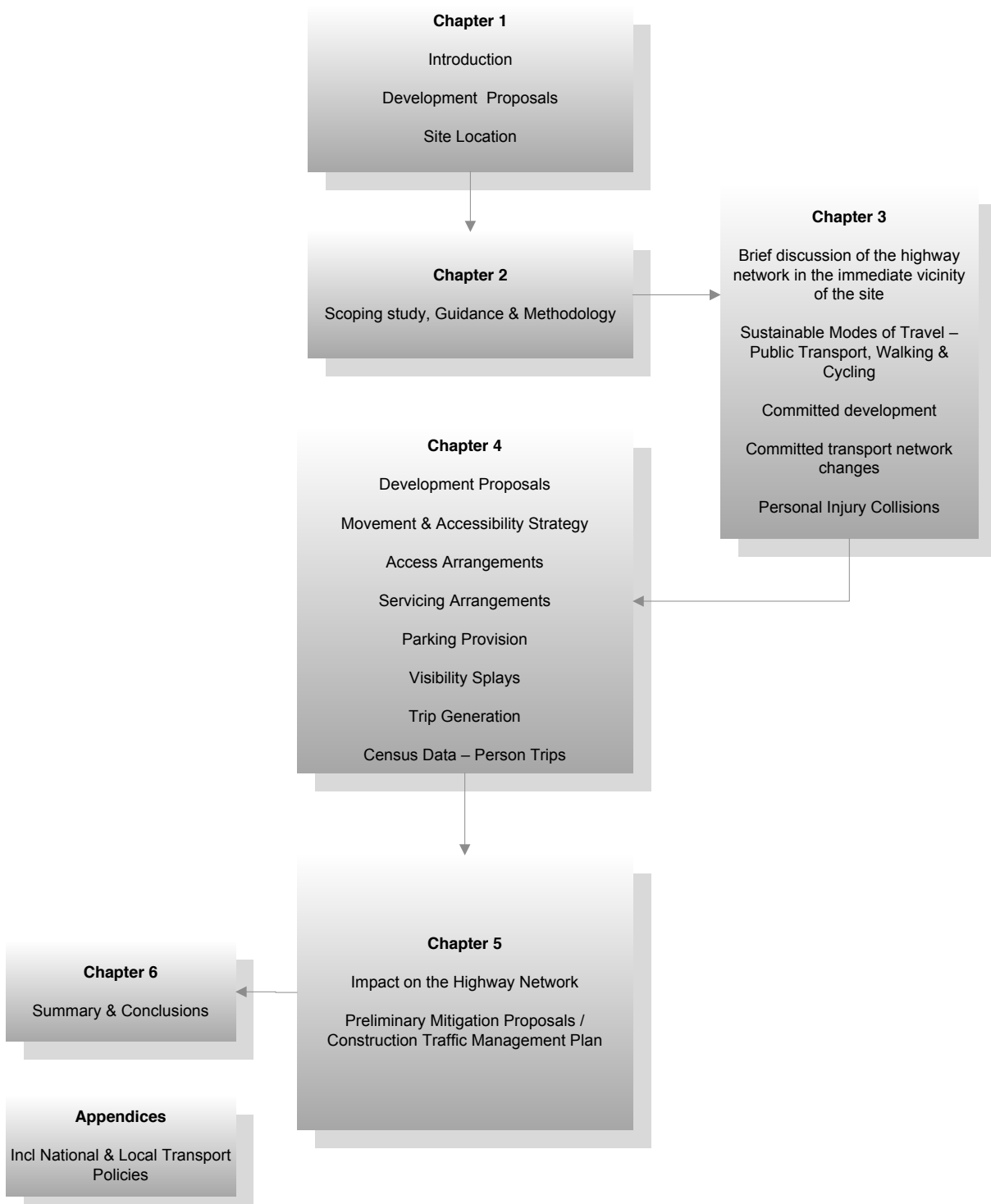
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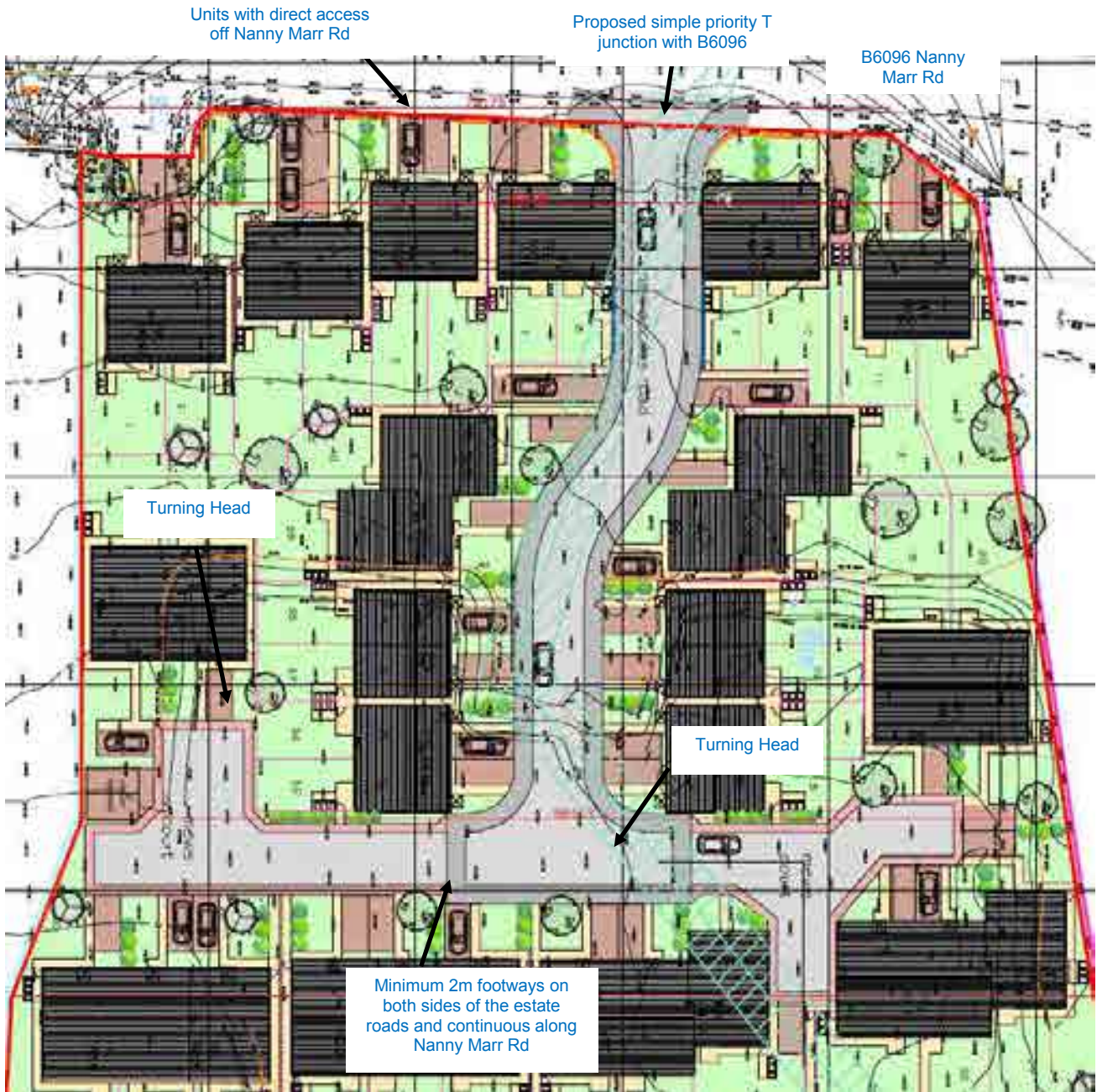
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- i. iPRT[®] Transport Planning has been commissioned by Partner to provide a Transport Statement [TS] for the proposed 40 residential units on the land to the east of the B6096 Nanny Marr Road, Darfield, Barnsley, google maps link <https://goo.gl/maps/QaWfrAjxMu12> .
- ii. The proposed development is in a highly sustainable location, adequately served by public transport and is accessible by walking and cycling.
- iii. The form of access will be a simple priority 'T' junction directly off Nanny Marr Road.
- iv. The development proposals are in line with the relevant national, regional and local transport policies.
- v. Committed developments and highway network improvements have been considered as part of this TS.
- vi. It is anticipated that the development would attract the usual servicing requirements. The design and layout allows for all movements and turning points to be accommodated within the site.
- vii. Parking would be provided having regards to South Yorkshire Supplementary Planning Document [SYSPD] Car and Cycle Parking Standards.
- viii. Whilst all personal injury collisions (PICs) are regrettable, the overall level of accidents observed does not give undue cause for concern nor does there appear to be any discernible patterns to accidents at any of the junctions or carriageways in the immediate vicinity of the proposed development.
- ix. A Welcome Pack is recommended to promote sustainability and accessibility of the site and ensure that the non-material impact on the adjoining roads network is mitigated.
- x. Detailed analysis indicates that the proposed development may generate a maximum of 22 movements / two-way trips in the AM & PM peak hours. The TS analysis, trips distribution and junctions capacity assessment has demonstrated that:
 - a. The highway network is adequate to support the vehicle movements for the proposed development, so as not to be detrimental to highway safety of road users;
 - b. No mitigation measures are required; and
 - c. The development does not result in residual cumulative impact of development that is severe and thus should not be refused on transport grounds, as set out in Section 4, paragraph 32 of the NPPF.
- xi. It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact onto the highway network and as such, there are no transport / highways reasons for refusal of planning permission.

ROAD MAP AND CONTENTS OF THIS TS



1.1 iPRT® Transport Planning has been commissioned by Partner to provide a Transport Statement [TS] for the proposed 40 residential units on the land to the east of the B6096 Nanny Marr Road, Darfield, Barnsley, google maps link <https://goo.gl/maps/QaWfrAjxMu12>



SCHEDULE OF ACCOMMODATION				
Type A	2 bedroom	4 person bungalow	@ 68m ²	20
Type B	2 bedroom	4 person house	@ 75m ²	12
Type C	3 bedroom	5 person house	@ 85m ²	08
Total No. units				40

Figure 1.1
Illustrative layout

SITE LOCATION

Google maps link <https://goo.gl/maps/QaWfrAjxMu12>



Figure 1.2
Site location

- 2.1 The TS takes into account the following scope:
- Base highway conditions including site accessibility and connectivity;
 - Development impact assessment;
 - Car and cycle parking provision; and
 - Mitigation proposals [if necessary].

2.2 The above will be detailed in the relevant sections of this TS.

REFERENCES & GUIDELINES

- 2.3 Where relevant, the TS will be in line with:
- Transport Evidence Bases in Plan Making and Decision Taking; and
 - Travel plans, transport assessments and statements in decision-taking and their predecessors
 - “Guidance on Transport Assessment” produced in March 2007 by the Department for Transport;
 - “Good Practice Guidelines: delivering Travel Plans through the Planning Process” published in April 2009, by the Department for Transport [where relevant];
 - National Transport Policy;
 - National Planning Policy Framework [NPPF];
 - Manual for Streets [MfS];
 - SYSPD Car and Cycle Parking Standards; and
 - BMBC Local Plan - Transport.

METHODOLOGY

2.4 The TS will be undertaken in line with the Road Map of this report.

EXISTING HIGHWAYS CONDITIONS

Site location

Note: All dimensions, descriptions and speeds are approximate and may not apply to the entire length of the carriageway. All images are for illustration purposes only

