PARAGON HIGHWAYS



Snape Hill Road, Darfield
Barnsley
Transport Statement

October 2020 **Project 1780**

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Quality Management

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Date	**October 2020**			
Prepared by	**PAH**			
Checked by	**JJH**			

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1 INTRODUCTION

1.1.1 Paragon Highway Consultants has been appointed to prepare this Transport Statement relating to a proposed development of circa 31 no. dwellings at a site located off Snape Hill Road, Darfield in the district of Barnsley. Appendix A shows the site location in relation to the regional and local highway network.

1.1.2 The site is currently undeveloped and recent discussions have been held with the Local Authority in respect of its development potential. The site is located within Darfield, a suburb of Barnsley, some 6.8km to the south east of Barnsley town centre and is within close proximity of the surrounding areas of Wombwell, Great Houghton, Goldthorpe, Bolton on Dearne and Brampton.

1.1.3 The development will comprise of 31 no. additional dwellings consisting of terrace and semi-detached dwellings served off a shared surface access road with turning heads at the head of each cul-de-sac laid out to accommodate a South Yorkshire refuse vehicle.

1.1.4 Each new property will have a minimum of 2no. off street parking spaces together with suitable visitor parking provision.

1.1.5 This Transport Statement will therefore present the proposals in relation to current guidance and data. The sustainability and traffic impact associated with the current development proposals will also be included within this report.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The application site mostly consists of an area of land to the north of an access that is identified as Hill Street. The site is at a higher level than the existing highway.

2.1.2 The site is bounded by Hill Street to the south, residential development to the north, open land to the west and outbuildings associated with a "smallholding" to the east.

2.2 Local Highway Network

2.2.1 The sites main frontage is to Hill Street, a private street that is to be upgraded as part of a development of 4 detached houses and 10 semi-detached houses approved under planning application ref: 2014/1502. The relevant details for the road construction / alignment have been approved in principle by Barnsley Council. Hill Street runs from its simple junction with Snape Hill Road (which is to be improved as part of the 2014 approval) north then westerly into a cul-de-sac. Hill Street provides access to residential properties only. When completed it will be laid out to adoptable standards with an informal road layout.

2.2.2 Snape Hill Road is a two-way single carriageway with footways provided on both sides. The carriageway is approximately 6.0m in width with the footways varying between 1.2 and 1.7 metres in width. The carriageway and both footways are suitable in terms of width and layout for their day to day use. Street lighting to main road standards is provided along Snape Hill Road and it is the subject of a 30mph speed limit. A considerable portion of Snape Hill Road is covered by Traffic Regulation Orders (TROs) restricting on street parking and waiting. See photograph below of Snape Hill Road looking south west close to the point of access.



2.2.3 Snape Hill Road is a bus route with fare stages located both to the east and west of the site access. It is a busy route with a noticeable increase in traffic movements at the recognised peak times.

2.2.4 Further details of the bus services and other modes of sustainable travel available locally are shown in section 2.4 Transport Sustainability - below.

2.3 Road Traffic Accidents

2.3.1 The personal injury accident records for the five year period up to December 2019 have been obtained from Crashmap.co.uk, and includes 100 metres to either side of Hill Street junction with Snape Hill Road. The accident data is included at Appendix B.

2.3.2 The accident search has revealed that there was 1no. reported injury accident with the incident occurring to the south west of the Hill Street junction.

2.3.3 The collision was classified as slight with the collision occurring in February 2016.

2.3.4 This accident occurred in February during darkness with street lights present and lit. The carriageway surface was wet. The accident involved 2 vehicles (both vans or light good vehicles) with one vehicle parked on the carriageway and the second vehicle colliding with the rear of same. The injuries received to the occupants of the stationary vehicle were classified as slight.

2.3.5 Whilst acknowledging the above information the injury accident record in the vicinity of the site does not indicate a major road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of the potential peak hour flows related to the development proposals.

