Pitt Street
Darfield

Transport Assessment

June 2025

Project number 2411

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1.0 Introduction

1.1 Paragon Highways have been appointed to prepare this Transport Assessment relating to a proposed residential development on land off Pitt Street, Darfield in Barnsley.

1.2 Figure 1 shows the site location in relation to the local highway network.

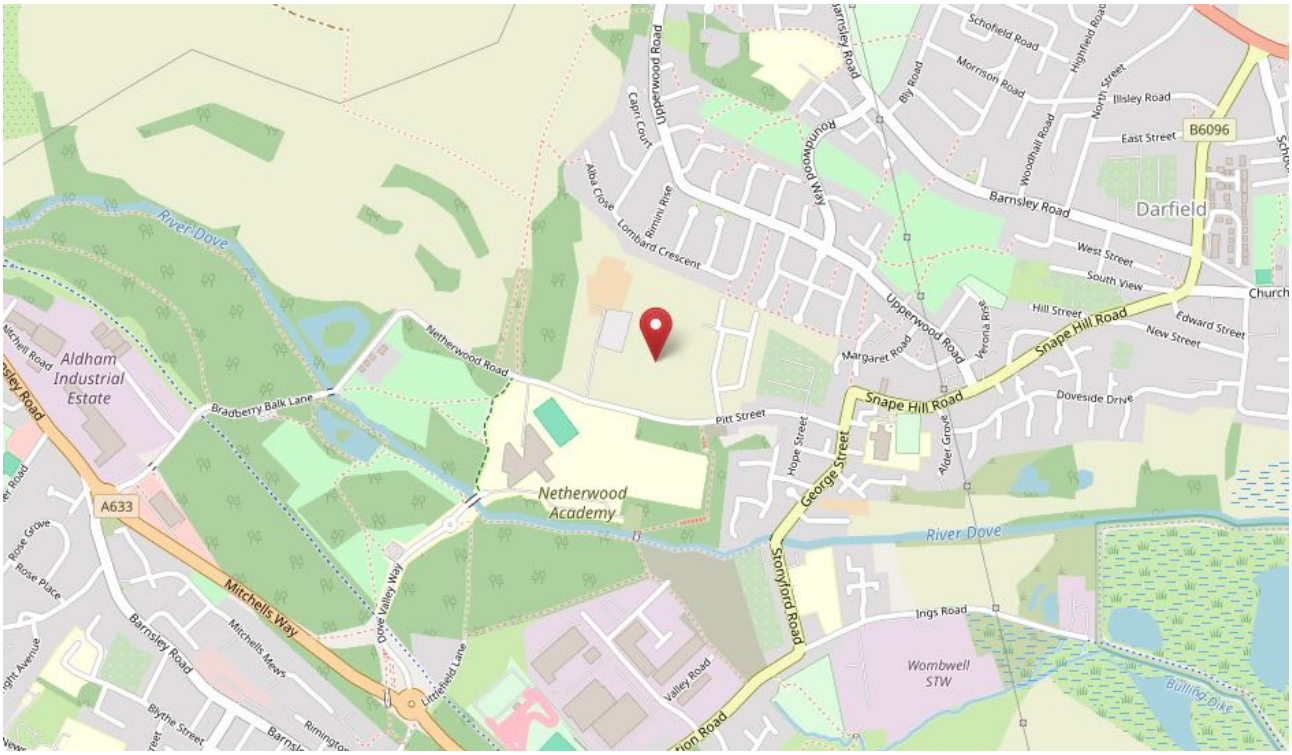

Figure 1 Site location

1.3 The proposals are to develop the site for residential purposes for around 225 dwellings. The dwellings would be a mix of varying different types of houses likely containing between 2 and 5 bedrooms. The provisional development proposals can be found at Appendix A.

1.4 Access to the proposed development site will be via a right turn lane junction arrangement off Pitt Street. The proposed development site is part of safeguarded land SL19 within Barnsley's Local Plan.

1.5 This Transport Assessment follows scoping with Barnsley Council (please refer to Pitt Street, Darfield Scoping Note rev 1 dated April 2025). The outcome of Transport Assessment scoping has been considered to form the framework of this Transport Assessment.

1.6 This Transport Assessment demonstrates that:

- The site aligns with relevant local and national transport policies;
- The site is readily accessible via public transport, pedestrian paths, and cycling routes;
- The highway network does not suffer from any defects that could contribute to an excessively high accident frequency;
- Efficient and suitable access to the site can be established from Pitt Street; and
- The trip generation of the proposals will not result in a significant residual impact upon the local transport networks.

1.7 The purpose of this Transport Assessment is the support the proposed application. Following this introduction, the Transport Assessment is organised into the following sections:

- 2.0 Existing Situation examines the current site utilisation, evaluates its accessibility through various transportation modes, and reviews the local road safety records.
- 3.0 Development Proposals outlines the proposed development and provides information pertaining to the sites proposed access routes.
- 4.0 Transport Policy provides an overview of the relevant Transport Planning Policies associated with this application.
- 5.0 Traffic Impact conducts an analysis of the potential future influence of the development on local traffic patterns.
- 6.0 Conclusion contains a summary of the primary findings and conclusions drawn from the report.

2.0 Existing Situation

2.1 Site Description

2.1.1 The site is located to the southwest boundary of the village of Darfield. The proposed development site is approximately 1km to the west of the village centre and lies around 6.4km to the southwest of the town centre of Barnsley. To the south of the site lie the settlements of Wombwell and Brampton.

2.1.2 The application site is a large open area of greenfield land, bounded by residential dwellings served by Lombard Crescent to the north, Phase 1 of the residential development to the east, Pitt Street to the south, and further safeguarded land to the west.

2.1.3 Netherwood Academy is located just to the south of Pitt Street opposite the proposals, whilst an industrial park approximately 650 metres to the south of the proposals offers job opportunities, as well as the shops and services within nearby Wombwell and Darfield centres for commercial and recreational purposes.

2.1.4 Netherwood Country Park is located to the west of the site providing leisure opportunities. A train station is also located approximately 2.2km to the southwest of the proposed development site within the town of Wombwell.

2.1.5 As part of the residential development, it is proposed that a new site access located off Pitt Street would be provided. This would include the provision of a new right-turn lane junction arrangement which will serve the main spine road for the majority of the residential development.

2.2 Local Highway Network

Pitt Street

2.2.1 Pitt Street is a 680-metre section of road that begins at its junction with the B6096 George Street in the east and comes to an end at the access to Netherwood Academy where Pitt Street becomes Netherwood Road.

2.2.2 Within the vicinity of the proposed site access Pitt Street is constructed as a two-way single carriageway with a kerb-to-kerb width of approximately 6.2 metres, and footways to either side measuring around 1.5 metres to the north and 2 metres to the south. Pitt Street is subject to a 30-mph speed limit along its entire length

and generally provides access to a mixture of residential and commercial properties and also forms part of a school route, as such traffic speeds are presumed to be low.

Netherwood Road and Bradberry Balk Lane

2.2.3 Netherwood Road, which becomes Bradberry Balk Lane after it passes over the River Dove, runs for approximately 1km until it forms a roundabout junction with the A633 and Barnsley Road in the southwest.

2.2.4 Netherwood Road provides footway provision of around 2 metres in width to the southern side of the carriageway only, until passing over the River Dove where there is a pedestrian crossing to the footway provided to the opposite side on Bradberry Balk Lane. Both roads are subject to a 30-mph speed limit.

2.2.5 Netherwood Road generally provides access to a small number of residential dwellings and Public Rights of Way (PROW) along its length, whilst Bradberry Balk Lane provides access to industrial and commercial units, as well as to the Trans Pennine Trail.

A633

2.2.6 The A633 generally runs in a north westerly to south easterly direction, connecting Stairfoot roundabout in Barnsley in the northwest, to the A633 / A6195 roundabout junction in Wombwell / Brampton.

2.3 Active Travel (Walking and Cycling)

2.3.1 The site is situated within easy reach of the nearby services and amenities including local schools, bus stops, convenience stores, delivery lockers, public houses, restaurants, and hot food takeaways.

2.3.2 Footway provision is provided to both sides of Pitt Street to the site frontage measuring around 1.5 metres to the north and 2 metres to the south of the carriageway. As part of the proposals, the footway to the site frontage will be widened to 2 metres to provide improved connectivity to the local amenities.

2.3.3 The majority of the proposed dwellings will be within 800 metres along footways of a range of facilities including local schools, bus stops, local shops, and a convenience store.

Walking Route Audit

2.3.4 The Government's Walking Route Audit Tool (WRAT) has been utilised to appraise the local footpath network to the proposed development site. The routes audited include the route from the proposed development to the local bus stops along George Street and the local schools Netherwood Academy and Outwood Primary Academy Darfield. A longer route into the centre of Darfield to the local shops and amenities has also been audited.

2.3.5 A WRAT score of 70% should be considered the minimum level of provision overall for a route. Routes which score less than this are then used to identify where improvements are required.

2.3.6 The full route audits can be found at Appendix B. A map showing the school routes can be found at Figure 2, bus stop route at Figure 3, and the longer route into Darfield at Figure 4.

Routes to Local Schools (Route A & B)

Figure 2 Routes from development site to local schools

2.3.7 In regard to the routes from the proposed development site to the local schools, Route A to Netherwood Academy scored 77.5% and Route B to Outwood Primary Academy Darfield scored 72.5%. The full WRAT for these routes can be found at Appendix B.

2.3.8 The WRAT scores suggest that the walking routes to the local schools are generally of a good standard.

2.3.9 Route A has a slight issue with a confusing footway layout towards the school where two footways are provided separated by a verge, however one ends abruptly forcing pedestrians to cross the verge to the other footway.

2.3.10 The main issues with Route B are the narrow footway width to one side, alongside some on-footway parking meaning that there would be 'give and take' between footway users as well as the potential to have to walk in the road. Excepting these minor issues the routes should be regarded as providing acceptable provision for pedestrians.

Route to local Bus Stops (Route C)

Figure 3 Route from development site to local bus stops

2.3.11 The route to the local bus stops scored 72.5% for Route C.

2.3.12 The WRAT scores suggest that the walking route to the local bus stops are of a good standard.

2.3.13 The main issues with C are the narrow footway width to one side alongside some on-footway parking meaning that there would be 'give and take' between footway users as well as the potential to have to walk in the road. Apart from these minor issues the route should be regarded as providing acceptable provision for pedestrians.

Route to Darfield (Route D)

Figure 4 Route from development site to Darfield 'centre'

2.3.14 The longer route (Route D) into the centre of Darfield to where the majority of shops and amenities are located scored 70%.

2.3.15 The WRAT score suggests that the walking route into the 'centre' of Darfield where a collection of shops and amenities are located is of a good standard. The audit category of 'Comfort – condition' was the only category to score 0, and this was due to the large number of footway crossovers located along the route, however there is no actionable solution which would fix this. Regardless, the route still meets the minimum level of provision required.

2.4 Travel Isochrones

2.4.1 Pedestrian and cycling isochrones are illustrated within Figure 5 and 6 respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.

2.4.2 Figure 5 demonstrates that the predominant area of Darfield and parts of Wombwell are accessible within a 20-minute walking radius from the proposed development site. These zones include a mix of residential and commercial areas, along with the local bus services.