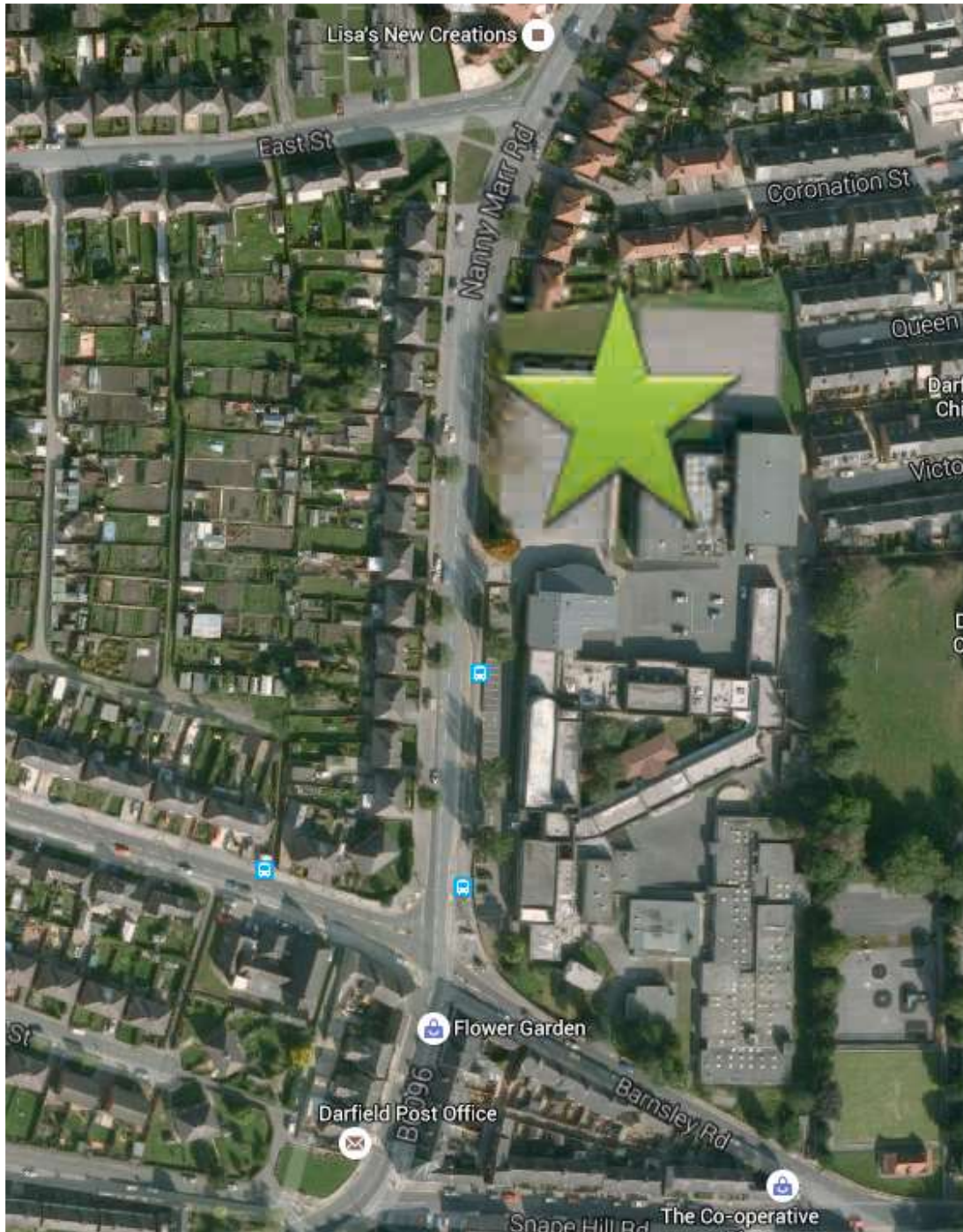


Figure 3.1
Site location
Google maps link <https://goo.gl/maps/QaWfrAjxMu12>

Nanny Marr Road

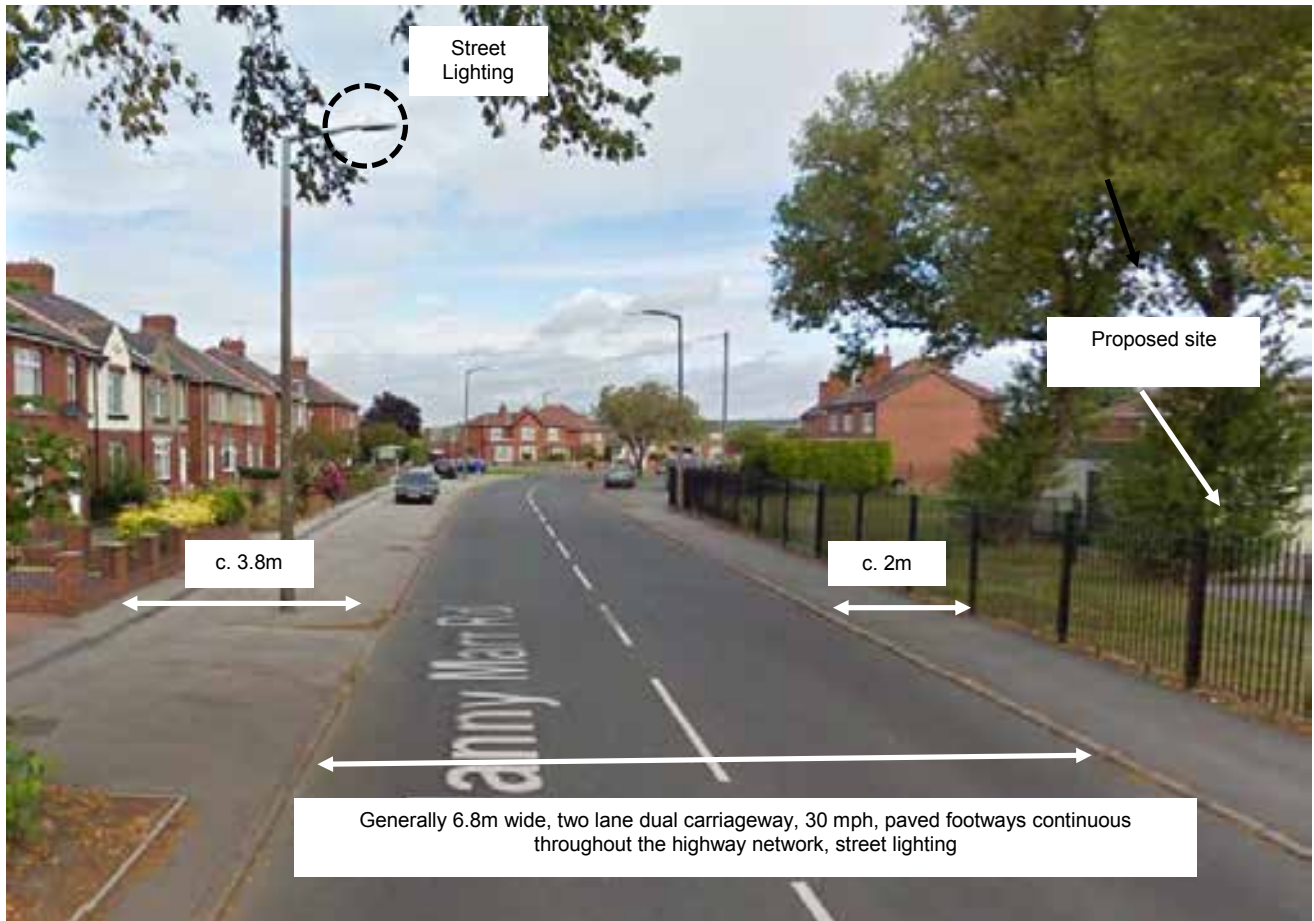


Figure 3.2
Nanny Marr Road

FOOTWAYS CONTINUITY



Figure 3.3
Footways continuity

EXISTING SUSTAINABLE MODES OF TRAVEL

Bus Services

3.1 The Chartered Institution of Highways and Transportation (CIHT) publication “Guidelines for Planning for Public Transport in Developments” states

“Guidelines, not Standards; These Guidelines attempt to set out best practice. It is recognised that it will not always be possible to meet these criteria and that compromise must sometimes be made...It is the task of the professional planner, designer and engineer to decide if a lower standard is acceptable in given circumstances or if another approach would be more beneficial.”

3.2 The above publication does state that the preferred walking distance to a bus stop is 400m, however, it further continues to state:

- “it is more important to provide frequent bus services that are easy for passengers to understand than to reduce walking distances to bus stops by a few meters”; and
- “The bus services should NOT be distorted to satisfy this criteria [400m]”.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	<u>800m</u>	2000m	1200m
* Includes food shops, <u>public transport</u> , primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Figure 3.4
Acceptable Walking Distances [IHT Guidelines]

3.3 The site is accessible by public transport with bus stops well within 400m [actual walking distances] from the middle of the site. Bus stop locations are illustrated in Figure 3.5 with a summary of the bus services included in Figure 3.6. Full timetables are attached in Appendix 5.

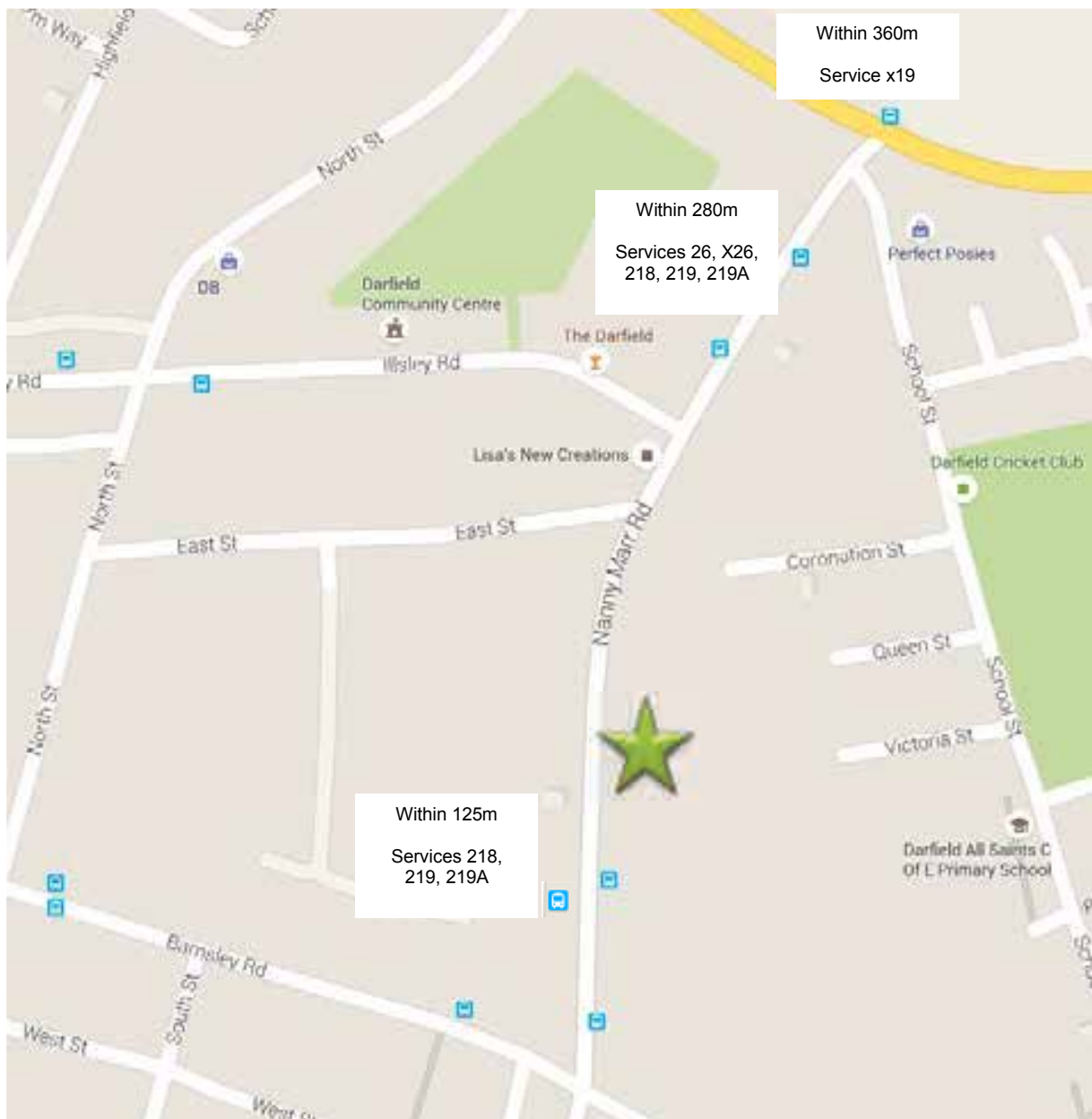
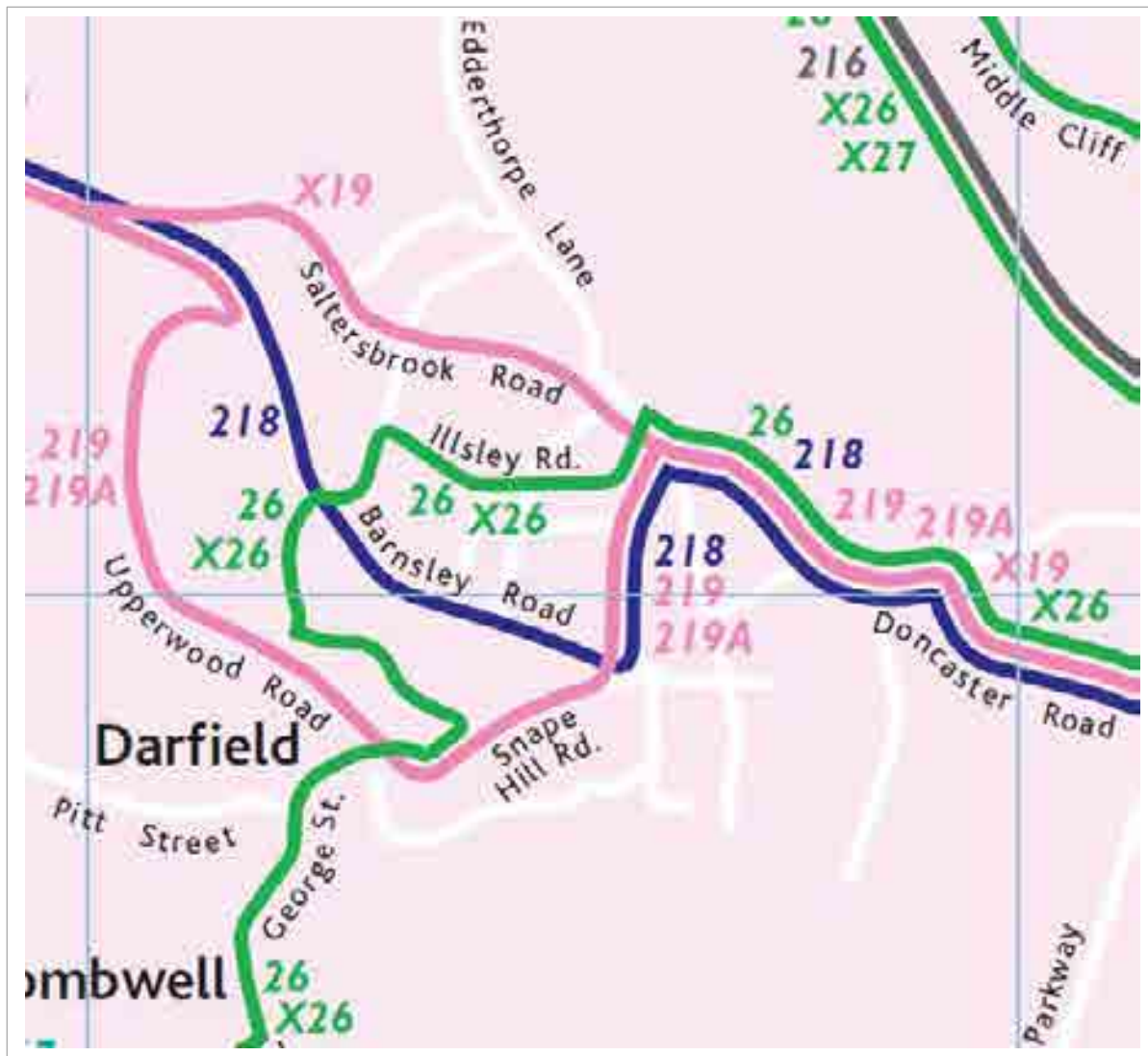


Figure 3.5
Bus stop location & corresponding services



service number	route	buses run every (mins)			NOTES
		MON-SAT daytime	SUN daytime	ALL eves	
26/X26	Barnsley - Lundwood - Cudworth (26) - Shafton - Brierley - Grimethorpe - Park Springs - Great Houghton (X26) - Little Houghton (X26) - Darfield - Wombwell	60 (X26)	60 (26)	60 (26)	-
218	Barnsley - Stairfoot - Outfield - Goldthorpe - Bolton - Manners - Modbury - Swinlee - Kilnhurst - Rowmarsh - Rotherham	30	60	60	-
219/219A	Barnsley - Darfield - Great Houghton - Merrill Road, Thurnscoe (219) or Windsor Street, Thurnscoe (219A) - Goldthorpe - Harlington - High Malton - Spinkborough - Doncaster	30 (Combined)	60 (219)	60 (219)	-
X19	Barnsley - Stairfoot - Darfield - Goldthorpe - Scawsby - Doncaster - Robin Hood Airport	30	60	60	g

g Monday-Saturday daytime operates every 30 minutes Barnsley and Doncaster and 60 minutes Barnsley and Robin Hood Airport. Sunday daytime operates between Barnsley and Doncaster. No Sunday evening service.

Figure 3.6
Summary of bus timetables

Walking

- 3.3 Walking is generally considered a viable travel choice over short distances of around 400 metres (5 mins) where access to bus services is required but also up to 2000 metres (25 mins) where short journeys are required [Figure 3.4]. The 400m and 800m isochrones are attached in Appendix 3 and the 2km in Appendix 4.
- 3.4 Further...
- 3.4.1 Whilst superseded by NPPF, the former PPG13 - Transport sets out useful guidance related to walking and cycling catchments, it states: "Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Paragraph 74):
- 3.4.2 The Department for Transport's (DfT) document entitled 'Manual for Streets' dated 2007 at Sections 4.4 sets out the requirements for pedestrians stating "Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".
- 3.4.3 Paragraph 6.3.1 of the Department for Transport (DfT) document 'Manual for Streets' (2007) identifies that a 20 minute walk time (equivalent to a 1.6km walk distance) is acceptable subject to an attractive walking environment.
- 3.4.4 Table 3.2 of the Institute of Highways and Transportation (IHT) document 'Providing for Journeys on Foot' sets out acceptable maximum walk distances of, 2km for Commuting and School journeys, 800m for Town Centres, and 1.2km for elsewhere [Figure 3.4] and states: "walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile" (paragraph 1.12, page 11).
- 3.5 As such, consideration has been given to the existing walking facilities within two kilometres of the proposed development [distances from middle of site]:
- The site is served by public transport well within 400m;
 - Darfield All Saints CoE Primary 250m School St
 - Darfield Valley Primary 900 Snap Hill Rd
 - Darfield Upperwood Primary 1050 Barnsley Rd
 - Darfield All Saints Childrens Recreation Centre 300m School St
 - Amys Fish Shop 340 School St
 - The Darfield Public House 240m Illsley Rd
 - Darfield Community Centre 340m Illsley Rd
 - Darfield Post Office 270m Garden St
 - Whites bakers 270 Garden St

• Garden St Dental Practice	270m	Garden St
• Rhythm & Booze Off Licence	290m	Garden St
• GT Concenience Store	290m	Snap Hill Rd
• Hairdressers	300m	Snap Hill Rd
• Café	310m	Snap Hill Rd
• Co-op Pharmacy	320m	Church St
• Garland House Surgery	400m	Church St
• All Saints Church	580m	Church St

3.6 As shown in Figures 3.2 – 3.3, footways are generally continuous throughout the adjoining roads network with pedestrian crossings where necessary and street lighting. The footways' surfaces appear to be in good condition and from site observations, as well as Personal Injury Collisions [PICs] analysis, the road network appears to be safe for pedestrians.

