OPTIMA
Intelligent Highways Solutions

Coniston Avenue, Darton, Barnsley
Proposed Residential Development
Transport Statement

December 2021 (Initial Issue)

Prepared on behalf of

Barratt Homes & David Wilson Homes Yorkshire West Ltd

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1. Introduction

1.1 BACKGROUND

1.1.1 Optima Highways & Transportation (Optima) has been appointed to produce a Transport Statement (TS) in support of the development for residential purposes of a section of land to the north of Pennine View and the south of Coniston Avenue in Darton, Barnsley ('the Site') for residential purposes.

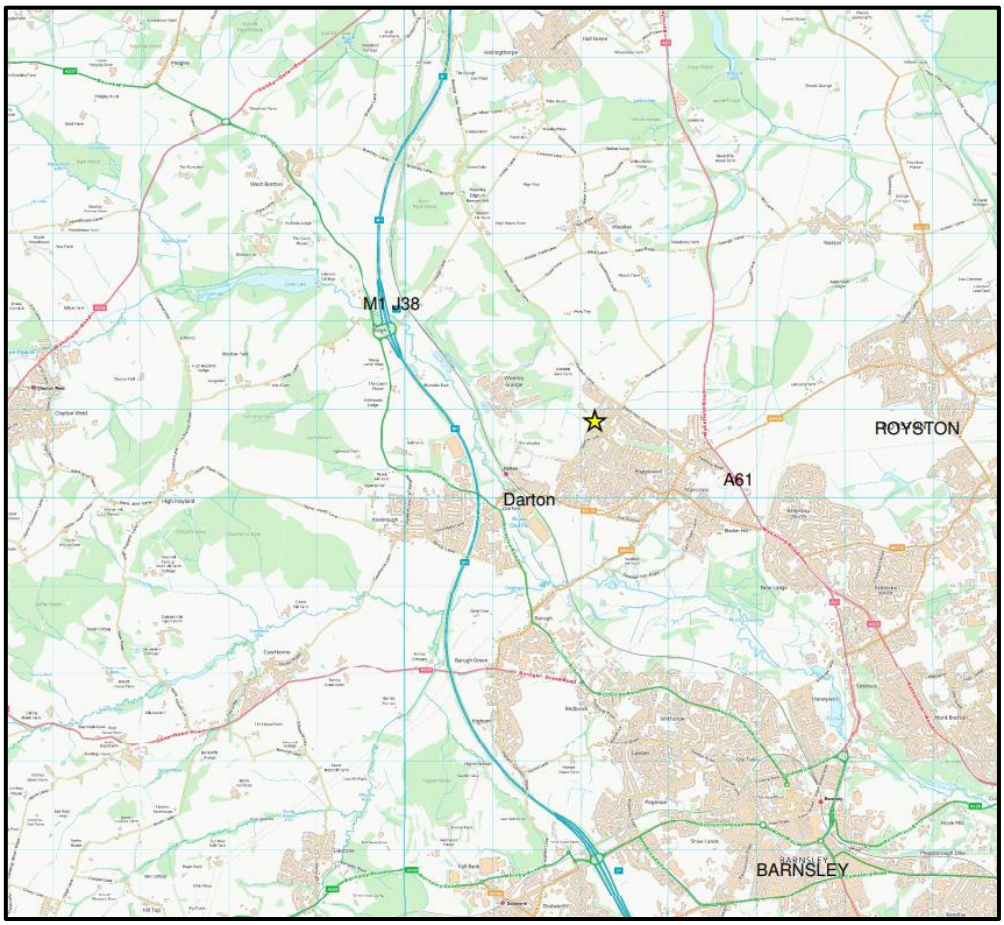
1.1.2 This full planning application is made on behalf of Barratt Homes & David Wilson Homes Yorkshire West Ltd to Barnsley Metropolitan Borough Council (BMBC), acting as both the Local Planning Authority and Local Highway Authority.

1.1.3 This TS supports the proposal for the development of 53 residential dwellings of various types. The proposed Site layout is shown in Appendix A, which shows that the Site is to be accessed off Coniston Avenue.

1.1.4 The Site is located within the Darton area of Barnsley and is close to complimentary land uses and also close to services, which are examined in detail within this report.

1.1.5 The Site location is shown in its strategic context in Image 1.1, which is an extract of Figure 1.

Image 1.1 Site Location



1.2 SCOPE OF REPORT

1.2.1 This report has been prepared in accordance with the Ministry of Housing, Communities & Local Government National Planning Practice Guidance on 'Travel Plans, Transport Assessments and Statements' published in 2014.

1.2.2 Cognisance has also been taken of the prevailing National Planning Policy Framework (NPPF). Paragraph 111 of the NPPF, July 2021 states 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".*

1.3 BACKGROUND

1.3.1 The Site has been identified for residential development as Site H6 "Land South of Coniston Avenue" within the Barnsley Local Plan, what was adopted in January 2019.

1.3.2 There have been two previous planning applications on the Site (ref B/03/0120/DT and B/00/1255/DT), which were refused, with highways access via Pennine View and highway safety concerns about its junction with Sackup Lane being a reason for refusal.

1.4 REPORT STRUCTURE

1.4.1 This report sets out the transport issues relating to the proposed development and identifies if any measures are required to accommodate the anticipated transport impacts of the scheme.

1.4.2 This TS considers the sustainability of the Site, reviewing the provision for, and quality of, facilities and connections to and from the surrounding areas. It covers a variety of topics which are set out within the following chapters:

- Chapter 2 - describes the Site and the existing transport conditions and includes an analysis of personal injury accident data;
- Chapter 3 - describes the accessibility of the Site by non-car modes;
- Chapter 4 - defines the development proposals, servicing and access strategy and parking provision;
- Chapter 5 - set out the trip generation methodology; and
- Chapter 6 - highlights the conclusions of the TS.