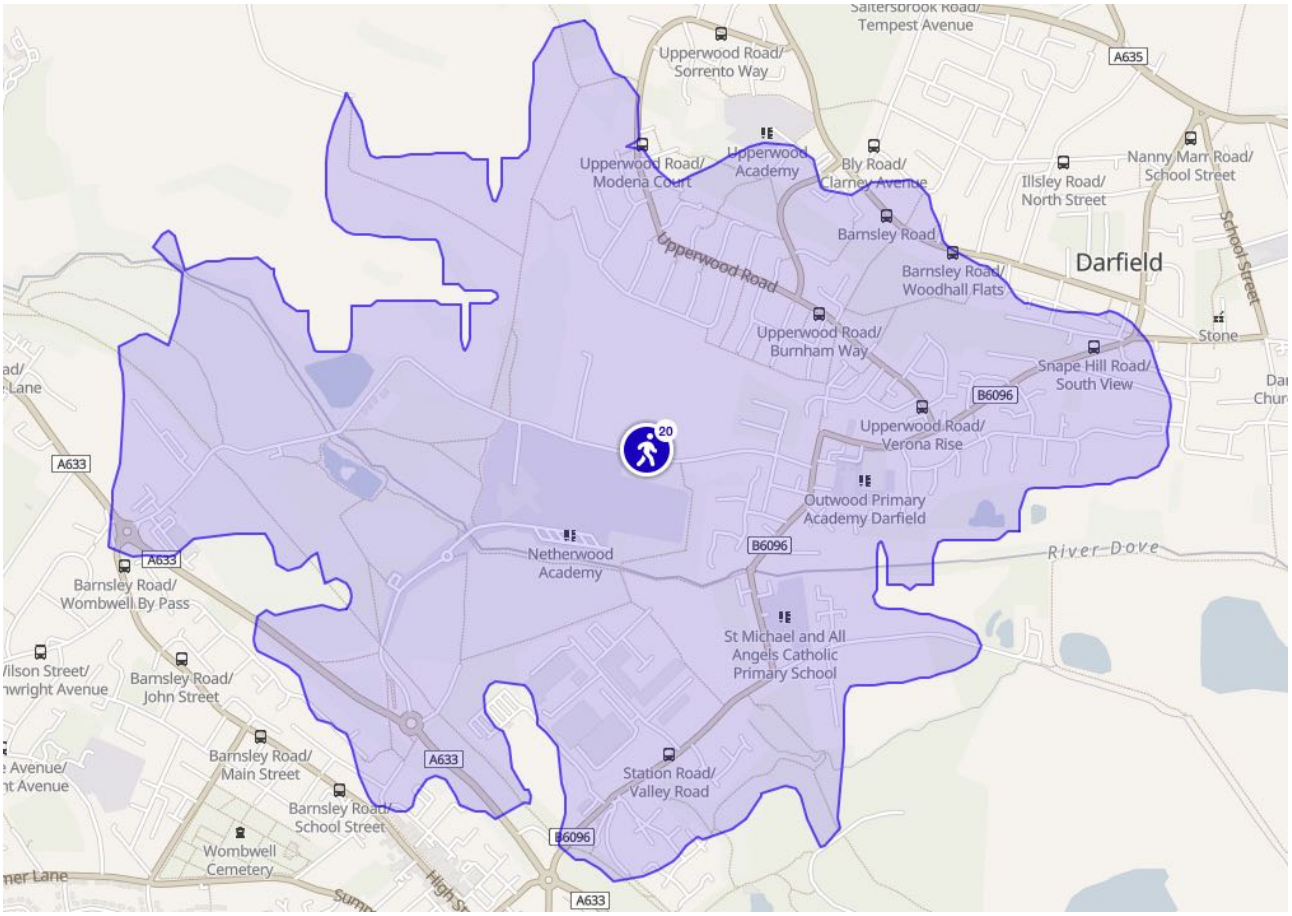

Figure 5 Pedestrian isochrone

2.4.3 Figure 6 highlights that residents of the proposed development can reach an expansive catchment of the surrounding area for commuting, education, social, and leisure pursuits within a 20-minute cycling duration, including Ardsley, Great Houghton, Little Houghton, Billingley, Darfield, Wombwell, Brampton, and Hemingfield.

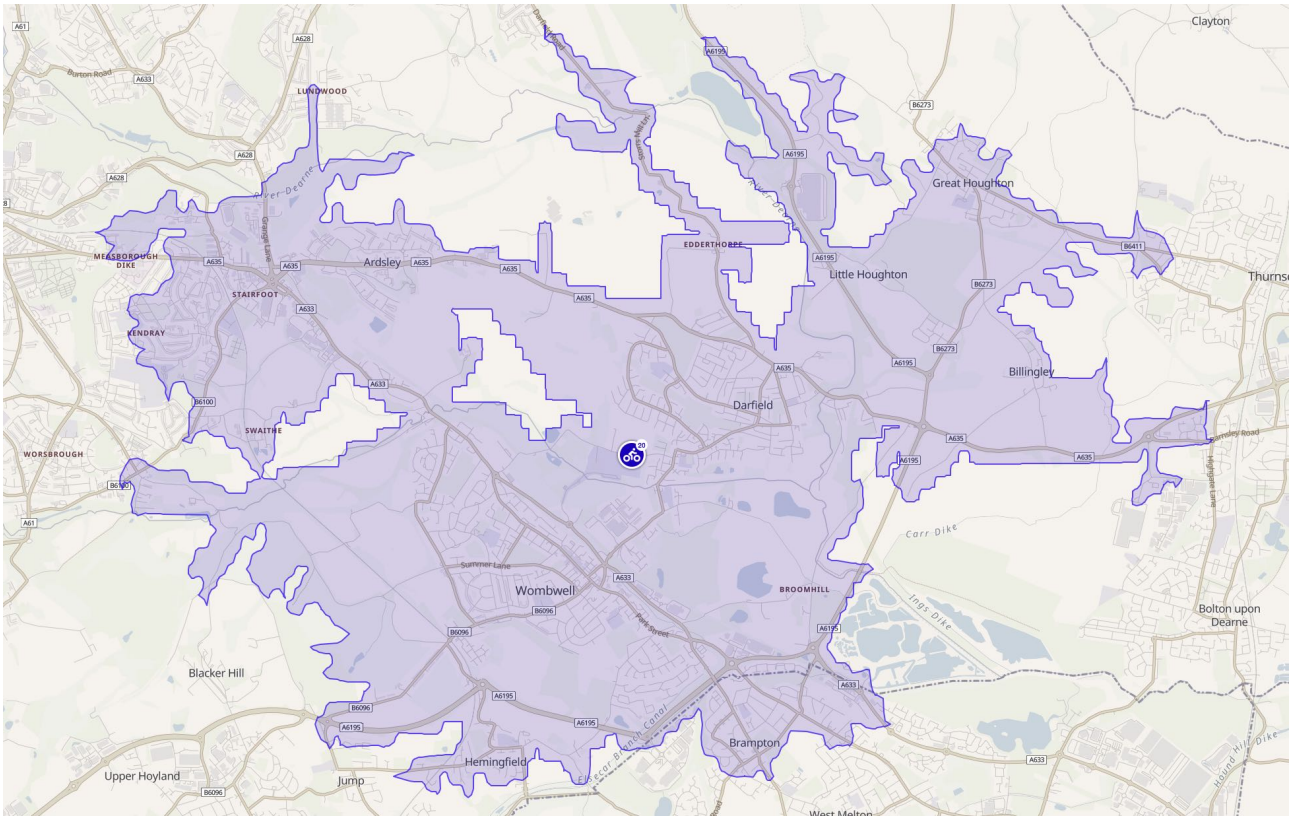

Figure 6 Cycling isochrone

2.5 National Cycle Routes

2.5.1 National Cycle Routes 62 and 67 run within close proximity to the proposed development site, as shown in Figure 7.

2.5.2 National Route 62 is part of the Sustrans: Slow Tour – Barnsley to Old Moor RSPB Reserve and overall 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.

2.5.3 National Route 67 is also part of the Sustrans: Slow Tour – Barnsley to Old Moor RSPB Reserve and overall 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).

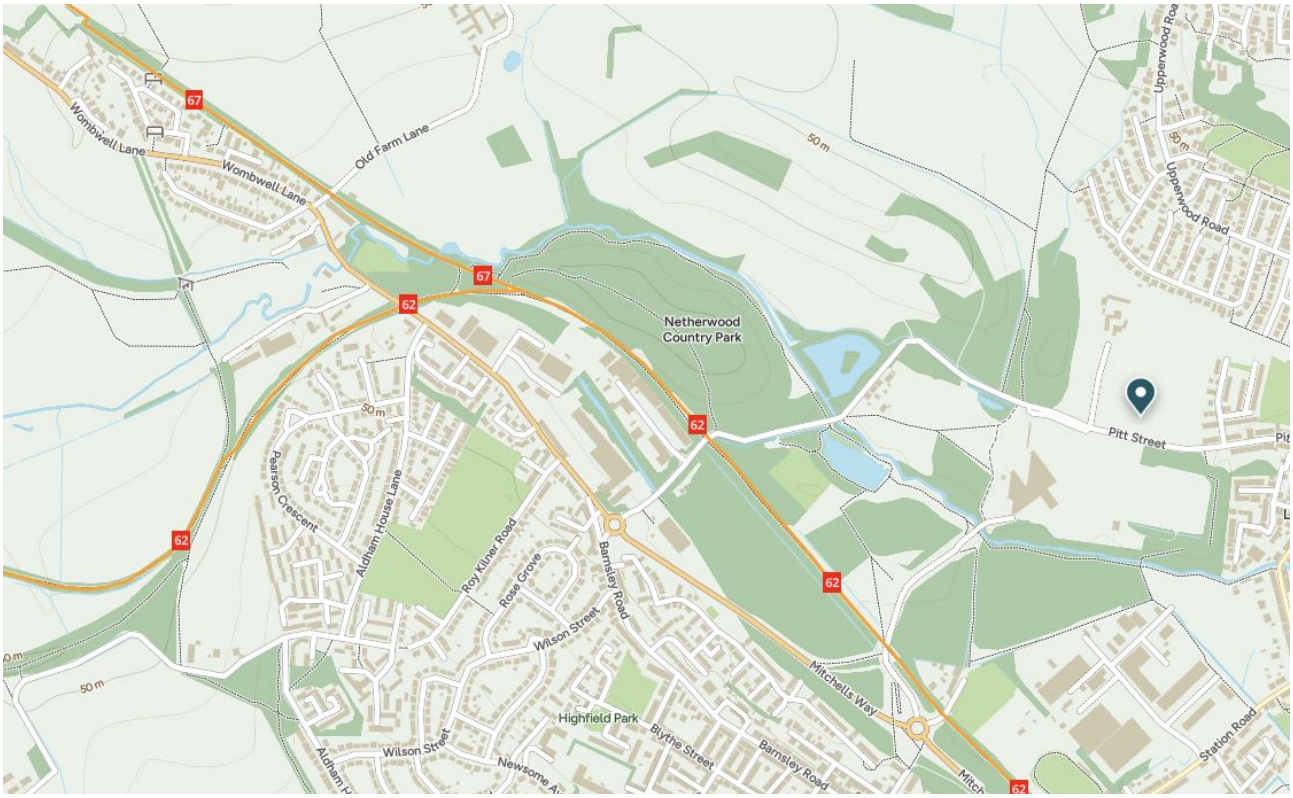

Figure 7 National Cycle Routes

2.6 Public Transport

2.6.1 There are two sets of bus stops located closest to the proposed development, one set on Upperwood Road to the north, and one set along George Street to the east.