2.4 Transport Sustainability

2.4.1 The new National Planning Policy Framework (NPPF) was published in February 2019. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's) and the former NPPF. The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 9 the new NPPF.

2.4.2 However, the former guidance within PPG 13 is still useful in relation to walking and cycling distances as a reference and the relevant policies within the Council's Local Plan also still apply.

2.4.3 The catchment areas for the preferred maximum walking distances are shown on the plan at Appendix C.

2.4.4 The former guidance given in PPG 13: Transport stated that 'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km'. The 2km walk catchment area plan is included at Appendix C. This demonstrates that Darfield and all local facilities including schools, retail including supermarkets and primary healthcare are all within walking distance of the application site. The large Netherwood Academy and the commercial development off the Station Road are within walking distance of the site providing opportunity for significant employment opportunities.

2.4.5 Footways and street lighting are provided to both sides of the local highway network. Tactile paved crossing facilities are provided at many of the local junctions and also at the zebra crossing facility within the town centre.

2.4.6 With regards to cycling, again the former guidance in PPG 13: Transport states that "Cycling also has the potential to substitute for short car trips, particularly those under 5 km and to form part of a longer journey by public transport". The plan at Appendix C also shows the 5km cycle catchment area from the site. Within the cycle catchment are the local settlements of Goldthorpe (part), Brampton, Wombwell and its rail station, Hemmingfield and Great Houghton.

2.4.7 There are large commercial areas located along the Wath Road, Valley Way and also the Barnsley Road which are all accessible by cycle.

2.4.8 The National Cycle Route 62 runs to the north of the aforementioned commercial sites providing good connectivity with same and the wider cycle route network and additional outlying areas.

2.4.9 The site is well located in terms of access to public transport for residents and visitors. The nearest stops are located on Snape Hill Road, Barnsley Road and Upperwood Road a maximum distance of 320 from the application site (Barnsley Road). The majority of the local stops on all 3 routes have the benefit of passenger shelters and timetable cases. The services available from these points are shown in Table 1 below:

Service Number	From - To	Frequency Mon - Sat	Late evenings and Sundays
Snape Hill Road **219**	Doncaster – Sprotbrough – High Melton – Harlinbgton - Goldthorpe – Thurnscoe – Great Houghton – Darfield – Stairfoot - Barnsley	60 mins	60 mins
Barnsley Road **218**	Barnsley – Mexbrough – Kilnhurst – Rotherham	30 mins	60 mins

Upperwood Road **27**	Barnsley – Grimethorpe – Darfield – Wombwell	30 mins	60 mins

Table 1

Bus Services

2.4.10 The regular bus services highlighted in Table 1 above show that there are 5 bus services per hour from the local stops to the large town of Barnsley and many local settlements and towns. There is also an hourly service to Doncaster. The 27 service also calls at Wombwell which is the nearest rail station to the site. Barnsley has excellent connections to all associated local amenities, employment opportunities and other transport links.

2.4.11 Wombwell Rail Station is within cycling distance of the proposed site, allowing for onward travel to a variety of locations such as Sheffield, Leeds, Huddersfield and Barnsley. The station has a number of cycle spaces all covered by cctv. There is also a station car park. This provides the opportunity for multi modal travel.

2.4.12 The site is in a very sustainable location being within proximity of local bus services on numerous local streets which provide excellent connectivity to the town of Barnsley and the local settlements of Mexborough, Grimethorpe and Wombwell. Wombwell Rail station is within cycling distance and allows for onward travel to further locations including Leeds, Sheffield, Barnsley and Huddersfield. All these locations provide a multitude of amenities, facilities, transport, and employment opportunities. Therefore, the site conforms to current Government directives for ensuring development are in a sustainable location.

2.4.13 From the above it is evident that the site benefits from being in proximity to a very good frequency of public transport links for travelling around the local and regional area.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are to construct a new access off the approved Hill Street which is to be upgraded as part of the 2014 planning approval for the erection of 14 dwellings.