2. Existing Site Conditions

2.1 INTRODUCTION

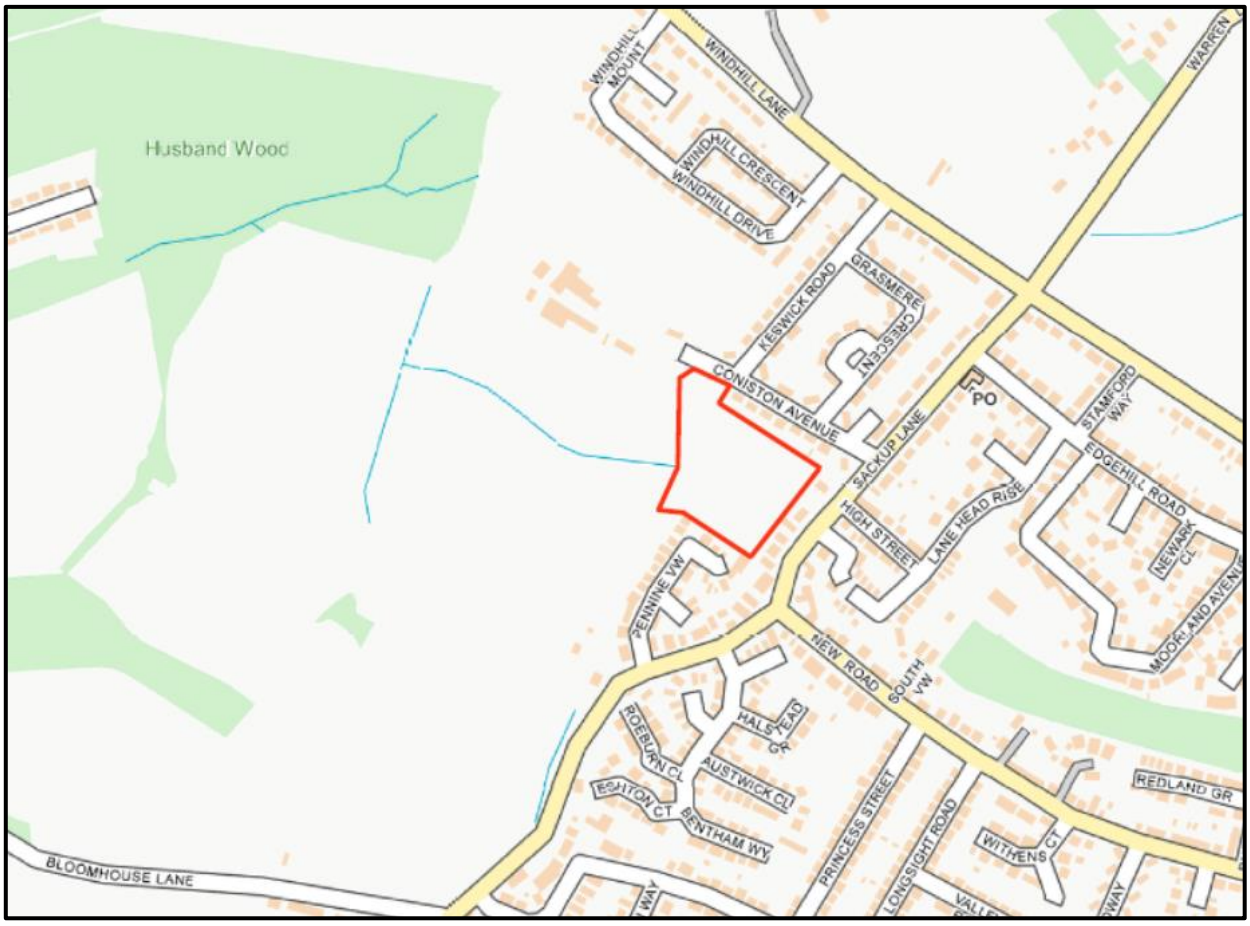
2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. It includes a review of existing collision data and describes the existing local facilities.

2.2 EXISTING SITE

2.2.1 The Site is located within Darton, which is a village to the north of Barnsley and adjacent to the M1, within the administrative area of BMBC.

2.2.2 The Site in relation to the strategic and local transport networks is shown in Figures 1 and 2 respectively. Image 2.1 illustrates the indicative red line application boundary, which is taken from Figure 2.

Image 2.1 Site Location



2.2.3 The Site is presently arable farmland and has had no previous development on it. It is bound by residential properties to the north, east and south and open farmland to the west and therefore is effectively an infill of the present residential outline of Darton.

2.3 EXISTING LOCAL HIGHWAY NETWORK

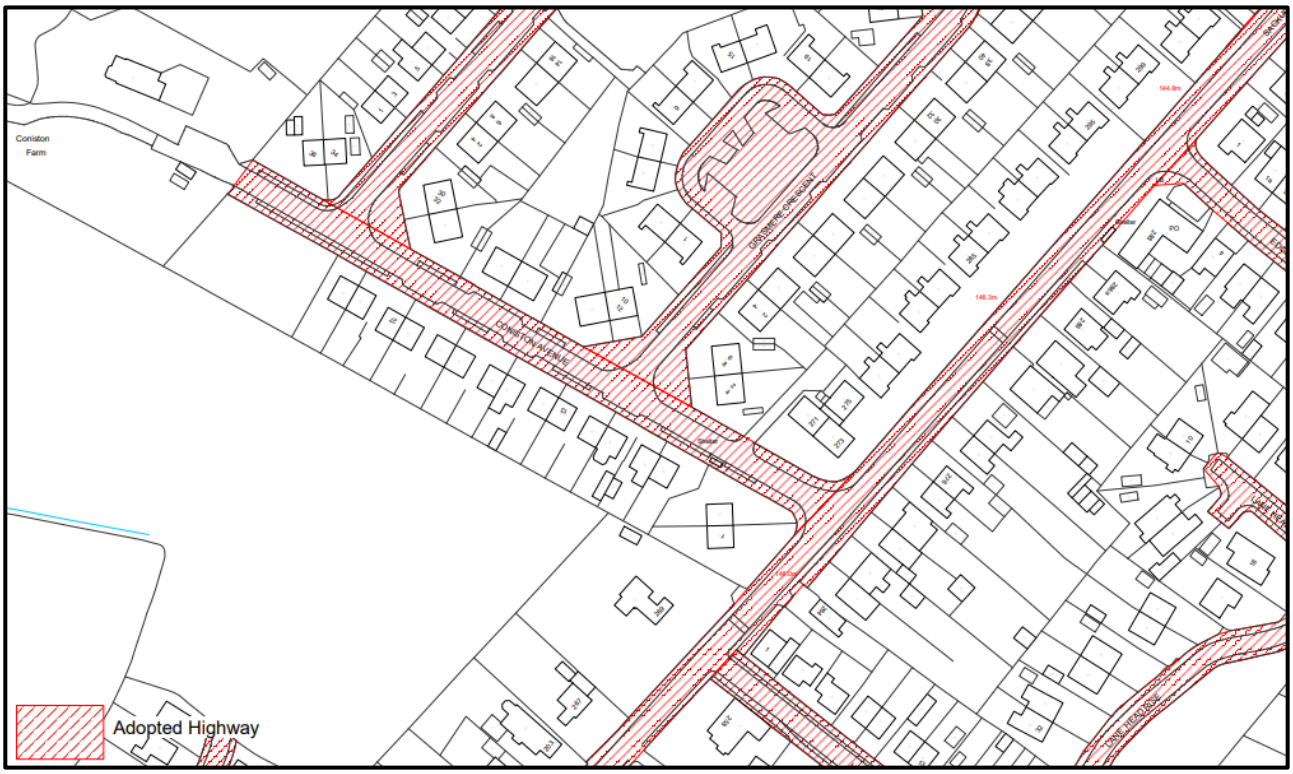
2.3.1 The Site is located to the south of Coniston Avenue, where the Site's vehicular access will be located. This is a residential street with a speed limit of 30mph. It is provided with a carriageway

that was measured to be 5.8m in width and it has footways on both sides of the carriageway measuring 2m in width, parts of which are protected from the edge of carriageway by a grass verge. Coniston Avenue is lit throughout.

2.3.2 To the east of the proposed Site access, some of the dwellings have parking in laybys provided, although many dwellings have driveways. There are no parking restrictions in place along the length of Coniston Avenue.

2.3.3 Highway adoption data has been purchased from BMBC for the area around the Site and is shown in Image 2.2. This shows that the relevant section of Coniston Avenue, where the new access will be located is within adopted highway, under the control of BMBC. Pennine View is also adopted highway, where the pedestrian and cycle link will be located.

Image 2.2 Highway Adoption Information



Source – Barnsley Council

2.3.4 To the east Coniston Avenue connects in to Sackup Lane via a priority junction. Sackup Lane is where the local buses are routed and also where the local Post Office and store is located.

2.3.5 Sackup Lane is predominantly a residential street and could be described as a local distributor road, as it has many local residential streets that it serves and links to Staincross Common. Sackup Lane runs from Staincross Common in the north to Station Road in the south and provides a direct access to Darton Primary School from the Site.

2.3.6 To the north of the Site access is Keswick Road which is another residential street. There are no parking restrictions in place along its length and it is also lit throughout and subject to a 30mph speed limit.

2.3.7 This provides a link from the Site to the local playground and also the most direct route to Staincross Common, which links the Site to Barnsley Town Centre and also to Junction 38 of the M1 via Haigh Lane.

