

Prepared on behalf of

Jones Homes (Yorkshire) Limited

**Proposed Residential Development
Bloomhouse Lane, Darton**

Residential Travel Plan

Acknowledgements:

2011 Census: 'Method of Travel to Work' data has been obtained from the Office for National Statistics (ONS) website to identify the existing modal split for the 'Barnsley 005 MSOA'.

The TRICS database has been used in this report to calculate traffic generations.

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

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1 Executive Summary

1.1 This Travel Plan (TP) seeks to encourage residents of the Bloomhouse Lane development to use alternative sustainable means of travel instead of single occupancy car trips for the journey to work.

1.2 The key actions arising from this plan are:-

A Travel Plan Coordinator will be appointed by the Developers. The Travel Plan Coordinator (TPC) will be appointed when the development is first marketed. The TPC will undertake the specific tasks outlined in this Travel Plan.

The TPC will undertake a travel survey of residents to establish current travel patterns after occupation of approximately 30% of the total number of dwellings. However, a travel survey questionnaire will be included in the residential Welcome Pack and purchasers will be asked to complete the survey when they first occupy their property.

The TPC will prepare an updated Residential Travel Plan after the initial travel survey has been conducted and analysed. The Residential Travel Plan shall review the measures and targets and shall be submitted to and approved by Barnsley Metropolitan Borough Council (BMBC).

2 Introduction

- 2.1 Sanderson Associates (Consulting Engineers) Limited have been appointed to prepare a Residential Travel Plan on behalf of Jones Homes (Yorkshire) Limited. The Travel Plan is in support of development proposals on land to the south of Bloomhouse Lane, Darton, Barnsley. The site's location is shown on **Figure 1** at **Appendix A** to the rear of this document.
- 2.2 The proposed development comprises of the construction of circa. 214 residential dwellings. The main vehicular access to the residential site is from a new 'link road' which will run from Woolley Colliery Road in the west to the junction of Station Road / Sackup Lane / Darton Lane in the east. The junction of Station Road / Sackup Lane / Darton Lane will be replaced by a four arm roundabout. The link road will provide vehicle access for 199 dwellings with the remaining 15 dwellings taking direct access from Bloomhouse Lane. The illustrative masterplan is included in **Appendix B**.
- 2.3 In accordance with Local and National Government Policies to protect and enhance the environment and to reduce reliance on the private car, this Travel Plan assesses the current situation in the vicinity of the site, and proposes initiatives and measures to encourage accessibility via a variety of transport modes. This Travel Plan includes:
- Clear and unambiguous objectives to influence a lifestyle less dependent upon the private car;
 - A package of measures to encourage and facilitate less car dependant living; and,
 - A time bound programme of implementation.
- 2.4 This Travel Plan will be further developed following discussions with the Local Authority, and other relevant bodies, once the site is occupied and specific travel needs are identified.

- 2.5 Prospective residents of the site will be made fully aware of the commitment of the development towards the use of sustainable transport. At the earliest possible stage they will be provided with detailed information which sets out the intentions of the Travel Plan and its obligations on future residents. This will be achieved by including a copy of the Travel Plan within the sales / marketing suite and providing a Travel Information Pack (see sample in **Appendix C**) within the sales particulars for each plot.
- 2.6 Information regarding the Travel Plan will be included on the sales website for the development.
- 2.7 This Travel Plan also sets out the facilities which will be incorporated into the development to encourage future occupiers to use sustainable transport along with the initiatives that should be adopted by residents.

3 Travel Plan Objectives

3.1 This Residential Travel Plan will include realistic and appropriate objectives and targets for the life of the plans operation. Travel Plans exist to influence a shift in behaviour towards more sustainable methods of travel using a mixture of increased transportation opportunity, providing information, persuasion and incentives.

3.2 The Travel Plan objectives are as follows:

- To minimise single occupancy vehicle trips on the journey to work that are created by the site; and,
- To encourage residents to travel by sustainable modes.

3.3 Multimodal trip generations for the proposed residential development of 214 dwellings have been estimated using the TRICS 7.4.1 database. The TRICS search parameters have been refined to closely match the location and characteristics of the development site. The selection criteria is summarised below:

Land Use: 03 – Residential

Category: A – Houses privately owned

Selected Regions and Areas: Greater London and Ireland excluded

Parameter: Number of dwellings

Range: 75 – 491 dwellings

Date Range: 01/01/09 – 29/11/16

Selected Survey Days: Weekends excluded

Selected Locations: Suburban Area, Edge of Town and Edge of Town Centre

Travel Plans: 4 of the 49 surveys were undertaken with a Travel Plan in place

3.4 A full copy of the TRICS output is contained within **Appendix D** to the rear of this report.

3.5 The table below provides details of the multimodal two-way trip rates along with the corresponding modal percentage split and generated trips based on the proposed development quantum of 214 dwellings. Trip rates for the weekday AM/PM peak periods and a 24 hour modal trip rate have been considered:

	Mode of Travel	Trip Rate Per Dwelling	Modal Split %	Generations for 214 Dwellings
AM Peak Period	Pedestrians	0.22	23.6%	47
	Cyclists	0.02	2.1%	4
	Public Transport Users	0.01	1.1%	2
	Vehicle Occupants	0.683	73.1%	146
	Total People Trips	0.934	100.0%	199
PM Peak Period	Pedestrians	0.146	17.8%	31
	Cyclists	0.022	2.7%	5
	Public Transport Users	0.013	1.6%	3
	Vehicle Occupants	0.638	78.0%	137
	Total People Trips	0.818	100.0%	176
Daily	Pedestrians	1.567	20.8%	335
	Cyclists	0.157	2.1%	34
	Public Transport Users	0.114	1.5%	24
	Vehicle Occupants	5.698	75.6%	1219
	Total People Trips	7.537	100.0%	1612

Table 3.5 – Multimodal Trip Generations (214 Dwellings)

3.6 Based on the TRICS data the development could be expected to generate 26.9% travel by walking, cycling and public transport modes in the AM peak hour and 22.0% in the PM peak hour. Over a 24 hour weekday period, 24.4% of travel could be by sustainable modes.

- 3.7 This modal split has been compared to the travel to work data for the 'Barnsley 005' Middle Super Output Area (MSOA), Barnsley and England. The results are summarised in the following table:

	Barnsley 005	Barnsley	England
Method of Travel to Work	% working	% working	% working
Work Mainly at or From Home	3.7	3.4	5.4
Underground, Metro, Light Rail, Tram	0.1	0.1	4.1
Train	3.1	2.0	5.3
Bus, Minibus or Coach	4.3	6.3	7.5
Taxi	0.3	0.5	0.5
Motorcycle, Scooter or Moped	0.8	0.8	0.8
Driving a Car or Van	75.0	68.3	57.0
Passenger in a Car or Van	6.1	7.4	5.0
Bicycle	0.6	0.7	3.0
On Foot	5.4	10.0	10.7
Other Method of Travel to Work	0.5	0.5	0.6

Table 3.7 – 2011 Census: Method of Travel to Work

- 3.8 It is considered that the daily modal split predicted by the TRICS assessment (75.6% vehicle occupants) is fairly indicative of the modal split identified by the 2011 Census: 'Travel to Work' data (81.6% vehicle occupants).
- 3.9 The setting of future targets will be subject to the results of the initial and future travel survey as clearly the 'base' traffic generation will have a fundamental impact on the setting of realistic targets and the proportion of the proposed shift to more sustainable modes of transport. Targets will be agreed with BMBC as part of the refinement process of the Travel Plan, following the results of the initial surveys.
- 3.10 In order to establish the 'base' situation, resident travel surveys will be undertaken once 30% of the development is occupied (65 dwellings). The completed surveys will be collated and the results provided to BMBC. After that date, subsequent surveys will be undertaken on an annual basis.

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- 3.11 At this stage an initial target of a 10% reduction in single car occupancy travel over the period of the travel plan is proposed however, this will be confirmed following the results from the base residential travel surveys.
- 3.12 Annual monitoring of the effectiveness of the initial measures contained within the Travel Plan can identify examples of good practice. These can be refined over time to provide every opportunity to achieve the targets, once set.
- 3.13 If the targets identified are not met (once the travel surveys have been examined), the Travel Plan Coordinator will further promote and encourage sustainable modes of transport by use of 'mailshots' and advertising campaigns / events.
- 3.14 An action plan will be prepared and agreed with the Local Planning Authority's Travel Team. The Action Plan will contain an annual program of measures designed to help achieve the Travel Plan targets on travel mode share. It will clearly set out the tasks involved, the person(s) responsible, and dates by which the measures will be achieved over the next 12 months.

