

**PROPOSED RESIDENTIAL
DEVELOPMENT OF UP TO 36
HOMES ON LAND AT SMITHY
WOOD LANE, DODWORTH**

**Transport Statement prepared on
behalf of The Vernon Wentworth
Nominee Trustees**

December 2015



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prepared on behalf of The Vernon
Wentworth Nominee Trustees**

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Produced by

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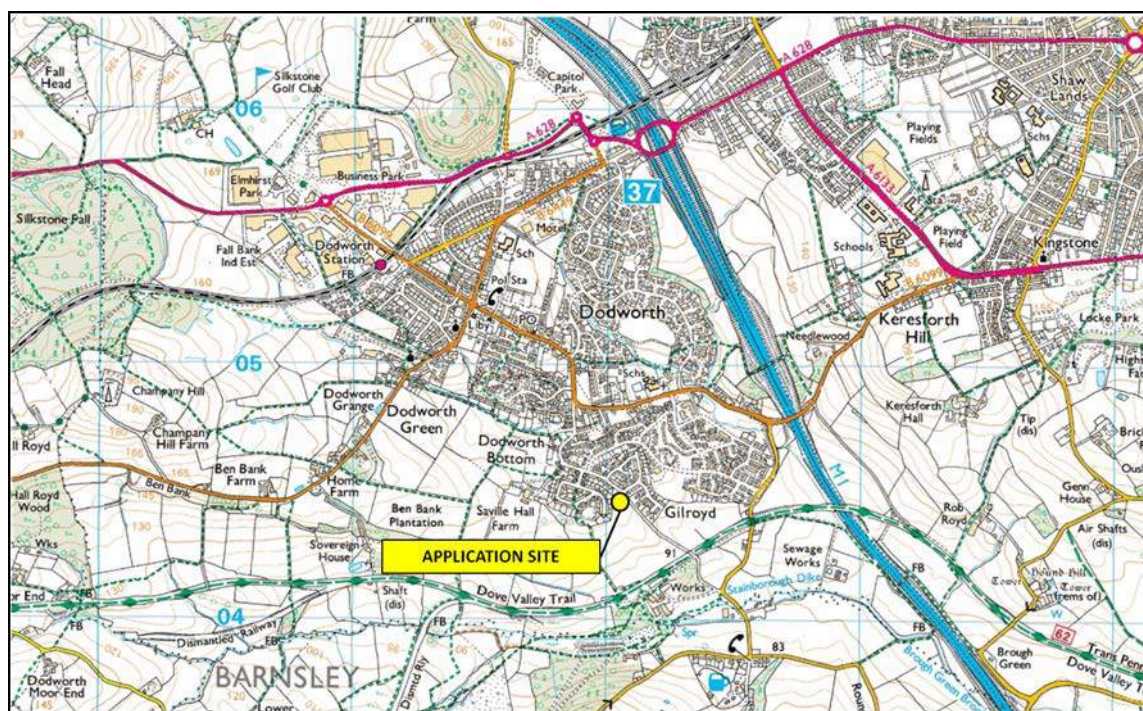
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1. INTRODUCTION & SCOPE OF STATEMENT

- 1.1 This Transport Statement (TS) has been prepared on behalf of The Vernon Wentworth Nominee Trustees to consider the highways and transport implications for the proposed development of land to the west of Smithy Wood Lane for up to 36 residential dwellings, under Use Class C3 with the proposals in the form of an Outline Planning Application. The land is currently used for agriculture. Figure 1 shows the location of the application site in relation to the surrounding area and road networks.

Figure 1 Site Location



- 1.2 The site is located 670m south of Dodworth Village Centre and 3km southwest of Barnsley Town Centre. Further afield, the proposed development is 17km north of Sheffield and 18km southeast of Huddersfield. The site is positioned on the southern edge of the urban area of Dodworth and the surrounding land uses are residential to the north and largely agricultural to the south.
- 1.3 The site in question was safeguarded in the UDP and has been allocated for proposed housing in the Consultation Draft Local Plan 2014, site reference H31. The area of land is 1.11ha.
- 1.4 The planning application is made in outline form with an indicative site layout prepared by the project Architects to illustrate the general form of development. Access is considered and is proposed to be taken via a priority junction in the approximate location of the existing field gate to the land.

1.5 The purpose of the Transport Statement is to assess the implications of the proposals in terms of accessibility, parking, traffic impact, and movement by sustainable modes of transport. Principally, the Transport Statement will include analysis of the person trip generation of the proposed uses and the implications thereof on the operation of the surrounding highway and transport networks and site accessibility.

1.6 The site and proposals have been the subject of formal pre-application consultation with Officers at Barnsley Metropolitan Borough Council in 2013 under reference number 2013/ENQ/00253. Comments were sought from the Highway Office during this process with the Highway Officer's view summarised in the pre-application response as below:

The proposed development potentially raises highway safety issues due to the standard of the approach network to Smithy Wood Lane. This includes concerns about the junction between Keresforth Road (B6099) and Stainborough Road and problems with on-street car parking on Stainborough Road, which effectively reduce the width of the road down to single carriageway width. The application would therefore need to be accompanied by a Transport Statement including capacity studies for the Council to determine whether or not there would be an objection to the application on highway safety grounds.

1.7 Therefore, these specific areas are examined within this TS through surveys of highway conditions at the Keresforth Road / Stainborough Road junction and subsequent assessments of the operation of this junction together with wider areas of assessment for the highway implications of the proposals.

1.8 The TS content is as follows:

- Section 2 considers the national and local policies with regard to the planning process of future applications with particular regard to transport
- Section 3 assesses the baseline highways and transport conditions in the site's vicinity in terms of describing the highway network and assesses the opportunities to travel by sustainable modes;
- Section 4 details the proposed change of use, examines its access strategy through the continuation of use of the existing shared private access to the land, and describes proposed parking and servicing matters;
- Section 5 addresses existing and proposed trip generation as well its implications in respect of the operation of the surrounding network;

1.9 Finally, Section 7 summarises and concludes the report's findings.

2. POLICY CONTEXT

National Planning Policy Framework

2.1 This Statement is prepared in the context of NPPF which in highways and transport terms seeks to achieve a balance by integrating land use and transport policy to create more sustainable development by appropriate location and design.

2.2 The National Planning Policy Framework (NPPF) was published in March 2012, superseding the previous PPG and PPS documents. Within the core planning principles as highlighted in para. 17 of the NPPF it states that planning should "...actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable..."

2.3 Section 4 of the NPPF continues on the theme of promoting sustainable transport. In para. 29 it highlights the role that transport policies have in contributing to wider sustainability and health objectives, citing smarter use of technologies and giving people real choice about how they travel as playing a key role in this regard.

2.4 Para. 32 of the NPPF requires developments that generate significant amounts of movement to be supported by a Transport Statement or Transport Assessment. Within such documentation there is a requirement to ensure that:

- opportunities for sustainable transport modes have been taken up;
- safe and suitable access to the site can be achieved for all people; and
- cost effective improvements can be made, if required, to limit the significant impacts of development.

2.5 Para. 32 goes on to state that "...development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

Barnsley Core Strategy

2.6 The Barnsley Core Strategy was adopted by Barnsley Metropolitan Borough Council on 8th September 2011 and provides the framework for planning and transportation within the town. Some of the key objectives are:

- "To improve access, movement and connectivity with sustainable travel;
- To secure safe, healthy and inclusive communities and promote well being;
- To make efficient use of land and infrastructure;

- To ensure all new development is sustainably designed and built to the highest standards."

2.7 With regards to transport, the Strategy refers to the key principles of the Barnsley Transport Strategy. Policy CSP 25 states that new development will be expected to be designed in order that the need for travel is reduced; provide at least the minimum parking for cycles; and produce a Transport Statement in accordance with planning thresholds.

2.8 Policy CSP 26 states "New development will be expected to be designed and built to provide safe, secure and convenient access for all road users."

Barnsley Local Plan Consultation Draft (2014)

2.9 The Local Plan is the document that will be referenced for future planning applications within the borough up to the year 2033. The plan is being finalised and the Local Plan Additional Consultation 2015 is currently underway until the 11th December 2015. Once it is adopted, The Local Plan will replace the Core Strategy and the Unitary Development Plan.

2.10 The Consultation Draft of 2014 is referred to here and sets the objective to "improve the economic prosperity and quality of life for all its residents" through provision of improved local opportunities, local living/working/travelling conditions, quality homes and improved design of development.

2.11 The Local Plan will also consider the future use of land within the borough with a focus on growth that ensures "settlements within the borough are able to provide appropriate levels of growth and regeneration critical to maintaining sustainable local communities."

2.12 Under Policy H2 - The Distribution of New Homes, the Plan set out a number of locations within the borough that were recognised as appropriate for new housing in order to suitably distribute the proposed number of new dwellings. The land to the west of Smithy Wood Lane, site reference H31 is listed as one of the sites allocated for housing in accordance with Policy H1. The indicative number of dwellings deliverable at the site was set at 36 for the land totalling 1.11ha.

2.13 The site would be considered to comply with the current Adopted Core Strategy in delivering sustainable development within the urban area of Barnsley with the site being able to accommodate up to 36 homes. Making a contribution to the assessed housing numbers within the Core Strategy including a proportion of affordable housing.

3. SITE ACCESSIBILITY & BASELINE HIGHWAY CONDITIONS

Application Site

- 3.1 The application site is on a plot of land bound by Smithy Wood Lane to the northeast, agricultural land to the south and the rear gardens of properties along Intake Crescent to the west. As existing, the site is accessed from a gated access on Smithy Wood Lane. The position of the site in a local context is shown in Figure 2.

Figure 2 Local Context of Proposed Site



Surrounding Highway Network

- 3.2 Smithy Wood Lane is a single lane carriageway road fronted by residential dwellings and acts as a local residential collector road for the surrounding residential estate. The carriageway extends approximately 400m northwest of the site at which point it joins with Stainborough Road and on to the Keresforth Road.
- 3.3 To the south east of the site, Smith Wood Lane continues as a Bridleway for approximately 650m at which point it joins Gilroyd Lane which extends north towards the Keresforth Road. Access to the Bridleway is enforced through a barrier restricting motorised vehicles but retaining access for pedestrians, cyclists and equestrians.

- 3.4 Intake Crescent, Saville Hall Lane and Bradwell Avenue are all local residential roads that junction with the Smithy Wood Lane carriageway providing access to residential streets. Saville Road junctions Smithy Wood Lane at a simple priority junction and continues north and east providing access to the Keresforth Road via Green Lane and Gilroyd Lane.
- 3.5 Smithy Wood Lane and adjoining local highways are generally wide with good footway provision. There is some incidence of local on-street parking however, at the northern extent of Smithy Wood Lane as it links to Stainborough. Smithy Wood Lane narrows slightly on its approach to the Silver Street / South Street junction and there are double yellow line parking restrictions through this narrowing. After this point, Stainborough Road widens out and subsequently junctions the B6099 Keresforth Road along which key local amenities are provided.
- 3.6 Keresforth Road is a classified 'B' road (B6099) oriented east-west and provides a key local route into Kingstone and onwards to Barnsley. The local highway network serving the site offers three routes to access the Keresforth Road via the Stainborough Road junction on its western extent; Green Lane junction from the south in proximity to the Keresforth Primary School and; the Gilroyd Lane junction at its eastern extent forming a direct link to Stainborough.
- 3.7 The latter two of these junctions provides a conventional priority junction layout and affords good levels of visibility commensurate with the posted speed limits. The junction of Stainborough Road with the Keresforth Road is in a less conventional layout with the minor road approaching at a tight angle from Keresforth Road west. This junction is subject to further review in this Transport Statement.
- 3.8 The local road network is subject to a 30mph speed limit which is in operation throughout Dodworth Village Centre and extends to the Gilroyd Lane / Keresforth Hill Road junction to the east and the Station Road / Mitchelson Avenue junction to the west. This is reflective of the educational, leisure and residential properties that front this section of local highways.
- 3.9 There are no parking controls on Smithy Wood Lane or the adjacent residential streets with the exception of a short length of Double Yellow Line (No Waiting at Any Time) on the narrow length of Stainborough Road immediately west of Smith Wood Lane and before Silver Street.

Road Safety Analysis

- 3.10 In order to review the road safety record in the vicinity of the site, Personal Injury Accident (PIA) data has been obtained from Barnsley Metropolitan Borough Council for a 5-year period from 2010-2014, inclusive. A total of 13 incidents were recorded within the search cordon of which none were 'fatal', 4 were 'serious' and 9 were classified as 'slight'. Full details of the PIAs are included as Appendix 1. Analysis has been undertaken to determine if there are any trends in the types or location of accidents on the local road network in the vicinity of the site.

- 3.11 Of the 4 'serious' incidents, 2 were attributed to a failure to look and 2 were the result of the driver losing control. In these cases, the first was most likely owing to wet and dark weather conditions and the second driver provided a positive breath test indicating driver error over defective road conditions.
- 3.12 Similarly, within the remaining accidents classified as 'slight', there were 5 occasions where the driver failed to look before the manoeuvre or where a pedestrian stepped into the path of moving vehicles which could be the result of misjudgement of speed or failure to look.
- 3.13 In one case, the injury occurred whilst a passenger attempted to board a stationary bus and no other vehicles were involved, hence this incident can be disregarded in terms of road safety.
- 3.14 One rear collision occurred resulting from a failure of the driver to react in time and hitting a stationary vehicle waiting at a junction. The final driver, also providing a positive breath test, lost control of the vehicle.
- 3.15 It is therefore concluded that there are no patterns or clusters of PIA incidents that would suggest defective road conditions in the surrounding area. All the accidents in this analysis could be attributed to failure to look, failure to stop, or loss of control either resulting from weather conditions or driving under the influence of alcohol.

Observed On-Street Parking Activity

- 3.16 As noted above, double yellow lines are present along the southern aspect of Stainborough Road. However, just south of Silver Street these restrictions are removed and for the remainder of the Stainborough Road north, there are no parking restrictions.
- 3.17 To establish the existing level of on-street parking activity around the Stainborough Road / B6099 junction, a parking beat survey was conducted on Wednesday 21st October 2015. The parking beat survey sought to identify levels of on-street parking demand over both sides of the carriageway along the sections of Stainborough Road and the B6099 between Silver Street in the south and Strafford Walk to the north, i.e. the area in proximity to the Stainborough Road / B6099 junction.
- 3.18 The parking beat surveys were taken between the hours of 08:00-09:00, 13:00-14:00, 17:00-18:00 and 22:00-23:00 with the beats taking place at 15 minute intervals.
- 3.19 The study area and the zones identified for the purposes of the study are shown at Figure 3, zone capacities are depicted at Table 3.1 and a copy of the parking beat survey is included as Appendix 2.

Table 3.1 Parking Capacities of Survey Zones

Zone	Available Parking Spaces	Zone	Available Parking Spaces
1	12	5	1
2	13	6	15
3	7	7	8
4	15	Total	89

Figure 3 Location of Parking Beat Survey



3.20 It was noted that although there are no parking restrictions on any of the sections surveyed, the maximum capacities provided for Zones 1 and 2 are theoretical as the carriageway was deemed too narrow to park along and therefore, these potential spaces were not included as 'available' spaces within the survey.

- 3.21 From the results of the parking beat survey, it is noted that during each beat there was no recorded parking in zones 1,2, 3, or 4 and the only parking in zone 5 was a single vehicle for a period of time during the evening beat (17:00-18:00).
- 3.22 The results suggest that the only zones which hold any significance for parking within the surveyed area are that of zone 6 and 7. These zones are on the eastern side of Stainborough Road between the B6099 and Silver Street.
- 3.23 Within zone 6 during the morning peak (08:00-09:00) and at lunch (13:00-14:00), there was an average of between 3 and 2 cars parked, respectively. During the evening peak (17:00-18:00) there were 7 parked vehicles which had increased to 9 by the night beat (22:00-23:00), 60% of the zone 6 capacity.
- 3.24 Recorded parking in zone 7 was minimal, with 1 vehicle recorded during the morning and evening peaks and 2 vehicles parked over the night beat, only 25% of total capacity.
- 3.25 The results of the parking beat survey clearly show that on-street parking levels around the Stainborough Road / B6099 junction are low with most parking activity observed taking place a distance from the junction of Stainborough Road with Keresforth Road.
- 3.26 It is highly unlikely that the presence of on-street parking will have any impact on the operation and safety characteristics of the junction, either in its present form or under small increases in vehicle movements as a result of the proposals.

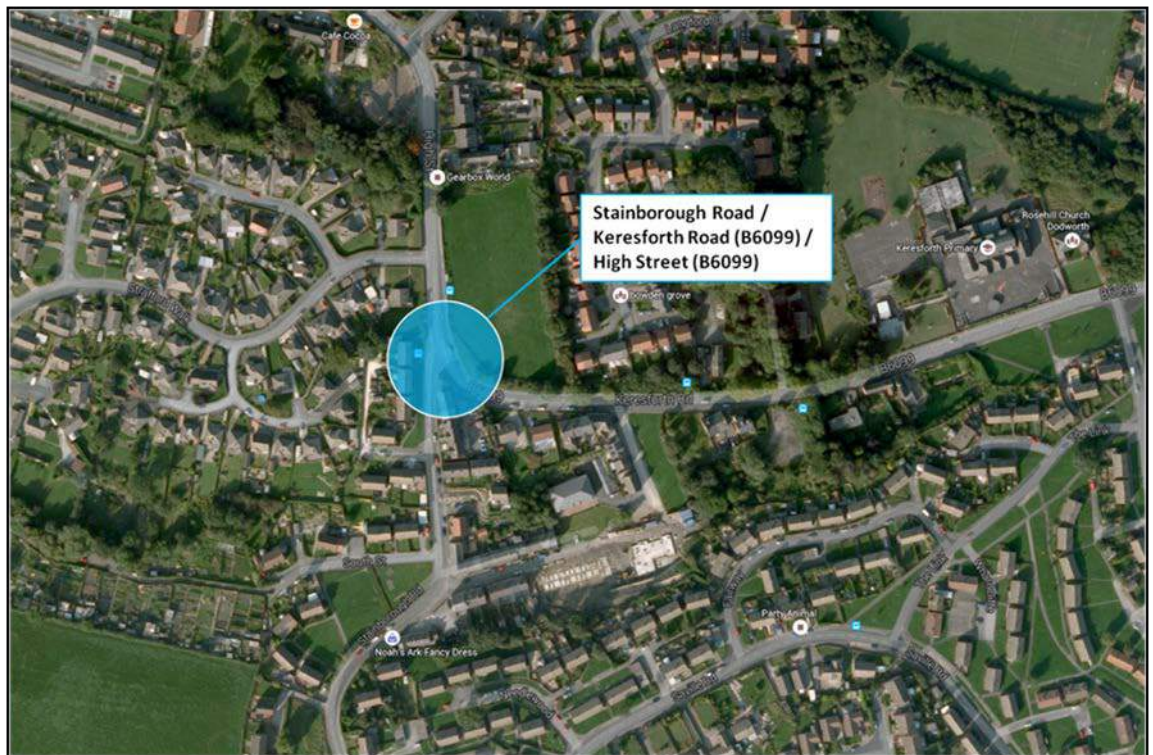
Observed Traffic Flows – Stainborough Road

- 3.27 Baseline traffic data has been obtained in the form of Manual Classified Count (MCC) surveys at the Stainborough Road / B6099 junction as shown in Figure 6. The MCC surveys were conducted on Wednesday 21st October 2015 during the AM peak (07:00-10:00) and the PM peak period (16:00-19:00).
- 3.28 Full copies of the MCC survey data are included as Appendix 3. The study area for the MCCs is shown at Figure 4 with table 3.2 below summarising the recorded flows.

