

TRANSPORT STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT ON LAND AT LIDGETT LANE, PILLEY, BARNSELY

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1.0 INTRODUCTION

- 1.01 This statement has been prepared on behalf of the Jaguar Estates Ltd and Wortley Construction Ltd and addresses the traffic impact, access and sustainability issues raised by a proposed residential development on a site at Lidgett Lane, Pilley, near Barnsley
- 1.02 The site is presently a field located to the south of Lidgett Lane and to the east of Pilley Green.
- 1.03 The planning application by the Jaguar Estates Ltd and Wortley Construction Ltd seeks planning permission for the erection of some 35 houses with access from Lidgett Lane.
- 1.04 This statement will assess the traffic impact of the development on the local highway network, the adequacy of the proposed access arrangements and will examine the sustainability of the site in relation to access by non-car modes of transport.
- 1.05 The statement concludes that the development would have no significant impact on road safety or traffic flow on the local highway network. The statement also concludes that the proposed access arrangements are satisfactory and that the site is in a sustainable location.

2.0 EXISTING HIGHWAY CONDITIONS

- 2.01 The site is located within the Pilley community some 3.5km to the west of Hoyland town centre as shown on the location plan attached at Appendix A.
- 2.02 The site lies on the south side of Lidgett Lane as shown on the plan of the local highway network attached at Appendix B. The local highway network is not subject to traffic congestion at the present time.
- 2.03 Lidgett Lane is an all-purpose access road which runs west to east between Chapel Road/Pilley Green and New Road. The road also provides direct access to frontage properties located on the north side of Lidgett Lane. On street parking occurs on the carriageway in front of these properties. In the vicinity of the site frontage Lidgett Lane has a 5.5m wide carriageway, a 0.5m nearside verge and on the opposite side there is a 1.8m footway. There are bus stops on Pilley Green some 90m to the west of the site frontage. Lidgett Lane is subject to a 30mph speed restriction and is lit to side road standard.
- 2.04 Visibility splays at the junction of Lidgett Lane with Pilley Green/Chapel road exceed 2.4m x 43m in both directions therefore exceeding the requirements of Manual for Streets for a junction located within a 30mph speed limit zone.

- 2.05 The record of personal injury accidents that have occurred on the local highway network in the past five years as been obtained from the highway Authority and is attached at Appendix C. The record indicates 3 slight personal injury accidents have occurred on Lidgett Lane in the past five years but no accidents have occurred at or near the frontage of the development site.
- 2.06 The highway survey and accident data shows that there are no highway geometric or road safety related reasons why a new junction should not be provided on Lidgett Lane to serve the proposed residential development.

3.0 PROPOSED DEVELOPMENT

- 3.01 The proposed development involves the construction of 35 houses on land to the south of Lidgett Lane, Pilley as shown on the layout plan attached at Appendix D.
- 3.02 A plan showing the proposed access arrangements is attached at Appendix E. The proposed access road has a 5.5m carriageway and two 2.0m footways which will be continued around the junction radii and along the site frontage to link with the existing footway provision on Pilley Green and Lidgett Lane. Lidgett Lane will be widened to enable a 2.0m wide parking lane to be provided for residents cars whilst maintaining a 5.5m width for two-way traffic.
- 3.03 Drivers on the proposed site access waiting at the junction with Lidgett Lane will be able to see vehicles approaching from both directions when they are 43m away, measured from a point 2.4m back from the give way line. The visibility splays of 2.4m x 43m are based on MfS standards for a junction subject to a 30mph speed restriction.
- 3.04 It may therefore be concluded that drivers on Lidgett Lane would be able to stop safely, if necessary, to avoid a collision with a vehicle entering Lidgett Lane from the site access.

4.0 CONSIDERATION OF TRAFFIC IMPACT

- 4.01 The TRICS database provides trip rates for privately owned houses. On the basis of the trip data included in this database, a copy of which is attached at Appendix F, the residential use is likely to exhibit the following vehicular trip rate characteristics during the peak traffic hours.

Typical Residential Trips Rates (Source: TRICS)

Residential use (Trips per Dwelling)	AM Peak (8.00-9.00)		PM Peak (17.00-18.00)	
	Inbound	Outbound	Inbound	Outbound
	0.181	0.400	0.394	0.260

- 4.02 35 private houses are therefore expected to generate the following trips during the peak traffic hours.

Typical Residential Trips (35 Units)

35 Houses	AM Peak (8.00-9.00)		PM Peak (17.00-18.00)	
	Inbound	Outbound	Inbound	Outbound
	6	14	14	9

- 4.03 It can be seen from the above table that there would be a modest generation of 22 vehicles (two-way) in the morning peak hour and 23 vehicles in the evening peak hour. This level of traffic generation is well below the 30vph threshold of traffic impact set out in 'Guidance on Transport Assessment' published by DfT and as noted previously, the local highway network does not suffer from traffic congestion at the present time.
- 4.04 The proposals would not result in a material increase in traffic flow on Lidgett Lane and therefore it is concluded that the proposed residential development would have no significant impact on either road safety or traffic flow on the local highway network.

5.0 CONSIDERATION OF SUSTAINABLE TRANSPORT ISSUES

- 5.01 The development site is located within a 2.0km walking distance of facilities located in and around Pilley, including post office, newsagents, primary school and Wentworth Business and Office Parks, a major source of employment in the area. A plan showing the 2km walking radius of the site is attached at Appendix G.
- 5.02 Bus stops are located on Pilley Green some 90m to the west of the site. The main bus service is the No.7/7A which provides a two hourly daytime service between Barnsley Interchange, Worsbrough Bridge, Hoyland, Tankersley, Pilley and Birdwell. There is also the 411 service to Penistone Grammar School. Full details of local bus services are attached at Appendix H.
- 5.03 An extract from the Barnsley Cycling Map showing local cycle routes is attached at Appendix I. There are two cycle routes that run along New Road, Pilley, the National Cycle Network No. 67 and the National Cycle Network No. 6 (the Timberland and Trans Pennine Trails). A plan showing the 5km cycling radius for the site is attached at Appendix J.
- 5.04 Elsecar railway station is located some 4.3km to the east Penistone and Hallam Lines with hourly off peak services to Sheffield and Leeds. There are also additional half hourly peak period services which operate between Sheffield and Huddersfield. A copy of the railway route network diagram is attached at Appendix K.

6.0 CONCLUSIONS

- 6.01 This Transport Statement has been prepared on behalf of the Jaguar Estates Ltd and Wortley Construction Ltd and has addressed the transport issues raised by a proposed residential development of 35 houses on a site at Lidgett Lane, Pilley. The development is accessed by means of a new junction on Lidgett Lane which will be widened to enable a parking lane to be provided to accommodate on-street parking by existing residents
- 6.02 The statement has assessed the volume of traffic likely to be generated by the proposed development and concludes that the proposals will not result in a material increase in traffic flow on the local highway network. It is further concluded that the site can be assessed safely from Lidgett Lane.
- 6.03 The statement has also described the opportunities available for future residents to travel by sustainable modes of transport. The statement concludes that the proposed development is in a sustainable location with regard to access by non-car modes of travel.



