



PARAGON
HIGHWAYS

Station Road, Darton Highway Statement

November 2019

Project 1711

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Quality Management

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1.0 Introduction

- 1.1.1 Paragon Highways have been appointed to present this Highway Statement relating to the proposal to erect 12 dwellings served by 3 separate access points on the site to the south west of Station Road B6131, Darton in the district of Barnsley. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The proposals are to erect 12 dwellings on the site with 4 shops to be demolished along with the removal of a car park and scrubland to the southwest of Station Road B6131. The highway layout will conform to a standard to be agreed with the local authority. Drainage, street lighting, and hard surfacing will be provided as part of the internal works and the site will have off street parking provided in accordance with the Councils current standards. The parking within the site is to be laid out in such a way to allow private cars to enter and exit in a forward gear.
- 1.1.3 This Highway Statement considers such matters as access, sustainability, car parking, and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented.

2.0 Existing Conditions

2.1 Site Description

- 2.1.1 The site currently consists of four shops and associated buildings, car parking for the stores, access to a railway bridge, and scrubland. This will be demolished and cleared to provide suitable access points into the site. One of these access points will also be used to maintain the access to the railway tunnel. The site is bounded by Station Road B6131 to the north, residential dwellings to the east, a railway line to the south, and a single residential dwelling to the west.
- 2.1.2 The site lies approximately 4.85km to the north west of the centre of the large town of Barnsley, as well as 1.48km to the west of the village of Staincross, and 1.35km to the south of the village of Woolley Grange.
- 2.1.3 The site contains two points of access, the first is located along the far east side of the site, and the second located to the immediate west of the shops serving the car parking area, that can accommodate around 15 vehicles. Both access points consist of dropped footway vehicular crossings.

2.2 Local Highway Network

- 2.2.1 The site gains access from Station Road B6131, which is a local distributor road and is a two-way single carriageway subject to a 30mph speed limit. It is lit to a suitable standard with Traffic Regulation Orders restricting on street parking on the northern side of the carriageway, ending about midway past the site. Further waiting restrictions run just past the site access along the south side. See image below of the site frontage onto Station Road.



- 2.3.2 The first incident occurred in December 2014 during hours of darkness, however street lights were present and lit. The incident involved a private car parked in the carriageway on Station Road adjacent to the proposed site with a secondary private car proceeding normally along the carriageway colliding into the back of the former. The passenger in the parked car received slight injuries.
- 2.3.3 The second incident occurred just past the western edge of the site in August 2015 during daylight hours. The incident involved a private car and a pedal cycle, with the driver of the private car colliding into the back of the cyclist and then driving away from the scene. The cyclist received serious injuries.
- 2.3.4 The third incident occurred in June 2016 during daylight hours at the junction of Station Road B6131 and a private access leading to the rear of the shops to the east of the application site. The incident involved two private cars travelling along the carriageway with one car colliding into the back of the other. The passenger in the car which collided into the back of the other car received slight injuries.
- 2.3.5 These collisions occurred during varying times, location and lighting conditions and appear to be disparate events.
- 2.3.6 The injury accident record in the vicinity of the site does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of a slight change in peak hour flows as a result of the development.

2.4 Transport Sustainability

- 2.4.1 The site is in a sustainable location being close to bus routes, a train station, local shops, and a school. Barnsley is also within a direct train journey from the local train station situated within walking distance of the site.
- 2.4.2 The revised National Planning Policy Framework was published in February 2019 and sets out the governments planning policies for England and how these are expected to be applied. It recommends that 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 would be significant. Within this context applications for development with regard to transport should:
- Consider the potential impacts of development on the transport network;

- Provide opportunities to promote cycling, walking, and public transport use are identified;
- Patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places;
- Allow for the efficient delivery of goods and access by service and emergency vehicles;
- Include within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations.

2.4.3 The guidance however within PPG 13 is still useful as a reference and the relevant policies within the Councils Local Plan still apply.

2.4.4 The local footway system is to a high standard in terms of construction, lighting, and width. They provide excellent links to the local bus stops, train station, shops, and school. The settlements and towns of Woolley Grange, and Woolley Colliery to the north, Staincross to the east, and Kexborough to the west are all also within walking distance.