Table 3.2 Summary of Junction Movements

Street	Movement	AM Peak	PM Peak
Stainborough Road	Straight	57	48
	Right	5	10
High Street	Straight	388	324
	Right	33	76
Keresforth Road	Straight	199	386
	Left	9	12

Figure 4 Junction of MCC Survey



3.29 It is evident from the turning count survey data that the junction of Stainborough Road with the Keresforth Road accommodates moderate level of traffic with relatively low levels of turning movements as would be anticipated given the scale of residential dwellings currently served.

Access by Non-Car Modes of Transport

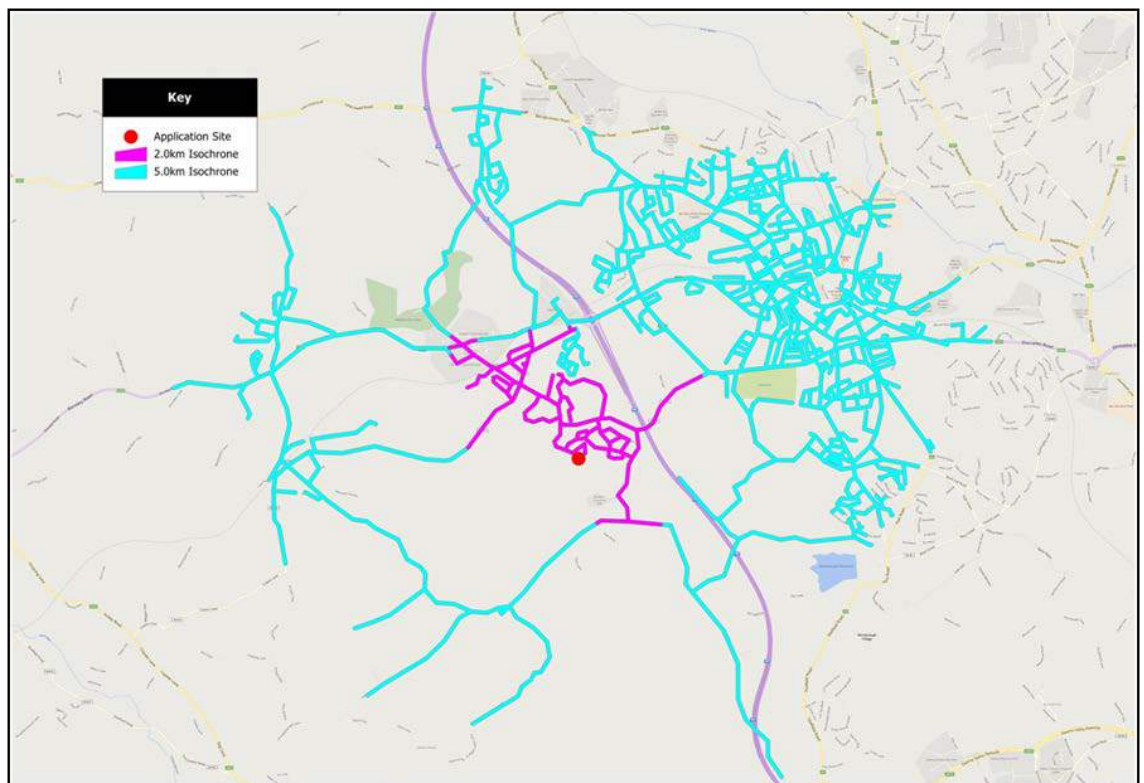
3.30 The planning process at national and local level seeks to ensure that sites are accessible by a range of sustainable transport modes. As such, this section of the Transport Statement examines site accessibility with respect to walking, cycling and public transport.

Walking and Cycling

3.31 In respect of walking both national and local planning policy advocate that this mode of travel is the key and primary mode of travel for all local trips with a general acceptance of walking catchments of up to 2km. In relation to cycling, both national and local planning policy also supports the view that this mode of travel also has the potential to substitute short car trips, particularly those less than 5.0km.

3.32 Figure 5 indicates the potential walk and cycle catchment areas of the application site illustrating areas of Dodworth that are within walking distance of the site and provide good access to local amenities.

Figure 5 Walk and Cycle Catchments



- 3.33 In the immediate vicinity of the proposed site access onto Smithy Wood Lane, there are footways along the east of the carriageway and the western footway begins in line with the first residential property. Hereafter, footways are present and continuous along Smithy Wood Lane and surrounding residential streets, providing pedestrian links to local neighbourhoods, inclusive of Saville Road and Green Lane, as well as local amenities including Keresforth School and Gilroyd Social Club.
- 3.34 Local footways are of a good standard and benefit from regular street lighting. Dropped kerbs are used where vehicles overrun the footway to access/egress private drives, creating an awareness for pedestrians of the potential vehicular movements.
- 3.35 Along Keresforth Road footways are present on either side of the carriageway for the full extent of the journey towards the village shops and amenities. Roads local to the site are subject to a 30mph speed limit improving the safety and confidence of pedestrians. The local road network is therefore safe and suitable to the needs of pedestrians and future occupants of the application site to access local amenities.
- 3.36 Table 3.3 summaries the range of facilities and amenities in the area and their distance from the application site. The B6099 High Street is 600m from the proposed development and hosts a number of facilities for future site occupants, including a pharmacy, post office and convenience stores with a range of local amenities illustrated at Figure 6.

Table 3.3 Summary of Local Amenities

Amenity	Distance	Amenity	Distance
Gilroyd Social Club	570m	Dodworth Practice and Apollo Medical Centre	950m
Rose Hill Church Dodworth	680m	Cohen's Chemist	960m
Noahs Ark Nursery	350m	Stainborough Road Play Area	350m
Cafe Cocoa	730m	Stainborough Cricket Club	960m
Keresforth Primary School	740m	Dodworth Library	1.1km
Stratford Industrial Park	740m	Budgens Convenience Store	1.2km
Throneley Arms	890m	Dodworth St. John the Baptist C of E Primary School	1.4km
Dodworth Post Office	950m	Dodworth Station	1.5km

Figure 6 Location of Local Amenities



3.37 In relation to cycling, carriageway widths are typically wide enough to accommodate cyclists and vehicles. Visibility is generally of a good level, aiding inter-visibility between cyclists and vehicles, providing safer movements for vehicles around the neighbourhood. It should also be noted that there is a significant network of quiet residential streets within the vicinity of the site that would provide for lightly trafficked routes between the site, local amenities, education sites and Dodworth village centre.

3.38 National Cycle Route 62 runs 250m south of the site and can be accessed from Smithy Wood Lane. Route 62 is a link between Fleetwood in the Fylde region of Lancashire with Selby in North Yorkshire and forms sections of the Trans Pennine Trail, a long distance path running between the east and west coast of northern England.

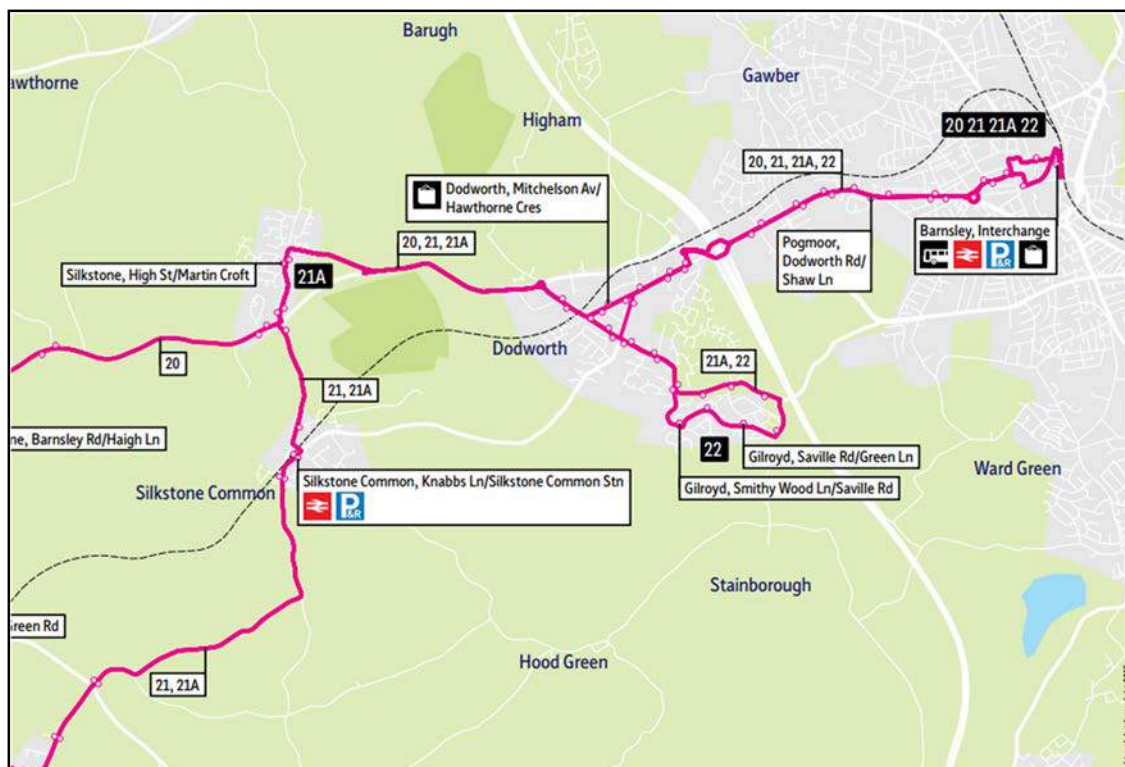
3.39 It is evident that the range of local facilities within Dodworth would be accessible within an acceptable walking and cycling distance of the site, with the local infrastructure supporting safe and convenient movement. Furthermore, Barnsley town centre is within an acceptable cycling distance.

Bus Services

3.40 The application site is located close to bus routes which provide an extensive service to the local and wider area, as well as forming direct links to some key facilities including Barnsley Interchange. The nearest bus stops to the site are the Smithy Wood Lane and Saville Road Bus Stops within an

approximate 400m (5-minute) walk of the proposed site. The eastbound stop benefits from a brick shelter and the westbound stop is provided with a glass shelter and seating with both stops providing time table information. These stops are served by routes 21A and 22.

Figure 7 Extract of Local Bus Route Map



- 3.41 Figure 7 above shows an extract from the Travel South Yorkshire Route Bus Map (September 2015) illustrating the local coverage of routes 20 / 21 / 21A/ 22 and the accessibility they provide. Collectively these routes offer services between Barnsley and Penistone, Monday through Saturday with a reduced hourly frequency on Sundays.
- 3.42 Route 20 and 21 operate during daytime hours while route 21A operates as an evening service in place of routes 20 and 21 and can be joined within close proximity to the site. Route 22 offers a frequent daytime service between Barnsley and Gilroyd. A more extensive bus service incorporating more surrounding villages between Barnsley and Penistone is provided by Routes 23 / 23A / 24.
- 3.43 There are two local school services, Route 410 and 417, that connect to Penistone Grammar school via Dodworth Road and Huddersfield Road, respectively, with Route 410 a 6-minute walk from the application site.
- 3.44 Table 3.4 shows the journey times to key destinations which sit beyond the suitable walking and cycling distances.

Table 3.4 Bus Times to Key Destinations

Route No.	Frequency (Buses per hour)				Route
	Monday - Saturday		Sunday		
	Day	Eve	Day	Eve	
20, 21, 21A	2	1	1	1	Barnsley - Dodworth - Silkstone - Oxspring - Spring Vale - Penistone
22	3	-	-	-	Barnsley - Dodworth - Smithy Wood Lane - Gilroyd, Saville Road
23, 23A, 24	1 every 2 hours				Barnsley - Gilroyd - Stainborough - Hood Green - Thurgoland - Thurgoland - Bolterstone - Stocksbridge - Langsett - Penistone
410	2 a day*		-	-	Barnsley - Gilroyd - Crane Moor - Penistone Grammar School
*School Service operating School Days only, at school start and finish times.					

3.45 At minimum there are 5 services an hour to Barnsley Town Centre and Barnsley Interchange that can be accessed within an acceptable walking distance from the proposed development. Dodworth to Barnsley is approximately 20 minutes by bus and it is worth noting the range of services this makes accessible to the future residents of the development.

3.46 Table 3.5 summarises briefly some of the bus routes available from Barnsley Interchange that residents would benefit from for work or leisure purposes.

Table 3.5 A Summary of a Selection of Bus Services from Barnsley Interchange

Route No.	Route
1	Barnsley - New Lodge - Mapplewell - Staincross - Bloomhouse Green
6	Barnsley - Kendray - Worsbrough
11	Barnsley - Smithies - New Lodge - Athersley South - Athersley North
28	Barnsley - Lundwood - Grimethorpe - Hemsworth - Kinsley - Fitzwilliam - Pontefract
43	Barnsley - Pogmoor - Kingston - Worsbrough - Barnsley
57	Barnsley - Monk Breton - Carlton - Royston - Notton - Pledwick - Wakefield City - Royston
67	Barnsley - Worsbrough - Pilley - Tankersley - Hoyland - Jump - Hemingfield - Wombell
95	Barnsley - Gawber - Wilthorpe - Gawber - Barugh - Darton - Kexborough - Mapplewell
219	Barnsley - Kendray - Darfield - Great Houghton - Thurnscoe - Barnburgh - Doncaster

Rail Services

3.47 Dodworth Rail Station operated by Northern Rail, is located approximately 1.5km northwest of the site within a reasonable cycling distance and sits on the Huddersfield to Sheffield line. Services operate hourly in either direction of travel with journey times to key destinations as outlined in Table 3.6.

Table 3.6 Daytime Journey Times by Rail to Key Destinations

Destination	Distance	Destination	Distance
Barnsley	7mins	Honley	33mins
Penistone	10mins	Sheffield	36mins
Chapletown	19mins	Lockwood	37mins
Stocksmoor	25mins	Huddersfield	47mins

3.48 Some of the destinations accessed from Dodworth station act as important connections to key employment and business hubs as well as leisure destinations, services and education facilities at local, regional and national scales.

- 3.49 It is concluded that the site is readily and safely accessible by foot and cycle to a range of local services and amenities, as well as being accessible to fast and frequent public transport services linking with wider destinations that provide excellent access to employment, education, healthcare and retail uses.
- 3.50 The location of the site therefore reflects the requirements of the NPPF and local policy in ensuring the patterns of growth make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are considered sustainable. The site provides a realistic choice in travel mode to cater for a number of day to day journeys which would act to reduce occupant's reliance on the private car.

4. PROPOSED RESIDENTIAL USE AND ACCESS STRATEGY

Proposed Development

- 4.1 The proposed development will comprise of the construction of up to 36 residential dwellings under Use Class C3 on land that is currently used for agricultural purposes. The indicative composition of these is proposed as 10 x 2-bed, 20 x 3-bed and 6 x 4-bed houses within the current outline application.
- 4.2 The planning application is made in outline form with access considered in detail and is proposed to be taken via a priority junction with Smithy Wood Lane in the approximate location of the existing field gate to the land. An indication of the principles of the layout are illustrated in the architect's plan at Appendix 4 showing the general internal layout of the application site and the division of the site into residential plots.

Movement & Access

- 4.3 The site is currently accessed via a field gate entrance to the land from Smithy Wood Lane, south of Bradwell Avenue and as such, it is proposed to be redeveloped to formally connect the site with the local highway network. This access will connect to the properties within the site via the internal access road. There would also be direct access via footway crossovers from Smithy Wood Lane to 4 properties at the northeast corner of the site. This is illustrated on the indicative layout and would be subject to further detail at Reserve Matters stage.
- 4.4 To the southeast of these properties there will be a vehicular access from Smithy Wood Lane taking form of a simple T-junction giving priority to users of the main carriageway. This access will serve a carriageway of 5.5m in width with adjoining 2m footways allowing sufficient space for two-way vehicle movements and will lead into the proposed development.
- 4.5 Internally, the indicative layout shows a simple looped network with the access road oriented in a north to south direction through the centre of the site and the proposed properties fronting onto this. It is proposed that central to the site there will be an island that will provide traffic with an easy, safe and convenient location to turn around. At the southern end of the access road there will be a turning head, provided to the appropriate dimensions to accommodate a refuse vehicle.
- 4.6 An Autotrack exercise has been carried out to illustrate the circulation of a refuse vehicle. The track demonstrates that the proposed road layout offers sufficient operation and manoeuvring space for a refuse vehicle to enter and exit the site in a forward gear, in line with the South Yorkshire Design Guide. The tracking drawing is appended to this report at Appendix 5.
- 4.7 The orientation and internal layout of the access road will provide sufficient visibility for turning vehicles and in particular vehicles reversing onto / from private driveways to the access road. The proposed width provides sufficient space for vehicles to overtake cyclists.

4.8 The access road will have footways on either side of the carriage to a width of 2m facilitating the safe travel of pedestrians through and out of the application site. Adjacent to the vehicular entrances associated with each property, the footways will have dropped kerbs, raising awareness of potential vehicle movements and increasing safety on the footway.

Car Parking

4.9 The Barnsley Local Plan sets out maximum car parking standards in the Supplementary Document (SDP) 'Parking' adopted in March 2012. These state that for Use Class C3 developments in the 'Borough Wide' area, 1- or 2-bed properties should provide no more than 1 parking space and 3-bed or higher dwellings should provide no more than 2 parking spaces.

4.10 Car parking at the application site will be off-street private parking within the boundary of each property. A summary of the parking distributions within the site are summarised at Table 4.1.

Table 4.1 Distribution of Parking Spaces by Housing Type

No. of Beds	No. of Units	No. of Parking Bays per Unit	No. of Garage Spaces per Unit	Total
2-bed	10	1	0	10
3-bed	20	1	1	40
4-bed	5	1	1	10
	1	2	2	4

4.11 Table 4.1 illustrates that all of the proposed properties will suitably meet the requirements of the Barnsley Parking Standards, with all 2-bed properties allocated 1 parking space, all 3-bed properties provided with 2 parking spaces and 5 of the proposed 4-bed units allocated 2 spaces.

4.12 There is one property with parking allocations higher than the standards, property 23 on the site layout. However, this unit is larger than the neighbouring properties and the spaces have been provided to maximise use of the turning head layout.

4.13 The South Yorkshire Design Guide (2011) states that driveways to individual parking should be a minimum 3.3 metres in width to include a pathway to the house and 2.75 metres otherwise and this is reflected in the indicative layout and will be included within subsequent Reserve Matters Applications.

