



Hudroyd House Racecommon Lane, Barnsley Highway Statement

February 2023

Project number 2161

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1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Highway Statement (HS) relating to the proposed residential development to land off Racecommon Lane in Barnsley. The site location can be found at Figure 2.1.
- 1.2 The site is located within the administrative boundary of the Metropolitan Borough of Barnsley. The site is currently used as the garden / driveway areas of the host dwelling Hudroyd House.
- 1.3 The development proposals comprise of a single residential dwelling along with a new parking area for the existing dwelling and associated access arrangements. There will be provision for car parking, cycle parking, pedestrian access arrangements, and amenity areas in general accordance with Barnsley Council's current guidance.
- 1.4 The site's location towards the southern boundary of Barnsley indicates that it is well placed to encourage travel to be achieved via a range of sustainable transport options including walking, cycling, bus travel, and rail.
- 1.5 This HS considers such matters as car parking, servicing, traffic impact, and sustainability provision associated with the proposed development. This HS demonstrates that the proposals should be acceptable for planning approval purposes.

2.0 Existing Situation

Site Description

- 2.1 The application site can be found in Figure 2.1 and is situated towards the southern boundary of the market town of Barnsley, located approximately 1.8km to the southeast of Junction 37 of the M1 motorway, and 3km to the north of the village of Birdwell. The surrounding area of the site itself is a mixture of residential properties and agricultural land with good access to local public transportation services.

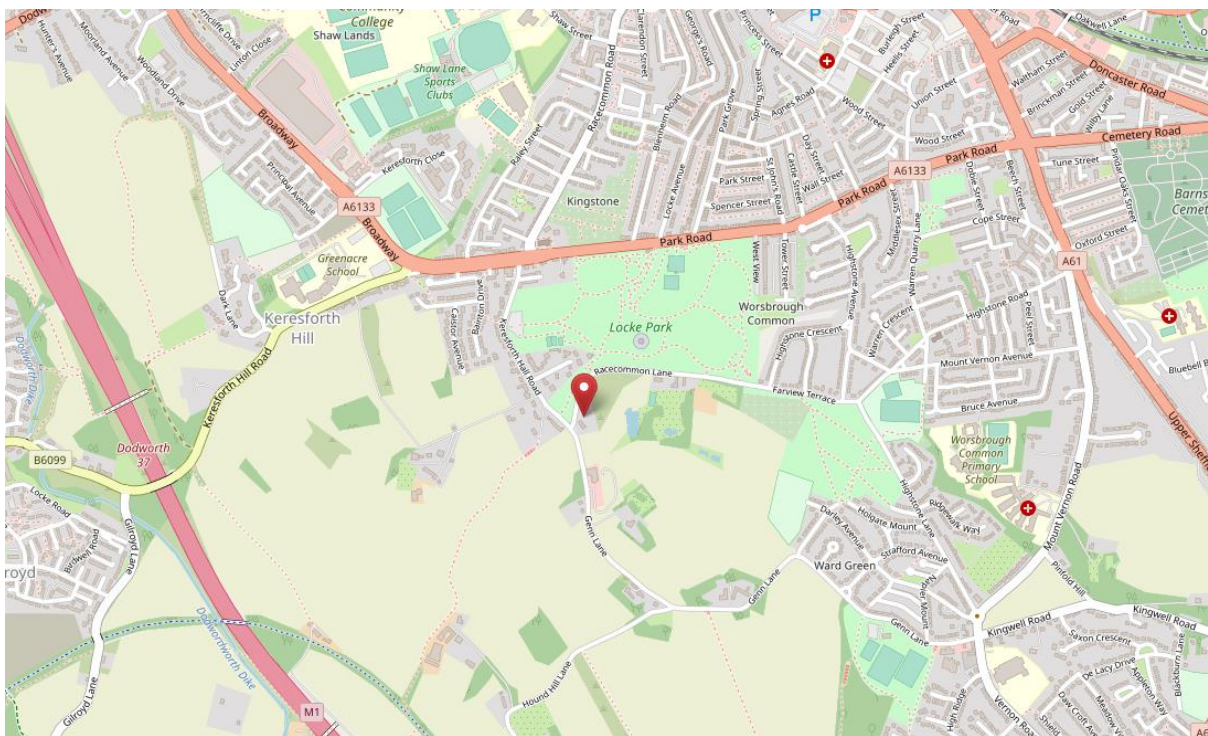


Figure 2.1 Site Location

- 2.2 The site is currently utilised as the access, parking, and garden area for the host property Hudroyd House. The existing access layout is approximately 4.8 metres wide with very limited visibility in the critical direction.
- 2.3 The site is bound by residential properties to the north, a forested area to the east, the host property and Genn Lane to the south, and Racecommon Lane to the west.
- 2.4 National Cycle Route 62 is available within cycling distance to the south of the site and 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 and can be found at Figure 2.2

