sanderson associates (consulting engineers) ltd

Highways | Traffic | Transportation | Water

Sanderson Associates (Consulting Engineers) Ltd, Sanderson House
Jubilee Way, Grange Moor, Huddersfield, West Yorkshire WF4 4TD
T 01924 844080
F 01924 844081
mail@sandersonassociates.co.uk
www.sandersonassociates.co.uk

Prepared on behalf of

HACE (UK) Ltd



Proposed Residential Development
Land at Garden House Close, Cross Street and Back Lane,
Monk Bretton, Barnsley

Transport Assessment

VAT No. GB 873219218
Company No. 3235830
Registered Office
Sanderson House, Jubilee Way
Grange Moor WF4 4TD

IHE

Acknowledgements:

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

Personal injury accident data has been obtained from www.crashmap.co.uk

National Geographic Society Interactive MapMaker has been used to create figures in this report.

Imagery from ©2019 Google has been used to create figures in this report.

Extracts of Barnsley MBC Cycle Routes Map and Local Plan Map 2019 have been included in this report.

Growth factors have been obtained from TEMPro.

Disclaimer

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Author:	Carly Hoyle		
Checked & Approved:	Karen Smith MIHE	**Date:**	7 August 2019

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1 Introduction

1.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by HACE (UK) Ltd to advise on traffic and transport related issues surrounding a proposed residential development on land at Garden House Close, Cross Street and Back Lane, Monk Bretton, Barnsley. This Transport Assessment has been prepared to support an outline planning application for the proposals.

1.2 The development proposes replacing the existing Belmont Nursing Home and adjacent farmstead with circa 80 dwellings with access taken from Garden House Close and Back Lane.

1.3 In accordance with the Planning Practice Guidance 'Transport evidence bases in plan making and decision taking' this Transport Assessment addresses key transport issues including:

- the local highway network
- the access arrangements to the proposed development
- the existing use of the site
- the proposed development and its operational facilities
- the impact of the development on the local highway network in terms of highway safety
- accessibility of the site in relation to sustainable transport and local facilities

1.4 A Travel Plan has also been developed for the site which sets out the strategy and initiatives that will be adopted in order to encourage the use of sustainable modes of travel associated with the development. The Transport Assessment should be considered in conjunction with the Travel Plan.

2 Planning Policy Context

2.1 National Planning Policy Framework

2.1.1 In July 2018 a new National Planning Policy Framework (NPPF) was published, which sets out the Government's planning policies for England and how these are expected to be applied. This was then updated in February 2019. This NPPF replaces the previous NPPF dated March 2012.

2.1.2 At NPPF paragraph 38 it is stated that;

'Decision-makers at every level should seek to approve applications for sustainable development where possible.'

2.1.3 Paragraph 108 states that in assessing development applications;

'a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

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

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

2.1.4 NPPF Paragraphs 109 and 110 state that;

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.1.5 NPPF Paragraph 111 states that;

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

2.2 South Yorkshire Residential Design Guide

2.2.1 South Yorkshire Residential Design Guide dated 2011 provides guidance on the requirements of new development design.

2.2.2 Section N5.2 *Walkable neighbourhoods'* states that new developments should "consider the needs of disabled people first… the requirements of pedestrians and cyclists next, followed by other modes of transport as illustrated below:

- Pedestrians
- Cyclists
- Public transport
- Specialist service vehicles (for example emergency services, waste etc.)
- Other motor traffic."

2.2.3 Section N5.3 *Public Transport* states that "All new development should be accessible by public transport"

2.2.4 Section N5.4 *Cycling* requires that "design of new development should ensure it is possible to easily reach centres and other main destinations by cycle"

2.3 Barnsley Local Plan (adopted January 2019)

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

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

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

2.4 Barnsley 'Design of Housing Development' Supplementary Planning Document (adopted May 2019)

2.4.1 Policy GD1 'General Development' lists requirements for developments to be approved. These include:

- There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents
- Adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas

3 Existing Situation

3.1 The Site and Surrounding Area

3.1.1 The site is located to the south of Garden House Close in Monk Bretton, Barnsley. The approximate extent is shown in the figure below.



Figure 3.1.1 – Approximate extent of site (Imagery ©2019 Google)

3.1.2 The site is currently in two sections separated by a small access road. The western area is occupied by the now unoccupied Belmont Nursing Home and a small number of residential dwellings on 'Walkers Terrace' and the eastern area was previously in operation as a farmstead.

3.1.3 The eastern section is bound by Garden House Close, Lamb Lane and Back Lane. The western section is bound by the rear of residential properties that take access from Garden House Close, Well Lane and High Street.

3.1.4 The site is allocated for new housing within the Adopted Local Plan for Barnsley, with reference HS14, as can be seen in the extract overleaf.

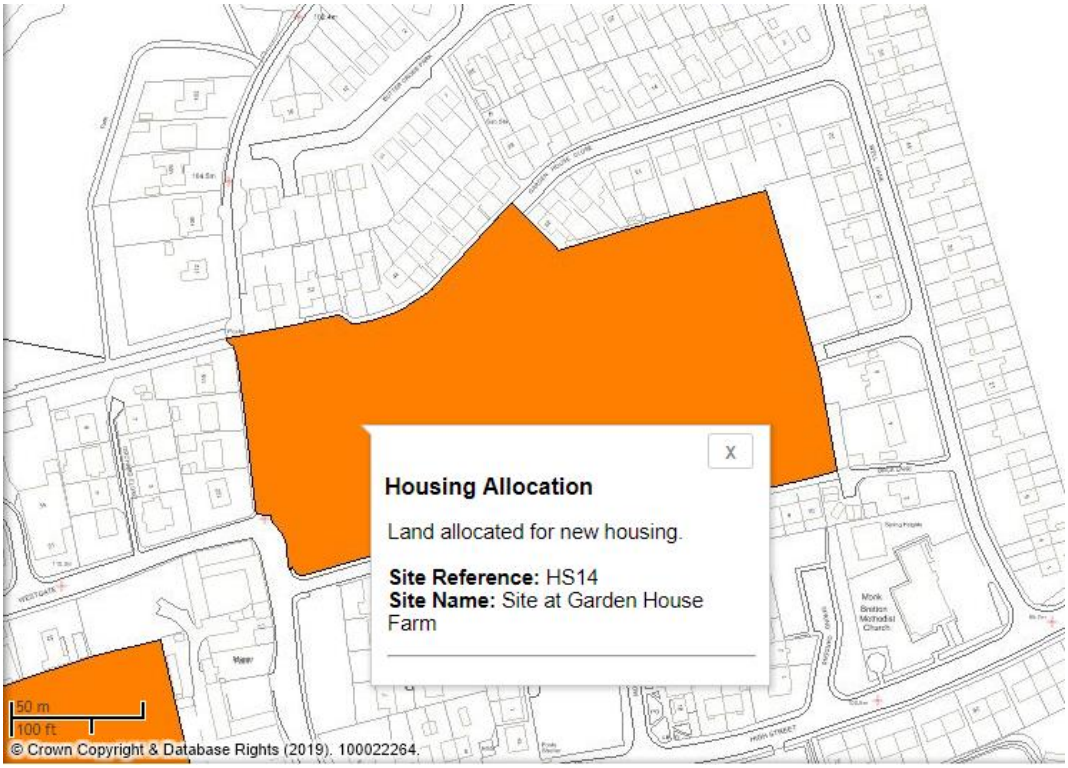


Figure 3.1.4 – Land allocated for new housing (Barnsley MBC Local Plan Map 2019)

3.2 Local Highway Network

3.2.1 Garden House Close is a residential cul-de-sac with a width of approximately 5.6m that originates from Well Lane to the east. Street-lit footways of approximately 1.8m are present on both flanks that connect to Lamb Lane via a pedestrian link to the west. Garden House Close also provides access to the residential properties of 'Walkers Terrace' and access points to the farmstead, beyond which a connection to Back Lane is currently blocked to vehicles but open to pedestrians and cyclists.

3.2.2 Back Lane is also a cul-de-sac with a carriageway width of approximately 4.3m that provides access to a small number of residential dwellings, and previously the rear of the Belmont Nursing Home. A footway of approximately 1.8m is present on the northern flank and pedestrian access continues along the southern boundary of the site to Well Lane.

3.2.3 Lamb Lane and Back Lane both join Cross Street at simple priority junctions where it turns and becomes Westgate. Cross Street/Westgate is a single carriageway road that is subject to a speed limit of 30mph. The road provides access to residential areas between Burton Road to the southeast and the A633 Rotherham Road to the northwest.

3.2.4 Lamb Lane runs north from its junction with Cross Street before turning to the east where it joins St Helen's Way. The east-west section provides a street-lit footway on the southern flank however on the bend it is signed as a 'single track road with passing places'.