- 4.14 All parking spaces will be at least 2.5 x 5m and garage spaces should be no less than 3 x 6.5m to comply with South Yorkshire standards. Where parking bays are provided in front of garages, the forecourt width would meet a 6m (5.5m where roller shutter doors are used) depth requirement.
- 4.15 Cycle parking will be provided to standards agreed with the Highway Authority in order to ensure suitable secure and covered cycle parking is provided for the occupiers of the site, encouraging greater use of this mode of travel as an attractive alternative to the use of the private car.
- 4.16 Each dwelling would be provided with accessible, secure, covered cycle parking in the form of space within a garage for at least one cycle, if provided, or within a domestic shed.
- 4.17 It should be noted that the application is in Outline form and the internal layout will be subject to Reserve Matters where full details of these facilities will be set out.

Refuse Collection and Servicing

- 4.18 Given the size of the proposed development, the number of service deliveries would be low and restricted to a weekly collection of refuse plus the occasional home delivery service. Given the internal road layout, the typical home delivery vehicles would readily be able to access the site, turn and exit in a forward gear.
- 4.19 Refuse collection will take place at the kerbside in the same format as the existing dwellings surrounding the site. Bins will be stored within the curtilage of each dwelling and it will be the responsibility of the residents to move bins to the publically-owned highway on the appropriate collection day. Operatives will collect bins from this point. Distances will not exceed 30m carry distance for residents or 25m carry distance for operatives, as set out in Manual for Streets.
- 4.20 As detailed above, Vehicle Tracking Plots have been undertaken for a large refuse vehicle demonstrating all dwellings can be served and carry distances will be well below the suggested guidelines

5. PERSON TRIP GENERATION

Proposed Development

- 5.1 Under the DfT's Guidance on Transport Assessment (2007) a TS should normally consider the weekday morning and evening peak periods when analysing the adjacent transport system with particular focus on the peak period traffic flows on the road network. It is during the weekday morning and evening peak periods when the greatest change in terms of trip generation arising from the proposed development, in particular vehicular trips, will combine with existing peak trips on the surrounding road network.
- 5.2 Interrogation of the TRICS database examining the weekday peak hour trip generation of the proposed development has been carried out. Appendix 6 provides the full TRICS output for sites that were identified during the filtering process and deemed as being representative in characteristic to the site in question.

Table 5.1 Total Person Trip Rates

Time Period	Trip Rates			Total Person Movements (36 units)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak	0.210	0.811	1.021	8	30	38
PM Peak	0.593	0.251	0.844	21	9	30
Daily	3.770	3.777	7.547	136	136	272

- 5.3 Table 5.1 provides a summary of the predicted person trip rates to be generated by the proposed development. This report focuses on the AM peak (0800-0900), the PM peak (1700-1800) and the daily total person trip rate during which period the proposals could generate in the order of 37 – 30 person trips respectively.
- 5.4 The 2011 Census Method of Travel to Work data for Barnsley 019D Lower Layer Super Output Area has been used to determine a reflective breakdown of the total person trips for the proposed development into travel modes. The summary of this is shown in Table 5.2 and included in full at Appendix 7 of this report.

Table 5.2 Modal Share (2011 Census – Super Output Area Lower Layer)

Mode	Modal Share	Mode	Modal Share
Car Driver	67%	Pedestrians	7.5%
Car Passenger	10.0%	Cyclists	0.8%
Public Transport	12.7%	Other	2.0%

5.5 Table 5.3 summarises the predicted level of multi-modal trip generation associated with the proposed development of 36 dwellings over a typical weekly daily profile.

Table 5.3 Person Trip Rates by Mode of Travel - Daily (0700-2200) Traffic Generation

Mode	Arrivals		Departures		Total	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Car Driver	2.525	91	2.530	91	5.056	182
Car Passenger	0.378	14	0.379	14	0.758	28
Public Transport	0.284	10	0.284	10	0.568	20
Pedestrians	0.029	1	0.029	1	0.058	2
Cyclists	0.480	17	0.481	17	0.962	35
Other	0.073	3	0.073	3	0.146	5
TOTALS	3.770	136	3.777	136	7.547	272

5.6 From Table 5.3 it can be seen that the proposed residential development is anticipated to generate in the order of 272 daily person trips. In terms of private-car driver trips, around 182 movements are likely to be generated in any given daily period (0700 – 2200) which equates to approximately 67% of the total trips. The remaining 33% or 89 person trips, are expected to be taken on foot, by cycle or public transport.

5.7 This data has been further assessed in order to provide an indication of the anticipated AM and PM peak hour movements associated with the development proposals. Table 5.4 below illustrates the peak hour trips associated with the proposed 36 dwellings and the likely modal split.

Table 5.4 Person Trip Rates by Mode of Travel - AM & PM Trip Generation

Mode	AM Peak				PM Peak			
	Arrivals		Departures		Arrivals		Departures	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Car Driver	0.141	5	0.543	20	0.397	14	0.168	6
Car Passenger	0.021	1	0.081	3	0.060	2	0.025	1
Public Transport	0.016	1	0.061	2	0.045	2	0.019	1
Pedestrians	0.002	0	0.006	0	0.005	0	0.002	0
Cyclists	0.027	1	0.103	4	0.076	3	0.032	1
Other	0.004	0	0.016	1	0.011	0	0.005	0
TOTALS	0.210	8	0.811	30	0.593	21	0.251	9

5.8 Table 5.4 shows that the proposed residential developments has the potential to generate in order of 38 person trips in the AM peak and 30 person trips in the PM peak. In terms of car driver movements, 25 are likely to occur during the AM peak and 20 in the PM peak.

5.9 Given that the proposed application site is currently agricultural land and there is to be a new access developed, the proposed site will generate new person movements. It is deemed however, that with an average vehicle generation of under one additional vehicle movement every two minutes during the peak periods, the development will have a negligible effect on the surrounding highway and transport networks in terms of operational capacity or safety.

6. IMPLICATIONS OF DEVELOPMENT TRIP GENERATION

- 6.1 In line with the comments of the Highway Officer through the pre-application consultation due consideration has been given to the conditions of the Stainborough Road / Keresforth Road junction and the following assesses the operation of this junction.
- 6.2 It is noted earlier in this report that site traffic would be likely to distribute through three possible routes (Keresforth Road / Stainborough Road junction, Green Lane Keresforth Road and Gilroyd Lane / Keresforth Road). The level of development related traffic is likely to distribute through these junctions based on trip destination / origin and it is clear than any of these junction would experience a very modest level of development related traffic which would be well below the normally accepted level where a junction assessments is required.
- 6.3 Notwithstanding this, the Highway Officer feedback includes commentary regarding the operation of the junction of Stainborough Road with Keresforth Road and therefore, for a robust assessment, all development traffic is assigned to this route to provide a 'worst case scenario' to assess the impact of development on the junction.

Assessment of Highway Capacity

- 6.4 To assess the future operation of the surrounding highway network, a 'future' year of 2020 has been adopted which is 5 year post-application.
- 6.5 On this basis the 2015 surveyed traffic flows collated from the MCC Survey have been factored up to the future year 2020 using data from the TEMPRO database (version 6.2). A growth factor for Dodworth urban road type has been adopted. A copy of the TEMPRO output is included as Appendix 8. Associated traffic flow diagrams have been appended to this report as Figures 1.1-4.2.
- 6.6 Trip distribution is a key element of the TS in assessing the impact of development-related trips on the capacity, safety and operational characteristics of the surrounding highway network. The distribution of development traffic has been based on the movements of the B6099 / Stainborough Road junction. Arrival and departures to and from the application site have been derived from the TRICS analysis in Section 4.
- 6.7 A junction capacity assessment has been carried out in order to determine the operational capacity of the B6099 Keresforth Road / B6099 High Street / Stainborough Road priority junction by assessing the development-related traffic against 2020 forecast network flows.

Junction Operation - B6099 Keresforth Road / B6099 High Street / Stainborough Road

6.8 Junction capacity assessment has been carried out using PICADY for the 2015 surveyed flows. Table 6.1 provides a summary of the junction operation of the junction under surveyed 2015 traffic flows. Full results of the PICADY analysis are included as Appendix 9.

Table 6.1 2015 Surveyed Flows - PICADY Analysis

Arm	2015 Surveyed AM Peak		2015 Surveyed PM Peak	
	Max. RFC	Max. Queue	Max. RFC	Max. Queue
B - AC	0.110	0.12	0.119	0.13
C - AB	0.066	0.07	0.165	0.20
* A = Keresforth Road, B = Stainborough Road, C = High Street				

6.9 From Table 6.1 it can be seen that under 2015 surveyed traffic conditions the priority junction operates well within capacity under existing conditions.

6.10 With the 2020 growth factor applied to the surveyed traffic flows, Table 6.2 shows the junction operational capacity under baseline conditions.

Table 6.2 2020 Base Flows - PICADY Analysis

Arm	2020 Base AM Peak		2020 Base PM Peak	
	Max. RFC	Max. Queue	Max. RFC	Max. Queue
B - AC	0.118	0.13	0.181	0.15
C - AB	0.070	0.08	0.132	0.22
* A = Keresforth Road, B = Stainborough Road, C = High Street				

6.11 Table 6.2 shows that under future year conditions the priority junction is predicted to work well within capacity with minimal levels of queuing and delay.

6.12 Combining the 2020 base flows with the projected development traffic flow distribution provides the 2020 base + development traffic flows. The impact of the proposed development has been tested and the results summary is shown in Table 6.3.

Table 6.3 2020 Base + Development Flows - PICADY Analysis

Arm	2020 Base + Devel. AM Peak		2020 Base + Devel. PM Peak	
	Max. RFC	Max. Queue	Max. RFC	Max. Queue
B - AC	0.155	0.18	0.161	0.19
C - AB	0.078	0.08	0.192	0.24

* A = Keresforth Road, B = Stainborough Road, C = High Street

- 6.13 From Table 6.3 it can be seen that in 2020 with development traffic added to the highway network, the priority junction will continue to operate within capacity with a negligible impact on the conditions of queuing and delay through the junction.

- 6.14 It should be noted that the above assessments is considered robust and in reality development traffic would distribute through a number of junctions onto Keresforth Road with these junctions also experiencing negligible impacts in respect to conditions of capacity, queuing and delay.

- 6.15 It is therefore considered that the proposals would not have a detrimental cumulative impact on the operation of the local highway network, in reflection of NPPF, particularly given the location relative to good local services and public transport connections which could facilitate a significant proportion of sustainable travel.

7. SUMMARY & CONCLUSIONS

- 7.1 This Transport Statement (TS) has been prepared on behalf of The Vernon Wentworth Nominee Trustees to consider the highways and transport implications relating to the proposed development of land west of Smithy Wood Lane, Dodworth for up to 36 dwellings (Use Class C3).
- 7.2 The proposals have been the subject of pre-application consultation with Officers at Barnsley Metropolitan Borough Council which included feedback from Highway Officers which has been adequately addressed within this Transport Statement.
- 7.3 The planning application is made in outline form with an indicative MasterPlan prepared by the Project Architects to illustrate the general form of development and its overall layout. Access is considered in detail and is proposed to be taken via a priority junction with Smith Wood Lane in the approximate location of the existing field gate to the site.
- 7.4 The land to the west of Smithy Wood Lane, is listed as one of the sites allocated for housing in accordance with Policy H1 under site reference H31. The indicative number of dwellings deliverable at the site was set at 36 for the land which is reflected in the application
- 7.5 In overall summary it has been demonstrated that the proposed development embraces Planning Policy guidance at both national and local level in terms of its location and accessibility by a choice of means of travel. Furthermore it has been demonstrated that the proposed development will, at worst, have a moderate impact on the operation of the surrounding highway and transportation networks with the potential to deliver significant local improvements to local pedestrian, cycle and bus connectivity to off-set the development traffic impact.
- 7.6 A summary of the findings within the Transport Statement are provided below:
- The site is in walking and cycling distance of amenities and facilities in the local area as well as bus services that are well connected to key local destinations. These bus services also connect to Barnsley Interchange and rail station allowing access to a much wider area;
 - Access to the site will be via Smithy Wood Lane at the southern end of the adopted highway which will allow access to the internal road network. There will also be four units which are proposed to have a direct access to the highway via private driveways;
 - Car parking will be provided within each dwelling curtilage inclusive of one parking space and one garage which suitably meets the requirements of Barnsley Metropolitan Borough Council;
 - Refuse collection will take place on-street and bin storage will be maintained within the curtilage of each property with the site able to safely accommodate the movement of refuse vehicles;
 - The proposed residential development would have the potential to generate approximately 38 person trips in the AM Peak and 30 person trips in the PM Peak of which approximately 25 AM peak movements and 20 PM peak movements would be by private car.

- This level of trip generation can be comfortably absorbed by the local transport network without any adverse impact on its operation and PICADY assessments show the B6099 / Stainborough Road priority junction will continue to operate well within capacity with the addition of development traffic; and
- The proposals would represent a sustainable location in transport terms and would not impact on the conditions of highway safety or capacity locally and would accord with the general principles contained within National Planning Policy Framework.

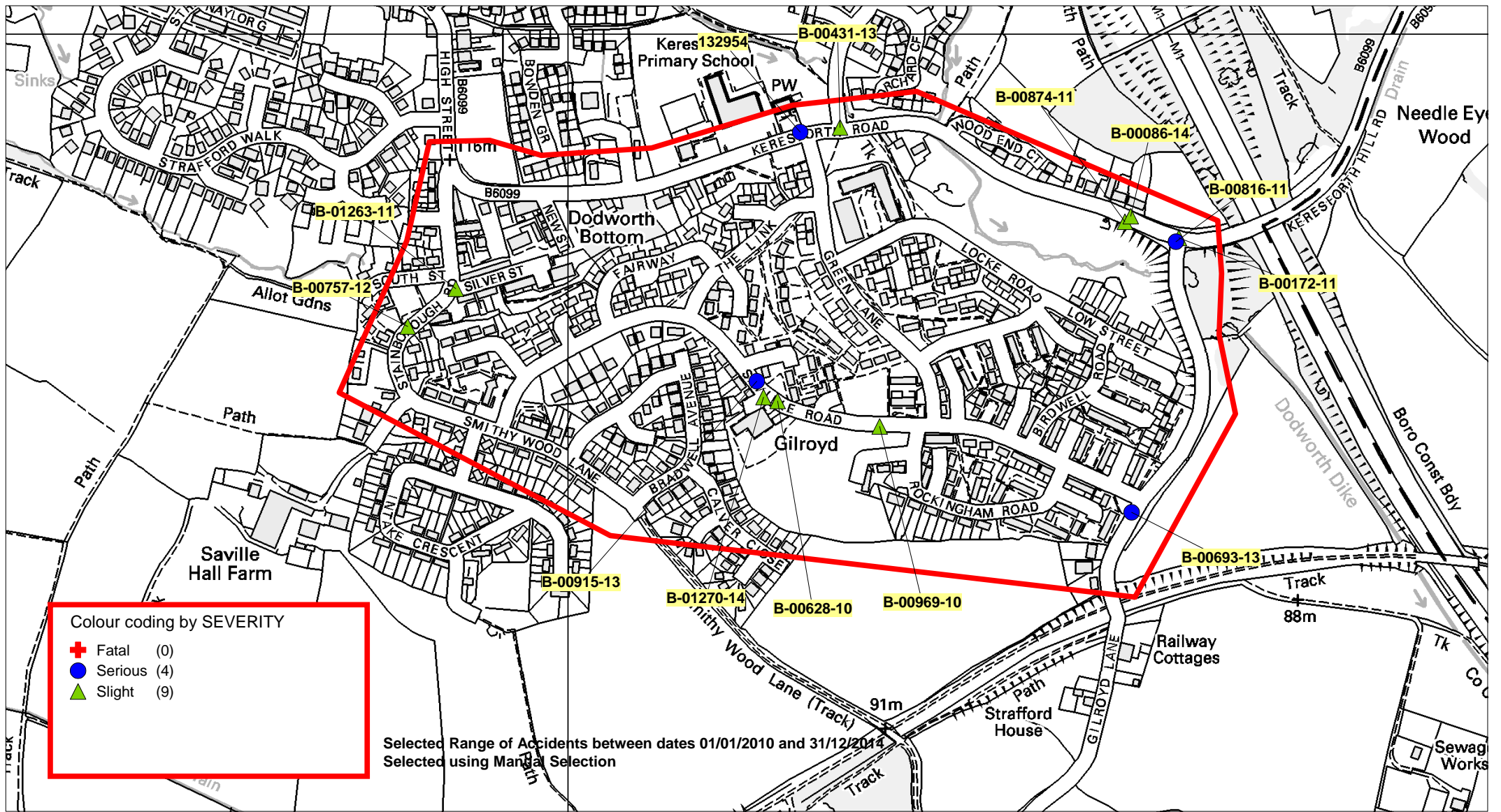
7.7 It is concluded that the site, as allocated for residential development in a sustainable location in transport terms and can provide good levels of access to local facilities by foot, cycle and public transport and that the anticipated traffic generation can easily be accommodated on the local highway network with negligible impact.

7.8 The indicative site layout demonstrates that a suitable form of development can be provided on site to accommodate up to 36 dwellings providing a highway layout able to safely accommodate the movement of vehicles and other highway users and can provide vehicle parking to meet the published Parking Standards that would not overspill into highway areas.

7.9 In reflection of the NPPF and supporting Local Policy the proposals would provide safe and convenient access, secure sustainable travel patterns by being accessible by non-car means and demonstrate that related traffic movements and the cumulative impact of development together with the form of access to the public highway would not materially impact on the operational capacity and safety of the transport network.

7.10 Therefore, in the context of the guidelines within para. 32 of the NPPF it is considered that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.

APPENDIX 1



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**MAKING SOUTH YORKSHIRE
 ROADS SAFER**

Selected map area

SCALE	1 : 5600
DATE	21/10/2015
DRWG No.	
DRN BY	

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Milestone Transport Planning - Saville Rd, Gilroyd

B-00628-10 13/06/2010 Sunday Time: 0502 Vehicles 1 Casualties 2 Slight

Easting: 432,222 Northing: 404,611

Fine without high winds Road Surface: Dry Daylight:street lights present

Road Type: Single carriageway Speed Limit: 30

Location: SAVILLE RD GILROYD

Description: MALE WITH KNIFE JUMPED INTO RD CAUSING DRIVER TO BRAKE AND REVERSE COLL WITH LAMP POST.

Vehicle Reference: 1 Car

Reversing

First point of impact: Back

Vehicle direction: W to E

Journey: Not known

Age of Driver : 39

Breath test: Not applicable

Contributory Factors : 999

Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 34 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Milestone Transport Planning - Saville Rd, Gilroyd

B-00969-10 15/09/2010 Wednesda Time: 1950 Vehicles 1 Casualties 1 Slight
 Easting: 432,330 Northing: 404,584
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 30

Location: SAVILLE RD GILROYD 25 MTS FROM J/W ROCKINGHAM RD

Description: CAS GOT OFF BUS & WENT TO CROSS RD AT REAR OF BUS. CAS STATES BUS MOVED BACK KNOCKING HER TO THE FLOOR.

