



RESIDENTIAL DEVELOPMENT
DODWORTH GREEN ROAD,
BARNLEY

TRANSPORT STATEMENT

MAY 2022

RESIDENTIAL DEVELOPMENT DODWORTH GREEN ROAD, BARNSELEY

TRANSPORT STATEMENT

Newett Homes

Final Issue

Project no: 21123-001

Date: May 2022

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Q U A L I T Y M A N A G E M E N T

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P R O D U C T I O N T E A M

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Appendix C	– Site Access and Visibility Splays
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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) have been commissioned by Newett Homes to produce this Transport Statement (TS) in connection with the submission of a detailed planning application for a residential development of 50 dwellings at land off Dodworth Green Road, Barnsley. A copy of the site layout is contained in **Appendix A**.
- 1.1.2 The site is currently largely undeveloped, comprising agricultural land and gardens. The site is situated to the rear of a number of properties fronting on to Dodworth Green Road, in the village of Dodworth, approximately 3.4km southwest of Barnsley. The site is bound to the north, east and west by residential development, and to the south by a track, allotments and agricultural land. The site location is shown in **Figure 1**.
- 1.1.3 The Local Planning Authority (LPA) and Local Highway Authority (LHA) is Barnsley Metropolitan Borough Council.
- 1.1.4 The purpose of this report is to review the local highway network and the accessibility of the proposed development site and to assess the impacts of the development in a local transport context.
- 1.1.5 This TS demonstrates the site is in an accessible location with good access to sustainable transport modes, in accordance with the National Planning Policy Framework (NPPF). It will also demonstrate that the vehicle trips generated as a result of the development proposals would not be material.

1.2 REPORT STRUCTURE

- 1.2.1 The structure of the report is set out as follows:
- ▶ Section 2 – describes the site location and the local highway network;
 - ▶ Section 3 – reviews the existing sustainable transport infrastructure in and around the proposed development site;
 - ▶ Section 4 – sets out the development proposals including the proposed access arrangements and car parking provision;
 - ▶ Section 5 – assesses the likely trip generation of the proposals on the local highway network; and
 - ▶ Section 6 – provides a summary and conclusions.

2 EXISTING CONDITIONS

2.1 SITE LOCATION

2.1.1 The site is located off Dodworth Green Road, approximately 3.4km southwest of Barnsley town centre. The site is bound to the north, east and west by residential development, and to the south by a track, allotments and agricultural land. The location of the site is shown in **Figure 1**.

2.2 PLANNING HISTORY

2.2.1 Outline planning permission at the site was granted in 2016 for the development of 51 dwellings, with access considered in detail (ref: 2016/0268). Whilst this permission has now lapsed, it confirms that the principle of residential development in this location has been accepted, along with the provision of a new access onto Dodworth Green Road.

2.3 LOCAL HIGHWAY NETWORK

2.3.1 It is proposed that the site will be accessed by a new priority junction onto Dodworth Green Road, at the north western extent of the site. Dodworth Green Road is a single carriageway, two-way road, which is subject to a 30mph speed limit. Adjacent to the site, the road is street lit and is provided with footways along both sides of the carriageway.

2.3.2 Dodworth Green Road routes in a general southwest / northeast alignment. To the west of the site, Dodworth Green Road becomes Ben Bank Road, which continues west to the neighbouring village of Silkstone Common. To the north of the site, Dodworth Green Road connects with High Street, Barnsley Road and Station Road at a priority-controlled crossroads.

2.3.3 Approximately 750m north of the site, the A628 routes in a general east / west direction. To the east, this road connects with Junction 37 of the M1, before continuing into the centre of Barnsley. To the west, the A628, also known as Woodhead Pass, provides a route to Hollingworth, where it connects with the A57.

2.3.4 The M1 routes approximately 1.1km east of the site and is a strategic motorway connecting London and Leeds. Locally, it provides access to the M62 to the north, and Sheffield, Rotherham and the M18 to the south.

2.3.5 The site is considered to be well located for access to both local and regional highway networks.

2.4 COLLISION DATA

2.4.1 Personal Injury Collision (PIC) data for the local highway network has been obtained from CrashMap, for the latest five-year period. The reviewed area of interest includes Dodworth Green Road between St John's Close and its junction with High Street, Barnsley Road and Station Road, as well as the junction itself. A collision plot diagram is provided at **Appendix B**.

2.4.2 The PIC data shows that two incidents occurred on Dodworth Green Road, to the south of the proposed site access. Both incidents were recorded as 'slight' in severity. The first was a collision between two cars, and the second was a single vehicle collision involving a car.

- 2.4.3 Three 'slight' incidents were recorded at the priority crossroads north of the site. One was a collision between a car and a motorcycle, and the remaining two were each collisions between two cars. One 'serious' incident was recorded on Station Road, to the west of the priority crossroads. It appears that this was a collision between a bus and a pedestrian.
- 2.4.4 It is not considered that there is a pattern to the existing collision record that would be exacerbated by the development proposals.