3.7 Therefore, in view of the range and quality of facilities and amenities available to pedestrians in proximity to the site, it is considered that the site is accessible by walking and offers significant opportunities for access on foot.

Cycling

3.8 Whilst PPG13 has been superseded, its recognition of cycling having the potential to replace short car journeys, particularly those under 5km is still recognised as good practice. Within this context the site is well located to encourage trips by bike with several local amenities and services located within this distance. The 2km [10 mins cycling] and 5km [25 mins cycling] isochrones are included in Appendix 4.

3.8.1 This is supported by Sustrans' 2004 research Travel Behaviour Research Baseline Survey 'measuring the potential for change' that cycling offers an alternative to car travel, and particularly for trips of less than 5 kilometres. This research is supported by the 2011 National Travel Survey, which specified average journey lengths, by cycle, of c5km.

3.9 There are no formal local or national cycle routes in the immediate vicinity of the site however, National Route [NR] 62 leading to NR 67 is within 2.2km as shown in Figure 3.7. However, from site observations, a number of cyclists were noted and therefore the local highway network appears to be safe for cyclists.

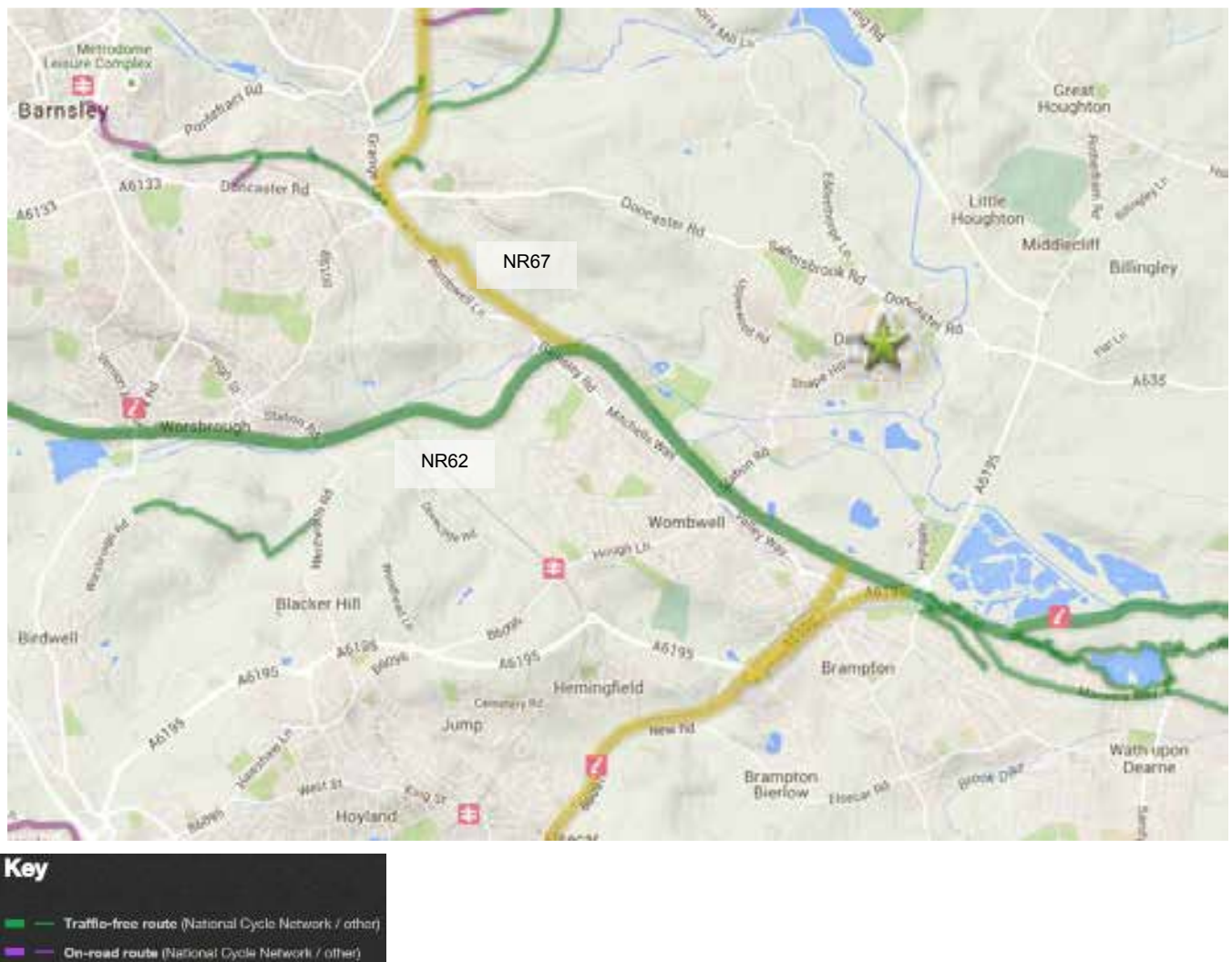


Figure 3.7
Cycle Routes in the vicinity of the site

- National Route 67 of the National Cycle Network runs from Long Whatton near Loughborough to join National Route 71 near Northallerton in Yorkshire. The stretch between Chesterfield and Leeds forms the main route of the Transpennine Trail (central).
- National Route 62 connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of The Trans Pennine Trail which is a long-distance path running from coast to coast across northern England.

3.10 Therefore, in view of the range and quality of facilities and amenities available for cyclists within 5km from the site, it is considered that the site is accessible by cycle and offers significant opportunities for access by bicycle.

Accessibility Summary

3.11 Page 57 of the NPPF [Glossary] defines Sustainable transport modes as:

“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.”

3.12 Para 30 of the NPPF states:

“Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion...local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.”

3.13 In line with the NPPF, it has also been demonstrated that the development proposal (situated in a sustainable location offering residents access to a range of services, facilities and employment opportunities) fully accords with the objectives of the NPPF, which advises at Paragraph 197 that

“In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.”

COMMITTED DEVELOPMENTS AND HIGHWAY NETWORK CHANGES

3.14 It is understood that the land to the south of the application site may be developed as food and non-food retail stores [approx. 1400m² each] ; from preliminary layout provided, it would appear the access points are separated by at least 43m which is in line with the visibility splays and stopping sight distances required for 30mph road.

3.15 The analysis undertaken in Chapter 4 indicates that the application site will have no material impact on the highway network; in particular, when compared to food & non-food retail, the residential development will generate a fraction of the vehicular trips generated by a food / non-food stores*.

3.16 The proposed stores will enhance the sustainability of the application site in that the vast majority if not all residential trips associated with food and non-food retail could be made on foot with the store being well within 100m from the middle of the residential site.

PERMITTED & POTENTIAL DEVELOPMENT TRAFFIC FLOWS

3.17 The application site appears to have been occupied by Darfield Foulstone School of Creative Arts, a comprehensive school which specialised in creative arts with approximately 900 pupils between the ages of 11 and 16 before closure.

* It is worth highlighting that there has already been a Resolution to grant planning permission for the retail and residential development on this site

3.18 In order to predict the vehicular trips associated with the permitted use, i.e. secondary school for 900 pupils, and the potential site use as food / non-food retail and residential site, TRICS was used and this will be discussed further in Chapter 4 however summarised as follows:

PROPOSED LAND USE	AM PEAK				PM PEAK			
	IN		OUT		IN		OUT	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
Secondary School 900 Pupils	0.172	155	0.117	105	0.015	14	0.023	21
<i>Previously Permitted Use Trips</i>	260				35			
*Food Store 1254m ²	1.727	31	0.818	14	6.818	85	7.000	88
*Non-food store 1644m ²		12		7		34		45
<i>Peak hour trips</i>	64				252			
<i>*The trip rates were extracted from EJS Associates TA submitted in October 2014</i>								

Figure 3.8
Permitted & Potential Traffic Flows

PERSONAL INJURY COLLISIONS [PIC]

3.19 Collision records were reviewed on crashmap.co.uk for the period of Oct 2010 - Oct 2015 along Nanny Marr Road and analysed in accordance with the criteria shown in appendix 6.

3.20 There has been no PICs since May 2012 along Nanny Marr Road and three slight collisions in the two previous years as shown in Figure 3.9. As such, the ESJ Associates TA was reviewed and it's PIC data, which dates back to Jan 2008, was considered.

Nanny Marr Road/Barnsley Road junction

- There have been 2 PICs in the vicinity of this junction; PIC reference B-00291-09 occurred in fine and dry weather on Thursday 5 March 2009 at 5.35 pm. A car entered from Barnsley Road and collided with another car going straight ahead on Nanny Marr Road. The 64 year old male driver of the car going straight ahead was slightly injured. PIC reference B-01462-09 occurred on Thursday 24 December 2009 at 5.15pm when the road surface was frosty or icy. A car run into the rear of another car which was stationary at the junction. The 70 year old male driver of the stationary car was slightly injured.

There does not appear to be any common causal factor in these accidents.

Barnsley Road (west)

- There have been a total of 2 PICs on this section of road during the period; PIC reference B-00865-08 occurred in fine and dry weather at 5.45 pm on Thursday 17 July 2008. A light goods vehicle travelled along at 5mph with an injured man hanging onto the window. the vehicle stopped causing the man to fall backwards and bang his head. The 27 year old man was seriously injured. PIC reference B-00830-10 occurred in fine and dry weather at 11.00 pm on Tuesday 10 August 2010. A car going ahead, collided with a lamp post. The 40 year old male driver was slightly injured.

There does not appear to be any common causal factor in these accidents.

Nanny Marr Road.

- There have been 2 PICs on this section of road during the period; PIC reference B-00729-10 occurred in fine and dry weather at 11.55 am on Friday 9 July 2010. As a passenger was boarding a bus, she caught her ankle on the step. The 76 year old female was seriously injured; PIC reference B-00485-12 occurred in fine and dry weather at 5.35 pm on Wednesday 16 May 2012. Whilst overtaking a parked vehicle, a bicycle collided with an oncoming car. The 45 year old male driver of the car was slightly injured.

There does not appear to be any common causal factor in these accidents.

Nanny Marr Road/Ilisley Road junction.

- PIC reference B-00436-08 occurred in fine and dry weather at 11.00 pm on Sunday 6 April 2008. A car attempted to turn right and the car behind, attempting to overtake it, collided into it. The 16 year old male passenger in the overtaking car was slightly injured.

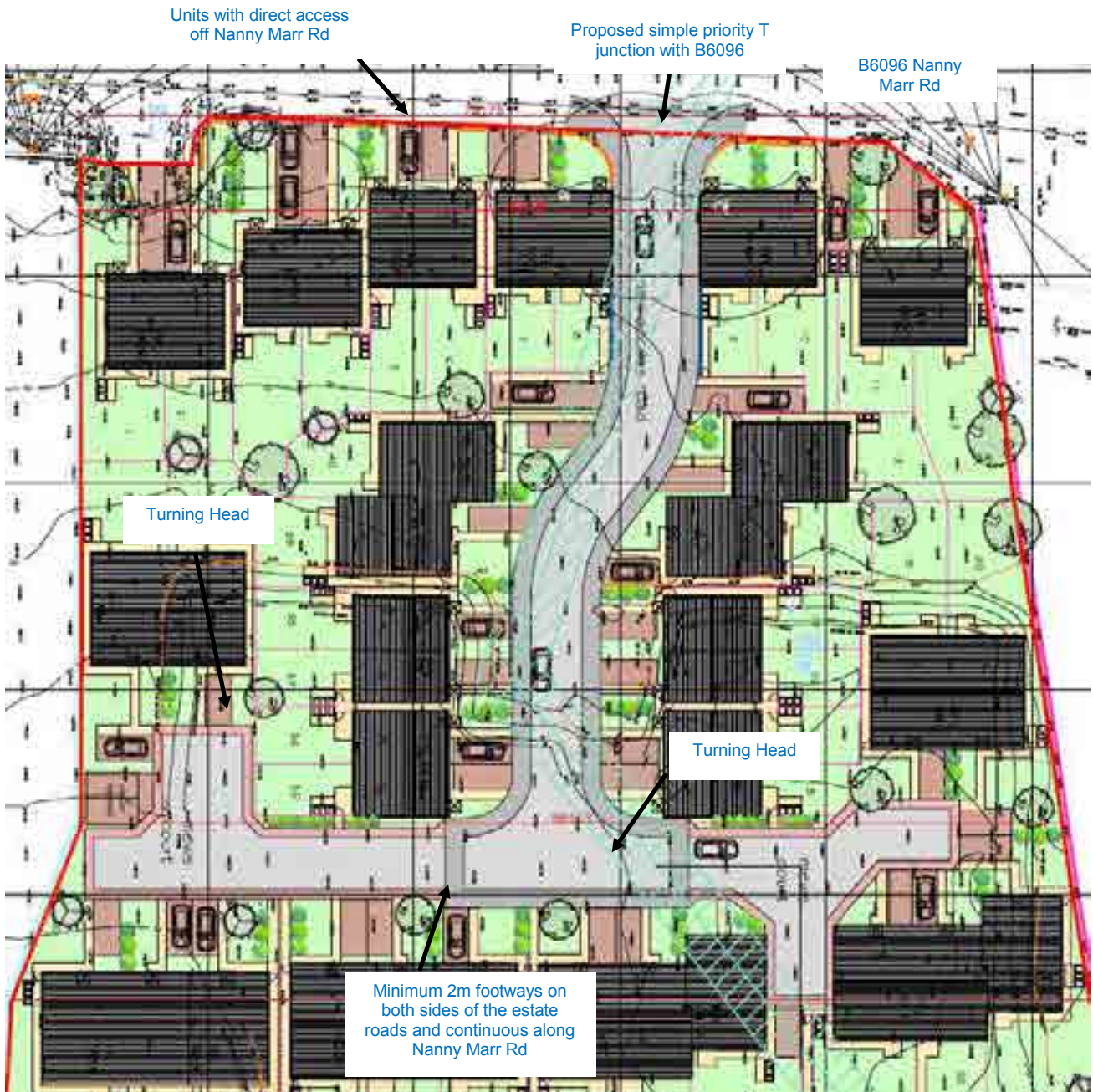
There does not appear to be any common causal factor in these accidents.

Summary

- 3.21 All PICs are regrettable. Having analysed the data, and taken into account the built environment in which they occurred, it can be reasonably concluded that collisions are not attributable to any particular design or other common occurrence so as to result in any requirements for mitigation.
- 3.22 There does not appear to be any discernible patterns to accidents at any of the junctions or carriageways in the vicinity of the proposed development. The prevailing cause for the collisions appear to be road user error and there is no apparent collisions issue in the area that would affect, or be affected by, the proposed development.