2.6.2 Whilst the bus stops on Upperwood Road would be within approximately 280 – 400 metre walking distance of the northernmost proposed dwellings, this would be extended to approximately 580 metres to the furthest dwelling. Similarly, the bus stops located on George Street would be around 430 – 525 metres from the southernmost dwellings within the proposals, with the furthest dwelling being around 700 metres away. Most of the properties within the proposals will therefore be within or around the desired 400 metre range from a local bus stop, whilst some will be marginally further away.

2.6.3 Whilst 400 metres is generally regarded as the desirable range, within 'Guidelines for Providing Journeys on Foot' the Institution of Highways & Transportation (IHT) suggests this distance can be increased when taking into consideration commuting or school travel purposes.

2.6.4 A summary of the services available from these nearest bus stops are provided within the table at Figure 8. The table includes information on service routes, frequencies, and service providers.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
George Street					
27 / 27A / 27B	Barnsley – Lundwood, Cudworth, Shafton, Brierley, Grimethorpe, GXO Logistics, Darfield – Wombwell	15 – 45 mins	15 – 45 mins	Hourly	Stagecoach Yorkshire
449	Great Houghton – Netherwood	School times only	-	-	Wilfreda Beehive
664	Low Valley – Wath upon Dearne	School times only	-	-	John L Law
Upperwood Road					
219	Barnsley – Doncaster via Stairfoot, Ardsley, Darfield, Great Houghton, Thurnscoe, Goldthorpe, Barnburgh, Harlington, High Melton, Spotbrough	Hourly	Hourly	Every 2 hours	Stagecoach Yorkshire

Figure 8 Bus services

2.6.5 The bus services depicted within Figure 8 can simplify commuting, school travel, and leisure opportunities for residents of the proposed development, providing access to Barnsley, Lundwood, Wombwell, and Doncaster, as well as the various locations and settlements enroute.

2.6.6 Whilst Wombwell rail station is not within 800 metres of the development proposals, it is still within the 20-minute cycling radius of the proposed development, as shown in Figure 9.

2.6.7 Wombwell rail station, easily accessible by bike or bus, accommodates 12 cycles via sheltered cycle stands monitored by CCTV. Rail services from Wombwell rail station are primarily operated by Northern, providing connections to destinations

such as Huddersfield, Sheffield, and Leeds, along with the numerous stops en route.

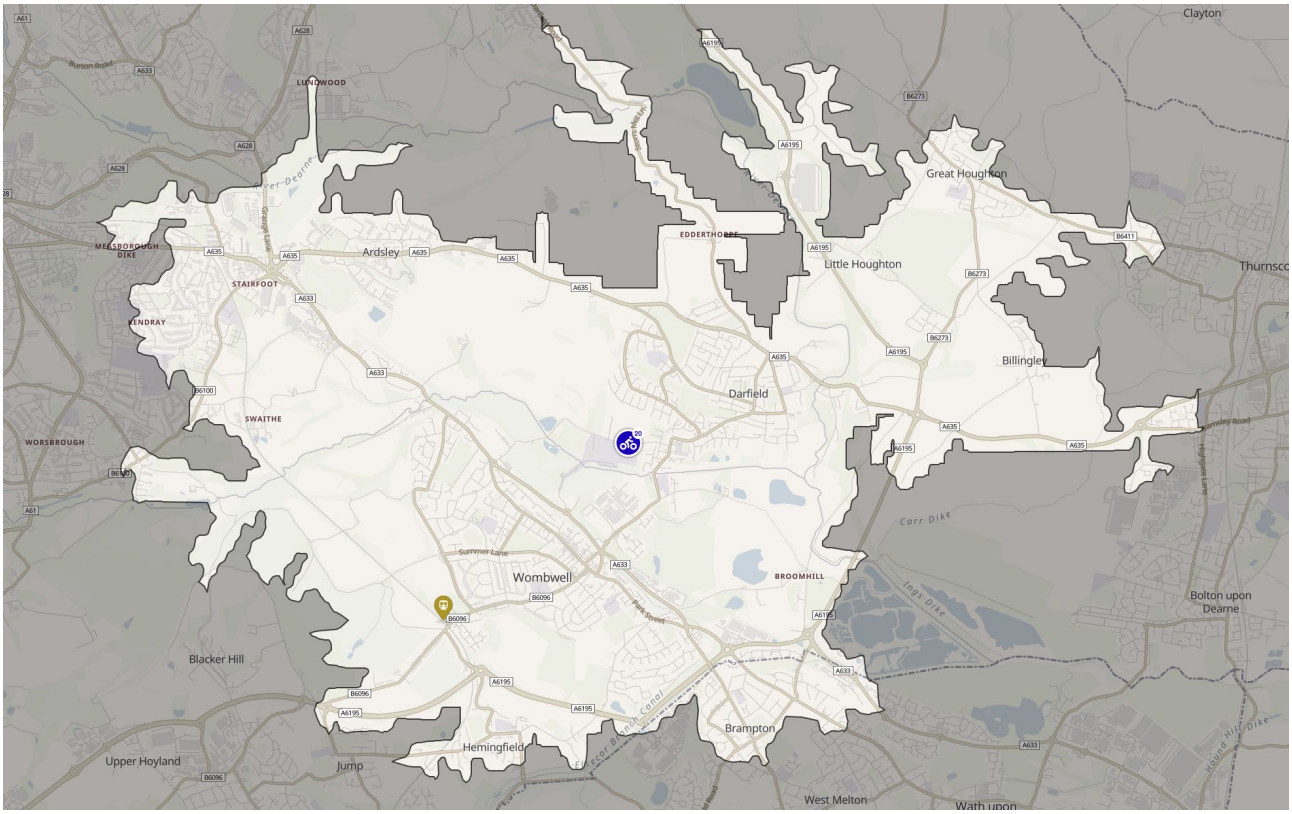

Figure 9 Cycling isochrone showing location of Wombwell rail station

2.6.8 The site should be seen as being in a sustainable location due to its proximity to local fare stages, and the ease of access to the local rail station in Wombwell by bus and cycle. The site is also within walking distance of many of the local facilities and amenities within Darfield. The site conforms to current Government directives for ensuring developments are located in a sustainable location.

2.7 Road Traffic Accidents

2.7.1 The personal injury accident data records for the 5-year period up until December 2023 within the vicinity of the site has been obtained from CollisionPlot. This data encompasses any incidents that may have occurred along Pitt Street and Netherwood Road. Figure 10 provides a map showing the location of any accidents which have occurred within this search area as well as the severity of each incident (green = slight, blue = serious, red = fatal).

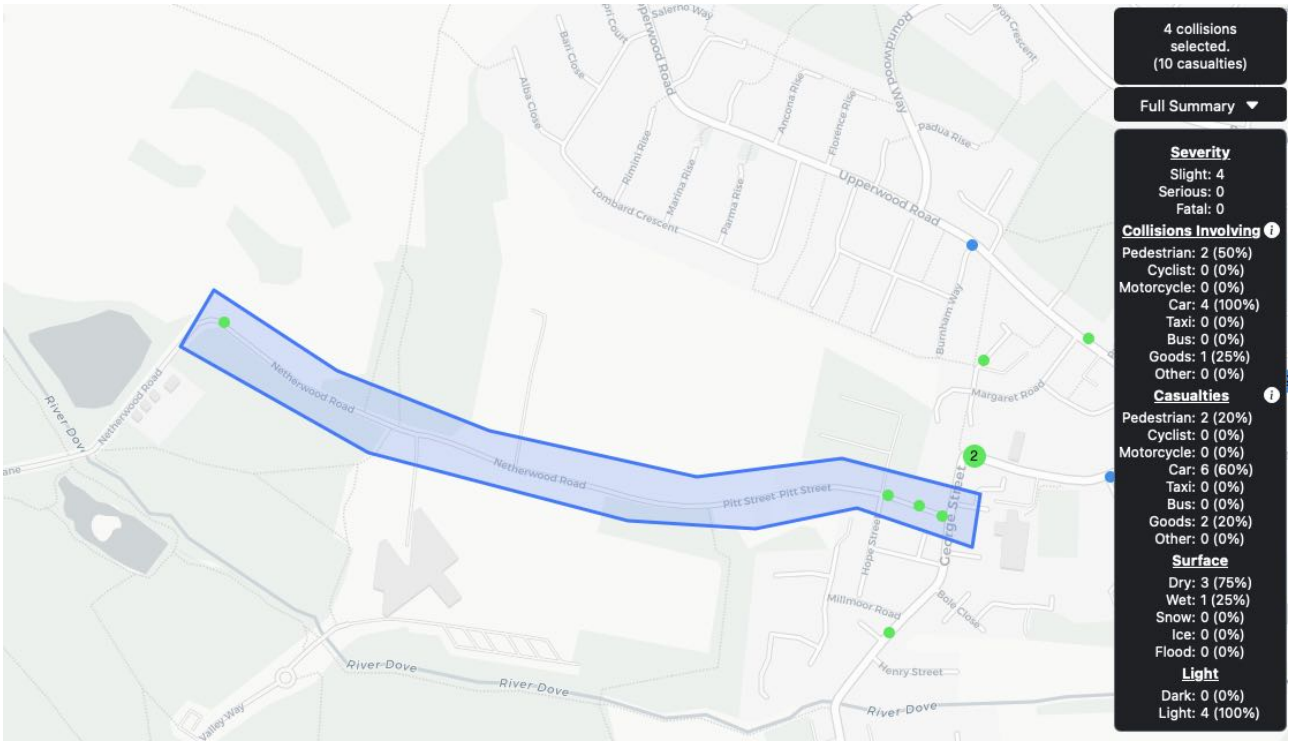

Figure 10 Crashmap search area

2.7.2 As can be seen from Figure 10, there have been 4 recorded accidents within the aforementioned search area. The table at Figure 11 provides further information regarding the results of the CollisionPlot search. The accident data can be viewed in full at Appendix C.

2.7.3 An analysis of the collisions in Figure 11 suggests that the accidents appear to be down to driver recklessness or incompetence and cannot be attributed to the road layout. The accident data 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.

Reference	Severity	Date / Time	Description
140934735	Slight	27/02/20 / 15:52	Vehicle 1 (car) is travelling west to east along Pitt Street when the vehicle impacts a pedestrian on its nearside. The pedestrian suffers a slight injury.
141027781	Slight	11/03/21 / 14:42	Vehicle 1 (car) is travelling east to west along the Pitt Street when the nearside of the vehicle impacts a parked car and overturns. The driver of vehicle 1 suffered a slight injury.

141295935	Slight	12/04/23 / 14:18	Vehicle 1 (car) is travelling east to west on a bend on Netherwood Road, whilst vehicle 2 (goods) is travelling in the opposite direction. Vehicles 1 and 2 collide head on and the driver and 3 passengers of vehicle 1 and the driver and passenger of vehicle 2 all suffer slight injuries.
141319102	Slight	15/06/23 / 12:26	Vehicle 1 (car) is travelling west to east along Pitt Street when the front of the vehicle impacts two parked cars and a wall or fence off carriageway. The driver of vehicle 1 and a pedestrian suffer slight injuries.

Figure 11 Injury accident data summary

3.0 Development Proposals

3.1 Proposed Development

3.1.1 The proposals are to develop the site for residential purposes for around 225 dwellings. The dwellings would be a mix of varying different types of houses likely containing between 2 and 5 bedrooms.