3.2.5 High Street, to the south of the site, originates at Cross Street to the west, is joined by Well Lane approximately mid-way along its length and joins a five arm roundabout to the east.

3.3 Personal Injury Accident Analysis

3.3.1 Details of personal injury accident records in the vicinity of the site have been obtained from the online Crashmap database for the most recent 5 year period.

3.3.2 As can be seen in the extract overleaf there have been eight incidents in the study area. All of these incidents were 'slight' in severity with no 'serious' or 'fatal' incidents. No incidents have occurred on Garden House Close or Back Lane, from which access to the development site is to be taken.



Figure 3.3.2 – Crashmap extract – Incidents in the last 5 years

3.3.3 A description of each incident is given below with the full reports included at **Appendix A**.

1. Incident ref 2017140204987 occurred on the 13th July 2017 at 6:11pm in dry and fine daylight conditions. It involved a head on collision between a car and a pedal cycle on the bend.

2. Incident ref 2017140257023 occurred on the 17th December 2017 at 6:43pm in street-lit and wet or damp conditions. It appears that one car was emerging from Lamb Lane and collided with another car that was making the right-hand bend.

3. Incident ref 2017140204201 occurred on the 12th July 2017 at 7:20pm in dry and fine daylight conditions. A pedal cycle collided with a car that was moving off, it would appear, from High Street.

4. Incident ref 2016140137982 occurred on the 15th December 2016 at 3:12pm in wet or damp daylight conditions. The incident involved a car and a taxi that was parked in the carriageway however from the information available it is not possible to determine what happened.

5. Incident ref 201514B008615 occurred on the 25th January 2015 at 12:08pm in fine and dry daylight conditions. It involved a rear shunt between three cars.

6. Incident ref 201514B088115 occurred on the 30th September 2015 at 3:55pm in fine and dry daylight conditions. A car was proceeding along the carriageway when a child was crossing the road however the incident report states that no impact occurred.

7. Incident ref 201414B020114 occurred on the 1st March 2014 at 4:50am in frosty or icy, street-lit conditions. A car collided with a lamp post.

8. Incident ref 2016140120931 occurred on the 26th September 2016 at 6:50am in dry and fine daylight conditions. It involved a rear shunt between two cars as one was waiting to turn right.

3.3.4 From this assessment it is not considered that there is an existing accident trend or history in the vicinity of the site that would be cause for concern with regards the development proposals.

4 Proposed Development

4.1 The Proposals

4.1.1 The proposals comprise replacing the Belmont Nursing Home and adjacent farmstead with circa 80 dwellings with the residential properties at 'Walkers Terrace' to remain as can be seen in the proposed site access layout included at **Appendix B**.

4.1.2 Access for the majority of the dwellings is to be taken from Garden House Close with a smaller number taken from Back Lane. Footways are to be provided throughout the site with the existing pedestrian connection between Garden House Close and Back Lane maintained.

4.2 Parking

4.2.1 Car parking standards for developments in the area are contained within Barnsley Metropolitan Borough Council's 'Parking' Supplementary Planning Document, adopted March 2012.

4.2.2 The maximum standards for houses and flats are as shown below

Accommodation	Maximum spaces allowed
1 or 2 bedrooms	1 space
3 or more bedrooms	2 spaces

Table 4.2.2 – Maximum car parking standards (Barnsley MBC)

4.2.3 Cycle parking standards are also contained within this document however for housing the requirement is to be assessed on an individual basis.

4.2.4 As the application is submitted in Outline format with no internal layout provided at this stage details of the exact provision of cycle and car parking cannot be confirmed. However, this information will be provided as part of a future Reserved Matters application.

4.3 Servicing

4.3.1 The proposed site layout has been assessed to ensure enough space is available for the manoeuvre of vehicles that are likely to visit the site. Drawing 11097-001 included at **Appendix C** shows that a refuse vehicle can enter, manoeuvre and then exit the site in a forward gear.

5 Sustainable Travel and Accessibility

5.1 Overview

5.1.1 The latest National Planning Policy Framework (NPPF) was published by the Government in June 2019 and sets out development transport objectives which includes the need to rebalance the transport system in favour of sustainable transport modes.

5.1.2 This section of the report details the site's accessibility by the following modes.

- Walking;
- Cycling;
- Bus; and
- Rail

5.2 Walking

5.2.1 Walking is the most common form of travel in Britain and has the greatest potential to replace short car trips, particularly those under 2km.

5.2.2 It is important to consider the routes that would be taken to get to these locations as well as the distance. Department for Transport guidance 'Building Sustainable Transport into New Developments' (2008) gives the following advice.

"Walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating."

5.2.3 Figure 5.2.3 identifies 800m and 2km walking radii from the 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.

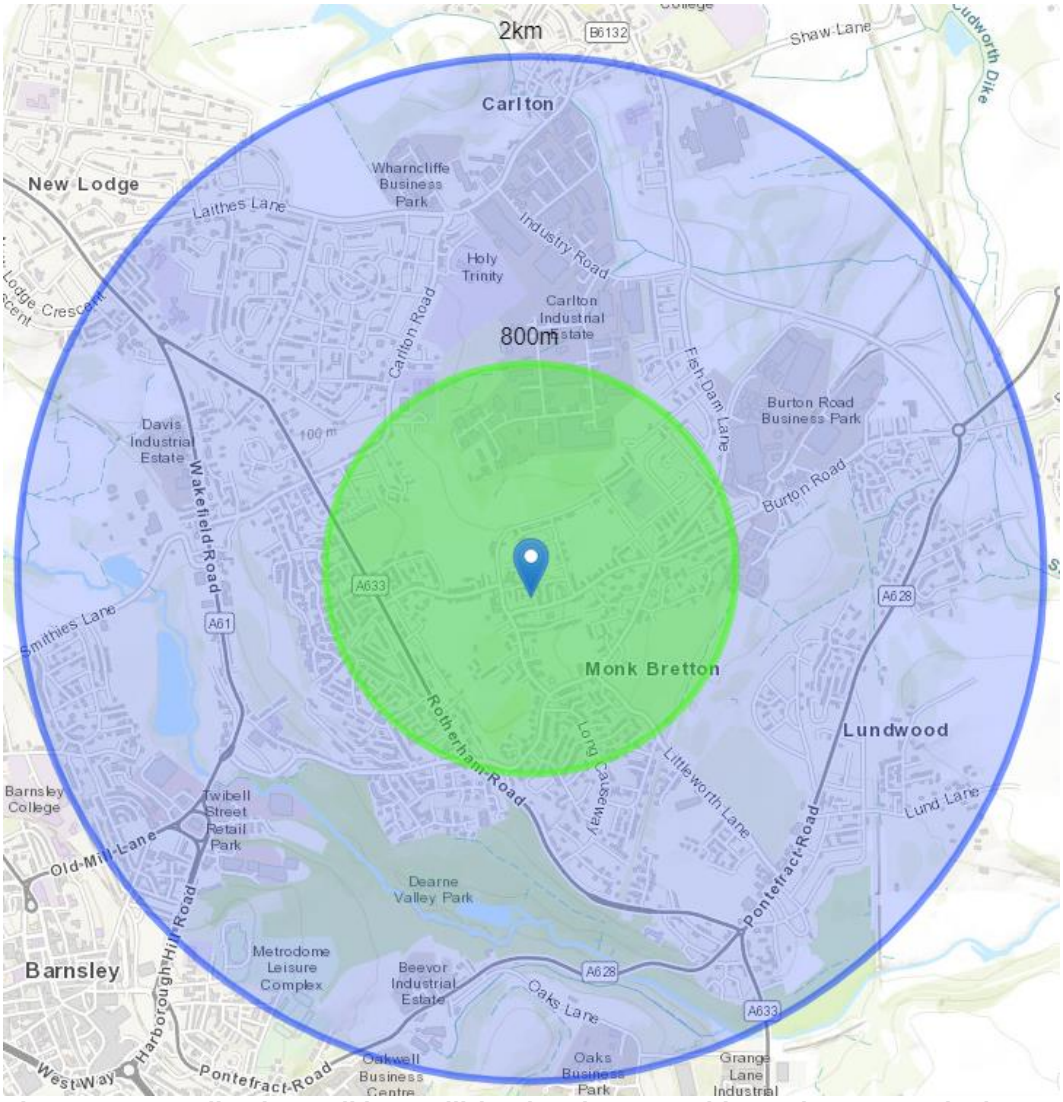


Figure 5.2.3 - Indicative walking radii (National Geographic Society MapMaker)

5.2.4 However, it is also important to consider the quality of the pedestrian infrastructure when determining accessibility. To this end street-lit footways are present on Garden House Close, Back Lane, Cross Street, Westgate, Lamb Lane, Well Lane and High Street. In addition, pedestrian connections are provided between Garden House Close, Back Lane, Well Lane and Judy Row.