2.3.8 To the south of the Site, there will be a pedestrian and cycle link to Pennine View. This is a newer residential street that also connects to Sackup Lane via a priority junction. Pennine View is lit throughout and subject to a 30mph speed limit. There are no parking restriction in place along its length.

2.3.9 From the Site, the main routes likely to be used by the development traffic are via Staincross Common and the A61 towards Barnsley Town Centre, Sackup Lane and Station Road, towards Darton and the A637 corridor or Staincross Lane and Haigh Lane towards Junction 38 of the M1. Traffic from the development is therefore expected to be split around the highway network, with no predominant route.

2.4 PERSONAL INJURY COLLISION DATA

2.4.1 Personal injury collision data has been obtained for the highway network in the vicinity of the Site for the most recent 5-year period prior to 31st December 2020. The study area includes the site and the highways and environs to all sides.

2.4.2 For the five-year period, there has been a total of six collisions, five of which were classified as being slight in severity, with one classified as serious. No fatal collisions have been recorded.

2.4.3 The serious collision occurred when an elderly man fell and suffered cuts to his head, on a bus travelling along Sackup Lane. It is unknown why the casualty had fallen over.

2.4.4 Full details of the collisions can be found at Appendix B and a summary can be found below in Tables 2.1 and 2.2.

Table 2.1 Personal Injury Collision Analysis – Severity

Severity	No of collisions	Percentage
Slight	5	83%
Serious	1	17%
Fatal	0	0%
Total	6	100%

Table 2.2 Personal Injury Collision Analysis – Severity by Year

Severity	2016	2017	2018	2019	2020	Total
Slight	2	1	1	1	0	5
Serious	0	0	1	0	0	1
Fatal	0	0	0	0	0	0
Total	2	1	2	1	0	6

2.4.5 A full assessment has been carried out of the circumstances behind each collision that has occurred in order to ascertain whether there are any underlying contributing factors relating to junction design / layout as set out in Table 2.3.

Table 2.3 Study Area - Personal Injury Collision Assessment

Collision Ref	Date / Time	Severity	Location	Details
1658610	06/04/2016 - 0740	Slight	Near Junction of Sackup Lane and Edgehill Road	A young child ran out from behind a parked car and was struck by a moving vehicle
16134223	12/10/2016 - 1240	Slight	Near Junction of Sackup Lane and High Street	A vehicle turned right without looking and was struck by a vehicle travelling in the opposite direction
17193430	17/06/2017 - 0915	Slight	Near Junction of Sackup Lane and Edgehill Road	A driver reversed and struck a pedestrian that was crossing behind them
18334821	30/09/2018 - 1220	Slight	Near Junction of Sackup Lane and High Street	A pedestrian was running for a bus that struck him on the arm as it passed
18807145	22/12/2018 - 1215	Serious	Near Junction of Sackup Lane and Coniston Avenue	A passenger has fallen on a service bus while it was moving, although the cause of the fall is unknown
19846734	11/06/2019 - 0740	Slight	Near Junction of Sackup Lane and Windhill Lane	A vehicle pulled out of the junction into oncoming traffic as it had seen a vehicle indicate left that then failed to make that turn

2.4.6 A summary of the collision records is as follows:

- Total of 6 collisions on the local highway network over 5 years;
- Average of 1.2 collisions per year;
- 5 slight collisions (83%), 1 serious collision (17%) and 0 fatal collisions (0%);
- No significant clusters or trends have been identified; and
- No underlying contributing factors relating to junction design/layout can attributed to any of the collisions recorded.

2.4.6 The collision data has been reviewed in detail and taking into account the extent of the study area, the 5 year time period, combined with a number of causation factors and a variety of locations, no specific road safety concerns have been identified.

2.5 BUS SERVICES

2.5.1 The nearest bus stops to the Site are located on Sackup Lane, with the stops being located within a 5 minute walk from the Site.

2.5.2 The northbound stop has a flag and timetable information and the southbound stop is provided with a flag.

2.5.3 A summary of the bus services operating from the stops on Sackup Lane is provided in Table 2.4.

Table 2.4 Bus Services from Sackup Lane

Service	Route	Days of Operation	Approx. Frequency in each direction
1	Barnsley – Smithies – Mapplewell – Staincross (single direction only as it operates as a circular service)	Mon-Fri	4 per hour
		Sat	4 per hour
		Sun	2 per hour
97	Bloomhouse Green – Staincross – Sandal - Wakefield	Mon-Fri	3 per day
		Sat	-
		Sun	-

2.5.4 As can be seen from Table 2.4, the existing bus services offer a direct, fast and frequent link into Barnsley Town Centre with the journey taking less than 25 minutes. This service provides links to educational, health, employment and retail opportunities, as well as providing interchange opportunities along its route and at Barnsley Interchange.

2.5.5 In addition to the above, local school and college bus services also provide services from the stops on Sackup Lane, which may be of use to residents at the development.

2.6 RAIL SERVICES

2.6.1 Barnsley Station is located 6.6km from the Site and can be accessed directly using the number 1 bus service, as shown in Table 2.4, which terminates at the adjacent bus station or the rail station can be accessed by cycle. There are 24 sheltered cycle parking spaces at Barnsley Station, located across both platforms.

2.6.2 Barnsley Station is managed by Northern, who also operate all services through the station. There are three services per hour to Sheffield, one of which only stops at Meadowhall and extends to Chesterfield and Nottingham. To the north, there is one express service an hour to Leeds that only calls at Wakefield Kirkgate and a slower service to Leeds via Castleford, which also calls at Darton. There is a further hourly service that connects Barnsley to Huddersfield via Penistone.

2.6.3 The closest rail station to the Site is Darton. This is 2km from the centre of the Site and is accessible by cycle or on foot. There are 18 covered cycle storage spaces provided at the station and a 10 space car park. There is one service per hour to Castleford, Wakefield Kirkgate and Leeds to the north and one service per hour to Barnsley, Meadowhall and Sheffield to the south.

3. Site Accessibility

3.1 ACCESSIBILITY ON FOOT

3.1.1 The residential design guide 'Manual for Streets' (MfS) advises that *"walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas…"* (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering *"the greatest potential to replace short car trips, particularly those under 2km"*.

3.1.2 The Department for Education (DfE) statutory guidance document, 'Home to School Travel and Transport', July 2014, defines an even greater maximum walking distance to schools of 2 miles (3.2km) and 3 miles (4.8km) for children under and over 8 years respectively.

3.1.3 The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the IHT document 'Providing for Journeys on Foot' as shown in Table 3.1.