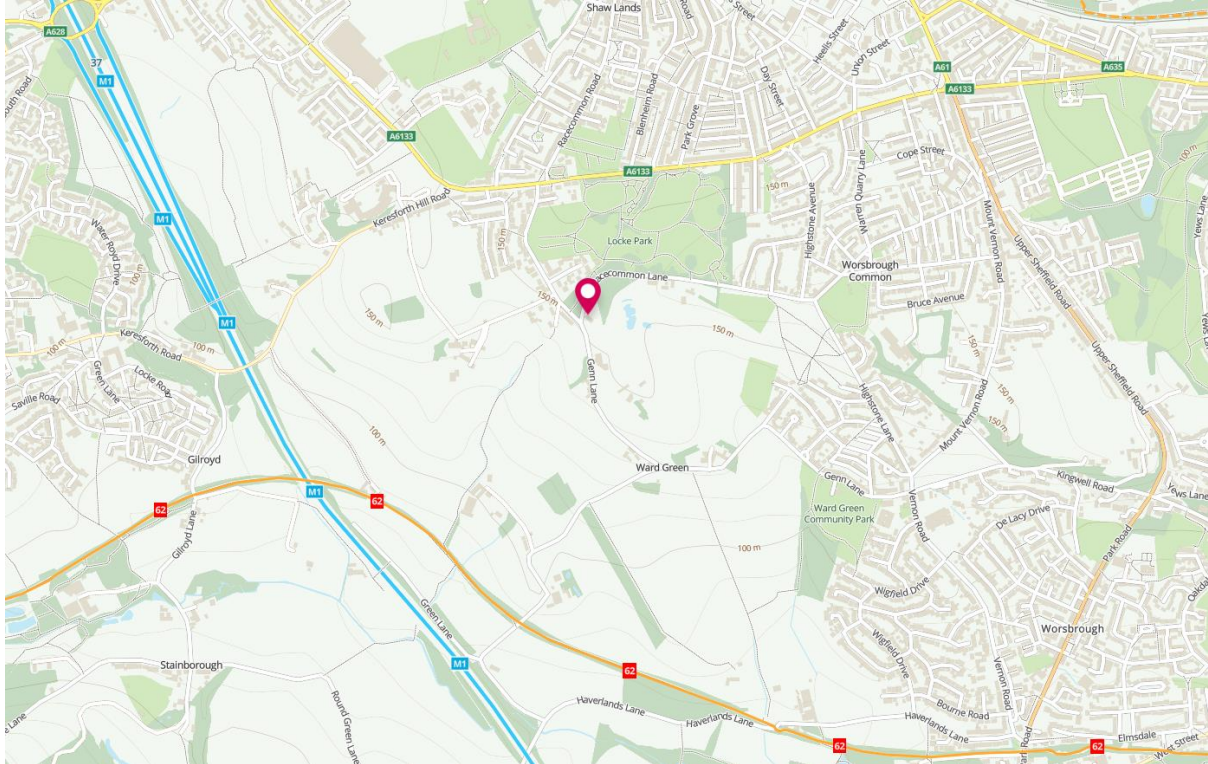


Figure 2.2 National Cycle Route

Walking and Cycling

- 2.5 Pedestrian facilities are provided along Genn Lane / Keresforth Hall Road to the south of Racecommon Lane via footways to both sides of Keresforth Hall Road and a footway to the southern edge only of Genn Lane measuring between 1.2 metres – 2 metres in width. Keresforth Hall Road provides safe pedestrian access to the bus stops located along the A6133 Park Road to the north. The footpaths along Genn Lane and Keresforth Hall Road appear to be surfaced to a good standard and offer a good provision of street lighting.
- 2.6 National Cycle Route 62 connects Fleetwood in the Fylde region of Lancashire with Selby in North Yorkshire, running in an east to west direction to the south of the application site and provides safe access to locations such as Thurlstone, Wombwell, and Bolton upon Dearne in the local vicinity.
- 2.7 Walking and cycling isochrones are shown in Figure 2.3 and Figure 2.4 respectively. These are based upon a maximum travel time of 20 minutes in both instances.