2.4.5 Darton contains many essential services and amenities typical of a settlement of this size including a large convenience store, food outlets, restaurants, hairdressers a pharmacy, a post office, a health centre, dentists, opticians, and other local shops and businesses located along Church Street within 5 minutes walking time. Located around 200m to the east of the site is Darton Primary School

2.4.6 With regards to cycling PPG 13: Transport states that "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport". As well as the locations mentioned above, the settlements and towns of Athersley North, Athersley South, Smithies, and New Lodge to the east, Rebrook, and Gawber to the south, and High Hoyland to the west are all within cycling distance of the application site. The walking and cycling catchment areas are identified at Appendix C.

2.4.7 There are bus stops situated to the western frontage of the application site around 30m away. The bus stop closest to the site benefits from timetable information. Table 1 summarises the services which use these stops.

Service No	From - To	Frequency Mon - Sat	Late evenings and Sundays
93A	Barnsley - Kexborough	One an hour	n/a
97	Darton - Wakefield	3 a day	n/a
420	Mapplewell - Penistone Grammar	School start and end times only	n/a
485	Mapplewell - Darton Academy	School start and end times only	n/a
488	Monk Bretton - Darton Academy	School start and end times only	n/a
489	Barnsley - Darton Academy	School start and end times only	n/a
X10	Barnsley - Leeds	One an hour	One an hour

Table 1: Bus Services

- 2.4.8 As can be identified from Table 1 there are bus services running along Station Road providing a combined half hourly service to the large town of Barnsley. Buses are also available less frequently to Wakefield, Leeds, and Kexborough.
- 2.4.9 The rail station in Darton is located around 275m to the west of the site and is on the Leeds to Nottingham via Castleford line. This provides regular stops at major locations such as Leeds, Wakefield, Barnsley, Meadowhall, Sheffield, Chesterfield, and Nottingham. Generally, an hourly service operates along these lines.
- 2.4.10 The proximity of the rail station in Darton provides regular links to all the major local conurbations in the area and via the wider network to destinations beyond such as London, Manchester, Edinburgh, Glasgow, Liverpool, and Birmingham.
- 2.4.11 From the above it is evident that the site benefits from being in proximity to a good frequency of public transport links for travelling around the local area and beyond along with many essential services and amenities located close by for convenient access on foot, and many other local centres and employment opportunities located within cycling distance of the site.

3.0 The Development Proposals

3.1 Proposed Development

- 3.1.1 The proposals include the demolition of the existing building and clearing the existing car park and scrubland to make way for 12 new dwellings on land to the east of 2 Station Road. The site layout plan is shown at Appendix E.
- 3.1.2 The new dwellings are envisage to be a mix of detached, semi detached and terrace houses with 2 and 3 bedrooms.

3.2 Vehicular Access

- 3.2.1 Vehicular access to the proposed properties will be provided via 2 separate driveways, one serving plot 1 and the other as a shared drive. An adoptable road serving plots 2 to 7 is also to be provided. The accesses will be via Station Road B6131 in the form of a splayed footway crossing arrangement for plot 1, an access with a kerbed radius to plots 2 - 7, and a further access with a kerbed radius to plots 8 - 12. Both the adoptable road serving plots 2 to 7 and shared driveway serving plots 8 to 12 are relatively short promoting low traffic speeds.
- 3.2.2 Servicing will be provided via Station Road as per the current arrangements for neighbouring properties.
- 3.2.3 The two radius accesses will be wide enough at the entrance and the internal layout to accommodate two-way vehicle flow. The single private drive for plot 1 will be around 3.2m in width. The layout allows for internal turning to accommodate the largest vehicle likely to enter the site such as a private car.
- 3.2.4 The private drives will be to a suitable hardened and sealed construction, and the proposed adoptable road serving plots 2 to 7 will meet Barnsley Council's adoptable standards in terms of layout, lighting, and construction specifications.

3.3 Parking Provision

- 3.3.1 The level of parking provision will be in accordance with the Local Authority parking standards.

4.0 Traffic Impact

- 4.1.1 The site currently occupies 4 shops and using information from the TRICS database these shops would have the potential to generate around 13 vehicle movements during the network peak periods, providing some justification as to why the car park adjacent has been provided, which can accommodate around 15 vehicles at any one time.
- 4.1.2 The application site is situated close to local bus and train services, however some of the journeys from the development will have to be made by private car. It should also be recognised that the new dwellings will replace the trips generated by the four shops and associated buildings within the application site which are to be demolished.
- 4.1.3 Notwithstanding the above the trip rates from 12 dwellings have been utilised in the calculations below. The derived rates are given in the table below and the TRICS output can be found at Appendix D.