DEVELOPMENT PROPOSALS

4.1 The application site comprise 40 residential units on the land to the east of the B6096 Nanny Marr Road, Darfield, Barnsley, google maps link <https://goo.gl/maps/QaWfrAjxMu12>



SCHEDULE OF ACCOMMODATION				
Type A	2 bedroom	4 person bungalow	@ 68m ²	20
Type B	2 bedroom	4 person house	@ 75m ²	12
Type C	3 bedroom	5 person house	@ 85m ²	08
Total No. units				40

Figure 4.1
Illustrative layout

MOVEMENT AND ACCESSIBILITY STRATEGY

4.2 The proposed development is supported by a comprehensive movement and access strategy developed in the context of the current policy framework. The movement and access strategy is deliverable and provide a balanced approach between the various road user functions, taking account of constraints and opportunities and informed by key guiding principles, including:

- The promotion of road safety;
- Sustainability - minimising impact on the environment;
- Integration with the local community, promoting accessibility by non-car modes of travel; and
- The operational efficiency of the local and strategic networks.

Site Vehicular access

The proposed means of vehicular access shall be through a newly introduced simple priority junction directly off Nanny Marr Road as shown in Figures 4.1 & Appendix 2. A number of properties will have direct frontage, hence access onto Nanny Marr Road, keeping in with the character Nanny Marr Road and in line with the principles, aspirations and ethos of MfS which states that the proposed characteristics for a new junction should not be out of character with the rest of the street i.e. the local context should be considered and may have an influence on the final design.



*Figure 4.2
Residential Properties with frontages
along Nanny Marr Rd*

4.3 The proposed junction layout is in line with DMRB TD41/95 and TD 42/95 [Figure 4.2] which generally provide a number of basic direct access layout types which form the basis of local designs [Please refer to Figure 4.10 for AADT].

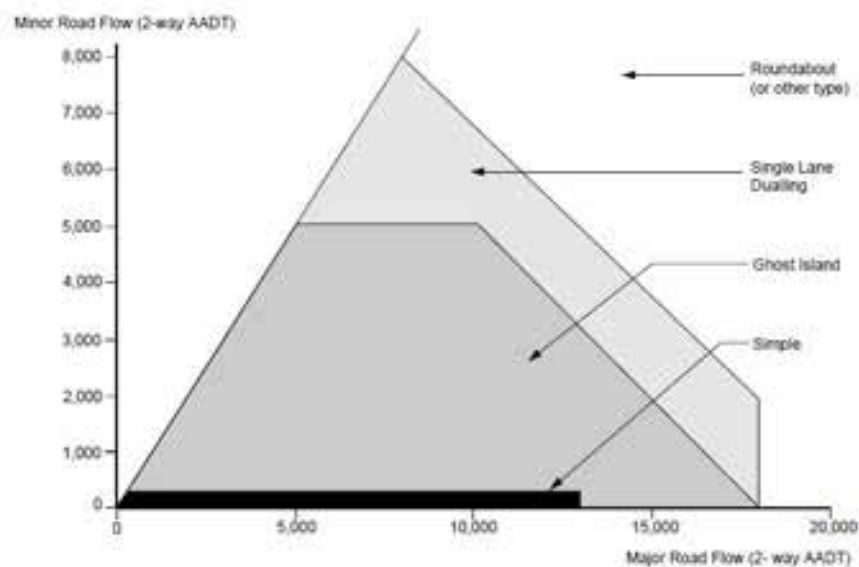


Figure 4.2
Extract from DMRB – Access layout types

4.4 The key junction and access road design parameters are:

- As a minimum, the initial 10m of the proposed access road should form a perpendicular with Nanny Marr Rd and be of a minimum of 5.5m width;
- The minimum width of 5.5m proposed for the main access road reflect the fact that this road will need to accommodate HGV / refuse vehicles travelling throughout the development;
- The alignment of both the main access road incorporate curves and junctions to encourage speeds appropriate to a residential area. Road widths will be constrained and no straight exceeds 70m;
- A 20mph zone is proposed to encompass all streets within the development site. Designation of a 20mph zone within this residential development will have safety benefits, reducing the likelihood and severity of road traffic accidents and will encourage walking and cycling;
- The roads and cul-de-sac will be designed to encourage vehicle speeds below 20mph, to complement the signed 20mph zone and ensure that the 20mph is self-enforcing.
- No unbound materials will be used in the surface treatment of the proposed vehicular accesses within 6m of the highway boundary.
- Where relevant, all roads will have a turning head and no private drive will exceed 6 dwellings;

-
- Parking spaces associated with the residential units should be in curtilage and be at 90 degrees to the kerb line;
 - If relevant, service strips will be provided and 2m footways on both sides of the road, continuous throughout the development;
 - All roads, footways, bridleways, cycleways, etc will be built to adoptable standards whether they are offered for adoption or remained private.
 - The road gradient should be no steeper than 1 in 15
 - Vehicle swept paths will be used to demonstrate how an BMBC refuse vehicle is able to enter and exit the site in a forward gear

Pedestrian and Cyclists

4.5 In overall terms the primary aims of the Movement Strategy in terms of walking are to:

- Provide a continuous network;
- Maximise convenience by ensuring that all routes are direct and reflect desire lines of movement;
- Ensure that usable, comfortable places are created and that crossing places are level;
- Make routes clear and easy to follow with good sightlines and signage;
- Create spaces that are safe, active and accessible to all.

4.6 Pedestrian footways of 2m minimum width will be provided on both sides, continuous throughout the development site and along the site access bellmouth linking to those along Nanny Marr Rd [Figure 4.1].

4.7 The site is located within the CIHT guidelines of local amenities [Figure 3.4 and para 3.5] and consequently based on the aforementioned connectivity [detailed in Chapter 3], a significant proportion of trips associated with the site will be made on foot or cycle.

Public Transport

4.8 Chapter 3 of the TS demonstrated that the site is served by existing bus routes that stop well within 400m from the middle of the site providing direct connections within Darfield and to Barnsley, Bolton, Doncaster and many local centres in between.

Servicing

4.9 It is anticipated that the development would attract the usual servicing requirements such as refuse collection, food deliveries and post. The development's design and layout allows for all movements and turning points to be accommodated within the site. Vehicles would be able to enter and exit the site in forward gear. Swept path analysis is attached in Appendix 2.



Figure 4.3
Extract – swept path analysis

Parking

4.10 Parking would be provided in line with SYSPD Car and Cycle Parking Standards:

Table 1 Maximum numbers of spaces allowed*			
Use	Barnsley Urban	Borough wide (excluding Barnsley Urban)	Threshold above which standard applies*
C3 Dwellinghouses			
Housing and flats	1 space for dwellings with 1 or 2 bedrooms	1 space for dwellings with 1 or 2 bedrooms	All development
	2 spaces for dwellings with 3 or more bedrooms	2 spaces for dwellings with 3 or more bedrooms	

Figure 4.4
Extract – SYSPD Parking

No. of Bedrooms	Total Units	LDD12	Parking Provision Provided
2	32	1 space per dwelling.	32
3	8	2 spaces per dwelling	16
Visitors	87	1 per 5 dwellings	8
<i>Total Parking provision</i>			56

Figure 4.5
Car parking provision

4.11 The proposed development will meet the standards for parking design set out in the South Yorkshire Residential Design Guide considering cycle, motorcycle and car parking as an integral part of the design of residential development. Particular attention is given to section B1.6 Off-street parking and will meet the technical requirements set out in annex 4B Street and parking geometry.

Notes:

- 4.12 Any garage provided with its vehicular door facing the highway, shall be sited a minimum of 6m from the highway boundary.
- 4.13 Drives should be 3m wide by 5.6m deep and 3.3m wide where they provide the main pedestrian access into the dwelling. Parking in tandem should be 11m deep;
- 4.14 Garages should have internal dimensions of 3m x 6m with at least 5.6m deep forecourts
- 4.15 In-curtilage vehicular accesses shall be constructed at right angles to the proposed highway boundary and will be provided with an appropriately constructed connection to the proposed carriageway;
- 4.16 One secure covered cycle parking space per dwelling will be provided; where a dwelling includes a garage, no additional storage would be required otherwise, a secure area will be provided within curtilage of dwelling.
- 4.17 On Shared Surfaces [if proposed] additional on-street visitor parking will be provided:

Visibility Splays

4.18 Drivers emerging from minor roads or accesses require adequate visibility in each direction to enable a safe manoeuvre to be made. Visibility splay envelopes are made up of two elements, the 'x' distance and the 'y' distance. The 'x' distance is the distance along the minor road (site access) from the give way line with the major road and the 'y' distance is the distance along the nearside kerb in both directions from the centre line of the minor road. Figure 4.6 shows the construction of a typical visibility splay:

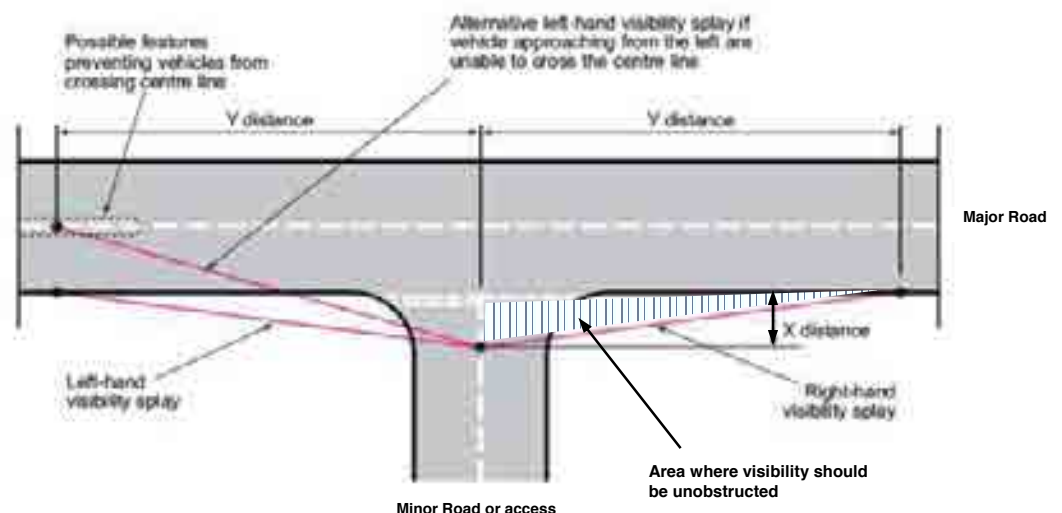


Figure 4.6
Visibility splay requirements

4.19 The suggested requirements for the minor road distance (dimension 'x') is dependent upon the type of minor access and the choice of setback distance is related to the forecast traffic using the access. Figure 4.7 indicates typical requirements:

Type of Minor Road	X – Dimension (m)
The 4.5m allows vehicles to move slowly up to the give way line and leave the junction without stopping and covers the situation where two light vehicles may want to accept the same gap in the main road traffic.	4.5
The minimum necessary for motorists to see down the major road without encroaching upon it. The 2.4m set back relates to normally only one vehicle wishing to join the main road at one time.	2.4
Single dwelling or small cul-de-sac of a half a dozen dwellings, or cases of lightly used accesses and the site conditions are particularly difficult [the latter being as a relaxation]	2.0

Figure 4.7
Typical Minor Road 'X' distance

4.20 The larger 'x' distance of 4.5 metres is used to reduce traffic delay on public roads and allows vehicles to move slowly up to the give way line and leave the junction without stopping. A shorter 'x' distance is appropriate as a reduced distance introduces an element of traffic calming, lowering vehicle speeds and hence, a minimum of 2.4 metres would be acceptable in this location.

4.21 In the light of recent research into vehicle stopping distances and highway safety a recent DfT approved publication 'Manual for Streets 2 – Wider Application of the Principles (MfS2), published at the end of September 2010 states the following:

- Paragraph 1.3.2 states *"It is clear from Table 1.1 that most of MfS advice can be applied to a highway regardless of the speed limit. **It is therefore recommended that as a starting point for any scheme affecting non-trunk roads, designers should start with MfS**".* The bold text is included within the publication itself and clearly supports the fact that vehicle stopping site distance variables are not dependent upon road classification or traffic volume, but only vehicle speed, driver perception-reaction time and deceleration
- Paragraph 1.3.6 states *"...It is only where actual speeds are above 40mph for significant periods of the day that DMRB parameters for SSD are recommended. Where speeds are lower, MfS parameters are recommended"*

NB - Definition of Street

- Manual for Streets 1 and 2 introduced the concept of a street and the different characteristics and design approach that applied for this type of road. The definition of a street is a road that:

- o has a speed limit of 40 mph or less and with measured 85th percentile speed of traffic generally below 40 mph;
- o is mainly built up on both sides with residential or a mix of residential and local facilities, shops and so on;
- o has a high place function eg direct frontage access, on street parking etc
- o In addition the proposed characteristics for a new junction should not be out of character with the rest of the street i.e. the local context should be considered and may have an influence on the final design.

4.22 As such, it is appropriate to implement MfS visibility splay standards to Nanny Marr Rd [which is 30mph and is in line with the definition of Street] and by implementing the MfS SSD calculations [Figures 4.8] **the required visibility splay is 2.4m x 43m.**

$$SSD = vt + v^2/2(d+0.1a)$$

where:
 v = speed (m/s)
 t = driver perception-reaction time (seconds)
 d = deceleration (m/s²)
 a = longitudinal gradient (%)
 (+ for upgrades and - for downgrades)

Design Speed	Vehicle Type	Reaction Time	Deceleration Rate
60kph and below	Light vehicles	1.5s	0.45g
	HGVs	1.5s	0.375g
	Buses	1.5s	0.375g
Above 60kph	All vehicles	2s	0.375g (Absolute Min SSD)
	All vehicles	2s	0.25g (Desirable Min SSD)

Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59

Figure 4.8
 'SSD calculations formula based on MfS [top]
 Derived SSDs for Streets – ref: MfS [Bottom Table]

Pedestrian Visibility Splays

4.23 Where relevant, pedestrian sight splays of 1.5 metres x 1.5 metres will be provided to achieve clear visibility at a height not exceeding 600 mm above the adjoining carriageway level. As necessary, this will be achieved by:

- Splaying back the building or wall abutting the entrance;
- By setting the building or wall back 1.5 metres behind the back edge of the footway;
- By widening the entrance by 1.5 metres each side.

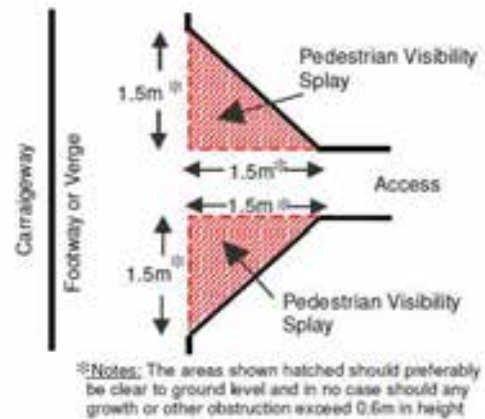


Figure 4.9
Pedestrian Visibility Splays

TRIP GENERATION

4.24 In order to predict the potential trips generated by the proposed development, estimates were prepared using the TRICS computer database. The TRICS database contains vehicle count surveys from existing developments across the United Kingdom and was searched for similar developments to give estimated trip generation for the Assessment. The main selection parameters used in the trip rate calculations for the existing development were:

- 03 - Residential A – Houses Privately Owned [to achieve a worst case scenario]
- 04 – Education B – Secondary [permitted use]
- 01 – Retail From ESJ Associates TA
- The TRICS database version used was 2015 v7.2.3;
- Sites in London, Northern Ireland, Republic of Ireland and Isle of Man were excluded;
- The AM peak hour is taken as 08:00 – 09:00;
- The PM peak hour is 17:00 – 18:00;
- Re-surveyed sites were filtered and the older data excluded; and
- The data was 'cross tested'.