5.2.5 Dropped kerbs are present to aid movements along Cross Street, High Street and Well Lane. Tactile paving is also present at the junction of High Street and Cross Street, Cross Street and Burton Road, and on all arms of the five-arm roundabout to the east.

5.2.6 Destinations within 800m walking distance of the centre of the site include:

- Monk Bretton's Ocean Fish Bar (140m)
- Bus stops on High Street (150-175m)
- Monk Bretton Park (155m)
- Pharmacy on Judy Row (155m)
- Monk Bretton Post Office (160m)
- Denis Speed Butchers (200m)
- Caroline Rowe Hair Design (200m)
- The Pheasant Public House (240m)
- Monk Bretton Medical Centre (245m)
- Monk Bretton Cricket Club (350m)
- Monk Bretton Working Men's Club and Institute (450m)
- The Norman Public House (550m)
- West Green Working Men's Club (575m)
- Sainsbury's Local (625m)
- St Helen's Primary School (650m)
- Convenience store within Petrol Filling Station (675m)
- Budgens (725m)

5.2.7 Destinations within 2km walking distance of the centre of the site include:

- Tennyson Optical (1.2km)
- Tesco Express (1.2km)
- Iceland Foods (1.5km)
- Outwood Primary Academy (1.5km)
- Springwell Community School (1.8km)
- Burton Road Primary School (2.0km)

5.2.8 As can be seen, there are a wide variety of facilities and amenities within walking distance of the site.

5.3 Cycling

5.3.1 Guidance suggests that cycling has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport. However, 'Building Sustainable Transport into New Developments' (2008) identifies that "people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating". Furthermore, the National Travel Survey identifies longer cycle journeys than 5km with an average distance of 5.3km and an 85th percentile distance of 7.4km.

5.3.2 Figure 5.3.2, overleaf, indicates destinations that lie within 5km and 7.5km radii of the application site. Again it is noted that cycling will not follow the simple radius shown on this plan and it is provided to give an indication of where destinations lie and the general extent to which the site is accessible by cycle. It indicates that a number of areas are located within cycling distance of the site including:

- Barnsley Town Centre including Interchange
- Cudworth
- Royston
- Grimethorpe
- Darton

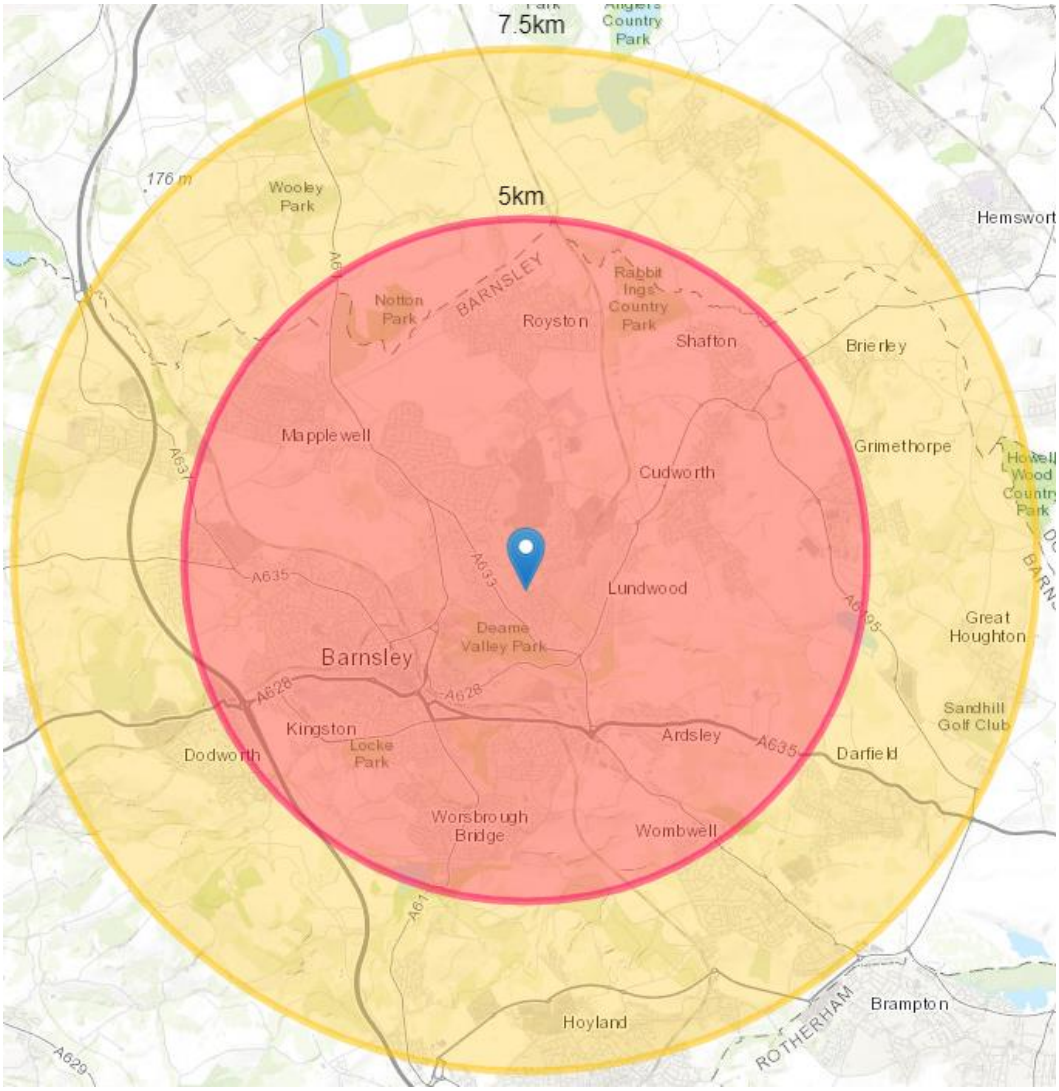


Figure 5.3.2 - Indicative cycling radii (National Geographic Society MapMaker)

5.3.3 However, as with walking, it is considered that the quality of the available cycle infrastructure is an important factor when it comes to accessibility. To this end, roads in the vicinity of the site are suitable for use by cyclists. The extract overleaf shows that the Trans Pennine Trail, National Cycle Network Route 67, runs within approximately 800m cycling distance of the centre of the site.

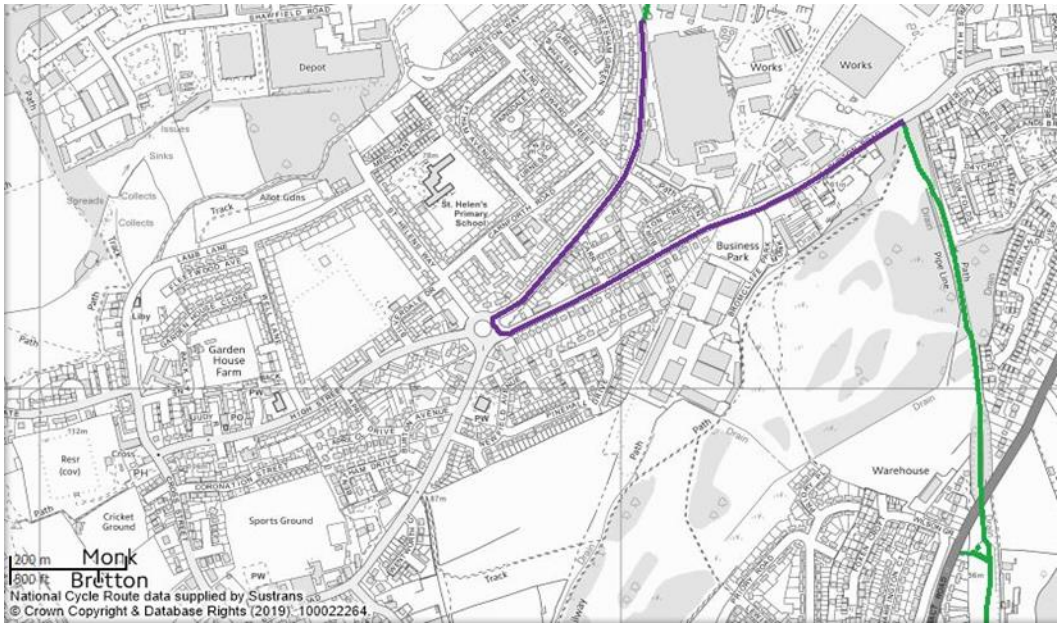


Figure 5.3.4 – Extract of Barnsley MBC Cycle Routes Map

5.4 Bus

5.4.1 The closest bus stops to the site are located on High Street approximately 150-175m from the centre of the site and are indicated on the figure overleaf.