4 Travel Plan Roles and Responsibilities

- 4.1 It is generally accepted that the success of a Travel Plan relies heavily on the appointment of a Travel Plan Coordinator whose duties normally include liaison with Residents, Local Authority and Local Transport Operators.
- 4.2 The role of Travel Plan Coordinator is unlikely to require a full time equivalent position. The Travel Plan Coordinator will act as a point of contact and will oversee the implementation, operation and monitoring of the Travel Plan.
- 4.3 The Travel Plan Coordinator will contact BMBC on appointment to advise that work has commenced on delivering the Travel Plan and any change in contact details will also be passed to BMBC.
- 4.4 The Travel Plan Co-ordinator will work closely with the developers to ensure that all occupiers of the development receive sustainable travel information at the point of occupation.
- 4.5 The duties of the Travel Plan Coordinator include:
- Leading on the delivery of the Travel Plan once approved or, if appointed earlier, inputting to its formation;
 - Representing the 'human face' of the Travel Plan - explaining its purpose and the opportunities on offer. The coordinator will also play a central role in liaison with residents, steering groups, management committees and Hull City Council;
 - Provide personalised travel planning tailored to resident's needs (or procuring this service from others);
 - Promoting the individual measures in the Travel Plan;

- Liaising with public transport operators - it is helpful if coordinators initiate contact early on to enable bus and train operators to brief them about services and fares. At a later point, the coordinator can also feedback residents' opinions to the operators;
- Ensuring the approved Travel Plan and its component parts are being actioned;
- Monitoring the travel plan implementation;
- Taking a key role in review of the travel plan.

4.6 A Travel Plan Coordinator will be appointed by the developers when the development is first marketed so that information for residents can be prepared. The TPC role will be provided for a five year period from post completion of the development to undertake the specific tasks outlined in this TP.

4.7 As part of this procedure it is particularly important that residents and visitors are made aware of the sustainable transport alternatives that are available and of any aspects of the site's infrastructure that have been designed to assist and encourage their use.

4.8 To this end a Travel Information Pack (see sample in Appendix C) will be provided for all residents which sets out details of available sustainable travel alternatives.

4.9 This Travel Plan contains specific measures designed to meet the needs of the occupants and thus attempt to influence the travel modes of residents and visitors to reduce the numbers of car-borne trips to and from the development.

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- 4.10 The Travel Plan shall be monitored and reviewed annually. Travel questionnaires (see sample at **Appendix E**) shall be carried out upon initial occupation by using the documents to be provided in the residents Welcome Pack.
- 4.11 The results shall be collated by the Travel Plan Coordinator when 30% of the total dwellings have been occupied and the results provided to BMBC. Travel surveys will then be repeated annually until 5 years from the completion of the development.
- 4.12 A written analysis of each set of survey results shall be provided to the Council within 3 months of the completion and collation of the surveys. This will include a monitoring report which includes all the survey data, any proposed revisions to the Travel Plan and the annual action plan for the next 12 months.
- 4.13 The following table overleaf summarises the role and main responsibilities of the Travel Plan Coordinator. The Travel Plan Coordinator will undertake the following responsibilities:

Role	Responsibility	
Travel Plan Coordinator	1	Implement the Travel Plan measures to meet with Travel Plan targets.
	2	Obtain timetables, local routes maps and ticketing offers for both local bus and rail facilities as well walking / cycling information / maps and display within communal areas and on notice boards within patient waiting areas.
	3	Liaise with all residents to discuss the Travel Plan, its purpose, objectives and targets. Invite residents to provide suggestions on what sustainable measures could be implemented to encourage a reduction in single occupancy car use. This could include but is not limited to the following: incentives, reserved parking for car sharers, bus pass, tax exempt bicycle loan.
	4	Provide all residents with travel information packs containing information on timetables, promotional offers, sustainable transport links to the site and details of the car share database (A copy of which is found in Appendix C to the rear of this Travel Plan).
	5	Inform all residents of any alterations to the Travel Plan, any amendments to implemented measures, any significant discussions with the Council and provide any feedback concerning the progress of the Travel Plan and the measures employed.
	6	Disseminate an annual travel survey following the anniversary of the initial travel survey. The results should be collated and provided to the Local Planning Authority within 3 months of the survey. (A copy of the template used is contained within Appendix B to the rear of this Travel Plan).

5 Sustainable Travel

5.1 Overview

5.1.1 In order to accord with the aspirations for promoting sustainable travel any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

5.1.2 This section of the report considers the accessibility of the development by the following modes of transport;

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by rail;

5.1.3 The non-car accessibility of the site is important to provide a viable alternative to the private car when considering travel to and from the site.

5.2 Walking

5.2.1 Walking is the most important mode of transport in the local level and can replace short car trips in journeys under 2km, which contribute to congestion and pollution, and the need for car parking. People walking are also travelling at a pace that gives them a greater connection with their surroundings and can have positive benefits in relation to a community's security through increased surveillance.

5.2.2 Walking stimulates both personal health and the health of communities and local economies. Government health improvement advice states that just 30 minutes brisk walking 5 times a week can bring about significant reductions in the risk of coronary heart disease, high blood pressure and diabetes.

- 5.2.3 In relation to acceptable walking distances, Manual for Streets (MfS) is the latest national guidance on the design of residential roads and offers the following guidance in Section 4.4 "The walkable neighbourhood".

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."

- 5.2.4 The IHT publication "Providing for Journeys on Foot" identifies suggested walking distances for commuting, school and sight-seeing as follows, with times based on a walking speed of (1.4m/s).

Desirable 500m	6 minutes
Acceptable 1000m	12 minutes
Preferred maximum 2000m	24 minutes

- 5.2.5 The plan attached at **Appendix A (Figure 2)** indicates destinations which lie within 800m and 2km radius of the application site. It is noted that walking routes will not follow the simple radius of this plan and the plan is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot.

5.2.6 The following amenities and facilities are all located within an 800m walking distance of the site:-

Bus Stops along Station Road	Darton Train Stations
Darton Primary School	Pharmacy
The Parish Church of All Saints	Hair Salon
Café	Chinese Takeaway
Post Office	Playing Fields (Woolley Colliery rd.)
Scout Hut	Beauticians
Pet Shop	Balti Palace Restaurant
The Co-operative Food Store	Bus Stops along Sackup Lane
Our Reach Christian Centre	

5.2.7 The following amenities and facilities are all located within an 2km walking distance of the site:-

Bus stops with Mapplewell and Staincross
Mapplewell Primary School
Wellgate Primary School
Mapplewell Village
Staincross Village

5.2.8 Within the Mapplewell and Staincross village areas there are a wide range of facilities including Pharmacy, Post Office, Public Houses, Supermarket, Convenience Store, Hair Salons, Butchers, Takeaways, Building Society, Café and Bakers.

5.2.9 Public Rights of Way Data obtained from the Barnsley Metropolitan Borough Council website has identified various pedestrian routes in the vicinity of the site. A Bridleway is provide through the site between Bloomhouse Lane and Woolley Colliery Road. A public footpath is provided to the south west of the site which runs from Church Street in a north western direction.

5.3 Measures in Relation to Walking Facilities

- 5.3.1 Footways and crossings are to be provided within the site which will link into the existing pedestrian infrastructure on the surrounding network.
- 5.3.2 The Travel Plan Coordinator will promote the benefits of walking in relation to general health and wellbeing and will promote walking to residents.
- 5.3.3 The Travel Plan Co-ordinator will promote the free walking journey planner to residents, www.walkit.com/cities/barnsley within the Welcome Pack and promotional material.
- 5.3.4 When an appropriate number of dwellings are occupied, the Travel Plan Coordinator can establish demand for parents and children wishing to walk to nearby schools. It is now normal practice for Education Authorities to devise school travel plans and the Travel Plan Coordinator will consult with the local schools to determine what measures will be incorporated in the Residential Plan for the housing development to complement the school's plan. These measures may for example be to establish a "walking buddies" scheme for a safe commute to nearby schools.

5.4 Cycling

- 5.4.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. A further benefit of cycling is linked to increased general health and fitness which has personal benefits as well as economic benefits for the nation in terms of health service costs. The bicycle is generally more affordable than the car and hence there are social equity benefits to the promotion of cycling. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach.

5.4.2 In relation to the application site; cycling distances from local residential centres within 5km, along with the corresponding cycle time based on 12 km per hour are as follows. A 5km radius of possible destinations can be found on the plan attached at **Appendix A (Figure 3)**. It is noted that cycling will not follow the simple radius of this plan and the plan is provided as an indication of where destinations lie and the general extent to which the site is accessible by cycle.

Origin/Destination	Distance	Time
Darton Train Station	0.7km	3½ minutes
Mapplewell	1.2km	6 minutes
Woolley Grange	1.2km	6 minutes
Staincross	1.9km	9½ minutes
Kexbrough	2.1km	10½ minutes
Borough Green	2.6km	13 minutes
Higham	3.6km	18 minutes
Redbrook	3.8km	19 minutes
Cawthorne	4.0km	20 minutes
Athersley North	4.2km	21 minutes
Woolley	4.5km	22½ minutes
Gawber	4.6km	23 minutes
Open College of Arts	4.8km	24 minutes
Smithies	5.0km	25 minutes

5.4.3 The information above shows that there are numerous destination (including Darton train station) and residential areas which are within an acceptable cycle distance from the site. It is therefore considered that the site is readily accessible by cycle.