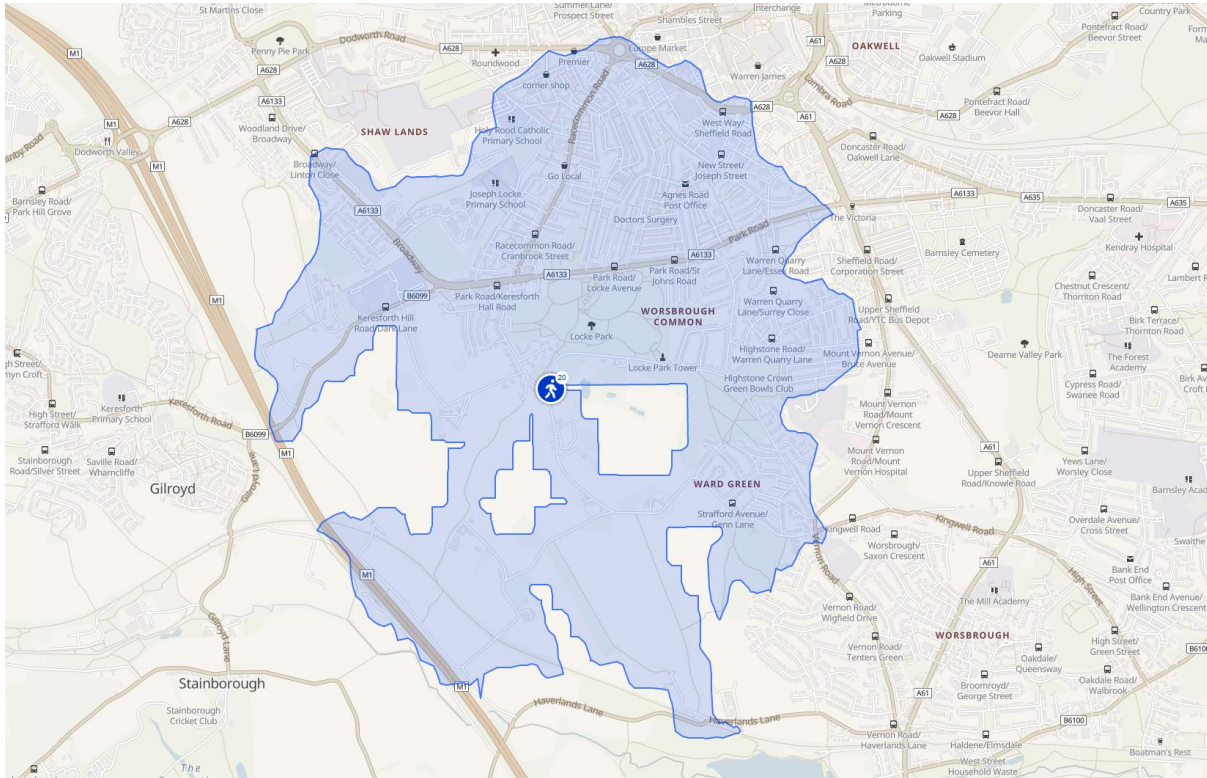


Figure 2.3 Walking Isochrone

- 2.8 Figure 2.3 identifies the neighbouring settlements located within walking distance of the application site alongside the public transport opportunities in the form of the many bus stops in the area. This area also boasts many unique services and amenities such as local shops and supermarkets, doctors and chemists, post offices, parks, and schools, amongst other important facilities.
- 2.9 Figure 2.4 identifies the larger settlements of Barnsley town centre, Higham, Dodworth, Gilroyd, Stainborough, and Birdwell; all of which provide their own unique services and amenities which can be accessed by bicycle. The market town of Barnsley and the village of Dodworth also provide access to further public transport opportunities in the form of the combined bus and rail station Barnsley Interchange and Dodworth Railway Station.