3.1.2 The internal arrangements will follow street hierarchy with a mix of traditional estate roads, shared surface streets, and shared driveways. The design will also follow Barnsley Council's adoptable standards and would conform to the South Yorkshire Residential Design Guide 2011.

3.1.3 The provisional development proposals can be found at Appendix A.

3.2 Access and Parking Provision

3.2.1 The site access to be located off Pitt Street will serve the main feeder road into the development and the majority of dwellings.

3.2.2 The site access off Pitt Street will also include a new right turn lane arrangement situated approximately 220 metres west of the Pitt Street / Colliery Mount junction and 70 metres east of the Netherwood Academy junction and existing farm access junction, offering suitable junction spacing.

3.2.3 The Pitt Street access proposals include widening Pitt Street along the site frontage to accommodate the new right turn lane. The proposed junction geometry will consist of 6 metre access radii to both sides.

3.2.4 The right turn lane arrangement will comply with the design for ghost islands within Traffic Signs Manual Chapter 5 and will include 3 metre wide through lanes and a 3.5 metre wide turning lane alongside suitable turning length, deceleration length, and direct taper. Details of the right turn lane junction can be found at Appendix D.

3.2.5 Visibility splays with an X-distance of 2.4 metres and a Y-distance of 43 metres, commensurate to a 30-mph speed limit road can also be provided in both directions along Pitt Street from the proposed access location. This visibility is shown on the plan found at Appendix D.

3.2.6 The internal layout includes a 5.5 metre wide internal feeder road with 2 metre wide footways to either side, one of which is offset from the carriageway by a 3 metre wide verge. The design speed for the traditional estate roads is 20mph, which is accomplished through the use of raised junctions with the spacing between calming features to be in accordance with the South Yorkshire Residential Design Guide. The shared surface streets have a design speed of 15mph in accordance with the design guide, which can be achieved by alignment.

3.2.7 The site layout will comply with Barnsley Council's SPD Parking adopted November 2019 meeting or exceeding 1 space for dwellings with 1 or 2 bedrooms and 2 spaces for dwellings with 3 or more bedrooms.

3.2.8 Visitor parking will be provided within the site. The SPD requirement for 1 space per 4 dwellings will generally be followed although the SPD allows for some flexibility on visitor parking.

3.3 Pedestrian and Cycle Provision

3.3.1 The proposals include footways within the site connecting to other internal streets along with pedestrian connections to neighbouring off-site streets including Lombard Crescent. The internal road network and pedestrian routes will include suitable levels of lighting so that these routes are attractive to all users at all times of the day and year.

3.3.2 The site has been designed to meet the diverse range of needs of the broad spectrum of society meeting guidance within 'PAS 6463: Design for the Mind' with the inclusion of green space, wide pavements, and a mixture of footways both direct logical straight lines, and more flowing curved lines that feel more natural and unobtrusive. The green space which surrounds the LEAP can also be utilised as a wayfinding node to help people orient themselves within the site.

3.3.3 It is proposed to provide a 2-metre footway across the site frontage along Pitt Street connecting to the existing footway network.

3.3.4 Cycle parking will be provided for each dwelling in accordance with Barnsley Council's SPD.

3.4 Servicing

3.4.1 The site layout provides internal turning for a fire appliance and large refuse vehicle as appropriate in accordance with the South Yorkshire Residential Design Guide. The site servicing needs can be adequately catered for.

4.0 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. Further details of the relevant policy documents are set out below.

4.2 National Policy

National Planning Policy Framework

4.2.1 The National Planning Policy Framework (NPPF) was first published in March 2012 and was updated most recently by the Ministry of Housing, Communities & Local Government in December 2024.

4.2.2 The NPPF sets out of the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans can provide for housing and other development in a sustainable manner.

4.2.3 Paragraph 109 of Chapter 9 of the NPPF states that:

Transport issues should be considered from the earliest stages of plan making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- making transport considerations an important part of early engagement with local communities;

- ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

- understanding and addressing the potential impacts of development on transport networks;

- realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

- identifying and pursuing opportunities to promote walking, cycling and public transport use; and

- identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

4.2.4 Paragraph 115 of Chapter 9 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:

- sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

- safe and suitable access to the site can be achieved for all users;

- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; 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 through a vision-led approach.

4.2.5 Paragraphs 116 and 117 go on to state:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Within this context, applications for development should:

- give priority first to pedestrian and cycle movements, both within the scheme and with 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 reduced mobility in relation to all modes of transport;

- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

- allow for the efficient delivery of goods, and access by service and emergency vehicles; and

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

4.2.6 Paragraph 118 further states that:

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

4.2.7 The development aligns with the NPPF by addressing transport considerations from the earliest stages of planning. It ensures that any potential impacts on the transport network are addressed, and opportunities from promoting sustainable transport modes, such as walking, cycling, and public transport, are identified and pursued.

DfT Circular 01/2022

4.2.8 Government guidance within this policy paper provides the policies with regard to strategic road network (SRN) and the delivery of sustainable development.

4.2.9 Local planning authorities and development promoters are encouraged to identify any potential impacts on the SRN that may result from development proposals and discuss at the earliest opportunity.

4.2.10 This policy paper advises that a Transport Assessment must consider the existing and forecast levels of traffic on the SRN, alongside any additional trips from committed developments that would impact the same section (link or junction) as the proposed development. An opening year assessment to include trips generated by the proposed development, forecasted growth and committed development

shall be carried out to establish the residual transport impacts of the proposed development.

4.2.11 National Highways have responded to the planning application (consultation response dated 25 September 2024) and have confirmed that when considering the volume of vehicle trips forecast and distributing this using the National Highways' own gravity model GraHAM, the proposed development site is unlikely to cause a material volume of traffic that could severely impact the operation of the SRN or contribute to any unacceptable impact on highway safety. National Highways have confirmed no objection to the proposal.

4.2.12 The information provided within this report complies with the requirements of Circular 01/22 and would include junction performance assessments on the SRN if the anticipated volume of development traffic would require it. There are no junctions with the SRN that are impacted by the development, and this is confirmed by National Highways.

4.2.13 It is considered that this site is in compliance with local and national transport policies due to the sustainable location of the site with good quality facilities for travel from modes other than the single occupancy private car trips. The proposals include appropriate mitigation including new right turn lane, traffic islands, shared cycleway and new footway provision.

4.3 Local Policy

Sheffield City Region Transport Strategy

4.3.1 The Sheffield City Region Transport Strategy sets out the transport priorities for the region up to 2040. The Transport Strategy seeks to:

- improve connection for residents and businesses to economic opportunity;
- provide a cleaner and greener Sheffield City Region; and
- provide a safe, reliable and accessible transport network.

4.3.2 The Strategy seeks to strengthen the region's economy and provide sufficient housing to support economic and population growth. Also, the following will have to be considered as part of the Strategy:

- improving the transport network connectivity and providing greater capacity are vital in enabling growth;

- travel choices, enabling the public to make the most sustainable choices about when and how they travel need to be improved;

- connectivity, ensuring people can make integrated and safe journeys using transport networks on which they can rely; and

- enhancements to improve the overall network to make it more fit for journeys in the future.

Barnsley Local Plan

4.3.3 Barnsley Council's Local Plan was adopted January 2019. Chapter 12 deals with Transport and provides relevant policy.

4.3.4 Policy T3 deals with new development and sustainable travel. The policy states:

New development will be expected to:

Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;

Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;

Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and

Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.

4.3.5 Policy T4 deals with new development and transport safety. The policy states:

New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

If a development is not suitably served by the existing highway or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

5.0 Traffic Impact

5.1 Proposed Traffic

5.1.1 To determine the anticipated traffic generations for the site it has been necessary to examine data from the national TRICS database.

5.1.2 The development proposes around 225 dwellings. To provide a robust assessment and to provide some flexibility for the purpose of traffic generations, 250 dwellings have been considered.

5.1.3 The table at Figure 12 shows the 85th percentile trip rates and generations for 250 dwellings. The TRICS output can be found at Appendix E.

Trip rate value per 1 dwells	Arrivals		Departures		Totals	
	Trip Rate	Traffic Gens	Trip Rate	Traffic Gens	Trip Rate	Traffic Gens
AM Peak (08:00 – 09:00)	0.165	41.25	0.462	115.5	0.627	156.75
PM Peak (17:00 – 18:00)	0.444	111	0.149	37.25	0.593	148.25

Figure 12 Proposed trip rate and traffic generations

5.1.4 As can be seen from the table at Figure 12, the development proposals would generate 157 vehicle trips in the AM peak (08:00 – 09:00) and 148 in the PM peak (17:00 – 18:00).

5.1.5 Daily multi-modal TRICS outputs have also been considered to find the trip rates for the various modes of travel. The trip rates and generations for 250 dwellings can be found at Figure 13.

Mode of Travel	Trip Rate	Generations (250 dwellings)
Pedestrians	0.667	167
Cyclists	0.102	26
Public Transport	0.201	50
Vehicle Occupants	6.101	1525
Overall People Trips	7.073	1768

Figure 13 TRICS Multi-modal traffic daily generations

5.2 Traffic Growth

5.2.1 The TEMPRO program has been used to determine the traffic growth of a 10-year future period and revealed that for the AM weekday period from 2025 to 2035 would equate to a growth factor or 1.1085. Similarly for the PM weekday period this would have a growth factor of 1.1070.

5.3 Committed Development

5.3.1 During scoping discussions with Barnsley Council, it was requested that committed development be included as part of the overall junctions performance analysis. The following sites have been deemed relevant:

HS79 – Site Fronting Former Foulstone School Playing Fields – 189 dwellings

HS85 – Hill Street/ Snape Hill Road – 32 dwellings

HS86 – Site at New Street – 35 dwellings

2021/0602 – Land at Low Valley Farm, Pitt Street, Darfield, Barnsley – 100 dwellings

ES10 - Employment Allocation land off A635 to the east of Cathill Roundabout

5.3.2 The traffic flows associated with the committed developments above are identified within the traffic flows at Appendix E, which also includes proposed traffic flows for 250 dwellings related to this proposed development for both 2025 and 2035 future year scenarios.

5.4 Traffic Distribution

5.4.1 To ascertain the proposed traffic distribution from the site, the census information has been used from the NOMIS website, which provides information on usual residence and place of work.

5.4.2 The NOMIS output, which can be found at Appendix F, identifies that of the 2,016 people trips, 690 (34.23%) of all site traffic would travel west along Pitt Street whilst 1,326 (65.77%) would travel east.

5.4.3 Of the westerly traffic, all would come to the White Rose Roundabout where 613 travel to the A633 Barnsley Road and onward to Stairfoot Roundabout.

5.4.4 Of the easterly traffic, all traffic would come to the Snape Hill Road / Pitt Street junction, with 947 travelling to the Station Road Roundabout via George Street South. From here, 745 travel to Brampton Roundabout via the A633 Valley Way.

5.4.5 Traffic flow diagram can be found at Appendix G.

5.5 Junction Capacity Assessment

5.5.1 The junctions requiring assessment during the network peak hours of 08:00 – 09:00 and 17:00 – 18:00 are the proposed development site access, White Rose roundabout, Stairfoot roundabout, Snape Hill Road / Pitt Street junction, Station Road roundabout, and Brampton roundabout. Committed development will be included as part of the assessment.