5.4.4 Combined cycle/footway links are provided through the adjacent housing areas.

5.5 Measures in relation to Cycling

- 5.5.1 Residents will have the opportunity to store cycles within the curtilage of their own property.
- 5.5.2 Information for cyclists including details of routes, cycle training and details of cycle facilities will be included within residents Welcome Pack. Further information on cycling can be found at the following websites:

<https://www.barnsley.gov.uk/services/parks-and-open-spaces/walking-and-cycling-in-barnsley/>
www.sustrans.org.uk
- 5.5.3 CycleBoost is a free cycling support service for residents and employees in Barnsley aimed at removing the barriers that prevent people from riding a bike. Through CycleBoost you can loan a bike, learn how to ride and learn how to fix your bike. Further information for cyclists and adult cycle training programme details are available at <http://www.barnsleycycleboost.org/cycling-courses/>.
- 5.5.4 An online cycle map showing all the dedicated cycle routes throughout Barnsley is available at <https://www.barnsley.gov.uk/services/roads-travel-and-parking/traffic-lights-road-signs-and-markings/cycle-lanes-and-routes/>.
- 5.5.5 The Travel Plan Coordinator will advise residents that a cycle journey planner is available from Cycling UK at: <http://www.cyclinguk.org/journey-planner>
- 5.5.6 The responsibility for obtaining and updating information relating to cycling will fall to the Travel Plan Coordinator.
- 5.5.7 The Travel Plan Coordinator will promote the benefits of cycling in relation to general health and well-being and will promote cycling to residents within the Welcome Pack.
- 5.5.8 The TPC will promote cycle events such as National Bike Week.

5.6 Bus Travel

- 5.6.1 Existing bus stops are located nearby within the recommended 400m walking distance of the centre of the site, along Woolley Colliery Road, Station Road, Sackup Lane and Darton Lane. The location of these stops are shown on **Figure 4**. Details of the facilities provided at each of the existing stops along with the available services are provided below:-

Woolley Colliery Road

Location: adj Fountain Square (37055510)
Distance to stop: 350m from centre of site
Direction of travel: Northbound
Facilities: Unmarked
Bus services: 93, 95A, 97, 490

Location: adj Fountain Square (37050879)
Distance to stop: 350m from centre of site
Direction of travel: Southbound
Facilities: Lighting pole with flag and timetable information
Bus services: 93, 95A, 97

Station Road

Location: adj School Street (37055266)
Distance to stop: 400m from centre of site
Direction of travel: Westbound
Facilities: Pole with flag & timetable information
Bus services: 93a, 97, 420, 444, 451, 485, 488

Location: adj School Street (37050887)
Distance to stop: 400m from centre of site
Direction of travel: Westbound
Facilities: Lighting pole with flag
Bus services: 93a, 97, 420, 444, 451, 471, 485, 488

Sackup Lane

Location: adj Station Road (37050883)
 Distance to stop: 360m from centre of site
 Direction of travel: Northbound
 Facilities: Pole with flag & timetable information
 Bus services: 1, 444, 451, 488

Location: adj Station Road (37055512)
 Distance to stop: 360m from centre of site
 Direction of travel: Southbound
 Facilities: Unmarked
 Bus services: 444, 451, 488

Darton Lane

Location: adj Sackup Lane (37055264)
 Distance to stop: 400m from centre of site
 Direction of travel: Westbound
 Facilities: Shelter with seating & timetable information
 Bus services: 1, 93a, 97, 420, 485

Location: adj Sackup Lane (37050437)
 Distance to stop: 400m from centre of site
 Direction of travel: Eastbound
 Facilities: Pole with flag & timetable information
 Bus services: 93a, 97, 420, 471, 485

5.6.2 A summary of the bus services which operate at these stops is provided overleaf;

Nº	Route	Approximate Peak Frequencies (Buses per hour)			
		Mon-Fri Day	Mon-Fri Evening	Saturday	Sunday
1	Barnsley to Staincross Circular	10 mins	30 – 60 mins	10 mins	30 mins
93	Barnsley to Woolley Grange	20 – 50 mins	60 mins	20 – 60 mins	60 mins
93a	Barnsley to Mapplewell	60 mins	No Service	60 mins	No Service
95a	Barnsley to Kexborough/Woolley Grange	No Service	2302	0840, 1725, 1750, 2302	1902, 2002, 2102, 2202, 2302
	Woolley Grange/Kexborough to Barnsley	No Service	No Service	No Service	1920, 2020, 2120, 2220
97	Barnsley (Ripley Grove) to Wakefield	0730, 0930, 1333	No Service	No Service	No Service
	Wakefield to Barnsley (Ripley Grove)	1332, 1552, 1817	No Service	No Service	No Service
420	Mapplewell – Penistone Grammar (School Service)	0735	No Service	No Service	No Service
	Penistone Grammar – Mapplewell (School Service)	15:22			
444	Staincross – Darton High School (School Service)	0810	No Service	No Service	No Service
	Darton High School – Staincross (School Service)	1540			
451	Darton – Holy Trinity School (School Service)	0810	No Service	No Service	No Service
	Holy Trinity School – Darton (School Service)	1536			
471	Darton High School – Barnsley (School Service)	1535	No Service	No Service	No Service
485	Barnsley (Eastfield Arms) to Darton High School (School Service)	0830	No Service	No Service	No Service
	Darton High School to Barnsley (Eastfield Arms) (School Service)	1541	No Service	No Service	No Service
488	Barnsley Interchange – Darton High School (School Service)	0840	No Service	No Service	No Service
	Darton High School – Barnsley Interchange (School Service)	1540	No Service	No Service	No Service
490	Darton High School – Mapplewell	1535	No Service	No Service	No Service

5.7 Measures in Relation to Bus Facilities

- 5.7.1 Information about all available forms of public passenger transport including routes and destinations, service frequencies, locations of nearest bus stops and sources of other travel information shall be provided within the Welcome Pack. In addition, the physical connections from the site to these facilities will be identified and made known to all residents upon occupation. As mentioned previously it will be the responsibility of the Travel Plan Coordinator to ensure that this information is kept up-to-date.
- 5.7.2 The Travel Plan Coordinator will advise occupants that information is available via the internet and up to date bus timetables can be found at <http://travelsouthyorkshire.com/timetablefinder.aspx> with journey planners available at <http://travelsouthyorkshire.com/journeyplanning/>
- 5.7.3 Coach Information can be found at www.nationalexpress.com and Megabus at www.megabus.com.
- 5.7.4 The Travel Plan Coordinator will advise residents that real time bus information is available at www.nextbuses.mobi/.
- 5.7.5 The Travel Plan Coordinator will also approach local bus operators prior to occupation of the development to determine whether operators will be willing to provide additional discounted tickets as an incentive to utilise public transport.
- 5.7.6 Information about all available forms of public passenger transport including routes and destinations, service frequencies and locations of nearest stops will be prominently displayed in the sales area and included as part of the travel information within the Welcome Pack. As mentioned previously it will be the responsibility of the TPC to ensure that this information is kept up-to-date and reported in the annual review.

5.8 Rail Accessibility

5.8.1 The nearest rail station to the site is Darton Train Station which is located approximately 0.7km south east of the site.

5.8.2 This unstaffed station is managed by Northern and facilities at the station include a 10 space car park CCTV monitored cycle parking stands with spaces for 18 cycles and ramps are present to provide mobility access to both platforms.

5.8.3 A summary of the train service frequency from these stations is as follows:

Route	Monday to Friday Frequency		Saturday Frequency	Sunday Frequency
	Daytime	Evening		
Leeds to Sheffield	60 mins	60 mins	60 mins	120 mins

5.9 Measures in Relation to Rail Facilities

5.9.1 Information about all available forms of public passenger transport including routes and destinations, service frequencies, locations of nearest bus stops and railway station as well as other travel information shall be provided within the Welcome Pack. In addition the physical connections from the site to these facilities will be identified and made known to all residents. It will be the responsibility of the Travel Plan Coordinator to ensure that this information is kept up-to-date and reported in each review.

5.9.2 The Travel Plan Coordinator will advise occupants that information is available via the internet and up to date rail timetables can be found at www.nationalrail.co.uk and www.thetrainline.com with journey planners available at www.tpexpress.co.uk

5.10 *Motorcycling and Mopeds*

5.10.1 There are several benefits that may be derived from the use of this form of travel. Motorcycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle.

5.10.2 Concern is however often raised over the safety of these vehicles and it is therefore important that any promotion of this form of travel includes the need to inform prospective riders of their statutory obligations to obtain proper training by a recognised training organisation or trainer and the correct protective equipment before use of the vehicle.

5.10.3 The Governments Motorcycling Strategy can be obtained from the Department of Transport's website at:

<http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/roads/vehicles/motorcycling/overnmentsmotorcyclingst4550.pdf>.