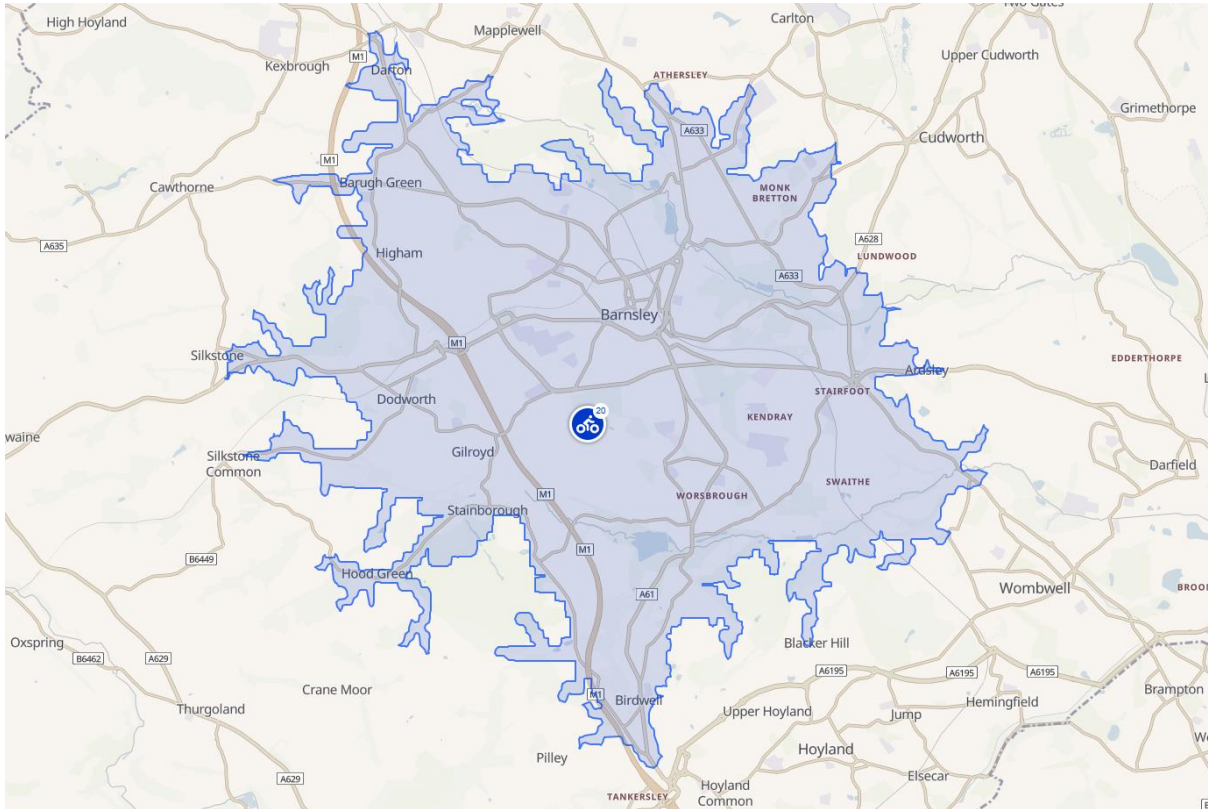


Figure 2.4 Cycling Isochrone

Local Highway Network

- 2.10 The site will take access via an upgraded access arrangement from Racecommon Lane which currently serves the host property. Racecommon Lane is a quiet two-way single carriageway residential road commencing at its junction with Genn Lane / Keresforth Hall Road in the south and ending approximately 550 metres to the northeast where Racecommon Lane becomes Fairview Terrace at a pedestrian / cycle gate. It should be noted that Racecommon Lane is not accessible by car from Fairview Terrace. Racecommon Lane provides access to approximately 4 residential properties along its length, is lit to a good standard, and is subject to a 30-mph speed limit, however due to its width actual traffic speeds are observed to be lower than 20-mph.
- 2.11 Keresforth Hall Road generally runs in a northerly to southerly direction connecting the A6133 Park Road in the north, to Genn Lane at its junction with Racecommon Lane in the south. Keresforth Hall Road is a two-way single carriageway road which provides access to a variety of residential access roads and residential properties as well as Locke Park. Keresforth Hall Road is generally surfaced and lit to a good standard with footways provided to both sides.

- 2.12 Genn Lane generally runs in a winding south south-easterly direction from its junction with Racecommon Lane for approximately 1.5km until it ends at its junction with Vernon Road. The area of Genn Lane closest to the application site is a two-way single carriageway road which provides access to a small amount residential properties and a farm shop. Genn Lane is generally surfaced and lit to a good standard with a footway provided towards the southern side of the carriageway.

Public Transport

- 2.13 The site is within easy walking reach of the local bus services along the A6133 Park Road, as well as within cycling distance of the excellent bus and rail services from Barnsley Interchange and the rail services from Dodworth Railway Station.
- 2.14 Details of the local fare stages on the easily accessible A6133 Park Road as well as from Barnsley Interchange can be found in the table at Figure 2.5, with regular services running to Deepcar, Ingbirchworth, Penistone, Stocksbridge, Kingstone, and Kendray from the A6133 Park Street stops, as well as larger destinations further afield such as Wakefield, Huddersfield, Doncaster, Sheffield, Rotherham, Halifax, and London from Barnsley Interchange.

No.	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
A6133 Park Road					
23a *	Barnsley – Deepcar	One a day	One a day	-	Globe Holidays
24 *	Barnsley – Ingbirchworth	Every 120 mins	Every 120 mins	-	Globe Holidays
24a *	Barnsley – Penistone	Two a day	Two a day	Every 120 mins	TM Travel
34 *	Barnsley – Stocksbridge	Every 120 mins	Infrequent	-	South Pennine Community Transport
43 *	Barnsley Interchange - Pogmoor Kingstone Circular	Every 30 mins	Every 30 mins	Hourly	Stagecoach Yorkshire
44 *	Barnsley Interchange - Pogmoor Kingstone Circular	Every 30 mins	Every 30 mins	Hourly	Stagecoach Yorkshire
479	Kendray – Kingstone	Two a day	-	-	Peter Hodgson Travel

Barnsley Interchange					
1	Barnsley Interchange – Staincross Circular	Every 20 minutes	Every 20 minutes	Hourly	Stagecoach Yorkshire
2	Sheffield - Barnsley	Hourly	Hourly	Hourly	Stagecoach Yorkshire
6	Barnsley Interchange – Kendray Circular	Every 20 minutes	Every 20 minutes	Hourly	Stagecoach Yorkshire
7	Barnsley – Hoyland	Hourly	Hourly	-	Globe Holidays
11	Barnsley Interchange - Athersley North Circular	Every 20 minutes	Every 20 minutes	Hourly	Stagecoach Yorkshire
12	Barnsley Interchange - Athersley South Circular	Every 20 minutes	Every 20 minutes	Hourly	Stagecoach Yorkshire
20 / 21 / 21A / 22	Barnsley Interchange - Penistone	Every 15 minutes	Every 15 minutes	Hourly	Stagecoach Yorkshire
22X	Rotherham Interchange – Barnsley Interchange	Every 15 minutes	Every 20 minutes	Hourly	Stagecoach Yorkshire
23a	Barnsley – Deepcar	One a day	One a day	-	Globe Holidays
24	Barnsley - Ingbirchworth	Every 120 mins	Every 120 mins	-	Globe Holidays
24a	Barnsley - Penistone	Two a day	Two a day	Every 120 mins	TM Travel
27	Barnsley – Wombwell	Hourly	Hourly	Hourly	Stagecoach Yorkshire
27a	Barnsley – Wombwell	Hourly	Hourly	Hourly	Stagecoach Yorkshire
27b	Barnsley – Wombwell	Hourly	Hourly	-	Stagecoach Yorkshire
28	Barnsley – Pontefract	Hourly	Hourly	Two a day	Stagecoach Yorkshire
28C	Barnsley – Pontefract	Hourly	Hourly	Hourly	Stagecoach Yorkshire
32	Barnsley Interchange – Cudworth	Every 20 minutes	Every 20 minutes	One a day	Stagecoach Yorkshire
36	Barnsley – South Elmsall	Hourly	Infrequent	-	R & S Waterson Ltd
38	Barnsley – Grimethorpe	Hourly	Hourly	-	R & S Waterson Ltd
57	Barnsley Interchange – Royston Wakefield	Every 30 minutes	Every 30 minutes	-	Stagecoach Yorkshire
59	Barnsley Interchange – Royston Wakefield	Hourly	Hourly	Hourly	Stagecoach Yorkshire
59a	Barnsley Interchange – Royston Wakefield	Hourly	Hourly	Hourly	Stagecoach Yorkshire