3 EXISTING SUSTAINABLE TRANSPORT PROVISION

3.1 INTRODUCTION

3.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised. The site has a good level of accessibility to sustainable modes of transport, which will encourage the use of alternative modes of travel to the private car.

3.1.2 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the site and describes the accessibility of the site in terms of its proximity to key services and destinations.

3.2 WALKING ACCESSIBILITY

3.2.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking:

"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Para 74)

3.2.2 Consideration has been given to the existing pedestrian facilities in the vicinity of the proposed development. A plan showing the 2km walking catchment from the centre of the site is attached in **Figure 2**.

3.2.3 This demonstrates that the entirety of the village of Dodworth can be accessed within a short walk of the site. There are a range of services and amenities within 2km of the site, including a convenience store, medical centre, library, two primary schools and a number of restaurants. To the west of the village is Fall Bank Industrial Estate, which offers notable employment opportunities.

3.2.4 Continuous, lit footways are provided between the site and the village centre, with dropped kerbs and tactile paving provided over the majority of crossing points.

3.2.5 The site is therefore considered to be accessible on foot and is within an acceptable walking distance of key destinations in the local area.

3.3 CYCLING ACCESSIBILITY

3.3.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to cycling:

"Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport" (Para 77)

3.3.2 The plan attached at **Figure 3** shows a 5km cycling catchment from the site. The 5km cycling distance from the application site includes Barnsley, and a number of nearby suburbs and villages including Silkstone, Silkstone Common, Barugh Green and Worsbrough. Additional facilities can be accessed in these areas including supermarkets, educational facilities and further employment.

3.3.3 There are no dedicated cycle facilities within proximity of the site, however, it is considered that the lightly trafficked nature of the local road network is conducive to on-carriageway cycling.

3.4 PUBLIC TRANSPORT

3.4.1 The nearest bus stops to the site are located on Dodworth Green Road, approximately 80m north of the proposed site access. These stops are provided as simple flag and post stops with timetable information. Additional stops can be accessed on High Street, approximately a 200m walk from the proposed site access. Both stops are provided with an on-carriageway bus cage and timetable information, and the westbound stop is also provided with sheltered seating. A plan showing all bus stops located within 400m of the site is provided at **Figure 4**.

3.4.2 A summary of the routes serving these stops and their frequency is provided in **Table 3-1** below.

Table 3-1 Local Bus Services

SERVICE	ROUTE	MONDAY – FRIDAY	SATURDAY	SUNDAY
408	Barnsley – Penistone Grammar School	School Service	-	-
416	Barugh Green – Penistone Grammar School	School Service	-	-
422	Barnsley – Penistone Grammar School	School Service	-	-
21a	Penistone – Barnsley Interchange	5 services (1 early morning, 4 evening)	7 services (3 morning, 4 evening)	Hourly
22	Penistone – Barnsley Interchange	30 minutes	30 minutes	-
410	Barnsley – Penistone Grammar School	School Service	-	-

- 3.4.3 Regular services between Penistone and Barnsley operate within a short distance of the site, every day of the week (albeit with a slightly reduced service on Sundays). In addition, a number of school services operate from the local bus stops, providing a sustainable mode of travel for pupils. As such, it is considered that the bus offers a viable mode of transport for the everyday journeys of future residents.
- 3.4.4 Dodworth Railway Station is a 500m walk from the proposed site access (7-minutes). From here, hourly services depart to Sheffield and Huddersfield. The station is provided with 10 cycle stands, providing the opportunity for cycling to and from the station.

3.5 SUMMARY

- 3.5.1 The existing pedestrian and public transport facilities within the vicinity of the site are of a high quality. The local road network is considered suitable for on-carriageway cycling. The site is therefore considered to be in sustainable location for travel by non-car modes and will minimise reliance on car-based trips in line with local and national planning policy.

4 PROPOSED DEVELOPMENT

4.1 DEVELOPMENT PROPOSALS

4.1.1 The proposals comprise the development of 50 dwellings, with associated parking and access. The proposed site layout is included at **Appendix A**. The proposed accommodation schedule is as follows:

- ▶ 4 x two-bed houses;
- ▶ 37 x three-bed houses;
- ▶ 8 x four-bed houses; and
- ▶ 1 x five-bed house

4.2 ACCESS AND SERVICING ARRANGEMENTS

4.2.1 The proposals will be served by a new priority junction onto Dodworth Green Road, at the north western edge of the site. The junction will measure 5.5m in width, with 8m radii. Visibility splays of 2.4m x 43m, in accordance with the posted 30mph speed limit and the design guidance set out in Manual for Streets, can be achieved and are demonstrated at **Appendix C** along with the detailed access design.