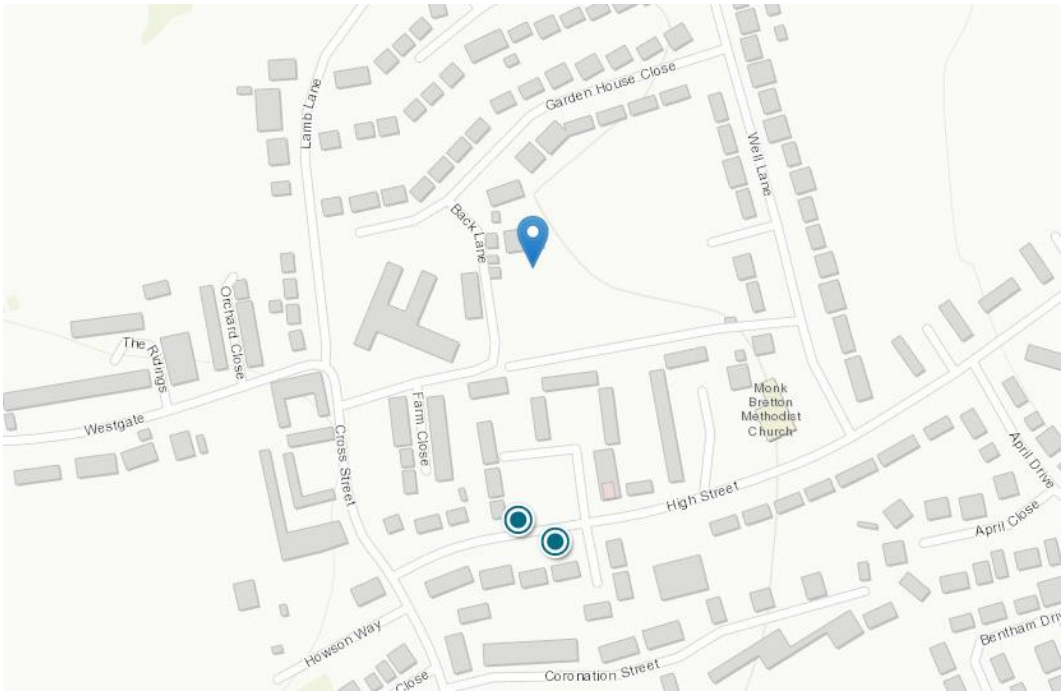


Figure 5.4.1 – Location of bus stops (National Geographic Society MapMaker)

5.4.2 Details of the stops and the services they provide are given below with distances measured from a central point about the site.

Stop reference:	37055308
Direction of travel:	Eastbound
Distance from site:	Approx 150m
Facilities:	Shelter with seating and timetable information
Services:	37, 57, 59/59a

Stop reference:	37055193
Direction of travel:	Westbound
Distance from site:	Approx 175m
Facilities:	Shelter with seating and timetable information
Services:	37, 57, 59/59a

5.4.3 Details of the services available from these stops are given in the table overleaf.

		Approximate Peak Frequency		
No	**Route**	**Mon-Sat Daytime**	**Mon-Sat Evening**	**Sunday**
37	Barnsley - Grimethorpe	60 mins (M-F)	No service	No service
57	Barnsley - Royston	10-20 mins	30 mins	No service
59/59a	Barnsley - Wakefield	30 mins	30-60 mins	30 mins

Table 5.4.3 - Summary of bus service

5.4.4 All of these services connect to Barnsley Interchange, with a journey time of approximately 9-12 minutes, where a wide variety of options for onward travel by bus, coach and rail are available.

5.5 Rail

5.5.1 The closest station to the site is Barnsley Train Station approximately 3.6km from the site. The location of the station is shown on the figure overleaf.

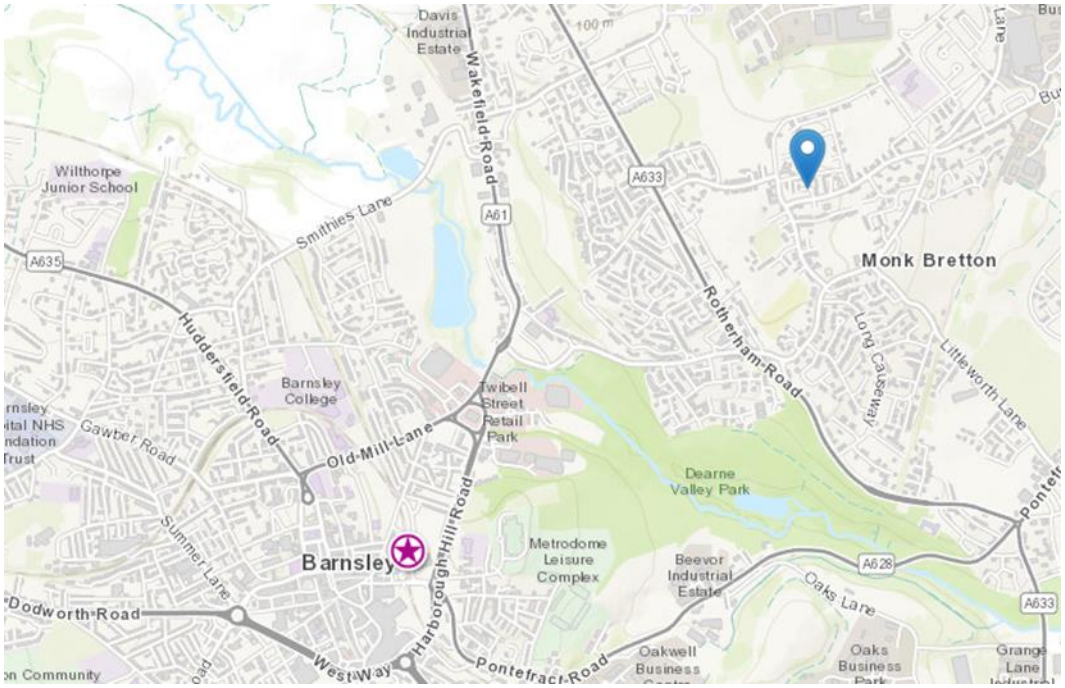


Figure 5.5.1 – Location of train station (National Geographic Society MapMaker)

5.5.2 The station provides step-free access, toilets, shops, ticket machines, ticket office and storage spaces for 24 bicycles.

5.5.3 In addition, up to 10 ‘Bike&Go’ bicycles are available at Barnsley Interchange. These cycles can be rented for up to 72 hours with a daily charge.

5.5.4 As noted previously, the bus services that operate at the stops closest to the site connect to the Station with a journey time of approximately 9-12 minutes.

5.5.5 The station provides regular services to Sheffield, Meadowhall, Huddersfield, Leeds, Wakefield, Lincoln and Nottingham as well as local destinations on route.

5.6 Summary

5.6.1 It is considered that the site is accessible by both active and public passenger transport arrangements. As such, residents and visitors will have a choice of sustainable travel options which will reduce the need to travel by car.

6 Multimodal Trip Assessment

6.1 To predict the multimodal trips for the development, the TRICS v7.6.2 database has been used to derive average multimodal trip rates using the following search parameters and the full output is included at **Appendix D**:

Land Use: 03 – Residential

Category: A – Houses privately owned

Selected Regions and Areas: Greater London and Ireland excluded

Parameter: Number of dwellings

Actual Range: 10-371 units

Date Range: 01/01/11 – 09/05/19

Selected Survey Days: Monday – Friday

Selected Locations: Suburban Area and Edge of Town

6.2 The table below provides details of the multimodal two-way trip rates along with the corresponding modal percentage split and generated trips for a development of circa 80 dwellings. The data has been split between weekday AM and PM peaks.

	Mode of Travel	Trip Rate	Modal Split	Generations
AM Peak Period 08:00-09:00	Pedestrians	0.163	16.3%	13
	Cyclists	0.020	2.0%	2
	Public Transport Users	0.029	2.9%	2
	Vehicle Occupants	0.790	78.8%	63
	Total People Trips	1.003	100.1%	80
PM Peak Period 17:00-18:00	Pedestrians	0.104	11.6%	8
	Cyclists	0.022	2.5%	2
	Public Transport Users	0.020	2.2%	2
	Vehicle Occupants	0.748	83.7%	60
	Total People Trips	0.894	100.0%	72

Table 6.2 – Multimodal trip generations

6.3 Based on the TRICS data the proposed development would be expected to generate 21.2% of trips by walking, cycling and public transport modes in the AM peak hour and 16.3% in the PM peak hour.