66	Barnsley – Elsecar Circular	Every 20 minutes	Every 20 minutes	Every 30 minutes	Stagecoach Yorkshire
67	Barnsley Interchange – Wombwell	Hourly	Hourly	Infrequent	Stagecoach Yorkshire
67A	Barnsley Interchange – Wombwell	Hourly	Hourly	Every 120 mins	Stagecoach Yorkshire
67b	Barnsley Interchange – Wombwell	Infrequent	Infrequent	-	Stagecoach Yorkshire
67c	Barnsley Interchange – Wombwell	Two a day	Two a day	Every 120 mins	Stagecoach Yorkshire
93	Barnsley Interchange - Kexborough	Hourly	Hourly	Hourly	Stagecoach Yorkshire
94	Barnsley – Denby Dale	Every 120 mins	Every 120 mins	-	Globe Holidays
94a	Barnsley – Denby Dale	Infrequent	Infrequent	-	Globe Holidays
94b	Barnsley – Cawthorne	Two a day	-	-	Globe Holidays
95	Barnsley Interchange - Kexborough	Every 20 minutes	Every 20 minutes	Hourly	Stagecoach Yorkshire
95A	Barnsley Interchange - Kexborough	One a day	Two a day	Hourly	Stagecoach Yorkshire
96	Barnsley – Wakefield	Hourly	Hourly	-	Globe Holidays
96b	Barnsley – Wakefield	-	-	Infrequent	Globe Holidays
96c	Barnsley – Wakefield	-	-	Infrequent	Globe Holidays
99	Barnsley – Denby Dale	-	Infrequent	-	South Pennine Community Transport
198	Barnsley – South Elmsall	Hourly	Hourly	-	Globe Holidays
218	Barnsley Interchange – Rotherham Interchange	Hourly	Hourly	Hourly	Stagecoach Yorkshire
218a	Barnsley Interchange – Rotherham Interchange	Hourly	Hourly	-	Stagecoach Yorkshire
219	Barnsley Interchange – Doncaster Interchange	Hourly	Hourly	Hourly	Stagecoach Yorkshire
219a	Barnsley Interchange – Doncaster Interchange	Infrequent	One a day	-	Stagecoach Yorkshire
226	Barnsley Interchange - Thurnscoe	Every 30 minutes	Every 30 minutes	Hourly	Stagecoach Yorkshire
465	London - Huddersfield	One a day	One a day	One a day	National Express
489	Barnsley – Kexborough	One a day	-	-	Globe Holidays

490	Staincross – Kexborough	One a day	-	-	Globe Holidays
564	London - Halifax	One a day	One a day	One a day	National Express
X17	Matlock – Sheffield - Barnsley	Every 30 minutes	Every 30 minutes	Hourly	Stagecoach Yorkshire
X19	Barnsley Interchange – Doncaster Interchange	Hourly	Hourly	Hourly	Stagecoach Yorkshire
X20	Barnsley – Doncaster	Hourly	Hourly	-	Globe Holidays

** also available from Barnsley Interchange*

Figure 2.5 Bus Services

- 2.15 The site also benefits from excellent rail links with Barnsley Interchange and Dodworth Rail Station within cycling distance.
- 2.16 Barnsley Interchange benefits from a variety of facilities including 24 sheltered cycle spaces made up of cycle stands, all covered by CCTV. The list of services which serve Barnsley Interchange can be found in the table at Figure 2.6.
- 2.17 Dodworth Rail Station benefits from 10 cycle spaces made up of cycle stands covered by CCTV. Dodworth Rail Station is on the N43 – Huddersfield to Sheffield (Penistone Line). Details of these services and any others which serve Dodworth Rail Station can be found in the table at Figure 2.6.

Route	Typical Frequency			Provider
	Mon – Fri	Sat	Sun	
Barnsley Interchange				
Huddersfield – Sheffield	Hourly	Hourly	Hourly	Northern
Lincoln Central – Leeds	Hourly	Hourly	-	Northern
Leeds – Sheffield	2 – 3 an hour	2 – 3 an hour	1 – 2 an hour	Northern
Nottingham – Leeds	Hourly	Hourly	Hourly	Northern
Dodworth Rail Station				
Sheffield – Huddersfield	Hourly	Hourly	Hourly	Northern

Figure 2.6 Rail Services

- 2.18 As can be seen in the table at Figure 2.6, regular rail services to local and national destinations including Huddersfield, Sheffield, Lincoln, Leeds, and Nottingham are available from Barnsley Interchange and Dodworth Rail Station.