LAND USE [TRICS REFERENCE CODE]	AM PEAK [08:00 – 09:00]				PM PEAK [17:00 – 18:00]			
	ARRIVAL		DEPARTURE		ARRIVAL		DEPARTURE	
	Factor per unit	Total trips	Factor per unit	Total trips	Factor per unit	Total trips	Factor per unit	Total trips
03 / A								
40 dwellings	0.159	6	0.393	16	0.377	15	0.181	7
Total peak hour trips	22				22			
<p><i>TRICS daily trip rate 4.560 [12 hrs] = 182 movements [arrivals + departures]. Applying S1 of COBA Manual, this is equivalent to 238 AADT [COBA factors use e=1.15, M=415, SI=1]</i></p> <p>Note - The TRICS database was filtered to reflect the location and nature of development, 17 sites were applicable. As the number of sites in the database is less than 20, TRICS advises against using 85th percentile.</p>								

Figure 4.10
Peak hour trips generated by the existing use

4.25 Figure 3.8 indicated that the site's permitted use as Secondary school for 900 pupils may generate some 260 and 35 movements [arrivals + departures] in the above shown AM and PM peak hours. The proposed residential development will generate far lower number of movements than the previous use as school.

4.26 Further...

- Although superseded, the technical principles of the DfT Guidance on Transport Assessment [GTA] are robust and suggest in Paragraph 2.11 that the thresholds below which a formal assessment may not be needed, and above which the preparation of a TS or a TA would be appropriate. The thresholds are based upon scenarios which would typically generate 30 two-way peak hour vehicle trips. However, the Guidance does further state that "Whilst there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to commence discussions".
- Highway England's Network Analysis Tool [NAT] suggests that NO material impact may occur because there is no link where development of the site would generate a two-way total of more than 30 trips. The NAT states:

No material impact – because there is no link where development of the site would generate a two-way total of more than 30 trips.

4.27 It is worth noting that the above vehicular movements are identical to those generated by the EJS Associates TA and have been used in testing the network and its operational capacity [Chapter 5]

4.28 As such, based on Figure 4.10 and the above discussion, the proposed development would not exceed the 30 movements' threshold and would have no material impact on the highway network hence, no further junction or highway capacity assessment is required.

CENSUS DATA & MULTI MODAL

4.29 In order to estimate the likely modal split associated with travel to/from the proposed development, the existing travel characteristics of local residents [employed and not working from home] which were recorded during the 2011 Census have been studied.

4.30 'Method of Travel to Work' data for citizens originating from within Darfield Ward has been obtained and is presented in Figure 4.11.

Mode of Travel	Percentage	Two-way Trips	
		AM Peak	PM Peak
Tram / Metro	0.0%	0	0
Train	1.4%	0	0
Bus	5.9%	2	2
Taxi	0.3%	0	0
Motorcycle	0.7%	0	0
Car	75.2%	22	22
Passenger	7.9%	2	2
Cycle	0.5%	0	0
Walking	7.6%	2	2
Other	0.4%	0	0
Total	100.0%	29	29

Figure 4.11
2011 Census Data – Method of Travel to Work
Person Trips by Mode

4.31 The percentage modal split detailed previously has been applied to the calculated vehicular generated trips presented in Figure 4.10, to derive the total number of multi modal person trips associated with the proposed residential development as shown in Figure 4.11.

4.32 Figure 4.11 indicates that on average, 75.2% of the Ward residents travel by single occupancy vehicle [SOV]. Assuming that similar travel patterns will be experienced at the proposed development, it would be expected that around 75% of trips to/from the application site will be made by car.

4.33 It can also be seen from the information provided above that car sharing and walking will likely represent the second and third most popular travel mode amongst residents, with around 15.5% of work based trips being made in these manners. The remainder of residents will adopt sustainable modes of travel, with approximately 7.3% of trips made by public transport [bus and train]. The total sustainable mode of travel [i.e. other than SOV] is 24.8%.

4.34 In this particular instance, the site is located in a much more highly sustainable location as discussed in Chapter 3 that many other local communities and it is therefore apparent that the provision of up to 40 residential units upon the application site will facilitate the needs of those electing to live and work within Darfield, Barnsley, Bolton and generally South and West Yorkshire, promoting the continued use of sustainable travel modes amongst local residents, thus fully according with the objectives of both the NPPF and South Yorkshire LTP3.

EXTENT OF IMPACT

- 5.1 As discussed in para 4.27, the proposed development may generate some 22 movements in the AM and PM peak hours, one movement every 3 minutes which is negligible and far lower than the previous use as Secondary School.
- 5.2 Further, as the DFT and HE 30 movements' threshold is not exceeded, the development proposals would have no material impact on the highway network and no further junction or highway capacity assessment is required.

JUNCTIONS CAPACITY ASSESSMENT

- 5.3 The TA associated with the food and non-food retail development took into account the trips generated by the residential site as well which were identical to those generated by this TS.
- 5.4 The EJS Associates TA tested the Nanny Marr Road / Barnsley Road / Garden St junction and the Site Access / Nanny Marr Rd junctions and a summary of their findings were as follows:
- 5.5 The EJS TA concluded:
 - Both the existing Nanny Marr Road/Barnsley Road/Garden Street junction and the proposed access road junction with Nanny Marr Road will perform well with the development in place.

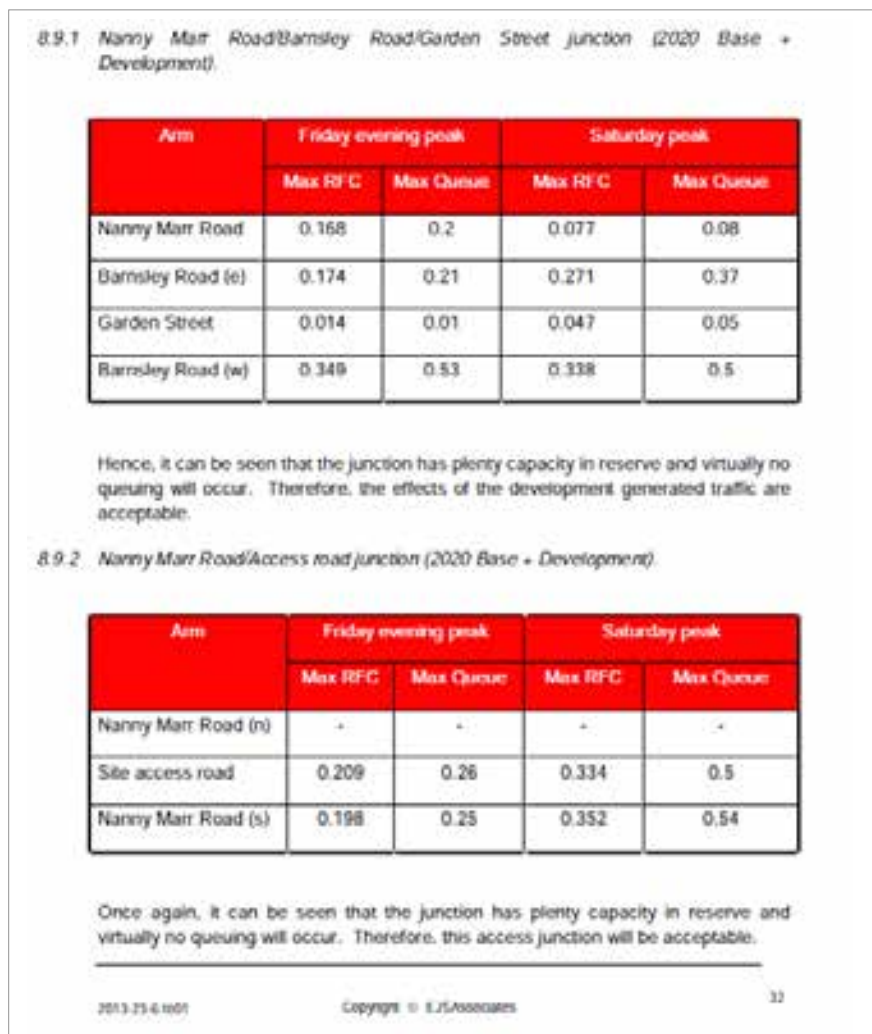


Figure 5.1
Extract from EJS TA
Junctions capacity assessment summary

TRAVEL INFORMATION / WELCOME PACK

- 5.6 Due to the limited number of residential units, a Travel Plan would not be of any value however, it is recommended that a Welcome Pack is produced and distributed to all residents. The Welcome Pack should include bus timetables, walk and cycle routes, carshare / liftshare information, etc.
- 5.7 The Welcome Packs information should be discussed with residents and their families at viewing stage and again upon taking occupation; families and residents will be presented with a travel pack at commencement of residency, including information on alternative modes of transport to the site. The pack will include current bus timetables, details of cycle facilities provided on site, details of local taxi operators and information on pedestrian and cycling routes to the site illustrated.
- 5.8 An indicative Welcome Pack contents would include:
- Information about travelling to the Site by sustainable means of transport;
 - How to access public transport information;
 - An offer to assist residents in producing a personalised travel arrangements, highlighting the travel options available to them and the benefits thereof; and
 - Encourage residents to make a decision about the best way to travel to and from this site by sustainable modes of travel.
- 5.9 The selling / letting agent would ensure that all residents are aware of the above initiatives and that all information / guidance are regularly maintained, updated and included on the development's website.

PROMOTING SMARTER CHOICES

- 5.10 The proposed development will deliver real incentives to encourage people to change their travel behaviour and to sustain these changes over the long term. The Welcome Pack introduces smarter choices aimed at achieving an overall goal of reducing the impact of traffic generated by the development and to improve accessibility.
- 5.11 The proposed development will deliver a Welcome Pack that draws upon a suite of techniques such as the implementation of a development website, car sharing promotional strategies and personalised travel planning.
- 5.12 Such measures will be underpinned by taking advantage of the sustainable location of the development in terms of its proximity to facilities and services as well as the existing physical improvements to the built environment delivered through the proposed development for good infrastructure for pedestrians, cyclists and public transport users.

FRAMEWORK TRAFFIC MANAGEMENT PLAN - CONSTRUCTION PHASE

- 5.13 Traffic Management Plan [TMP] provides a framework to better manage all types of HGV vehicle movement to and from construction sites. TMPs have environmental and sustainability benefits for local authorities, residents, developers, contractors and freight operators.
- 5.14 The TMP should identify where safe and legal loading can take place, defining proactive management of deliveries to reduce the number of vehicle movements and the use of more sustainable modes where possible.

Implementation – where applicable

- 5.15 The Principal Contractors, in liaison with the Highway Authority, Architects, Engineers, Project managers and where relevant, Highways England, would further develop and implement a TMP taking into consideration the recommendations of this study.
- 5.16 Traffic movements and site conditions recommendations include but not limited to:
- Immediately upon commencement, all deliveries, operatives and visitors to the Project will report to the security gate. This will be communicated to all early works contractors at their Pre-start meeting;
 - The main contractor should develop a logistics plan highlighting the access point for the project, loading bay, pedestrian / vehicular segregation, welfare, storage, security & material handling that will be enforced following the full Site establishment;
 - Contractors, visitors and staff will use existing pedestrian pathways until such time as the sites are enclosed and access control is operational;
 - As part of the construction period's mitigation measures, it is proposed that the construction HGV traffic be restricted between the hours of 07:00 – 09:00 and 16:00 – 18:00, Monday to Friday;
 - No site clearance or construction work shall take place on the site on Sundays or public holidays. On all other days no site clearance or construction work shall take place on the site outside of the following times: 0700 – 1900 Mon – Fri & 0800 – 1300 Saturdays
 - The construction materials 'lay down' areas will allow for a staggered delivery schedule throughout the day, avoiding peak and unsociable hours;
 - An integral part to the progress meetings held with all trade contractors is the delivery schedule pro-forma. In line with the recommendations of this study, all contractors should be required to give details of proposed timing of material deliveries to the site. At this stage they will be given a specific area for delivery;
 - The Traffic Management Plan and the control measures therein should be included within all trade contractor tender enquiries to ensure early understanding and acceptance / compliance with the rules that will be enforced on this project;

-
- Under no circumstance will HGVs be allowed to lay-up in surrounding roads. All personnel in the team will be in contact with each other and site management who in turn will have mobile and telephone contact with the subcontractors; and
 - If necessary, wheel washing facilities will be provided prior to exiting the site to maintain roads in a clean and safe condition.
- 5.17 The Principal Contractor would be encouraged to give serious consideration to local suppliers and priorities to those with premises adjoining the proposed development. This would enable construction materials to be delivered in the shortest possible distances, minimising the impact on the highways network.
- 5.18 Further, should any abnormal loads be delivered using the highways network, this would be programmed well in advance, notified to and in accordance with the Highways England [HE] and the Police and preferably between the hours of 22:00 and 05:00 [subject to the HE and traffic police agreement] and in line with the HE's latest abnormal loads procedures [ESDAL <https://www.gov.uk/esdal-abnormal-load-notification>].
- 5.19 HGVs must not arrive or leave the sites except between agreed hours. Any proposed HGV movements outside the agreed hours must be notified to the Construction Manager for prior approval with the Highway Authority and where relevant, the HE.
- Security / gatemen will be in position half an hour before start of work and before the earliest delivery time.
 - If relevant, persistent offenders will be reported to the Project Manager, who will action with the directors of the offending company.
- 5.20 All plant and vehicles would have engines isolated when not in use.
- 5.21 The Principal Contractor to provide a schedule, detailing the volume, timing, density and type of construction traffic in order to ensure that impact on the highways network is kept to a minimum.
- 5.22 Measures shall be developed to control the traffic on site and the Traffic Management Plan must be updated regularly as the project develops.
- 5.23 The Principal Contractor, in liaison with the Highway Authority, would install access signage for their construction traffic at designated areas to minimise the potential of vehicles taking the incorrect route. The Principal Contractor and site operators must abide by all restrictions associated with Planning Permission.

- 6.1 ipRT© Transport Planning has been commissioned by Partner to provide a Transport Statement [TS] for the proposed 40 residential units on the land to the east of the B6096 Nanny Marr Road, Darfield, Barnsley, google maps link <https://goo.gl/maps/QaWfrAjxMu12> .
- 6.2 The proposed development is in a highly sustainable location, adequately served by public transport and is accessible by walking and cycling.
- 6.3 The form of access will be a simple priority 'T' junction directly off Nanny Marr Road.
- 6.4 The development proposals are in line with the relevant national, regional and local transport policies.
- 6.5 Committed developments and highway network improvements have been considered as part of this TS.
- 6.6 It is anticipated that the development would attract the usual servicing requirements. The design and layout allows for all movements and turning points to be accommodated within the site.
- 6.7 Parking would be provided having regards to South Yorkshire Supplementary Planning Document [SYSPD] Car and Cycle Parking Standards.
- 6.8 Whilst all personal injury collisions (PICs) are regrettable, the overall level of accidents observed does not give undue cause for concern nor does there appear to be any discernible patterns to accidents at any of the junctions or carriageways in the immediate vicinity of the proposed development.
- 6.9 A Welcome Pack is recommended to promote sustainability and accessibility of the site and ensure that the non-material impact on the adjoining roads network is mitigated.
- 6.10 Detailed analysis indicates that the proposed development may generate a maximum of 22 movements / two-way trips in the AM & PM peak hours. The TS analysis, trips distribution and junctions capacity assessment has demonstrated that:
- The highway network is adequate to support the vehicle movements for the proposed development, so as not to be detrimental to highway safety of road users;
 - No mitigation measures are required; and
 - The development does not result in residual cumulative impact of development that is severe and thus should not be refused on transport grounds, as set out in Section 4, paragraph 32 of the NPPF.
- 6.11 It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact onto the highway network and as such, there are no transport / highways reasons for refusal of planning permission.