3.1.2 The development will comprise of 29no. terrace dwellings and a pair of semi-detached dwellings.

3.1.3 Access to the development for pedestrians would be made via the existing access of the Snape Hill Road which will be laid out as a formal junction arrangement leading to shared surface streets.

3.2 Access

3.2.1 The site access onto the major road network has already been approved by the Local Authority with reference to the 2014 application. Visibility splays are shown at the junction of Hill Street with Snape Hill Road of 2.4 x 73 metres to the east and 2.4 x tangent to the west. The access from the site onto Hill Street will be laid out as a minor informal road junction.

3.2.2 Pedestrian access to the site will be made via the previously approved road layout and then follow the line of the proposed new shared surface highway.

3.2.3 The information available on the Crashmap database for the period up to December 2019 inclusive identifies that the local highway network does not have a major road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of the development proposals.

3.2.4 Each dwelling will have a suitable collection point for road side refuse collection and the layout will allow for suitable access and turning arrangements for a South Yorkshire size refuse vehicle.

3.3 Parking Provision

3.3.1 The proposals are for a residential development with all dwellings having curtilage parking inclusive of garaging in some cases. The dwellings will have a minimum of 2 parking spaces per dwelling with 6no. visitor parking spaces.

3.3.2 In terms of cycle parking, Barnsley Council have adopted cycle parking standards. Using this guidance, the development would require 1 parking space per dwelling. These cycle spaces will be accommodated in the garages where they are available and in sheds located within the rear gardens for those properties without a garage.

3.3.3 An electric vehicle charging point will be installed in accordance with current guidance to promote sustainable transport by encouraging low carbon forms of transport. The EVC points will be located in suitable locations to enable easy access for residents.

3.4 Traffic Impact

3.4.1 The development will consist of circa 31 no. dwellings which will be accessed from a previously approved improved access road namely Hill Street and the associated traffic generations in relation to the network peaks has been assessed utilising the TRICs database.

3.5 Trip Generations

3.5.1 The TRICS database has been used to derive the peak hour generation rates for this level of residential development. The derived rates are given in the table below:

Residential Dwellings	Arrive	Departure	Two Way
AM Peak	0.114	0.327	0.441
PM Peak	0.270	0.156	0.426

Table 2: Generation Rates

3.5.2 Using generation rates in the table above for 31no. units the following traffic flows can be calculated for the proposed development:

Residential Dwellings	Arrive	Departure	Two Way
AM Peak	3.534	10.137	13.671
PM Peak	8.37	4.836	13.206

Table 3: Potential Traffic Generations

3.5.3 Based on the TRICs data the development would be anticipated to generate between 13 and 14no. trips at the recognised peak periods.

3.5.4 Using a worst-case scenario of say 08. trips per dwelling at the network peaks this would still only see an additional 25no. trips through the junction with Snape Hill Road. This worst case will still not result in capacity issues at the junction.

3.5.5 Based upon the above it can only be agreed that the proposed development would not have a material or severe impact on the local highway network in terms of capacity or safety.

3.5.6 It is considered that the relatively low level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local highway network. Therefore the level of traffic generated by the proposals can be accommodated and would not provide a significant impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

4 TRANSPORT POLICY

4.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Transport Statement and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

4.1.2 The new National Planning Policy Framework (NPPF) was published in February 2019. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's) and the former NPPF. The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 9 the new NPPF.

4.1.3 However, the former guidance within PPG 13 is still useful as a reference until such time as the Local Planning Authority publishes their area specific transport policies.

4.1.4 Paragraph 108 of the NPPF states that "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

Considerations	Proposals
Consider the potential impacts of development on the transport network;	This matter will be dealt with as part of Section 3.4 – Traffic Impact
Opportunities to promote cycling, walking and public transport use are identified;	A Travel Plan could be conditioned as part of any approval which would promote sustainable transport initiatives
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places;	On-site parking will be provided for a residents and access for the largest vehicle anticipated to access the site has ben accommodated.
Allow for the efficient delivery of goods, and access by service and emergency vehicles;	Access for all the emergency services and goods vehicle will be available via the public highway.
Include within the design for the charging of plug in and ultra-low emission vehicles in safe and convenient locations.	Charging points for plug in vehicles will be provided as part of the development proposals.