Road Traffic Accidents

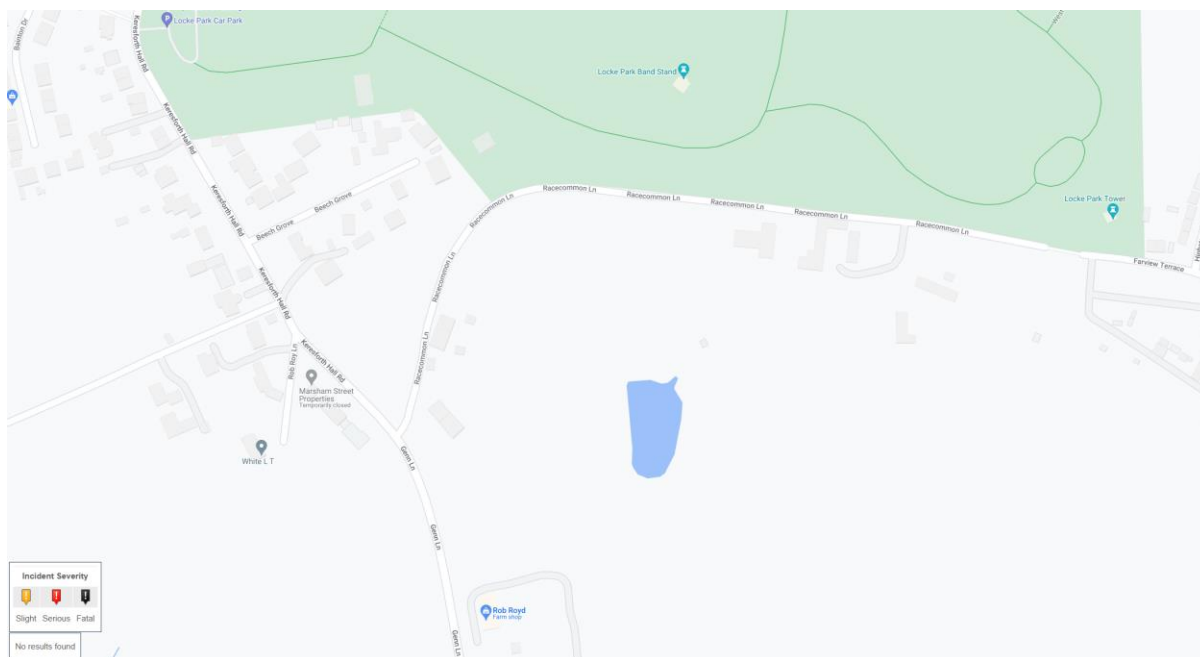


Figure 2.7 Crashmap Search Area

- 2.19 The personal injury accident records for the 5-year period up to December 2021 have been obtained from the Crashmap website and include 200 metres either side of the junction of Racecommon Lane with Genn Lane and Keresforth Hall Road. The search area can be found at Figure 2.7.
- 2.20 According to the Crashmap data there have been zero injury accidents reported within the search area. The accident data therefore does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern due to a slight change in flows as a result of the development proposals.

-
- 3.4 The proposed dwelling will be provided with 2 parking spaces, whilst the host property will be provided with 3, for a total of 5 overall. Vehicle tracking for a private car utilising the proposed access and parking areas within the site is provided above in Figure 3.1 and on the plan at Appendix A.
 - 3.5 Electric vehicle charging points will be installed in accordance with current guidance to promote sustainable transport by encouraging low carbon and ultra-low emission forms of transport.
 - 3.6 A visibility splay has been provided from the site access in a southerly direction along Racecommon Lane. Visibility at present is minimal, whilst the proposals will increase visibility in a southerly direction to 2.4m x 25m which meets the SSD requirements contained within Manual for Streets for 20-mph speeds. The improved visibility can only improve safety for the host dwelling and neighbouring dwellings on Racecommon Lane.

Pedestrian and Cycle Provision

- 3.7 Pedestrians will use the shared surface private drive to access Racecommon Lane.
- 3.8 Secure cycle storage facilities will be provided within the proposals, the type and location to be agreed with the LPA.

Servicing

- 3.9 The proposals will be serviced as per the existing arrangements, with a bin collection point located near to the site entrance.

4.0 Transport Policy

- 4.1 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, walking, and cycling. This policy therefore sets out the framework for this Highway Statement and the projects with compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Policy

National Planning Policy Framework

- 4.2 The National Planning Policy Framework (NPPF) was first published by the Ministry of Housing, Communities, and Local Government in March 2012 and most recently updated in July 2021.
- 4.3 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It recommends that new developments should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.4 Paragraph 110 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:
- appropriate opportunities to promote sustainable transport can be – or have been – taken up, given the type of development and its location;
 - safe and sustainable access to the site can be achieved for all users;
 - the design of streets, parking areas, and other transport elements and the content of associated standards reflects the current national guidance, including the National Design Guide and the National Model Design Guide; and
 - any significant impacts from the development on the transport network, in terms of capacity and congestion or on highway safety can be cost-effectively mitigated to an acceptable degree.