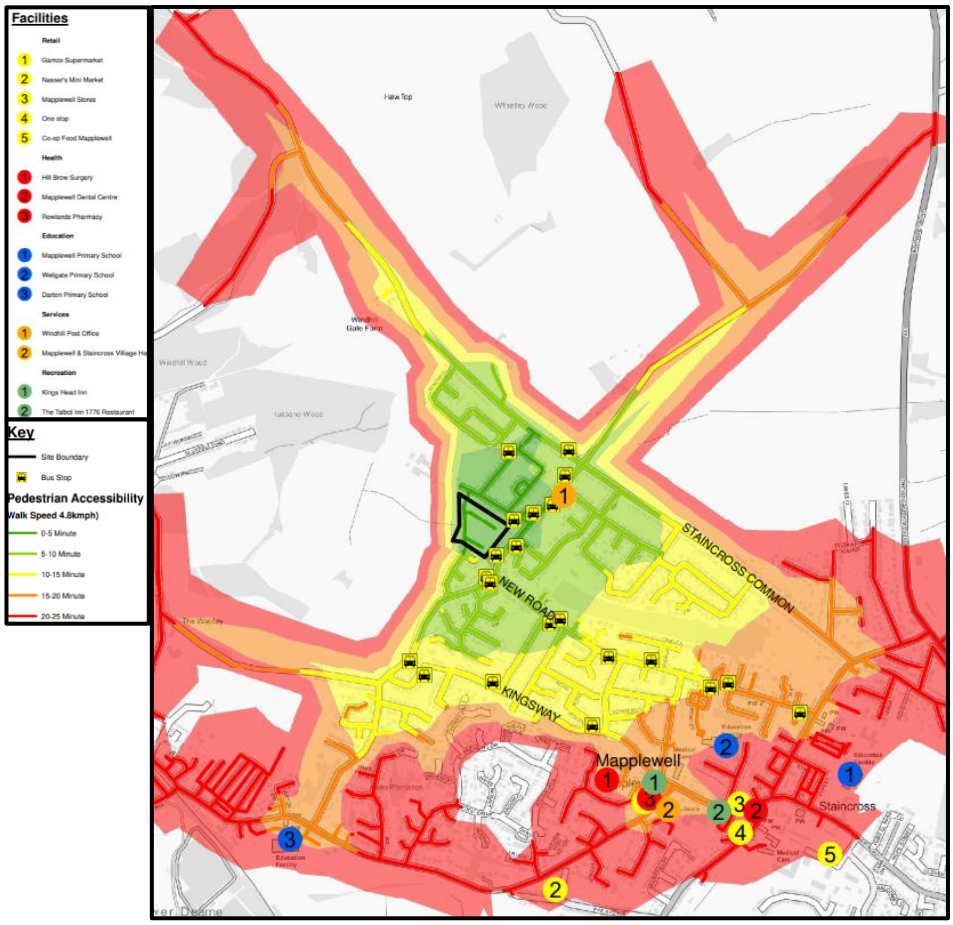
Table 3.1 Accessibility by Foot

	Town Centres (m)	School/Work (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source – Table 3.2 'Guidelines for Providing for Journeys on Foot' published by CIHT

3.1.4 Using GIS Network Analyst software, typical walk times (up to 25 mins equating to 2km) have been plotted from the centre of the proposed development which are shown on Figure 3. An extract of Figure 3 is provided at Image 3.1.

Image 3.1 Pedestrian Accessibility



3.1.5 The following key facilities can be accessed on foot:

- Nearby bus stops can be walked to well within 5 minutes;
- Hill Brow surgery is within a 20 minute walk from the Site, with a pharmacy close by and a dental practice within a 25 minute walk from the Site;
- There are three primary schools within a 25 minute walk from the Site, namely Mapplewell Primary School, Wellgate Primary School and Darton Primary School;
- Windhill Post Office and store is well within a 10 minute walk from the Site;
- Darton rail station is within 2km from the centre of the Site and therefore within walking distance; and
- There are multiple retail and recreational options located well with a 25 minute walk from the Site.

3.1.6 The Site is therefore within walking distance of local public transport facilities, retail, healthcare and educational facilities.

3.1.7 It is therefore concluded that the Site is accessible on foot.

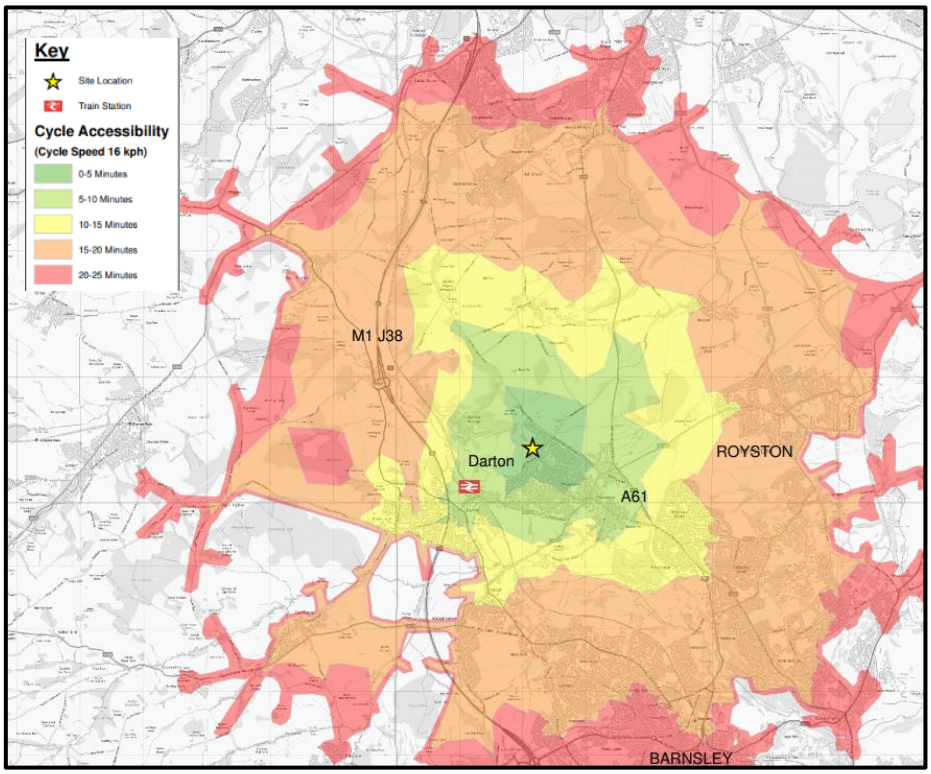
3.2 ACCESSIBILITY BY CYCLE

3.2.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5km, as referred to in Local Transport Note 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips up to 8km.

3.2.2 Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN 2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

3.2.3 Figure 4 illustrates an 8km (30 minute) cycle distance produced using Network Analyst software. An extract of Figure 4 is shown on Image 3.2.

Image 3.2 Cycle Accessibility



3.2.4 From the Site, an 8km catchment area encompasses an extensive area including the whole of Barnsley Town Centre, including the rail and bus interchange. The area encompassed stretches as far as Kettlethorpe to the north, Royston to the east, Barnsley centre to the south and West Bretton to the west.

3.2.5 Cycling can therefore be considered to be an attractive travel choice for residents at the Site. This will be enhanced with the extensive cycle car parking provided at the development.

3.3 PUBLIC TRANSPORT ACCESSIBILITY

3.3.1 As set out within Chapter 2, the Site benefits from access to frequent bus services operating along Sackup Lane, which provide convenient and direct access to Barnsley Town Centre, with direct access to education, health, retail and employment opportunities.

3.3.2 The bus services also provide a link to the Barnsley railway station and therefore can be used as part of a multi modal trip.

3.4 SUMMARY

3.4.1 The information provided within Chapter 3 shows that the Site is located in a sustainable location with most good, services and facilities in walking distance of the Site. Many further facilities ae available within a reasonable cycle ride from the Site or by using the goo Public Transport provision located nearby.

3.4.2 The Site has been allocated for residential development within the Local Plan and therefore the accessibility of the Site will have been considered as part of the Local Plan process of site selection.

4. Development Proposals

4.1 DEVELOPMENT PROPOSALS

4.1.1 The scheme proposals, which are illustrated on the Proposed Site Layout, contained in Appendix A, are for development of 53 residential units on a greenfield Site that has been allocated for residential development, as discussed in Chapter 1.

4.1.2 The 53 units will consist of 42 open market units and 11 affordable dwellings. The mix on site will include apartments, mews dwellings, semi-detached and detached units.

4.2 SITE ACCESS

4.2.1 Access to the Site will be taken from Coniston Avenue, to the north of the Site. This will be a simple priority access junction with a width of 5.5m on the access road carriageway with 2m footways provided on both sides of the carriageway. Kerb radii of 6m are provided at the Site access.

4.2.2 Given the 30mph speed limit on place on Coniston Avenue, 2.4m x 43m visibility splays are provided. It should be noted that to the west, Coniston Avenue becomes a dead end and is unadopted highway, therefore there are few traffic movements.