Signed:
M Jennings MSc CEng MICE MCIHT

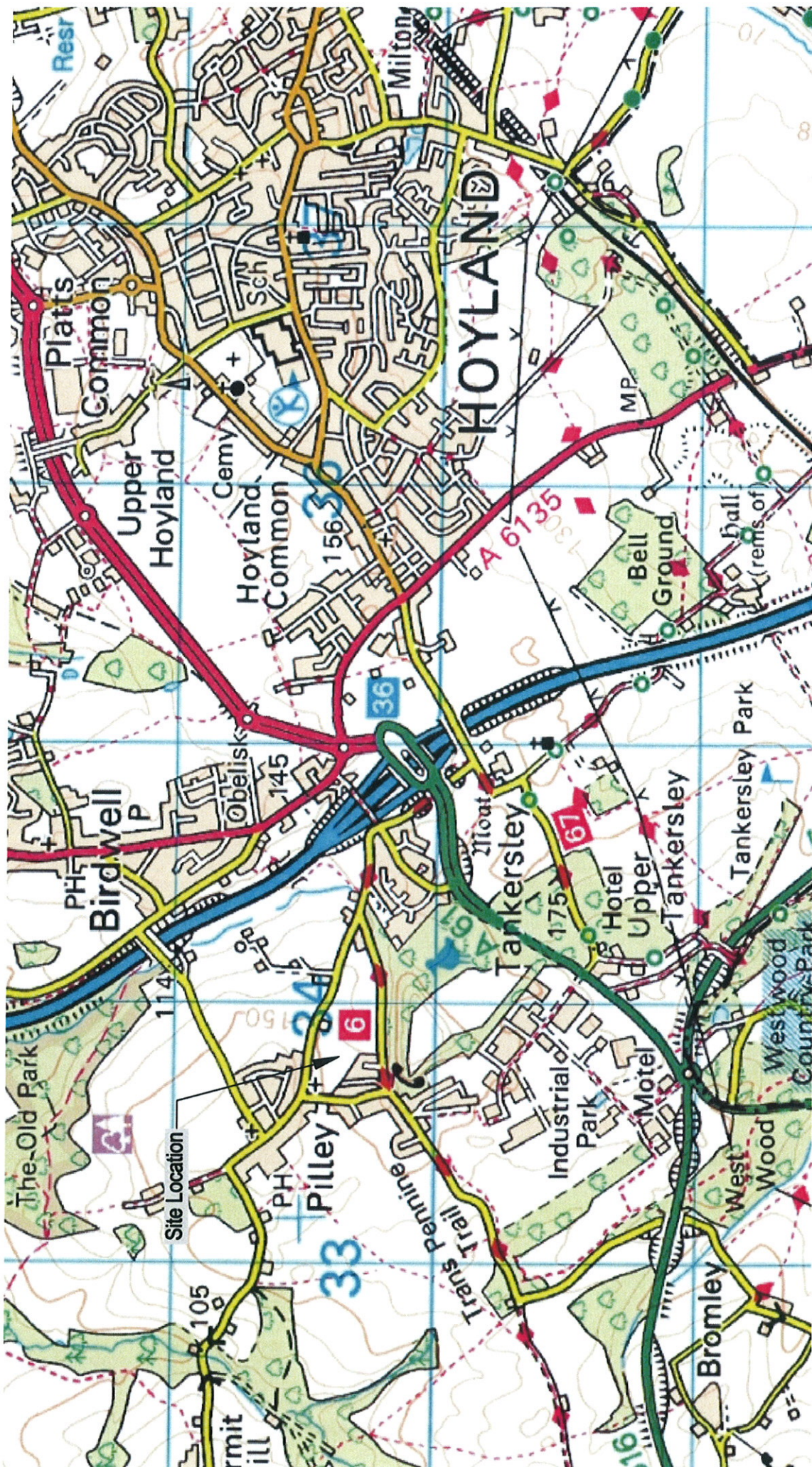
CoDa Transportation

Consulting Transportation Engineers
14 Springfield Court
GUISELEY
Leeds LS20 8FD

**PROPOSED RESIDENTIAL DEVELOPMENT
ON LAND AT LIDGETT LANE,
PILLEY, BARNSELY**

APPENDIX A

LOCATION PLAN



CoDa+Transportation

Consulting Transportation Engineers

14 Springfield Court
 Guiseley
 Leeds LS20 8PQ
 Tel: 01943 872567
 Fax: 01943 870624



Project	Lidgett Lane, Pilley, Barnsley			
Title	Location Plan			
Drawn	RD	Date	19.03.13	Dwg. No.
Scale	NTS	Checked	MJ	7217/Fig1
				Rev.
				—

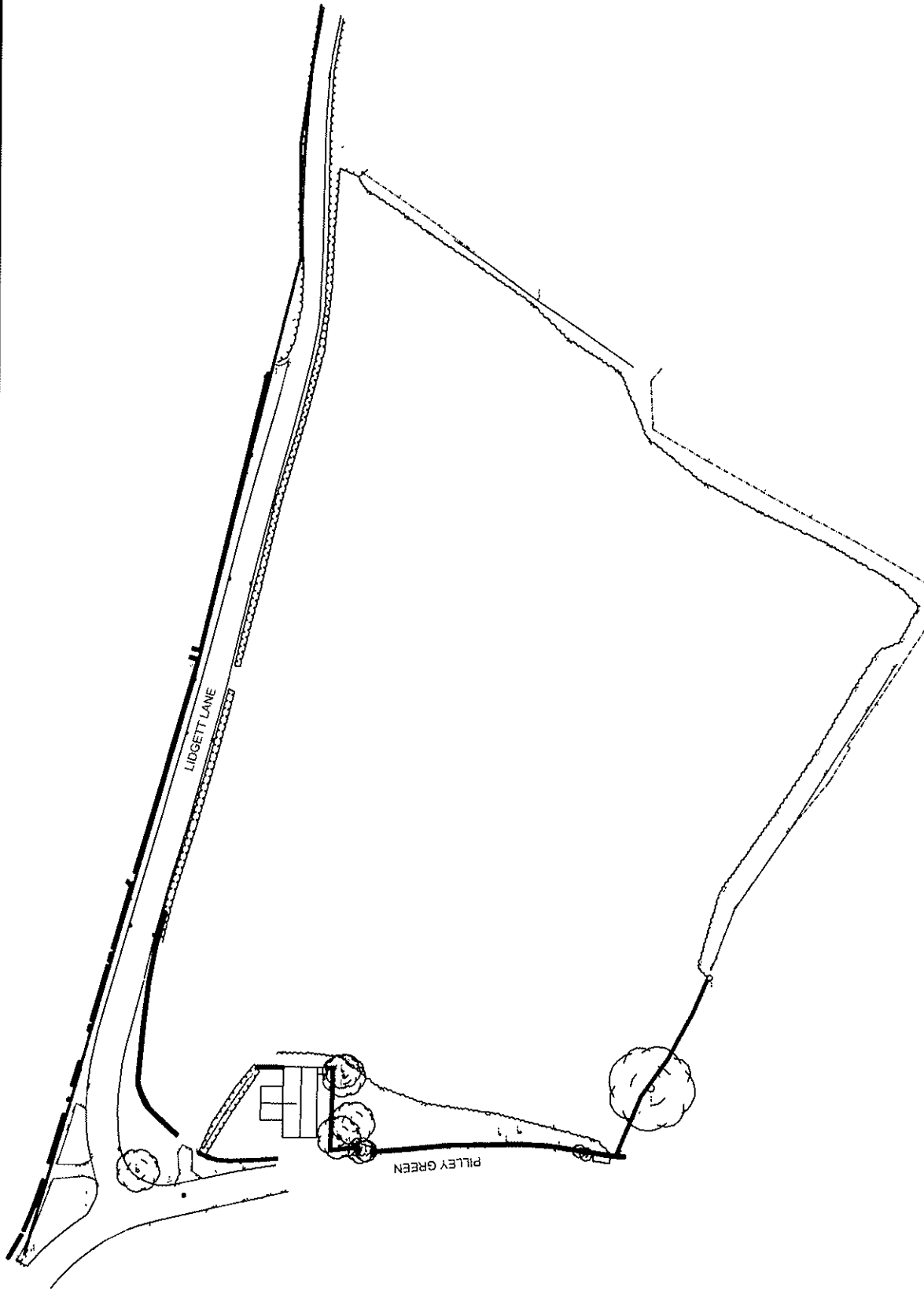
CoDa Transportation

Consulting Transportation Engineers
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GUISELEY
Leeds LS20 8FD