5.5.2 Junction surveys will be conducted at all junctions requiring assessment between the hours of 07:00 – 09:30 and 16:00 – 18:30, accompanied by queue length surveys comprised of max queue lengths in 15-minute segments.

5.5.3 Results of the junction assessments will be provided as part of an amended Transport Assessment to be provided.

6.0 Conclusion

6.1.1 This Transport Assessment presents the proposals to develop the site for residential purposes for around 225 dwellings. The dwellings would be a mix of varying different types of houses likely containing between 2 and 5 bedrooms.

6.1.2 Access to the proposed development site will be via a right turn lane junction arrangement off Pitt Street. The proposed development site is part of safeguarded land SL19 within Barnsley's Local Plan.

6.1.3 This Transport Assessment examines site access, sustainability measures, parking provision, and servicing arrangements against current policy and data. It describes the existing highway network and proposed site development, then compares development-generated traffic, safety implications, and access arrangements against baseline conditions. The assessment evaluates both vehicular access and sustainable transport elements, presenting traffic impacts from the proposed development.

6.1.4 Junction capacity assessments will be carried out as part of an amended Transport Assessment to be provided.

Appendix A
Development Proposals

SITE AREAS

GROSS - 72067.6m² / 7.2 Hectares / 17.8 Acres
NET AREA - 51328m² / 5.1 Hectares / 12.7 Acres

PROJECTED HOUSE NUMBERS

189 @ 35 D.P.H
204 @ 40 D.P.H

Potential link to bridleway to the east subject to land ownership

Landscape buffer to adjacent properties.

Longer rear garden to provide buffer adjacent properties.

LEAP

Existing pedestrian access maintained with additional links to surround areas.

Maintain existing hedges and trees along site boundary. Downgrade existing track to pedestrian link.

Area reserved for BNG potential for pedestrian routes linking the north of the site with the Pitt Street

Attenuation basin located at low point of site providing landscaped buffer between development parcels. Approx 2975m²

Dual Pumping Station

Balancing Pond

New pedestrian access and crossing location for safe access to school.

New site access through existing hedgerow.

SK03 / SKETCH MASTERPLAN

NORTH

1:500 SCALE
10m 50m

Rev	Date	Description	Drawn	Check

jrp Architecture Planning Urban Design Landscape

CLIENT: HARTWOOD

DRAWING NUMBER: 25 5767 SK03

PROJECT: PITT STREET DARFIELD

SCALE @ A0: 1:500

DRAWING: SKETCH MASTERPLAN

	DRAWN:	DATE:
	THS	MAY '25
CHECKED:	DATE:	
LB/VS	MAY '25	

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Calder Park, Wakefield, WF4 3FL
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Appendix B
Walking Route Audits

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**2**		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**1**		
ATTRACTIVENESS				**6**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**1**		
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**		
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**2**		
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**2**		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**2**		
COMFORT				**9**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**2**		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**2**		
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**2**		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**1**		
DIRECTNESS				**11**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**2**		
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**2**		
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**1**		
SAFETY				**5**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**0**		
COHERENCE				**0**		
			Total Score	**31**		

ROUTE SUMMARY

Route Name	Route A
Length	
Name of Assessor(s)	A Howarth
Date of Assessment	Wednesday, 4 June 2025

Criterion	Performance Scores
Attractiveness	6
Comfort	9
Directness	11
Safety	5
Coherence	0
Total	31

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2		
ATTRACTIVENESS				6		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1		
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1		
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1		
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2		
COMFORT				7		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2		
DIRECTNESS				11		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1		
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1		
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2		
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1		
COHERENCE				1		
			Total Score	29		

ROUTE SUMMARY

Route Name	Route B
Length	
Name of Assessor(s)	A Howarth
Date of Assessment	Wednesday, 4 June 2025

Criterion	Performance Scores
Attractiveness	6
Comfort	7
Directness	11
Safety	4
Coherence	1
Total	29

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	1		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2		
ATTRACTIVENESS				6		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1		
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1		
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1		
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2		
COMFORT				7		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	1		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2		
DIRECTNESS				11		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1		
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1		
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2		
SAFETY				4		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1		
COHERENCE				1		
			Total Score	29		

ROUTE SUMMARY

Route Name	Route C
Length	
Name of Assessor(s)	A Howarth
Date of Assessment	Wednesday, 4 June 2025

Criterion	Performance Scores
Attractiveness	6
Comfort	7
Directness	11
Safety	4
Coherence	1
Total	29

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	**1**		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	**2**		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	**1**		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			**2**		
ATTRACTIVENESS				**6**		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	**0**	Large number of footway crossovers	No action available
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**		
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	**1**		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	**1**		
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	**1**		
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			**2**		
COMFORT				**6**		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	**2**		
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	**1**		
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	**2**		
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	**2**		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	**2**		
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			**2**		
DIRECTNESS				**11**		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	**1**		
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	**1**		
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	**2**		
SAFETY				**4**		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	**1**		
COHERENCE				**1**		
			Total Score	**28**		

ROUTE SUMMARY

Route Name	Route D
Length	
Name of Assessor(s)	A Howarth
Date of Assessment	Wednesday, 4 June 2025

Criterion	Performance Scores
Attractiveness	6
Comfort	6
Directness	11
Safety	4
Coherence	1
Total	28

Comments	
Actions	

Appendix C
Accident Data

2020140934735 | Slight | Thu | 27/02/2020 | 15:52 | Light | Dry

Authority (highway):	Barnsley	Road 2:	Not at junction or within 20m, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	South Yorkshire	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car
Manouevre:	Going ahead
Direction of travel:	West to east
Vehicle Location:	On main carriageway
Junction Location:	Not at/within 20m of junction
First point of impact:	Nearside
Driver sex & age:	Female, 20
Journey purpose:	Other
Engine capacity (cc):	998
Propulsion:	Petrol
Age of vehicle:	12
Generic make/model:	CITROEN C1

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Pedestrian
Sex & age:	Male, 12
Pedestrian location:	Unknown or other
Pedestrian movement:	Unknown or other

Authority (highway):	Barnsley	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	T or staggered junction	Light conditions:	Light	
Police force:	South Yorkshire	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manouevre:	Going ahead	Parked
Direction of travel:	East to west	Parked to parked
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Cleared junction or waiting/parked at junction exit	Cleared junction or waiting/parked at junction exit
First point of impact:	Nearside	Nearside
Skidding/overturning:	Overturned	--
Driver sex & age:	Male, 68	--, -1
Journey purpose:	Other	--
Engine capacity (cc):	1398	1368
Propulsion:	Petrol	Petrol
Age of vehicle:	4	15
Generic make/model:	VAUXHALL CORSA	FIAT PUNTO

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 68

2023141295935 | Slight | Wed | 12/04/2023 | 14:18 | Light | Wet

Authority (highway):	Barnsley	Road 2:	Not at junction or within 20m, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	South Yorkshire	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Goods
Manouevre:	Going ahead left-hand bend	Going ahead right-hand bend
Direction of travel:	East to west	West to east
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Front	Front
Driver sex & age:	Female, 51	Male, 42
Engine capacity (cc):	1598	1950
Propulsion:	Petrol	Heavy oil
Age of vehicle:	18	0
Generic make/model:	MINI COOPER	MERCEDES SPRINTER

Casualties

Casualty reference:	1	2	3
Vehicle reference:	1 (Car)	1 (Car)	1 (Car)
Severity:	Slight	Slight	Slight
Class:	Driver or rider	Passenger	Passenger
Sex & age:	Female, 51	Male, 17	Female, 45
Car passenger:	--	Front seat passenger	Rear seat passenger

Casualties

Casualty reference:	4	5	6
Vehicle reference:	1 (Car)	2 (Goods)	2 (Goods)
Severity:	Slight	Slight	Slight
Class:	Passenger	Driver or rider	Passenger
Sex & age:	Male, 17	Male, 42	Male, 47
Car passenger:	Rear seat passenger	--	--

Authority (highway):	Barnsley	Road 2:	B, 6096	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Other junction	Light conditions:	Light	
Police force:	South Yorkshire	Junction control:	Stop sign	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

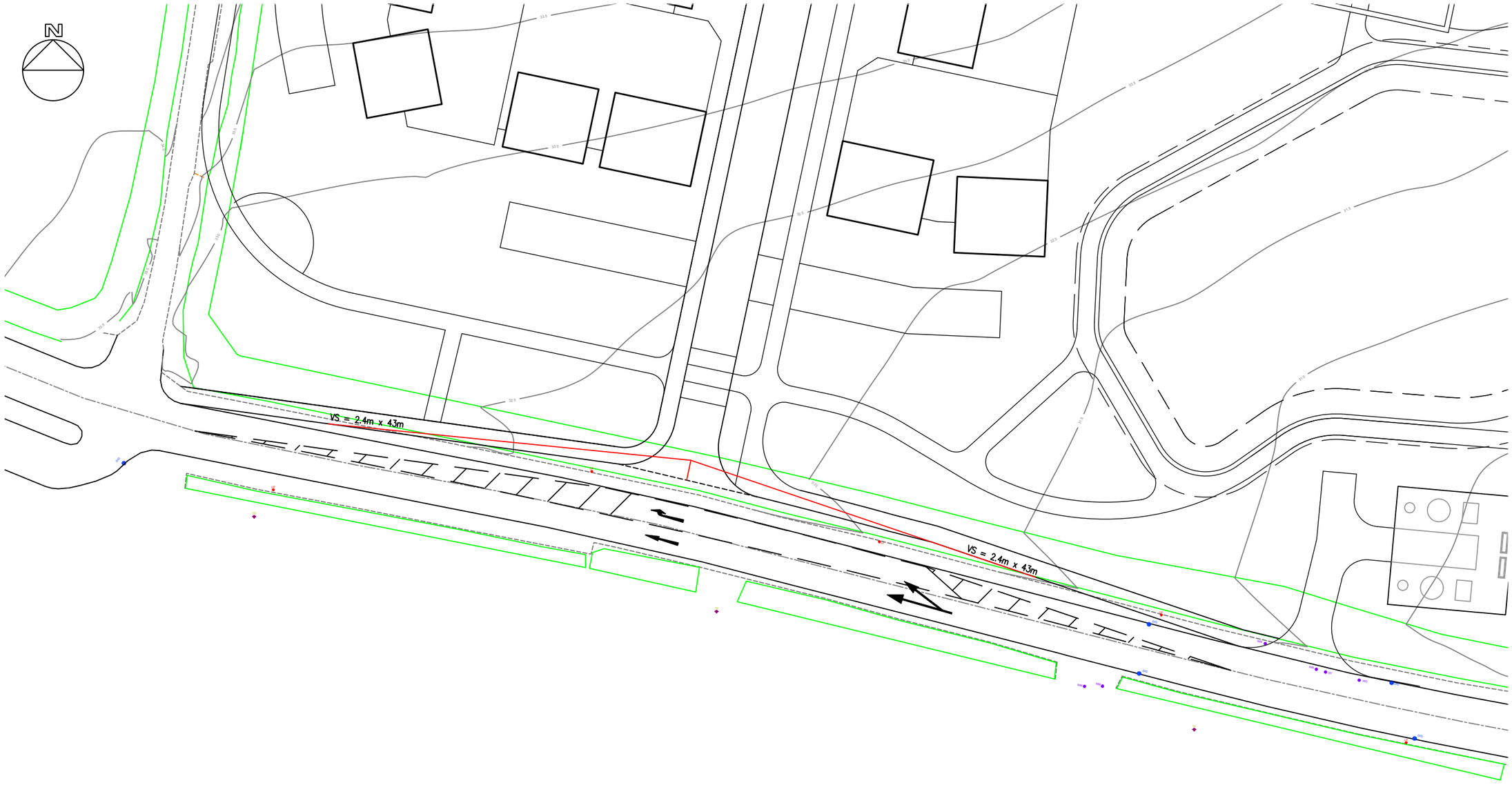
Vehicle ref & type:	1, Car	2, Car	3, Car
Manouevre:	Going ahead	Parked	Parked
Direction of travel:	West to east	Parked to parked	Parked to parked
Vehicle Location:	On main carriageway	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Cleared junction or waiting/parked at junction exit	Approaching junction or waiting/parked at approach
First point of impact:	Front	Back	Nearside
Hit object in road:	Parked vehicle	--	--
Leaving road:	Left road offside	--	--
Object hit off road:	Wall or fence	--	--
Driver sex & age:	Female, 51	–, -1	Male, 37
Journey purpose:	Other	--	Commuting to/from work
Engine capacity (cc):	1498	1598	1560
Propulsion:	Petrol	Heavy oil	Heavy oil
Age of vehicle:	1	5	7
Generic make/model:	AUDI Q2	KIA CEED	PEUGEOT 308