Residential Houses	Arrive	Departure	Two Way
AM Peak	0.186	0.443	0.629
PM Peak	0.340	0.165	0.505

Table 2: Generation Rates

- 4.1.4 Using the generation rates in Table 2 the following traffic flows can be calculated for the proposed development.

Residential Houses	Arrive	Departure	Two Way
AM Peak	2	5	7
PM Peak	4	2	6

Table 3: Estimated Traffic Generations

- 4.1.5 As can be determined from the TRICS data in Table 3, the development will be a low traffic generator at peak times with only 6-7 trips being estimated during the network peak periods.
- 4.1.6 When considering the current use of the site, the proposed development would provide a net decrease of around 6 vehicle movements during the network peak periods.

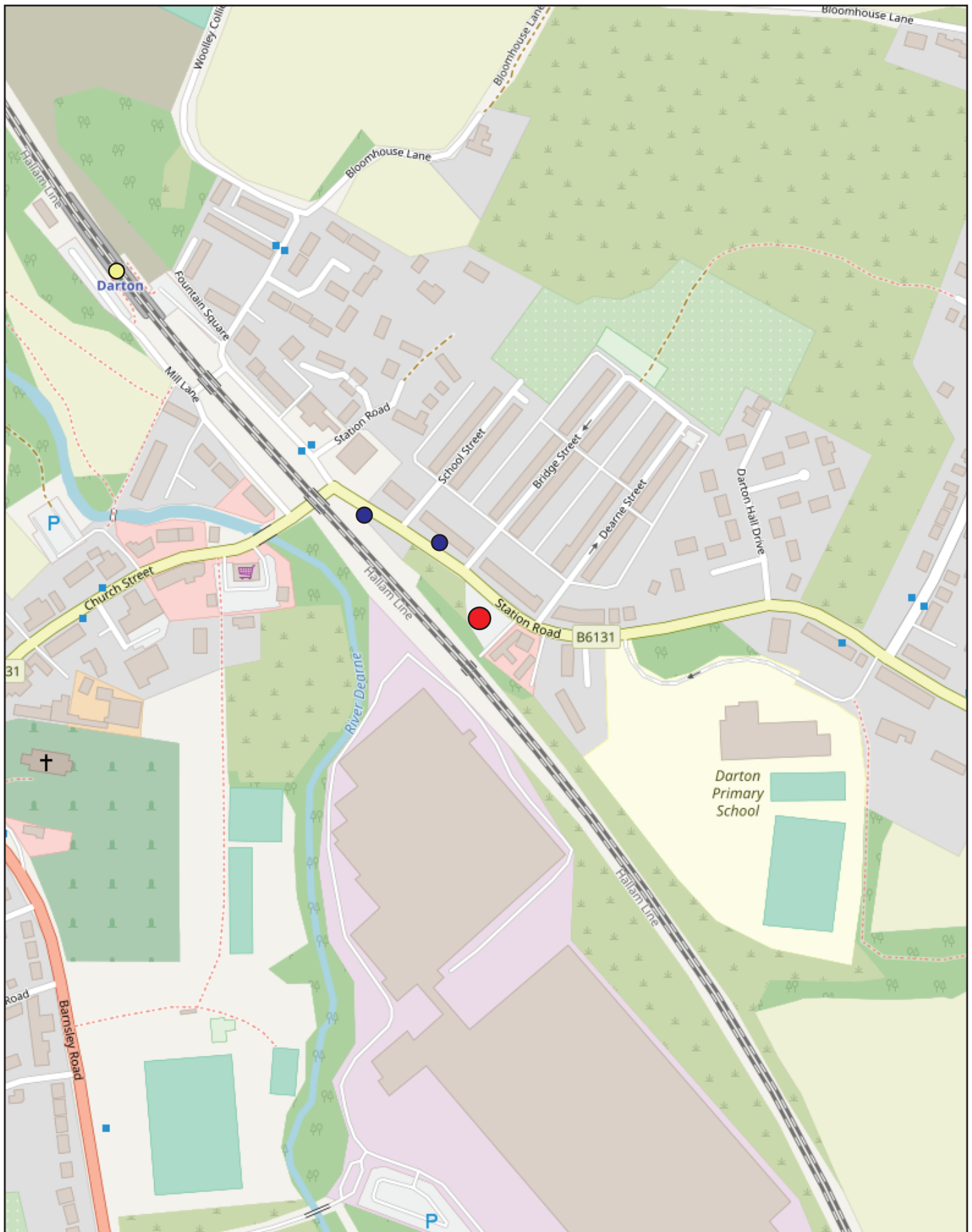
- 4.1.7 The development proposes suitable access arrangements in terms of geometry and visibility and would provide a net decrease in trips from the site that can only benefit road safety along the local highway network. The traffic generations from the site would not be noticeable from the daily fluctuations in traffic flows on the adjacent network and would not add to any to any congestion during the peak hours.