**PROPOSED RESIDENTIAL DEVELOPMENT
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PILLEY, BARNSELY**

APPENDIX B

PLAN SHOWING EXISTING LOCAL HIGHWAY NETWORK



CoDa + Transportation

Consulting Transportation Engineers

14 Springfield Court
Gussey

Leeds LS20 8FD

Tel: 01943 872567

Fax: 01943 870824



Project	Lidgett Lane, Pilley, Barnsley				
Title	Plan showing existing Local Highway Network				
Drawn	RD	Date	19.03.13	Dr. No.	Rev.
Scale	NTS	Checked	MJ	7217/Fig7	
					—

APPENDIX C

ACCIDENT RECORD

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: Notes:
Selected using Pre-defined Query : District - (Barnsley) collision CODA - Pilley

B-00643-08 23/05/2008 Friday Time 2230 Vehicles 2 Casualties 1 Slight
Easting: 433,980 Northing: 400,418
Fine without high winds Road Surface Dry Daylight: street lights present
Road Type: Single carriageway Speed Limit: 30

Location: LIDGETT LN TANKERSLEY

Description: V1 TV UP LIDGETT LN TW XRDS WHEN HE SAW V2 TV TW HIM. V1 PULLED IN TO THE LEFT BUT V2 THEN PULLED INTO PATH OF V1. RIDER OF V1 THEN FELL FROM MACHINE. DRIVER OF V2 STOPPED SHOUTED ABUSE AT RIDER OF V1 & THEN LEFT SCENE.

Vehicle Reference1 Motorcycle 50cc and under Going ahead
First point of impact: Did not impact
Vehicle direction: SE to W Journey: Not known
Age of Driver : 16 Breath test: Not applicable

Contributory Factors : 601 602

Casualty Reference 1 Age: 16 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact: Did not impact
Vehicle direction: W to SE Journey: Not known
Age of Driver : Breath test: Not applicable

Contributory Factors : 601 602

AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: Notes:
Selected using Pre-defined Query : District - (Barnsley) collision CODA - Pilley

B-00613-11 30/06/2011 Thursday Time:0900 Vehicles 2 Casualties 1 Slight
Easting: 434,064 Northing: 400,374
Fine without high winds Road Surface Dry Daylight: no street lighting
Road Type: Slip road Speed Limit: 30

Location: LIDGET LN PILLEY

Description: V1 ENTERING SLIP RD ON LIDGET LN AFTER JUST TV THROUGH GREEN LIGHT
WHEN V2 EMERGED FROM R HAVING APPARENTLY DRIVEN THROUGH RED
LIGHT & COLL WITH FRONT O/S OF V1.

Vehicle Reference1 Car Going ahead
First point of impact: Front
Vehicle direction: Parked to Parked Journey: Journey as part of work
Age of Driver : 35 Breath test: Driver not contacted

Contributory Factors :

Casualty Reference 1 Age: 35 Male Driver/rider Severity: Slight
Ped Dir: Pedestrian Dii Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Going ahead
First point of impact: Did not impact
Vehicle direction: Parked to Parked Journey: Not known
Age of Driver : 28 Breath test: Driver not contacted

Contributory Factors :

AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
Selection: Notes:
Selected using Pre-defined Query : District - (Barnsley) collision CODA - Pilley

B-00502-12 05/06/2012 Tuesday Time:0515 Vehicles 2 Casualties 1 Slight
Easting: 434,029 Northing: 400,386
Fine without high winds Road Surface:Dry Daylight: no street lighting
Road Type: Single carriageway Speed Limit: 30

Location: LIDGETT LN TANKERSLEY

Description:DRIVERS TR IN OPP DIRECTION APPROACHING BEND & COLL , BOTH DRIVERS
ALLEGED THE OTHER TO BLAME.

Vehicle Reference1 Car Going ahead left hand bend
First point of impact:Front
Vehicle direction: W to E Journey: Journey as part of work
Age of Driver : 61 Breath test:Not requested

Contributory Factors : 602

Casualty Reference 1 Age:61 Female Driver/rider Severity:Slight
Ped Dir:Pedestrian Dir Ped Movement : Not pedestrian
Ped Location:

Vehicle Reference2 Car Going ahead right hand bend
First point of impact:Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 27 Breath test:Not requested

Contributory Factors : 602

AccsMap - Accident Analysis System

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
 Selection: Notes:
 Selected using Pre-defined Query : District - (Barnsley) collision CODA - Pilley

B-01138-12 07/12/2012 Friday Time:1340 Vehicles 1 Casualties 1 Slight
 Easting: 433,615 Northing: 400,342
 Fine without high winds Road Surface Dry Daylight: street lighting unknown
 Road Type: Single carriageway Speed Limit: 30

Location: PILLEY GREEN PILLEY TANKERSLY, BARNSELY
 Description: VEH 1 PSV TV ON PILLEY GREEN APPROACHING BUS STOP. VEH 1 BRAKED SHARPLY. CAS 1 PASS WHO HAD STOOD UP TO ALIGHT THE BUS HAS FELL AND INJURED HIS KNEE.

Vehicle Reference1 Bus or coach Going ahead
 First point of impact: Did not impact
 Vehicle direction: N to S Journey: Journey as part of work
 Age of Driver : 66 Breath test: Not requested