4.5 The NPPF states that if setting local parking standards for residential and non-residential development, policies should consider:

- the accessibility of the development;
- the type, mix, and use of the development; and
- the availability of and opportunities for public transport.

Local Policy

Barnsley Local Plan

4.6 The current Barnsley Local Plan was adopted in January 2019 and covers the period between the 1st April 2014 to 2033.

4.7 The key objectives of the Barnsley Local Plan are:

- reducing transport related greenhouse gas emissions;
- supporting sustainable development and the location for growth set out in the Local Plan;
- addressing cross-boundary transportations issues;
- reducing the need to travel, particularly by car; and
- where travel is necessary, making it easier for people to travel between home, health, education, leisure, countryside, and work opportunities within the borough by walking, cycling, and public transport.

4.8 The Barnsley Local Plan contains policy solutions including:

- ensuring that new development is designed and located to be accessible to public transport, walking, and cycling;
- applying minimum parking standards for cycles, motorbikes, scooters, mopeds, and disabled people and maximum car parking standards;
- requiring transport assessments and travel plans for new developments; and

- ensuring that new development is designed and built to provide safe, secure, and convenient access for all road users.

4.9 Policy T3 New Development and Sustainable Travel states that new development will be expected to:

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

5.0 Traffic Impact

Existing Traffic

- 5.1 The site currently houses a single residential dwelling. The national TRICs database has been utilised to calculate the likely traffic generations during the peak hours (morning 08:00 – 09:00 / evening 17:00 – 18:00) of the existing development. The peak hour rates can be found within the table at Figure 5.1 whilst the full TRICs output can be found at Appendix B.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate & Traffic Generations	0.213	0.373	0.586	0.267	0.173	0.440

Figure 5.1 Existing Trip Rates and Traffic Generations

- 5.2 As can be seen from Figure 5.1, the existing development is likely to generate up to 1 vehicle movements during the network peak hours.

Proposed Traffic

- 5.3 The proposals are for the construction of a further residential dwelling within the garden area of the host dwelling. The table at Figure 5.2 provides the typical peak hour rates (morning 08:00 – 09:00 / evening 17:00 – 18:00) and likely traffic generations of the proposals based on the TRICs output found at Appendix B.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.213	0.373	0.586	0.267	0.173	0.440
Traffic Generations	0.426	0.746	1.172	0.534	0.346	0.880

Figure 5.2 Proposed Trip Rates and Traffic Generations

- 5.4 As can be seen from Figure 5.2, the proposals for an additional dwelling are likely to generate up to 1 - 2 overall vehicle movements utilising the access during the network peak hours. It should also be noted that given the sustainable location of the site, the actual trip rate may be lower than the typical trip rates shown above.
- 5.5 The development proposes suitable access arrangements in terms of geometry, layout, and visibility and is located where there have been zero accidents. The

proposed access can only benefit the host dwelling and neighbouring dwellings on Racecommon Lane and can easily offset the slight increase in traffic.

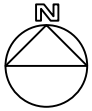
- 5.6 It is considered that the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway network and will not significantly add to any congestion at the peak times on the local network.

6.0 Conclusion

- 6.1 This Highway Statement presents the proposals to construct single residential dwelling on land served off Racecommon Lane in the market town of Barnsley. The existing traffic characteristics and infrastructure in the surrounding area of the proposed development are considered, and the development proposals, traffic impact, and highway safety are then presented and assessed.
- 6.2 The site is situated in a sustainable location given its proximity to local bus stops and being within cycling distance of both Barnsley Interchange and Dodworth train station, along with the good quality pedestrian and cycle provision leading to the local amenities in the area. Therefore, the site conforms to current Government directives for ensuring developments are in a sustainable location.
- 6.3 It is considered that the anticipated level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. The level of traffic generated by the proposals can be accommodated and will not significantly add to any congestion at the peak times on the local network.
- 6.4 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