5.0 Conclusions

- 5.1.1 This report presents the proposals for the demolition of 4 shops and associated buildings and the erection of 12 dwellings on land to the east of 2 Station Road.
- 5.1.2 Vehicular access to the development will be via Station Road in the form of three separate access points including an individual driveway, a shared driveway and an adoptable road.
- 5.1.3 The level of parking provision proposed will be in accordance with the local authority parking standards.
- 5.1.4 The report confirms that both capacity and safety elements of the proposals are acceptable and that traffic flows on the local road network can be readily accommodated by the use of the proposed site access junctions and the appropriateness of the adjacent road network.
- 5.1.5 It is therefore concluded that the development is considered acceptable and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Site Location



Legend:

-  Site Location
-  Closest Bus Stops
-  Train Station



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Wakefield Wf1 2uy

Appendix B

Road Traffic Accidents



crashmap.co.uk

Crash Date: Monday, December 29, 2014 **Time of Crash:** 10:04:00 PM **Crash Reference:** 201414B130014

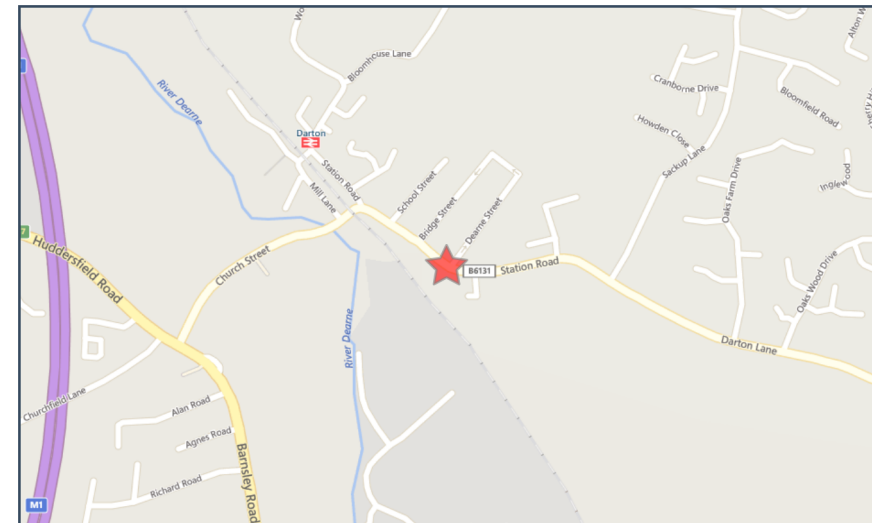
Highest Injury Severity: Slight
Highway Authority: Barnsley
Local Authority: Barnsley
Weather Description: Unknown
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: B6131

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 431441 410019



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

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	3	Female	26 - 35	Vehicle is parked in the carriageway	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other