6.4 The number of trips that could be expected by walking, cycling and public transport are considered to be modest and could be accommodated within the existing infrastructure.

7 Traffic Impact Assessment

7.1 Base Traffic Flows

7.1.1 In order to obtain base traffic flows, Streetwise Services Ltd have been commissioned to undertake a number of fully classified traffic counts at junctions on the local highway network. The junctions to be surveyed are summarised below and these have been agreed with the Highways Development Control Team at Barnsley Council:-

1. Well Lane/High Street priority junction
2. High Street/Cross Street priority junction
3. Cross Street/Burton Road/Norman Close staggered crossroads junction
4. Fish Dam Lane five-arm roundabout

7.1.2 However, to avoid undertaking the surveys when traffic patterns would be disrupted by the summer school holiday periods and to ensure that a neutral month was selected the surveys are not due to be undertaken until 5 September 2019.

7.1.3 Therefore, an Addendum to this Transport Assessment will be submitted to the Council for consideration as soon as the data is available and full analysis has taken place.

7.2 Traffic Growth

7.2.1 To establish the likely growth in traffic flow the computer program TEMPRO 7 with Data Set 7.2 has been utilised in conjunction with Data Set AF15 of the National Transport Model.

7.2.2 For the purpose of this assessment it is considered that an appropriate year to consider is 2024, five years post planning permission, as the development will be built and occupied over a number of years. The growth factors from 2019 to 2024 are as follows:-

	2018 - 2024
AM	1.0842
PM	1.0816

Table 7.2.2 – TEMPro Growth Factors

7.2.3 The above growth factors will be applied to the 2019 surveyed traffic when the base data is available and will form part of the Addendum report.

7.3 Committed Development

7.3.1 It is considered that there is no approved development of significance in the area that needs to be taken into account in this assessment.

7.4 Proposed Development

7.4.1 The vehicle trips associated with the proposed development have been predicted using the TRICS data used in section 6 of this report.

7.4.2 The table below provides details of the vehicular two-way trip rates along with the corresponding generated trips for a development of circa 80 dwellings. The data has been split between weekday AM and PM peaks.

	Arrivals	Departures	Arrivals	Departures	Total
AM - 08:00-09:00	0.130	0.374	10	30	40
PM - 17:00-18:00	0.345	0.156	28	12	40

Table 7.4.2 – Vehicular trip generations

7.4.3 This equates to approximately one vehicle movement every 1.5 minutes in both the AM and PM peak hours.

7.4.4 It is considered that this level of traffic generation is modest and would have no material adverse impact on the operation of the existing highway network.

7.5 Junction Capacity Modelling

7.5.1 A detailed junction capacity modelling assessment will be undertaken as soon as base line 2019 traffic data is available. This will then form part of the Addendum report.

8 Summary and Conclusions

8.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by HACE (UK) Ltd to provide a Transport Assessment in support of an Outline application for a proposed residential development on land at Garden House Close, Cross Street and Back Lane, Monk Bretton, Barnsley.

8.2 The development proposes replacing the existing Belmont Nursing Home and adjacent farmstead with circa 80 dwellings with access taken from Garden House Close and Back Lane.

8.3 A Travel Plan has also been developed for the site which sets out the strategy and initiatives that will be adopted in order to encourage the use of sustainable modes of travel associated with the development.

8.3.1 Access for the majority of the dwellings is to be taken from Garden House Close with a smaller number taken from Back Lane. Footways are to be provided throughout the site with the existing pedestrian connection between Garden House Close and Back Lane maintained.

8.3.2 Following and analysis of personal injury accident records, it is not considered that there is an inherent accident issue associated with the local highway network that would be exacerbated by the proposals.

8.4 A wide range of local facilities and amenities are accessible from the site by both active and public transport modes.

8.5 The proposed development would be expected to generate 21.2% of trips by walking, cycling and public transport modes in the AM peak hour and 16.3% in the PM peak hour which is considered to be modest and could be accommodated within the existing infrastructure.

8.5.1 The predicted residential vehicle trips are 40 vehicle movements two-way in the both the AM and PM peak hours. This equates to one vehicle every 1.5 minutes.

8.6 At this stage, junction capacity assessments have not been undertaken as appropriate base data is not yet available. An Addendum to this Transport Assessment will, therefore, be submitted to the Council for consideration as soon as the data is available and full analysis has taken place.

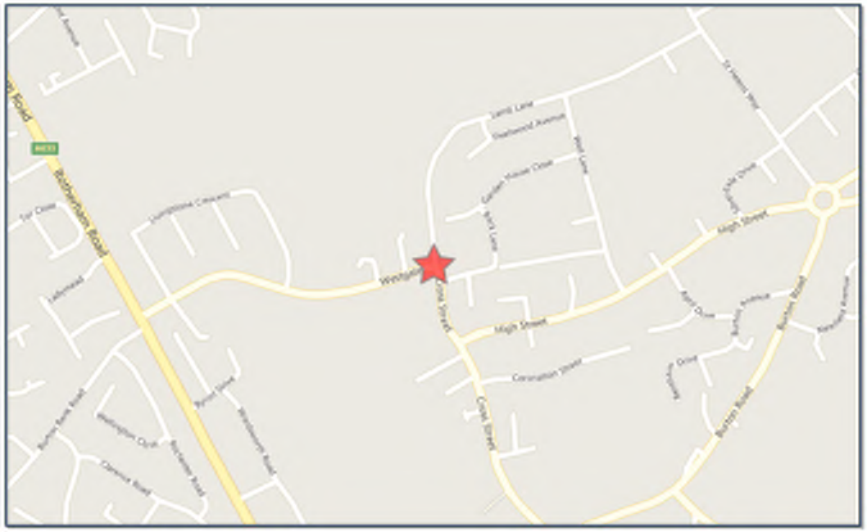
APPENDIX A

Crashmap Output Reports

crashmap.co.uk

Crash Date:	Thursday, July 13, 2017	**Time of Crash:**	6:11:00 PM	**Crash Reference:**	**2017140204987**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	436160 407999
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	None
1	Car (excluding private hire)	9	Male	Over 75	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Other	None	None

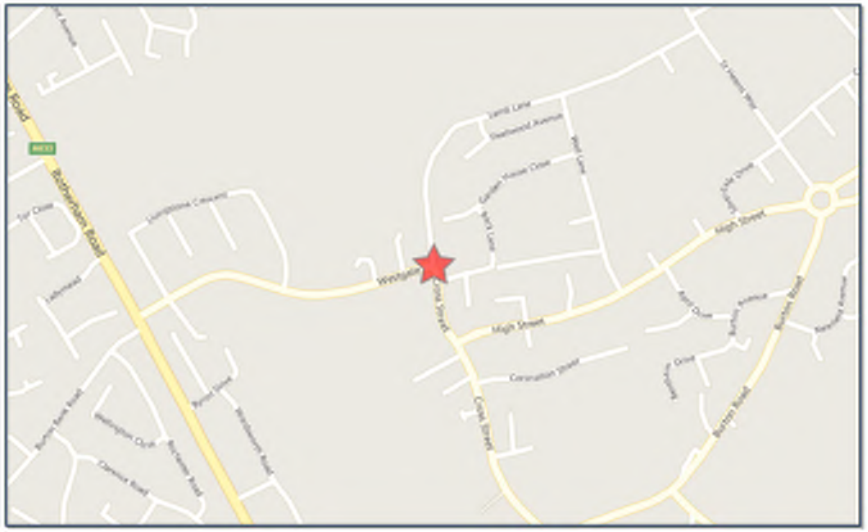
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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Crash Date:	Sunday, December 17, 2017	**Time of Crash:**	6:43:00 PM	**Crash Reference:**	**2017140257023**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	2
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	436164 408000
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	11	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	5	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Nearside	Other	None	None

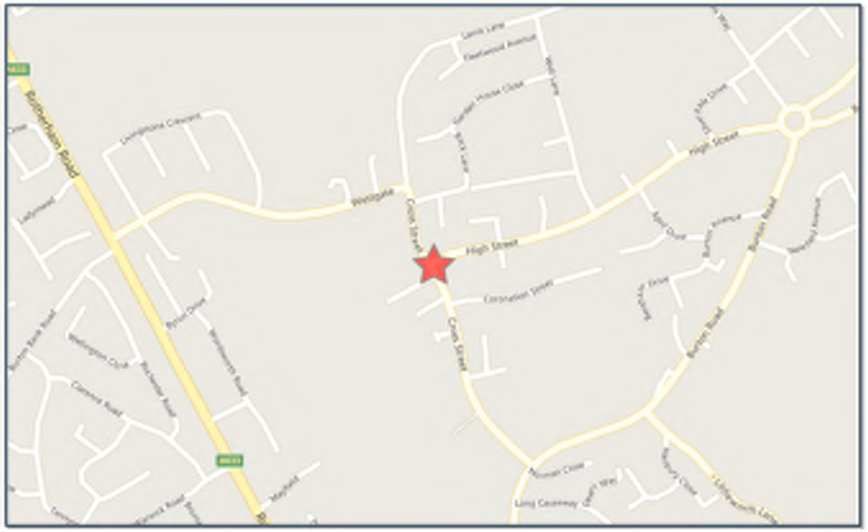
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