Vehicle Reference: 1 Bus or coach

Moving off

First point of impact: Back

Vehicle direction: Parked to Parked

Journey: Journey as part of work

Age of Driver :

Breath test: Not applicable

Contributory Factors :

Casualty Reference: 1 Age: 16 Female Pedestrian

Severity: Slight

Ped Dir: 9

Ped Movement : Driver's nearside

Ped Location: In carr elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Milestone Transport Planning - Saville Rd, Gilroyd

B-00172-11 14/02/2011 Monday Time: 1119 Vehicles 2 Casualties 2 Slight
 Easting: 432,647 Northing: 404,784
 Fine without high winds Road Surface: Dry Daylight:street lights present
 Road Type: Single carriageway Speed Limit: 40

Location: KERESFORTH HILL RD BARNSELY AT J/W GILROYD LN
 Description: V2 STATIONARY AND WAITING TO TURN RGT WHEN V1 FAILED TO REACT IN TIME AND COLL WITH REAR OF V2.

Vehicle Reference: 1 Other motor vehicle Going ahead
 First point of impact: Front
 Vehicle direction: S to N Journey: Journey as part of work
 Age of Driver : 43 Breath test: Negative
 Contributory Factors : 403 706

Vehicle Reference: 2 Car Turning right
 First point of impact: Back
 Vehicle direction: S to N Journey: Not known
 Age of Driver : 64 Breath test: Not requested
 Contributory Factors : 403 706

Casualty Reference: 1 Age: 39 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 64 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Milestone Transport Planning - Saville Rd, Gilroyd

B-00816-11 26/08/2011 Friday Time: 2356 Vehicles 1 Casualties 2 Serious

Easting: 432,644 Northing: 404,780

Raining with high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Dual carriageway Speed Limit: 40

Location: KERESFORTH HILL RD BARNESLEY 5 MTS FROM J/W GILROYD LN

Description: V1 TV FROM BARNESLEY TW DODWORTH. HEAVY RAIN, WET SLIPPERY RD SURFACE. V1 STARTS TO DRIFT TO R, DRIVER OVERCORRECTS TO L & FISHTAILS, SPINNING ROUND & COLL WITH KERB, SIGN POST & LAMP POST.

Vehicle Reference: 1 Car

Going ahead right hand bend

First point of impact: Front

Vehicle direction: E to W

Journey: Not known

Age of Driver : 17

Breath test: Not provided (medical)

Contributory Factors : 103 108 307 410 605

Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 16 Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Milestone Transport Planning - Saville Rd, Gilroyd

B-00874-11 15/09/2011 Thursday Time: 0055 Vehicles 1 Casualties 2 Slight

Easting: 432,590 Northing: 404,801

Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: KERESFORTH RD BARNSELY

Description: DRIVER LOST CONTROL AND COLL WITH LAMP STANDARDS AND BARRIER.

Vehicle Reference: 1 Car Going ahead right hand bend

First point of impact: Front

Vehicle direction: E to W

Journey: Not known

Age of Driver : 29

Breath test: Positive

Contributory Factors : 501 602

Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Casualty Reference: 2 Age: 25 Male Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Milestone Transport Planning - Saville Rd, Gilroyd

B-01263-11 31/12/2011 Saturday Time: 1120 Vehicles 1 Casualties 1 Slight
 Easting: 431,881 Northing: 404,730
 Unknown Road Surface: Dry Daylight: street lights present
 Road Type: Single carriageway Speed Limit: 30

Location: STAINBOROUGH RD DODWORTH J/W SILVER ST

Description: V1 TV ALONG STAINBRO RD TW GILROYD WHEN A VEH TV OPP DIRC STOPPED
 TO ALLOW V1 TO MANOEUVRE. DRIVER OF V1 LOOKING AT FENCE ON L TRYING
 TO AVOID IT WHEN THE OTHER VEH SET OFF. V1 BRAKED SHARPLY TO AVOID
 COLL & PASS FELL FROM SEAT.

Vehicle Reference: 1 Bus or coach

Moving off

First point of impact: Did not impact

Vehicle direction: N to S

Journey: Journey as part of work

Age of Driver : 54

Breath test: Not requested

Contributory Factors : 408

Casualty Reference: 1 Age: 70 Female Passenger

Severity: Slight

Ped Dir:

Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Milestone Transport Planning - Saville Rd, Gilroyd

B-00757-12 25/08/2012 Saturday Time: 0830 Vehicles 1 Casualties 1 Slight

Easting: 431,830 Northing: 404,690

Other Road Surface: Wet/Damp Daylight: street lights present

Road Type: Single carriageway Speed Limit: 30

Location: STAINBOROUGH HILL DODWORTH, BARNSELY

Description: VEH 1 PSV TV ON STAINBOROUGH HILL AT DODWORTH. STAT AT BUS STOP.
CAS 1 PASS ATTEMPTED TO GET ONTO BUS BUT FELL.

Vehicle Reference: 1 Bus or coach Parked

First point of impact: Did not impact

Vehicle direction: Parked to Parked

Journey: Journey as part of work

Age of Driver : 32

Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: Female Passenger Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Milestone Transport Planning - Saville Rd, Gilroyd

132954 27/01/2013 Sunday Time: 1150 Vehicles 1 Casualties 1 Serious
 Easting: 432,246 Northing: 404,896
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: B 6099 KERESFORTH RD 5M WEST OF GREEN LN BARNSLEY SOUTH YORKSHIRE
 Description: PEDESTRIAN CROSSING FROM N/S TO O/S IS STRUCK BY VEHICLE IN PROCESS
 OF OVERTAKING PARKED VEHICLE

Vehicle Reference: 1 Car Overtaking stationary vehicle on its offside
 First point of impact: Front
 Vehicle direction: W to E Journey: Not known
 Age of Driver : 45 Breath test:

Contributory Factors : 701 801 802

Casualty Reference: 1 Age: 91 Male Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's nearside
 Ped Location: In car elsewhere

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Milestone Transport Planning - Saville Rd, Gilroyd

B-00431-13 10/07/2013 Wednesda Time: 1045 Vehicles 2 Casualties 1 Slight
 Easting: 432,288 Northing: 404,901
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: KERESFORTH RD BARNSELY J/W WATER ROYD DR

Description: VEH1 TRAV ALG B6099 IN THE DIRC OF DODWORTH HIGH ST COLL VEH2
PCYCLE WHICH WAS XING THE C/WAY FROM VEH1 N/SIDE

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: E to W Journey: Not known
 Age of Driver : 86 Breath test: Negative

Contributory Factors : 310

Vehicle Reference: 2 Pedal cycle Going ahead
 First point of impact: Front
 Vehicle direction: S to N Journey: Not known
 Age of Driver : 16 Breath test: Not requested

Contributory Factors : 310

Casualty Reference: 1 Age: 16 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Milestone Transport Planning - Saville Rd, Gilroyd

B-00693-13 09/10/2013 Wednesda Time: 1510 Vehicles 2 Casualties 1 Serious
 Easting: 432,597 Northing: 404,493
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: GILROYD LANE BARNSLEY 15 MTRS SAVILLE ROAD
 Description: V1 ON MAIN CARRIAGEWAY WHEN V2 PEDCYC EMERGES FROM TRACK TO LEFT AND COLL WITH V1

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: SW to NE Journey: Other
 Age of Driver : 73 Breath test: Negative

Contributory Factors : 310 405 403 702

Vehicle Reference: 2 Pedal cycle Going ahead right hand bend
 First point of impact: Front
 Vehicle direction: NW to SE Journey: Other
 Age of Driver : 17 Breath test: Not requested

Contributory Factors : 310 405 403 702

Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Milestone Transport Planning - Saville Rd, Gilroyd

B-00915-13 24/12/2013 Tuesday Time: 2343 Vehicles 1 Casualties 1 Serious

Easting: 432,200 Northing: 404,632

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: SAVILLE ROAD DODWORTH 20 MTRS HAZELSHAW

Description: V1 LEFT ROAD HITTING LAMPOST, MOUNTING PAVEMENT.

Vehicle Reference: 1 Car

Going ahead left hand bend

First point of impact: Front

Vehicle direction: NW to E

Journey: Other

Age of Driver : 26

Breath test: Positive

Contributory Factors : 306 501 602

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Milestone Transport Planning - Saville Rd, Gilroyd

B-00086-14 29/01/2014 Wednesda Time: 2300 Vehicles 2 Casualties 1 Slight

Easting: 432,596 Northing: 404,807

Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: KERESFORTH ROAD BARNESLEY 50 MTS GILROYD LANE

Description: V2 HAS DRIVEN DOWN KERESFORTH RD HIT THE KERB WHICH HAS RESULTED IN IT THEN COLLIDING WITH V1, V2 HAS COME TO REST IN A DITCH AT THE SIDE OF THE ROAD

Vehicle Reference: 1 Car

Reversing

First point of impact: Offside

Vehicle direction: N to S

Journey: Other

Age of Driver : 54

Breath test: Not requested

Contributory Factors : 605 607 306

Vehicle Reference: 2 Car

Going ahead right hand bend

First point of impact: Nearside

Vehicle direction: E to NW

Journey: Other

Age of Driver : 20

Breath test: Not requested

Contributory Factors : 605 607 306

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Milestone Transport Planning - Saville Rd, Gilroyd

B-01270-14 21/12/2014 Sunday Time: 1930 Vehicles 1 Casualties 1 Slight

Easting: 432,207 Northing: 404,615

Fine without high winds Road Surface: Dry Darkness: street lights present and lit

Road Type: Single carriageway Speed Limit: 30

Location: SAVILLE ROAD BARNESLEY 35 MTS HAZEL SHAW

Description: PEDN WALKING ALONG DRIVE TO SOCIAL CLUB. VEH REVERSES AND COLL WITH PEDN.

Vehicle Reference: 1 Car

Reversing

First point of impact: Back

Vehicle direction: NE to SW

Journey: Other

Age of Driver : 65

Breath test: Not requested

Contributory Factors : 701 802 405

Casualty Reference: 1 Age: 85 Female Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Driver's nearside

Ped Location: In carr elsewhere

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	3	8	11
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	1	1	2
Horses & other	0	0	0	0
Total	0	4	9	13

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	4	6
Passenger	0	0	6	6
Motorcycle rider	0	0	0	0
Cyclist	0	1	1	2
Pedestrian	0	1	2	3
Other	0	0	0	0
Total	0	4	13	17

APPENDIX 2

ZONE PLANS



AXIOM
Traffic Limited



PARKING BEATS



JOB REF: 19517

JOB NAME: BARNSELEY

SITES: STAINBOROUGH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

ZONE	PARKING RESTRICTIONS	MAXIMUM NUMBER OF SPACES	TIME														
			08:00			08:15			08:30			08:45			09:00		
			LEGAL	ILL	SPARE	LEGAL	ILL	SPARE	LEGAL	ILL	SPARE	LEGAL	ILL	SPARE	LEGAL	ILL	SPARE
1	NONE (NARROW ROAD VEHICLES UNABLE TO PARK)	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	NONE (NARROW ROAD VEHICLES UNABLE TO PARK)	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	NONE	7	0	0	7	0	0	7	0	0	7	0	0	7	0	0	7
4	NONE	15	0	0	15	0	0	15	0	0	15	0	0	15	0	0	15
5	NONE	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1
6	NONE	15	3	0	12	2	0	13	3	0	12	2	0	13	2	0	13
7	NONE	8	1	0	7	1	0	7	1	0	7	1	0	7	0	0	8

PARKING BEATS



JOB REF: 19517

JOB NAME: BARNSELEY

SITES: STAINBOROUGH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

ZONE	PARKING RESTRICTIONS	MAXIMUM NUMBER OF SPACES	TIME														
			13:00			13:15			13:30			13:45			14:00		
			LEGAL	ILL	SPARE	LEGAL	ILL	SPARE	LEGAL	ILL	SPARE	LEGAL	ILL	SPARE	LEGAL	ILL	SPARE
1	NONE (NARROW ROAD VEHICLES UNABLE TO PARK)	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	NONE (NARROW ROAD VEHICLES UNABLE TO PARK)	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	NONE	7	0	0	7	0	0	7	0	0	7	0	0	7	0	0	7
4	NONE	15	0	0	15	0	0	15	0	0	15	0	0	15	0	0	15
5	NONE	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1
6	NONE	15	3	0	12	3	0	12	2	0	13	2	0	13	2	0	13
7	NONE	8	0	0	8	0	0	8	0	0	8	0	0	8	0	0	8

PARKING BEATS



JOB REF: 19517

JOB NAME: BARNSELEY

SITES: STAINBOROUGH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

ZONE	PARKING RESTRICTIONS	MAXIMUM NUMBER OF SPACES	TIME														
			17:00			17:15			17:30			17:45			18:00		
			LEGAL	ILL	SPARE	LEGAL	ILL	SPARE	LEGAL	ILL	SPARE	LEGAL	ILL	SPARE	LEGAL	ILL	SPARE
1	NONE (NARROW ROAD VEHICLES UNABLE TO PARK)	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	NONE (NARROW ROAD VEHICLES UNABLE TO PARK)	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	NONE	7	0	0	7	0	0	7	0	0	7	0	0	7	0	0	7
4	NONE	15	0	0	15	0	0	15	0	0	15	0	0	15	0	0	15
5	NONE	1	0	0	1	1	0	0	1	0	0	1	0	0	1	0	0
6	NONE	15	9	0	6	8	0	7	8	0	7	8	0	7	10	0	5
7	NONE	8	1	0	7	1	0	7	1	0	7	1	0	7	1	0	7

PARKING BEATS



JOB REF: 19517

JOB NAME: BARNSELEY

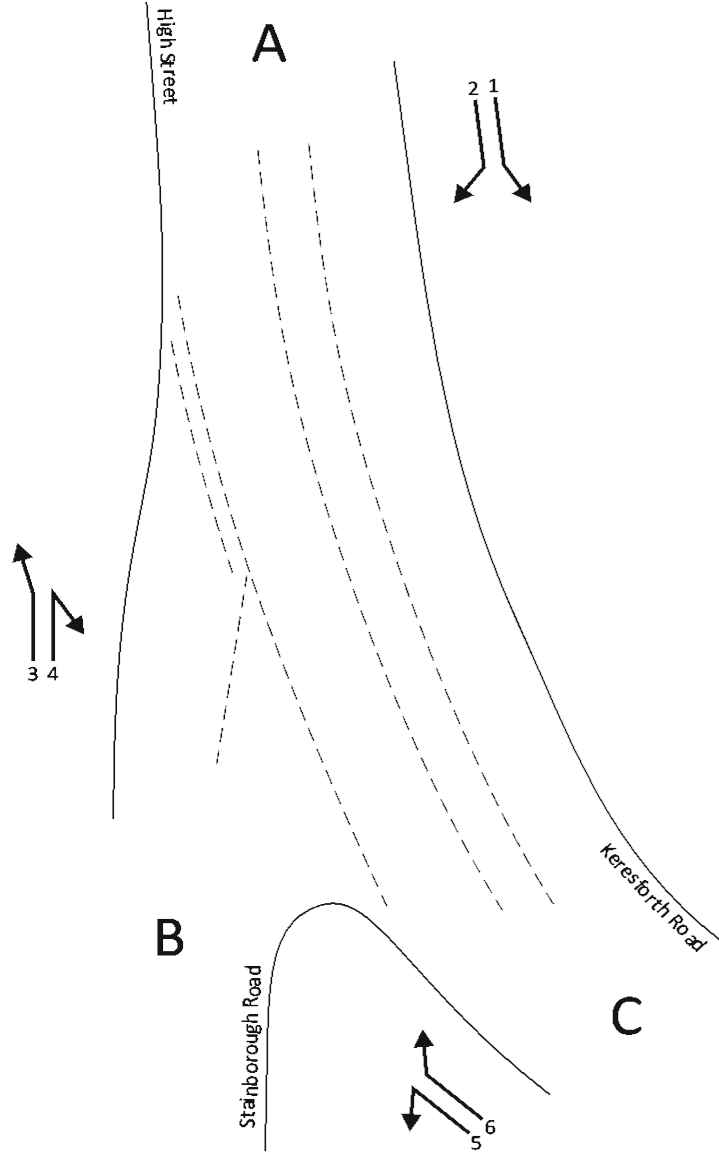
SITES: STAINBOROUGH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

ZONE	PARKING RESTRICTIONS	MAXIMUM NUMBER OF SPACES	TIME														
			22:00			22:15			22:30			22:45			23:00		
			LEGAL	ILL	SPARE	LEGAL	ILL	SPARE	LEGAL	ILL	SPARE	LEGAL	ILL	SPARE	LEGAL	ILL	SPARE
1	NONE (NARROW ROAD VEHICLES UNABLE TO PARK)	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	NONE (NARROW ROAD VEHICLES UNABLE TO PARK)	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	NONE	7	0	0	7	0	0	7	0	0	7	0	0	7	0	0	7
4	NONE	15	0	0	15	0	0	15	0	0	15	0	0	15	0	0	15
5	NONE	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1
6	NONE	15	9	0	6	9	0	6	9	0	6	9	0	6	9	0	6
7	NONE	8	2	0	6	2	0	6	2	0	6	2	0	6	2	0	6

APPENDIX 3



For and on behalf of:

MILESTONE
TRANSPORT PLANNING

BARNSELY

Wednesday 21 October 2015

0700-1000
1500-1800

Drawing N^o: 19517 - 01

Site: 1

Location: High Street /
Stainborough Road /
Keresforth Road

MANUAL CLASSIFIED COUNTS



JOB REF: 19517

JOB NAME: BARNSELEY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

TIME	MOVEMENT 1 FROM HIGH STREET TO KERESFORTH ROAD								MOVEMENT 2 FROM HIGH STREET TO STAINBOROUGH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	40	4	1	0	0	0	0	45	1	1	1	0	0	0	1	4
07:15	33	6	1	0	0	0	0	40	2	1	0	0	1	0	0	4
07:30	60	14	1	0	1	0	0	76	2	1	0	0	1	0	0	4
07:45	69	8	2	0	0	0	0	79	5	1	0	0	0	0	0	6
H/TOT	202	32	5	0	1	0	0	240	10	4	1	0	2	0	1	18
08:00	72	4	2	1	0	0	0	79	7	3	1	0	1	0	0	12
08:15	108	9	0	0	0	0	0	117	2	0	1	0	1	0	0	4
08:30	77	8	3	0	1	0	0	89	6	0	1	0	0	0	0	7
08:45	68	12	0	0	1	0	0	81	4	1	0	0	1	0	0	6
H/TOT	325	33	5	1	2	0	0	366	19	4	3	0	3	0	0	29
09:00	83	11	1	0	0	0	0	95	11	1	0	0	0	0	0	12
09:15	61	8	2	0	1	0	0	72	3	0	0	0	1	0	0	4
09:30	43	9	0	0	0	0	0	52	3	1	0	0	1	0	0	5
09:45	39	7	2	0	0	0	0	48	3	1	0	0	1	0	0	5
H/TOT	226	35	5	0	1	0	0	267	20	3	0	0	3	0	0	26
P/TOT	753	100	15	1	4	0	0	873	49	11	4	0	8	0	1	73