4.2.3 The internal footway through the Site will be extended so that it links to the existing footway on Pennine View, thereby offering a connection through for pedestrian and cyclists to the south. Vehicle access from Pennine View will not be possible as there will be no carriageway provided and planting will also prohibit any movements.

4.2.4 Other pedestrian and cycle movements from the Site will utilise the new vehicle access on to Coniston Avenue, where footways are provided on both sides of the carriageway.

4.3 SERVICING ARRANGEMENTS

4.3.1 Refuse collections and servicing will take place from the internal layout, with the vehicle accessing the Site from Coniston Avenue. For refuse collections, is expected that this will be an extension of the existing route through the existing residential streets.

4.3.2 The Site layout has been vehicle tracked using the refuse wagon specified within the South Yorkshire Design Guide. The vehicle tracking of the refuse vehicle is shown in Appendix C.

4.4 PARKING

4.4.1 To accord with the Barnsley Local Plan Supplementary Planning Document (SPD) Parking, adopted November 2019, (the Parking SPD) each dwelling with have at least 2 parking spaces within the dwelling curtilage for properties with three or more bedrooms with one or two bedroom properties having a single space.

4.4.2 The Parking SPD states that visitor parking, including on-street, is to be provided at one space per four dwellings although there is provision for visitor parking to be considered on a site by site basis. Within the proposed development, the visitor parking is to be provided on street.

4.4.3 Cycle parking for the development will be provided within garages, in those houses that are provided with them or in a separate secured covered area within the plot, in accordance with the Parking SPD.

5. Trip Generation

5.1 INTRODUCTION

5.1.1 This chapter sets out the trip generation methodology associated with the proposed development.

5.1.2 BDWH is looking to develop a larger Site to the south of the proposed development, which will be located off Bloomhouse Lane. This Site has been recently scoped with officers at BMBC. This discussion included suggested trip rates and for a consistency of approach the same trip rates have been used here.

5.2 PROPOSED VEHICULAR TRIP RATES

5.2.1 In order to predict the level of traffic generated by the proposed development, the latest TRICS 7.8.2 online database has been interrogated. Given the sustainable nature of the Site, as demonstrated elsewhere within this report, average trip rates have been used.

5.2.2 The time periods selected are the weekday morning (08:00-09:00) and evening (17:00-18:00) peak hour periods. Survey sites within the database have been chosen using the following parameters:

- Land use: Residential, Houses privately owned;
- Calculation options: Vehicular trip rates selected;
- Regions: Greater London sites excluded;
- Trip Rate Parameters: Number of Units: 150-370;
- Date range: 1st January 2013 to 23rd September 2019;
- Days included: Monday to Friday; and
- Location Type: Edge of Town and Suburban Area.

5.2.4 The TRICS output is contained at Appendix D and Table 5.1 summarises the predicted trip rates per dwelling.

Table 5.1 TRICS Vehicular Trip Rates

Time Period	Vehicular Trip Rates (per dwelling)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.145	0.386	**0.531**
PM Peak 17:00-18:00	0.381	0.177	**0.558**

5.3 PROPOSED TRAFFIC GENERATION

5.3.1 The vehicular traffic generation associated with the proposal for 53 dwellings, applying the above trip rates is shown in Table 5.2.

Table 5.2 Proposed Traffic Generation

Time Period	Vehicular Trips – 53 dwellings		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	8	20	28
PM Peak 17:00-18:00	20	9	29

5.3.2 As can be seen from Table 5.2, the proposal for a 53 dwelling residential development generates roughly a vehicle arriving or departing the Site every two minutes during peak periods.

5.3.3 A trip generation threshold of 30 two-way trips per hour is referenced within the Department for Transport document 'Guidance on Transport Assessment' (GTA) published in March 2007. This document was withdrawn and replaced by the National Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' document, However, this document does not provide updated figures and places the onus on Local Planning Authorities to assess the suitability of the highway network. As such guidance contained within GTA is regularly quoted by Highway Professionals, Planning & Highway Authorities and Highways England.

5.3.4 Although there is no suggestion that 30 two way peak hour vehicle trips would in themselves cause a detrimental impact (paragraph 2.11 of the GTA), any development generating 30 two way trips or less is highly unlikely to result in any material or severe impact on the operation of the local highway network.

5.3.5 As can be seen from Table 5.2, the proposed development is predicted less than 30 two way trips during both peak hours.

5.4 CONCLUSIONS

5.4.1 This level of traffic generated by the 53 dwellings proposed has been assessed and will not result in a material or severe impact on the local highway network.

6. Conclusions

6.1.1 This Transport Statement has been prepared by Optima, on behalf of Barratt Homes & David Wilson Homes Yorkshire West Ltd, in support of the planning application for the development of 53 dwellings on a greenfield Site to the north of Pennine View and to the south of Coniston Avenue, Darton, Barnsley.

6.1.2 The Site has been deemed suitable for residential development through the Local Plan process and is an allocated Site for residential development.

6.1.3 This report has provided a commentary on the existing Site and its conditions. It has demonstrated that the Site is in a sustainable location, with good quality public transport provision and cycle and pedestrian links.

6.1.4 This provision provides future residents with opportunities to travel via alternatives modes of transport and minimise trips by the private car to all facilities and services.

6.1.5 A review of the personal injury collision data has been undertaken for the study area, which has shown that there are no specific road safety concerns that the proposed development would exacerbate.

6.1.6 A safe and suitable access will be provided on to Coniston Avenue from the Site and this will be used by vehicular traffic, along with cyclists and pedestrians, where the access links to existing facilities.

6.1.7 A further link for pedestrians and cyclists will be provided to the south, linking to the existing footway on Pennine View.

6.1.8 Servicing of the development will take place from the internal network. The refuse wagon, specified by the South Yorkshire Design Guide has been used and the vehicle tracking provided within this report demonstrates that this vehicle can be accommodated within the internal Site layout.