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Crash Date:	Wednesday, July 12, 2017	**Time of Crash:**	7:20:00 PM	**Crash Reference:**	**2017140204201**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	436205 407879
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	9	Male	46 - 55	Vehicle is moving off	Offside	Commuting to/from work	None	None

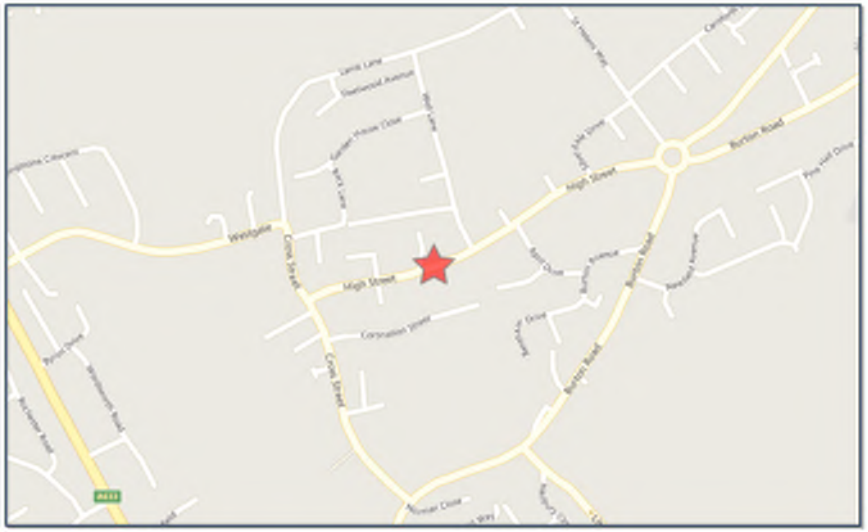
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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Crash Date:	Thursday, December 15, 2016	**Time of Crash:**	3:12:00 PM	**Crash Reference:**	**2016140137982**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	436394 407933
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is passing a stationary vehicle on its offside	Nearside	Other	None	None
1	Taxi/Private hire car	3	Female	36 - 45	Vehicle is parked in the carriageway	Did not impact	Journey as part of work	None	None

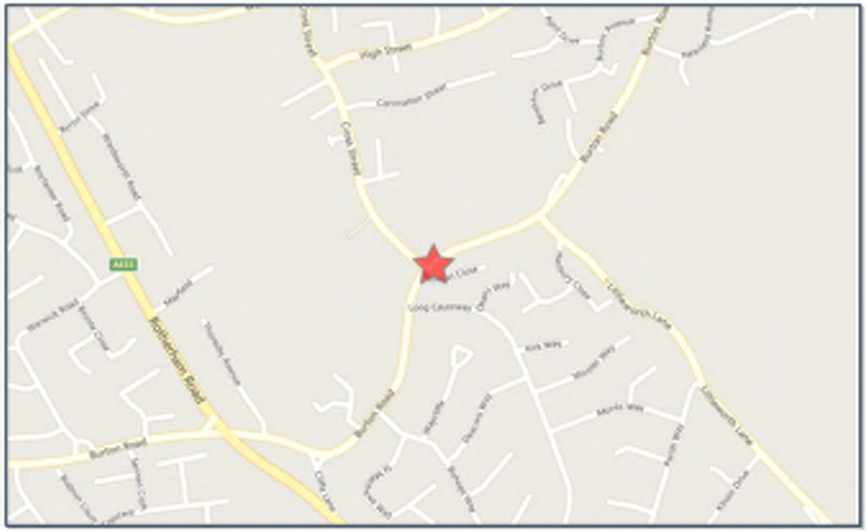
Casualties

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

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Crash Date:	Sunday, January 25, 2015	**Time of Crash:**	12:08:00 PM	**Crash Reference:**	**201514B008615**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	5
Highway Authority:	Barnsley			**Number of Vehicles:**	3
Local Authority:	Barnsley			**OS Grid Reference:**	436372 407581
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	1	Male	36 - 45	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	None
2	Car (excluding private hire)	1	Male	16 - 20	Vehicle is slowing down or stopping	Front	Other	None	None
1	Car (excluding private hire)	1	Female	16 - 20	Vehicle is slowing down or stopping	Back	Other	None	None

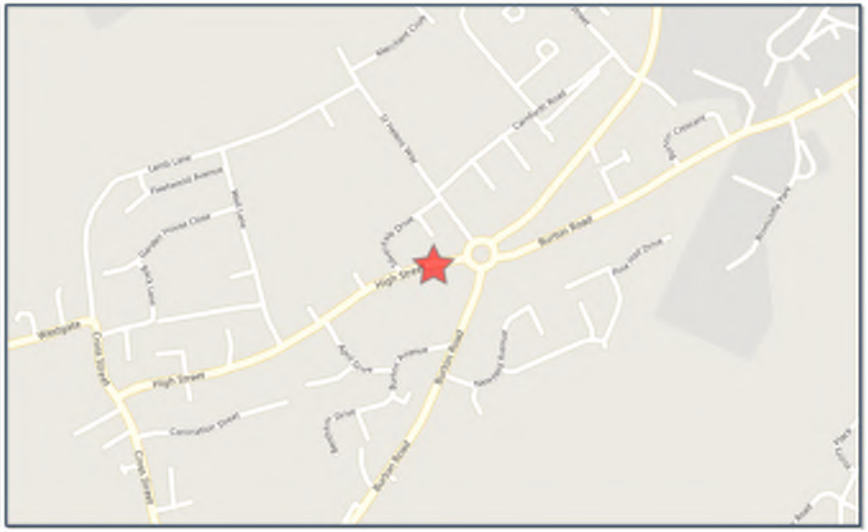
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
1	4	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
2	5	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other
3	3	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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Crash Date:	Wednesday, September 30, 2015	**Time of Crash:**	3:55:00 PM	**Crash Reference:**	**201514B088115**
Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	1
Local Authority:	Barnsley			**OS Grid Reference:**	436690 408090
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Journey as part of work	None	None

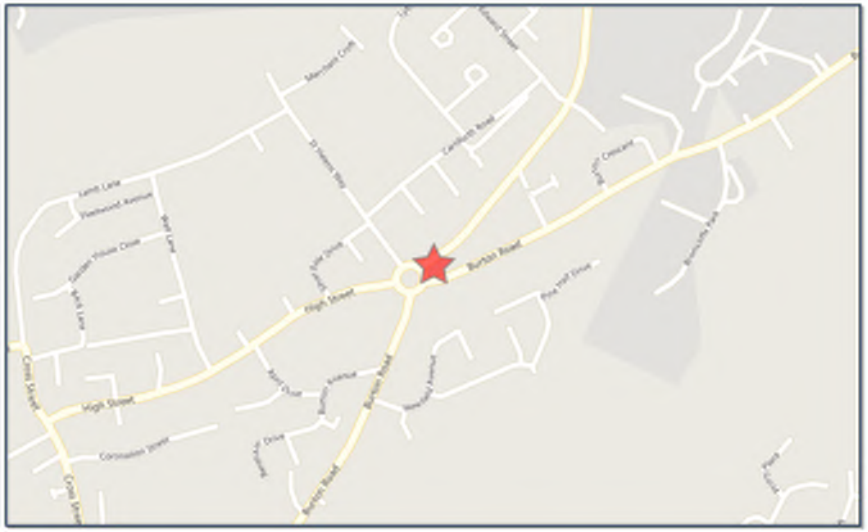
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	6 - 10	In carriageway, crossing elsewhere	Crossing from driver's offside

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Crash Date:	Saturday, March 01, 2014	**Time of Crash:**	4:50:00 AM	**Crash Reference:**	**201414B020114**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	1
Local Authority:	Barnsley			**OS Grid Reference:**	436796 408132
Weather Description:	Fine without high winds				
Road Surface Description:	Frost or Ice				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	6	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	Lamp post

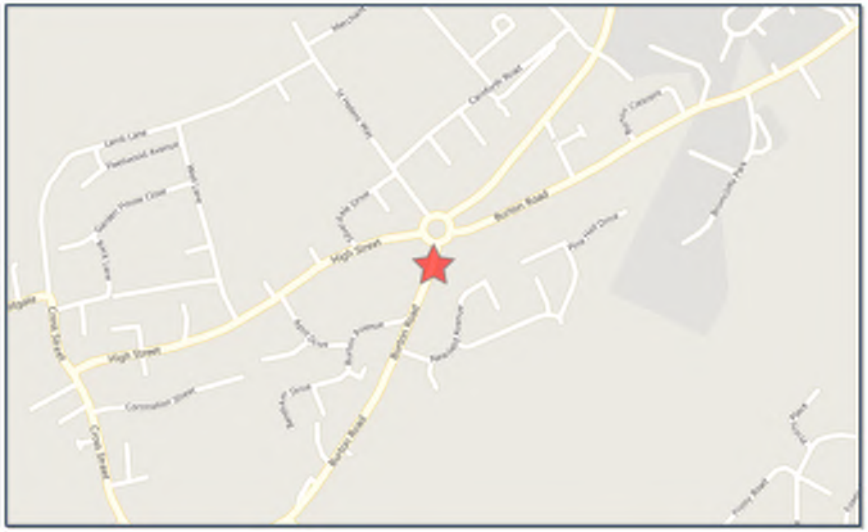
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

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Crash Date:	Monday, September 26, 2016	**Time of Crash:**	6:50:00 AM	**Crash Reference:**	**2016140120931**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	2
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	436758 408052
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

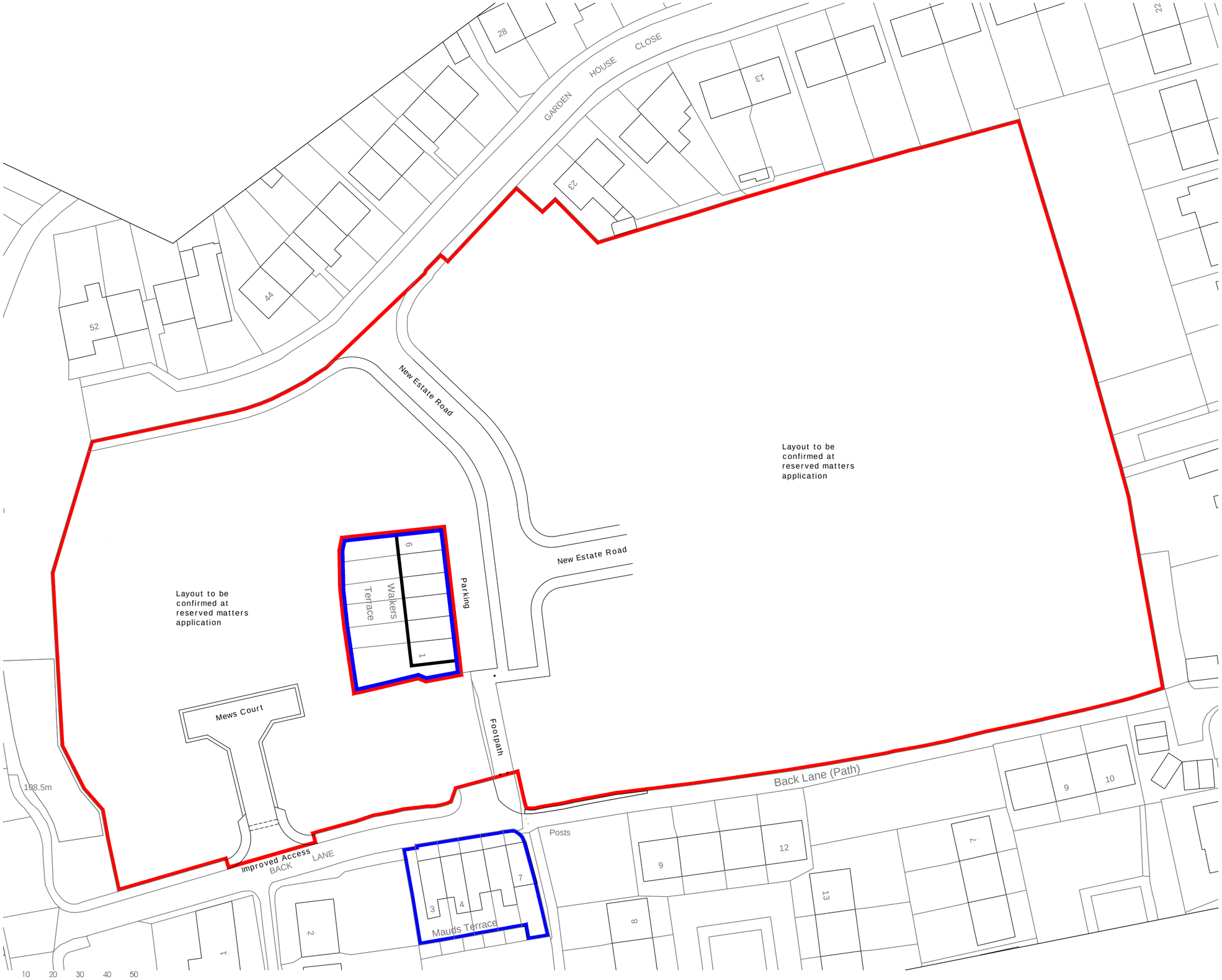
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	10	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
1	Car (excluding private hire)	8	Female	26 - 35	Vehicle is waiting to turn right	Back	Commuting to/from work	None	None

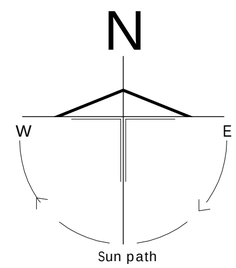
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

APPENDIX B

Farrar Bamforth Associates Limited – Drawing 17-D15-09 – Proposed Site Access Plan





REVISIONS:

Residential Development

at Land & Buildings between Garden House Close & Bank Lane Monk Bretton

for HACE (UK) Ltd

Proposed Site Access Plan

Farrar Bamforth Associates Ltd.

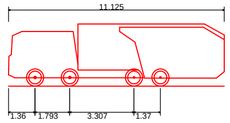
Chartered Architectural Technologists

51, Trinity Street, Huddersfield HD1 4DN
Tel. (01484) 424008 Fax. (01484) 512305
E-mail : design@farrarbamforth.co.uk
Website : www.farrarbamforth.co.uk

Drawn	PLG
Date	July 2019
Scales	1:500 @ A2
Drawing No.	17-D15-09 Rev.

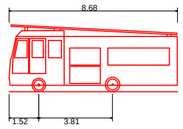
APPENDIX C

Sanderson Associates Drawing 11097-001 – Swept Path Analysis



Phoenix 2-25W (with Volvo FM12 chassis)

Overall Length	11.125m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m



DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

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- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.
- The locations of utilities apparatus, if shown, is reproduced from plans supplied to the consultant, although care has been taken when duplicating this information. These locations are approximate only and no guarantee can be given for their accuracy. It is the client's or it's appointed agent/contractors responsibility to verify the exact locations on site by hand dug trial holes or other appropriate means prior to mechanical excavation.
- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.

sanderson associates (consulting engineers) ltd Highways | Traffic | Transportation | Water T 01924 844080 mail@sandersonassociates.co.uk F 01924 844081 www.sandersonassociates.co.uk	Client: HACE (UK) Ltd	Project Title: Garden House Close, Monk Bretton	Drawing Title: Vehicle Swept Path Analysis	Rev	Amendment	Drawn / Date / Checked

Scale 1:500		Drawn By	CH
Drawing Size	A2	Checked By	KS
Date	August 2019	Approved By	KS
	Drawing Number: 11097-001	Rev	-

FILE REF:

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APPENDIX D

TRICS Output Data

Calculation Reference: AUDIT-109307-190807-0834

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	3 days
	HC	HAMPSHIRE	3 days
	KC	KENT	4 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	5 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	3 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	3 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	6 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	DH	DURHAM	2 days
	TW	TYNE & WEAR	1 days
10	WALES		
	PS	POWYS	1 days
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	FA	FALKIRK	2 days
	HI	HIGHLAND	1 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:	10 to 371 (units:)
Range Selected by User:	10 to 375 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 09/05/19

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

Selected survey days:

Monday	11 days
Tuesday	8 days
Wednesday	16 days
Thursday	12 days
Friday	7 days

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

Selected survey types:

Manual count	54 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	27
Edge of Town	27

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	53
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	54 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	10 days
10,001 to 15,000	15 days
15,001 to 20,000	13 days
20,001 to 25,000	6 days
25,001 to 50,000	5 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	4 days
50,001 to 75,000	7 days
75,001 to 100,000	12 days
100,001 to 125,000	3 days
125,001 to 250,000	16 days
250,001 to 500,000	5 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	14 days
1.1 to 1.5	40 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	10 days
No	44 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	54 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

2 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

3 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

4 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total Number of dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

7 DS-03-A-02 MIXED HOUSES DERBYSHIRE
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total Number of dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

8 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.)

9 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

10 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

11 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD
PEACEHAVEN

Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

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

Edge of Town
Residential Zone
Total Number of dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

13 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total Number of dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

14 FA-03-A-01 SEMI-DETACHED/TERRACED FALKIRK
MANDELA AVENUE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 37
Survey date: THURSDAY *30/05/13* *Survey Type: MANUAL*

15 FA-03-A-02 MIXED HOUSES FALKIRK
ROSEBANK AVENUE & SPRINGFIELD DRIVE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

16 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
MANCHESTER
PRESTWICH
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 HC-03-A-20 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: TUESDAY *20/11/18* *Survey Type: MANUAL*

18 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total Number of dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

19 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

20 HI-03-A-14 SEMI-DETACHED & TERRACED HIGHLAND
KING BRUDE ROAD
INVERNESS
SCORGUIE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 40
Survey date: WEDNESDAY *23/03/16* *Survey Type: MANUAL*

21 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

22 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total Number of dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

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

Edge of Town
Residential Zone
Total Number of dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

25 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

26 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

27 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
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*

28 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

29 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

30 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

31 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

32 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

33 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*

34 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*

LIST OF SITES relevant to selection parameters (Cont.)

35 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL

36 PK-03-A-01 DETAC. & BUNGALOWS PERTH & KINROSS
TULLYLUMB TERRACE
PERTH
CORNHILL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 36
Survey date: WEDNESDAY 11/05/11 Survey Type: MANUAL

37 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

38 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

39 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

40 SF-03-A-07 MIXED HOUSES SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: THURSDAY 09/05/19 Survey Type: MANUAL

41 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

42 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

43 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
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.)

44 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total Number of dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

45 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

46 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*

47 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
Residential Zone
Total Number of dwellings: 12
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

48 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

49 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

50 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

51 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*

LIST OF SITES relevant to selection parameters (Cont.)

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

Edge of Town
Residential Zone
Total Number of dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

53 WS-03-A-09 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 197
Survey date: THURSDAY *05/07/18* *Survey Type: MANUAL*

54 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total Number of dwellings: 79
Survey date: WEDNESDAY *07/11/18* *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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	54	78	0.077	54	78	0.304	54	78	0.381
08:00 - 09:00	54	78	0.130	54	78	0.374	54	78	0.504
09:00 - 10:00	54	78	0.143	54	78	0.168	54	78	0.311
10:00 - 11:00	54	78	0.128	54	78	0.156	54	78	0.284
11:00 - 12:00	54	78	0.137	54	78	0.152	54	78	0.289
12:00 - 13:00	54	78	0.164	54	78	0.149	54	78	0.313
13:00 - 14:00	54	78	0.171	54	78	0.161	54	78	0.332
14:00 - 15:00	54	78	0.162	54	78	0.184	54	78	0.346
15:00 - 16:00	54	78	0.247	54	78	0.168	54	78	0.415
16:00 - 17:00	54	78	0.280	54	78	0.168	54	78	0.448
17:00 - 18:00	54	78	0.345	54	78	0.156	54	78	0.501
18:00 - 19:00	54	78	0.270	54	78	0.163	54	78	0.433
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.254			2.303			4.557

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

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

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Parameter summary

Trip rate parameter range selected:	10 - 371 (units:)
Survey date date range:	01/01/11 - 09/05/19
Number of weekdays (Monday-Friday):	54
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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 show. 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	54	78	0.005	54	78	0.012	54	78	0.017
08:00 - 09:00	54	78	0.005	54	78	0.015	54	78	0.020
09:00 - 10:00	54	78	0.001	54	78	0.004	54	78	0.005
10:00 - 11:00	54	78	0.003	54	78	0.006	54	78	0.009
11:00 - 12:00	54	78	0.003	54	78	0.004	54	78	0.007
12:00 - 13:00	54	78	0.005	54	78	0.005	54	78	0.010
13:00 - 14:00	54	78	0.004	54	78	0.001	54	78	0.005
14:00 - 15:00	54	78	0.003	54	78	0.003	54	78	0.006
15:00 - 16:00	54	78	0.011	54	78	0.004	54	78	0.015
16:00 - 17:00	54	78	0.010	54	78	0.005	54	78	0.015
17:00 - 18:00	54	78	0.016	54	78	0.006	54	78	0.022
18:00 - 19:00	54	78	0.009	54	78	0.007	54	78	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.075			0.072			0.147

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	54	78	0.095	54	78	0.430	54	78	0.525
08:00 - 09:00	54	78	0.167	54	78	0.623	54	78	0.790
09:00 - 10:00	54	78	0.184	54	78	0.236	54	78	0.420
10:00 - 11:00	54	78	0.169	54	78	0.218	54	78	0.387
11:00 - 12:00	54	78	0.183	54	78	0.212	54	78	0.395
12:00 - 13:00	54	78	0.223	54	78	0.206	54	78	0.429
13:00 - 14:00	54	78	0.237	54	78	0.223	54	78	0.460
14:00 - 15:00	54	78	0.221	54	78	0.250	54	78	0.471
15:00 - 16:00	54	78	0.417	54	78	0.244	54	78	0.661
16:00 - 17:00	54	78	0.448	54	78	0.247	54	78	0.695
17:00 - 18:00	54	78	0.524	54	78	0.224	54	78	0.748
18:00 - 19:00	54	78	0.406	54	78	0.249	54	78	0.655
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.274			3.362			6.636

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	54	78	0.018	54	78	0.042	54	78	0.060
08:00 - 09:00	54	78	0.043	54	78	0.120	54	78	0.163
09:00 - 10:00	54	78	0.041	54	78	0.048	54	78	0.089
10:00 - 11:00	54	78	0.041	54	78	0.048	54	78	0.089
11:00 - 12:00	54	78	0.035	54	78	0.036	54	78	0.071
12:00 - 13:00	54	78	0.044	54	78	0.034	54	78	0.078
13:00 - 14:00	54	78	0.035	54	78	0.036	54	78	0.071
14:00 - 15:00	54	78	0.036	54	78	0.047	54	78	0.083
15:00 - 16:00	54	78	0.106	54	78	0.060	54	78	0.166
16:00 - 17:00	54	78	0.078	54	78	0.048	54	78	0.126
17:00 - 18:00	54	78	0.067	54	78	0.037	54	78	0.104
18:00 - 19:00	54	78	0.049	54	78	0.045	54	78	0.094
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.593			0.601			1.194

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	54	78	0.002	54	78	0.020	54	78	0.022
08:00 - 09:00	54	78	0.000	54	78	0.029	54	78	0.029
09:00 - 10:00	54	78	0.002	54	78	0.012	54	78	0.014
10:00 - 11:00	54	78	0.004	54	78	0.007	54	78	0.011
11:00 - 12:00	54	78	0.003	54	78	0.006	54	78	0.009
12:00 - 13:00	54	78	0.005	54	78	0.009	54	78	0.014
13:00 - 14:00	54	78	0.003	54	78	0.004	54	78	0.007
14:00 - 15:00	54	78	0.008	54	78	0.005	54	78	0.013
15:00 - 16:00	54	78	0.017	54	78	0.007	54	78	0.024
16:00 - 17:00	54	78	0.021	54	78	0.005	54	78	0.026
17:00 - 18:00	54	78	0.016	54	78	0.004	54	78	0.020
18:00 - 19:00	54	78	0.020	54	78	0.004	54	78	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.101			0.112			0.213

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	54	78	0.120	54	78	0.504	54	78	0.624
08:00 - 09:00	54	78	0.215	54	78	0.788	54	78	1.003
09:00 - 10:00	54	78	0.228	54	78	0.300	54	78	0.528
10:00 - 11:00	54	78	0.217	54	78	0.278	54	78	0.495
11:00 - 12:00	54	78	0.224	54	78	0.257	54	78	0.481
12:00 - 13:00	54	78	0.277	54	78	0.253	54	78	0.530
13:00 - 14:00	54	78	0.278	54	78	0.264	54	78	0.542
14:00 - 15:00	54	78	0.267	54	78	0.305	54	78	0.572
15:00 - 16:00	54	78	0.551	54	78	0.315	54	78	0.866
16:00 - 17:00	54	78	0.557	54	78	0.306	54	78	0.863
17:00 - 18:00	54	78	0.622	54	78	0.272	54	78	0.894
18:00 - 19:00	54	78	0.484	54	78	0.305	54	78	0.789
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.040			4.147			8.187

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.*