Casualties

Casualty reference:	1	2
Vehicle reference:	1 (Car)	1 (Car)
Severity:	Slight	Slight
Class:	Driver or rider	Pedestrian
Sex & age:	Female, 51	Female, 32
Pedestrian location:	--	Unknown or other
Pedestrian movement:	--	Unknown or other

Appendix D

Access Proposals



General Notes

- This drawing should not be scaled for setting out purposes.
- This drawing shows the provisional design only and is subject to Local Authority approval.
- This drawing is based upon a topographical / ordnance survey provided by others.

PARAGON HIGHWAYS

PROJECT TITLE
PITT STREET, DARFIELD

DRAWING TITLE
PROPOSED RIGHT TURN LANE

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN –	2411 –	HGN –	DR –	CH –	0001

CLIENT
–

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:500	A3	AH	–	–	JUN 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

Appendix E
TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	3 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	5 days
	SC	SURREY	2 days
	SP	SOUTHAMPTON	1 days
	WS	WEST SUSSEX	6 days
04	EAST ANGLIA		
	NF	NORFOLK	8 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	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:	156 to 1146 (units:)
Range Selected by User:	150 to 1200 (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: 01/01/16 to 26/06/24

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	13 days
Wednesday	7 days
Thursday	5 days

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

Selected survey types:

Manual count	30 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)	1
Edge of Town	26
Neighbourhood Centre (PPS6 Local Centre)	3

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	23
Village	4
Out of Town	2
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	13 days - Selected
Servicing vehicles Excluded	28 days - Selected

Secondary Filtering selection:

Use Class:

C3	30 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	8 days
10,001 to 15,000	11 days
15,001 to 20,000	5 days
20,001 to 25,000	2 days
25,001 to 50,000	1 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	4 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	3 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	19 days
1.6 to 2.0	2 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	23 days
No	7 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	30 days

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

LIST OF SITES relevant to selection parameters

1 DY-03-A-01 MIXED HOUSES DERBY
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

2 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

3 HC-03-A-34 MIXED HOUSES & FLATS HAMPSHIRE
STONEHAM LANE
EASTLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date: TUESDAY *14/11/23* *Survey Type: MANUAL*

4 HC-03-A-35 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 289
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

5 HC-03-A-38 MIXED HOUSES & FLATS HAMPSHIRE
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: WEDNESDAY *26/06/24* *Survey Type: MANUAL*

6 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

7 HF-03-A-06 MIXED HOUSES & FLATS HERTFORDSHIRE
A505
ROYSTON

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: TUESDAY *28/11/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

9 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

10 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

11 KC-03-A-11 MIXED HOUSES & FLATS KENT
COLDHARBOUR ROAD
GRAVESEND

Edge of Town
No Sub Category
Total No of Dwellings: 375
Survey date: MONDAY *20/03/23* *Survey Type: MANUAL*

12 KC-03-A-12 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 186
Survey date: TUESDAY *19/09/23* *Survey Type: MANUAL*

13 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

14 NF-03-A-09 MIXED HOUSES & FLATS NORFOLK
ROUND HOUSE WAY
NORWICH
CRINGLEFORD
Edge of Town
Residential Zone
Total No of Dwellings: 984
Survey date: TUESDAY *24/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

16 NF-03-A-28 MIXED HOUSES & FLATS NORFOLK
ATLANTIC AVENUE
NORWICH
SPROWSTON
Edge of Town
Residential Zone
Total No of Dwellings: 1146
Survey date: THURSDAY *22/09/22* *Survey Type: MANUAL*

17 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

18 NF-03-A-38 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 537
Survey date: TUESDAY *20/09/22* *Survey Type: MANUAL*

19 NF-03-A-39 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

20 NF-03-A-46 MIXED HOUSES & FLATS NORFOLK
BURGH ROAD
AYLSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 300
Survey date: TUESDAY *14/09/21* *Survey Type: MANUAL*

21 SC-03-A-08 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 790
Survey date: WEDNESDAY *04/05/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

22 SC-03-A-12 MIXED HOUSES & FLATS SURREY
AARONS HILL
GODALMING

Edge of Town
Residential Zone
Total No of Dwellings: 252
Survey date: WEDNESDAY *12/06/24* *Survey Type: MANUAL*

23 SP-03-A-02 MIXED HOUSES & FLATS SOUTHAMPTON
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY *12/10/21* *Survey Type: MANUAL*

24 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

25 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

26 WS-03-A-11 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 918
Survey date: TUESDAY *02/04/19* *Survey Type: MANUAL*

27 WS-03-A-18 MIXED HOUSES & FLATS WEST SUSSEX
LONDON ROAD
HASSOCKS

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 156
Survey date: MONDAY *15/05/23* *Survey Type: MANUAL*

28 WS-03-A-21 MIXED HOUSES WEST SUSSEX
HILLAND ROAD
BILLINGSHURST

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 480
Survey date: THURSDAY *09/11/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

29 WS-03-A-23 MIXED HOUSES & FLATS WEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: TUESDAY *14/05/24* *Survey Type: MANUAL*

30 WS-03-A-24 MIXED HOUSES WEST SUSSEX
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 300
Survey date: THURSDAY *23/05/24* *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
HC-03-A-26	24/06/21	Covid
SF-03-A-09	24/06/21	Covid
WS-03-A-13	23/06/21	Covid

Paragon Highways The Nostell Estate Wakefield Licence No: 742101

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00 CALCULATION FACTOR 1 DWELLS
15th Percentile = No. 26 HC-03-A-34 Tot: 0.358
85th Percentile = No. 5 ES-03-A-03 Tot: 0.627

Median Values		Mean Values	
Arrivals:	0.098	Arrivals:	0.139
Departures:	0.385	Departures:	0.351
Totals:	0.482	Totals:	0.490

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SP-03-A-02	MIXED HOUSES &	NEAR SOUTHAMPTON	SOUTHAMPTON	250	Tue	12/10/21	0.184	0.584	0.768	2.44
2	NF-03-A-06	MIXED HOUSES	GREAT YARMOUTH	NORFOLK	275	Mon	23/09/19	0.207	0.553	0.760	2.13
3	NF-03-A-38	MIXED HOUSES	GREAT YARMOUTH	NORFOLK	537	Tue	20/09/22	0.201	0.505	0.706	2.56
4	HC-03-A-38	MIXED HOUSES &	RINGWOOD	HAMPSHIRE	195	Wed	26/06/24	0.185	0.492	0.677	2.53
5	ES-03-A-03	MIXED HOUSES &	POLEGATE	EAST SUSSEX	212	Mon	11/07/16	0.165	0.462	0.627	1.68
6	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.240	0.385	0.625	3.09
7	WS-03-A-23	MIXED HOUSES &	EAST GRINSTEAD	WEST SUSSEX	197	Tue	14/05/24	0.234	0.376	0.610	2.73
8	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.183	0.422	0.605	2.48
9	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.147	0.451	0.598	2.06
10	SC-03-A-08	MIXED HOUSES	HORLEY	SURREY	790	Wed	04/05/22	0.151	0.432	0.583	2.20
11	NF-03-A-28	MIXED HOUSES &	NORWICH	NORFOLK	1146	Thu	22/09/22	0.172	0.383	0.555	2.15
12	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.253	0.293	0.546	2.41
13	WS-03-A-24	MIXED HOUSES	CHICHESTER	WEST SUSSEX	300	Thu	23/05/24	0.130	0.377	0.507	2.59
14	DY-03-A-01	MIXED HOUSES	DERBY	DERBY	371	Tue	10/07/18	0.089	0.402	0.491	2.92
15	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.105	0.383	0.488	3.55
16	KC-03-A-06	MIXED HOUSES &	HERNE BAY	KENT	363	Wed	27/09/17	0.091	0.386	0.477	2.17
17	WS-03-A-08	MIXED HOUSES	ANGMERING	WEST SUSSEX	180	Thu	19/04/18	0.106	0.367	0.473	2.93
18	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.119	0.319	0.438	3.95
19	HC-03-A-35	MIXED HOUSES &	WATERLOOVILLE	HAMPSHIRE	289	Tue	31/10/23	0.076	0.349	0.425	2.63
20	SC-03-A-12	MIXED HOUSES &	GODALMING	SURREY	252	Wed	12/06/24	0.171	0.250	0.421	2.22
21	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.118	0.297	0.415	2.31
22	HF-03-A-06	MIXED HOUSES &	ROYSTON	HERTFORDSHIRE	180	Tue	28/11/23	0.106	0.306	0.412	2.03
23	KC-03-A-12	MIXED HOUSES &	FAVERSHAM	KENT	186	Tue	19/09/23	0.145	0.263	0.408	2.23
24	NF-03-A-09	MIXED HOUSES &	NORWICH	NORFOLK	984	Tue	24/09/19	0.145	0.254	0.399	2.35
25	WS-03-A-21	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	480	Thu	09/11/23	0.113	0.260	0.373	2.31
26	HC-03-A-34	MIXED HOUSES &	EASTLEIGH	HAMPSHIRE	243	Tue	14/11/23	0.045	0.313	0.358	2.19
27	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.113	0.214	0.327	3.02
28	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.075	0.158	0.233	2.84
29	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.071	0.160	0.231	2.10
30	KC-03-A-11	MIXED HOUSES &	GRAVESEND	KENT	375	Mon	20/03/23	0.037	0.131	0.168	1.92

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	3 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	5 days
	SC	SURREY	2 days
	SP	SOUTHAMPTON	1 days
	WS	WEST SUSSEX	6 days
04	EAST ANGLIA		
	NF	NORFOLK	8 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	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:	156 to 1146 (units:)
Range Selected by User:	150 to 1200 (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: 01/01/16 to 26/06/24

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	13 days
Wednesday	7 days
Thursday	5 days

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

Selected survey types:

Manual count	30 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)	1
Edge of Town	26
Neighbourhood Centre (PPS6 Local Centre)	3

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	23
Village	4
Out of Town	2
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	13 days - Selected
Servicing vehicles Excluded	28 days - Selected

Secondary Filtering selection:

Use Class:

C3	30 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	8 days
10,001 to 15,000	11 days
15,001 to 20,000	5 days
20,001 to 25,000	2 days
25,001 to 50,000	1 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	4 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	3 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	19 days
1.6 to 2.0	2 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	23 days
No	7 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	30 days