The document includes useful information including equipment, testing and training.

5.11 *Car Sharing*

5.11.1 The site is highly accessible to the local and wider highway network and the initial Resident Travel Survey will identify the numbers of residents travelling with another. It may be that subject to survey and analysis this figure can be increased with consequent benefits for the environment.

5.11.2 Existing Car Share schemes will be promoted to further encourage car sharing. Further detail can be found at www.carshare.com.

5.11.3 Car Share schemes:

- Provide a cheap way to get around
- Reduce levels of traffic and congestion
- Reduce CO₂ emissions and pollution
- Reduce parking problems
- Create opportunities for business and the local community to work together
- Create opportunities to meet other people from the local area
- Improve relations with the local community

5.12 *Reducing the Need to Travel to Work*

5.12.1 It may be possible for residents to encourage their employers to permit some degree of "home working". This of course will be dependent on the particular circumstances of both the resident and the employer and realistically may not be appropriate in many cases. However if "home working" were possible on only a regular single day of the week this could possibly produce a 20% reduction in single car use for an individual resident.

5.13 *Other Measures*

5.13.1 All residents will be made aware of home shopping and internet shopping within mailshots. These measures assist in reducing the need to travel. Taxis can be used for local shopping trips and short journeys.

5.13.2 Each dwelling will accommodate a phone line which, if the network permits will allow occupants to access the internet and utilise the above mentioned websites to access bus timetable information etc.

6 Marketing and Communication Strategy

- 6.1 All prospective residents will be made aware of both the opportunities that will be available for alternative sustainable travel and of the likely measures to be included within this Travel Plan by providing each unit with a Welcome Pack. Release of this information in the sales particulars of each plot prior to occupation will ensure that all purchasers will be aware of the availability and benefits of sustainable transport at the point of occupation.
- 6.2 All prospective residents will be encouraged to access the site via sustainable transport for viewings etc.
- 6.3 Travel information details will be provided on any website for the development.
- 6.4 Residents moving away from the development will be obliged to inform the Travel Plan Coordinator so that a resident's pack can be provided to the new occupiers, by the Travel Plan Coordinator, at the point of reoccupation.
- 6.5 A "mail shot" will be produced by the Travel Plan Coordinator at the time of each review which will include the latest information on bus, rail, walking, cycling car sharing arrangements and residents will be encouraged to make this information available to their visitors.
- 6.6 The Travel Plan Coordinator will promote local and national events promoting sustainable travel to residents. Internet forums such as a Facebook page, a development intranet etc will be investigated to encourage residents to interact and share and discuss travel arrangements.
- 6.7 The Travel Plan Coordinator's contact information including a telephone number and email address will be included within the Welcome Pack to allow residential to contact the TPC.

- 6.8 The Travel Plan Co-ordinator will include sustainable travel information on any marketing and sales website for the development.

7 Enforcement and Monitoring

- 7.1 The operation of this Travel Plan is likely to be a planning obligation related to the planning consent for the development.
- 7.2 It is the responsibility of Sanderson Associates to provide the developers with a copy of the approved Travel Plan. It is then the Developers responsibility to appoint a Travel Plan Coordinator when the development is first marketed so that information for residents can be prepared. The name of the Travel Plan Coordinator must be forwarded to BMBC as soon as the appointment is made. It is the developer's responsibility to make any prospective purchaser of the site fully aware of the Travel Plan.
- 7.3 With respect to timescales, the Travel Plan will be monitored and reviewed as detailed in Section 4. Each annual review after occupation of 30% of the development (65 dwellings) and the base line survey shall include a resurvey of travel patterns by undertaking a travel questionnaire. A written analysis of each review shall be provided to the Local Authority by the Travel Plan Coordinator within 3 month of the completion and collation of the review for the life of the Travel Plan.
- 7.4 The annual surveys shall include details of the monitoring process undertaken. This report should also contain reference to any outside influence, such as changes in occupancy of the dwellings and changes to bus/train services or places of work and schools.
- 7.5 The Travel Plan will be reviewed in co-operation with the Local Authority and if targets have not been met an Action Plan prepared and agreed. The Action Plan will contain a programme of measures designed to help achieve the Travel Plan targets on travel mode share. It will clearly set out the tasks involved, the person(s) responsible, and dates by which the measures will be achieved.

7.6 The developers and the appointed Travel Plan Coordinator will use their reasonable endeavours to ensure that the Travel Plan is successful. Finally, the Travel Plan Coordinator maintains responsibility for distributing information and promoting the Travel Plan.

7.7 A table summarising how the Travel Plan will be delivered with actions, timescales and who is responsible can be found below:

Action	Timescales	Who is responsible
Appoint a Travel Plan Coordinator (TPC)	Prior to first occupation of development. In post for when site is first marketed.	The Developers
Produce Welcome Pack	Prior to first occupation	Travel Plan Coordinator
Include Welcome Pack within sale particulars for each plot	On occupation	The Developers
Travel Plan Information	Included within sales / marketing suites and included on marketing websites. Regular newsletter to residents providing update.	Travel Plan Coordinator/ The Developers
Undertake baseline residents questionnaire	Surveys supplied on occupation and collate results on occupation of 30% of the total dwellings to be constructed. Provide results to Barnsley Metropolitan Borough Council.	Travel Plan Coordinator
Annual residents questionnaire	Annually following 30% occupation of dwellings and first year base line survey	Travel Plan Coordinator
Supply results of questionnaire to LPA	Within 3 months of undertaking the questionnaires	Travel Plan Coordinator
Review Travel Plan	Annually	Travel Plan Coordinator/ Local Authority

8 Summary

- 8.1 This Travel Plan sets out a series of measures which will encourage changes in the travel patterns of residents and their visitors to the development from use of the single occupancy private vehicle to more sustainable forms of transport.
- 8.2 The Travel Plan includes reference to compliance and enforcement of the Plan and to the required monitoring, review and reporting for the life of the Plan.
- 8.3 It is considered that these measures will help to reduce the reliance on the private car, particularly single-person trips in the peak hours. In turn the numbers of trips by other modes of transport should increase thereby contributing to an improvement in both the operation of the local highway network and in the general environment.
- 8.4 Jones Homes (Yorkshire) Limited are committed to encouraging positive changes to the modes of transport used in connection with this development. These measures will help the viability and attractiveness of the overall site to the benefit of all occupiers.
- 8.5 This Travel Plan will be further developed in conjunction with Barnsley Metropolitan Borough Council once the development is operational and specific travel needs are identified.