MANUAL CLASSIFIED COUNTS



JOB REF: 19517

JOB NAME: BARNSELEY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

TIME	MOVEMENT 1 FROM HIGH STREET TO KERESFORTH ROAD								MOVEMENT 2 FROM HIGH STREET TO STAINBOROUGH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	47	7	0	0	1	1	0	56	10	1	0	0	0	0	0	11
15:15	32	8	0	0	0	0	0	40	7	4	0	0	0	0	0	11
15:30	54	4	2	0	0	1	0	61	13	1	0	0	1	0	0	15
15:45	48	13	2	0	0	1	0	64	14	2	0	0	0	1	0	17
H/TOT	181	32	4	0	1	3	0	221	44	8	0	0	1	1	0	54
16:00	46	13	0	0	0	0	0	59	12	2	0	0	1	0	0	15
16:15	54	9	2	0	0	0	0	65	19	4	0	0	1	0	0	24
16:30	65	16	3	0	0	0	0	84	20	1	0	0	0	0	0	21
16:45	55	10	3	0	0	3	0	71	9	4	0	0	1	0	0	14
H/TOT	220	48	8	0	0	3	0	279	60	11	0	0	3	0	0	74
17:00	70	11	0	0	0	0	0	81	16	1	0	0	0	0	0	17
17:15	72	13	0	0	0	0	0	85	15	2	0	0	1	0	4	22
17:30	63	7	1	0	0	1	0	72	9	0	0	0	1	0	0	10
17:45	38	11	1	0	0	0	0	50	12	0	1	0	0	0	0	13
H/TOT	243	42	2	0	0	1	0	288	52	3	1	0	2	0	4	62
P/TOT	644	122	14	0	1	7	0	788	156	22	1	0	6	1	4	190

MANUAL CLASSIFIED COUNTS

JOB REF: 19517

JOB NAME: BARNSELEY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD



DATE: 21/10/2015

DAY: WEDNESDAY

TIME	MOVEMENT 5 FROM KERESFORTH ROAD TO STAINBOROUGH ROAD								MOVEMENT 6 FROM KERESFORTH ROAD TO HIGH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	19	5	2	0	1	2	0	29
07:15	0	1	0	0	0	0	0	1	25	14	1	0	0	0	0	40
07:30	0	0	0	0	0	0	0	0	51	13	2	0	1	0	0	67
07:45	1	0	0	0	0	0	0	1	46	12	1	1	1	1	0	62
H/TOT	1	1	0	0	0	0	0	2	141	44	6	1	3	3	0	198
08:00	0	0	0	0	0	0	0	0	33	5	2	0	1	0	0	41
08:15	3	0	0	0	0	0	0	3	33	7	2	0	0	0	0	42
08:30	1	0	0	0	0	0	0	1	27	10	1	0	1	0	0	39
08:45	2	0	0	0	0	0	0	2	42	4	3	0	1	0	1	51
H/TOT	6	0	0	0	0	0	0	6	135	26	8	0	3	0	1	173
09:00	1	0	1	0	0	0	0	2	44	13	0	0	2	0	0	59
09:15	0	0	0	0	0	0	0	0	30	5	2	0	1	0	0	38
09:30	1	0	0	0	0	0	0	1	41	7	0	1	1	0	0	50
09:45	0	0	0	0	0	0	0	0	33	7	2	0	0	0	0	42
H/TOT	2	0	1	0	0	0	0	3	148	32	4	1	4	0	0	189
P/TOT	9	1	1	0	0	0	0	11	424	102	18	2	10	3	1	560

MANUAL CLASSIFIED COUNTS



JOB REF: 19517

JOB NAME: BARNSELEY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

TIME	MOVEMENT 5 FROM KERESFORTH ROAD TO STAINBOROUGH ROAD								MOVEMENT 6 FROM KERESFORTH ROAD TO HIGH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	4	0	0	0	0	0	0	4	52	3	0	0	1	0	0	56
15:15	2	0	0	0	0	0	0	2	58	6	0	0	1	0	0	65
15:30	2	1	0	0	0	0	0	3	63	8	0	0	2	0	0	73
15:45	3	1	0	0	0	0	0	4	59	4	1	0	1	0	0	65
H/TOT	11	2	0	0	0	0	0	13	232	21	1	0	5	0	0	259
16:00	4	1	0	0	0	0	0	5	79	8	0	0	1	1	0	89
16:15	2	0	0	0	0	0	0	2	57	8	1	0	1	0	0	67
16:30	3	0	0	0	0	0	0	3	82	13	0	0	0	0	0	95
16:45	3	0	0	0	0	0	0	3	71	13	2	0	0	2	0	88
H/TOT	12	1	0	0	0	0	0	13	289	42	3	0	2	3	0	339
17:00	6	0	0	0	0	0	0	6	97	7	2	0	1	1	0	108
17:15	1	0	0	0	0	1	0	2	76	13	1	0	1	1	0	92
17:30	2	0	0	0	0	0	0	2	71	7	1	0	0	0	0	79
17:45	1	0	0	0	0	0	0	1	70	9	1	0	0	0	0	80
H/TOT	10	0	0	0	0	1	0	11	314	36	5	0	2	2	0	359
P/TOT	33	3	0	0	0	1	0	37	835	99	9	0	9	5	0	957

MANUAL CLASSIFIED COUNTS



JOB REF: 19517

JOB NAME: BARNSELEY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

TIME	TO ARM A HIGH STREET								FROM ARM A HIGH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	26	8	2	0	1	2	0	39	41	5	2	0	0	0	1	49
07:15	35	17	2	0	0	0	0	54	35	7	1	0	1	0	0	44
07:30	60	14	3	0	1	0	0	78	62	15	1	0	2	0	0	80
07:45	51	15	1	1	1	2	0	71	74	9	2	0	0	0	0	85
H/TOT	172	54	8	1	3	4	0	242	212	36	6	0	3	0	1	258
08:00	41	10	2	0	1	0	1	55	79	7	3	1	1	0	0	91
08:15	44	8	2	0	0	0	0	54	110	9	1	0	1	0	0	121
08:30	45	10	1	0	1	0	0	57	83	8	4	0	1	0	0	96
08:45	54	5	3	0	1	0	1	64	72	13	0	0	2	0	0	87
H/TOT	184	33	8	0	3	0	2	230	344	37	8	1	5	0	0	395
09:00	55	15	0	0	2	0	0	72	94	12	1	0	0	0	0	107
09:15	39	5	3	0	2	0	0	49	64	8	2	0	2	0	0	76
09:30	43	8	0	1	1	0	0	53	46	10	0	0	1	0	0	57
09:45	38	8	2	0	0	0	0	48	42	8	2	0	1	0	0	53
H/TOT	175	36	5	1	5	0	0	222	246	38	5	0	4	0	0	293
P/TOT	531	123	21	2	11	4	2	694	802	111	19	1	12	0	1	946

MANUAL CLASSIFIED COUNTS



JOB REF: 19517

JOB NAME: BARNSELEY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

TIME	TO ARM A HIGH STREET								FROM ARM A HIGH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	68	6	0	0	1	0	0	75	57	8	0	0	1	1	0	67
15:15	72	7	0	0	1	1	0	81	39	12	0	0	0	0	0	51
15:30	69	9	0	0	2	0	0	80	67	5	2	0	1	1	0	76
15:45	71	6	1	0	1	1	0	80	62	15	2	0	0	2	0	81
H/TOT	280	28	1	0	5	2	0	316	225	40	4	0	2	4	0	275
16:00	92	8	0	0	1	1	0	102	58	15	0	0	1	0	0	74
16:15	73	11	1	0	1	0	0	86	73	13	2	0	1	0	0	89
16:30	89	15	0	0	0	0	0	104	85	17	3	0	0	0	0	105
16:45	80	19	3	0	0	2	0	104	64	14	3	0	1	3	0	85
H/TOT	334	53	4	0	2	3	0	396	280	59	8	0	3	3	0	353
17:00	106	9	2	0	1	2	0	120	86	12	0	0	0	0	0	98
17:15	86	14	1	0	1	1	0	103	87	15	0	0	1	0	4	107
17:30	80	8	1	0	0	0	0	89	72	7	1	0	1	1	0	82
17:45	81	10	2	0	0	0	0	93	50	11	2	0	0	0	0	63
H/TOT	353	41	6	0	2	3	0	405	295	45	3	0	2	1	4	350
P/TOT	967	122	11	0	9	8	0	1117	800	144	15	0	7	8	4	978

TO ARM A IS TOTAL OF MOVEMENTS 3, 6
 FROM ARM A IS TOTAL OF MOVEMENTS 1, 2

MANUAL CLASSIFIED COUNTS



JOB REF: 19517

JOB NAME: BARNSELEY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

TIME	TO ARM B STAINBOROUGH ROAD								FROM ARM B STAINBOROUGH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	1	0	0	0	1	4	7	3	0	0	0	0	0	10
07:15	2	2	0	0	1	0	0	5	11	3	1	0	0	0	0	15
07:30	2	1	0	0	1	0	0	4	10	1	1	0	0	0	0	12
07:45	6	1	0	0	0	0	0	7	9	3	0	0	0	1	0	13
H/TOT	11	5	1	0	2	0	1	20	37	10	2	0	0	1	0	50
08:00	7	3	1	0	1	0	0	12	9	5	0	0	0	0	1	15
08:15	5	0	1	0	1	0	0	7	11	1	0	0	0	0	0	12
08:30	7	0	1	0	0	0	0	8	21	0	0	0	0	0	0	21
08:45	6	1	0	0	1	0	0	8	13	1	0	0	0	0	0	14
H/TOT	25	4	3	0	3	0	0	35	54	7	0	0	0	0	1	62
09:00	12	1	1	0	0	0	0	14	11	3	0	0	0	0	0	14
09:15	3	0	0	0	1	0	0	4	11	0	1	0	1	0	0	13
09:30	4	1	0	0	1	0	0	6	4	1	0	0	0	0	0	5
09:45	3	1	0	0	1	0	0	5	6	2	0	0	0	0	0	8
H/TOT	22	3	1	0	3	0	0	29	32	6	1	0	1	0	0	40
P/TOT	58	12	5	0	8	0	1	84	123	23	3	0	1	1	1	152

MANUAL CLASSIFIED COUNTS



JOB REF: 19517

JOB NAME: BARNESLEY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

TIME	TO ARM B STAINBOROUGH ROAD								FROM ARM B STAINBOROUGH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	14	1	0	0	0	0	0	15	18	4	0	0	0	0	0	22
15:15	9	4	0	0	0	0	0	13	14	1	0	0	0	1	0	16
15:30	15	2	0	0	1	0	0	18	8	2	0	0	0	0	0	10
15:45	17	3	0	0	0	1	0	21	15	2	0	0	0	1	0	18
H/TOT	55	10	0	0	1	1	0	67	55	9	0	0	0	2	0	66
16:00	16	3	0	0	1	0	0	20	17	1	0	0	0	0	0	18
16:15	21	4	0	0	1	0	0	26	19	3	0	0	0	0	0	22
16:30	23	1	0	0	0	0	0	24	12	2	0	0	0	0	0	14
16:45	12	4	0	0	1	0	0	17	10	6	1	0	0	0	0	17
H/TOT	72	12	0	0	3	0	0	87	58	12	1	0	0	0	0	71
17:00	22	1	0	0	0	0	0	23	12	2	0	0	0	1	0	15
17:15	16	2	0	0	1	1	4	24	11	1	0	0	0	0	0	12
17:30	11	0	0	0	1	0	0	12	15	2	0	0	0	0	0	17
17:45	13	0	1	0	0	0	0	14	14	1	1	0	0	0	0	16
H/TOT	62	3	1	0	2	1	4	73	52	6	1	0	0	1	0	60
P/TOT	189	25	1	0	6	2	4	227	165	27	2	0	0	3	0	197

TO ARM B IS TOTAL OF MOVEMENTS 2, 5
 FROM ARM B IS TOTAL OF MOVEMENTS 3, 4

MANUAL CLASSIFIED COUNTS



JOB REF: 19517

JOB NAME: BARNSELEY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

TIME	TO ARM C KERESFORTH ROAD								FROM ARM C KERESFORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	40	4	1	0	0	0	0	45	19	5	2	0	1	2	0	29
07:15	34	6	1	0	0	0	0	41	25	15	1	0	0	0	0	41
07:30	61	14	1	0	1	0	0	77	51	13	2	0	1	0	0	67
07:45	73	8	2	0	0	0	0	83	47	12	1	1	1	1	0	63
H/TOT	208	32	5	0	1	0	0	246	142	45	6	1	3	3	0	200
08:00	73	4	2	1	0	0	0	80	33	5	2	0	1	0	0	41
08:15	108	9	0	0	0	0	0	117	36	7	2	0	0	0	0	45
08:30	80	8	3	0	1	0	0	92	28	10	1	0	1	0	0	40
08:45	69	12	0	0	1	0	0	82	44	4	3	0	1	0	1	53
H/TOT	330	33	5	1	2	0	0	371	141	26	8	0	3	0	1	179
09:00	83	12	1	0	0	0	0	96	45	13	1	0	2	0	0	61
09:15	63	8	2	0	1	0	0	74	30	5	2	0	1	0	0	38
09:30	45	9	0	0	0	0	0	54	42	7	0	1	1	0	0	51
09:45	40	8	2	0	0	0	0	50	33	7	2	0	0	0	0	42
H/TOT	231	37	5	0	1	0	0	274	150	32	5	1	4	0	0	192
P/TOT	769	102	15	1	4	0	0	891	433	103	19	2	10	3	1	571

MANUAL CLASSIFIED COUNTS



JOB REF: 19517

JOB NAME: BARNSELEY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

TIME	TO ARM C KERESFORTH ROAD								FROM ARM C KERESFORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	49	8	0	0	1	1	0	59	56	3	0	0	1	0	0	60
15:15	32	8	0	0	0	0	0	40	60	6	0	0	1	0	0	67
15:30	56	5	2	0	0	1	0	64	65	9	0	0	2	0	0	76
15:45	51	13	2	0	0	1	0	67	62	5	1	0	1	0	0	69
H/TOT	188	34	4	0	1	3	0	230	243	23	1	0	5	0	0	272
16:00	50	14	0	0	0	0	0	64	83	9	0	0	1	1	0	94
16:15	57	9	2	0	0	0	0	68	59	8	1	0	1	0	0	69
16:30	70	16	3	0	0	0	0	89	85	13	0	0	0	0	0	98
16:45	56	10	3	0	0	3	0	72	74	13	2	0	0	2	0	91
H/TOT	233	49	8	0	0	3	0	293	301	43	3	0	2	3	0	352
17:00	73	11	0	0	0	0	0	84	103	7	2	0	1	1	0	114
17:15	73	13	0	0	0	0	0	86	77	13	1	0	1	2	0	94
17:30	69	8	1	0	0	1	0	79	73	7	1	0	0	0	0	81
17:45	41	11	1	0	0	0	0	53	71	9	1	0	0	0	0	81
H/TOT	256	43	2	0	0	1	0	302	324	36	5	0	2	3	0	370
P/TOT	677	126	14	0	1	7	0	825	868	102	9	0	9	6	0	994

TO ARM C IS TOTAL OF MOVEMENTS 1, 4

FROM ARM C IS TOTAL OF MOVEMENTS 5, 6

MANUAL CLASSIFIED COUNTS

JOB REF: 19517

JOB NAME: BARNSELEY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD



DATE: 21/10/2015

DAY: WEDNESDAY

TIME	MOVEMENT 1							
	FROM HIGH STREET TO KERESFORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	40	4	1	0	0	0	0	45
07:15	33	6	1	0	0	0	0	40
07:30	60	14	1	0	1	0	0	76
07:45	69	8	2	0	0	0	0	79
H/TOT	202	32	5	0	1	0	0	240
08:00	72	4	2	1	0	0	0	79
08:15	108	9	0	0	0	0	0	117
08:30	77	8	3	0	1	0	0	89
08:45	68	12	0	0	1	0	0	81
H/TOT	325	33	5	1	2	0	0	366
09:00	83	11	1	0	0	0	0	95
09:15	61	8	2	0	1	0	0	72
09:30	43	9	0	0	0	0	0	52
09:45	39	7	2	0	0	0	0	48
H/TOT	226	35	5	0	1	0	0	267
P/TOT	753	100	15	1	4	0	0	873

	MOVEMENT 2								
	FROM HIGH STREET TO STAINBOROUGH ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
	1	1	1	0	0	0	1	4	
	2	1	0	0	1	0	0	4	
	2	1	0	0	1	0	0	4	
240	5	1	0	0	0	0	0	6	18
	10	4	1	0	2	0	1	18	
274	7	3	1	0	1	0	0	12	26
351	2	0	1	0	1	0	0	4	26
364	6	0	1	0	0	0	0	7	29
366	4	1	0	0	1	0	0	6	29
	19	4	3	0	3	0	0	29	
382	11	1	0	0	0	0	0	12	29
337	3	0	0	0	1	0	0	4	29
300	3	1	0	0	1	0	0	5	27
	3	1	0	0	1	0	0	5	
	20	3	0	0	3	0	0	26	
	49	11	4	0	8	0	1	73	

MANUAL CLASSIFIED COUNTS

JOB REF: 19517

JOB NAME: BARNSELEY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD



DATE: 21/10/2015

DAY: WEDNESDAY

TIME	MOVEMENT 1							
	FROM HIGH STREET TO KERESFORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	47	7	0	0	1	1	0	56
15:15	32	8	0	0	0	0	0	40
15:30	54	4	2	0	0	1	0	61
15:45	48	13	2	0	0	1	0	64
H/TOT	181	32	4	0	1	3	0	221
16:00	46	13	0	0	0	0	0	59
16:15	54	9	2	0	0	0	0	65
16:30	65	16	3	0	0	0	0	84
16:45	55	10	3	0	0	3	0	71
H/TOT	220	48	8	0	0	3	0	279
17:00	70	11	0	0	0	0	0	81
17:15	72	13	0	0	0	0	0	85
17:30	63	7	1	0	0	1	0	72
17:45	38	11	1	0	0	0	0	50
H/TOT	243	42	2	0	0	1	0	288
P/TOT	644	122	14	0	1	7	0	788

	MOVEMENT 2							
	FROM HIGH STREET TO STAINBOROUGH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
	10	1	0	0	0	0	0	11
	7	4	0	0	0	0	0	11
	13	1	0	0	1	0	0	15
221	14	2	0	0	0	1	0	17
	44	8	0	0	1	1	0	54
224	12	2	0	0	1	0	0	15
249	19	4	0	0	1	0	0	24
272	20	1	0	0	0	0	0	21
279	9	4	0	0	1	0	0	14
	60	11	0	0	3	0	0	74
301	16	1	0	0	0	0	0	17
321	15	2	0	0	1	0	4	22
309	9	0	0	0	1	0	0	10
	12	0	1	0	0	0	0	13
	52	3	1	0	2	0	4	62
	156	22	1	0	6	1	4	190