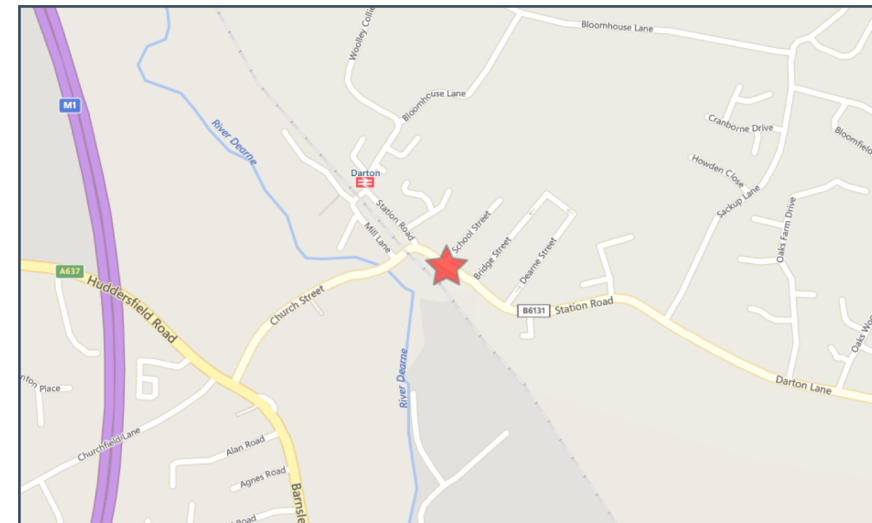
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date:	Sunday, August 16, 2015	Time of Crash:	8:30:00 PM	Crash Reference:	201514B075415
Highest Injury Severity:	Serious	Road Number:	B6131	Number of Casualties:	1
Highway Authority:	Barnsley			Number of Vehicles:	2
Local Authority:	Barnsley			OS Grid Reference:	431357 410079
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

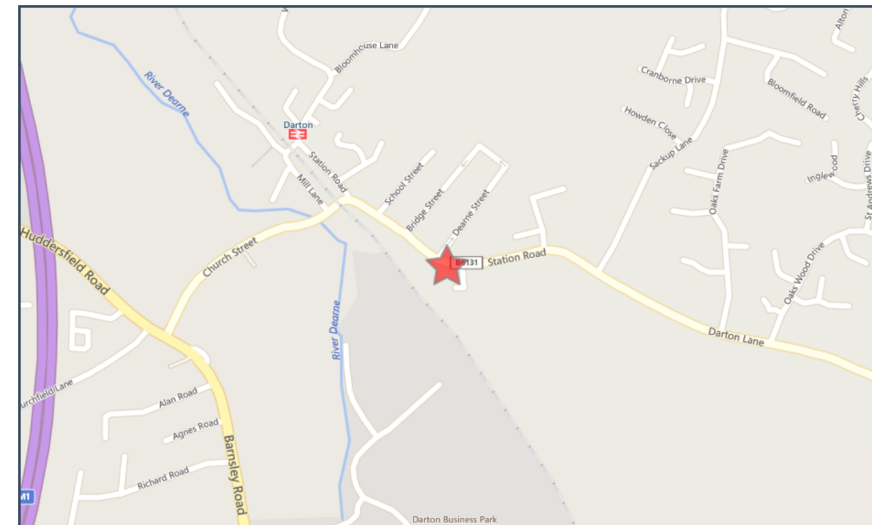
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Crash Date:	Saturday, June 25, 2016	Time of Crash:	11:36:00 AM	Crash Reference:	2016140110120
Highest Injury Severity:	Slight	Road Number:	B6131	Number of Casualties:	1
Highway Authority:	Barnsley			Number of Vehicles:	2
Local Authority:	Barnsley Metropolitan Borough			OS Grid Reference:	431461 410007
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	13	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	10	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