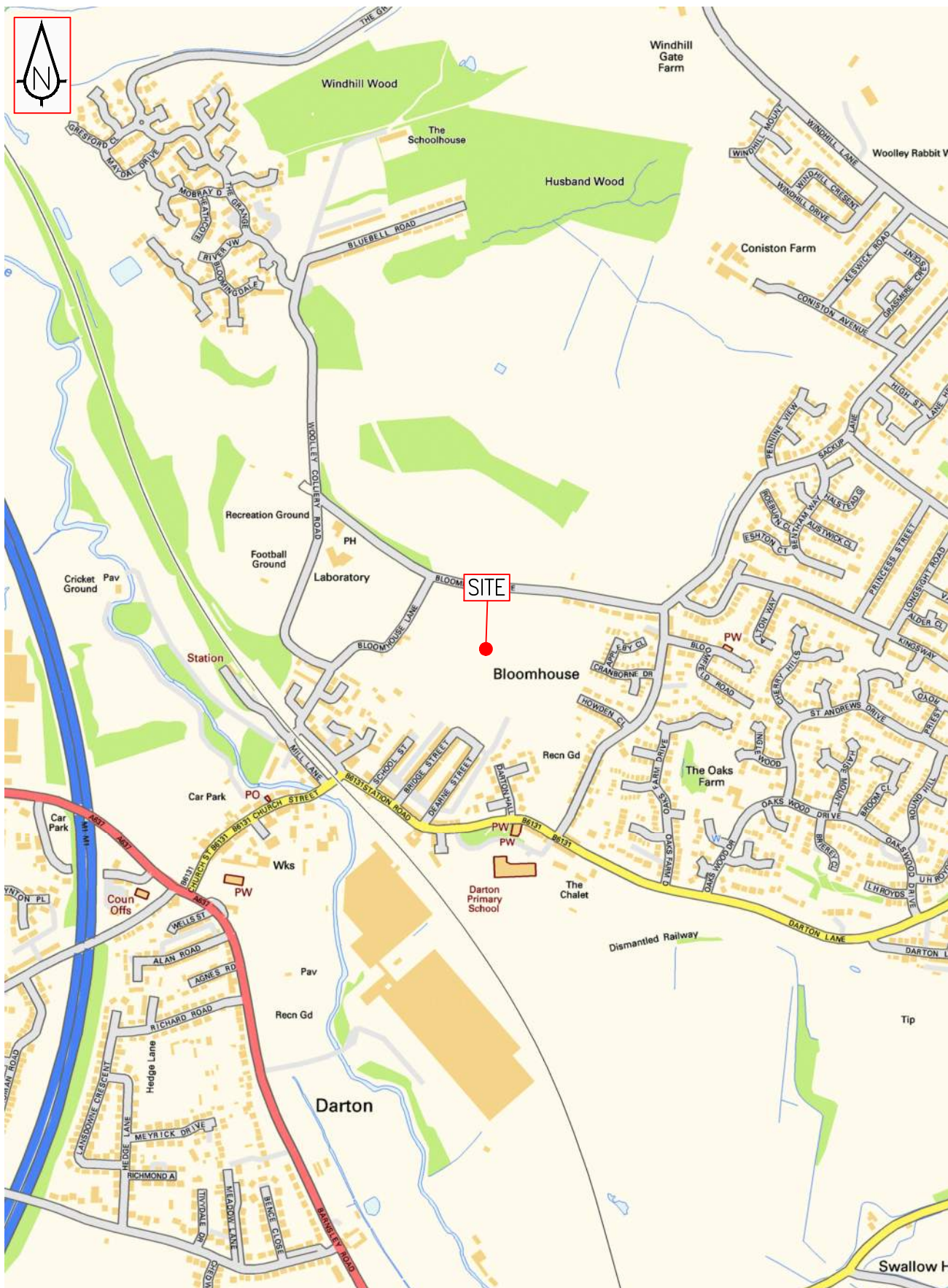
APPENDIX A

Figure 1: Site Location Plan

Figure 2: 800m and 2km Walking Plan

Figure 3: 5km Cycling Plan

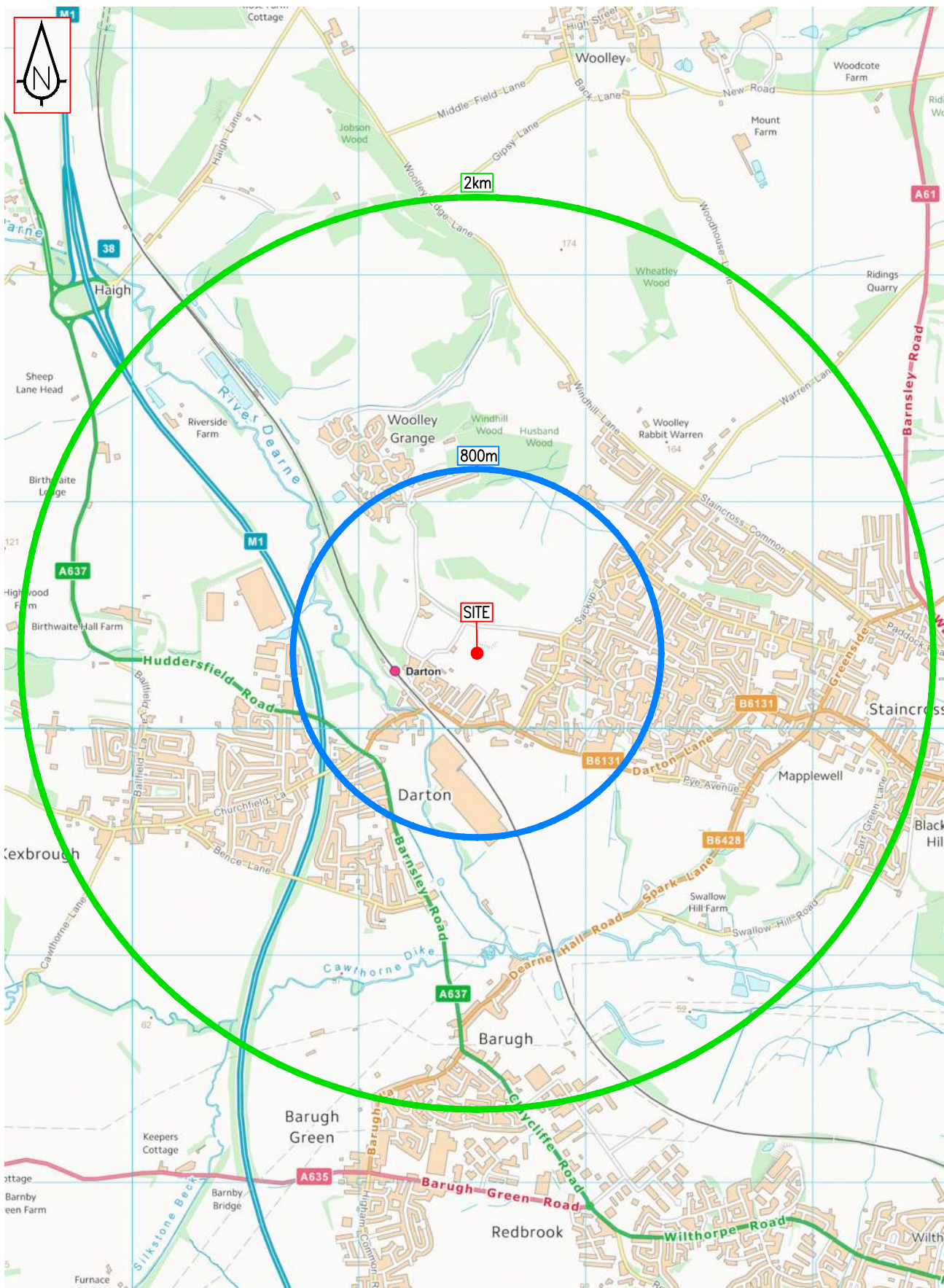
Figure 4: Location of Public Transport

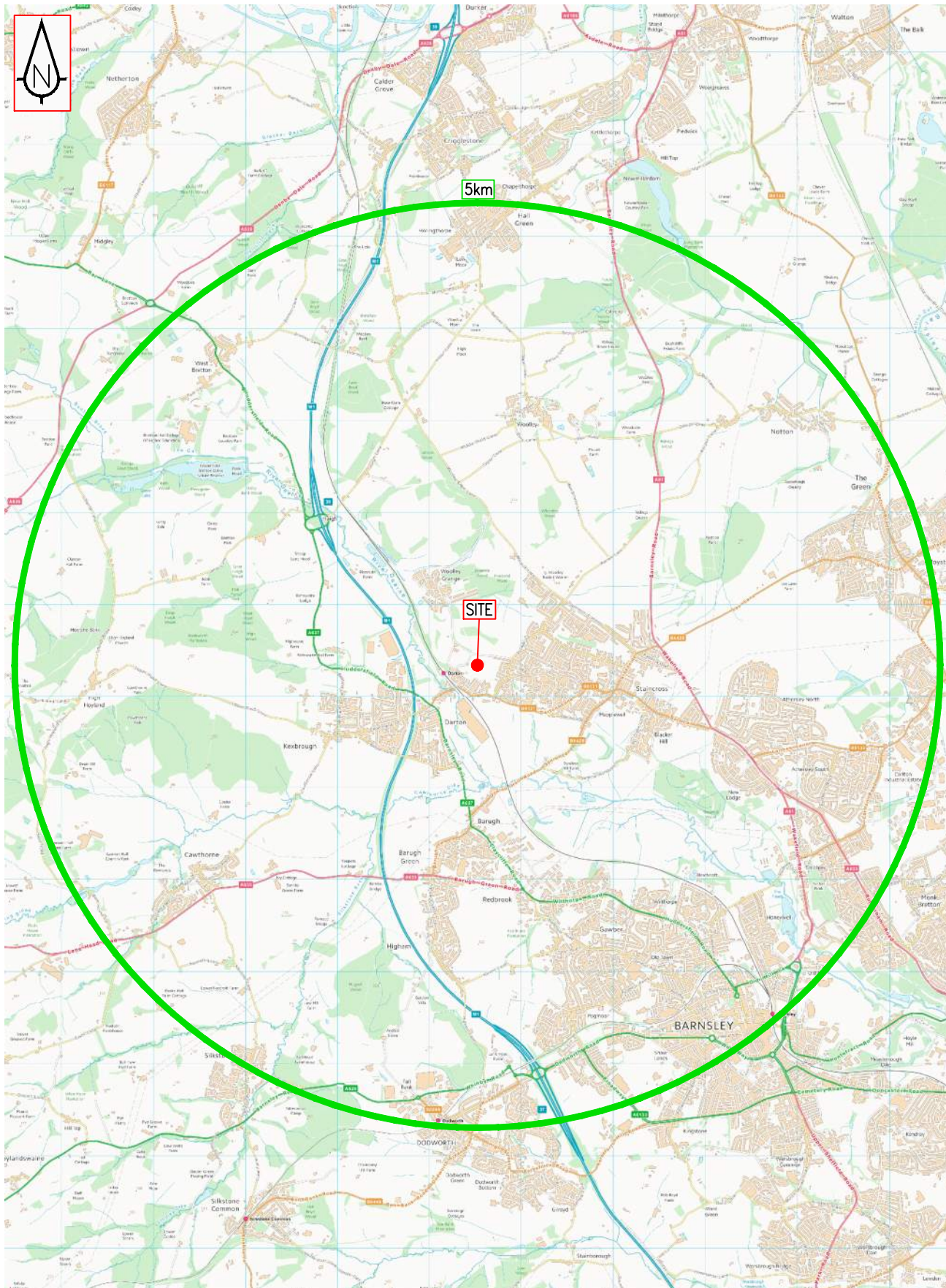


Site Location Plan

Proposed Residential Development Bloomhouse Lane, Darton

Drawn CC	Scale NTS	 ISO 9001 REGISTERED FIRM
Checked SB	Date July 2017	
Approved SB	Drawing Number Figure 1	Size A4







APPENDIX B
Proposed Site Layout

APPENDIX C

Sample Travel Information Pack

Sustainable Travel Information Pack Bloomhouse Lane, Darton, Barnsley

All residents of the development are encouraged to use sustainable modes of travel to and from the development. This document has been produced to inform all residents about local facilities and travel options available surrounding the site.