4.1.5 Paragraph 110 of the NPPF states 'applications for development should:

- give priority first to pedestrian and cycle movements, both within the scheme and neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduce mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient location.

4.1.6 The location of the development in a sustainable position close to good bus routes and commercial area and being within walking and cycling distance of local amenities generally meets the requirements of National Policy.

5 CONCLUSIONS

5.1.1 This statement considers the proposals for a development of circa 31no. dwellings at a site located off the Snape Hill Road, Darfield, Barnsley.

5.1.2 The statement shows that the proposed development, sustainability, traffic generations and parking proposals are considered to be acceptable in terms of highway safety, capacity and sustainability.

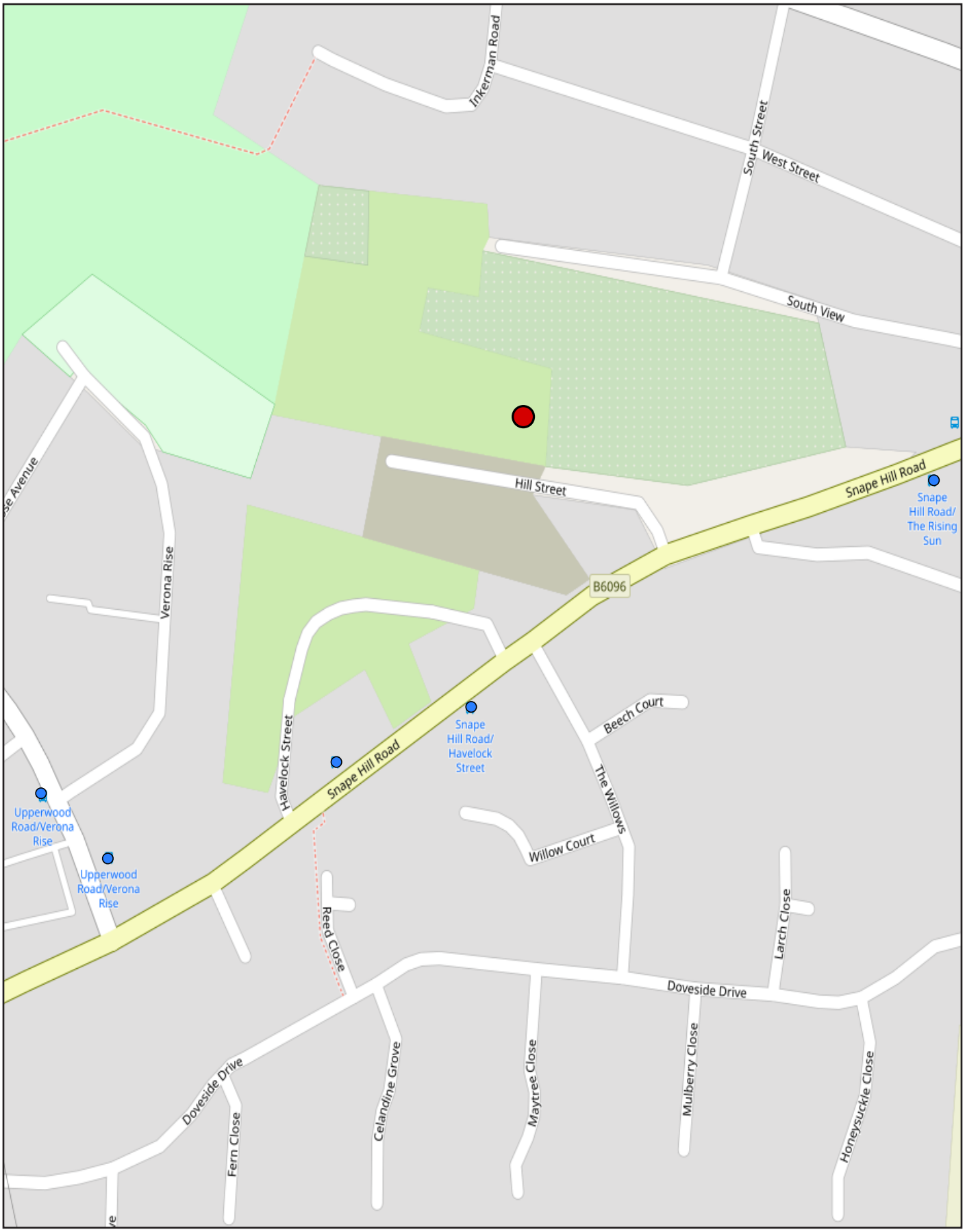
5.1.3 EVC points will provided for each new dwelling.