MANUAL CLASSIFIED COUNTS

JOB REF: 19517

JOB NAME: BARNESLEY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD



DATE: 21/10/2015

DAY: WEDNESDAY

TIME	MOVEMENT 3 FROM STAINBOROUGH ROAD TO HIGH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	3	0	0	0	0	0	10
07:15	10	3	1	0	0	0	0	14
07:30	9	1	1	0	0	0	0	11
07:45	5	3	0	0	0	1	0	9
H/TOT	31	10	2	0	0	1	0	44
08:00	8	5	0	0	0	0	1	14
08:15	11	1	0	0	0	0	0	12
08:30	18	0	0	0	0	0	0	18
08:45	12	1	0	0	0	0	0	13
H/TOT	49	7	0	0	0	0	1	57
09:00	11	2	0	0	0	0	0	13
09:15	9	0	1	0	1	0	0	11
09:30	2	1	0	0	0	0	0	3
09:45	5	1	0	0	0	0	0	6
H/TOT	27	4	1	0	1	0	0	33
P/TOT	107	21	3	0	1	1	1	134

	MOVEMENT 4 FROM STAINBOROUGH ROAD TO KERESFORTH ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
	0	0	0	0	0	0	0	0	
	1	0	0	0	0	0	0	1	
	1	0	0	0	0	0	0	1	
44	4	0	0	0	0	0	0	4	6
	6	0	0	0	0	0	0	6	
48	1	0	0	0	0	0	0	1	7
46	0	0	0	0	0	0	0	0	6
53	3	0	0	0	0	0	0	3	8
57	1	0	0	0	0	0	0	1	5
	5	0	0	0	0	0	0	5	
56	0	1	0	0	0	0	0	1	5
55	2	0	0	0	0	0	0	2	7
	2	0	0	0	0	0	0	2	
	1	1	0	0	0	0	0	2	
	5	2	0	0	0	0	0	7	
	16	2	0	0	0	0	0	18	

MANUAL CLASSIFIED COUNTS

JOB REF: 19517

JOB NAME: BARNESLEY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD



DATE: 21/10/2015

DAY: WEDNESDAY

TIME	MOVEMENT 3 FROM STAINBOROUGH ROAD TO HIGH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	16	3	0	0	0	0	0	19
15:15	14	1	0	0	0	1	0	16
15:30	6	1	0	0	0	0	0	7
15:45	12	2	0	0	0	1	0	15
H/TOT	48	7	0	0	0	2	0	57
16:00	13	0	0	0	0	0	0	13
16:15	16	3	0	0	0	0	0	19
16:30	7	2	0	0	0	0	0	9
16:45	9	6	1	0	0	0	0	16
H/TOT	45	11	1	0	0	0	0	57
17:00	9	2	0	0	0	1	0	12
17:15	10	1	0	0	0	0	0	11
17:30	9	1	0	0	0	0	0	10
17:45	11	1	1	0	0	0	0	13
H/TOT	39	5	1	0	0	1	0	46
P/TOT	132	23	2	0	0	3	0	160

	MOVEMENT 4 FROM STAINBOROUGH ROAD TO KERESFORTH ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
	2	1	0	0	0	0	0	3	
	0	0	0	0	0	0	0	0	
	2	1	0	0	0	0	0	3	
57	3	0	0	0	0	0	0	3	9
	7	2	0	0	0	0	0	9	
51	4	1	0	0	0	0	0	5	11
54	3	0	0	0	0	0	0	3	14
56	5	0	0	0	0	0	0	5	16
57	1	0	0	0	0	0	0	1	14
	13	1	0	0	0	0	0	14	
56	3	0	0	0	0	0	0	3	12
48	1	0	0	0	0	0	0	1	10
	6	1	0	0	0	0	0	7	
	3	0	0	0	0	0	0	3	
	13	1	0	0	0	0	0	14	
	33	4	0	0	0	0	0	37	

MANUAL CLASSIFIED COUNTS

JOB REF: 19517

JOB NAME: BARNSELY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD



DATE: 21/10/2015

DAY: WEDNESDAY

TIME	MOVEMENT 5 FROM KERESFORTH ROAD TO STAINBOROUGH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
H/TOT	1	1	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0
08:15	3	0	0	0	0	0	0	3
08:30	1	0	0	0	0	0	0	1
08:45	2	0	0	0	0	0	0	2
H/TOT	6	0	0	0	0	0	0	6
09:00	1	0	1	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0
H/TOT	2	0	1	0	0	0	0	3
P/TOT	9	1	1	0	0	0	0	11

	MOVEMENT 6 FROM KERESFORTH ROAD TO HIGH STREET								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
	19	5	2	0	1	2	0	29	
	25	14	1	0	0	0	0	40	
	51	13	2	0	1	0	0	67	
2	46	12	1	1	1	1	0	62	
	141	44	6	1	3	3	0	198	
2	33	5	2	0	1	0	0	41	210
4	33	7	2	0	0	0	0	42	212
5	27	10	1	0	1	0	0	39	184
6	42	4	3	0	1	0	1	51	173
	135	26	8	0	3	0	1	173	
8	44	13	0	0	2	0	0	59	191
5	30	5	2	0	1	0	0	38	187
	41	7	0	1	1	0	0	50	
	33	7	2	0	0	0	0	42	
	148	32	4	1	4	0	0	189	
	424	102	18	2	10	3	1	560	

MANUAL CLASSIFIED COUNTS

JOB REF: 19517

JOB NAME: BARNSELEY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD



DATE: 21/10/2015

DAY: WEDNESDAY

TIME	MOVEMENT 5 FROM KERESFORTH ROAD TO STAINBOROUGH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	4	0	0	0	0	0	0	4
15:15	2	0	0	0	0	0	0	2
15:30	2	1	0	0	0	0	0	3
15:45	3	1	0	0	0	0	0	4
H/TOT	11	2	0	0	0	0	0	13
16:00	4	1	0	0	0	0	0	5
16:15	2	0	0	0	0	0	0	2
16:30	3	0	0	0	0	0	0	3
16:45	3	0	0	0	0	0	0	3
H/TOT	12	1	0	0	0	0	0	13
17:00	6	0	0	0	0	0	0	6
17:15	1	0	0	0	0	1	0	2
17:30	2	0	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	1
H/TOT	10	0	0	0	0	1	0	11
P/TOT	33	3	0	0	0	1	0	37

TIME	MOVEMENT 6 FROM KERESFORTH ROAD TO HIGH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:52	52	3	0	0	1	0	0	56
13:58	58	6	0	0	1	0	0	65
13:59	63	8	0	0	2	0	0	73
14:00	59	4	1	0	1	0	0	65
H/TOT	232	21	1	0	5	0	0	259
14:07	79	8	0	0	1	1	0	89
14:08	57	8	1	0	1	0	0	67
14:09	82	13	0	0	0	0	0	95
14:10	71	13	2	0	0	2	0	88
H/TOT	289	42	3	0	2	3	0	339
14:11	97	7	2	0	1	1	0	108
14:12	76	13	1	0	1	1	0	92
14:13	71	7	1	0	0	0	0	79
14:14	70	9	1	0	0	0	0	80
H/TOT	314	36	5	0	2	2	0	359
P/TOT	835	99	9	0	9	5	0	957

MANUAL CLASSIFIED COUNTS

JOB REF: 19517

JOB NAME: BARNSELY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD



DATE: 21/10/2015

DAY: WEDNESDAY

TIME	TO ARM A HIGH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	26	8	2	0	1	2	0	39
07:15	35	17	2	0	0	0	0	54
07:30	60	14	3	0	1	0	0	78
07:45	51	15	1	1	1	2	0	71
H/TOT	172	54	8	1	3	4	0	242
08:00	41	10	2	0	1	0	1	55
08:15	44	8	2	0	0	0	0	54
08:30	45	10	1	0	1	0	0	57
08:45	54	5	3	0	1	0	1	64
H/TOT	184	33	8	0	3	0	2	230
09:00	55	15	0	0	2	0	0	72
09:15	39	5	3	0	2	0	0	49
09:30	43	8	0	1	1	0	0	53
09:45	38	8	2	0	0	0	0	48
H/TOT	175	36	5	1	5	0	0	222
P/TOT	531	123	21	2	11	4	2	694

	FROM ARM A HIGH STREET								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
	41	5	2	0	0	0	1	49	
	35	7	1	0	1	0	0	44	
	62	15	1	0	2	0	0	80	
242	74	9	2	0	0	0	0	85	258
	212	36	6	0	3	0	1	258	
258	79	7	3	1	1	0	0	91	300
258	110	9	1	0	1	0	0	121	377
237	83	8	4	0	1	0	0	96	393
230	72	13	0	0	2	0	0	87	395
	344	37	8	1	5	0	0	395	
247	94	12	1	0	0	0	0	107	411
242	64	8	2	0	2	0	0	76	366
238	46	10	0	0	1	0	0	57	
	42	8	2	0	1	0	0	53	
	246	38	5	0	4	0	0	293	
	802	111	19	1	12	0	1	946	

MANUAL CLASSIFIED COUNTS

JOB REF: 19517

JOB NAME: BARNSELY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD



DATE: 21/10/2015

DAY: WEDNESDAY

TIME	TO ARM A HIGH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	68	6	0	0	1	0	0	75
15:15	72	7	0	0	1	1	0	81
15:30	69	9	0	0	2	0	0	80
15:45	71	6	1	0	1	1	0	80
H/TOT	280	28	1	0	5	2	0	316
16:00	92	8	0	0	1	1	0	102
16:15	73	11	1	0	1	0	0	86
16:30	89	15	0	0	0	0	0	104
16:45	80	19	3	0	0	2	0	104
H/TOT	334	53	4	0	2	3	0	396
17:00	106	9	2	0	1	2	0	120
17:15	86	14	1	0	1	1	0	103
17:30	80	8	1	0	0	0	0	89
17:45	81	10	2	0	0	0	0	93
H/TOT	353	41	6	0	2	3	0	405
P/TOT	967	122	11	0	9	8	0	1117

FROM ARM A HIGH STREET								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
57	8	0	0	1	1	0	67	
39	12	0	0	0	0	0	51	
67	5	2	0	1	1	0	76	
62	15	2	0	0	2	0	81	
225	40	4	0	2	4	0	275	
58	15	0	0	1	0	0	74	
73	13	2	0	1	0	0	89	
85	17	3	0	0	0	0	105	
64	14	3	0	1	3	0	85	
280	59	8	0	3	3	0	353	
86	12	0	0	0	0	0	98	
87	15	0	0	1	0	4	107	
72	7	1	0	1	1	0	82	
50	11	2	0	0	0	0	63	
295	45	3	0	2	1	4	350	
800	144	15	0	7	8	4	978	

TO ARM A IS TOTAL OF MOVEMENTS 3, 6
FROM ARM A IS TOTAL OF MOVEMENTS 1, 2

MANUAL CLASSIFIED COUNTS



JOB REF: 19517

JOB NAME: BARNSELY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

TIME	TO ARM B STAINBOROUGH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	1	0	0	0	1	4
07:15	2	2	0	0	1	0	0	5
07:30	2	1	0	0	1	0	0	4
07:45	6	1	0	0	0	0	0	7
H/TOT	11	5	1	0	2	0	1	20
08:00	7	3	1	0	1	0	0	12
08:15	5	0	1	0	1	0	0	7
08:30	7	0	1	0	0	0	0	8
08:45	6	1	0	0	1	0	0	8
H/TOT	25	4	3	0	3	0	0	35
09:00	12	1	1	0	0	0	0	14
09:15	3	0	0	0	1	0	0	4
09:30	4	1	0	0	1	0	0	6
09:45	3	1	0	0	1	0	0	5
H/TOT	22	3	1	0	3	0	0	29
P/TOT	58	12	5	0	8	0	1	84

	FROM ARM B STAINBOROUGH ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
	7	3	0	0	0	0	0	10	
	11	3	1	0	0	0	0	15	
	10	1	1	0	0	0	0	12	
20	9	3	0	0	0	1	0	13	50
	37	10	2	0	0	1	0	50	
28	9	5	0	0	0	0	1	15	55
30	11	1	0	0	0	0	0	12	52
34	21	0	0	0	0	0	0	21	61
35	13	1	0	0	0	0	0	14	62
	54	7	0	0	0	0	1	62	
37	11	3	0	0	0	0	0	14	61
34	11	0	1	0	1	0	0	13	
	4	1	0	0	0	0	0	5	
	6	2	0	0	0	0	0	8	
	32	6	1	0	1	0	0	40	
	123	23	3	0	1	1	1	152	

MANUAL CLASSIFIED COUNTS



JOB REF: 19517

JOB NAME: BARNSELY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

TIME	TO ARM B STAINBOROUGH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	14	1	0	0	0	0	0	15
15:15	9	4	0	0	0	0	0	13
15:30	15	2	0	0	1	0	0	18
15:45	17	3	0	0	0	1	0	21
H/TOT	55	10	0	0	1	1	0	67
16:00	16	3	0	0	1	0	0	20
16:15	21	4	0	0	1	0	0	26
16:30	23	1	0	0	0	0	0	24
16:45	12	4	0	0	1	0	0	17
H/TOT	72	12	0	0	3	0	0	87
17:00	22	1	0	0	0	0	0	23
17:15	16	2	0	0	1	1	4	24
17:30	11	0	0	0	1	0	0	12
17:45	13	0	1	0	0	0	0	14
H/TOT	62	3	1	0	2	1	4	73
P/TOT	189	25	1	0	6	2	4	227

TIME	FROM ARM B STAINBOROUGH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	18	4	0	0	0	0	0	22
15:15	14	1	0	0	0	1	0	16
15:30	8	2	0	0	0	0	0	10
15:45	15	2	0	0	0	1	0	18
H/TOT	55	9	0	0	0	2	0	66
16:00	17	1	0	0	0	0	0	18
16:15	19	3	0	0	0	0	0	22
16:30	12	2	0	0	0	0	0	14
16:45	10	6	1	0	0	0	0	17
H/TOT	58	12	1	0	0	0	0	71
17:00	12	2	0	0	0	1	0	15
17:15	11	1	0	0	0	0	0	12
17:30	15	2	0	0	0	0	0	17
17:45	14	1	1	0	0	0	0	16
H/TOT	52	6	1	0	0	1	0	60
P/TOT	165	27	2	0	0	3	0	197

TO ARM B IS TOTAL OF MOVEMENTS 2, 5
FROM ARM B IS TOTAL OF MOVEMENTS 3, 4

MANUAL CLASSIFIED COUNTS



JOB REF: 19517

JOB NAME: BARNSELY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

TIME	TO ARM C KERESFORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	40	4	1	0	0	0	0	45
07:15	34	6	1	0	0	0	0	41
07:30	61	14	1	0	1	0	0	77
07:45	73	8	2	0	0	0	0	83
H/TOT	208	32	5	0	1	0	0	246
08:00	73	4	2	1	0	0	0	80
08:15	108	9	0	0	0	0	0	117
08:30	80	8	3	0	1	0	0	92
08:45	69	12	0	0	1	0	0	82
H/TOT	330	33	5	1	2	0	0	371
09:00	83	12	1	0	0	0	0	96
09:15	63	8	2	0	1	0	0	74
09:30	45	9	0	0	0	0	0	54
09:45	40	8	2	0	0	0	0	50
H/TOT	231	37	5	0	1	0	0	274
P/TOT	769	102	15	1	4	0	0	891

	FROM ARM C KERESFORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
	19	5	2	0	1	2	0	29
	25	15	1	0	0	0	0	41
	51	13	2	0	1	0	0	67
246	47	12	1	1	1	1	0	63
	142	45	6	1	3	3	0	200
281	33	5	2	0	1	0	0	41
357	36	7	2	0	0	0	0	45
372	28	10	1	0	1	0	0	40
371	44	4	3	0	1	0	1	53
	141	26	8	0	3	0	1	179
387	45	13	1	0	2	0	0	61
344	30	5	2	0	1	0	0	38
	42	7	0	1	1	0	0	51
	33	7	2	0	0	0	0	42
	150	32	5	1	4	0	0	192
	433	103	19	2	10	3	1	571

MANUAL CLASSIFIED COUNTS



JOB REF: 19517

JOB NAME: BARNESLEY

SITE: 1

LOCATION: HIGH STREET / STAINBOROUGH ROAD / KERESFORTH ROAD

DATE: 21/10/2015

DAY: WEDNESDAY

TIME	TO ARM C KERESFORTH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	49	8	0	0	1	1	0	59
15:15	32	8	0	0	0	0	0	40
15:30	56	5	2	0	0	1	0	64
15:45	51	13	2	0	0	1	0	67
H/TOT	188	34	4	0	1	3	0	230
16:00	50	14	0	0	0	0	0	64
16:15	57	9	2	0	0	0	0	68
16:30	70	16	3	0	0	0	0	89
16:45	56	10	3	0	0	3	0	72
H/TOT	233	49	8	0	0	3	0	293
17:00	73	11	0	0	0	0	0	84
17:15	73	13	0	0	0	0	0	86
17:30	69	8	1	0	0	1	0	79
17:45	41	11	1	0	0	0	0	53
H/TOT	256	43	2	0	0	1	0	302
P/TOT	677	126	14	0	1	7	0	825

FROM ARM C KERESFORTH ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
56	3	0	0	1	0	0	60
60	6	0	0	1	0	0	67
65	9	0	0	2	0	0	76
62	5	1	0	1	0	0	69
243	23	1	0	5	0	0	272
83	9	0	0	1	1	0	94
59	8	1	0	1	0	0	69
85	13	0	0	0	0	0	98
74	13	2	0	0	2	0	91
301	43	3	0	2	3	0	352
103	7	2	0	1	1	0	114
77	13	1	0	1	2	0	94
73	7	1	0	0	0	0	81
71	9	1	0	0	0	0	81
324	36	5	0	2	3	0	370
868	102	9	0	9	6	0	994

TO ARM C IS TOTAL OF MOVEMENTS 1, 4
FROM ARM C IS TOTAL OF MOVEMENTS 5, 6

Key: 122 Total Vehicles
30 HGV's

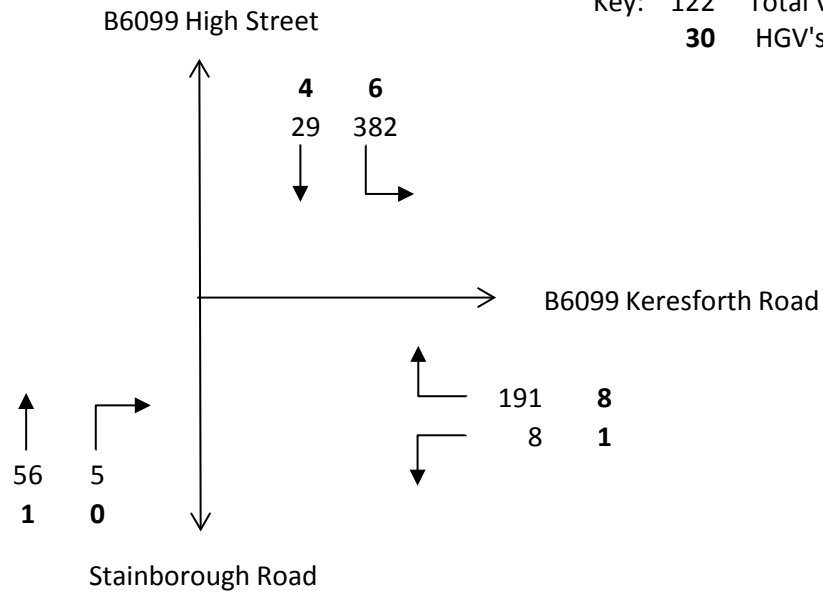


Figure 1.1 2015 Surveyed Traffic Flow Peak AM (08:15 - 09:15)