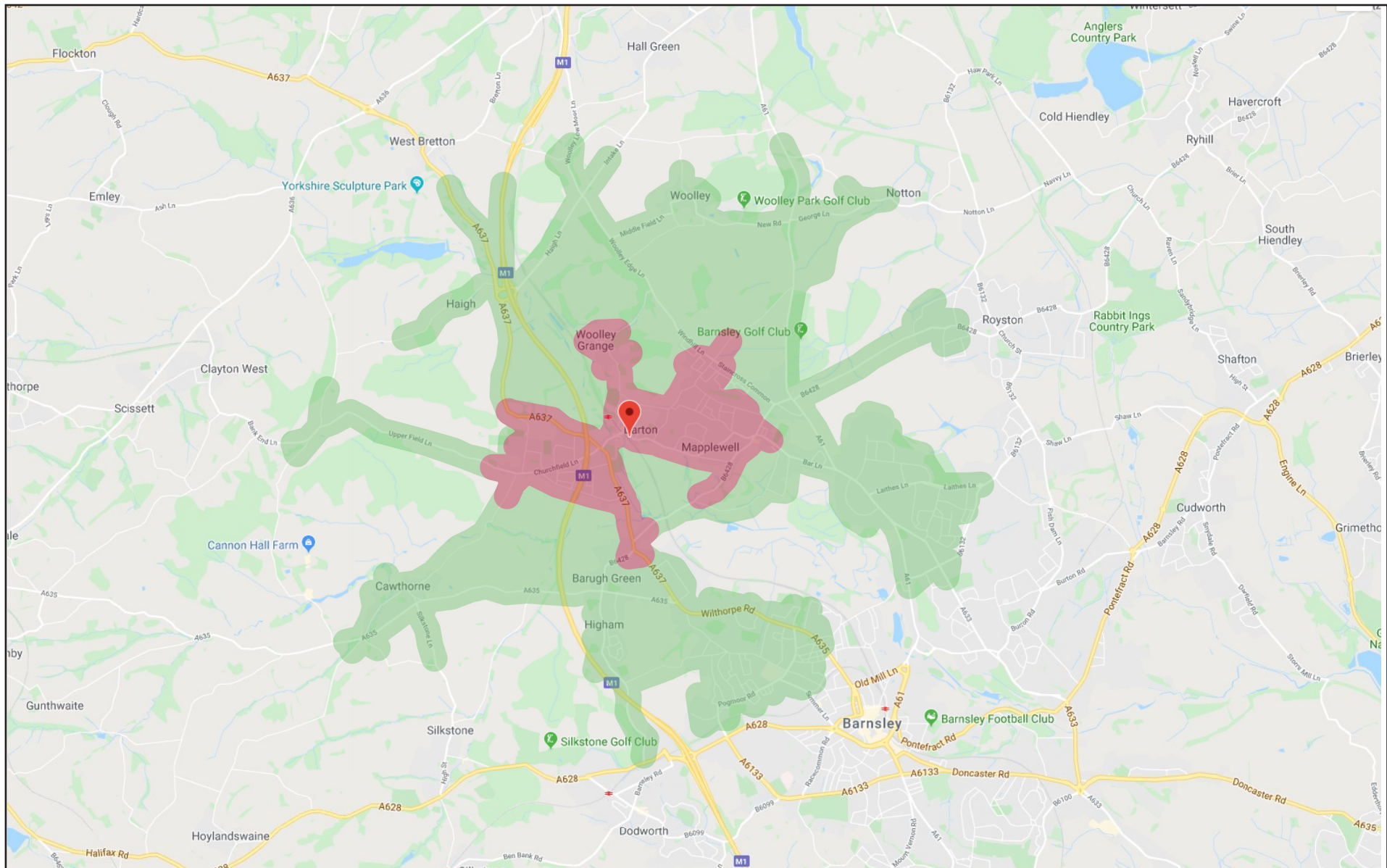
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other

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

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Appendix C

Walking and Cycle Catchment



Legend:

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

Appendix D

TRICS Data

Calculation Reference: AUDIT-742101-191108-1118

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	AG ANGUS	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 6 to 16 (units:)
 Range Selected by User: 5 to 20 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 06/06/19

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	1 days
Friday	4 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Neighbourhood Centre (PPS6 Local Centre)	2

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	8
Village	1
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,

Secondary Filtering selection:

Use Class:

C3

10 days

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

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

10 days

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

PTAL Rating:

No PTAL Present

10 days

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

LIST OF SITES relevant to selection parameters

1	AG-03-A-01 KEPTIE ROAD ARBROATH	BUNGALOWS / DET.		ANGUS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		7	
	Survey date: TUESDAY		22/05/12	Survey Type: MANUAL
2	CA-03-A-04 PETERBOROUGH THORPE PARK ROAD	DETACHED		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		9	
	Survey date: TUESDAY		18/10/11	Survey Type: MANUAL
3	CH-03-A-08 WHITCHURCH ROAD CHESTER	DETACHED		CHESHIRE
	BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		11	
	Survey date: TUESDAY		22/05/12	Survey Type: MANUAL
4	DL-03-A-09 RATHFARNHAM ROAD DUBLIN	TERRACED		DUBLIN
	RATHFARNHAM Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Number of dwellings:		8	
	Survey date: FRIDAY		07/09/12	Survey Type: MANUAL
5	KC-03-A-05 ROCHESTER ROAD NEAR CHATHAM BURHAM	DETACHED & SEMI-DETACHED		KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings:		8	
	Survey date: FRIDAY		22/09/17	Survey Type: MANUAL
6	MS-03-A-03 BEMPTON ROAD LIVERPOOL	DETACHED		MERSEYSIDE
	OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		15	
	Survey date: FRIDAY		21/06/13	Survey Type: MANUAL
7	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON	TERRACED HOUSES		NORTH YORKSHIRE
	OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		10	
	Survey date: WEDNESDAY		10/05/17	Survey Type: MANUAL
8	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT	DETACHED & BUNGALOWS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		7	
	Survey date: TUESDAY		23/10/12	Survey Type: MANUAL
9	TW-03-A-02 WEST PARK ROAD GATESHEAD	SEMI-DETACHED		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		16	
	Survey date: MONDAY		07/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10 WK-03-A-01 TERRACED / SEMI / DET. WARWICKSHIRE
ARLINGTON AVENUE
LEAMINGTON SPA