5.1.4 The car parking provision is considered acceptable having regard to the nature and scale of the development, its location, and adjacent commercial areas, together with its proximity to Darfield, Wombwell and Barnsley.

5.1.5 It is therefore concluded that the development is considered acceptable, and that there are no highway safety, capacity or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



Legend:

- Site Location
- Closest Unique Bus Stops

PARAGON HIGHWAYS
Unit 6 The Office Campus
Paragon Business Park
Wakefield Wf1 2uy

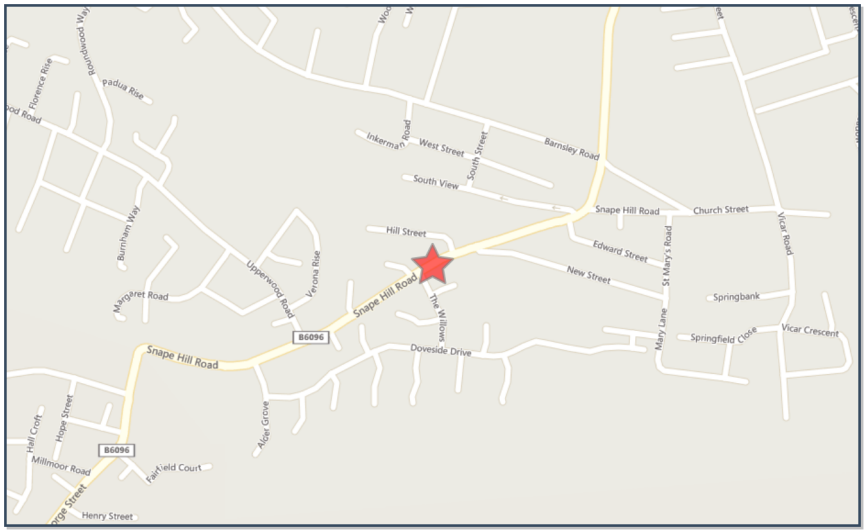
Appendix B

Road Traffic Accidents

crashmap.co.uk

Crash Date:	Saturday, February 06, 2016	**Time of Crash:**	5:55:00 PM	**Crash Reference:**	**2016140045375**

Highest Injury Severity:	Slight	**Road Number:**	B6096	**Number of Casualties:**	3
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	441231 404220
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	8	Male	36 - 45	Vehicle is parked in the carriageway	Back	Other	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	8	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