We can all see the effects of the way we travel on our environment, our health and our quality of life. Increases in road traffic have produced unsustainable levels of congestion and pollution. Sustainable travel can reduce congestion, improve local environments and encourage healthier and safer lifestyles. By promoting walking, cycling, public transport and responsible car use this Welcome Pack has been prepared to encourage the use of Sustainable Travel to and from the development

Walking facilities

There are safe pedestrian routes within the vicinity of the site. Footways are provided on all roads surrounding the site which are surfaced and lit. The following amenities and facilities are all located within an 800m walking distance of the site:-

Bus Stops along Station Road	Darton Train Stations
Darton Primary School	Pharmacy
The Parish Church of All Saints	Hair Salon
Café	Chinese Takeaway
Post Office	Playing Fields (Woolley Colliery Road)
Scout Hut	Beauticians
Pet Shop	Balti Palace Restaurant
The Co-operative Food Store	Bus Stops along Sackup Lane
Our Reach Christian Centre	

A free on line walking journey planner is available at www.walkit.com/cities/barnsley

Travel to School

Many of the local schools have prepared their own Travel Plan in association with Barnsley Metropolitan Borough Council. These Travel Plans promote sustainable travel to the school in order to reduce the number of vehicles in the vicinity of the premises at the start and end of each school day. By minimising the number of vehicles the schools are helping to reduce air pollution and increase road safety for pupils.

As part of the Travel Plan Survey each household has been asked to complete, we have requested a contact e-mail address so that we can keep you updated on such events to make sure your children do not miss out. We have asked for an e-mail contact to further limit the impact of the development on the environment by minimising the paper ordinarily used is posting newsletters etc. out to each household.

Cycle facilities

Cycling is a healthy and sustainable mode of travel, information on cycling, cycle training and cycle map is available from www.sustrans.org.uk and www.barnsley.gov.uk.

Further information for cyclists is included within the residents Welcome Pack. The nearest outlets selling cycles and accessories are detailed below:-

- Barnsley Cycle Hub - Unit 5, The Transport Interchange, Eldon St N, Barnsley S70 1SE (Tel – 07818 511133, www.barnsleycyclehub.com)

- Halfords - Halfords, Dryden Rd, Harborough Hill Rd, Barnsley S71 1JE (Tel – 01226 730 640, halfords.com) approximately 6km southeast of the site.

Bus facilities

Bus stops can be found within the vicinity of the development. The available stops are identified on the Local Facilities Plan enclosed within the Welcome Pack and summarised below:

Bus stop location: Woolley Colliery Road Bus stop reference: 37055510 Distance to stop: 350m from centre of site Direction of Travel: Northbound Facilities: Unmarked Bus services: 93, 95A, 97, 490	Bus stop location: Woolley Colliery Road Bus stop reference: 37050879 Distance to stop: 350m from centre of site Direction of Travel: Southbound Facilities: Pole stop with timetable information Bus services: 93, 95A, 97, 490
Bus stop location: Station Road Bus stop reference: 37055266 Distance to stop: 400m from centre of site Direction of Travel: Buses travelling westbound Facilities: Pole stop with timetable information Bus services: 93a, 97, 420, 444, 451, 485, 488	Bus stop location: Station Road Bus stop reference: 37050887 Distance to stop: 400m from centre of site Direction of Travel: Buses travelling eastbound Facilities: Pole stop with timetable information Bus services: 93a, 97, 420, 444, 451, 485, 488
Bus stop location: Sackup Lane Bus stop reference: 37050883 Distance to stop: 360m from centre of site Direction of Travel: Northbound Facilities: Pole stop with timetable information Bus services: 1, 444, 451, 488	Bus stop location: Sackup Lane Bus stop reference: 37055512 Distance to stop: 360m from centre of site Direction of Travel: Southbound Facilities: Unmarked Bus services: 444, 451, 488
Bus stop location: Darton Lane Bus stop reference: 37055264 Distance to stop: 400m from centre of site Direction of Travel: Westbound Facilities: Shelter with seating and timetable information Bus services: 1, 93a, 97, 420, 485	Bus stop location: Darton Lane Bus stop reference: 37050437 Distance to stop: 400m from centre of site Direction of Travel: Eastbound Facilities: Pole stop with timetable information Bus services: 93a, 97, 420, 471, 485

Bus timetable information can be found at; <http://travelsouthyorkshire.com/timetablefinder.aspx> , and Journey Planners can be found at; <http://travelsouthyorkshire.com/journeyplanning/>

Residents are also encouraged to utilise the www.nextbuses.mobi/ service which provides real time information on bus services throughout the day.

Coach Information can be found at www.nationalexpress.com and Megabus at www.megabus.com .

Rail facilities

The nearest rail station to the site is Darton Train Station which is located approximately 0.7km south east of the site.

This unstaffed station is managed by Northern and facilities at the station include a 10 space car park CCTV monitored cycle parking stands with spaces for 18 cycles and ramps are present to provide mobility access to both platforms.

Rail Service information can be found at www.thetrainline.com with further information available at www.nationalrail.co.uk.

Car Sharing

Residents are encouraged to car share. Details of the South Yorkshire car sharing scheme can be found at <https://liftshare.com/uk/community/southyorkshire>

General Travel Plan Information

Details of facilities in the vicinity of the site are indicated in this Welcome Pack and residents are invited to complete a Residents Travel Questionnaire to assist in assessing the modes of travel to work and school.

The Bloomhouse Lane Residential Travel Plan will be reviewed annually and again residents will be invited to participate. The results of the survey along with details of any specific initiatives and the targets for modal shift will be contained within the Bloomhouse Lane Residential Travel Plan.

The Welcome Pack contains a number of leaflets on various sustainable travel modes including bus and rail timetables, cycle routes, car sharing and walking and cycling to work.

Travel Plan Coordinator

For further information please contact the Travel Plan Coordinator, _____, at _____ or by telephone on _____.

It would be most helpful if an e-mail contact could be provided for your household as this would reduce the use of paper in issuing newsletters etc which will be prepared to keep all residents up to date on events, initiatives etc that take place on a regular basis.

If you wish to receive any of this information in electronic format please contact the Travel Plan Coordinator.

APPENDIX D
Multimodal TRICS Data

Calculation Reference: AUDIT-109307-170712-0705

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	4 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	2 days
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	2 days
11	SCOTLAND	
	AG ANGUS	1 days
	FA FALKIRK	2 days
	HI HIGHLAND	2 days
	PK PERTH & KINROSS	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 432 (units:)
 Range Selected by User: 75 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

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	11 days
Tuesday	10 days
Wednesday	10 days
Thursday	9 days
Friday	9 days

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

Selected survey types:

Manual count	49 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	25
Edge of Town	18

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	43
No Sub Category	6

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

Secondary Filtering selection:

Use Class:

C1	1 days
C3	47 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	12 days
10,001 to 15,000	12 days
15,001 to 20,000	7 days
20,001 to 25,000	5 days
25,001 to 50,000	7 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	8 days
25,001 to 50,000	7 days
50,001 to 75,000	5 days
75,001 to 100,000	12 days
100,001 to 125,000	3 days
125,001 to 250,000	7 days
250,001 to 500,000	6 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:

0.5 or Less	1 days
0.6 to 1.0	16 days
1.1 to 1.5	32 days

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

Travel Plan:

Yes	4 days
No	45 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	49 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AG-03-A-01	BUNGALOWS/DET.		ANGUS
	KEPTIE ROAD			
	ARBROATH			
	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	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
3	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
4	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
5	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD			
	HURDSFIELD			
	MACCLESFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL
6	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD			
	CASTLE LANE WEST			
	BOURNEMOUTH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	24/03/14		Survey Type: MANUAL
7	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD			
	TORQUAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: WEDNESDAY	30/09/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DV-03-A-02 MILLHEAD ROAD	HOUSES & BUNGALOWS	DEVON
	HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 Survey date: FRIDAY 25/09/15		Survey Type: MANUAL
9	DV-03-A-03 LOWER BRAND LANE	TERRACED & SEMI DETACHED	DEVON
	HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15		Survey Type: MANUAL
10	ES-03-A-02 SOUTH COAST ROAD	PRIVATE HOUSING	EAST SUSSEX
	PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11		Survey Type: MANUAL
11	FA-03-A-01 MANDELA AVENUE	SEMI-DETACHED/TERRACED	FALKIRK
	FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: THURSDAY 30/05/13		Survey Type: MANUAL
12	FA-03-A-02 ROSEBANK AVENUE & SPRINGFIELD DRIVE	MIXED HOUSES	FALKIRK
	FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 161 Survey date: WEDNESDAY 29/05/13		Survey Type: MANUAL
13	GM-03-A-10 BUTT HILL DRIVE	DETACHED/SEMI	GREATER MANCHESTER
	PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings: 29 Survey date: WEDNESDAY 12/10/11		Survey Type: MANUAL
14	HC-03-A-18 CANADA WAY	HOUSES & FLATS	HAMPSHIRE
	LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 Survey date: TUESDAY 29/11/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	HI-03-A-13	HOUSING		HIGHLAND
	KINGSMILLS ROAD			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: THURSDAY	21/05/09		Survey Type: MANUAL
16	HI-03-A-14	SEMI-DETACHED & TERRACED		HIGHLAND
	KING BRUDE ROAD			
	SCORGUIE			
	INVERNESS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	40		
	Survey date: WEDNESDAY	23/03/16		Survey Type: MANUAL
17	LC-03-A-30	SEMI-DETACHED		LANCASHIRE
	WATSON ROAD			
	BLACKPOOL			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: FRIDAY	14/06/13		Survey Type: MANUAL
18	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL
19	LN-03-A-04	DETACHED & SEMI-DETACHED		LINCOLNSHIRE
	EGERTON ROAD			
	LINCOLN			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	30		
	Survey date: MONDAY	29/06/15		Survey Type: MANUAL
20	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
21	NE-03-A-02	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	HANOVER WALK			
	SCUNTHORPE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	432		
	Survey date: MONDAY	12/05/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	NE-03-A-03 STATION ROAD	PRIVATE HOUSES		NORTH EAST LINCOLNSHIRE
	SCUNTHORPE Edge of Town Centre Residential Zone			
	Total Number of dwellings:	180		
	Survey date: TUESDAY	20/05/14		Survey Type: MANUAL
23	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS		NORFOLK
	CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	27		
	Survey date: TUESDAY	16/10/12		Survey Type: MANUAL
24	NF-03-A-02 DEREHAM ROAD	HOUSES & FLATS		NORFOLK
	NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	98		
	Survey date: MONDAY	22/10/12		Survey Type: MANUAL
25	NF-03-A-03 HALING WAY	DETACHED HOUSES		NORFOLK
	THETFORD Edge of Town Residential Zone			
	Total Number of dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
26	NY-03-A-06 HORSEFAIR	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	BOROUGHBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	115		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
27	NY-03-A-08 NICHOLAS STREET	TERRACED HOUSES		NORTH YORKSHIRE
	YORK Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	21		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
28	NY-03-A-09 GRAMMAR SCHOOL LANE	MIXED HOUSING		NORTH YORKSHIRE
	NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	52		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
30	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
31	NY-03-A-12	TOWN HOUSES		NORTH YORKSHIRE
	RACECOURSE LANE			
	NORTHALLERTON			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	47		
	Survey date: TUESDAY	27/09/16		Survey Type: MANUAL
32	PK-03-A-01	DETAC. & BUNGALOWS		PERTH & KINROSS
	TULLYLUMB TERRACE			
	GORNHILL			
	PERTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	36		
	Survey date: WEDNESDAY	11/05/11		Survey Type: MANUAL
33	PS-03-A-01	MIXED HOUSES		POWYS
	BRYN GLAS			
	WELSHPOOL			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: MONDAY	11/05/15		Survey Type: MANUAL
34	PS-03-A-02	DETACHED / SEMI-DETACHED		POWYS
	GUNROG ROAD			
	WELSHPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	11/05/15		Survey Type: MANUAL
35	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
37	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	18		
	Survey date: WEDNESDAY	09/09/15		Survey Type: MANUAL
38	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
39	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	108		
	Survey date: THURSDAY	11/06/09		Survey Type: MANUAL
40	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
41	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL
42	SM-03-A-01	DETACHED & SEMI		SOMERSET
	WEMBDON ROAD			
	NORTHFIELD			
	BRIDGWATER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	33		
	Survey date: THURSDAY	24/09/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

43	ST-03-A-06	SEMI-DET. & TERRACED	STAFFORDSHIRE
	STANFORD ROAD		
	BLAKENHALL		
	WOLVERHAMPTON		
	Edge of Town Centre		
	No Sub Category		
	Total Number of dwellings:	17	
	Survey date: FRIDAY	09/05/14	Survey Type: MANUAL
44	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
45	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
46	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
47	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
48	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	BROADBRIDGE HEATH		
	HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
49	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	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

MULTI-MODAL 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	49	54	0.064	49	54	0.260	49	54	0.324
08:00 - 09:00	49	54	0.140	49	54	0.356	49	54	0.496
09:00 - 10:00	49	54	0.142	49	54	0.158	49	54	0.300
10:00 - 11:00	49	54	0.133	49	54	0.153	49	54	0.286
11:00 - 12:00	49	54	0.134	49	54	0.147	49	54	0.281
12:00 - 13:00	49	54	0.161	49	54	0.155	49	54	0.316
13:00 - 14:00	49	54	0.155	49	54	0.157	49	54	0.312
14:00 - 15:00	49	54	0.153	49	54	0.182	49	54	0.335
15:00 - 16:00	49	54	0.236	49	54	0.171	49	54	0.407
16:00 - 17:00	49	54	0.267	49	54	0.168	49	54	0.435
17:00 - 18:00	49	54	0.313	49	54	0.174	49	54	0.487
18:00 - 19:00	49	54	0.217	49	54	0.161	49	54	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.115			2.242			4.357

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

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

Parameter summary

Trip rate parameter range selected:	6 - 432 (units:)
Survey date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	49
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL CYCLISTS

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	49	54	0.003	49	54	0.016	49	54	0.019
08:00 - 09:00	49	54	0.003	49	54	0.017	49	54	0.020
09:00 - 10:00	49	54	0.001	49	54	0.005	49	54	0.006
10:00 - 11:00	49	54	0.004	49	54	0.009	49	54	0.013
11:00 - 12:00	49	54	0.003	49	54	0.003	49	54	0.006
12:00 - 13:00	49	54	0.007	49	54	0.005	49	54	0.012
13:00 - 14:00	49	54	0.005	49	54	0.003	49	54	0.008
14:00 - 15:00	49	54	0.004	49	54	0.005	49	54	0.009
15:00 - 16:00	49	54	0.014	49	54	0.003	49	54	0.017
16:00 - 17:00	49	54	0.011	49	54	0.003	49	54	0.014
17:00 - 18:00	49	54	0.016	49	54	0.006	49	54	0.022
18:00 - 19:00	49	54	0.007	49	54	0.004	49	54	0.011
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.079			0.157

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

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

Parameter summary

Trip rate parameter range selected: 6 - 432 (units:)
 Survey date range: 01/01/09 - 29/11/16
 Number of weekdays (Monday-Friday): 49
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL VEHICLE OCCUPANTS

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	49	54	0.076	49	54	0.317	49	54	0.393
08:00 - 09:00	49	54	0.172	49	54	0.511	49	54	0.683
09:00 - 10:00	49	54	0.166	49	54	0.201	49	54	0.367
10:00 - 11:00	49	54	0.164	49	54	0.197	49	54	0.361
11:00 - 12:00	49	54	0.169	49	54	0.190	49	54	0.359
12:00 - 13:00	49	54	0.204	49	54	0.195	49	54	0.399
13:00 - 14:00	49	54	0.194	49	54	0.203	49	54	0.397
14:00 - 15:00	49	54	0.193	49	54	0.234	49	54	0.427
15:00 - 16:00	49	54	0.359	49	54	0.218	49	54	0.577
16:00 - 17:00	49	54	0.377	49	54	0.226	49	54	0.603
17:00 - 18:00	49	54	0.413	49	54	0.225	49	54	0.638
18:00 - 19:00	49	54	0.274	49	54	0.220	49	54	0.494
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.761			2.937			5.698

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

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

Parameter summary

Trip rate parameter range selected:	6 - 432 (units:)
Survey date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	49
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

MULTI-MODAL PEDESTRIANS

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	49	54	0.024	49	54	0.065	49	54	0.089
08:00 - 09:00	49	54	0.044	49	54	0.176	49	54	0.220
09:00 - 10:00	49	54	0.049	49	54	0.063	49	54	0.112
10:00 - 11:00	49	54	0.049	49	54	0.057	49	54	0.106
11:00 - 12:00	49	54	0.040	49	54	0.044	49	54	0.084
12:00 - 13:00	49	54	0.051	49	54	0.044	49	54	0.095
13:00 - 14:00	49	54	0.043	49	54	0.059	49	54	0.102
14:00 - 15:00	49	54	0.060	49	54	0.066	49	54	0.126
15:00 - 16:00	49	54	0.131	49	54	0.083	49	54	0.214
16:00 - 17:00	49	54	0.107	49	54	0.058	49	54	0.165
17:00 - 18:00	49	54	0.100	49	54	0.046	49	54	0.146
18:00 - 19:00	49	54	0.063	49	54	0.045	49	54	0.108
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.761			0.806			1.567

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

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

Parameter summary

Trip rate parameter range selected:	6 - 432 (units:)
Survey date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	49
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
 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	49	54	0.000	49	54	0.012	49	54	0.012
08:00 - 09:00	49	54	0.001	49	54	0.009	49	54	0.010
09:00 - 10:00	49	54	0.001	49	54	0.005	49	54	0.006
10:00 - 11:00	49	54	0.002	49	54	0.004	49	54	0.006
11:00 - 12:00	49	54	0.003	49	54	0.003	49	54	0.006
12:00 - 13:00	49	54	0.006	49	54	0.006	49	54	0.012
13:00 - 14:00	49	54	0.003	49	54	0.001	49	54	0.004
14:00 - 15:00	49	54	0.005	49	54	0.004	49	54	0.009
15:00 - 16:00	49	54	0.007	49	54	0.005	49	54	0.012
16:00 - 17:00	49	54	0.008	49	54	0.005	49	54	0.013
17:00 - 18:00	49	54	0.011	49	54	0.002	49	54	0.013
18:00 - 19:00	49	54	0.010	49	54	0.001	49	54	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.057			0.114

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

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

Parameter summary

Trip rate parameter range selected: 6 - 432 (units:)
 Survey date range: 01/01/09 - 29/11/16
 Number of weekdays (Monday-Friday): 49
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL TOTAL PEOPLE

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	49	54	0.103	49	54	0.410	49	54	0.513
08:00 - 09:00	49	54	0.220	49	54	0.714	49	54	0.934
09:00 - 10:00	49	54	0.218	49	54	0.274	49	54	0.492
10:00 - 11:00	49	54	0.218	49	54	0.267	49	54	0.485
11:00 - 12:00	49	54	0.215	49	54	0.241	49	54	0.456
12:00 - 13:00	49	54	0.267	49	54	0.250	49	54	0.517
13:00 - 14:00	49	54	0.244	49	54	0.265	49	54	0.509
14:00 - 15:00	49	54	0.263	49	54	0.309	49	54	0.572
15:00 - 16:00	49	54	0.511	49	54	0.309	49	54	0.820
16:00 - 17:00	49	54	0.504	49	54	0.293	49	54	0.797
17:00 - 18:00	49	54	0.540	49	54	0.278	49	54	0.818
18:00 - 19:00	49	54	0.354	49	54	0.270	49	54	0.624
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.657			3.880			7.537

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

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

Parameter summary

Trip rate parameter range selected: 6 - 432 (units:)
 Survey date range: 01/01/09 - 29/11/16
 Number of weekdays (Monday-Friday): 49
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

APPENDIX E
Sample Residential Travel Questionnaire

Draft Residential Travel Plan Survey Bloomhouse Lane, Darton, Barnsley

Sanderson Associates (Consulting Engineers) Ltd have been appointed to prepare a Residential Travel Plan for a proposed development on land to the south of Bloomhouse Lane, Darton, Barnsley.

A Travel Plan is a series of measures designed to encourage the use of sustainable travel modes such as walking, cycling and public passenger transport. By reducing the level of private vehicle travel, particularly in peak times, these measures can reduce road congestion, improve health and wellbeing and assist in reducing the environmental impact of road traffic.

Once the Travel Plan has been prepared and approved by the Local Planning Authority the measures contained in it will be provided to residents of the development to improve their awareness of alternative travel arrangements, personal travel planning, the availability of local facilities and the health benefits that can arise from walking and cycling.

In order to do this we need to collect data of the travel arrangements for each member of every household in order to identify what level of sustainable travel takes place and if this can be improved. Please answer the questions which are appropriate to each member of your household using the person number system set out in Question 2 below. You can be assured that none of the information provided will be passed to third parties; it will simply be used for analysis and future marketing and promotion of the Travel Plan for this development.

Question 1: Please give your house number and road name/postcode

House Number..... Road Name/Postcode

Question 2: Please give details of the people in your household.

	Gender	Age	Do You Work?	Are You Retired?	In Education?
Person 1	M / F	-----	Y/N	Y/N	Y/N
Person 2	M / F	-----	Y/N	Y/N	Y/N
Person 3	M / F	-----	Y/N	Y/N	Y/N
Person 4	M / F	-----	Y/N	Y/N	Y/N
Person 5	M / F	-----	Y/N	Y/N	Y/N

Question 3: Where are the normal places of work for those members of your household who currently work? Please provide company name or place of work and postcode or location in the appropriate space below. Please state if any member of your household works from home on a regular basis.

Person 1

Person 2

Person 3

Person 4

Person 5

Question 4 – For the members of your household currently working please provide details of their employment. (Please tick all that apply to each person).

	Person 1	Person 2	Person 3	Person 4	Person 5
Full Time (more than 30 hours a week)	☐	☐	☐	☐	☐
Part time (less than 30 hours a week)	☐	☐	☐	☐	☐
Day time shifts (e.g. between 6am and 8pm)	☐	☐	☐	☐	☐
Night time shifts (e.g. between 8pm and 6am)	☐	☐	☐	☐	☐

Question 5 - How do you travel between your home and your place of work? (Please tick one box only under each heading. If your normal journey involves using two modes please put the main one first.)

	Person 1	Person 2	Person 3	Person 4	Person 5
	To/From	To/From	To/From	To/From	To/From
Car/Van (single person)	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Car share as driver	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Car share as passenger	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Public Transport	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Cycle	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Walk	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Park and Ride	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Taxi	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Motorcycle	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Other	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐

Question 6 - How do you travel if your first choice is not available? (Please tick one box only under each heading. If your normal journey involves using two modes please put the main one first.)

	Person 1	Person 2	Person 3	Person 4	Person 5
	To/From	To/From	To/From	To/From	To/From
Car/Van (single person)	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Car share as driver	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Car share as passenger	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Public Transport	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Cycle	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Walk	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Park and Ride	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Taxi	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Motorcycle	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Other	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐

Car share involves matching people who live close to one another and who would be willing to share a car for the various journeys they undertake. Car sharing need not be every day, but can be arranged when it is convenient to car sharers.

Question 7 – Would you be interested in joining the South Yorkshire Car Share scheme?

If you are undecided and would like more information please tick the “undecided” box.

(Please tick one only)	Person 1	Person 2	Person 3	Person 4	Person 5
Yes	☐	☐	☐	☐	☐
No	☐	☐	☐	☐	☐
Undecided	☐	☐	☐	☐	☐

Question 8 - If you would consider joining a car share scheme which option would you prefer?

(Please tick one only)	Person 1	Person 2	Person 3	Person 4	Person 5
As driver only	☐	☐	☐	☐	☐
As a passenger only	☐	☐	☐	☐	☐
As driver or passenger	☐	☐	☐	☐	☐

Question 9 - Do any members of your family currently go to school? Yes / No

Please indicate which school each family member attends.

	Child 1	Child 2	Child 3	Child 4
Darton Primary School	☐	☐	☐	☐
Kexborough Primary School	☐	☐	☐	☐
Darton College	☐	☐	☐	☐
Wellgate Primary School	☐	☐	☐	☐
Mapplewell Primary School	☐	☐	☐	☐
Athersley North Primary School	☐	☐	☐	☐
Barugh Green Primary School	☐	☐	☐	☐
Other _____	☐	☐	☐	☐

Question 10 - How does each child travel to and from school? Please tick one per child. If their normal journey involves using two modes please indicate the main one.

	Child 1	Child 2	Child 3	Child 4
Car with parent	☐	☐	☐	☐
Car with Other	☐	☐	☐	☐
Public Transport	☐	☐	☐	☐
Walk	☐	☐	☐	☐
Cycle	☐	☐	☐	☐
Taxi	☐	☐	☐	☐
Other	☐	☐	☐	☐

Please provide a contact e-mail address for your household so that we are able to keep you updated on sustainable travel issues, events, changes to bus services etc. Please be assured that this e-mail address will not be used for any other purpose and will not be passed to any third parties.

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If you wish to make any comments on this questionnaire or any aspect of sustainable travel please do so in the space below.

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Thank you very much for completing this survey

Please return your completed questionnaire to the Travel Plan Coordinator using the pre-paid envelope included within the Travel Information Pack issued to your household. Should you require any assistance in completing this questionnaire please contact the Travel Plan Coordinator on _____ or at _____