Contributory Factors : 408 999

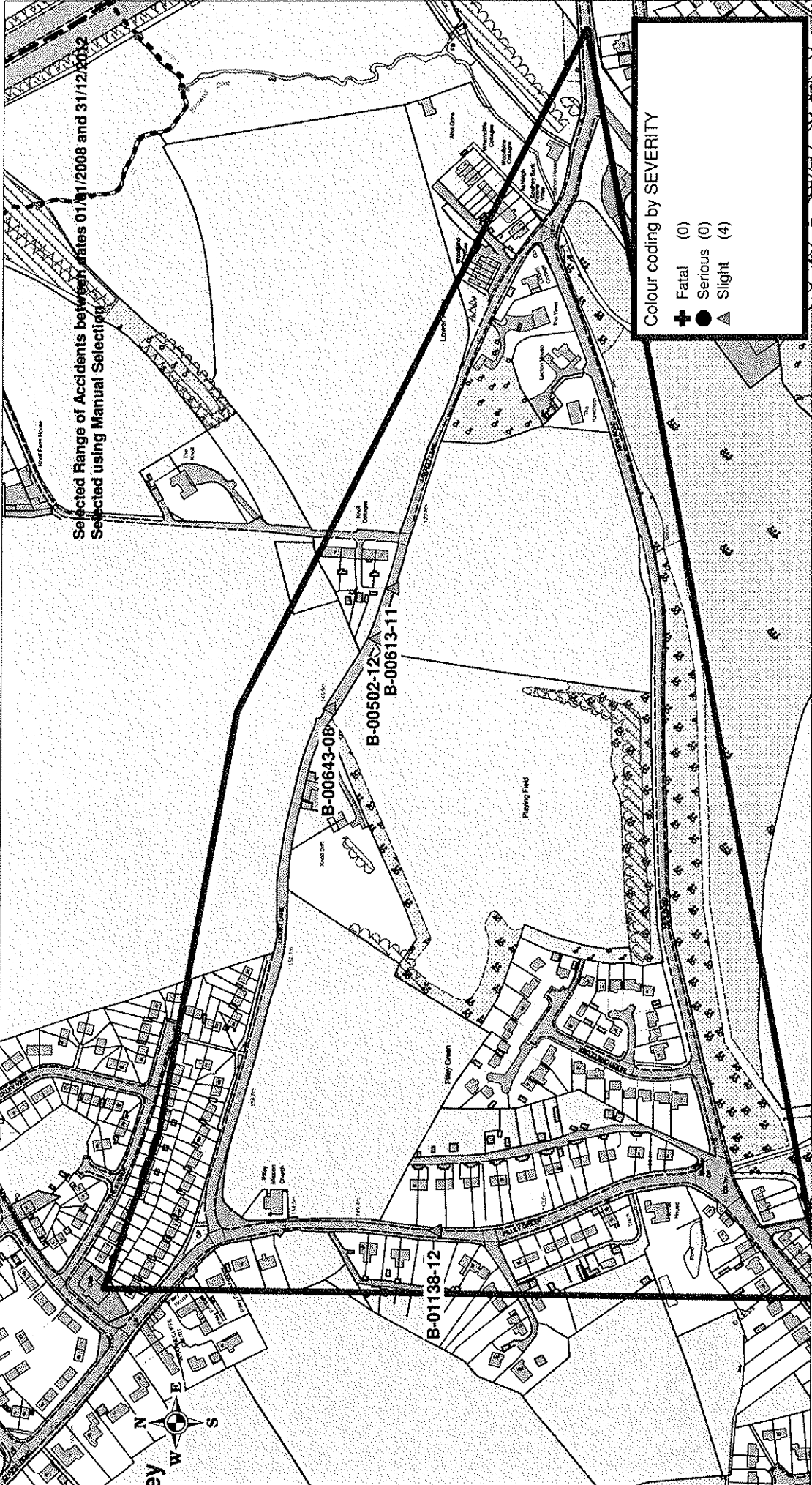
Casualty Reference 1 Age: Male Passenger Severity: Slight
 Ped Dir: Pedestrian Dir Ped Movement : Not pedestrian
 Ped Location:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	0	3	3
2-wheeled motor vehicles	0	0	1	1
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	4	4

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	1	1
Motorcycle rider	0	0	1	1
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	4	4



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	DATE	29/04/2013
	DRWG No.	
	DRN BY	
Selected map area		
MAKING SOUTH YORKSHIRE ROADS SAFER		

Accidents between dates 01/01/2008 and 31/12/2012 (60) months

Selection:

Notes:

Selected using Pre-defined Query : District - (Barnsley) collisions CODA - Pilley

Police Ref.	Date	Cas. Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
B-00643-08	23/05/2008	1 Slight	0	0	0	0	Light	No turn	Dry	2230	LIDGETT LN TANKERSLEY
B-00613-11	30/06/2011	1 Slight	0	0	0	0	Light	No turn	Dry	0900	LIDGETT LN PILLEY
B-00502-12	05/06/2012	1 Slight	0	0	0	1	Light	No turn	Dry	0515	LIDGETT LN TANKERSLEY
B-01138-12	07/12/2012	1 Slight	0	0	0	0	Light	No turn	Dry	1340	PILLEY GREEN PILLEY TANKERSLY, BARNSELEY

Column Totals

4 0 0 0 0 1

No. of Accidents

0 0 0 0 1

Total number of accidents listed: 4

Accidents between dates 01/01/2008 and 31/12/2012 (60) months
 Selection: Notes:
 Selected using Pre-defined Query : District - (Barnsley) collisions CODA - Pilley

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation		Ped	Light	Weather	Road Surface	Vehicle Types
					Ftl	Ser	Slt	Factors/Prob	L M D					
B-00643-08	Slight	23/05/2008	2230	433980 400418	0	0	1	601V2B 602V2B	0 0 0	Light	Fine without high winds	Dry	9 2	
B-00613-11	Slight	30/06/2011	0900	434064 400374	0	0	1		0 0 0	Light	Fine without high winds	Dry	9 9	
B-00502-12	Slight	05/06/2012	0515	434029 400386	0	0	1	602V2A	0 0 0	Light	Fine without high winds	Dry	9 9	
B-01138-12	Slight	07/12/2012	1340	433615 400342	0	0	1	408V1B 999C1A	0 0 0	Light	Fine without high winds	Dry	1 1	
Column Totals					0	0	0							

Total number of accidents listed: 4

APPENDIX D

PLAN SHOWING DEVELOPMENT PROPOSALS



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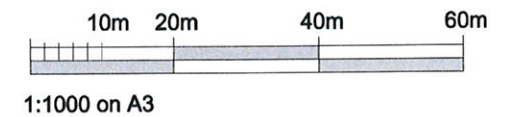
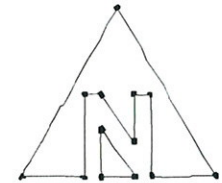
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THIS PLAN SHOULD BE READ IN CONJUNCTION WITH OTHER REPORTS AND DETAILS BY ALL OTHER ASSOCIATE CONSULTANTS.

ALL DWELLINGS TO BE 2 STOREY.

● DENOTES NEW TREE PLANTING FOR ILLUSTRATION ONLY. ANY SUBSEQUENT RESERVED MATTERS APPLICATION WILL INCLUDE FULL LANDSCAPE DESIGN PROPOSAL.

▲ DENOTES KEY PLOT POSITION, HAVING SECONDARY AND/OR DUAL FENESTRATION TO PROVIDE OVERLOOKING AND SECURITY.



Client the Wortley Group

Scale 1:1000

Dwg No 13/092-01

Job proposed residential development
Lidget Lane, Pilley

Date july 2013

MPJ DESIGN ASSOCIATES Ltd
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CHESTERFIELD. S43 4EP

Title Illustrative Layout Plan

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**PROPOSED RESIDENTIAL DEVELOPMENT
ON LAND AT LIDGETT LANE,
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APPENDIX E

PLAN SHOWING PROPOSED ACCESS ARRANGEMENTS

APPENDIX F

TRICS DATA – HOUSES PRIVATELY OWNED

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	CP CAERPHILLY	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	FI FIFE	1 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days
	SR STIRLING	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
	GA GALWAY	2 days
	MA MAYO	1 days
	RO ROSCOMMON	1 days
13	MUNSTER	
	CR CORK	1 days
	WA WATERFORD	1 days
14	LEINSTER	
	KD KILDARE	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

Filtering Stage 2 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: 7 to 225 (units:)
 Range Selected by User: 4 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 18/12/12

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	4 days
Tuesday	12 days
Wednesday	2 days
Thursday	7 days
Friday	4 days

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

Selected survey types:

Manual count	29 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)	29
------------------------------------	----

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	23
Built-Up Zone	1
No Sub Category	5

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.