Suburban Area (PPS6 Out of Centre)
Residential Zone

Total Number of dwellings:

6

Survey date: FRIDAY

21/10/11

Survey Type: MANUAL

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	10	0.082	10	10	0.381	10	10	0.463
08:00 - 09:00	10	10	0.186	10	10	0.443	10	10	0.629
09:00 - 10:00	10	10	0.124	10	10	0.227	10	10	0.351
10:00 - 11:00	10	10	0.196	10	10	0.144	10	10	0.340
11:00 - 12:00	10	10	0.196	10	10	0.289	10	10	0.485
12:00 - 13:00	10	10	0.278	10	10	0.227	10	10	0.505
13:00 - 14:00	10	10	0.227	10	10	0.268	10	10	0.495
14:00 - 15:00	10	10	0.175	10	10	0.196	10	10	0.371
15:00 - 16:00	10	10	0.237	10	10	0.216	10	10	0.453
16:00 - 17:00	10	10	0.268	10	10	0.196	10	10	0.464
17:00 - 18:00	10	10	0.340	10	10	0.165	10	10	0.505
18:00 - 19:00	10	10	0.289	10	10	0.216	10	10	0.505
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.598			2.968			5.566

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

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

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Parameter summary

Trip rate parameter range selected: 6 - 16 (units:)
 Survey date range: 01/01/11 - 06/06/19
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	10	0.000	10	10	0.000	10	10	0.000
08:00 - 09:00	10	10	0.031	10	10	0.031	10	10	0.062
09:00 - 10:00	10	10	0.000	10	10	0.000	10	10	0.000
10:00 - 11:00	10	10	0.010	10	10	0.010	10	10	0.020
11:00 - 12:00	10	10	0.010	10	10	0.010	10	10	0.020
12:00 - 13:00	10	10	0.000	10	10	0.000	10	10	0.000
13:00 - 14:00	10	10	0.010	10	10	0.010	10	10	0.020
14:00 - 15:00	10	10	0.010	10	10	0.000	10	10	0.010
15:00 - 16:00	10	10	0.010	10	10	0.021	10	10	0.031
16:00 - 17:00	10	10	0.000	10	10	0.000	10	10	0.000
17:00 - 18:00	10	10	0.000	10	10	0.000	10	10	0.000
18:00 - 19:00	10	10	0.010	10	10	0.010	10	10	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.092			0.183

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

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

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

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	10	0.000	10	10	0.000	10	10	0.000
08:00 - 09:00	10	10	0.010	10	10	0.010	10	10	0.020
09:00 - 10:00	10	10	0.010	10	10	0.010	10	10	0.020
10:00 - 11:00	10	10	0.000	10	10	0.000	10	10	0.000
11:00 - 12:00	10	10	0.000	10	10	0.000	10	10	0.000
12:00 - 13:00	10	10	0.000	10	10	0.000	10	10	0.000
13:00 - 14:00	10	10	0.000	10	10	0.000	10	10	0.000
14:00 - 15:00	10	10	0.000	10	10	0.000	10	10	0.000
15:00 - 16:00	10	10	0.000	10	10	0.000	10	10	0.000
16:00 - 17:00	10	10	0.000	10	10	0.000	10	10	0.000
17:00 - 18:00	10	10	0.000	10	10	0.000	10	10	0.000
18:00 - 19:00	10	10	0.000	10	10	0.000	10	10	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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

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

Appendix E

Proposed Layout



GENERAL NOTES

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

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

REVISIONS

PROJECT

STATION ROAD, DARTON

TITLE

PROPOSED ACCESS

SCALE

1:500 @ A3

DRAWING

1711-101

DATE

22.11.2019



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