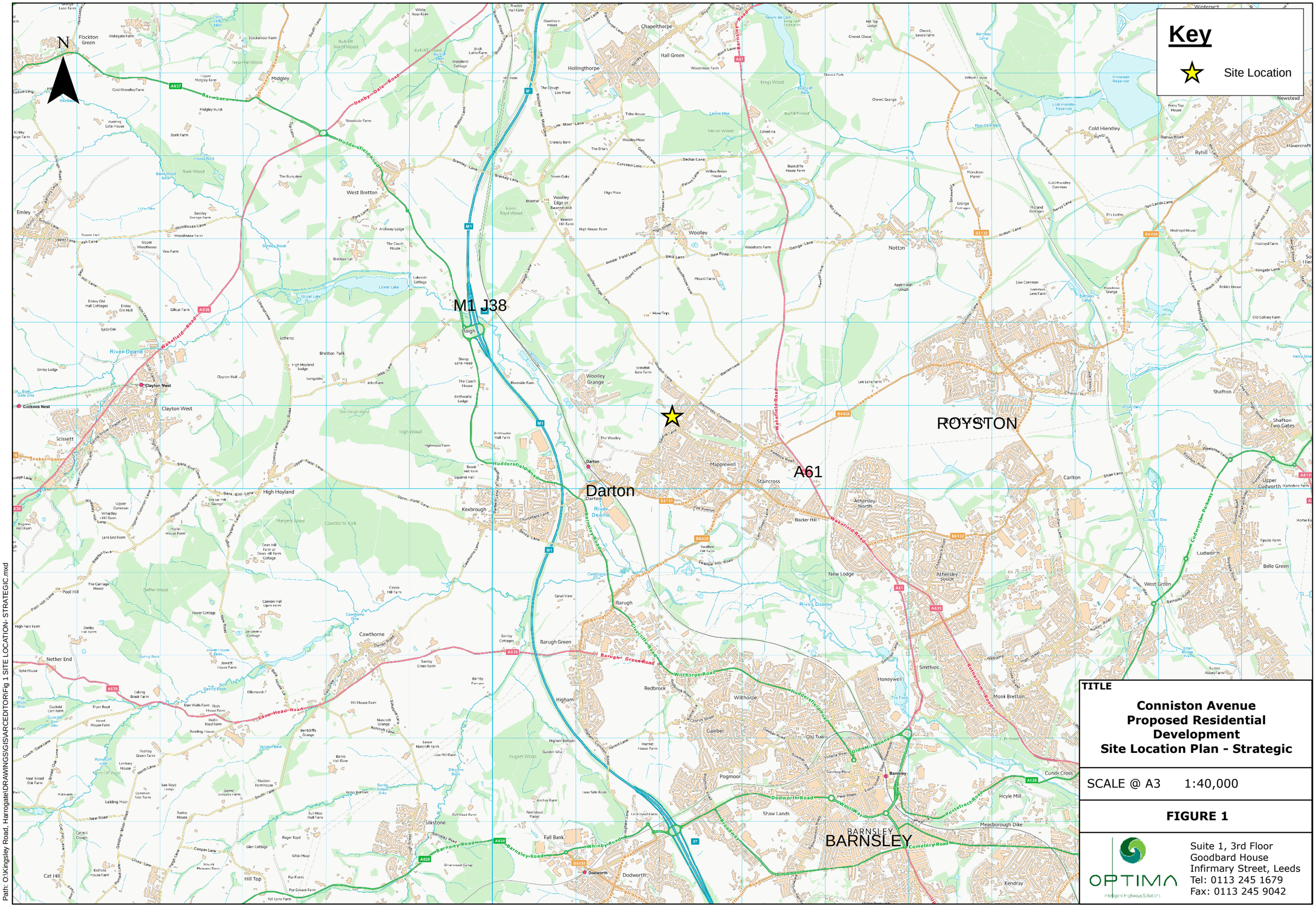
6.1.9 A discussion has been provided on the car parking provision at the Site and how the development proposals accord with the Parking SPD for car and cycle parking. All car parking associated with the development will be self contained with no overflow required on to surrounding residential streets.

6.1.10 Cycle parking at the Site will be provided within a garage or suitable outdoor storage facility, in accordance with the Barnsley Council parking SPD.

6.1.11 The level of traffic generated by the development could not be considered as severe, with reference to NPPF2 and will not result in a material impact on the local highway network.

6.1.12 It is therefore concluded that there are no highway or transport related issues that prevent the Site from being granted planning permission for residential development.

Figures



TITLE

Conniston Avenue
Proposed Residential Development
Site Location Plan - Strategic

SCALE @ A3 1:40,000

FIGURE 1

OPTIMA intelligent highways solutions

Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
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N

Windhill Gate Farm

Husband Wood

AD

ey

WINDHILL MOUNT

WINDHILL LANE

WINDHILL CRESCENT

WINDHILL DRIVE

WARREN LANE

KESWICK ROAD

GRASMERE CRESCENT

CONISTON AVENUE

PO

STAMFORD WAY

SACKUP LANE

EDGEHILL ROAD

HIGH STREET

LANE HEAD RISE

NEWARK CL

STAINCROSS COMMON

MOORLAND AVENUE

THORNE END ROAD

PENNINE VW

NEW ROAD

SOUTH VW

ROEBURN CL

HALSTEAD GR

AUSTWICK CL

ESHTON CT

BENTHAM WY

REDLAND GR

PRINCESS STREET

LONGSIGHT ROAD

WITHENS CT

VALLEY ROAD

BLOOMHOUSE LANE

Key

Site Boundary

TITLE

Conniston Avenue
Proposed Residential Development
Site Location Plan - Local

SCALE @ A3 1:4,000

FIGURE 2

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Tel: 0113 245 1679
Fax: 0113 245 9042

Path: O:\Pennine View, Darton, Barnsley\DRAWINGS\GIS\ARCEDITOR\Fig 2 SITE LOCATION- LOCAL.mxd

Facilities

Retail

1. Gamze Supermarket
2. Nasser's Mini Market
3. Mapplewell Stores
4. One stop
5. Co-op Food Mapplewell

Health

1. Hill Brow Surgery
2. Mapplewell Dental Centre
3. Rowlands Pharmacy

Education

1. Mapplewell Primary School
2. Wellgate Primary School
3. Darton Primary School

Services

1. Windhill Post Office
2. Mapplewell & Staincross Villiage Hall

Recreation

1. Kings Head Inn
2. The Talbot Inn 1776 Restaurant

*25 Mins (2km) = IHT Standard in 'Providing for Journeys on Foot'
Isochrones created using Network Analyst 10.0
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N

Key

Site Boundary

Bus Stop

Pedestrian Accessibility

Walk Speed 4.8kmph)

- 0-5 Minute
- 5-10 Minute
- 10-15 Minute
- 15-20 Minute
- 20-25 Minute

Haw Top
Wheatley Wood
Windhill Gate Farm
Windhill Wood
Husband Wood
The Woolley
Darton
Mapplewell
Staincross
River Dearne
STAINCROSS COMMON
NEW ROAD
KINGSWAY
BARNSLEY ROAD
A637
A61

TITLE

Conniston Avenue Proposed Residential Development Pedestrian Accessibility

SCALE @ A3 1:10,000

FIGURE 3

OPTIMA Intelligent Highways Solutions
Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Path: O:\Pennine View, Darton, Barnsley\DRAWINGS\GIS\ARCEDITOR\Fig 3 PEDESTRIAN ACCESSIBILITY.mxd

N

M1 J38

Darton

A61

ROYSTON

BARNSLEY

Key

Site Location

Train Station

Cycle Accessibility

(Cycle Speed 16 kph)

- 0-5 Minutes
- 5-10 Minutes
- 10-15 Minutes
- 15-20 Minutes
- 20-25 Minutes

*19 mins (5km) = LTN 2/08 Standard for General Cycling.
**30 mins (8km) = LTN 2/08 Standard for Commuting

TITLE

Conniston Avenue Proposed Residential Development Cycle Accessibility

SCALE @ A3 1:50,000

FIGURE 4

OPTIMA
Intelligent Highways Solutions
Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Path: O:\Pennine View, Darton, Barnsley\DRAWINGS\GIS\ARCEDITOR\Fig 4 CYCLE ACCESSIBILITY.mxd

Appendices

Appendix A Proposed Site Layout

SITE LAYOUT KEY:

- 1800mm BRICK WALL
- 1800mm BRICK WALL & FENCE
- 1800mm TIMBER FENCE
- 600mm KNEE HIGH RAIL
- SITE BOUNDARY
- EXISTING SURFACE WATER DRAINAGE ROUTE AND PROPOSED EASEMENT(LOCATION SUBJECT TO DETAILED SURVEY)
- EXISTING FOUL WATER DRAINAGE ROUTE AND PROPOSED EASEMENT(LOCATION SUBJECT TO DETAILED SURVEY)
- AFFORDABLE ANNOTATION
- BLOCK PAVING - DRIVEWAYS/PARKING
- BLOCK PAVING - SHARED SURFACE ROADS
- REAR ACCESS GATE (LOCKABLE)
- BIN COLLECTION POINTS
- BIN STORE
- CYCLE STORE
- REAR GARDEN CYCLE STORE
- ELECTRIC VEHICLE CHARGING POINT
- EXISTING TREES RETAINED
- EXISTING TREES REMOVED
- GRASSED AREAS (FRONT GARDEN)
- GRASSED AREAS (REAR GARDEN)

ACCOMMODATION SCHEDULE

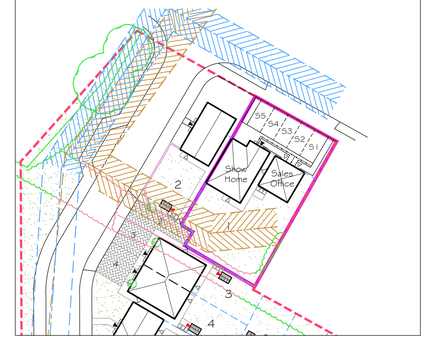
AFFORDABLE

HOUSE TYPE	TYPE	BED	STOREY	NO.
60	APT	1	2	4
61	APT	1	2	4
67	Mid	2	2	1
67	End	2	2	2
		TOTAL AFFORDABLE		**11**

OPEN MARKET

HOUSE TYPE	TYPE	BED	STOREY	NO.
Denford	Semi	2	2	4
Maidstone	Semi	3	2	13
Ellerton	Semi	3	2	6
Moresby	Semi	3	2	1
Moresby	Det	3	2	3
Denby	Det	3	2	3
Kingsley	Det	4	2	4
Windermere	Det	4	3	4
Alderney	Det	4	2	4
		TOTAL FREESALE		**42**
		TOTAL SITE		**53**

PROPOSED SALES AREA



NORTH

1:500 SCALE

10m 50m

Do not scale off this drawing - Only figured dimensions to be taken from this drawing. Drawings based on Ordnance Survey and/or existing record drawings - Design and Drawing content subject to Site Survey, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals.
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Rev	Date	Description	Drawn	Check

jrp Architecture Planning Urban Design Landscape

CLIENT:
BARRATT LEEDS

PROJECT:
LAND SOUTH OF CONISTON AVENUE, DARTON

DRAWING:
PROPOSED SITE LAYOUT

DRAWING NUMBER:
P21:5394:01

SCALE @ A1:
1:500

DRAWN:	DATE:
SD	NOV 21
CHECKED:	**DATE:**
LM	NOV 21

JRP Associates
14 Manner Court,
Calder Park, Wakefield, WF4 3FL
T 01924 383322
E info@jrpassoc.co.uk
W jrpassoc.co.uk

01 / SITE LAYOUT

Appendix B Personal Injury Collision Data

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100030252. Darton 2016-2020
South Yorkshire SRP

SCALE	1 : 1580
DATE	21/09/2021
DRWG No.	
DRN BY	

Accidents between dates **01/01/2016 and 31/12/2020 (60) months**
Selection: **Notes:**
Selected using Manual Selection **01-01-2016 to 31-12-2020 Darton for Optima Highways**

1658610 06/04/2016 Wednesda Time: 0740 Vehicles 1 Casualties 1 Slight
Easting: 432,411 Northing: 410,966
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SACKUP LANE BARNSLEY AT OR WITHIN 20 MTS OF EDGEHILL ROAD
Description: YOUNG CHILD RAN OUT FROM BEHIND A PARKED CAR, INTO THE PATH OF ON COMING CAR. CAUS SUSTAINS INJURIES MORE AS A RESULT OF IMPACT HITTING ROAD, THAN FROM ACTUAL RTC.

Vehicle Reference: 1 Car Going ahead
First point of impact: Offside
Vehicle direction: NE to SW Journey: Taking pupil to/from school
Age of Driver : 40 Breath test: Negative

Contributory Factors : 802 808 801

Casualty Reference: 1 Age: 7 Female Pedestrian Severity: Slight
Ped Dir: 9 Ped Movement : Driver's nearside masked
Ped Location: In carr elsewhere

Accidents between dates **01/01/2016** **and** **31/12/2020** **(60) months**
Selection: **Notes:**
Selected using Manual Selection **01-01-2016 to 31-12-2020 Darton for Optima Highways**

16134223 12/10/2016 Wednesda Time: 1240 Vehicles 2 Casualties 1 Slight
Easting: 432,293 Northing: 410,831
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SACKUP LANE BARNSLEY AT OR WITHIN 20 MTS OF HIGH STREET
Description: V1 TURNS RIGHT INTO HIGH STREET ACROSS PATH OF V2 TRAVELLING IN OPP DIRC.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: SW to SE Journey: Not known
Age of Driver : 61 Breath test: Negative

Contributory Factors : 703 405 307

Vehicle Reference: 2 Motorcycle over 50cc and up Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Journey as part of work
Age of Driver : 19 Breath test: Negative

Contributory Factors : 703 405 307

Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2016** **and** **31/12/2020** **(60) months**
Selection: **Notes:**
Selected using Manual Selection **01-01-2016 to 31-12-2020 Darton for Optima Highways**

17193430 17/06/2017 Saturday Time: 0915 Vehicles 1 Casualties 1 Slight
Easting: 432,429 Northing: 410,974
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: EDGEHILL ROAD BARNSLEY AT OR NR JN WITH SACKUP LANE
Description: V1 WAS PARKED OUTSIDE THE POST OFFICE ON SACKUP LANE AND STARTED TO REVERSE ONTO EDGEHILL RD, HE THEN THE DRIVER HEARD A MALE SHOUT ' WHAT YOU DOING' SO STOPPED IMMEDIATELY AND GOT OUT OF HIS CAR. TO FIND A ELDERLEY MALE SAT ON THE ROAD. THE ELDERLEY HAD A CUT TO IS RIGHT EYEBROW NAD TWO GRAZES ON HIS ELBOWS! THE DRIVER OF V1 OFFERED TO PHONE FOR AN AMBULANCE TO WHICH HE REFUSED.. HE STATED 'HE WAS OK' THE DRIVER TOOK THE MALE AND HIS DOG HOME

Vehicle Reference: 1 Car Reversing
First point of impact: Back
Vehicle direction: SW to E Journey: Not known
Age of Driver : 51 Breath test: Driver not contacted

Contributory Factors : 710

Casualty Reference: 1 Age: Male Pedestrian Severity: Slight
Ped Dir: 9 Ped Movement : Movement U/K
Ped Location: In carr elsewhere

Accidents between dates **01/01/2016** **and** **31/12/2020** **(60) months**
Selection: **Notes:**
Selected using Manual Selection **01-01-2016 to 31-12-2020 Darton for Optima Highways**

18334821 30/09/2018 Sunday Time: 1220 Vehicles 1 Casualties 1 Slight
Easting: 432,301 Northing: 410,842
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SACKUP LANE BARNSLEY AT OR NR JN WITH HIGH STREET
Description: PEDESTRIAN RUNNING FOR A BUS. KNOCKED BY THE BUS AND SUFFERED INJURY TO HIS ARM. PEDESTRIAN HAS NOT BEEN TO THE HOSPITAL AS YET. HE IS GOING TO ATTEND THE HOSPITAL THIS AFTERNOON. INCIDENT 375 OF THE 30TH SEPTEMBER IS LINKED TO THIS INCIDENT. STAGECOACH ARE AWARE. THE INJURED PARTY HAS BEEN IN TOUCH WITH STAGECOACH. THIS INCIDENT HAPPENED AT ROADWORDS WITH TRAFFIC LIGHTS. PEDESTRIAN SAYS THE BUS DRIVER WAS TRAVELLING AT LEAST 25MPH AT THE ROADWORKS.