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

LIST OF SITES relevant to selection parameters

1 DY-03-A-01 MIXED HOUSES DERBY
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

2 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

3 HC-03-A-34 MIXED HOUSES & FLATS HAMPSHIRE
STONEHAM LANE
EASTLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date: TUESDAY *14/11/23* *Survey Type: MANUAL*

4 HC-03-A-35 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 289
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

5 HC-03-A-38 MIXED HOUSES & FLATS HAMPSHIRE
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: WEDNESDAY *26/06/24* *Survey Type: MANUAL*

6 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

7 HF-03-A-06 MIXED HOUSES & FLATS HERTFORDSHIRE
A505
ROYSTON

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: TUESDAY *28/11/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

9 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

10 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

11 KC-03-A-11 MIXED HOUSES & FLATS KENT
COLDHARBOUR ROAD
GRAVESEND

Edge of Town
No Sub Category
Total No of Dwellings: 375
Survey date: MONDAY *20/03/23* *Survey Type: MANUAL*

12 KC-03-A-12 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 186
Survey date: TUESDAY *19/09/23* *Survey Type: MANUAL*

13 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

14 NF-03-A-09 MIXED HOUSES & FLATS NORFOLK
ROUND HOUSE WAY
NORWICH
CRINGLEFORD
Edge of Town
Residential Zone
Total No of Dwellings: 984
Survey date: TUESDAY *24/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

16 NF-03-A-28 MIXED HOUSES & FLATS NORFOLK
ATLANTIC AVENUE
NORWICH
SPROWSTON
Edge of Town
Residential Zone
Total No of Dwellings: 1146
Survey date: THURSDAY *22/09/22* *Survey Type: MANUAL*

17 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

18 NF-03-A-38 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 537
Survey date: TUESDAY *20/09/22* *Survey Type: MANUAL*

19 NF-03-A-39 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

20 NF-03-A-46 MIXED HOUSES & FLATS NORFOLK
BURGH ROAD
AYLSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 300
Survey date: TUESDAY *14/09/21* *Survey Type: MANUAL*

21 SC-03-A-08 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 790
Survey date: WEDNESDAY *04/05/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

22 SC-03-A-12 MIXED HOUSES & FLATS SURREY
AARONS HILL
GODALMING

Edge of Town
Residential Zone
Total No of Dwellings: 252
Survey date: WEDNESDAY *12/06/24* *Survey Type: MANUAL*

23 SP-03-A-02 MIXED HOUSES & FLATS SOUTHAMPTON
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY *12/10/21* *Survey Type: MANUAL*

24 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

25 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

26 WS-03-A-11 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 918
Survey date: TUESDAY *02/04/19* *Survey Type: MANUAL*

27 WS-03-A-18 MIXED HOUSES & FLATS WEST SUSSEX
LONDON ROAD
HASSOCKS

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 156
Survey date: MONDAY *15/05/23* *Survey Type: MANUAL*

28 WS-03-A-21 MIXED HOUSES WEST SUSSEX
HILLAND ROAD
BILLINGSHURST

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 480
Survey date: THURSDAY *09/11/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

29 WS-03-A-23 MIXED HOUSES & FLATS WEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: TUESDAY *14/05/24* *Survey Type: MANUAL*

30 WS-03-A-24 MIXED HOUSES WEST SUSSEX
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 300
Survey date: THURSDAY *23/05/24* *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
HC-03-A-26	24/06/21	Covid
SF-03-A-09	24/06/21	Covid
WS-03-A-13	23/06/21	Covid

Paragon Highways The Nostell Estate Wakefield Licence No: 742101

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 1 DWELLS
15th Percentile = No. 26 KC-03-A-08 Tot: 0.308
85th Percentile = No. 5 KC-03-A-07 Tot: 0.593

Median Values		Mean Values	
Arrivals:	0.325	Arrivals:	0.315
Departures:	0.136	Departures:	0.149
Totals:	0.461	Totals:	0.464

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SP-03-A-02	MIXED HOUSES &	NEAR SOUTHAMPTON	SOUTHAMPTON	250	Tue	12/10/21	0.528	0.216	0.744	2.44
2	NF-03-A-38	MIXED HOUSES	GREAT YARMOUTH	NORFOLK	537	Tue	20/09/22	0.426	0.272	0.698	2.56
3	NF-03-A-06	MIXED HOUSES	GREAT YARMOUTH	NORFOLK	275	Mon	23/09/19	0.440	0.218	0.658	2.13
4	ES-03-A-03	MIXED HOUSES &	POLEGATE	EAST SUSSEX	212	Mon	11/07/16	0.434	0.217	0.651	1.68
5	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.444	0.149	0.593	3.09
6	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.393	0.198	0.591	2.48
7	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.415	0.168	0.583	2.06
8	KC-03-A-06	MIXED HOUSES &	HERNE BAY	KENT	363	Wed	27/09/17	0.380	0.198	0.578	2.17
9	KC-03-A-12	MIXED HOUSES &	FAVERSHAM	KENT	186	Tue	19/09/23	0.371	0.183	0.554	2.23
10	HC-03-A-38	MIXED HOUSES &	RINGWOOD	HAMPSHIRE	195	Wed	26/06/24	0.374	0.179	0.553	2.53
11	WS-03-A-23	MIXED HOUSES &	EAST GRINSTEAD	WEST SUSSEX	197	Tue	14/05/24	0.330	0.203	0.533	2.73
12	NF-03-A-28	MIXED HOUSES &	NORWICH	NORFOLK	1146	Thu	22/09/22	0.331	0.162	0.493	2.15
13	DY-03-A-01	MIXED HOUSES	DERBY	DERBY	371	Tue	10/07/18	0.407	0.084	0.491	2.92
14	WS-03-A-08	MIXED HOUSES	ANGMERING	WEST SUSSEX	180	Thu	19/04/18	0.278	0.206	0.484	2.93
15	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.297	0.165	0.462	2.31
16	HC-03-A-35	MIXED HOUSES &	WATERLOOVILLE	HAMPSHIRE	289	Tue	31/10/23	0.353	0.107	0.460	2.63
17	SC-03-A-08	MIXED HOUSES	HORLEY	SURREY	790	Wed	04/05/22	0.353	0.105	0.458	2.20
18	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.287	0.169	0.456	3.95
19	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.319	0.125	0.444	3.55
20	SC-03-A-12	MIXED HOUSES &	GODALMING	SURREY	252	Wed	12/06/24	0.258	0.167	0.425	2.22
21	NF-03-A-09	MIXED HOUSES &	NORWICH	NORFOLK	984	Tue	24/09/19	0.246	0.160	0.406	2.35
22	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.240	0.163	0.403	2.41
23	HC-03-A-34	MIXED HOUSES &	EASTLEIGH	HAMPSHIRE	243	Tue	14/11/23	0.325	0.066	0.391	2.19
24	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.271	0.120	0.391	2.84
25	WS-03-A-21	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	480	Thu	09/11/23	0.252	0.125	0.377	2.31
26	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.220	0.088	0.308	3.02
27	KC-03-A-11	MIXED HOUSES &	GRAVESEND	KENT	375	Mon	20/03/23	0.176	0.085	0.261	1.92
28	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.160	0.077	0.237	2.10
29	WS-03-A-24	MIXED HOUSES	CHICHESTER	WEST SUSSEX	300	Thu	23/05/24	0.090	0.060	0.150	2.59
30	HF-03-A-06	MIXED HOUSES &	ROYSTON	HERTFORDSHIRE	180	Tue	28/11/23	0.061	0.039	0.100	2.03

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Appendix F
NOMIS Data

WU01EW - Location of usual residence and place of work by sex (MSOA level)

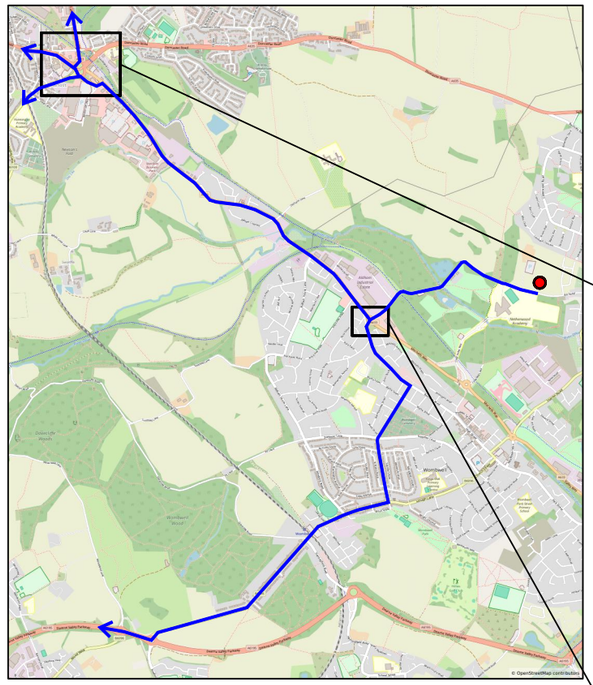
population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
sex All persons