4.2.2 The existing footways on Dodworth Green Road will be extended into the site and will measure 2.0m in width. These footways will continue on both sides of the carriageway to a central point, where the road will become a shared surface.

4.2.3 The internal access road will measure 5.5m in width throughout the site. The internal access road has been designed to achieve low vehicle speeds throughout the site, incorporating appropriate changes in road alignment to assist in providing a safe environment for pedestrians and cyclists.

4.2.4 Vehicle swept path analysis of the site has been undertaken to demonstrate that the necessary vehicles can access and egress the site in a forward gear, and use the proposed turning head. These drawings are included at **Appendix D** and demonstrate that a refuse vehicle can adequately service the site.

4.3 PARKING

4.3.1 The parking standards for new developments in Barnsley are set out in the Supplementary Planning Document: Parking, adopted by the Council in 2019. The standards relevant to this application are set out below:

- ▶ 1 / 2 bed dwelling – one space
- ▶ 3+ bed dwelling – two spaces
- ▶ One visitor space per 4 dwellings subject to layout (flexibility for visitor parking will be considered on a site by site basis)

- ▶ One secure cycle parking space per dwelling in garage of suitable size or separate secure covered area within plot

4.3.2 All units are provided with at least two spaces. In addition, seven dedicated visitor parking spaces are proposed centrally within the site. This is considered appropriate given the overall level of parking proposed and the sustainable location of the site.

4.3.3 In terms of cycle parking, many of the units are provided with garage facilities, which can be used for the storage of cycles. For those that do not have a garage, there is ample space within rear gardens for the secure storage of bicycles.

5 POTENTIAL DEVELOPMENT IMPACTS

5.1 INTRODUCTION

5.1.1 This section sets out the methodology used to estimate the number of trips that are expected to be generated by the proposed development and the impact on the local highway network.

5.2 DEVELOPMENT TRAFFIC GENERATION

5.2.1 The proposals comprise 50 residential dwellings. The TRICS trip rate database has been used to identify the likely trip generation of the proposed development. The category '03 Residential; A – Houses privately owned' has been considered, for sites located in England, Scotland and Wales (excluding Greater London). Only those sites in Suburban Area, Edge of Town and Neighbourhood Centre locations have been considered, and any surveys undertaken during the Covid 19 pandemic have been excluded. To allow for a representative assessment, the number of dwellings per site has been limited to 100.

5.2.2 The peak hour trip rates are summarised in Table 5-1 below and have been applied to the proposed number of dwellings to quantify the expected trip generation. Full TRICS outputs are included at Appendix E.

Table 5-1 Peak Hour Trip Rates and Trip Generation

	AM PEAK		PM PEAK	
	Arrivals	Departures	Arrivals	Departures
Residential Trip Rates	0.148	0.356	0.322	0.16
Trip Generation	7	18	16	8

5.2.3 Table 5-1 demonstrates that the development proposals are forecast to generate 25 trips during the morning peak hour, and 24 trips in the evening peak hour. Across the 12-hour day, some 233 vehicle movements could be expected, which equates to just 19 vehicles per hour on average, or one vehicle every three minutes.

5.2.4 It is not considered that this level of trip generation would lead to any significant negative impacts on the local highway network.

6 SUMMARY

- 6.1.1 Andrew Moseley Associates (AMA) have been commissioned by Newett Homes to produce this Transport Statement (TS) in connection with the submission of a detailed planning application for a residential development on land off Dodworth Green Road, Barnsley.
- 6.1.2 The site is located sustainably, with a good standard of pedestrian infrastructure providing access to the village centre, where a wide range of services can be accessed. Regular bus services to nearby towns can be accessed within a short walk of the site, and Dodworth Railway Station is located just 500m away, providing regular rail services between Sheffield and Huddersfield. It is therefore considered that future residents will not be reliant on the private car.
- 6.1.3 The proposals comprise the development of 50 dwellings on land to the rear of existing dwellings fronting onto Dodworth Green Road. A new priority junction will be provided in the north western corner of the site, providing access for vehicles and pedestrians from Dodworth Green Road. Suitable visibility splays can be achieved, and existing pedestrian infrastructure will be continued into the site. Swept path analysis has been undertaken and demonstrates that the necessary vehicles are able to adequately service the site.
- 6.1.4 It is anticipated that the proposals have the potential to generate 26 vehicle trips during the morning peak hour and 24 trips in the evening peak hour. On average, across the day, the proposals could lead to one additional vehicle movement every three minutes. As such, it can be concluded that the impact of the development on the local road network will not be material, and will not lead to any severe cumulative impacts, nor adversely impact upon the existing highway safety record.
- 6.1.5 Given that set out above, it is not considered that there should be any highway-related objections to the proposed development.