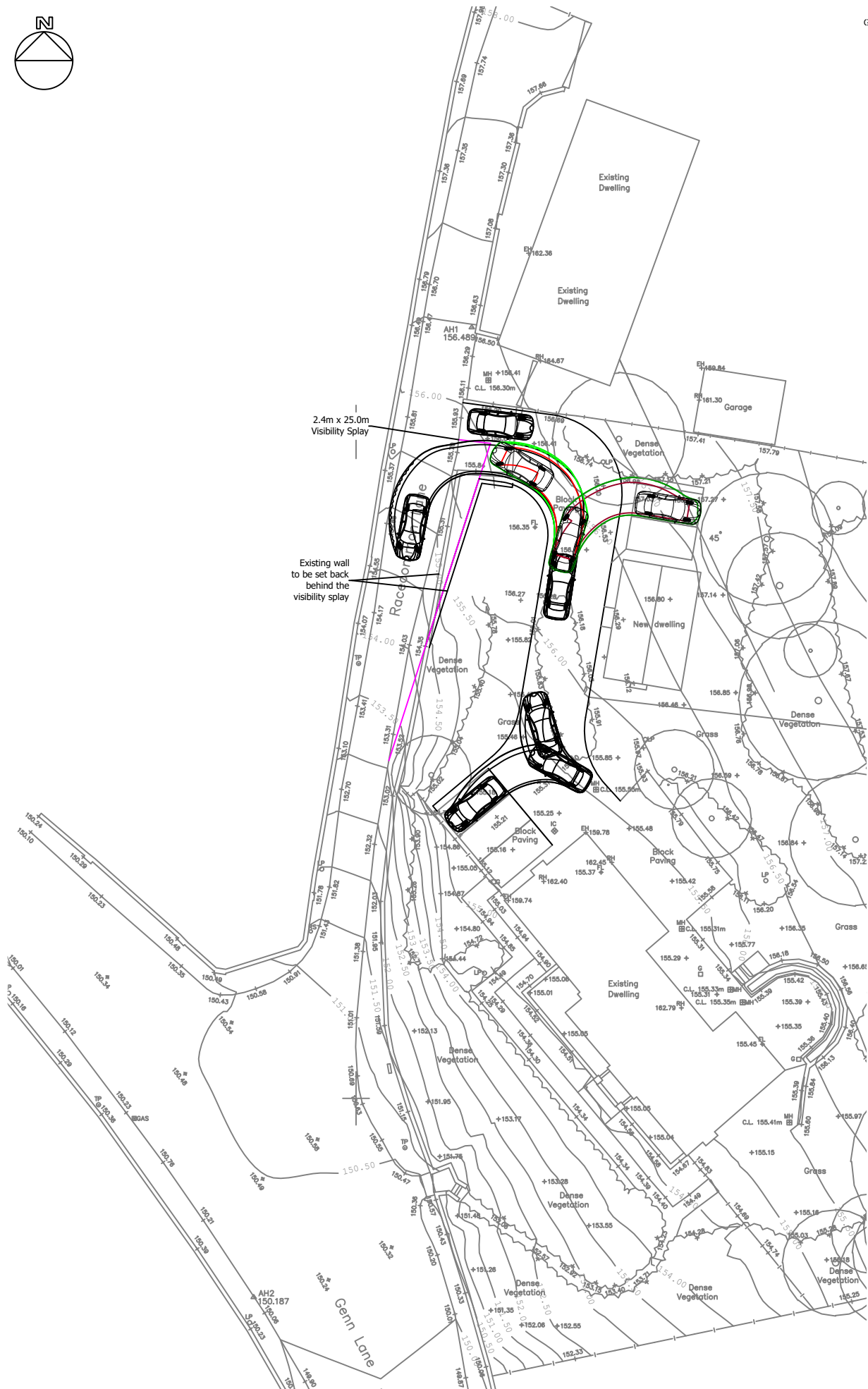
Appendix A

Development Proposals



GENERAL NOTES
This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.



REV	DATE	DESCRIPTION
PROJECT		
HYDRODYD HOUSE, RACECOMMON LANE, BARNSELEY		
TITLE		
ACCESS PROPOSALS		
SCALE		
1:400 @ A4		
DRAWING		
2161 001		
DATE		
FEBRUARY 2023		

Appendix B

TRICs Data

Calculation Reference: AUDIT-742101-230209-0230

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	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: 8 to 19 (units:)
 Range Selected by User: 4 to 20 (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: 01/01/14 to 06/06/22

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

Selected survey days:

Monday	2 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
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.

Selected Location Sub Categories:

Residential Zone	5
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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 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 3 days

15,001 to 20,000 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 2 days

75,001 to 100,000 1 days

125,001 to 250,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 3 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 4 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 5 days

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

LIST OF SITES relevant to selection parameters

1	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
2	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
3	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
4	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
5	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: MONDAY	08/05/17	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.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HF-03-A-04	08/06/21	Covid

Paragon Highways The Nostell Estate Wakefield

Licence No: 742101

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

TOTAL 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	5	15	0.120	5	15	0.240	5	15	0.360
08:00 - 09:00	5	15	0.213	5	15	0.373	5	15	0.586
09:00 - 10:00	5	15	0.107	5	15	0.133	5	15	0.240
10:00 - 11:00	5	15	0.173	5	15	0.213	5	15	0.386
11:00 - 12:00	5	15	0.133	5	15	0.133	5	15	0.266
12:00 - 13:00	5	15	0.213	5	15	0.267	5	15	0.480
13:00 - 14:00	5	15	0.200	5	15	0.173	5	15	0.373
14:00 - 15:00	5	15	0.133	5	15	0.107	5	15	0.240
15:00 - 16:00	5	15	0.160	5	15	0.200	5	15	0.360
16:00 - 17:00	5	15	0.293	5	15	0.147	5	15	0.440
17:00 - 18:00	5	15	0.267	5	15	0.173	5	15	0.440
18:00 - 19:00	5	15	0.213	5	15	0.187	5	15	0.400
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.225			2.346			4.571

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:	8 - 19 (units:)
Survey date range:	01/01/14 - 06/06/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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