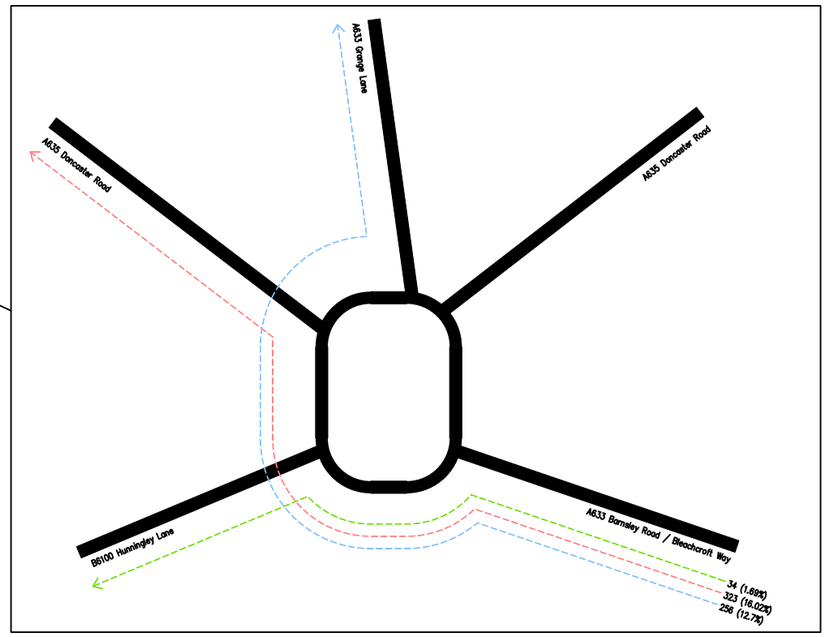
		Pitt Street West		Barnsley Road	Summer Lane	Copeland	A633 Barnsley Road			Pitt Street East		Snape Hill Road North		A635 Doncaster Road East		Stonyford Road South		A633 Valley Way
		White Rose Roundabout		Summer Lane Mini Roundabout	Copeland Road/ Hough Lane	B6096/ A6195 Roundabout	Stairfoot Roundabout			SnapeHill Road/ Pitt Street		A635 Doncaster Road/ B6096		Cathill Roundabout		Station Road Roundabout		Brampton Roundabout
usual residence																		
place of work	E02001531 : Barnsley 023	Pitt Street West	Pitt Street East	A633 Barnsley Road	A633 Mitchells Way	Barnsley Road	Copeland Road	B6096 Hough Lane West	A6195 Dearne Valley Parkway West	A635 Doncaster Road	A633 Grange Lane	B6100 Hunningley Lane	Snape Hill Road North	Stonyford Road South	A635 Doncaster Road East	A635 Doncaster Road West	A635 East	A6195 North	A633 Valley Way	Mayflower Way	B6089 Brampton Road
Bradford	6	6				6	6	6	6												
Calderdale	3	3				3	3	3	3												
Craven	2	2				2	2	2	2												
Doncaster	101		101										101		101		101				
Harrogate	3		3										3		3			3			
Kingston upon Hull, City of	3		3										3		3		3				
Kirklees	28	28		28						28											
Leeds	62	62				62	62	62	62												
North East Lincolnshire	1		1										1		1		1				
North Lincolnshire	8		8										8		8		8				
Richmondshire	2		2										2		2			2			
Rotherham	418		418											418					418		418
Selby	5		5										5		5			5			
Sheffield	209		209											209					209		209
Wakefield	97	97		97							97										
York	2		2										2		2			2			
E02001509 : Barnsley 001	6	6		6							6										
E02001510 : Barnsley 002	41	41		41							41										
E02001511 : Barnsley 003	4		4										4		4			4			
E02001512 : Barnsley 004	13	13		13							13										
E02001513 : Barnsley 005	16	16		16							16										
E02001514 : Barnsley 006	19		19										19		19			19			
E02001515 : Barnsley 007	27	27		27							27										
E02001516 : Barnsley 008	6		6										6			6					
E02001517 : Barnsley 009	8	8		8							8										
E02001518 : Barnsley 010	33	33		33							33										
E02001519 : Barnsley 011	15	15		15							15										
E02001520 : Barnsley 012	84	84		84						84											
E02001521 : Barnsley 013	160	160		160						160											
E02001522 : Barnsley 014	16		16										16		16			16			
E02001523 : Barnsley 015	138		138										138		138			138			
E02001524 : Barnsley 016	6	6		6						6											
E02001525 : Barnsley 017	22	22		22						22											
E02001526 : Barnsley 018	15	15		15								15									
E02001527 : Barnsley 019	23	23		23						23											
E02001528 : Barnsley 020	40		40										40		40			40			
E02001529 : Barnsley 021	15	15		15								15									
E02001530 : Barnsley 022	30		30										30		30		30				
E02001532 : Barnsley 024	4	4		4								4									
E02001533 : Barnsley 025	1		1										1		1		1				
E02001534 : Barnsley 026	237		237											237					118	119	
E02001535 : Barnsley 027	4	4				4	4	4	4												
E02001536 : Barnsley 028	42		42											42						42	
E02001537 : Barnsley 029	14		14											14						14	
E02001538 : Barnsley 030	27		27											27						27	
TOTAL	2,016	690	1326	613	0	77	77	77	77	323	256	34	379	947	373	6	144	229	745	202	627
%	100.00%	34.23%	65.77%	30.41%	0.00%	3.82%	3.82%	3.82%	3.82%	16.02%	12.70%	1.69%	18.80%	46.97%	18.50%	0.30%	7.14%	11.36%	36.95%	10.02%	31.10%
		Assessment Required Site Access		Assessment Required						Assessment Required			Assessment Required						Assessment Required		Assessment Required
				43.18	0.00	5.42	5.42	5.42	5.42	22.75	18.03	2.39	26.70	66.70	26.27	0.42	10.14	16.13	52.48	14.23	44.16

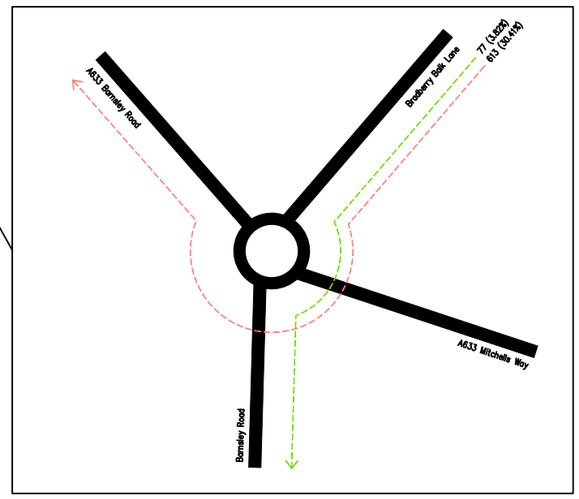
Appendix G
Traffic Flow Diagrams

General Notes

- This drawing should not be scaled for setting out purposes.
- This drawing shows the provisional design only and is subject to Local Authority approval.
- This drawing is based upon a topographical / ordnance survey provided by others.







PARAGON HIGHWAYS

PROJECT TITLE
PITT STREET, DARFIELD

DRAWING TITLE
TRAFFIC FLOWS – WEST

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN –	2411 –	HGN –	DR –	CH –	TF001

CLIENT
HARTWOOD ESTATES

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
NTS	A3	AH	LO	AH	APR 25

PARAGON HIGHWAYS
PEACH HOUSE WEST, THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

General Notes

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- This drawing shows the provisional design only and is subject to Local Authority approval.
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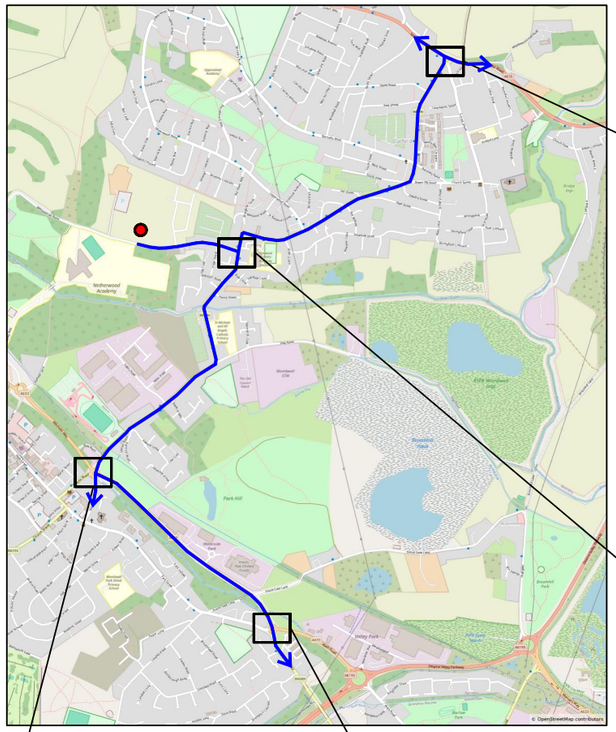

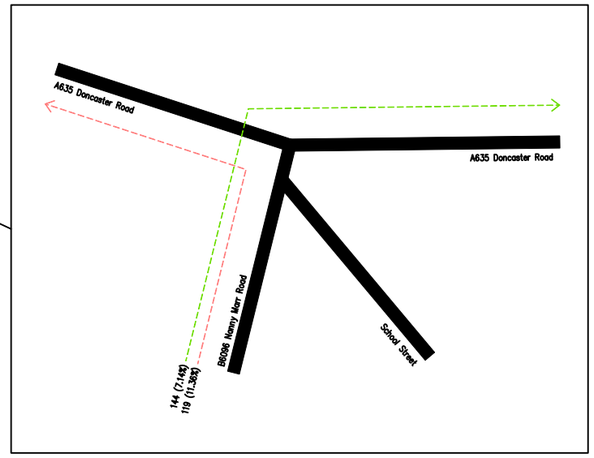

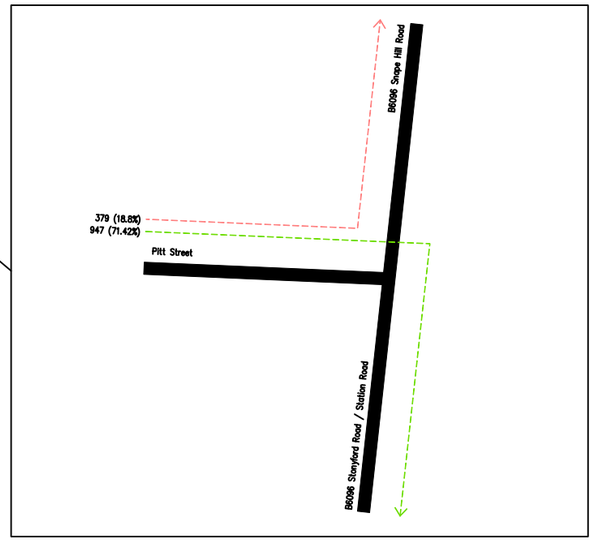

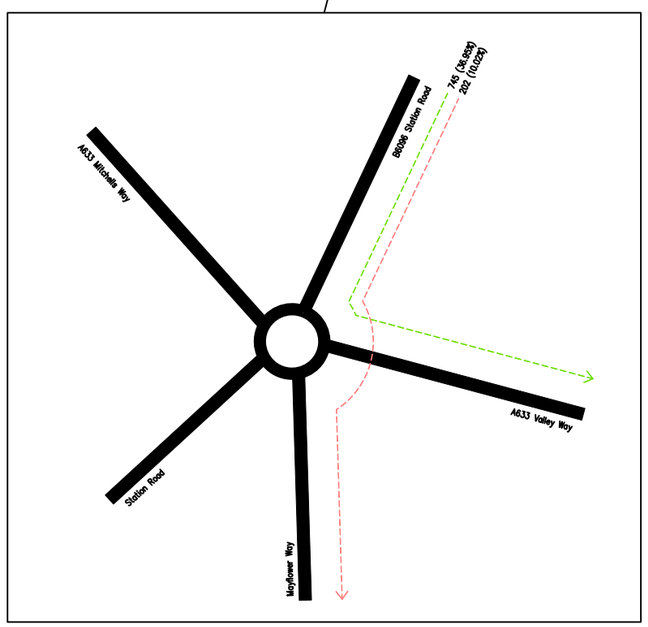

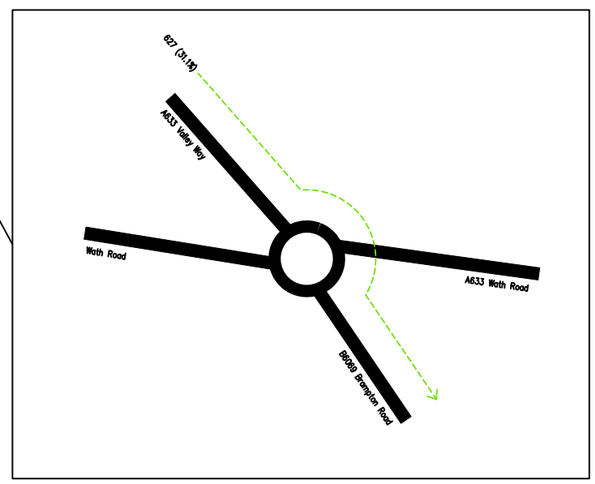

PARAGON HIGHWAYS

PROJECT TITLE
PITT STREET, DARFIELD

DRAWING TITLE
TRAFFIC FLOWS – EAST

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN –	2411 –	HGN –	DR –	CH –	TF002

CLIENT
HARTWOOD ESTATES

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
NTS	A3	AH	LO	AH	APR 25

PARAGON HIGHWAYS
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