FIGURES

Figure 1 – Site Location Plan

Figure 2 – 2km Walking Isochrone

Figure 3 – 5km Cycling Isochrone

Figure 4 – Bus Stop Location Plan

Key:
Site Location



Title:
Indicative Site location Plan
Dodworth Green Road,
Barnsley

Figure No:
Figure 1



Key:
400m
800m
1200m
1600m
2000m
Site Location



Silkstone

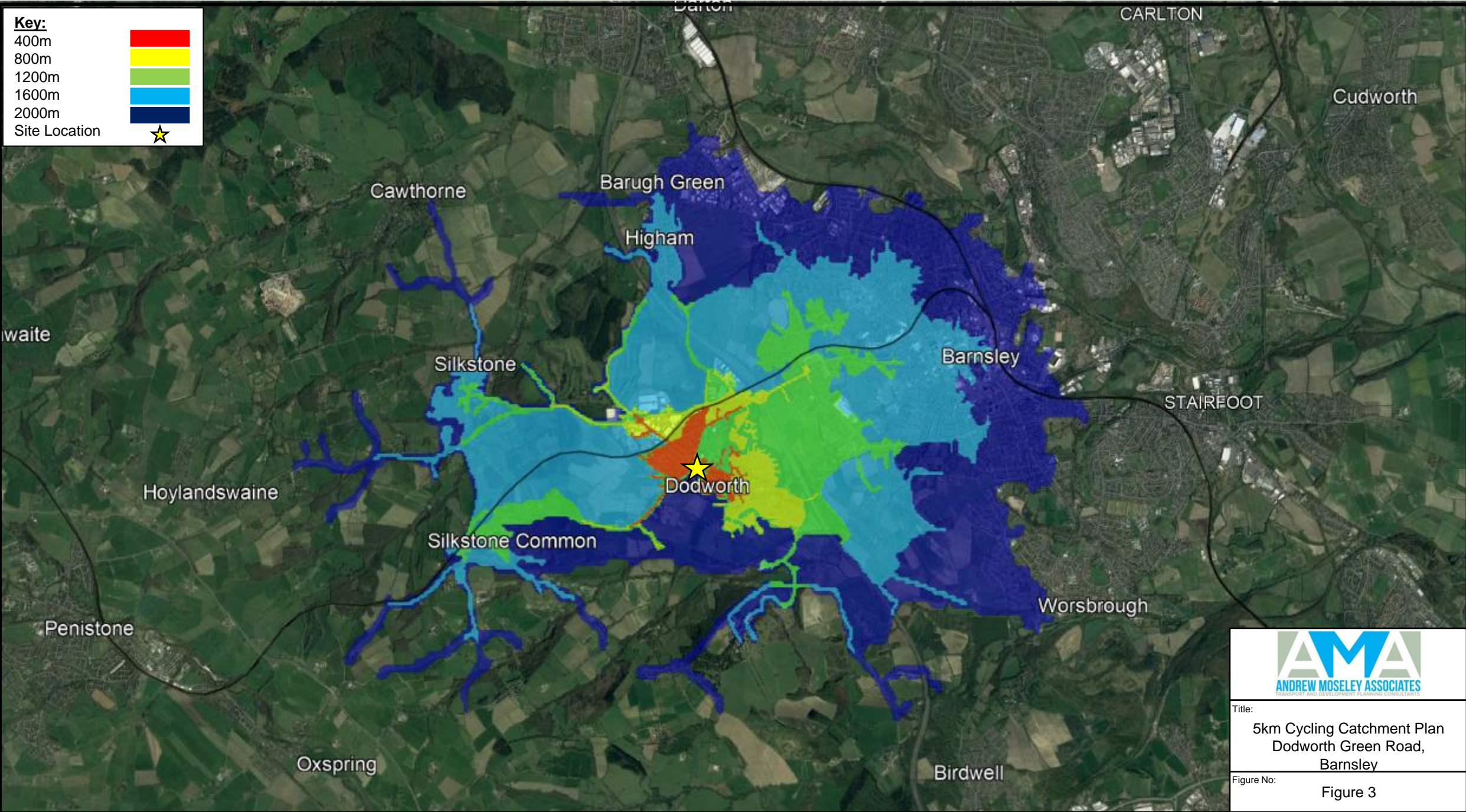
Dodworth

Silkstone Common



Title:
2km Walking Catchment Plan
Dodworth Green Road,
Barnsley

Figure No:
Figure 2



Key:

- 400m
- 800m
- 1200m
- 1600m
- 2000m
- Site Location



Title:
5km Cycling Catchment Plan
Dodworth Green Road,
Barnsley

Figure No:
Figure 3

Key:

- Site Location
- Bus Stops
- Walking Route
- Dropped Kerb Crossing
- Pelican Crossing



Title:
Bus Stop Locations Plan
Dodworth Green Road,
Barnsley

Figure No:
Figure 4

APPENDICES

[Appendix A](#) Proposed Site Layout

[Appendix B](#) PIC Area

[Appendix C](#) Site Access & Visibility Splays

[Appendix D](#) Swept Path Analysis

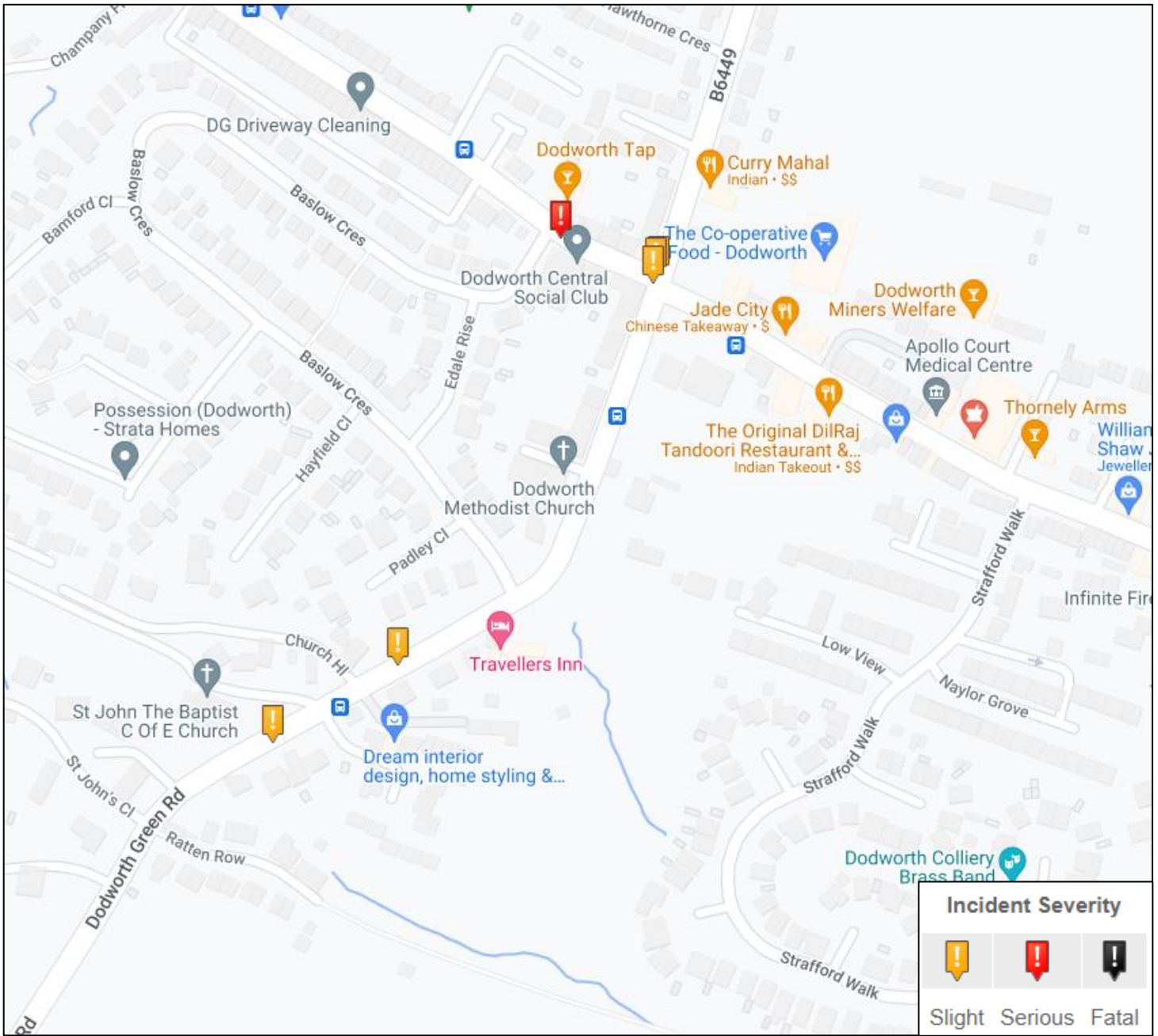
[Appendix E](#) TRICS Data

Appendix A

PROPOSED SITE LAYOUT

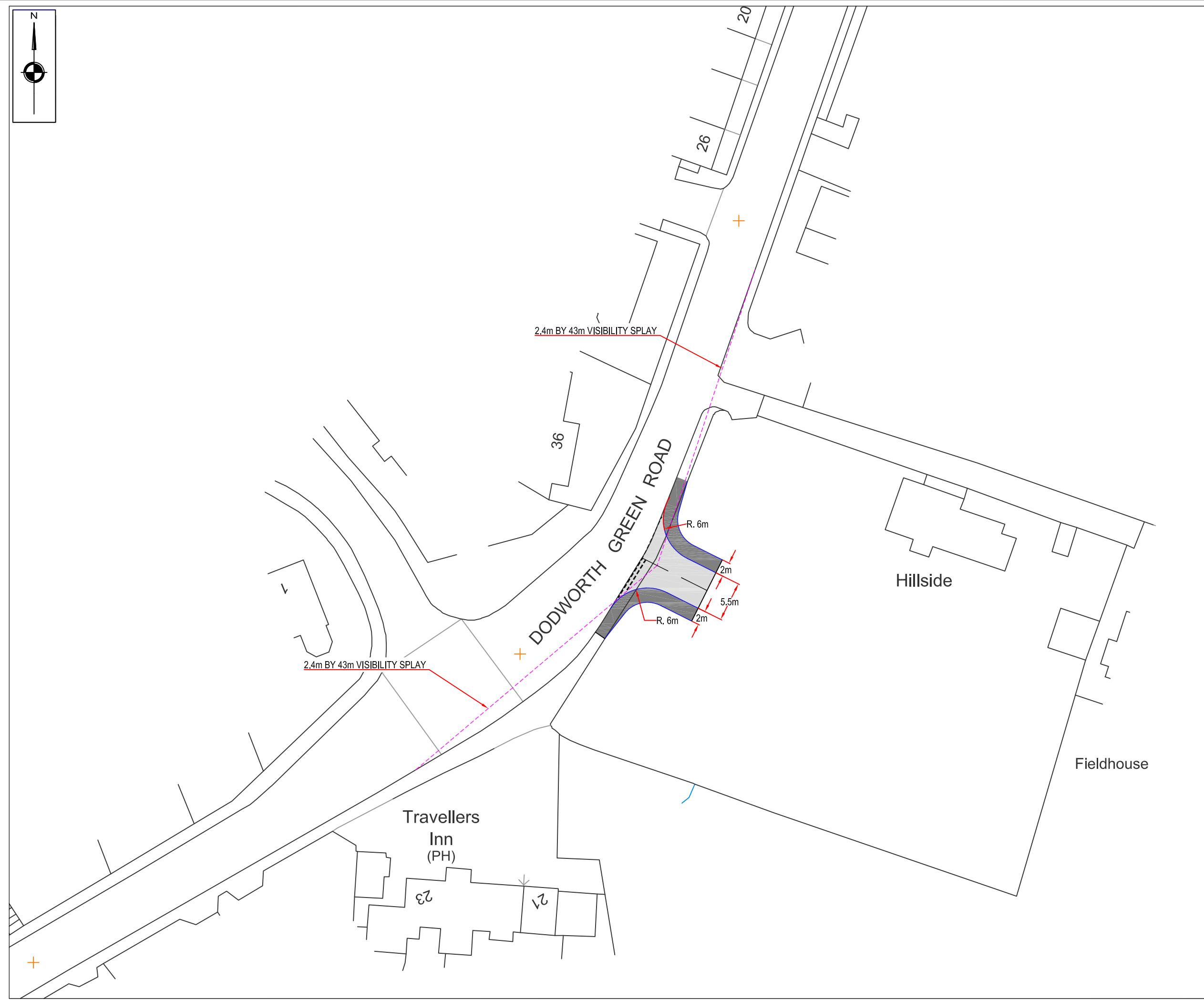
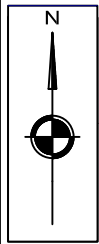
Appendix B

PIC AREA



Appendix C

SITE ACCESS & VISIBILITY SPLAYS



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Project:
GREEN ROAD,
DODWORTH

Client:
NEWETT HOMES

Drawing:
PROPOSED SITE ACCESS

Drawn By: GDM Date: 05/08/21

Checked: ATM Scale: 1:500 @ A3

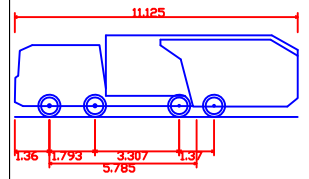
Drawing No. AMA/21123/SK003 Rev. -

Appendix D

SWEPT PATH ANALYSIS



NOTES



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

P1 Preliminary - Initial Issue



Project:
 DODWORTH GREEN ROAD,
 BARNSELY

Client:
 NEWETT HOMES

Drawing:
 LARGE REFUSE VEHICLE SWEEP
 PATH ANALYSIS

Drawn By: RID Date: 23/05/2022

Checked: GDM Scale: 1:1000 A3

Drawing No. AMA/21123/ATR004 Rev. -

Appendix E

TRICS DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	4 days
	KC KENT	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	2 days
	SM SOMERSET	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	6 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	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	
	HI HIGHLAND	1 days

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

AMA - Leeds

Licence No: 710001

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 8 to 100 (units:)
Range Selected by User: 5 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/21

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	10 days
Tuesday	8 days
Wednesday	14 days
Thursday	10 days
Friday	7 days

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

Selected survey types:

Manual count	46 days
Directional ATC Count	3 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)	13
Edge of Town	25
Neighbourhood Centre (PPS6 Local Centre)	11

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	40
Village	8
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 49 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 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	7 days
5,001 to 10,000	12 days
10,001 to 15,000	10 days
15,001 to 20,000	8 days
20,001 to 25,000	4 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	6 days
50,001 to 75,000	9 days
75,001 to 100,000	9 days
100,001 to 125,000	1 days
125,001 to 250,000	13 days
250,001 to 500,000	6 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	12 days
1.1 to 1.5	35 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	12 days
No	37 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	48 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		CAMBRI DGESHI RE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>17/10/16</i>	<i>Survey Type: MANUAL</i>
2	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES		CHESHIRE
	Edge of Town Residential Zone			
	Total No of Dwellings:		24	
	<i>Survey date: MONDAY</i>		<i>24/11/14</i>	<i>Survey Type: MANUAL</i>
3	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI -DETACHED & TERRACED		CHESHIRE
	Edge of Town Residential Zone			
	Total No of Dwellings:		40	
	<i>Survey date: TUESDAY</i>		<i>04/06/19</i>	<i>Survey Type: MANUAL</i>
4	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES		CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		24	
	<i>Survey date: THURSDAY</i>		<i>06/06/19</i>	<i>Survey Type: MANUAL</i>
5	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST	BUNGALOWS		DORSET
	Edge of Town Residential Zone			
	Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>24/03/14</i>	<i>Survey Type: MANUAL</i>
6	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category			
	Total No of Dwellings:		50	
	<i>Survey date: FRIDAY</i>		<i>19/11/21</i>	<i>Survey Type: MANUAL</i>
7	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		50	
	<i>Survey date: TUESDAY</i>		<i>28/03/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI -DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>		<i>Survey Type: MANUAL</i>
9	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i>		<i>Survey Type: MANUAL</i>
10	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>		<i>Survey Type: MANUAL</i>
11	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i>		<i>Survey Type: MANUAL</i>
12	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI -DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 97 <i>Survey date: MONDAY 27/11/17</i>		<i>Survey Type: MANUAL</i>
13	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME	TERRACED & SEMI -DETACHED	GREATER MANCHESTER
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: MONDAY 26/09/16</i>		<i>Survey Type: MANUAL</i>
14	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI -DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 <i>Survey date: TUESDAY 13/11/18</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

15	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: WEDNESDAY 31/10/18</i>		
	<i>Survey Type: MANUAL</i>		
16	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 <i>Survey date: TUESDAY 19/11/19</i>		
	<i>Survey Type: MANUAL</i>		
17	HC-03-A-27	MIXED HOUSES	HAMPSHIRE
	DAIRY ROAD ANDOVER Edge of Town Residential Zone Total No of Dwellings: 73 <i>Survey date: TUESDAY 16/11/21</i>		
	<i>Survey Type: MANUAL</i>		
18	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
	KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 <i>Survey date: WEDNESDAY 23/03/16</i>		
	<i>Survey Type: MANUAL</i>		
19	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>		
	<i>Survey Type: MANUAL</i>		
20	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>		
	<i>Survey Type: MANUAL</i>		
21	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 <i>Survey date: FRIDAY 17/11/17</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

22	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS		LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>			
	<i>Survey Type: MANUAL</i>			
23	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>			
	<i>Survey Type: MANUAL</i>			
24	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 17 <i>Survey date: WEDNESDAY 12/09/15</i>			
	<i>Survey Type: DIRECTIONAL ATC COUNT</i>			
25	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 55 <i>Survey date: TUESDAY 21/09/21</i>			
	<i>Survey Type: MANUAL</i>			
26	NF-03-A-26 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 91 <i>Survey date: WEDNESDAY 22/09/21</i>			
	<i>Survey Type: DIRECTIONAL ATC COUNT</i>			
27	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD	MIXED HOUSES & FLATS		NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 93 <i>Survey date: THURSDAY 16/09/21</i>			
	<i>Survey Type: MANUAL</i>			
28	NF-03-A-28 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 100 <i>Survey date: WEDNESDAY 22/09/21</i>			
	<i>Survey Type: DIRECTIONAL ATC COUNT</i>			

LIST OF SITES relevant to selection parameters (Cont.)