Filtering Stage 3 selection:

Use Class:

C3	29 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	4 days
10,001 to 15,000	7 days
15,001 to 20,000	7 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	6 days
75,001 to 100,000	6 days
100,001 to 125,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	19 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	29 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.

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	29	70	0.070	29	70	0.247	29	70	0.317
08:00 - 09:00	29	70	0.181	29	70	0.400	29	70	0.581
09:00 - 10:00	29	70	0.180	29	70	0.239	29	70	0.419
10:00 - 11:00	29	70	0.165	29	70	0.166	29	70	0.331
11:00 - 12:00	29	70	0.182	29	70	0.185	29	70	0.367
12:00 - 13:00	29	70	0.203	29	70	0.199	29	70	0.402
13:00 - 14:00	29	70	0.223	29	70	0.203	29	70	0.426
14:00 - 15:00	29	70	0.211	29	70	0.220	29	70	0.431
15:00 - 16:00	29	70	0.255	29	70	0.205	29	70	0.460
16:00 - 17:00	29	70	0.322	29	70	0.212	29	70	0.534
17:00 - 18:00	29	70	0.394	29	70	0.260	29	70	0.654
18:00 - 19:00	29	70	0.297	29	70	0.219	29	70	0.516
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.683			2.755			5.438

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: 7 - 225 (units:)
 Survey date range: 01/01/05 - 18/12/12
 Number of weekdays (Monday-Friday): 29
 Number of Saturdays: 0
 Number of Sundays: 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.

APPENDIX G

2KM WALKING RADIUS

CoDa+—Transportation

Consulting Transportation Engineers

14 Springfield Court

Guiseley

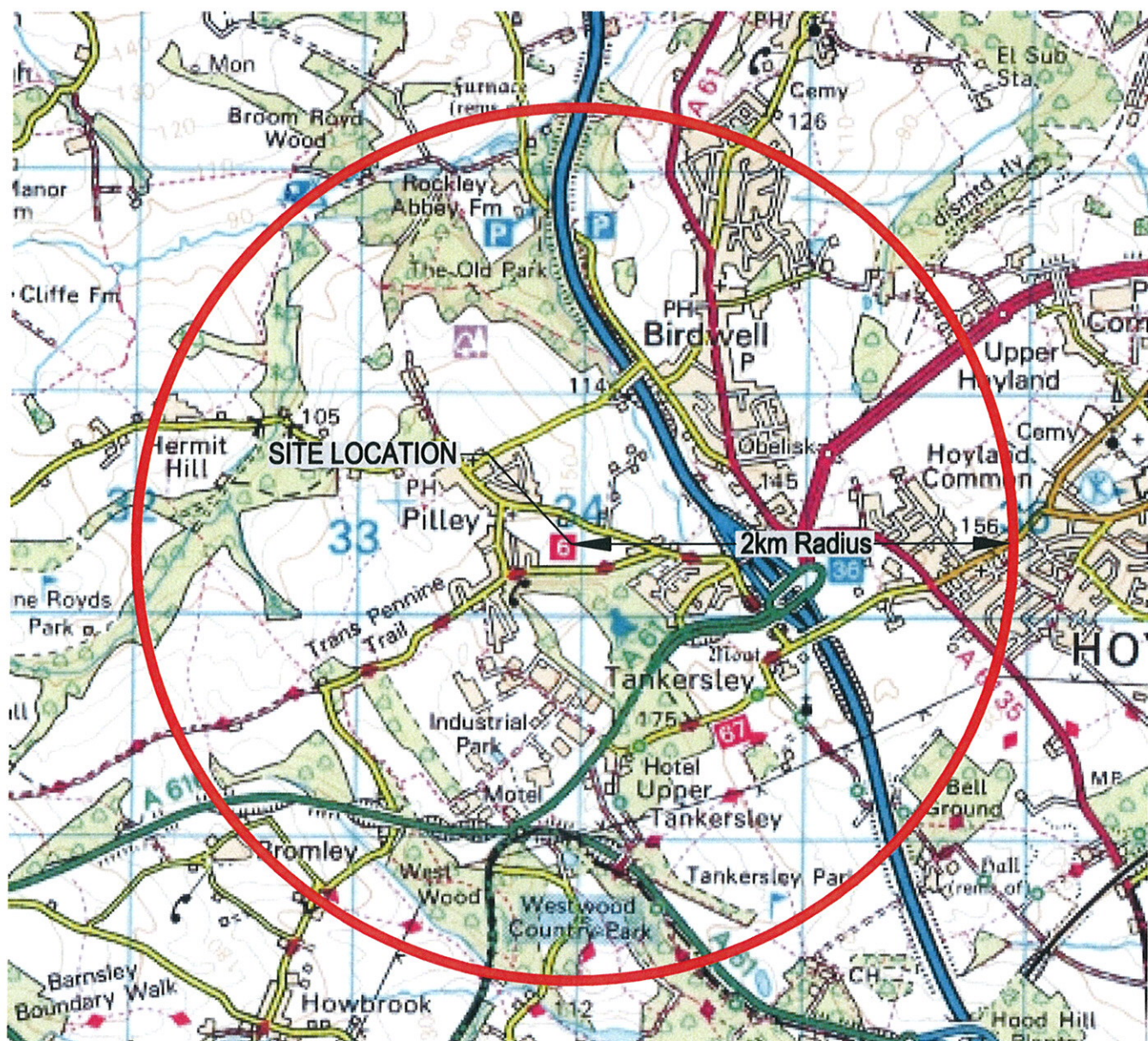
Leeds LS20 8FD

Tel: 01943 872567

Fax: 01943 870824



Project	Lidgett Lane, Pilley, Barnsley		
Title	2km Walking Radius from the Site		
Drawn	RD	Date	19.03.13
Scale	NTS	Checked	MJ
Drg. No.			7217/Fig2
Rev.			—