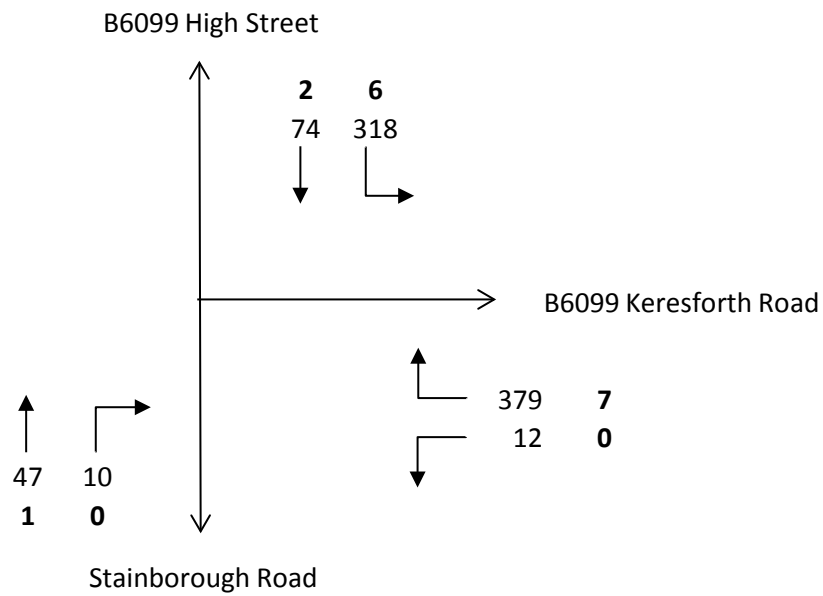


Figure 1.2 2015 Surveyed Traffic Flow Peak PM (16:30 - 17:30)

AM	1.076
PM	1.0783

Key: 122 Total Vehicles
30 HGV's

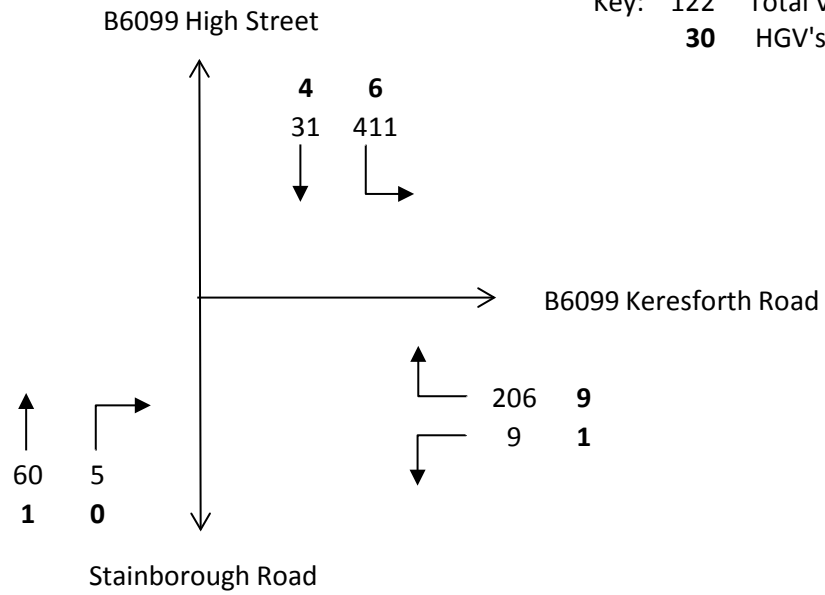


Figure 2.1 2020 Base Traffic Flow Peak AM (08:15 - 09:15)

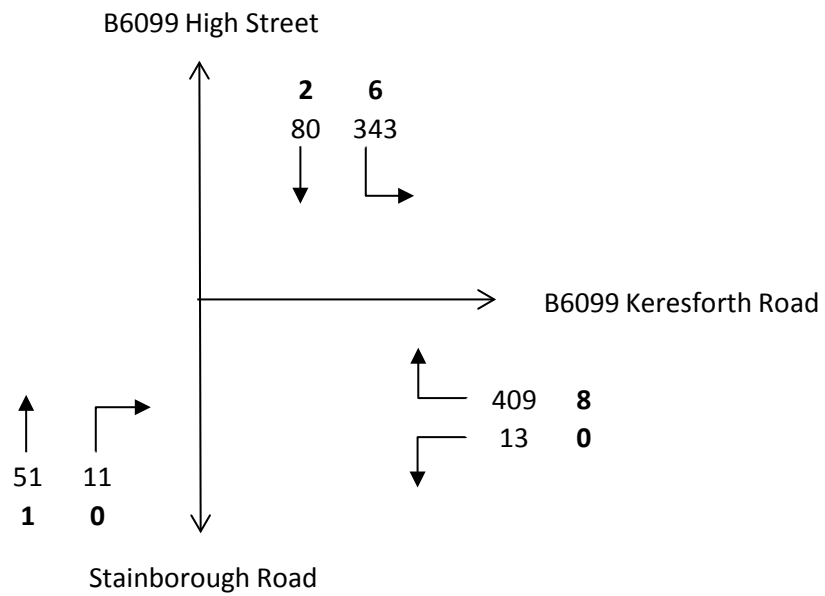


Figure 2.2 2020 Base Traffic Flow Peak PM (16:30 - 17:30)

Key: 122 Total Vehicles
30 HGV's

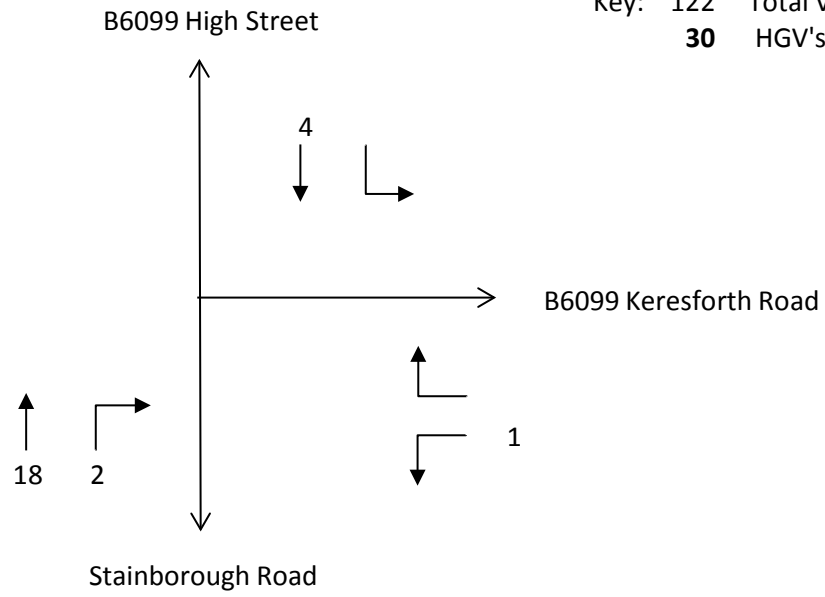


Figure 3.1 Development Traffic Flow Peak AM (08:15 - 09:15)

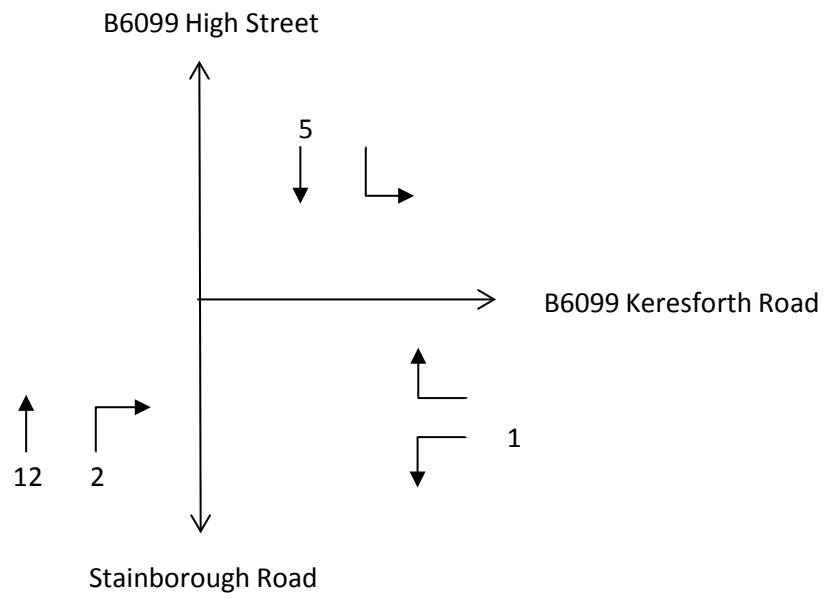


Figure 3.2 Development Traffic Flow Peak PM (16:30 - 17:30)

Key: 122 Total Vehicles
30 HGV's

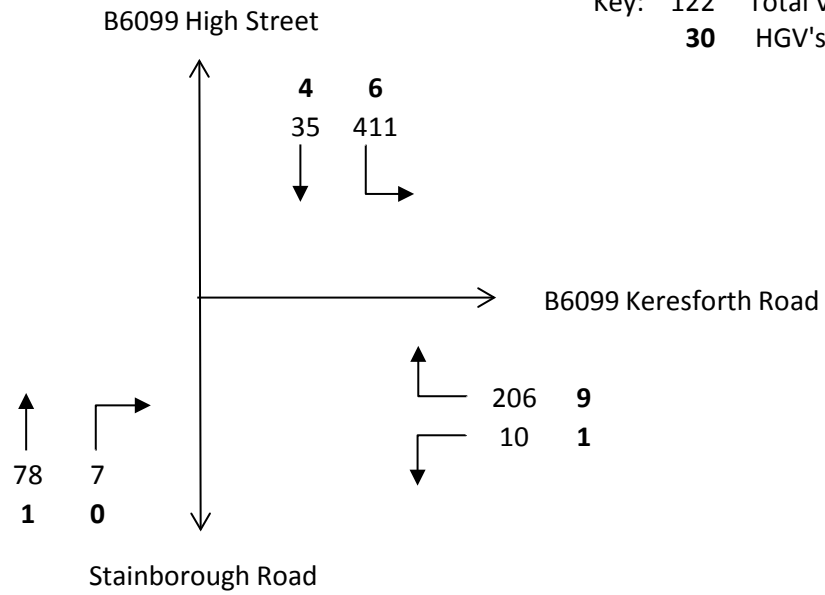


Figure 4.1 2020 Base and Development Traffic Flow Peak AM (08:15 - 09:15)

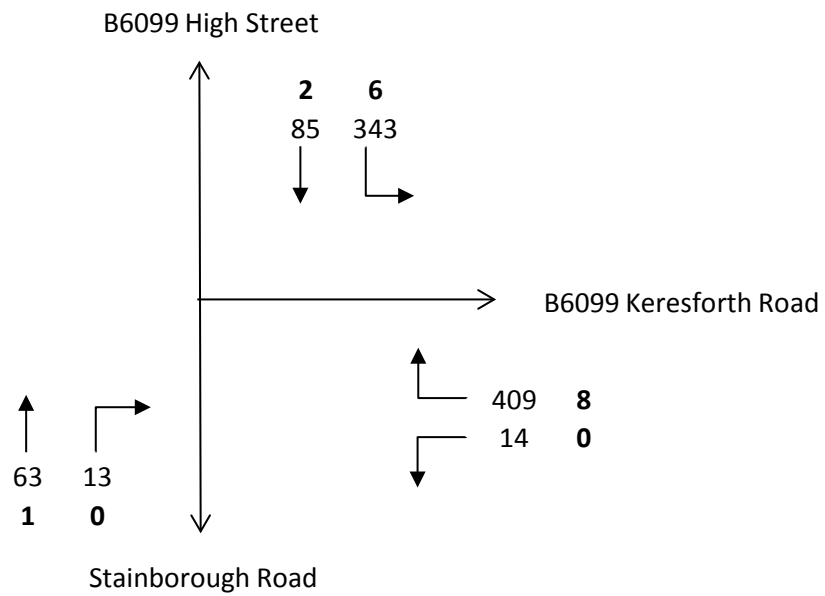


Figure 4.2 2020 Base and Development Traffic Flow Peak PM (16:30 - 17:30)

APPENDIX 4



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Notes.

Revisions.

Date	Suffix	Description	Date	Suffix	Description

NYP ARCHITECTURAL SERVICES
The Grove, High Street, Dodworth, Barnsley, S75 3RD. Tel: 01228 200999. E-mail: scott@nypas.co.uk / elphinst@nypas.co.uk

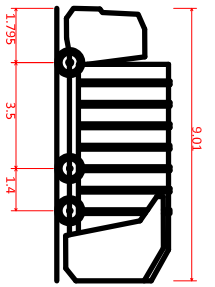
Project:	LAND AT SMITHY WOOD LANE GILROYD, DODWORTH BARNSELY	Client:	THE VERNON WENTWORTH NOMINEE TRUSTEES
Drawing Title:	SITE PLAN AS PROPOSED	Date:	SEPT. 2015
Ref:	02-03	Scale:	1:500 @ A1
		Dwg. No.:	03
		Rev.:	

APPENDIX 5



Proposed dropped
kerb crossover

Notes



Medium Refuse Vehicle (3 axle)
 Overall Length 9.010m
 Overall Width 3.747m
 Min Body Ground Clearance 0.295m
 Track Width 2.450m
 Lock to Lock Time 4.005
 Kerb to Kerb Turning Radius 8.200m

Drawing Revisions	
Rev:	Details

Client:	THE VERNON WENTWORTH NOMINEE TRUSTEES
Project:	LAND AT SMITHY WOOD LANE, DODD WORTH
Title:	REFUSE VEHICLE SWEPT PATH ANALYSIS

MILESTONE
 TRANSPORT PLANNING
 Heritage House, 7 Wey Court, Mary Road
 Guildford, Surrey, GU1 4QU
 Tel: 01483 397888
 web: www.milestonetp.co.uk

Status: DRAFT
 Scale: 1:500 @ A3

Drawn: DM
 Checked: PJC
 Date: 23/11/2015

Drawing Number: 13061-TK01
 Revision: -

APPENDIX 6

Calculation Reference: AUDIT-740101-151008-1030

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	2 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 23 to 115 (units:)
 Range Selected by User: 14 to 432 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 20/05/14

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	1 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

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	5
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.

Filtering Stage 3 selection:

Use Class:

C3 6 days

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

Population within 1 mile:

1,001 to 5,000 3 days

5,001 to 10,000 2 days

15,001 to 20,000 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 2 days

25,001 to 50,000 1 days

75,001 to 100,000 2 days

250,001 to 500,000 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 2 days

1.1 to 1.5 4 days

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

Travel Plan:

No 6 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.

LIST OF SITES relevant to selection parameters

1	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		40	
	Survey date:	THURSDAY	20/11/08	Survey Type: MANUAL
2	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		82	
	Survey date:	FRIDAY	24/04/09	Survey Type: MANUAL
3	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		115	
	Survey date:	FRIDAY	14/10/11	Survey Type: MANUAL
4	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		52	
	Survey date:	MONDAY	16/09/13	Survey Type: MANUAL
5	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		23	
	Survey date:	WEDNESDAY	18/09/13	Survey Type: MANUAL
6	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date:	WEDNESDAY	18/09/13	Survey Type: MANUAL

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 SITES

Site Ref	Reason for Deselection
NE-03-A-02	Size of town
NY-03-A-08	Proximity to large town
NY-03-A-10	Rural Location
TV-03-A-01	Proximity to large town
TW-03-A-01	Proximity to large town
TW-03-A-02	Proximity to large town and no rail service

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	61	0.071	6	61	0.235	6	61	0.306
08:00 - 09:00	6	61	0.128	6	61	0.380	6	61	0.508
09:00 - 10:00	6	61	0.161	6	61	0.178	6	61	0.339
10:00 - 11:00	6	61	0.161	6	61	0.169	6	61	0.330
11:00 - 12:00	6	61	0.134	6	61	0.142	6	61	0.276
12:00 - 13:00	6	61	0.148	6	61	0.142	6	61	0.290
13:00 - 14:00	6	61	0.167	6	61	0.126	6	61	0.293
14:00 - 15:00	6	61	0.167	6	61	0.210	6	61	0.377
15:00 - 16:00	6	61	0.246	6	61	0.164	6	61	0.410
16:00 - 17:00	6	61	0.273	6	61	0.148	6	61	0.421
17:00 - 18:00	6	61	0.342	6	61	0.172	6	61	0.514
18:00 - 19:00	6	61	0.210	6	61	0.134	6	61	0.344
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.208			2.200			4.408

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

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

Parameter summary

Trip rate parameter range selected: 23 - 115 (units:)
 Survey date range: 01/01/01 - 20/05/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	61	0.000	6	61	0.033	6	61	0.033
08:00 - 09:00	6	61	0.005	6	61	0.025	6	61	0.030
09:00 - 10:00	6	61	0.003	6	61	0.011	6	61	0.014
10:00 - 11:00	6	61	0.008	6	61	0.011	6	61	0.019
11:00 - 12:00	6	61	0.003	6	61	0.005	6	61	0.008
12:00 - 13:00	6	61	0.005	6	61	0.011	6	61	0.016
13:00 - 14:00	6	61	0.003	6	61	0.003	6	61	0.006
14:00 - 15:00	6	61	0.005	6	61	0.005	6	61	0.010
15:00 - 16:00	6	61	0.030	6	61	0.003	6	61	0.033
16:00 - 17:00	6	61	0.025	6	61	0.008	6	61	0.033
17:00 - 18:00	6	61	0.022	6	61	0.008	6	61	0.030
18:00 - 19:00	6	61	0.014	6	61	0.003	6	61	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.123			0.126			0.249

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

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

Parameter summary

Trip rate parameter range selected: 23 - 115 (units:)
 Survey date date range: 01/01/01 - 20/05/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	61	0.016	6	61	0.077	6	61	0.093
08:00 - 09:00	6	61	0.041	6	61	0.205	6	61	0.246
09:00 - 10:00	6	61	0.046	6	61	0.046	6	61	0.092
10:00 - 11:00	6	61	0.057	6	61	0.077	6	61	0.134
11:00 - 12:00	6	61	0.044	6	61	0.025	6	61	0.069
12:00 - 13:00	6	61	0.038	6	61	0.038	6	61	0.076
13:00 - 14:00	6	61	0.030	6	61	0.055	6	61	0.085
14:00 - 15:00	6	61	0.044	6	61	0.046	6	61	0.090
15:00 - 16:00	6	61	0.128	6	61	0.101	6	61	0.229
16:00 - 17:00	6	61	0.134	6	61	0.057	6	61	0.191
17:00 - 18:00	6	61	0.112	6	61	0.030	6	61	0.142
18:00 - 19:00	6	61	0.055	6	61	0.019	6	61	0.074
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.745			0.776			1.521