Vehicle Reference: 1 Bus or coach Going ahead
First point of impact: Nearside
Vehicle direction: NE to SW Journey: Journey as part of work
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 803

Casualty Reference: 1 Age: 72 Male Pedestrian Severity: Slight
Ped Dir: 9 Ped Movement : Movement U/K
Ped Location: On footpath / verge

Accidents between dates **01/01/2016** **and** **31/12/2020** **(60) months**
Selection: **Notes:**
Selected using Manual Selection **01-01-2016 to 31-12-2020 Darton for Optima Highways**

18807145 22/12/2018 Saturday Time: 1215 Vehicles 1 Casualties 1 Serious
Easting: 432,314 Northing: 410,859
Fine without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SACKUP LANE BARNSLEY AT OR NR JN WITH CONISTON AVENUE
Description: V1 IS A STAGECOACH SINGLE DECKER BUS. AN ELDERLY GENTLEMAN HAS FALLEN ON THE BUS AND SUSTAINED A CUT THE BACK OF HIS HEAD. HE HAS BEEN TAKEN TO HOSPITAL VIA AMBULANCE. IT IS NOT KNOWN WHY HE HAS FALLEN.

Vehicle Reference: 1 Bus or coach Slowing or Stopping
First point of impact: Did not impact
Vehicle direction: NE to SW Journey: Journey as part of work
Age of Driver : 44 Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 70 Male Passenger Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2016** **and** **31/12/2020** **(60) months**
Selection: **Notes:**
Selected using Manual Selection **01-01-2016 to 31-12-2020 Darton for Optima Highways**

19846734 11/06/2019 Tuesday Time: 0740 Vehicles 2 Casualties 2 Slight
Easting: 432,478 Northing: 411,043
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 40

Location: WINDHILL LANE BARNSLEY AT OR NR JN WITH SACKUP LANE
Description: V1 WAITING AT JUNCTION TO TRAVEL STRAIGHT ACROSS FROM SACKUP LANE. V2 TRAVELLING ALONG STAINCROSS COMMON AND APPEARS TO HAVE INDICATED TO TURN ONTO SACKUP LANE, ALBEIT POSSIBLY UNINTENTIONALLY. V1 HAS SEEN THIS AND PULLED OUT HOWEVER AS IT DID SO, V2 H
AS CANCELLED THE INDICATOR AND CONTINUED, COLLIDING WITH V1.

Vehicle Reference: 1 Car Moving off
First point of impact: Offside
Vehicle direction: SW to NE Journey: Other
Age of Driver : 44 Breath test: Negative

Contributory Factors : 406 402

Casualty Reference: 1 Age: 44 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Taking pupil to/from school
Age of Driver : 43 Breath test: Negative

Contributory Factors : 406 402

Casualty Reference: 2 Age: 43 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2016** **and** **31/12/2020** **(60) months**
Selection:
Selected using Manual Selection

Notes:
01-01-2016 to 31-12-2020 Darton for Optima Highways

Accidents involving:

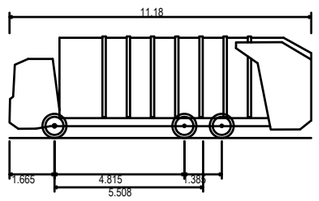
	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	1	4	5
2-wheeled motor vehicles	0	0	1	1
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	1	5	6

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	1	0	1
Motorcycle rider	0	0	1	1
Cyclist	0	0	0	0
Pedestrian	0	0	3	3
Other	0	0	0	0
Total	0	1	6	7

Appendix C Vehicle Tracking

DO NOT SCALE



Phoenix 2 One-Pass (with Elite 6x4 chassis)

Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	03/12/21	CJF	TRACKED UPDATED LAYOUT	TP	TP
-	23/11/21	CJF	INITIAL ISSUE	TP	TP

STATUS: PRELIMINARY

PROJECT: PENNINE VIEW, DARTON, BARNSLEY

CLIENT: BARRATT HOMES YORKSHIRE WEST

DRAWING TITLE: INTERNAL REFUSE TURNING HEAD TRACKING SWEPT PATH ANALYSIS

CHECKED	APPROVED	DRG No.	
TP	TP	21136/ATR/01	
DRAWN BY:	SCALE @ A3	DATE	REV.
CJF	1:250	23/11/21	-

OPTIMA
Intelligent Highway Solutions
Suite 1, 3rd Floor, Goodbard House, Infirmary Street
Leeds LS1 2JP
optimahighways.com T 0113 245 1679

Appendix D TRICS Output

Calculation Reference: AUDIT-750701-210906-0903

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
	HF	HERTFORDSHIRE	1 days
	KC	KENT	2 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	3 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
11	SCOTLAND		
	FA	FALKIRK	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	2 days

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

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: 151 to 297 (units:)
Range Selected by User: 150 to 350 (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: 01/01/13 to 23/09/19

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	4 days
Tuesday	2 days
Wednesday	4 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	1 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)	2
Edge of Town	11
Neighbourhood Centre (PPS6 Local Centre)	2

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

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	15 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

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	4 days
10,001 to 15,000	4 days
20,001 to 25,000	3 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	2 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	10 days
1.6 to 2.0	3 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	7 days
No	8 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	15 days

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

LIST OF SITES relevant to selection parameters

1 AN-03-A-08 HOUSES & FLATS ANTRIM
BALLINDERRY ROAD
LISBURN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 204
Survey date: TUESDAY *29/10/13* *Survey Type: MANUAL*

2 AN-03-A-09 DETACHED & SEMI-DETACHED ANTRIM
SLOEFIELD DRIVE
CARRICKFERGUS

Edge of Town
No Sub Category
Total No of Dwellings: 151
Survey date: WEDNESDAY *12/10/16* *Survey Type: MANUAL*

3 CA-03-A-06 MIXED HOUSES CAMBRIDGESHIRE
CRAFT'S WAY
NEAR CAMBRIDGE
BAR HILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 207
Survey date: FRIDAY *22/06/18* *Survey Type: MANUAL*

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

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

6 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

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

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

8 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY		
	GREAT YARMOUTH		
	BRADWELL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	275	
	Survey date: MONDAY	*23/09/19*	*Survey Type: MANUAL*
10	NF-03-A-07	MIXED HOUSES & FLATS	NORFOLK
	SILFIELD ROAD		
	WYMONDHAM		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	297	
	Survey date: FRIDAY	*20/09/19*	*Survey Type: DIRECTIONAL ATC COUNT*
11	SC-03-A-05	MIXED HOUSES	SURREY
	REIGATE ROAD		
	HORLEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	207	
	Survey date: MONDAY	*01/04/19*	*Survey Type: MANUAL*
12	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	*22/11/17*	*Survey Type: MANUAL*
13	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	HORSHAM		
	BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	151	
	Survey date: THURSDAY	*11/12/14*	*Survey Type: MANUAL*
14	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	*19/04/18*	*Survey Type: MANUAL*
15	WS-03-A-09	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: THURSDAY	*05/07/18*	*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
TOTAL 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	15	206	0.089	15	206	0.300	15	206	0.389
08:00 - 09:00	15	206	0.145	15	206	0.386	15	206	0.531
09:00 - 10:00	15	206	0.157	15	206	0.203	15	206	0.360
10:00 - 11:00	15	206	0.133	15	206	0.164	15	206	0.297
11:00 - 12:00	15	206	0.134	15	206	0.153	15	206	0.287
12:00 - 13:00	15	206	0.173	15	206	0.156	15	206	0.329
13:00 - 14:00	15	206	0.165	15	206	0.174	15	206	0.339
14:00 - 15:00	15	206	0.178	15	206	0.211	15	206	0.389
15:00 - 16:00	15	206	0.283	15	206	0.176	15	206	0.459
16:00 - 17:00	15	206	0.299	15	206	0.173	15	206	0.472
17:00 - 18:00	15	206	0.381	15	206	0.177	15	206	0.558
18:00 - 19:00	15	206	0.307	15	206	0.194	15	206	0.501
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.444			2.467			4.911

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:	151 - 297 (units:)
Survey date date range:	01/01/13 - 23/09/19
Number of weekdays (Monday-Friday):	19
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.