CoDa Transportation

Consulting Transportation Engineers
14 Springfield Court
GUISELEY
Leeds LS20 8FD

**PROPOSED RESIDENTIAL DEVELOPMENT
ON LAND AT LIDGETT LANE,
PILLEY, BARNSELY**

APPENDIX H
DETAILS OF BUS SERVICES



Site Location

CoDa+Transportation
Consulting Transportation Engineers

14 Springfield Court
Guiseley
Leeds LS20 8PD
Tel: 01943 872567
Fax: 01943 870824

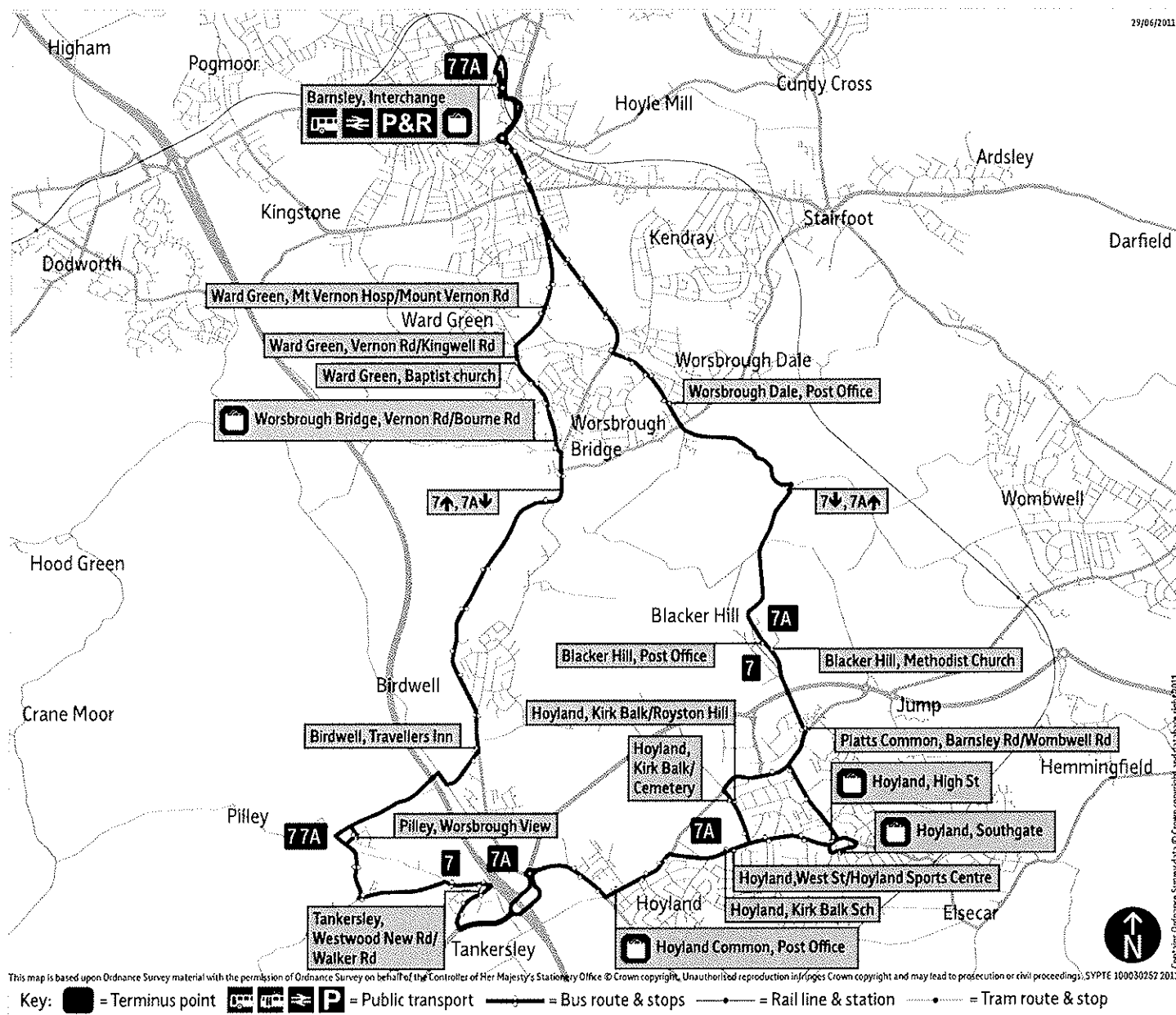


Project Lidgett Lane, Pilley, Barnsley

Title Bus Stop Location Plan

Drawn	Date	Dwg. No.	Rev.
RD	19.03.13	7217/fig6	—
Scale	Checked	NTS	
	MJ		

Bus route map for services 7 and 7A



Stopping points for service 7

Barnsley, Interchange ▶ **Sheffield Road** ▶ **Worsbrough Common** ▶ **Upper Sheffield Road** ▶ **Worsbrough Bridge** ▶ **Worsbrough Dale** ▶ **Bank End Road** ▶ **High Street** ▶ **Blacker Hill** ▶ **Wentworth Road** ▶ **Platts Common** ▶ **Barnsley Road** ▶ **Hoyland** ▶ **Kirk Balk** ▶ **West Street** ▶ **High Street** ▶ **Southgate** ▶ **West Street** ▶ **Hoyland Common** ▶ **Hoyland Road** ▶ **Sheffield Road** ▶ **Tankersley** ▶ **Westwood New Road** ▶ **New Road** ▶ **Pilley** ▶ **Pilley Green** ▶ **Worsbrough View** ▶ **Birdwell** ▶ **Sheffield Road** ▶ **Worsbrough Bridge** ▶ **Park Road** ▶ **Vernon Road** ▶ **Ward Green** ▶ **Mount Vernon Road** ▶ **Sheffield Road** ▶ **Schwabish Gmund Way** ▶ **Barnsley, Interchange**

Stopping points for service 7A

Barnsley, Interchange ▶ **Sheffield Road** ▶ **Worsbrough Common** ▶ **Mount Vernon Road** ▶ **Ward Green** ▶ **Vernon Road** ▶ **Worsbrough Bridge** ▶ **Park Road** ▶ **Birdwell** ▶ **Sheffield Road** ▶ **Chapel Street** ▶ **Pilley** ▶ **Worsbrough View** ▶ **Pilley Green** ▶ **New Road** ▶ **Tankersley** ▶ **Westwood New Road** ▶ **Hoyland Common** ▶ **Sheffield Road** ▶ **Hoyland Road** ▶ **Hoyland** ▶ **West Street** ▶ **High Street** ▶ **Southgate** ▶ **West Street** ▶ **Kirk Balk** ▶ **Hawshaw Lane** ▶ **Platts Common** ▶ **Barnsley Road** ▶ **Blacker Hill** ▶ **Wentworth Road** ▶ **Worsbrough Dale** ▶ **High Street** ▶ **Bank End Road** ▶ **Worsbrough Bridge** ▶ **Upper Sheffield Road** ▶ **Worsbrough Common** ▶ **Sheffield Road** ▶ **Barnsley, Interchange**

7 ► Monday to Saturday

Barnsley Centre ► Hoyland ► Barnsley Centre

See notes:

SD SSH SD

Barnsley, Interchange	0745	0905	1105	1305	-	1505	-	1710
Worsbrough Dale, Post Office	0755	0915	1115	1315	-	1515	-	1722
Blacker Hill, Methodist Church	0801	0921	1121	1321	1508	1521	-	1728
Platts Common, Barnsley Rd/Wombwell Rd	0803	0923	1123	1323	1510	1523	-	1730
Hoyland, Kirk Balk/Royston Hill	0805	0925	1125	1325	1512	1525	-	1732
Hoyland, Southgate	-	0928	1128	1328	-	1528	-	1735
Hoyland, West St/Hoyland Sports Centre	0807	0931	1131	1331	1514	1531	-	1738
Hoyland Common, Sheffield Rd/Hoyland Rd	0810	0934	1134	1334	1517	1534	-	1741
Tankersley, Westwood New Rd/Walker Rd	0814	0938	1138	1338	1521	1538	1538	1745
Pilley, Worsbrough View	0817	0941	1141	1341	1524	1541	1541	1748
Birdwell, Travellers Inn	-	0945	1145	1345	-	1545	1545	1752
Worsbrough Bridge, Vernon Rd/Bourne Rd	-	0948	1148	1348	-	1548	1548	1755
Ward Green, Baptist Church	-	0950	1150	1350	-	1550	1550	1757
Ward Green, Mt Vernon Hosp/Mount Vernon Rc	-	0952	1152	1352	-	1552	1552	1759
Barnsley, Interchange	-	0958	1158	1358	-	1558	1558	1805

No Service Sunday

Notes: SD - Schooldays only, SSH - Saturdays and School holidays only

7A ► Monday to Saturday
Barnsley Centre ► Hoyland ► Barnsley Centre

See notes:

	A		SSH		SD		A SD		SD	
Barnsley, Interchange	-	-	1005	1205	1405	1405	-	-	1610	1810
Ward Green, Mt Vernon Hosp/Mt Vernon Rd	-	-	1011	1211	1411	1411	-	-	1616	1816
Ward Green, Vernon Rd/Kingwell Rd	-	-	1013	1213	1413	1413	-	-	1618	1818
Worsbrough Bridge, Vernon Rd/Bourne Rd	-	-	1015	1215	1415	1415	-	-	1620	1820
Birdwell, Travellers Inn	-	-	1018	1218	1418	1418	-	-	1623	1823
Pilley, Worsbrough View	0707	0817	1022	1222	1422	1422	-	1525	1627	1827
Tankersley, Westwood New Rd	0710	0820	1025	1225	1425	1425	-	1528	1630	1830
Hoyland Common, Post Office	0714	0824	1029	1229	1429	1429	-	-	1634	1834
Hoyland, Kirk Balk Sch	0717	0827	1032	1232	1432	1432	1500	-	1637	1837
Hoyland, High St	0719	0829	1034	1234	1434	1434	1502	-	1639	1839
Hoyland, Kirk Balk Cemetery	0722	-	1037	1237	1437	1437	-	-	1642	1842
Platts Common, Barnsley Rd/Wombwell Rd	0724	0831	1039	1239	1439	1439	1504	-	1644	1844
Blacker Hill, Post Office	0726	0833	1041	1241	1441	1441	1506	-	1646	1846
Worsbrough Dale, Post Office	0732	0839	1047	1247	1447	-	-	-	1652	1852
Barnsley, Interchange	0742	0849	1057	1257	1457	-	-	-	1702	1902

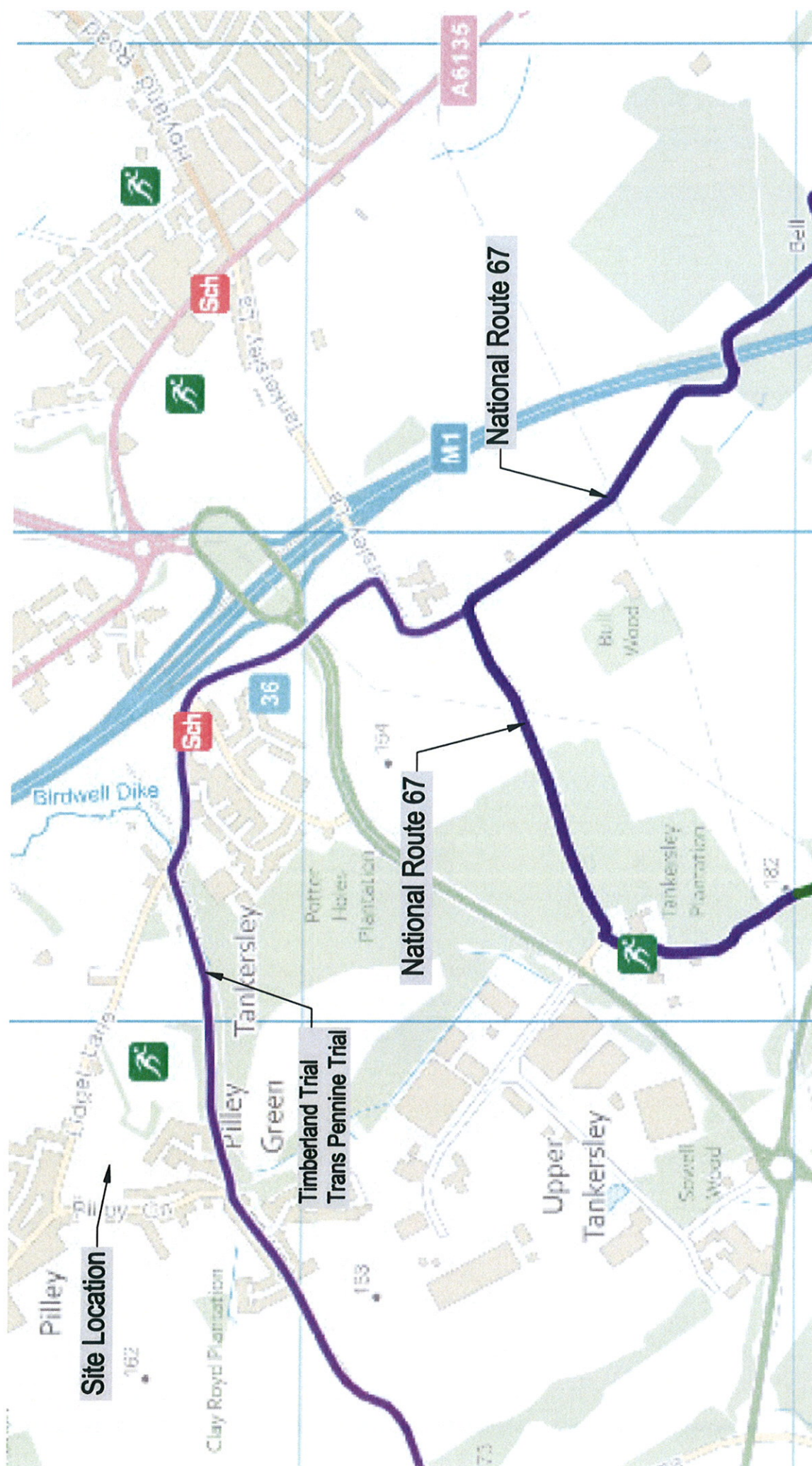
No Service Sunday

Notes: A - operates direct via Market Street between High Street and Barnsley Road

SD - Schooldays only, SSH - Saturdays and school holidays only

APPENDIX I

CYCLE ROUTES



 CoDa+Transportation Consulting Transportation Engineers 14 Springfield Court Guiseley Leeds LS20 8FD Tel: 01943 872567 Fax: 01943 870824				Project Lidgett Lane, Pilley, Barnsley
Title Cycle Route Plan				
Drawn RD	Date 19.03.13	Drg. No. 7217/fig4		
Scale NTS	Checked MJ	Rev. —		

APPENDIX J

5KM CYCLING RADIUS

CoDa+—Transportation

Consulting Transportation Engineers

14 Springfield Court

Guiseley

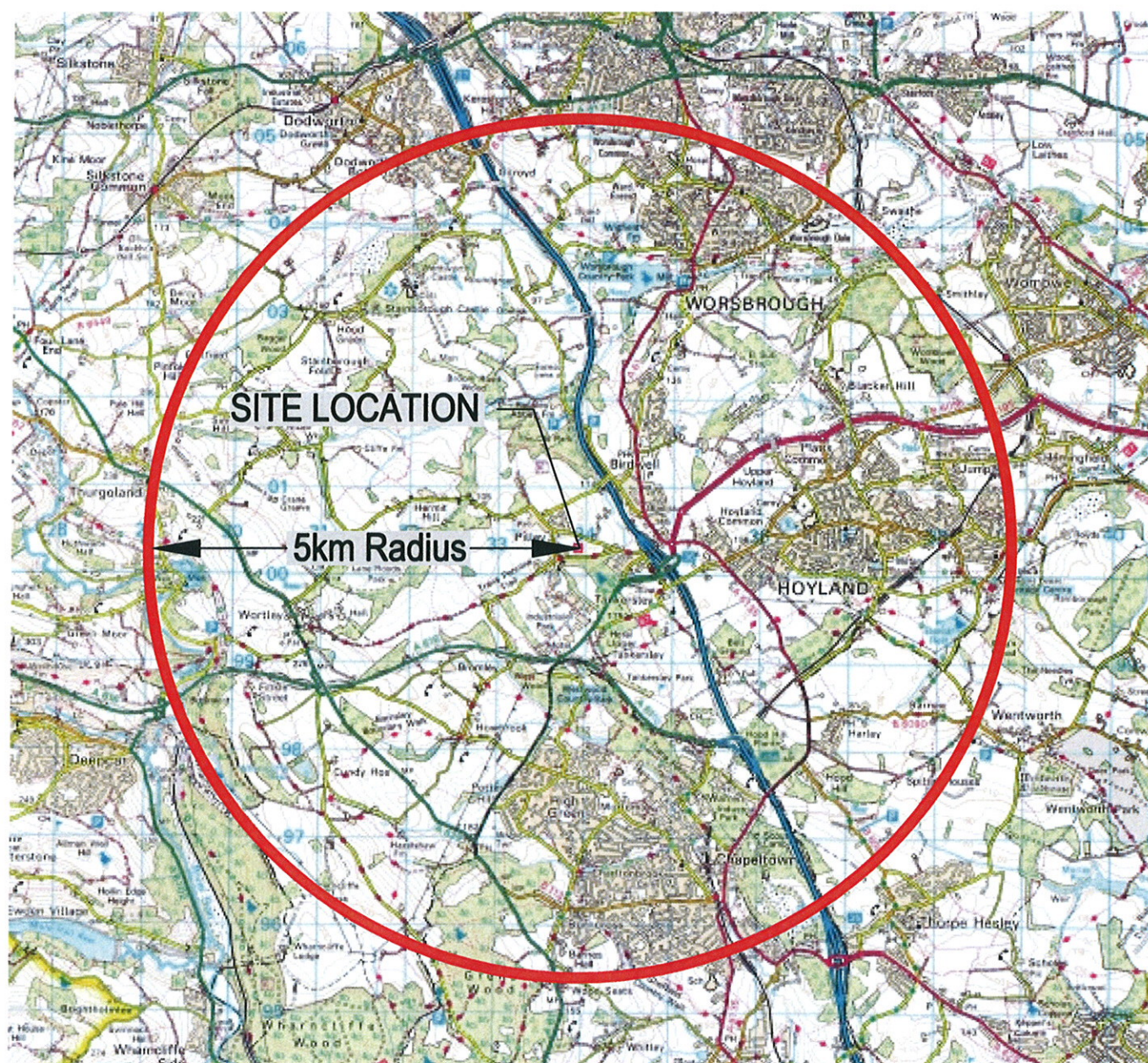
Leeds LS20 8FD

Tel: 01943 872567

Fax: 01943 870824



Project	Lidgett Lane, Pilley, Barnsley		
Title	5km Cycling Radius from the Site		
Drawn RD	Date 19.03.13	Drg. No. 7217/Fig3	Rev. —
Scale NTS	Checked MJ		



CoDa Transportation

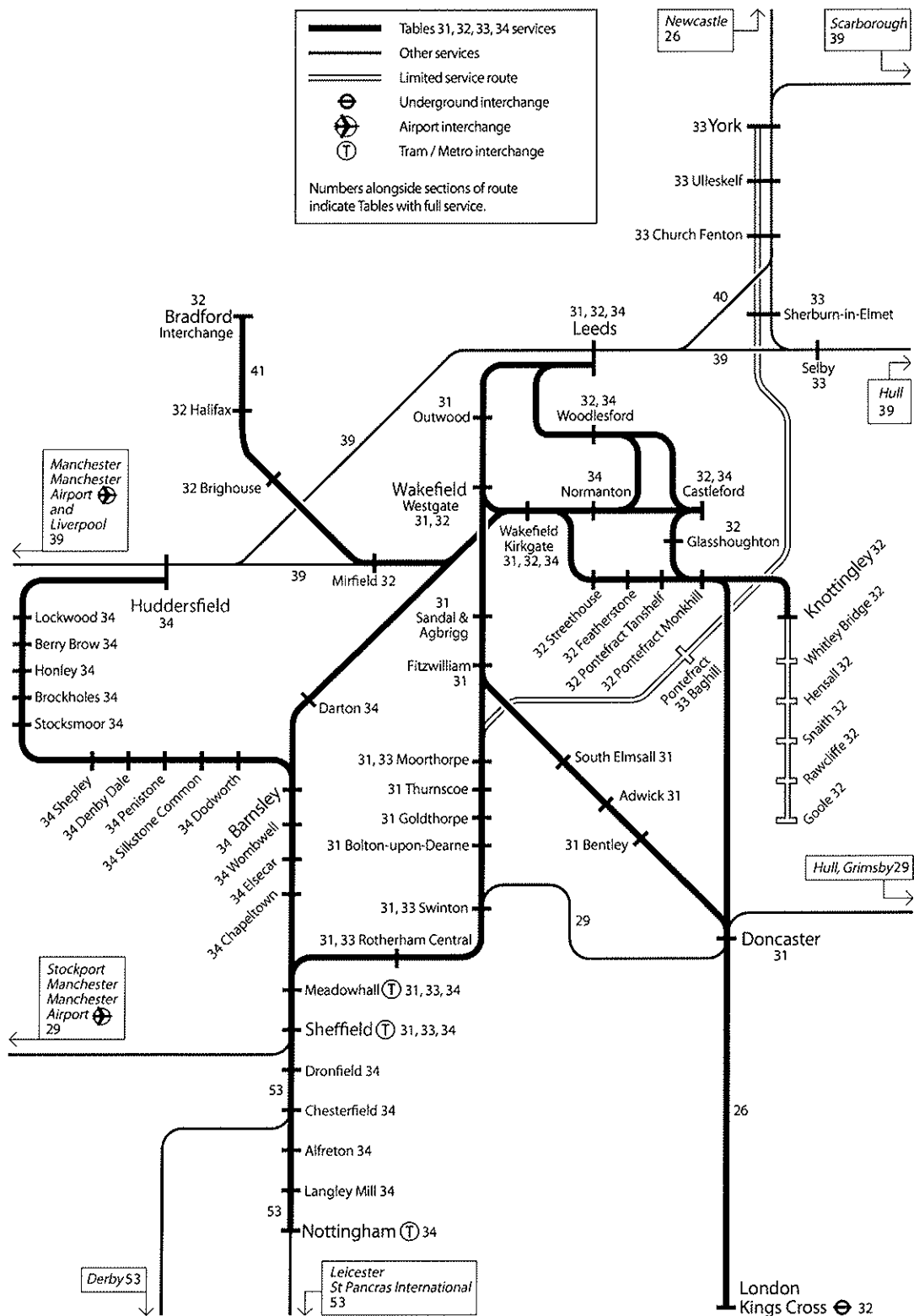
Consulting Transportation Engineers
14 Springfield Court
GUISELEY
Leeds LS20 8FD

**PROPOSED RESIDENTIAL DEVELOPMENT
ON LAND AT LIDGETT LANE,
PILLEY, BARNSELY**

APPENDIX K

RAIL NETWORK DIAGRAM

Network Diagram for Tables 31, 32, 33, 34



TOCs operating on this network - Northern (NT), East Coast (GR), Cross Country (XC), Grand Central (GC), East Midlands Trains (EM), First TransPennine Express (TP)

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