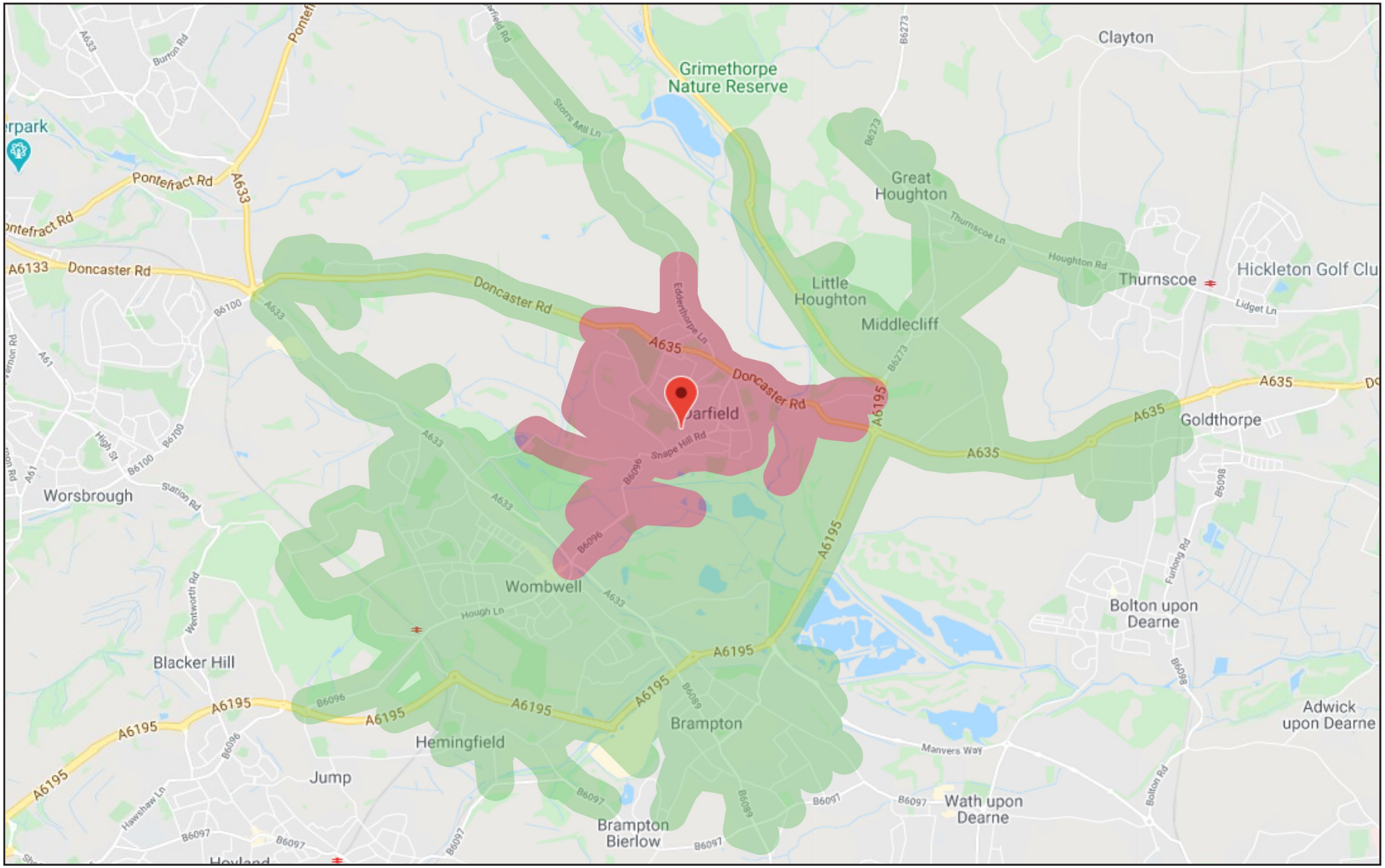
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
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Appendix C

Pedestrian & Cycle Catchment



Legend:

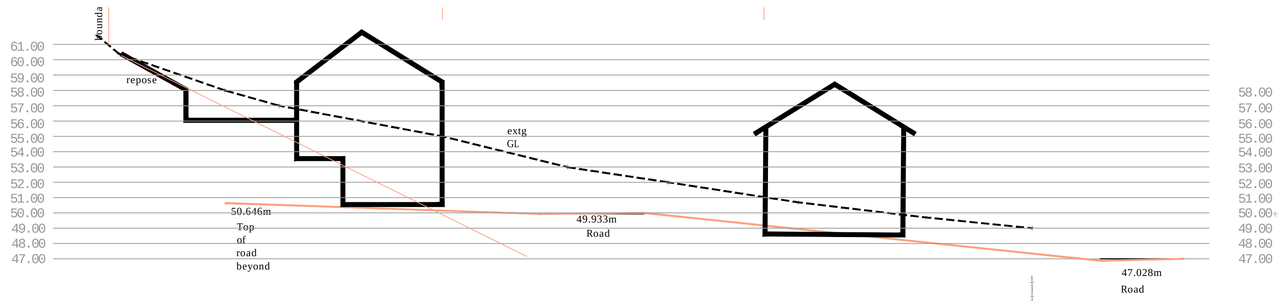
- 5km Cycle Catchment
- 2km Walking Catchment
- Site Location

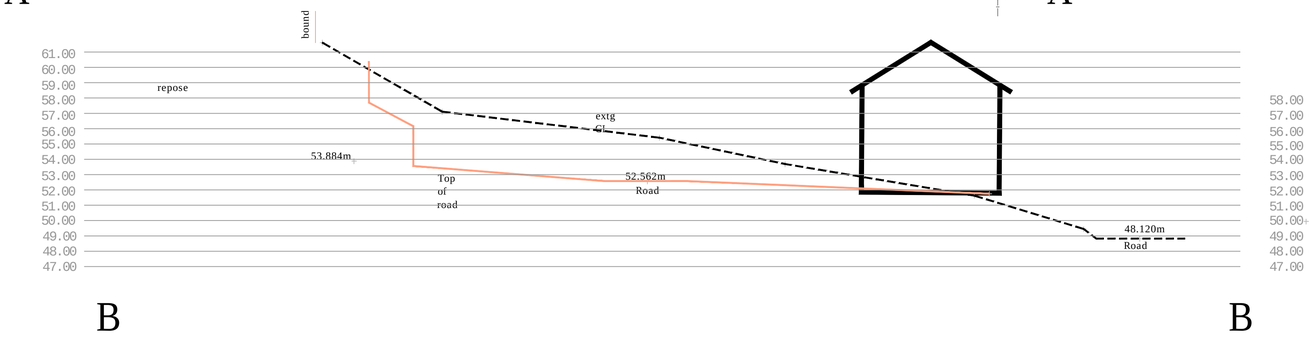
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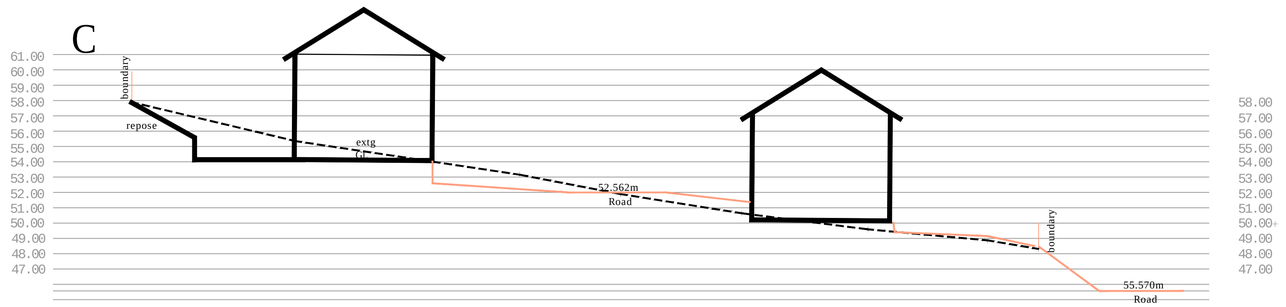
Appendix D

Proposed Development

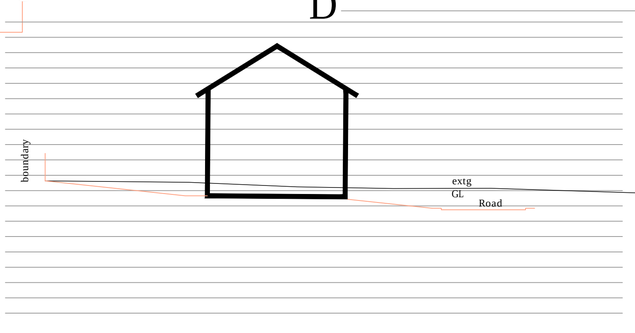


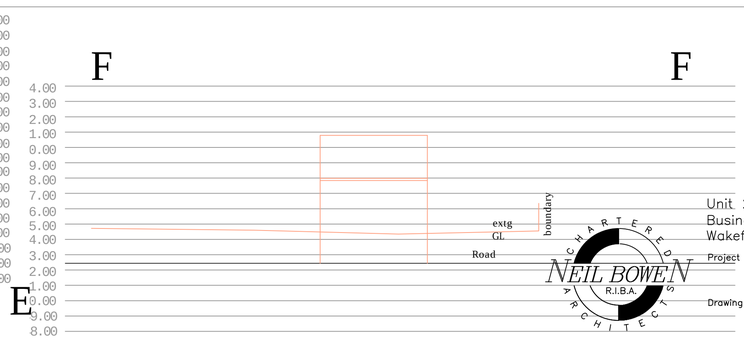












Unit 2, The Office Campus, Paragon Business Park, Red Hall Court, Wakefield, WF1 2UY

01924 380873

Project

Proposed Residential Development at Hill Street Darfield for Jason Hughes

Drawing

Site Layout Proposed

Date 27/05/2020

Drg No

A1	
F 2210	Scale
R A	1:500
2	1:200

Appendix E

TRICs Data

Calculation Reference: AUDIT-742101-200602-0630

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 7 to 102 (units:)
Range Selected by User: 6 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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

Selected survey days:

Monday	5 days
Tuesday	5 days
Wednesday	3 days
Thursday	2 days
Friday	1 days
Saturday	1 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 undertaking using machines.

Selected Locations:
Suburban Area (PPS6 Out of Centre) 17

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 17

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

Secondary Filtering selection:

Use Class:

C3	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®.

Population within 1 mile:

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

50,001 to 75,000	3 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	4 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	9 days
1.1 to 1.5	8 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	2 days
No	15 days

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

PTAL Rating:

No PTAL Present	17 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

2 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

5 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

6 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

7 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

9 NR-03-A-01 HOUSES NORTHAMPTONSHIRE
BOUGHTON GREEN ROAD
NORTHAMPTON
KINGSTHORPE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 102
Survey date: SATURDAY *22/09/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

12 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

13 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 7
Survey date: TUESDAY *23/10/12* *Survey Type: MANUAL*

14 SF-03-A-07 MIXED HOUSES SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: THURSDAY *09/05/19* *Survey Type: MANUAL*

15 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

16 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

17 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	0.051	17	37	0.213	17	37	0.264
08:00 - 09:00	17	37	0.114	17	37	0.327	17	37	0.441
09:00 - 10:00	17	37	0.120	17	37	0.160	17	37	0.280
10:00 - 11:00	17	37	0.109	17	37	0.125	17	37	0.234
11:00 - 12:00	17	37	0.117	17	37	0.141	17	37	0.258
12:00 - 13:00	17	37	0.153	17	37	0.139	17	37	0.292
13:00 - 14:00	17	37	0.136	17	37	0.141	17	37	0.277
14:00 - 15:00	17	37	0.148	17	37	0.188	17	37	0.336
15:00 - 16:00	17	37	0.224	17	37	0.155	17	37	0.379
16:00 - 17:00	17	37	0.234	17	37	0.156	17	37	0.390
17:00 - 18:00	17	37	0.270	17	37	0.156	17	37	0.426
18:00 - 19:00	17	37	0.216	17	37	0.142	17	37	0.358
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.892			2.043			3.935

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

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

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Parameter summary

Trip rate parameter range selected:	7 - 102 (units:)
Survey date date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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