TERM	DEFINITION
AADT	Annual Average Daily Traffic. Average of 24 hours flows, seven days a week, for all days within the year
AAWT	Annual Average Weekday Traffic. As AADT but for five days, (Monday to Friday) only.
Accessibility	Accessibility can be defined as 'ease of reaching'. The accessibility objective is concerned with increasing the ability with which people in different locations, and with differing availability of transport, can reach different types of facility.
AM Peak	Denoting the morning peak period
AST	Appraisal Summary Table. This records the impacts of the scheme according to the Government's five key objects for transport, as defined in DfT guidance contained on its Transport Analysis Guidance web pages, Web TAG
ATC	Automatic Traffic Count, a machine which measures traffic flow at a point in the road.
AWT	Average Weekday Traffic. Average of Monday to Friday 24 hour flows.
CRF	Congestion Reference Flow. AADT flow at which a road is likely to be congested in the peak periods of an average day.
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
FTP	Framework Travel Plan
HGV	Heavy Goods Vehicle
Highways Agency	An Executive Agency of the Department for Transport, responsible for operating maintaining and improving the strategic road network in England
IP	Inter Peak. The time between the AM and PM peaks
Light vehicle	Not a HGV. For traffic flow data. It is a vehicle less than 5.2m in length
MfS	Manual for Streets
NRTF	National Road Traffic Forecast. This document defines the latest forecasts of the growth in the volume of motor traffic.
OGV1,OGV2	Other Goods Vehicle. OGV1=Goods Vehicles with 2 or 3 axes, OGV2=Goods vehicle.
PIC	Personal Injury Collisions
PM Peak	Evening peak period.
Severance	Community severance is the separation of adjacent areas by road or heavy traffic, causing negative impact on non-motorised users, particularly pedestrians.
SRN	Strategic Road Network
TA / TIA	Transport Assessment / Traffic Impact Assessment
TP	Travel Plan
TS	Transport Statement
TAG	Transport Analysis Guidance, as defined in Web TAG
TEMPRO	Trip End Model Presentation Program, DfT software which provides forecast data on trips for transport planning purposes.
VPD	Vehicles Per Day
Web TAG	DfT's website for guidance on transport studies at http://www.webtag.org.uk/

NATIONAL TRANSPORT POLICY

1. The Government's long term strategy for transport is set out in "The Future of Transport – a Network for 2030" (DfT White Paper, 2004). An underlying objective of the strategy set out in the White Paper is to deal with the pressures of increasing demand for travel by striking the right balance between environmental, economic and social objectives, now and into the future. In terms of the road network, this means:
 - New capacity, where it is needed and justified, on environmental and social grounds;
 - Locking in the benefits of new capacity through measures such as high occupancy vehicle lanes and tolling, where appropriate;
 - The Government leading the debate on road pricing and the opportunity this gives to motorists to make better choices;
 - Better management of the network; and
 - Using new technology, so the travelling public can make smarter journey choices.
2. In terms of enhancing local travel this means:
 - Freer-flowing local roads delivered through measures such as congestion charging;
 - More, and more reliable buses enjoying more road space;
 - Demand-responsive bus services that provide accessibility in areas that cannot support conventional services;
 - Looking at ways to make services more accessible, so that people have a real choice about how and when they travel;
 - Tackling the environmental impacts of travel by encouraging more sustainable travel choices through promoting the use of construction travel plans, workplace travel plans and personalised journey planning, and encouraging people to consider alternatives to using their cars, and
 - Creating a culture and improved quality of local environment, so that cycling and walking are seen as an alternative to car travel for short journeys, particularly for children.
3. The Local Transport White Paper, 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen' (January 2011) reiterates the Government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It explains how the Government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas. The White Paper also underlines the Government's direct support to local authorities, including through the Local Sustainable Transport Fund.
4. The five National Transport Goals are:
 - Goal 1: To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;

- Goal 2: To support economic competitiveness and growth, by delivering reliable and efficient transport networks;
- Goal 3: To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society;
- Goal 4: To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health; and
- Goal 5: To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

National Planning Policy Framework [NPPF]

5. The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities. The ministerial foreword states that the purpose of planning is to help achieve sustainable development and that:

"...We must house a rising population, which is living longer and wants to make new choices. We must respond to the changes that new technologies offer to us. Our lives, and the places in which we live them, can be better, but they will certainly be worse if things stagnate..."

"...So sustainable development is about positive growth – making economic, environmental and social progress for this and future generations. The planning system is about helping to make this happen."

6. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.
7. NPPF states that There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:
- **An economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
 - **A social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

-
- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
8. The above roles should not be undertaken in isolation, because they are mutually dependent.
9. The Presumption in favour of sustainable development; Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise – proposed development that accords with an up-to-date Local Plan should be approved.
10. Para 9 states: “Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to):
- making it easier for jobs to be created in cities, towns and villages;
 - moving from a net loss of bio-diversity to achieving net gains for nature;
 - replacing poor design with better design;
 - improving the conditions in which people live, work, travel and take leisure; and
 - widening the choice of high quality homes.
11. Delivering Sustainable Development:
- Building a strong competitive economy; the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country’s inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.
 - Ensuring the vitality of town centres; recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites;
 - **Promoting sustainable transport** [Chapter 9, para 29]; Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
 - *Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.* In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

- Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user.
- All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. *Plans and decisions should take account of whether:*
 - *The opportunities for sustainable transport modes have been taken up* depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - *Safe and suitable access to the site can be achieved for all people;* and
 - Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- *Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.* However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.
- Plans should *protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.* Therefore, developments should be located and designed where practical to [para 35]:
 - accommodate the efficient delivery of goods and supplies;
 - give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
 - *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians,* avoiding street clutter and where appropriate establishing home zones;
 - incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
 - consider the needs of people with disabilities by all modes of transport.
- A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.
- Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

- For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.
- If setting local parking standards for residential and non-residential development, local planning authorities should take into account:
 - the accessibility of the development;
 - the type, mix and use of development;
 - the availability of and opportunities for public transport;
 - local car ownership levels; and
 - an overall need to reduce the use of high-emission vehicles.
- Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.
- Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

LOCAL POLICIES

12. Please refer to Planning Statement. In addition:

South Yorkshire SPD & Barnsley Local Plan Policies - Transport

13. Core Strategy Policy CSP 25 / Policy T3 New Development and Sustainable Travel reads:

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

- 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

14. Policy T4 – New Development and Highway Improvement

- New development will be expected to be designed and built to provide safe, secure and convenient access for all road users.

15. Policy T5 – Reducing the Impact of Road Travel

BMBC will reduce the impact of road travel by:

- developing and implementing robust, evidence based air quality action plans to improve air quality
- working with our sub regional partners, fleet and freight operators to improve the efficiency of vehicles and goods delivery, and reduce exhaust emissions
- implementing measures to ensure the current road system is used efficiently.

EXECUTIVE SUMMARY

OUR STRATEGY

Sheffield City Region (SCR) is an area renowned for its strong industrial heritage and unique natural beauty. It lies at the heart of the UK, covering South Yorkshire (Barnsley, Doncaster, Rotherham and Sheffield) and parts of Nottinghamshire and Derbyshire, including the Peak District National Park. SCR has had a decade of rapid growth; it has re-established itself as a centre of advanced manufacturing and engineering, while also developing expertise in new areas such as digital media.

Despite its impressive transformation into a centre of 21st-century technologies, large parts of SCR still suffer from the effects of recession and deprivation. Some of the main urban areas are waiting to be redeveloped. Partners from across SCR have a vision to see it **offering people a great place in which to live, work, invest and visit.** Focusing on SCR's prosperity and growth, we want it **to make a greater contribution to the UK economy by having a local economy less dependent on the public sector, providing conditions for businesses to grow, and becoming the prime national centre for advanced manufacturing and low-carbon industries.** To make SCR such a place, we need **to keep people and goods moving effectively.**

The Sheffield City Region



This Transport Strategy has been developed jointly by the SCR partners. The strategy defines our priorities for our transport system, to be implemented over the next 15 years. It forms part of the Local Transport Plan for South Yorkshire, but it covers the wider SCR, which functions as a coherent economic area, with a transport system that also serves people from Chesterfield, Worksop, the Peak District and their vicinity. Formally, this strategy will influence spending priorities in South Yorkshire only, as the other counties are also developing their own transport strategies, but we are working in partnership so that this strategy is shared by all SCR districts.

OUR GOALS

The transport networks in SCR have to meet a range of needs and support different types of travellers or businesses. Our transport system needs to help people get around as easily as possible, in order to enable them to be economically, socially and physically active. Transport links should ensure that people are connected to a range of work, training, shopping and leisure opportunities which they can then choose from. We separate this overall vision into several different elements so that we can associate them with clear actions and then measure their outcomes.

Our first and primary goal is for the transport system to **support the economic growth of SCR**. We see SCR becoming a magnet for investment and business relocation; this requires improved connectivity to local and national destinations by reducing congestion, unreliability and overcrowding. SCR is set for major regeneration and redevelopment; this calls for providing new transport links as well as improving townscape in some places. We are determined to enable everyone in SCR to enjoy the benefits of employment and education; this entails making such opportunities easily accessible to those seeking them.

Our second goal is for the transport system to **enhance social inclusion and health**. The transport system needs to ensure that people in all parts of SCR have access to a variety of activities, paying particular attention to those who cannot easily afford their travel, to people who do not have access to a car and to those with other special needs. Transport improvements are necessary to provide good access to medical, social and community services. People's travel habits have a direct impact on their health, and we therefore intend to further encourage active means of travel so that people can remain fit for whatever activities they choose to take part in.

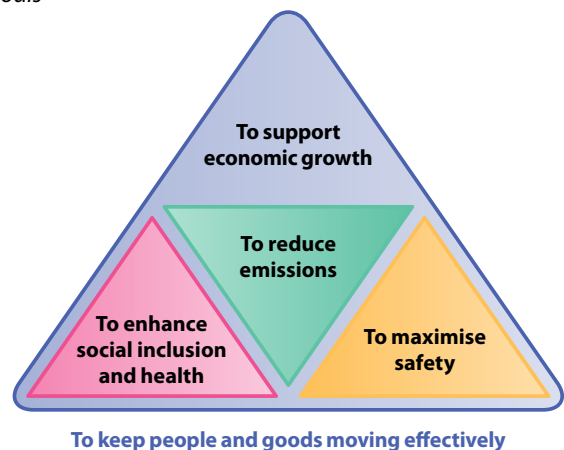
Our third goal is to **reduce the emissions from vehicles**, since they lead to air pollution and climate change. We mean to create a culture whereby people are happy to make sustainable travel choices and where economic prosperity goes hand-in-hand with carbon efficiency. We also intend to promote sustainability by establishing an integrated approach to transport and land use planning.

Our fourth goal is to make **transport increasingly safe and secure**, especially to those who are currently at a higher risk. People should become confident that they can use our transport networks free of harm and that their safety does not depend on which form of transport they use. This will have a direct impact on people's wellbeing, but also a more indirect benefit in economic terms.

The four goals are summarised in the figure below, alongside the need to keep people and goods moving effectively, which derives directly from our vision.



Our Goals



OUR POLICIES

To meet our goals we have created a set of 26 policies, A to Z, which summarise our highest priorities for transport improvements over the next 15 years. The specification of these policies has been supported by detailed analysis and based on firm evidence.

The policies are summarised in the table below. Together, these policies form a complete framework to guide all decision-making processes concerning SCR's transport system.

To support economic growth		
A	To improve surface access to international gateways	
B	To improve the reliability and resilience of the national road network using a range of management measures	
C	To promote efficient and sustainable means of freight distribution, while growing SCR's logistics sector	
D	To improve rail services and access to stations, focusing on interventions that can be delivered in the short term	
E	To ensure SCR is served by High Speed Rail	
F	To improve connectivity between major settlements	
G	To deliver interventions required for development and regeneration	
H	To develop high-quality public places	
I	To focus new development along key public transport corridors and in places adjacent to existing shops and services	
J	To apply parking policies to promote efficient car use, while remaining sensitive to the vulnerability of urban economies	
K	To develop public transport that connects people to jobs and training in both urban and rural areas	
L	To reduce the amount of productive time lost on the strategic road network and improve its resilience and reliability	
M	To ensure our networks are well-maintained	

Legend of cross-cutting topics:

- Squeezing more from our existing assets
- Ensuring our growth is sustainable
- Giving people choice
- Encouraging a cultural change

Our policies, A to Z

To enhance social inclusion and health		
N	To develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes	
O	To ensure public transport is accessible to all	
P	To work with operators to keep fares affordable, especially for travellers in need	
Q	To provide efficient and sustainable access to our green and recreational spaces, so that they can be enjoyed by all residents and attract tourism	
To reduce emissions		
R	To work to improve the efficiency of all vehicles and reduce their carbon emissions	
S	To encourage active travel and develop high-quality cycling and walking networks	
T	To provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices	
U	To support the generation of energy from renewable sources, and use energy in a responsible way	
V	To improve air quality, especially in designated AQMA areas	
To maximise safety		
W	To encourage safer road use and reduce casualties on our roads	
X	To work with the Police to enforce traffic laws	
Y	To focus safety efforts on vulnerable groups	
Z	To improve safety and the perception of safety on public transport	

OUR ACTIONS

The policies are designed so that they can be translated into actions. We have carried out work to forecast the likely impacts of these actions, and this has provided further justification to the full policy framework. The following are actions of a strategic nature that derive directly from our policies. Additional actions are presented in detail in the implementation plan and annual delivery programmes.

To support business growth in SCR, we will **improve interurban connectivity** by strengthening rail links to London, Manchester, Leeds and Nottingham on the Midland Main Line, East Coast Main Line and Trans Pennine routes. To facilitate employment opportunities we will also **create new links to major regeneration areas**, for example in East Doncaster, the Dearne Valley, Rossington, Waverley, the Lower Don Valley, Markham Vale and Junctions 36-37 of the M1.

Opening up opportunities for economic growth results in additional car trips and potentially increased levels of congestion. Enhanced activity on our transport networks is a welcome sign of economic vitality but might also give rise to levels of congestion that would thwart the efforts to make our area prosper.

A significant improvement to the performance of our networks will therefore be achieved via **active traffic management** on the motorways and the use of **intelligent traffic control systems** in both our road and rail networks. A **boost to the capacity and reliability** of these networks will be achieved through contingency planning and real-time event handling. As part of the effort to **relieve congestion hotspots**, we will also embark on a series of targeted improvements on routes such as the A57, A61 and Junction 34 on the M1.

There is clear evidence that the likely impact of population growth over the lifespan of the strategy, coupled with a considerable rise in car ownership, would be greater than the mitigating effect of these interventions. Extensive work to **provide a choice between car and other modes of travel**, especially for short-distance trips, would therefore be required in order to tackle further increase in congestion, loss of productive time, air pollution and high carbon emissions.

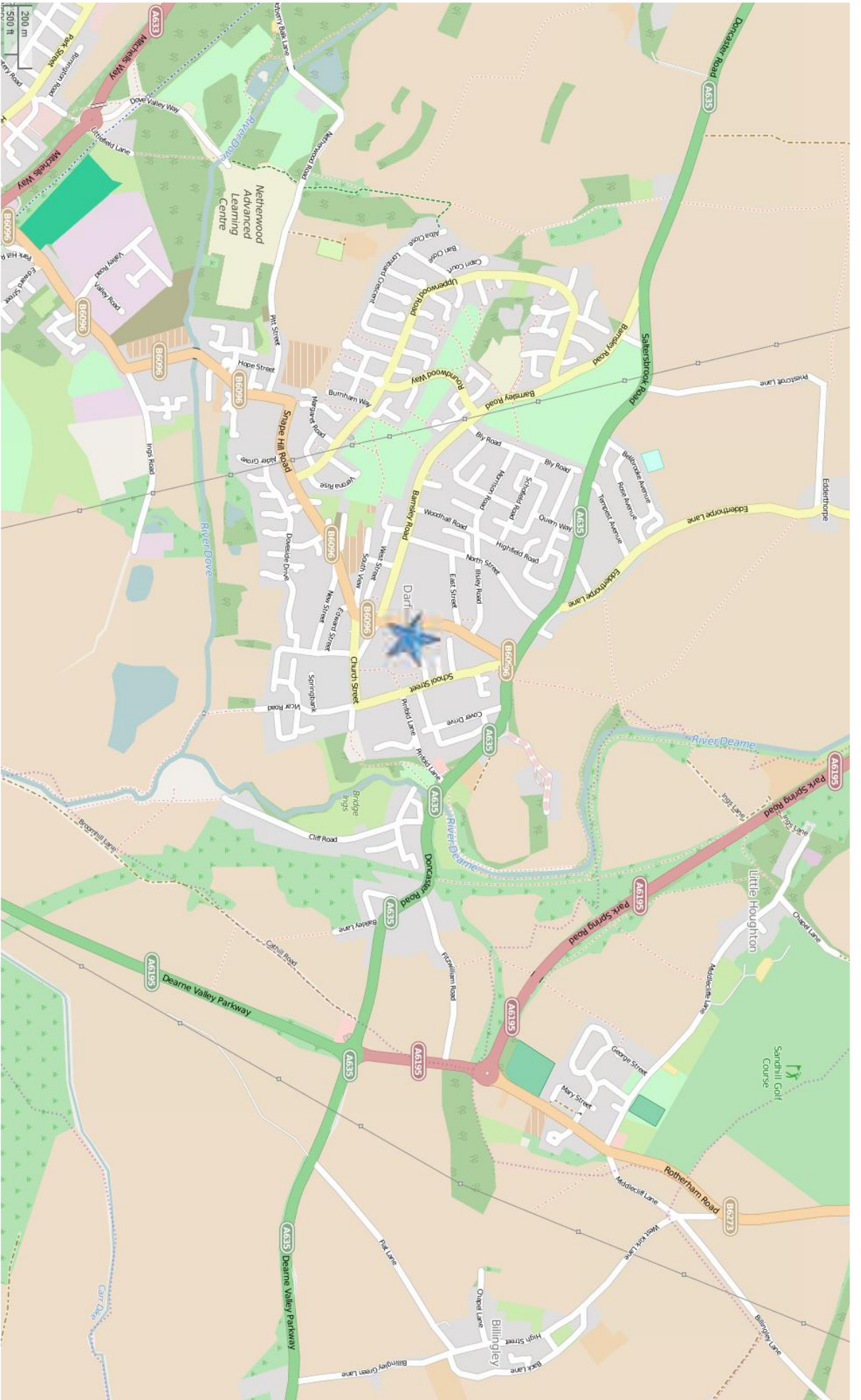
We will give people more travel options using a range of **public transport enhancements**, including the introduction of additional train and tram vehicles, improved links between Barnsley and Doncaster, the “tram-train” project between Sheffield and Rotherham, improved access to the redevelopment area around the Robin Hood Airport, and Park and Ride schemes on selected corridors.

We will also **design pedestrian-friendly streets and footpaths, create a continuous cycling network**, support car clubs and car sharing schemes, and make information about all these travel options easier to find and use. We will take action to **make a wiser use of energy** through assisting drivers in becoming more fuel-efficient, enforcing speed limits and encouraging the use of less polluting vehicles.

Our analysis indicates that even when all the measures listed above are combined, their joint effect is still not large enough to prevent the natural evolution of congestion and the associated risks to SCR’s economy and environment. For our actions to become truly effective, we will seek to **influence land use planning processes** so that the location of new development **reduces the need to travel** long distances. This will allow people to undertake most of their activities in central places, such as Barnsley’s Accessibility Improvement Zone, which are convenient for the users of all transport modes.

Our approach to traffic management in urban centres will acknowledge the **importance of parking provision** to local businesses, and the vulnerability of local economies to restricted access by car. Nevertheless, we will remain alert to increasing congestion in these centres, and will consider applying **measures to reduce congestion** over time.

There is strong evidence that the success of these actions depends on our ability to **apply them consistently and jointly as a combined package**. By introducing improvements to all travel modes, better management of our networks and an integrated spatial planning approach, transport will play a central role in helping SCR to thrive and flourish.



TITLE

SITE LOCATION

PROJECT

NANNY MARR ROAD

CLIENT

PARTNER

DRAWING NO / REF

Appendix 1
DESIGN

DATE

12/10/15
CHECKED

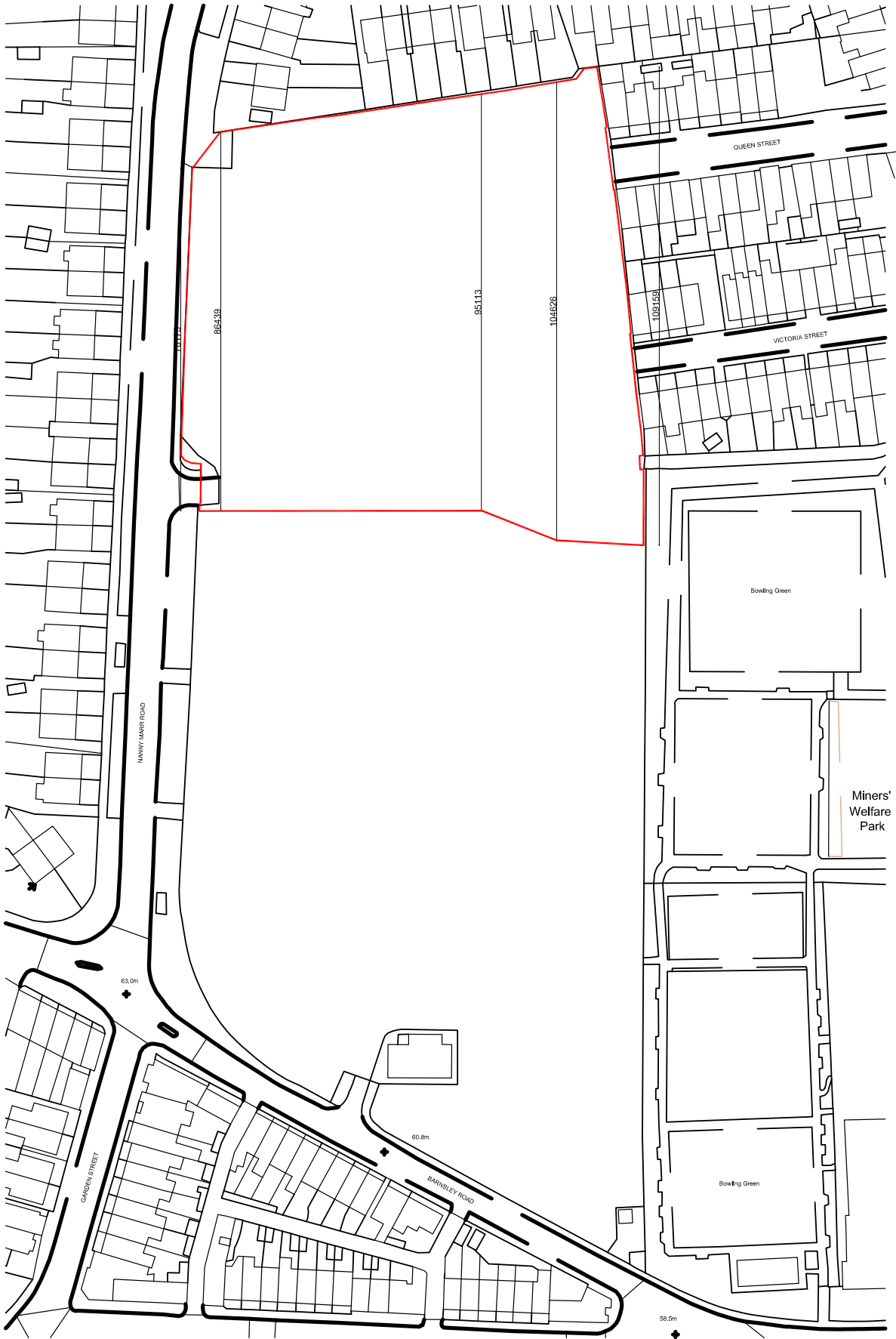
REVISIONS

Rev 0

KEY

Site





Red Line Plan scale 1:1250

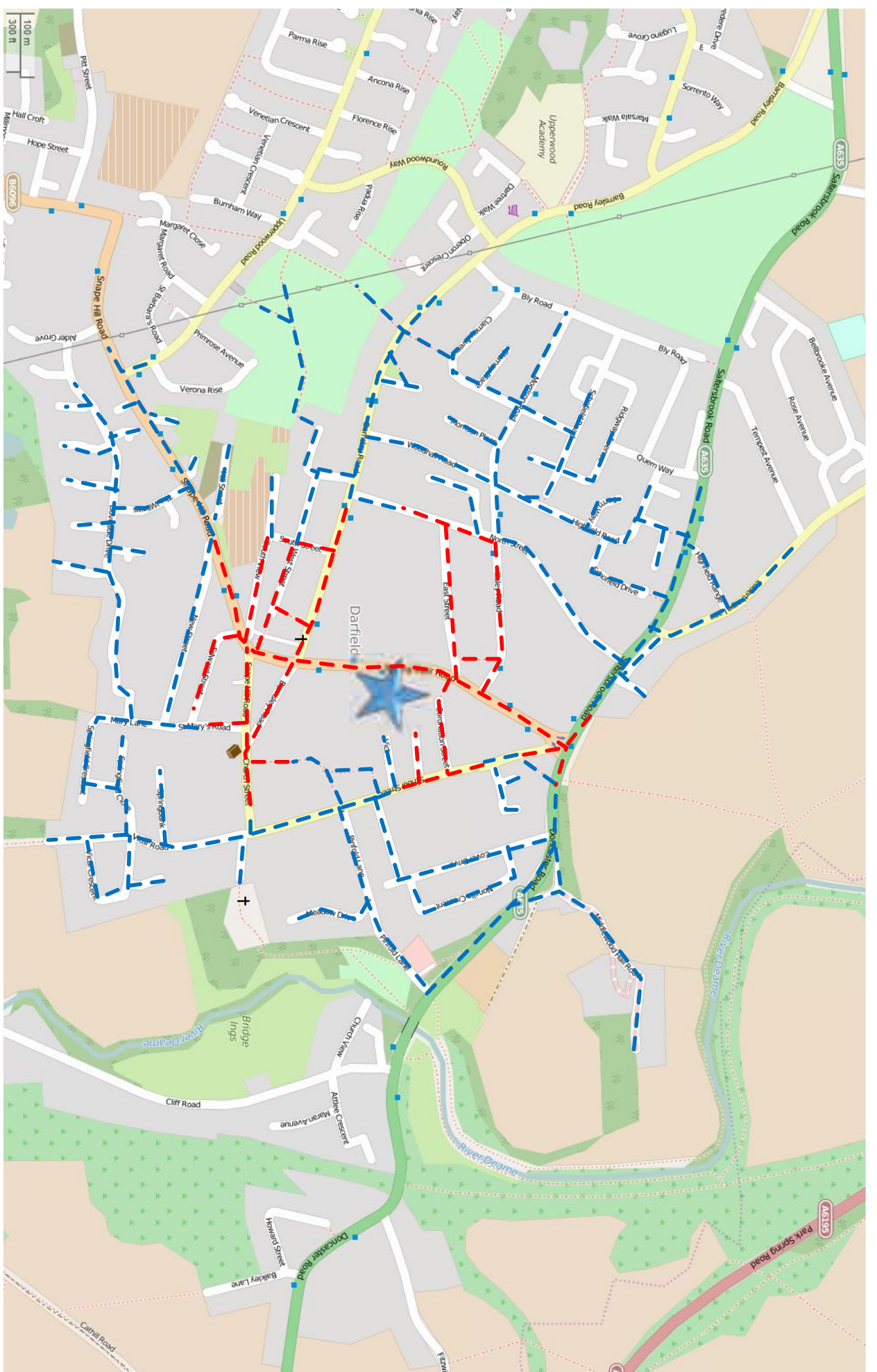
nicol thomas


Revision	Date	Details

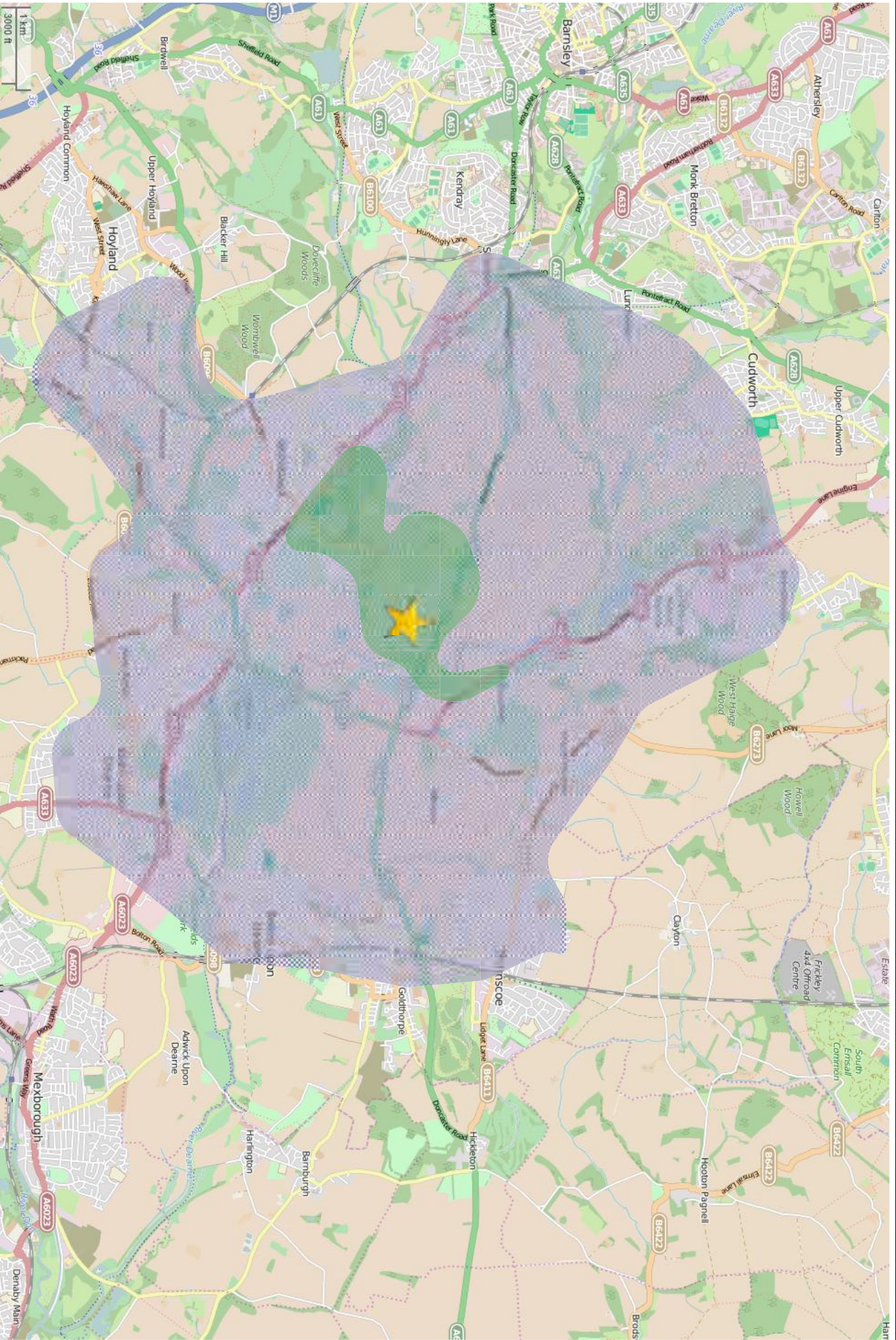
nicol thomas
 architects project managers construction cost consultants CDM co-ordinators
 Registered in England and Wales, Reg No. 21548329
 Quality Assured to BS EN ISO 9001:1994 Certificate Number GB 4723
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Client:		Partner Construction	
Job:		Nanny Marr Road, Darfield	
Drawing title:		Location Plan	
Drawing Number: (Job number)	M3894 (PL)	00	Revision:
Scale:	1:1250 @ A4		
Date:	November 2015		
Drawn by / checked by: J.L.W.			





TITLE WALK ISOCHRONES	PROJECT NANNY MARR ROAD	CLIENT PARTNER	DRAWING NO / REF Appendix 3	DATE 12/10/15	REVISIONS Rev 0	KEY 400m 800m
			DESIGN OH	CHECKED AW		
						



TITLE

CYCLE ISOCHRONES

PROJECT

NANNY MAAR RD

CLIENT

PARTNER

DRAWING NO / REF

Appendix 4
DESIGN

OH

DATE

12/10/15

REVISIONS

Rev 0

KEY

- 2000m
- 5000m



Calculation Reference: AUDIT-208601-151011-1009

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	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	1 days
	PK PERTH & KINROSS	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 22 to 59 (units:)
Range Selected by User: 20 to 60 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 24/03/14

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

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

Selected survey types:

Manual count	17 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	9
Edge of Town	7

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

Selected Location Sub Categories:

Residential Zone	16
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

C3	17 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	5 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	6 days
125,001 to 250,000	1 days
250,001 to 500,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	12 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	1 days
No	16 days

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

LIST OF SITES relevant to selection parameters

<p>1 AD-03-A-01 SEMI-DETACHED SPRINGFIELD ROAD</p> <p>ABERDEEN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 59 <i>Survey date: FRIDAY 18/05/12</i></p>	<p>ABERDEEN CITY</p> <p><i>Survey Type: MANUAL</i></p>
<p>2 CB-03-A-03 SEMI DETACHED HAWKSHEAD AVENUE</p> <p>WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: THURSDAY 20/11/08</i></p>	<p>CUMBRIA</p> <p><i>Survey Type: MANUAL</i></p>
<p>3 CF-03-A-03 DETACHED LLANTRISANT ROAD</p> <p>CARDIFF Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 29 <i>Survey date: MONDAY 08/10/07</i></p>	<p>CARDIFF</p> <p><i>Survey Type: MANUAL</i></p>
<p>4 DC-03-A-01 DETACHED ISAACS CLOSE</p> <p>POOLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 <i>Survey date: WEDNESDAY 16/07/08</i></p>	<p>DORSET</p> <p><i>Survey Type: MANUAL</i></p>
<p>5 EA-03-A-01 DETACHED TALISKER AVENUE</p> <p>KILMARNOCK Edge of Town Residential Zone Total Number of dwellings: 39 <i>Survey date: THURSDAY 05/06/08</i></p>	<p>EAST AYRSHIRE</p> <p><i>Survey Type: MANUAL</i></p>
<p>6 ES-03-A-02 PRIVATE HOUSING SOUTH COAST ROAD</p> <p>PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 <i>Survey date: FRIDAY 18/11/11</i></p>	<p>EAST SUSSEX</p> <p><i>Survey Type: MANUAL</i></p>
<p>7 FA-03-A-01 SEMI-DETACHED/TERRACED MANDELA AVENUE</p> <p>FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: THURSDAY 30/05/13</i></p>	<p>FALKIRK</p> <p><i>Survey Type: MANUAL</i></p>

LIST OF SITES relevant to selection parameters (Cont.)

8	GM-03-A-10 BUTT HILL DRIVE PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings: 29 <i>Survey date: WEDNESDAY</i> 12/10/11	DETACHED/SEMI	GREATER MANCHESTER	<i>Survey Type: MANUAL</i>
9	LC-03-A-30 WATSON ROAD BLACKPOOL Edge of Town Centre Residential Zone Total Number of dwellings: 24 <i>Survey date: FRIDAY</i> 14/06/13	SEMI-DETACHED	LANCASHIRE	<i>Survey Type: MANUAL</i>
10	LN-03-A-03 ROOKERY LANE BOULTHAM LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 <i>Survey date: TUESDAY</i> 18/09/12	SEMI DETACHED	LINCOLNSHIRE	<i>Survey Type: MANUAL</i>
11	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: TUESDAY</i> 16/10/12	SEMI DET. & BUNGALOWS	NORFOLK	<i>Survey Type: MANUAL</i>
12	NY-03-A-07 CRAVEN WAY BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: 23 <i>Survey date: TUESDAY</i> 18/10/11	DETACHED & SEMI DET.	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
13	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 <i>Survey date: MONDAY</i> 16/09/13	MIXED HOUSING	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
14	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: 23 <i>Survey date: WEDNESDAY</i> 18/09/13	PRIVATE HOUSING	NORTH YORKSHIRE	<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	17	37	0.086	17	37	0.280	17	37	0.366
08:00 - 09:00	17	37	0.159	17	37	0.393	17	37	0.552
09:00 - 10:00	17	37	0.153	17	37	0.165	17	37	0.318
10:00 - 11:00	17	37	0.135	17	37	0.145	17	37	0.280
11:00 - 12:00	17	37	0.135	17	37	0.159	17	37	0.294
12:00 - 13:00	17	37	0.132	17	37	0.123	17	37	0.255
13:00 - 14:00	17	37	0.178	17	37	0.160	17	37	0.338
14:00 - 15:00	17	37	0.170	17	37	0.220	17	37	0.390
15:00 - 16:00	17	37	0.215	17	37	0.140	17	37	0.355
16:00 - 17:00	17	37	0.303	17	37	0.186	17	37	0.489
17:00 - 18:00	17	37	0.377	17	37	0.181	17	37	0.558
18:00 - 19:00	17	37	0.241	17	37	0.124	17	37	0.365
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.284			2.276			4.560

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.

Parameter summary

Trip rate parameter range selected: 22 - 59 (units:)
 Survey date date range: 01/01/07 - 24/03/14
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 3

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

Calculation Reference: AUDIT-208601-151011-1011

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : B - SECONDARY

VEHICLES

Selected regions and areas:

02 SOUTH EAST		
SC SURREY		1 days
WS WEST SUSSEX		1 days
03 SOUTH WEST		
SM SOMERSET		1 days
05 EAST MIDLANDS		
NR NORTHAMPTONSHIRE		2 days
06 WEST MIDLANDS		
WM WEST MIDLANDS		1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
NE NORTH EAST LINCOLNSHIRE		1 days
NY NORTH YORKSHIRE		1 days
WY WEST YORKSHIRE		2 days
09 NORTH		
CB CUMBRIA		1 days
DH DURHAM		1 days
TW TYNE & WEAR		1 days
11 SCOTLAND		
FA FALKIRK		1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of pupils
 Actual Range: 456 to 1500 (units:)
 Range Selected by User: 456 to 1500 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 22/10/14

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	2 days
Wednesday	5 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	14 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	9
Edge of Town	4

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

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.

Filtering Stage 3 selection:

Use Class:

C2	2 days
D1	12 days

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

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	2 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	1 days
0.6 to 1.0	6 days
1.1 to 1.5	6 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	4 days
No	10 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.

LIST OF SITES relevant to selection parameters

<p>1 CB-04-B-02 SECONDARY SCH. HARRINGTON ROAD</p> <p>WORKINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 624 <i>Survey date: FRIDAY 21/11/08</i></p>	<p>CUMBRIA</p> <p><i>Survey Type: MANUAL</i></p>
<p>2 DH-04-B-01 SECONDARY SCHOOL REDHILLS LANE</p> <p>DURHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 1500 <i>Survey date: MONDAY 01/12/08</i></p>	<p>DURHAM</p> <p><i>Survey Type: MANUAL</i></p>
<p>3 FA-04-B-01 SECONDARY SCHOOL NEWLANDS ROAD REDDINGMUIRHEAD FALKIRK Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of pupils: 1076 <i>Survey date: THURSDAY 26/04/07</i></p>	<p>FALKIRK</p> <p><i>Survey Type: MANUAL</i></p>
<p>4 NE-04-B-01 SECONDARY SCHOOL FOXHILLS ROAD</p> <p>SCUNTHORPE Edge of Town Residential Zone Total Number of pupils: 520 <i>Survey date: MONDAY 19/05/14</i></p>	<p>NORTH EAST LINCOLNSHIRE</p> <p><i>Survey Type: MANUAL</i></p>
<p>5 NR-04-B-01 SECONDARY SCHOOL BECKET WAY</p> <p>NORTHAMPTON Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of pupils: 1100 <i>Survey date: WEDNESDAY 23/05/07</i></p>	<p>NORTHAMPTONSHIRE</p> <p><i>Survey Type: MANUAL</i></p>
<p>6 NR-04-B-02 SECONDARY SCH. NEWPORT PAGNELL ROAD HARDINGSTONE NORTHAMPTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 770 <i>Survey date: THURSDAY 20/11/08</i></p>	<p>NORTHAMPTONSHIRE</p> <p><i>Survey Type: MANUAL</i></p>
<p>7 NY-04-B-02 SECONDARY SCHOOL FULFORDGATE FULFORD YORK Edge of Town No Sub Category Total Number of pupils: 1300 <i>Survey date: FRIDAY 25/09/09</i></p>	<p>NORTH YORKSHIRE</p> <p><i>Survey Type: MANUAL</i></p>
<p>8 SC-04-B-02 SECONDARY SCH. SUMMERS ROAD FARNCOMBE GODALMING Edge of Town Residential Zone Total Number of pupils: 456 <i>Survey date: THURSDAY 21/10/10</i></p>	<p>SURREY</p> <p><i>Survey Type: MANUAL</i></p>

LIST OF SITES relevant to selection parameters (Cont.)

9	SM-04-B-01 DURLEIGH ROAD	SECONDARY SCH.	SOMERSET
	BRIDGWATER Edge of Town Residential Zone Total Number of pupils: 1073 Survey date: WEDNESDAY 21/10/09		Survey Type: MANUAL
10	TW-04-B-01 SALTWELL ROAD SOUTH	SECONDARY SCHOOL	TYNE & WEAR
	GATESHEAD Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of pupils: 1188 Survey date: THURSDAY 03/10/13		Survey Type: MANUAL
11	WM-04-B-02 PHILIPS STREET	SECONDARY SCH.	WEST MIDLANDS
	ASTON BIRMINGHAM Edge of Town Centre No Sub Category Total Number of pupils: 730 Survey date: WEDNESDAY 26/09/07		Survey Type: MANUAL
12	WS-04-B-02 ASHDOWN DRIVE	SECONDARY SCHOOL	WEST SUSSEX
	TILGATE CRAWLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 1327 Survey date: WEDNESDAY 28/11/07		Survey Type: MANUAL
13	WY-04-B-01 ELLERBY ROAD	SECONDARY SCHOOL	WEST YORKSHIRE
	LEEDS Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of pupils: 900 Survey date: WEDNESDAY 26/09/07		Survey Type: MANUAL
14	WY-04-B-02 WHINGATE ROAD	SECONDARY SCHOOL	WEST YORKSHIRE
	LEEDS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 1205 Survey date: THURSDAY 19/09/13		Survey Type: MANUAL

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

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	13	1011	0.041	13	1011	0.010	13	1011	0.051
08:00 - 09:00	14	984	0.172	14	984	0.117	14	984	0.289
09:00 - 10:00	14	984	0.023	14	984	0.018	14	984	0.041
10:00 - 11:00	14	984	0.011	14	984	0.011	14	984	0.022
11:00 - 12:00	14	984	0.012	14	984	0.011	14	984	0.023
12:00 - 13:00	14	984	0.011	14	984	0.015	14	984	0.026
13:00 - 14:00	14	984	0.013	14	984	0.015	14	984	0.028
14:00 - 15:00	14	984	0.024	14	984	0.019	14	984	0.043
15:00 - 16:00	14	984	0.077	14	984	0.121	14	984	0.198
16:00 - 17:00	14	984	0.029	14	984	0.056	14	984	0.085
17:00 - 18:00	12	1006	0.015	12	1006	0.023	12	1006	0.038
18:00 - 19:00	11	1050	0.015	11	1050	0.019	11	1050	0.034
19:00 - 20:00	1	770	0.049	1	770	0.042	1	770	0.091
20:00 - 21:00	1	770	0.008	1	770	0.029	1	770	0.037
21:00 - 22:00	1	770	0.000	1	770	0.039	1	770	0.039
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.500			0.545			1.045

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.

Parameter summary

Trip rate parameter range selected: 456 - 1500 (units:)
 Survey date date range: 01/01/07 - 22/10/14
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

PRECIPITATING FACTORS	MAIN CONTRIBUTORY FACTOR
Failed to give way	Behaviour - careless/thoughtless/reckless Failed to judge other person's path or speed Failed to look Looked but did not see Inattention
Failed to avoid vehicle or object in carriageway	Behaviour - careless/thoughtless/reckless Failed to judge other person's path or speed Failed to look Looked but did not see Inattention Excessive speed Following too close Lack of judgement of own path
Loss of control of vehicle	Impairment – alcohol Behaviour - careless/thoughtless/reckless Behaviour - in a hurry Inattention Excessive speed Inexperience of driving Interaction/competition with other road users Lack of judgement of own path Site details - bend/winding road Slippery road
Pedestrian entered carriageway without due care	Impairment – alcohol Behaviour - careless/thoughtless/reckless Behaviour - in a hurry Failed to judge other person's path or speed Failed to look Looked but did not see Inattention Crossed from behind parked vehicle etc.
Poor turn / manoeuvre	Behaviour - careless/thoughtless/reckless Failed to judge other person's path or speed Failed to look Looked but did not see Inattention Excessive speed Lack of judgement of own path



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