29	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		36	
	<i>Survey date: MONDAY</i>		<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
30	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre)	TERRACED HOUSES		NORTH YORKSHIRE
	Residential Zone Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>10/05/17</i>	<i>Survey Type: MANUAL</i>
31	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI-DETACHED		POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>11/05/15</i>	<i>Survey Type: MANUAL</i>
32	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		71	
	<i>Survey date: THURSDAY</i>		<i>23/01/14</i>	<i>Survey Type: MANUAL</i>
33	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
34	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED		SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		38	
	<i>Survey date: FRIDAY</i>		<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
35	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		73	
	<i>Survey date: THURSDAY</i>		<i>09/05/19</i>	<i>Survey Type: MANUAL</i>
36	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	<i>Survey date: THURSDAY</i>		<i>22/05/14</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

37	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	DETACHED & SEMI 43 <i>24/09/15</i>	SOMERSET <i>Survey Type: MANUAL</i>
38	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 42 <i>25/09/18</i>	SOMERSET <i>Survey Type: MANUAL</i>
39	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 41 <i>25/09/18</i>	SOMERSET <i>Survey Type: MANUAL</i>
40	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 26 <i>22/11/17</i>	STAFFORDSHIRE <i>Survey Type: MANUAL</i>
41	TW-03-A-03 STATION ROAD NEAR NEWCASTLE BACKWORTH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES 33 <i>13/11/15</i>	TYNE & WEAR <i>Survey Type: MANUAL</i>
42	VG-03-A-01 ARTHUR STREET BARRY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	SEMI-DETACHED & TERRACED 12 <i>08/05/17</i>	VALE OF GLAMORGAN <i>Survey Type: MANUAL</i>
43	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 23 <i>25/09/19</i>	WARWICKSHIRE <i>Survey Type: MANUAL</i>
44	WK-03-A-04 DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED HOUSES 49 <i>27/09/19</i>	WARWICKSHIRE <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

45	WL-03-A-02	SEMI DETACHED		WILTSHIRE
	HEADLANDS GROVE			
	SWINDON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		27	
	Survey date: THURSDAY		22/09/16	Survey Type: MANUAL
46	WM-03-A-04	TERRACED HOUSES		WEST MIDLANDS
	OSBORNE ROAD			
	COVENTRY			
	EARLSDON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:		39	
	Survey date: MONDAY		21/11/16	Survey Type: MANUAL
47	WS-03-A-07	BUNGALOWS		WEST SUSSEX
	EMMS LANE			
	NEAR HORSHAM			
	BROOKS GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		57	
	Survey date: THURSDAY		19/10/17	Survey Type: MANUAL
48	WS-03-A-10	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		79	
	Survey date: WEDNESDAY		07/11/18	Survey Type: MANUAL
49	WY-03-A-01	MIXED HOUSING		WEST YORKSHIRE
	SPRING VALLEY CRESCENT			
	LEEDS			
	BRAMLEY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:		46	
	Survey date: WEDNESDAY		21/09/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BD-03-A-03	15/10/20	Undertaken during Covid 19
CA-03-A-07	27/05/21	Undertaken during Covid 19
CH-03-A-12	30/04/21	Undertaken during Covid 19
ES-03-A-06	16/06/21	Undertaken during Covid 19
GS-03-A-02	23/04/21	Undertaken during Covid 19
HF-03-A-04	08/06/21	Undertaken during Covid 19
KC-03-A-09	09/06/21	Undertaken during Covid 19
NR-03-A-02	20/10/20	Undertaken during Covid 19
NR-03-A-03	20/10/20	Undertaken during Covid 19
SF-03-A-08	16/09/20	Undertaken during Covid 19
SY-03-A-02	10/09/20	Undertaken during Covid 19
SY-03-A-03	09/09/20	Undertaken during Covid 19
WO-03-A-07	01/10/20	Undertaken during Covid 19

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	49	46	0.078	49	46	0.292	49	46	0.370
08:00 - 09:00	49	46	0.148	49	46	0.356	49	46	0.504
09:00 - 10:00	49	46	0.135	49	46	0.179	49	46	0.314
10:00 - 11:00	49	46	0.140	49	46	0.172	49	46	0.312
11:00 - 12:00	49	46	0.146	49	46	0.170	49	46	0.316
12:00 - 13:00	49	46	0.173	49	46	0.177	49	46	0.350
13:00 - 14:00	49	46	0.177	49	46	0.172	49	46	0.349
14:00 - 15:00	49	46	0.172	49	46	0.186	49	46	0.358
15:00 - 16:00	49	46	0.268	49	46	0.187	49	46	0.455
16:00 - 17:00	49	46	0.284	49	46	0.166	49	46	0.450
17:00 - 18:00	49	46	0.322	49	46	0.160	49	46	0.482
18:00 - 19:00	49	46	0.245	49	46	0.146	49	46	0.391
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.381			2.436			4.817

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:	8 - 100 (units:)
Survey date range:	01/01/14 - 19/11/21
Number of weekdays (Monday-Friday):	62
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
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.



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