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

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

Parameter summary

Trip rate parameter range selected: 23 - 115 (units:)
 Survey date date range: 01/01/01 - 20/05/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL BUS/TRAM PASSENGERS
 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	6	61	0.000	6	61	0.008	6	61	0.008
08:00 - 09:00	6	61	0.005	6	61	0.008	6	61	0.013
09:00 - 10:00	6	61	0.000	6	61	0.003	6	61	0.003
10:00 - 11:00	6	61	0.000	6	61	0.005	6	61	0.005
11:00 - 12:00	6	61	0.005	6	61	0.003	6	61	0.008
12:00 - 13:00	6	61	0.003	6	61	0.008	6	61	0.011
13:00 - 14:00	6	61	0.008	6	61	0.000	6	61	0.008
14:00 - 15:00	6	61	0.003	6	61	0.003	6	61	0.006
15:00 - 16:00	6	61	0.003	6	61	0.003	6	61	0.006
16:00 - 17:00	6	61	0.011	6	61	0.003	6	61	0.014
17:00 - 18:00	6	61	0.003	6	61	0.003	6	61	0.006
18:00 - 19:00	6	61	0.003	6	61	0.000	6	61	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.047			0.091

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

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

Parameter summary

Trip rate parameter range selected: 23 - 115 (units:)
 Survey date date range: 01/01/01 - 20/05/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL RAIL PASSENGERS
 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	6	61	0.000	6	61	0.003	6	61	0.003
08:00 - 09:00	6	61	0.000	6	61	0.000	6	61	0.000
09:00 - 10:00	6	61	0.000	6	61	0.000	6	61	0.000
10:00 - 11:00	6	61	0.000	6	61	0.000	6	61	0.000
11:00 - 12:00	6	61	0.000	6	61	0.000	6	61	0.000
12:00 - 13:00	6	61	0.000	6	61	0.000	6	61	0.000
13:00 - 14:00	6	61	0.000	6	61	0.000	6	61	0.000
14:00 - 15:00	6	61	0.000	6	61	0.000	6	61	0.000
15:00 - 16:00	6	61	0.000	6	61	0.000	6	61	0.000
16:00 - 17:00	6	61	0.000	6	61	0.000	6	61	0.000
17:00 - 18:00	6	61	0.000	6	61	0.000	6	61	0.000
18:00 - 19:00	6	61	0.005	6	61	0.000	6	61	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.003			0.008

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

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

Parameter summary

Trip rate parameter range selected: 23 - 115 (units:)
 Survey date date range: 01/01/01 - 20/05/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL COACH PASSENGERS
 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	6	61	0.000	6	61	0.000	6	61	0.000
08:00 - 09:00	6	61	0.000	6	61	0.000	6	61	0.000
09:00 - 10:00	6	61	0.000	6	61	0.000	6	61	0.000
10:00 - 11:00	6	61	0.000	6	61	0.000	6	61	0.000
11:00 - 12:00	6	61	0.000	6	61	0.000	6	61	0.000
12:00 - 13:00	6	61	0.000	6	61	0.000	6	61	0.000
13:00 - 14:00	6	61	0.000	6	61	0.000	6	61	0.000
14:00 - 15:00	6	61	0.000	6	61	0.000	6	61	0.000
15:00 - 16:00	6	61	0.000	6	61	0.000	6	61	0.000
16:00 - 17:00	6	61	0.000	6	61	0.000	6	61	0.000
17:00 - 18:00	6	61	0.000	6	61	0.000	6	61	0.000
18:00 - 19:00	6	61	0.000	6	61	0.000	6	61	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 23 - 115 (units:)
 Survey date date range: 01/01/01 - 20/05/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	61	0.000	6	61	0.011	6	61	0.011
08:00 - 09:00	6	61	0.005	6	61	0.008	6	61	0.013
09:00 - 10:00	6	61	0.000	6	61	0.003	6	61	0.003
10:00 - 11:00	6	61	0.000	6	61	0.005	6	61	0.005
11:00 - 12:00	6	61	0.005	6	61	0.003	6	61	0.008
12:00 - 13:00	6	61	0.003	6	61	0.008	6	61	0.011
13:00 - 14:00	6	61	0.008	6	61	0.000	6	61	0.008
14:00 - 15:00	6	61	0.003	6	61	0.003	6	61	0.006
15:00 - 16:00	6	61	0.003	6	61	0.003	6	61	0.006
16:00 - 17:00	6	61	0.011	6	61	0.003	6	61	0.014
17:00 - 18:00	6	61	0.003	6	61	0.003	6	61	0.006
18:00 - 19:00	6	61	0.008	6	61	0.000	6	61	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.050			0.099

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

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

Parameter summary

Trip rate parameter range selected: 23 - 115 (units:)
 Survey date date range: 01/01/01 - 20/05/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	61	0.098	6	61	0.423	6	61	0.521
08:00 - 09:00	6	61	0.210	6	61	0.811	6	61	1.021
09:00 - 10:00	6	61	0.232	6	61	0.273	6	61	0.505
10:00 - 11:00	6	61	0.265	6	61	0.303	6	61	0.568
11:00 - 12:00	6	61	0.210	6	61	0.202	6	61	0.412
12:00 - 13:00	6	61	0.219	6	61	0.221	6	61	0.440
13:00 - 14:00	6	61	0.249	6	61	0.208	6	61	0.457
14:00 - 15:00	6	61	0.265	6	61	0.320	6	61	0.585
15:00 - 16:00	6	61	0.549	6	61	0.303	6	61	0.852
16:00 - 17:00	6	61	0.544	6	61	0.276	6	61	0.820
17:00 - 18:00	6	61	0.593	6	61	0.251	6	61	0.844
18:00 - 19:00	6	61	0.336	6	61	0.186	6	61	0.522
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.770			3.777			7.547

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

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

Parameter summary

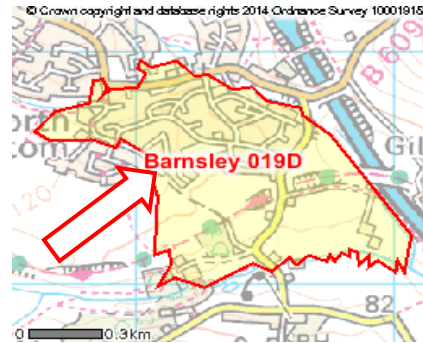
Trip rate parameter range selected: 23 - 115 (units:)
 Survey date date range: 01/01/01 - 20/05/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 9

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

APPENDIX 7

Method of Travel to Work (QS701EW)

				Barnsley 019D Super Output Area Lower Layer	Barnsley Metropolitan District	Yorkshire and The Humber Region	England Country
All Usual Residents Aged 16 to 74	Count	Persons	Mar-11	1026	170405	3875219	38881374
Work Mainly at or From Home	Count	Persons	Mar-11	17	3516	110962	1349568
Underground, Metro, Light Rail, Tram	Count	Persons	Mar-11	0	118	10716	1027625
Train	Count	Persons	Mar-11	8	2094	58307	1343684
Bus, Minibus or Coach	Count	Persons	Mar-11	58	6570	207114	1886539
Taxi	Count	Persons	Mar-11	2	493	16432	131465
Motorcycle, Scooter or Moped	Count	Persons	Mar-11	7	843	16173	206550
Driving a Car or Van	Count	Persons	Mar-11	347	70743	1490020	14345882
Passenger in a Car or Van	Count	Persons	Mar-11	52	7660	155856	1264553
Bicycle	Count	Persons	Mar-11	4	720	62119	742675
On Foot	Count	Persons	Mar-11	39	10349	285542	2701453
Other Method of Travel to Work	Count	Persons	Mar-11	1	473	14833	162727
Not in Employment	Count	Persons	Mar-11	491	66826	1447145	13718653
Method of Travel to Work, 2011 (QS701EW), Mar11	LastUpdate			30-Jan-13			
Method of Travel to Work, 2011 (QS701EW), Mar11	Source			Office for National Statistics			
Method of Travel to Work (QS701EW)				National Statistics			



Car Driver	347	67.0%
Car Passenger	52	10.0%
Pedestrian	39	7.5%
Cyclist	4	0.8%
Public Transport	66	12.7%
Other	10	1.9%
	518	100.0%

APPENDIX 8

TEMPRO main form

Results

Data selections

Growth factors
 Future year minus base year
 Base year data
 Future year data

Trip end by time period selections
 Select time period:
 Weekday AM peak period (0700 - 0959)

Trip end type
 Production/Attraction
 Origin/Destination

Reset Selections

Car Driver: Combined Modes

Area Description: Level: 000C9

NTM Traffic Growth Calculations

1. Select NTH Dataset:

NTM Dataset Description	From	To
NTM APO9 Dataset	2015	2025
NTM APO8 Dataset	2003	2025

2. Select Areas to make up the geographic region:
 Dodworth (000C9)

3. Select area type:
 Urban
 Rural
 All

4. Select road type:
 Motorway
 Trunk
 Principal
 Minor
 All

5. Select which area it serves:
 Region
 England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
000C9	Dodworth	1.0760

All Purposes: Destination: 1.0393

AM Peak: 1.0760

TEMPRO main form

Results

Data selections

Growth factors
 Future year minus base year
 Base year data
 Future year data

Trip end by time period selections
 Select time period:
 Weekday PM peak period (1600 - 1859)

Trip end type
 Production/Attraction
 Origin/Destination

Reset Selections

Car Driver: Combined Modes

Area Description: Level: 000C9

NTM Traffic Growth Calculations

1. Select NTH Dataset:

NTM Dataset Description	From	To
NTM APO9 Dataset	2015	2025
NTM APO8 Dataset	2003	2025

2. Select Areas to make up the geographic region:
 Dodworth (000C9)

3. Select area type:
 Urban
 Rural
 All

4. Select road type:
 Motorway
 Trunk
 Principal
 Minor
 All

5. Select which area it serves:
 Region
 England

Calculate the adjusted local growth figure


Results

Level	Area	Local Growth Figure
000C9	Dodworth	1.0783

All Purposes: Destination: 1.0391

PM Peak: 1.0783

APPENDIX 9

PICADY		
GUI Version: 5.1 AE Analysis Program Release: 5.0 (MAY 2010)		
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For sales and distribution information, program advice and maintenance, contact:		
TRL Limited Crowthorne House Nine Mile Ride Wokingham, Berks. RG40 3GA, UK		Tel: +44 (0)1344 770758 Fax: +44 (0)1344 770864 E-mail: software@trl.co.uk Web: www.trlsoftware.co.uk
The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Analysis

Parameter	Values
File Run	S:\..\Technical Assessments\PICADY Keresforth Road.vpi
Date Run	03 November 2015
Time Run	10:51:32
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Keresforth Road	100
Arm B	Stainborough Road	100
Arm C	High Street	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Keresforth Road
Location	Dodworth
Date	03 November 2015
Enumerator	Milestone4 - Newer [MILESTONE4-PC]
Job Number	13-061
Status	-
Client	-
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.84
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.26
Minor Road Width 0m Back from Junction (m)	10.00
Minor Road Width 5m Back from Junction (m)	3.42
Minor Road Width 10m Back from Junction (m)	3.32
Minor Road Width 15m Back from Junction (m)	3.03
Minor Road Width 20m Back from Junction (m)	2.76
Minor Road Flare Length (veh)	1
Minor Road Visibility To Right (m)	65
Minor Road Visibility To Left (m)	152
Major Road Right Turn Visibility (m)	45
Major Road Right Turn Blocks Traffic	No

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	0.000	0.000	0.000	0.000	0.000
B-C	0.000	0.000	0.000	-	-
C-B	606.554	0.226	0.226	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	08:00-09:30	90	15
Second Modelling Period	16:15-17:45	90	15

ODTAB Turning Counts

Demand Set: AM Peak

Modelling Period: 08:00-09:30

From/To	Arm A	Arm B	Arm C
Arm A	0.0	8.0	191.0
Arm B	5.0	0.0	56.0
Arm C	382.0	29.0	0.0

Demand Set: PM Peak

Modelling Period: 16:15-17:45

From/To	Arm A	Arm B	Arm C
Arm A	0.0	12.0	379.0
Arm B	10.0	0.0	47.0
Arm C	318.0	74.0	0.0

ODTAB Synthesised Flows

Demand Set: AM Peak

Modelling Period: 08:00-09:30

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:15	2.487	08:45	3.731	09:15	2.487
Arm B	08:15	0.762	08:45	1.144	09:15	0.762
Arm C	08:15	5.137	08:45	7.706	09:15	5.137

Heavy Vehicles Percentages

Demand Set: AM Peak

Modelling Period: 08:00-09:30

From/To	Arm A	Arm B	Arm C
Arm A	-	12.5	4.2
Arm B	0.0	-	1.8
Arm C	1.6	13.8	-

Demand Set: PM Peak

Modelling Period: 16:15-17:45

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	1.8
Arm B	0.0	-	2.1
Arm C	1.9	2.7	-

Queues & Delays

Demand Set: AM Peak

Modelling Period: 08:00-09:30

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-A	0.06	9.36	0.007	-	0.00	0.01	-	0.1	0.11
	B-C	0.70	10.77	0.065	-	0.00	0.07	-	1.0	0.10
	C-A	4.79	-	-	-	-	-	-	-	-
	C-B	0.36	8.36	0.044	-	0.00	0.05	-	0.7	0.13
	A-B	0.10	-	-	-	-	-	-	-	-
	A-C	2.40	-	-	-	-	-	-	-	-
08:15-08:30	B-A	0.07	8.99	0.008	-	0.01	0.01	-	0.1	0.11
	B-C	0.84	10.64	0.079	-	0.07	0.09	-	1.3	0.10
	C-A	5.72	-	-	-	-	-	-	-	-
	C-B	0.43	8.26	0.053	-	0.05	0.06	-	0.8	0.13
	A-B	0.12	-	-	-	-	-	-	-	-
	A-C	2.86	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-A	0.09	8.49	0.011	-	0.01	0.01	-	0.2	0.12
	B-C	1.03	10.46	0.098	-	0.09	0.11	-	1.6	0.11
	C-A	7.01	-	-	-	-	-	-	-	-
	C-B	0.53	8.12	0.066	-	0.06	0.07	-	1.0	0.13
	A-B	0.15	-	-	-	-	-	-	-	-
	A-C	3.50	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-A	0.09	8.49	0.011	-	0.01	0.01	-	0.2	0.12
	B-C	1.03	10.46	0.098	-	0.11	0.11	-	1.6	0.11
	C-A	7.01	-	-	-	-	-	-	-	-
	C-B	0.53	8.12	0.066	-	0.07	0.07	-	1.0	0.13
	A-B	0.15	-	-	-	-	-	-	-	-
	A-C	3.50	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-A	0.07	8.99	0.008	-	0.01	0.01	-	0.1	0.11
	B-C	0.84	10.64	0.079	-	0.11	0.09	-	1.3	0.10
	C-A	5.72	-	-	-	-	-	-	-	-
	C-B	0.43	8.26	0.053	-	0.07	0.06	-	0.9	0.13
	A-B	0.12	-	-	-	-	-	-	-	-
	A-C	2.86	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
09:15-09:30	B-A	0.06	9.35	0.007	-	0.01	0.01	-	0.1	0.11
	B-C	0.70	10.77	0.065	-	0.09	0.07	-	1.1	0.10
	C-A	4.79	-	-	-	-	-	-	-	-
	C-B	0.36	8.36	0.044	-	0.06	0.05	-	0.7	0.13
	A-B	0.10	-	-	-	-	-	-	-	-
	A-C	2.40	-	-	-	-	-	-	-	-

Demand Set: PM Peak

Modelling Period: 16:15-17:45

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
16:15-16:30	B-A	0.13	8.57	0.015	-	0.00	0.01	-	0.2	0.12
	B-C	0.59	10.11	0.058	-	0.00	0.06	-	0.9	0.10
	C-A	3.99	-	-	-	-	-	-	-	-
	C-B	0.93	8.74	0.106	-	0.00	0.12	-	1.7	0.13
	A-B	0.15	-	-	-	-	-	-	-	-
	A-C	4.76	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
16:30-16:45	B-A	0.15	8.06	0.019	-	0.01	0.02	-	0.3	0.13
	B-C	0.70	9.86	0.071	-	0.06	0.08	-	1.1	0.11
	C-A	4.76	-	-	-	-	-	-	-	-
	C-B	1.11	8.53	0.130	-	0.12	0.15	-	2.2	0.13
	A-B	0.18	-	-	-	-	-	-	-	-
	A-C	5.68	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
16:45-17:00	B-A	0.18	7.35	0.025	-	0.02	0.03	-	0.4	0.14
	B-C	0.86	9.51	0.091	-	0.08	0.10	-	1.5	0.12
	C-A	5.84	-	-	-	-	-	-	-	-
	C-B	1.36	8.23	0.165	-	0.15	0.20	-	2.9	0.15
	A-B	0.22	-	-	-	-	-	-	-	-
	A-C	6.95	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-A	0.18	7.35	0.025	-	0.03	0.03	-	0.4	0.14
	B-C	0.86	9.51	0.091	-	0.10	0.10	-	1.5	0.12
	C-A	5.84	-	-	-	-	-	-	-	-
	C-B	1.36	8.23	0.165	-	0.20	0.20	-	2.9	0.15
	A-B	0.22	-	-	-	-	-	-	-	-
	A-C	6.95	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-A	0.15	8.06	0.019	-	0.03	0.02	-	0.3	0.13
	B-C	0.70	9.86	0.071	-	0.10	0.08	-	1.2	0.11
	C-A	4.76	-	-	-	-	-	-	-	-
	C-B	1.11	8.53	0.130	-	0.20	0.15	-	2.3	0.13
	A-B	0.18	-	-	-	-	-	-	-	-
	A-C	5.68	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
17:30-17:45	B-A	0.13	8.57	0.015	-	0.02	0.01	-	0.2	0.12
	B-C	0.59	10.11	0.058	-	0.08	0.06	-	1.0	0.11
	C-A	3.99	-	-	-	-	-	-	-	-
	C-B	0.93	8.74	0.106	-	0.15	0.12	-	1.8	0.13
	A-B	0.15	-	-	-	-	-	-	-	-
	A-C	4.76	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.

In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.

Delays marked with '###' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: AM Peak

Modelling Period: 08:00-09:30

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	6.9	4.6	0.8	0.1	0.8	0.1
B-C	77.1	51.4	7.9	0.1	7.9	0.1
C-A	525.8	350.5	-	-	-	-
C-B	39.9	26.6	5.1	0.1	5.1	0.1
A-B	11.0	7.3	-	-	-	-
A-C	262.9	175.3	-	-	-	-
All	923.6	615.7	13.7	0.0	13.7	0.0

Demand Set: PM Peak

Modelling Period: 16:15-17:45

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	13.8	9.2	1.8	0.1	1.8	0.1
B-C	64.7	43.1	7.1	0.1	7.1	0.1
C-A	437.7	291.8	-	-	-	-
C-B	101.9	67.9	13.8	0.1	13.8	0.1
A-B	16.5	11.0	-	-	-	-
A-C	521.7	347.8	-	-	-	-
All	1156.2	770.8	22.7	0.0	22.7	0.0

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.

These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful