



Proposed Residential Development, Cote Lane,
Thurgoland

TRANSPORT STATEMENT



PROJECT REFERENCE: 090

V2: 03/3/23 – Initial review incorporated

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Works Cited

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Introduction

- 1.1.1 The client appointed KEI Services Limited to produce this Transport Statement to examine and present the transport effects of the proposed redevelopment of the former Chapel on Cote Lane, Thurgoland.
- 1.1.2 It is proposed to convert the former Methodist Chapel to four residential units and an application for this has been submitted (2022/1192). This follows a history of six previous applications, five of which for changes of use since 1976, through to 1980 which were all refused.
- 1.1.3 The proposed development is located to the south of the main village of Thurgoland. A wide area location plan of the site can be seen in **Figure 1**.

Figure 1: Site Location Plan



Powered by Google(2021), Ordnance Survey (2023)

- 1.1.4 The Transport Statement considers the transport effect of this new development on the proposed development site. To provide a more local context a local area location plan can be found in **Figure 2** below.

Figure 2: Site location – Local Area

Powered by Google(2023), Ordnance Survey 2023, Public Rights of Way mapping via rowmaps.com

1.1.5 The report will assess the transport effects of the proposed development in the following sections:

- Section 1: The Introduction,
- Section 2: Existing Highway Network,
- Section 3: Sustainable Transport Review,
- Section 4: Proposed Development,
- Section 5: Parking Assessment
- Section 6: Trip generation,
- Section 7: Conclusions

Existing Highway Environment

Cote Lane

- 2.1.1 Cote Lane is a single carriageway rural road, subject to a 30mph speed limit. It benefits from a footway to its eastern side along with street lighting columns. It connects with the A629 Halifax Road at its northern end within Thurgoland and becomes Forge Lane at its junction with Old Mill Lane to the south. Forge lane provides connectivity with the A616 to the south along with the town of Stocksbridge.
- 2.1.2 to the south of the Chapel, the former railway line forms the Upper Don Trail, which is part of the Trans-Pennine Bridleway.

Figure 3: View south on Cote Lane towards Trans -Pennine Bridleway

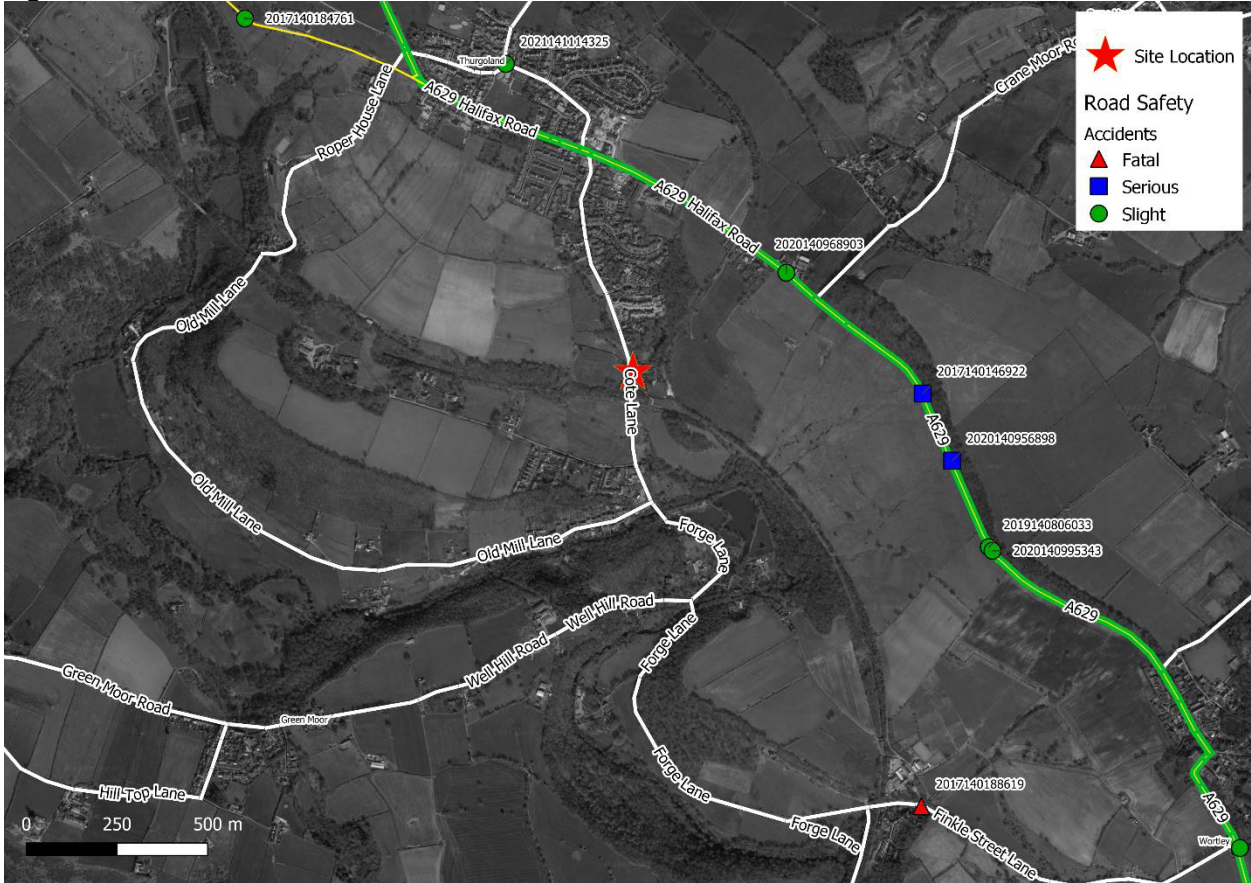


2.2 Highway Safety Review

- 2.2.1 A review has been undertaken of personal injury accident data in the vicinity of the proposed development. The data used was acquired from the Department for Transport (Department for Transport, 2022), which provides comprehensive data across the UK. The latest dataset provides full accident data up to 31/12/2021, and the last five years of data has been examined (1/1/2017 – 31/12/2021). In addition further provisional data has been included that covers the period to 30/6/2022.

2.2.2 From these records it is clear that there have been no personal injury accidents on Cote Lane within the latest 5 1/2 years of data. However there have been incidents on the surrounding network, including the A429 Halifax Road and Finkle Street Lane. It is considered that these accidents are unrelated, and the proposed development would not increase this accident prevalence. A copy of this data can be found in **Appendix 1**.

Figure 4: Accident Record Plot



Powered by Google (2023), contains DfT Data (2022) and Ordnance Survey Data (2023)

Sustainable Transport Review

3.1.1 A review of travel to and from the site by sustainable modes of transport has been undertaken.

Walking

3.1.2 Pedestrian access is the most fundamental. Most journeys start and end with a walk and it is generally the most accessible mode of transport. Guidance in the Chartered Institution of Highways and Transportations ‘Designing for Journeys on Foot’ recommended the following distances.

Table 1: Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

(Institution of Highways & Transportation, 2000)

3.1.3 From this typical distance of 500m access to bus stops and 1Km to 2Km for commuting and school travel are considered suitable.

Figure 5: Walking catchments

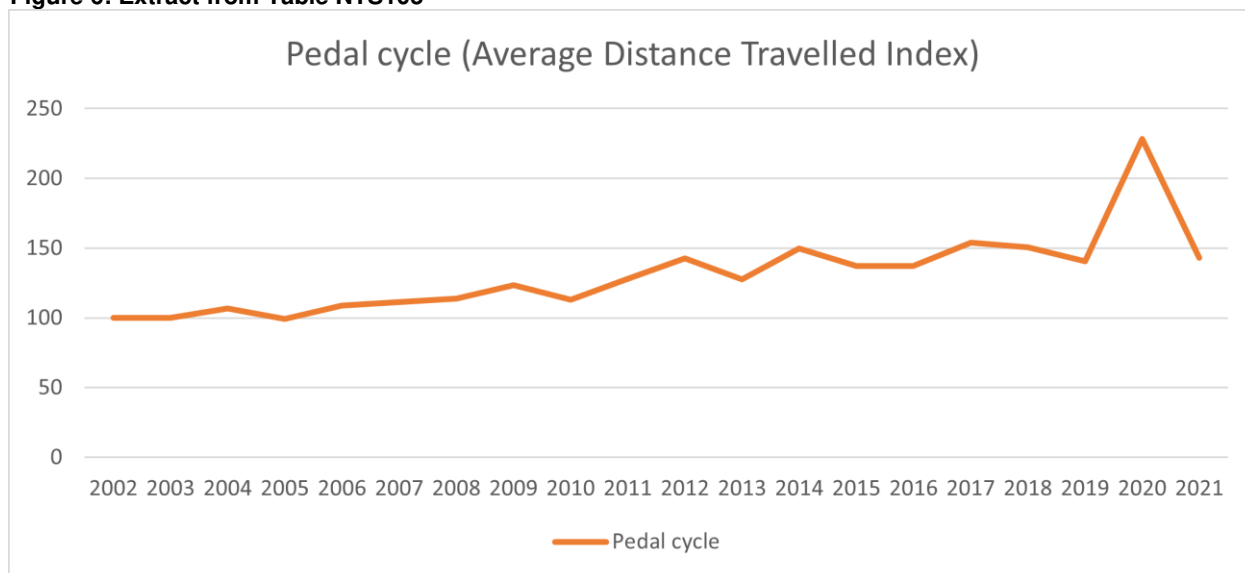


- 3.1.4 **Figure 5** shows the locations that can access the development on foot within the 2Km catchment. It can be seen that in addition to the highway footways, a number of rights of way also exist providing more direct routes on foot. These are also shown in **Figure 2** where the local paths can be seen providing additional network linkage.
- 3.1.5 The proposed development benefits from a continuous footway to the main village of Thurgoland to the north on the eastern side of Cote Lane which also has street lighting providing a good facility. This footway also extends to the Upper Don Trail, part of the Trans-Pennine Bridleway and beyond to the south.

Cycling

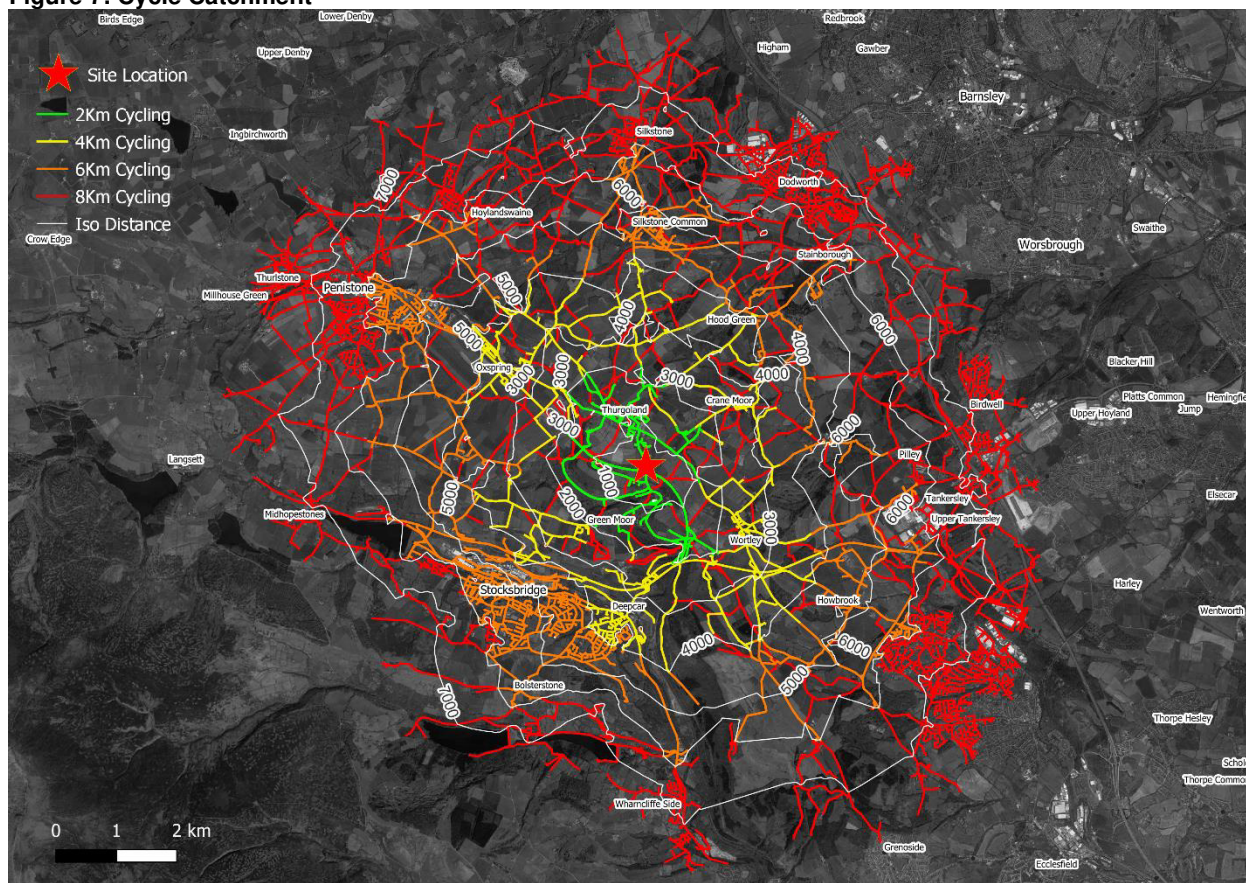
- 3.1.6 Cycling is a versatile form of transport. Directly within the users control as to where and when to travel and providing an entirely bespoke transport solution. It has a greater range than walking and has health and fitness benefits. Recent work undertaken as part of the National Travel Survey 2018 found that the typical cycle journey was 23 minutes long.
- 3.1.7 A review of the latest National Travel Survey from 2021 finds that overall the average cycle trip distance has increased further. This following graph (**Figure 6**) is an index showing how cycling distances have changed since 2002, this shows a spike in 2020 (coincidental with COVID-19 Pandemic), with a return to a steadily increased value from 2021. The indices shows that since 2002, average distance cycled has increased by 43%.

Figure 6: Extract from Table NTS105



Source: (Department for Transport Statistics, 2023)

- 3.1.8 Combining the 2018 travel time with the typical cycle speed of 12mph finds a distance of 7.4Km within typical reach. **Figure 7** below shows the 8Km cycle catchment from the proposed development site.

Figure 7: Cycle Catchment

Powered by Google (2023); contains Ordnance Survey Data (2023)

3.1.9 It can be seen from the figure above that a large area can be accessed by cycle.

3.1.10 Aside from the south west extremes which abut the Peak District National Park the largely circular shape of the routes within 8Km shows good access by cycles to most of the surrounding environment.

Public Transport

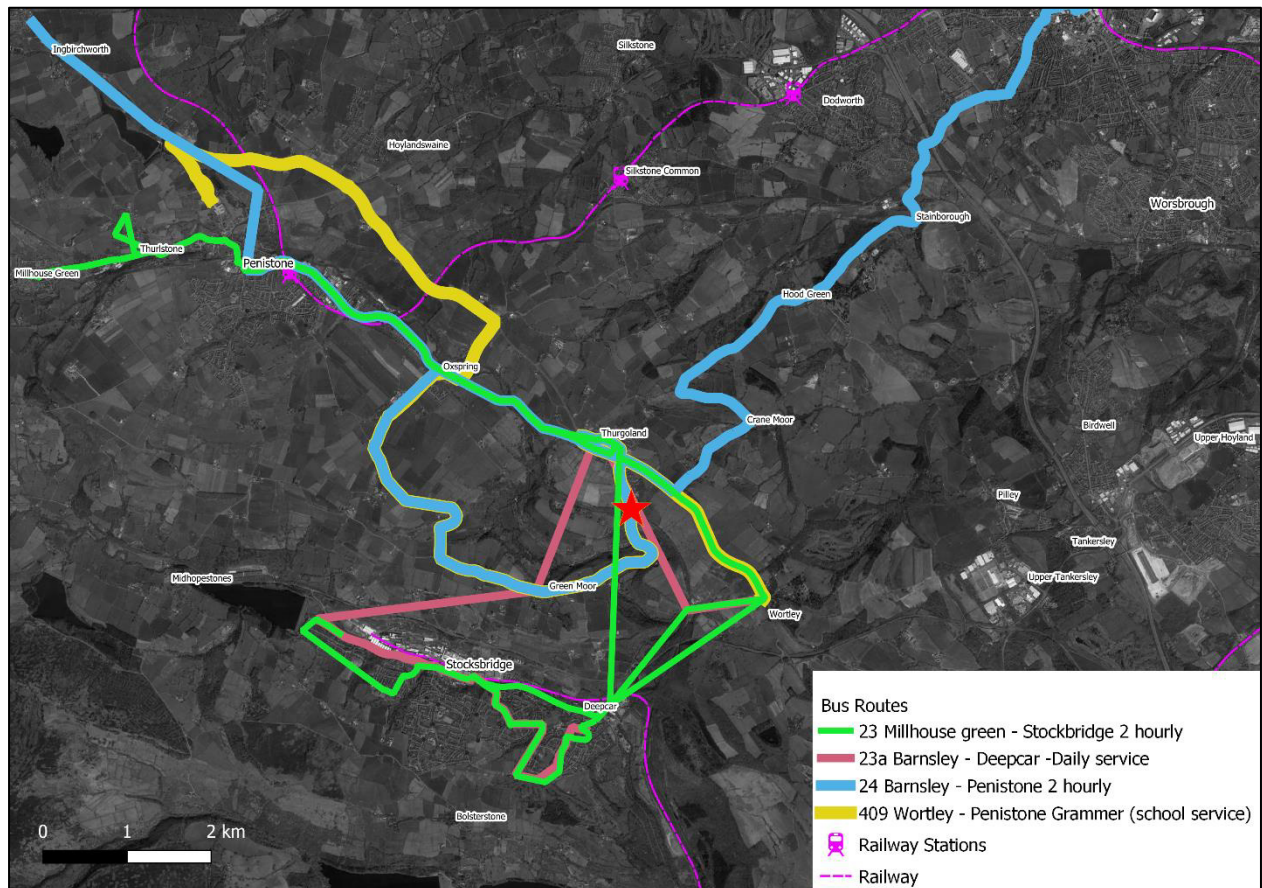
Bus

3.1.11 Public transport is an accessible mode of transport for all abilities. The most accessible of these being the bus service which generally operate locally and provide low-cost transport for all. The proposed development has bus stops just 30m to the north in both directions. These stops are served by the following services.

- 23 Millhouse Green – Stocksbridge. First bus 09:13, 4 services at approximately 2 hourly intervals then a service at 15:59. Typical journey time 31 minutes. Return services 4 services daily at less than 2 hourly intervals.
- 23a Barnsley Interchange – Stocksbridge/Deepcar. Two daily services the first at 09:11 arriving at 09:34 (Stocksbridge) and the last departing Thurgoland at 17:44 arriving at Deepcar at 18:19.
- 24 Barnsley – Penistone. First bus leaves Thurgoland at 06:42 towards Barnsley, with buses through the day from 10:42 at two-hourly intervals. Typical journey time around 30 minutes to Barnsley. In the reverse direction services leave Thurgoland from 08:54 in two hourly intervals arriving in Penistone around 26 minutes later
- 409 Wortley – Penistone Grammar. This bus passes through Thurgoland at 07:40 arriving at Penistone Grammar School at 08:13. A return service leaves Penistone Grammar School at 15:05 arriving in Thurgoland at 15:31.

3.1.12 Ignoring the school services, there are 12 northbound services and 11 southbound services all of which provide linkage to the better services settlements to the north and south of the proposed development providing for onward journeys.

Figure 8: Public Transport



Source: data.bus-data.dft.gov.uk

Rail

3.1.13 The closest railway station is Silkstone Common which is located between the stations of Dodworth and Penistone on the Penistone Line. The station opened in 1983. It has a single platform.

3.1.14 The station has 8 secure cycle storage spaces within the station and a small car park. It has services to Sheffield at typically 40 minute intervals and services to Huddersfield hourly.

3.1.15 The station is approximately 3.3 miles from the proposed development, well within cycling distance of the proposed development for potential commuters.

Proposed Development

- 4.1.1 The proposal considers the conversion of a former Chapel, which has been the subject of several refused applications, to 4 residential flats.

4.2 Access

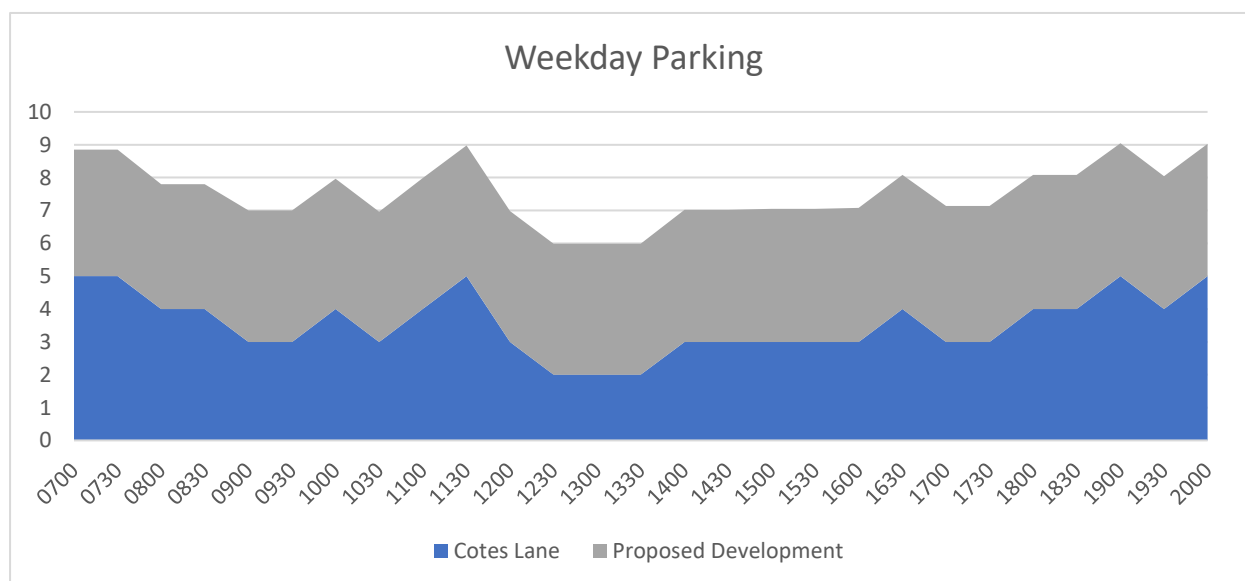
- 4.2.1 The site does not offer vehicular parking onsite. Given the nature of the development it is considered that car ownership levels of potential occupants would be lower than average. The following section examines the potential effect upon on-street parking.

4.3 Parking

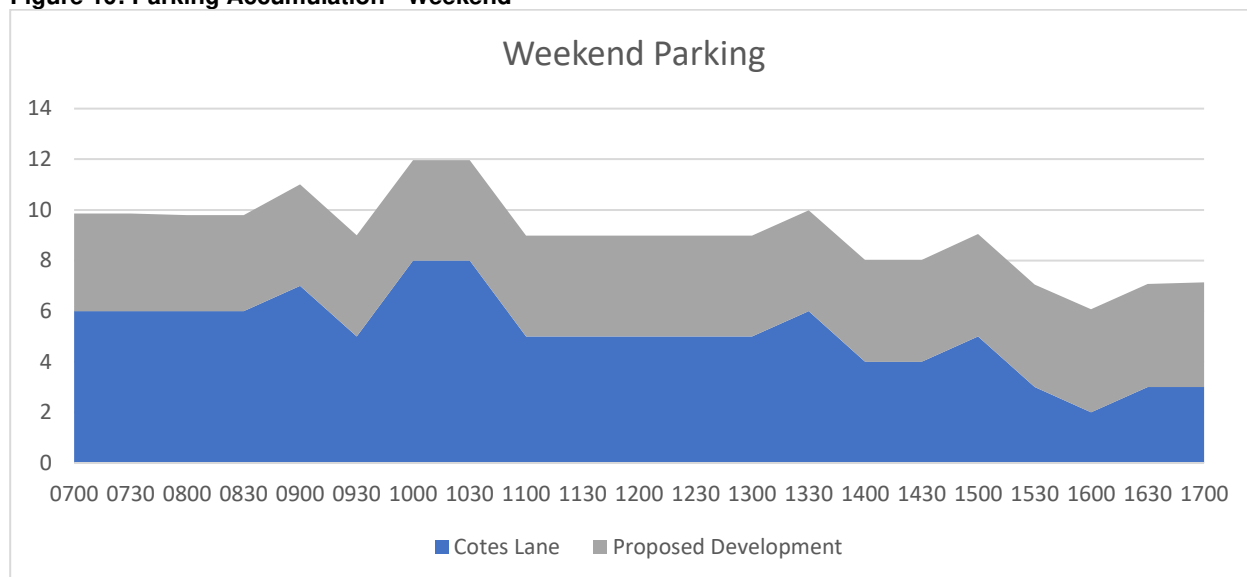
- 4.3.1 Flats or Apartments with allocated parking will be attractive to potential residents with cars, and attract a higher premium. Flats without allocated parking will attract people who do not need to park a car overnight.
- 4.3.2 Barnsley Metropolitan Borough Council (BMBC) provide Supplementary Planning Guidance to stipulate the parking guidance for new developments. This document directs the parking provision for residential development to comply with the South Yorkshire Residential Design Guide (REAL for Transform South Yorkshire, 2011).
- 4.3.3 Within this guidance, Section 2.5 discusses the importance of on-street parking (page 102). It discusses the opportunity that such arrangements have for social interaction, physical and psychological protection of pedestrians and helping with speed management.
- 4.3.4 The Manual for Streets (Department for Transport, 2007) is a nationally recognised design document that also advocates on-street parking as a means of controlling vehicle speeds (page 88) and generally providing a calming to the traffic environment. In addition reduction in road width also reduces vehicle speed and on-street parking facilitates this in a passive manner, without the need for traffic calming facilities providing an urbanised environment.
- 4.3.5 At both National and regional levels the positives of on-street parking are noted.
- 4.3.6 Referring to the Barnsley Local Development Framework Supplementary Guidance -Parking states that Flats / Apartments should provide 1 space for dwellings with 1 or 2 bedrooms, per dwelling. This would equate to a provision of 4 spaces.
- 4.3.7 Examining the statistics from the 2011 CENSUS (2021 CENSUS results are yet to be published) indicates that typical car ownership for apartment occupants is 0.48 vehicles per apartment (Office for National Statistics, 2011). This indicates that the standards provide a generous parking provision which would be unlikely to be realised.
- 4.3.8 Given the proposed development has no associated off-street parking and the typical low car ownership of this type of accommodation it is considered that the proposed development will have little impact upon on-street parking levels, with residents more likely to not own a vehicle.

- 4.3.9 Following comments on the previous application, a parking survey was undertaken to assess the current level of parking demand. This was agreed with Officers at BMBC and was undertaken over a two day period, 22nd February 2022 (Wednesday) and 26th February 2022 (Sunday). These two dates were selected to ensure peak periods when residential activity and occupation would be at their maximums. The surveys were undertaken between 07:00 – 20:00 on the 22nd February and 07:00 – 17:00 on the 26th February. The survey was undertaken by ANSA Traffic, an independent traffic survey company. The survey company measured that space for 10 vehicles existed on the frontage to the properties, with additional space on the west side of Cote Lane for a further 3 vehicles.
- 4.3.10 It was noted that most of the parked vehicles were related to the residential dwellings.
- 4.3.11 Using the survey as a baseline, parking accumulation, based upon TRICs data has been used to determine the additional demand on the local area placed by both the application site and the currently being determined application for a residential dwelling. It has been assumed for the purpose of this that 4 spaces would be, at peak, occupied by vehicles associated by the proposed flats. This can be seen in **Figure 9** below. It can be seen that parking levels never exceed 9 vehicles parked, giving spare capacity of 4 spaces when including spaces to both sides of Cote Lane. The calculations behind this can be found in **Appendix 2**.

Figure 9: Parking Accumulation - Weekday



- 4.3.12 The situation at a weekend is slightly more complex as TRICs has no survey data available for the trip generation of flats on a Sunday. However assuming robustly that the flats 4 spaces remain occupied for the full day, spare capacity is still shown to be available. Parking peaks at 12 occupied spaces for a period of 1 hour, 10-11 am, before parking returns to much lower levels.

Figure 10: Parking Accumulation - Weekend

- 4.3.13 From this examination it is shown that sufficient roadside space exists to accommodate parking for the proposed development, when considering the full complement of spaces required for 4 residential flats, in accordance with local standards. It is further considered unlikely that occupants of all four flats would have vehicles and therefore this assessment is considered robust.

4.4 Existing Planning Application (2022/1056)

- 4.4.1 Adjacent to the proposed development a current undetermined planning application for a detached dwelling is currently under consideration. Reviewing the planning submission for this dwelling it can be seen that the proposed development application is supported by a Design and Access Statement that states that the parking for the proposed development will be retained onsite. From the application form it is noted that currently the site has 4 parking spaces and it is considered that 2 – 3 spaces will be provided for the finished development.
- 4.4.2 The parking guidance for Barnsley resides in the Barnsley Local Development Framework – Supplementary Planning Document – Parking, adopted in March 2012. This guide states that maximum parking within the wider Borough area for a dwelling with 3 bedrooms or more is 2 spaces.
- 4.4.3 The proposed application therefore includes sufficient spaces on site to provide for the proposed development parking. It is considered that on-street parking from this application site would therefore be unlikely when the more convenient on-plot spaces show capacity.

4.5 Servicing

- 4.5.1 The proposed development will require servicing. Typically the largest of these would be a refuse vehicle, which would service the site from Cote Lane.

Trip Generation

5.1 Methodology

5.1.1 The proposed development proposes to develop new residential units from the disused Chapel. These facilities replace existing facilities, however in the interest of robustness consideration of the trip generation of such a facility has been undertaken. In order to assess the effect of the proposed development an assessment of the traffic generation must be undertaken. To undertake this the TRICS database has been used to provide surveys from similar sites as a basis for the assessment of traffic flow estimates.

5.2 Proposed Trip Rates

5.2.1 Trip generation was undertaken using TRICS 7.9.4 using the following methodology;

- The category of residential (03) was selected,
- The sub-category of flats privately owned (C) was selected,
- Vehicle trip rates were selected (177 surveys are included),
- The default date range of 1/1/14– 28/6/22 was retained (86 surveys remain)
- Removed sites within Town Centre, Edge of Town Centre and Edge of Town (41 surveys remain)
- No further selections were made to retain the sample.

5.2.2 This resulted in the following trip rates shown in **Table 2**.

Table 2:Proposed Trip Rates

Per 100sqm	AM PEAK			PM PEAK			Daily		
	AM IN	AM OUT	AM 2WAY	PM IN	PM OUT	PM 2WAY	DAILY IN	DAILY OUT	DAILY 2 WAY
Trip Rate	0.043	0.125	0.168	0.11	0.059	0.169	0.861	0.881	1.742

5.3 Resultant Vehicle Trips

5.3.1 These trip rates have been applied based upon 4 residential flats, and the following trips have resulted in the following trips shown in **Table 3**.

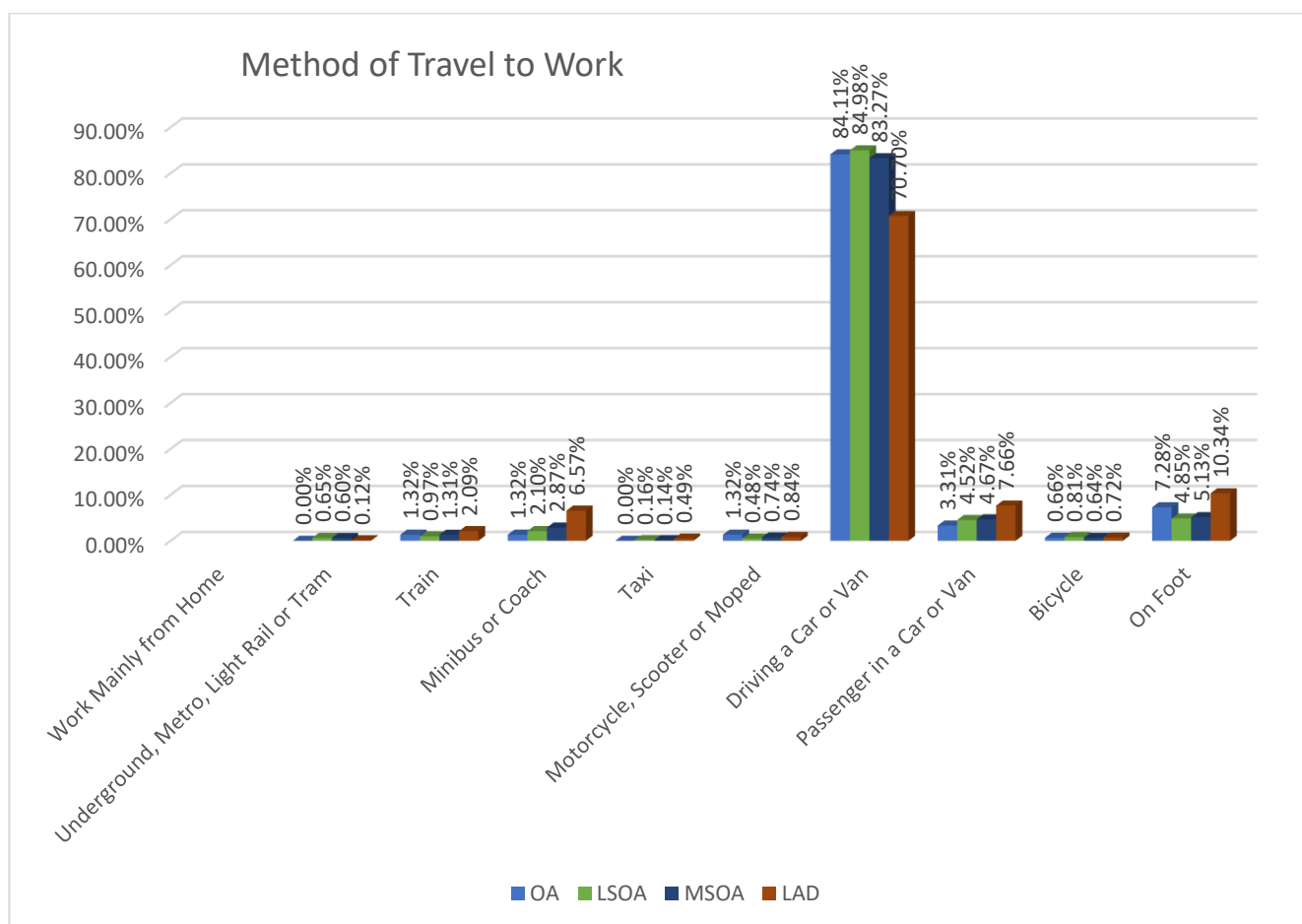
Table 3:Proposed Trips

	AM PEAK			PM PEAK			Daily		
	In	Out	2Way	In	Out	2Way	In	Out	2Way
Vehicle trips	0	1	1	0	0	1	3	4	7

5.3.2 From **Table 3** it can be seen that during peak hours, the typical vehicle trips are anticipated to be, at worst a single vehicle movement during a peak hour period, one vehicle every 60 minutes on average. A copy of the trip generation work can be found in **Appendix 3**.

5.4 Modal Split

5.4.1 The modal split has been assessed using 2011 CENSUS data as the 2021 CENSUS data has yet to be released. A comparison of CENSUS data for the areas Based upon the local Output Area (the smallest unit of CENSUS Geography). The figure below shows these at various geographic levels.

Figure 11: Modal Split (Various Geographic Levels)

- 5.4.2 Examining these it is clear that the Lower Super Output Area (the second smallest level of CENSUS geography) indicates the highest level of car drivers, with a proportion of 84.98% travelling to work as a car driver.
- 5.4.3 With only a single vehicle trip during any peak hour period, the proportion travelling by other means will be minimal, and therefore applying this to the trip generation in **Table 3** would result in zero multi-modal trips during a peak hour. However over longer time periods these fragments of trips assessed would be realised.
- 5.4.4 A copy of these trip generation and modal split calculations can be found in **Appendix 4**.

Conclusions

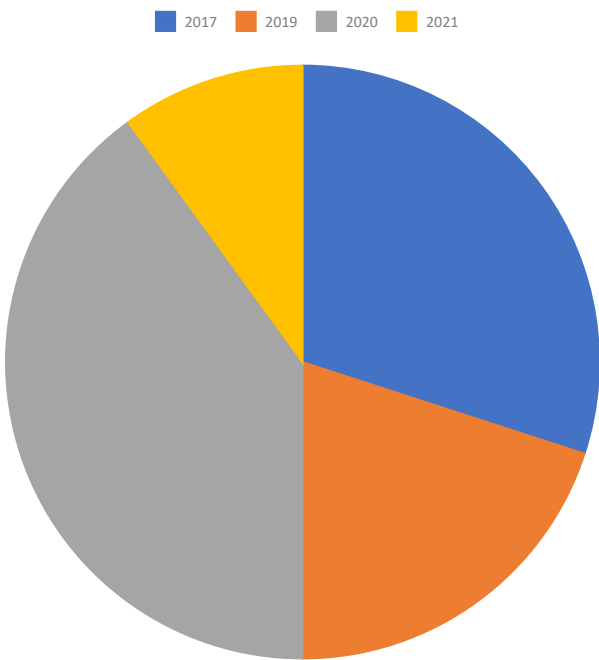
- 6.1.1 The proposal considers the conversion of an existing Chapel to 4 residential flats.
- 6.1.2 Examination of the local area found that the site had good pedestrian, cycle and public transport connections. Options for trips by sustainable modes exist with good footway, cycle and public transport service provisions within close proximity to the site.
- 6.1.3 An examination of personal injury accidents in the local area found no highway safety issues.
- 6.1.4 The trip generation of the proposed development has been examined, which showed during a peak hour 1 two-way vehicle movement would be predicted.
- 6.1.5 Of real concern, the highway authority were concerned with the creation of development that was reliant upon on-street parking. Following a parking survey and a robust assessment of proposed parking demand it is considered that sufficient capacity exists within the local highway to accommodate additional parking associated with the proposed development.
- 6.1.6 It is considered, following a review of the local highway environment and considering the trip generation that the proposed development will have no significant effect upon the local highway environment.

APPENDIX 1: ACCIDENT DATA

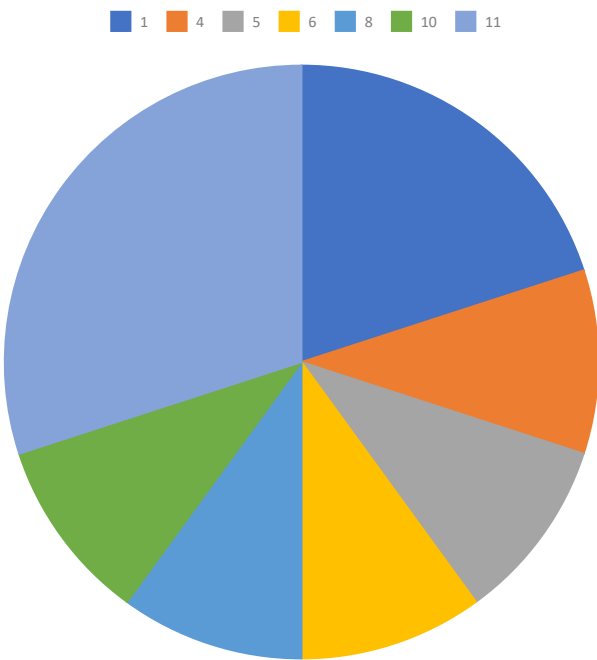
Summary Interpretative Report



Year



Month



Day

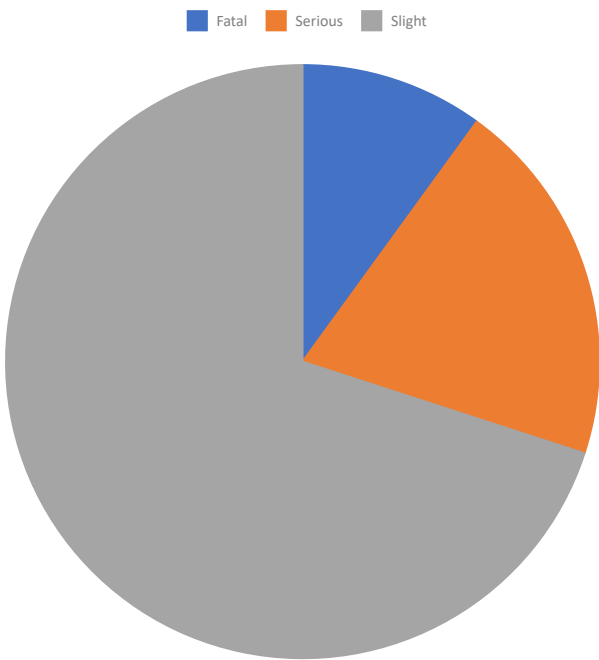
Monday Saturday Sunday
Thursday Wednesday



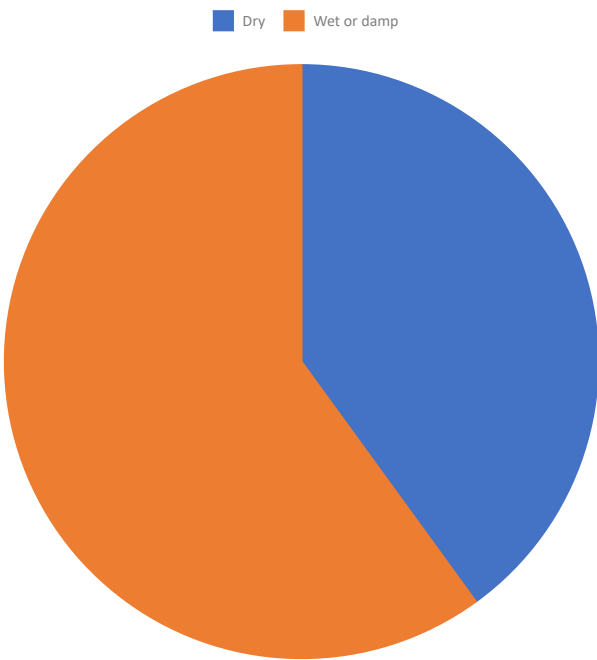
Hour



Year



Surface



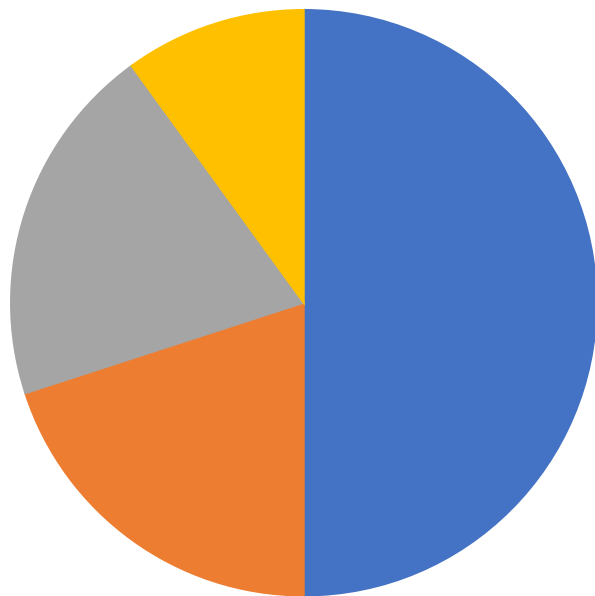
Lighting

Darkness - no lighting Daylight



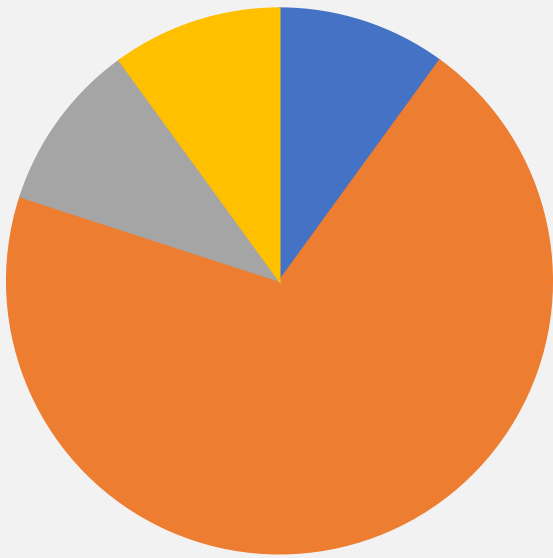
Weather

Fine no high winds Raining + high winds Raining no high winds Unknown



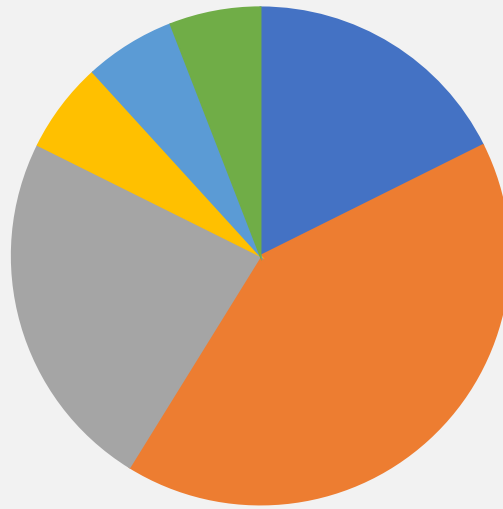
Vehicle Location

■ Crossroads ■ Not at junction or within 20 metres
■ Private drive or entrance ■ T or staggered junction



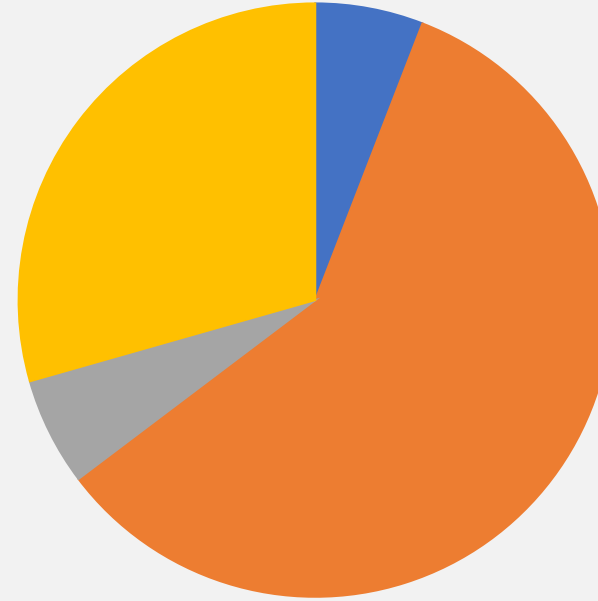
Manoeuvre

■ Going ahead left-hand bend ■ Going ahead other
■ Going ahead right-hand bend ■ Turning left
■ Turning right ■ Waiting to turn left



First Point of Impact

■ Back ■ Front ■ Nearside ■ Offside



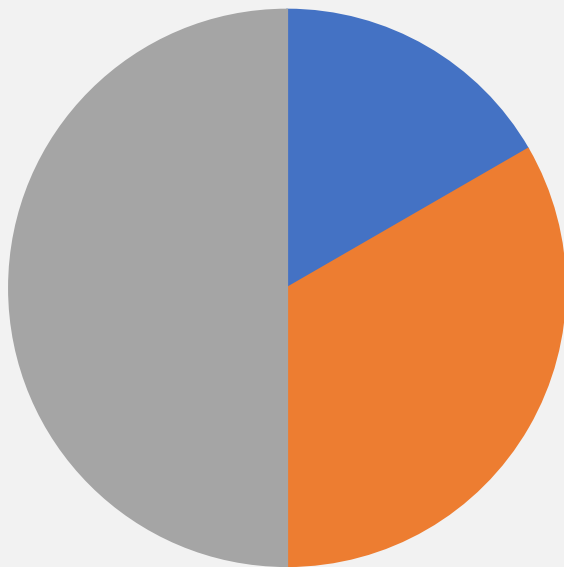
Sex of Driver

■ Female ■ Male



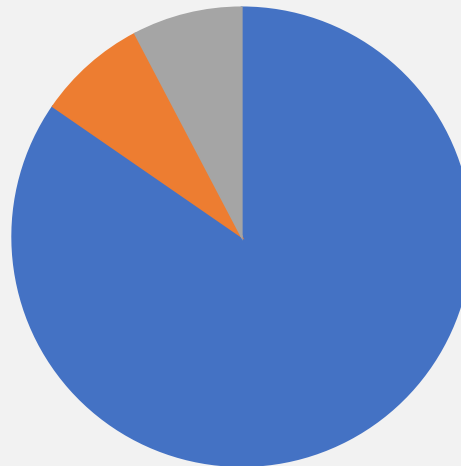
Casualty Class

■ Driver or rider
■ Passenger
■ Pedestrian



Casualty Type

■ Car occupant
■ Cyclist
■ Motorcycle over 500cc rider or passenger



Pedestrian Location

■ Not a Pedestrian



Pedestrian Movement

■ Not a Pedestrian



Date 02/03/2023

Time: 20:11:14

Accidents Details

accident_index

2017140146922

Eastings

429980

Northings

400389

Police

South Yorkshire

Severity

Serious

Vehicles

3

Casualties

2

Date

09-Jan-17

Day

Monday

Time

17:48

District

Barnsley

LHA

Lighting

Darkness - no lighting

Weather

Fine no high winds

Surface

Wet or damp

RoadType

Single carriageway

JunctionDetail

Not at junction or within 20 m

JunctionControl

Data missing or out of range

UrbanOrRural

Rural

PoliceOfficerAttended

Yes

SpecialConditions

None

FirstRoadClass

A

first_road_number

629

SecondRoadClass

Unknown

2nd_Road_Number

-1

Speed Limit

60

CarriageHazards

None

HumanPedCross

None within 50 metres

PhysicalPedCrossing

No physical crossing facilities within 50 metres



Vehicles Involved

Ref	VehicleType	Towing	Manoeuvre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Car	No tow/articulation	Going ahead other	Offside	N	S	Not at or within 20 metres of	None	None	Did not leave carriageway	None	No	Not known	Male	21	-1	-1		-1
2	Car	No tow/articulation	Going ahead other	Offside	S	N	Not at or within 20 metres of	None	None	Nearside	None	No	Commuting to/from work	Male	47	2204	8	Heavy oil	-1
3	Car	No tow/articulation	Going ahead other	Front	S	N	Not at or within 20 metres of	None	None	Did not leave carriageway	None	No	Not known	Male	33	1995	4	Heavy oil	-1

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
1	1	Driver or rider	Male	21	Serious	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Data missing or out of range
3	2	Driver or rider	Male	33	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Data missing or out of range

accident_index

2017140184761

Eastings

428112

Northings

401422

Police

South Yorkshire

Severity

Slight

Vehicles

1

Casualties

1

Date

15-May-17

Day

Monday

Time

07:45

District

Barnsley

LHA

Lighting

Daylight

Weather

Raining no high winds

Surface

Wet or damp

RoadType

Single carriageway

JunctionDetail

Not at junction or within 20 m

JunctionControl

Data missing or out of range

UrbanOrRural

Rural

PoliceOfficerAttended

Yes

SpecialConditions

None

FirstRoadClass

B

first_road_number

6462

SecondRoadClass

Unknown

2nd_Road_Number

-1

Speed Limit

60

CarriageHazards

None

HumanPedCross

None within 50 metres

PhysicalPedCrossing

No physical crossing facilities within 50 metres



Vehicles Involved

Ref	VehicleType	Towing	Manoeuvre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Car	No tow/articulation	Going ahead right-hand bend	Front	SE	NW	Not at or within 20 metres of	Skidded	None	Nearside	Wall or fence	No	Commuting to/from work	Female	27	1149	12	Petrol	-1

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
1	1	Driver or rider	Female	27	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Small town

accident_index

2017140188619

Eastings

429976

Northings

399252

Police

South Yorkshire

Severity

Fatal

Vehicles

2

Casualties

1

Date

30-Apr-17

Day

Sunday

Time

11:15

District

Barnsley

LHA

Lighting

Daylight

Weather

Unknown

Surface

Dry

RoadType

Single carriageway

JunctionDetail

Private drive or entrance

JunctionControl

Give way or uncontrolled

UrbanOrRural

Rural

PoliceOfficerAttended

Yes

SpecialConditions

None

FirstRoadClass

Unclassified

first_road_number

0

SecondRoadClass

Unclassified

2nd_Road_Number

0

Speed Limit

60

CarriageHazards

None

HumanPedCross

None within 50 metres

PhysicalPedCrossing

No physical crossing facilities within 50 metres



Vehicles Involved

Ref	VehicleType	Towing	Manoeuvre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Bus or coach (17 or more pass seats)	No tow/articulation	Going ahead other	Front	W	E	Approaching junction or waiting/park	None	None	Did not leave carriageway	None	No	Other	Male	74	11000	11	Heavy oil	-1
2	Pedal cycle	No tow/articulation	Turning right	Offside	W	E	Mid Junction - on roundabout	None	None	Did not leave carriageway	None	No	Journey as part of work	Male	51	-1	-1		-1

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
2	1	Driver or rider	Male	51	Fatal	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	Small town

accident_index

2019140806033

Eastings

430162

Northings

399966

Police

South Yorkshire

Severity

Slight

Vehicles

1

Casualties

1

Date

05-Jan-19

Day

Saturday

Time

21:13

District

Barnsley

LHA

Lighting

Darkness - no lighting

Weather

Fine no high winds

Surface

Wet or damp

RoadType

Single carriageway

JunctionDetail

Not at junction or within 20 m

JunctionControl

Data missing or out of range

UrbanOrRural

Rural

PoliceOfficerAttended

Yes

SpecialConditions

None

FirstRoadClass

A

first_road_number

629

SecondRoadClass

Unknown

2nd_Road_Number

-1

Speed Limit

60

CarriageHazards

None

HumanPedCross

None within 50 metres

PhysicalPedCrossing

No physical crossing facilities within 50 metres



Vehicles Involved

Ref	VehicleType	Towing	Manoeuvre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Car	No tow/articulation	Going ahead right-hand bend	Front	SE	NW	Not at or within 20 metres of	Skidded	None	Nearside	Wall or fence	No	Commuting to/from work	Female	24	-1	-1		-1

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
1	1	Driver or rider	Female	24	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Rural

accident_index

2019140899808

Eastings

430854

Northings

399137

Police

South Yorkshire

Severity

Slight

Vehicles

2

Casualties

1

Date

17-Nov-19

Day

Sunday

Time

14:00

District

Barnsley

LHA

Lighting

Daylight

Weather

Fine no high winds

Surface

Dry

RoadType

Single carriageway

JunctionDetail

Crossroads

JunctionControl

Stop sign

UrbanOrRural

Rural

PoliceOfficerAttended

Yes

SpecialConditions

None

FirstRoadClass

Unclassified

first_road_number

0

SecondRoadClass

A

2nd_Road_Number

629

Speed Limit

60

CarriageHazards

None

HumanPedCross

None within 50 metres

PhysicalPedCrossing

No physical crossing facilities within 50 metres



Vehicles Involved

Ref	VehicleType	Towing	Manoeuvre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Motorcycle over 500cc	No tow/articulation	Waiting to turn left	Back	E	S	Approaching junction or waiting/park	None	None	Did not leave carriageway	None	No	Not known	Male	54	647	11	Petrol	-1
2	Car	No tow/articulation	Turning left	Front	E	S	Approaching junction or waiting/park	None	None	Did not leave carriageway	None	No	Not known	Female	21	1149	8	Petrol	-1

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
1	1	Driver or rider	Male	54	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle over 500cc rider or passenger	Rural

accident_index

2020140956898

Eastings

430061

Northings

400204

Police

South Yorkshire

Severity

Serious

Vehicles

2

Casualties

3

Date

11-Jun-20

Day

Thursday

Time

16:40

District

Barnsley

LHA

Lighting

Daylight

Weather

Raining + high winds

Surface

Wet or damp

RoadType

Single carriageway

JunctionDetail

Not at junction or within 20 m

JunctionControl

Data missing or out of range

UrbanOrRural

Rural

PoliceOfficerAttended

Yes

SpecialConditions

None

FirstRoadClass

A

first_road_number

629

SecondRoadClass

Unclassified

2nd_Road_Number

0

Speed Limit

60

CarriageHazards

None

HumanPedCross

None within 50 metres

PhysicalPedCrossing

No physical crossing facilities within 50 metres



Vehicles Involved

Ref	VehicleType	Towing	Manoeuvre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Car	No tow/articulation	Going ahead left-hand bend	Nearside	NW	S	Not at or within 20 metres of	Skidded and overturned	None	Did not leave carriageway	None	No	Commuting to/from work	Male	26	1364	16	Heavy oil	MINI ONE
2	Car	No tow/articulation	Going ahead other	Front	S	NW	Not at or within 20 metres of	None	None	Nearside	None	No	Other	Male	45	1798	1	Hybrid electric	TOYOTA C-HR

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
1	1	Driver or rider	Male	26	Serious	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Urban area
2	3	Passenger	Female	41	Serious	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Urban area
2	2	Driver or rider	Male	45	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Urban area

accident_index

2020140968903

Eastings

429604

Northings

400722

Police

South Yorkshire

Severity

Slight

Vehicles

1

Casualties

1

Date

01-Aug-20

Day

Saturday

Time

04:44

District

Barnsley

LHA

Lighting

Darkness - no lighting

Weather

Fine no high winds

Surface

Dry

RoadType

Single carriageway

JunctionDetail

Not at junction or within 20 m

JunctionControl

Data missing or out of range

UrbanOrRural

Rural

PoliceOfficerAttended

Yes

SpecialConditions

None

FirstRoadClass

A

first_road_number

629

SecondRoadClass

Unclassified

2nd_Road_Number

0

Speed Limit

60

CarriageHazards

None

HumanPedCross

None within 50 metres

PhysicalPedCrossing

No physical crossing facilities within 50 metres



Vehicles Involved

Ref	VehicleType	Towing	Manoeuvre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Car	No tow/articulation	Going ahead right-hand bend	Front	N	N	Not at or within 20 metres of	None	None	Nearside and rebounded	None	No	Not known	Male	21	1390	7	Petrol	VOLKSWAGEN JETTA

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
1	2	Driver or rider	Male	21	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Rural

accident_index

2020140995343

Eastings

430172

Northings

399956

Police

South Yorkshire

Severity

Slight

Vehicles

1

Casualties

1

Date

29-Oct-20

Day

Thursday

Time

01:12

District

Barnsley

LHA

Lighting

Darkness - no lighting

Weather

Raining + high winds

Surface

Wet or damp

RoadType

Single carriageway

JunctionDetail

Not at junction or within 20 m

JunctionControl

Data missing or out of range

UrbanOrRural

Rural

PoliceOfficerAttended

Yes

SpecialConditions

None

FirstRoadClass

A

first_road_number

629

SecondRoadClass

Unclassified

2nd_Road_Number

0

Speed Limit

60

CarriageHazards

None

HumanPedCross

None within 50 metres

PhysicalPedCrossing

No physical crossing facilities within 50 metres



Vehicles Involved

Ref	VehicleType	Towing	Manoeuvre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Car	No tow/articulation	Going ahead left-hand bend	Front	N	S	Not at or within 20 metres of	None	None	Offside	Wall or fence	No	Other	Male	19	1399	11	Heavy oil	FORD FIESTA

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
1	1	Passenger	Female	16	Slight	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Urban area

accident_index

2020140995464

Eastings

430913

Northings

401437

Police

South Yorkshire

Severity

Slight

Vehicles

2

Casualties

1

Date

02-Nov-20

Day

Monday

Time

07:20

District

Barnsley

LHA

Lighting

Daylight

Weather

Fine no high winds

Surface

Dry

RoadType

Single carriageway

JunctionDetail

Not at junction or within 20 m

JunctionControl

Data missing or out of range

UrbanOrRural

Rural

PoliceOfficerAttended

No

SpecialConditions

None

FirstRoadClass

Unclassified

first_road_number

0

SecondRoadClass

Unclassified

2nd_Road_Number

0

Speed Limit

40

CarriageHazards

None

HumanPedCross

None within 50 metres

PhysicalPedCrossing

No physical crossing facilities within 50 metres



Vehicles Involved

Ref	VehicleType	Towing	Manoeuvre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Car	No tow/articulation	Going ahead other	Offside	W	SE	Not at or within 20 metres of	None	None	Did not leave carriageway	None	No	Not known	Female	49	1242	4	Petrol	FIAT 500
2	Car	No tow/articulation	Going ahead other	Offside	SE	W	Not at or within 20 metres of	None	None	Did not leave carriageway	None	No	Not known	Female	-1	1968	4	Heavy oil	SEAT ATECA

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
1	1	Driver or rider	Female	49	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Rural

accident_index

2021141114325

Eastings

428831

Northings

401297

Police

South Yorkshire

Severity

Slight

Vehicles

2

Casualties

1

Date

24-Nov-21

Day

Wednesday

Time

17:02

District

Unknown

LHA

Lighting

Darkness - no lighting

Weather

Raining no high winds

Surface

Wet or damp

RoadType

Single carriageway

JunctionDetail

T or staggered junction

JunctionControl

Give way or uncontrolled

UrbanOrRural

Rural

PoliceOfficerAttended

Yes

SpecialConditions

None

FirstRoadClass

Unclassified

first_road_number

0

SecondRoadClass

Unclassified

2nd_Road_Number

0

Speed Limit

60

CarriageHazards

None

HumanPedCross

None within 50 metres

PhysicalPedCrossing

No physical crossing facilities within 50 metres



Vehicles Involved

Ref	VehicleType	Towing	Manoeuvre	1stPointOfImpact	DirFrom	DirTo	JunctionLocation	SkidOrOverturn	VehHitObjInCW	VehLeftCW	VHitObjOFFCW	LHD	JourneyPurpose	Sex	Driver Age	cc	Veh Age	Propulsion	generic_make_model
1	Car	No tow/articulation	Going ahead left-hand bend	Front	N	E	Approaching junction or waiting/park	None	None	Did not leave carriageway	None	Yes	Not known	Male	36	-1	-1		-1
2	Car	No tow/articulation	Going ahead right-hand bend	Front	SE	N	Approaching junction or waiting/park	None	None	Did not leave carriageway	None	Yes	Not known	Male	52	1998	2	Hybrid electric	BMW 5 SERIES

Casualties Involved

vehicle_reference	casualty_reference	CLASS	SEX	age_of_casualty	SEVERITY	PedLocation	PedMovement	CarPass	BusPass	RoadWorker	CasualtyType	HomeArea
2	1	Driver or rider	Male	52	Slight	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	Rural

APPENDIX 2: PARKING ACCUMULATION



Parking Beat survey Thurgoland

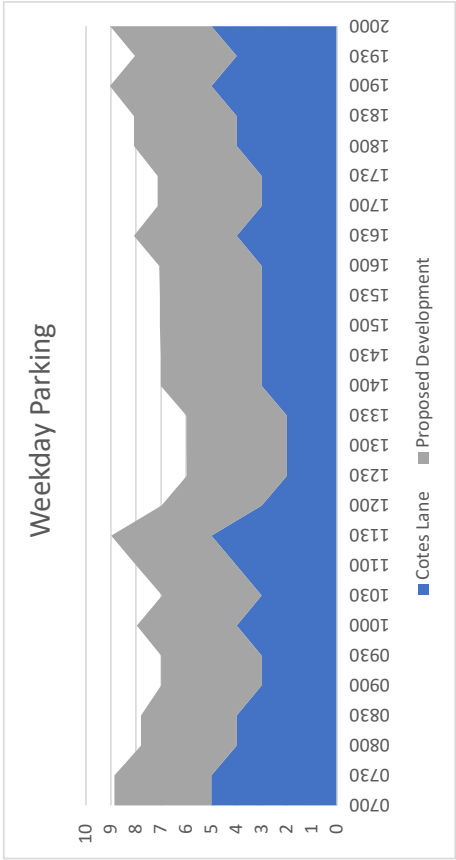
Residential = Res / Leisure = Les

Time	Cotes Lane				Total		Total Spaces Available		% Availability		Upper Don Trail	
	West side Res	West side Les	East side Res	East side Les	Parked		West side	East side	West side	East side	Parking Area	
0700	0	0	5	0	5		3	10	0	-50	0	
0730	0	0	5	0	5		3	10	0	-50	0	
0800	0	0	4	0	4		3	10	0	-60	0	
0830	0	0	4	0	4		3	10	0	-60	0	
0900	0	0	3	0	3		3	10	0	-70	1	
0930	0	0	3	0	3		3	10	0	-70	0	
1000	0	0	3	1	4		3	10	0	-60	0	
1030	0	0	3	0	3		3	10	0	-70	0	
1100	0	0	4	0	4		3	10	0	-60	0	
1130	0	0	4	1	5		3	10	0	-50	0	
1200	0	0	3	0	3		3	10	0	-70	0	
1230	0	0	2	0	2		3	10	0	-80	0	
1300	0	0	2	0	2		3	10	0	-80	0	
1330	0	0	2	0	2		3	10	0	-80	0	
1400	0	0	3	0	3		3	10	0	-70	0	
1430	0	0	3	0	3		3	10	0	-70	0	
1500	0	0	3	0	3		3	10	0	-70	0	
1530	0	0	3	0	3		3	10	0	-70	0	
1600	0	0	2	1	3		3	10	0	-70	0	
1630	0	0	3	1	4		3	10	0	-60	0	
1700	0	0	3	0	3		3	10	0	-70	0	
1730	0	0	3	0	3		3	10	0	-70	0	
1800	0	0	4	0	4		3	10	0	-60	0	
1830	0	0	4	0	4		3	10	0	-60	0	
1900	0	0	5	0	5		3	10	0	-50	0	
1930	0	0	4	0	4		3	10	0	-60	0	
2000	0	0	5	0	5		3	10	0	-50	0	
Total	0	0	92	4	96						1	

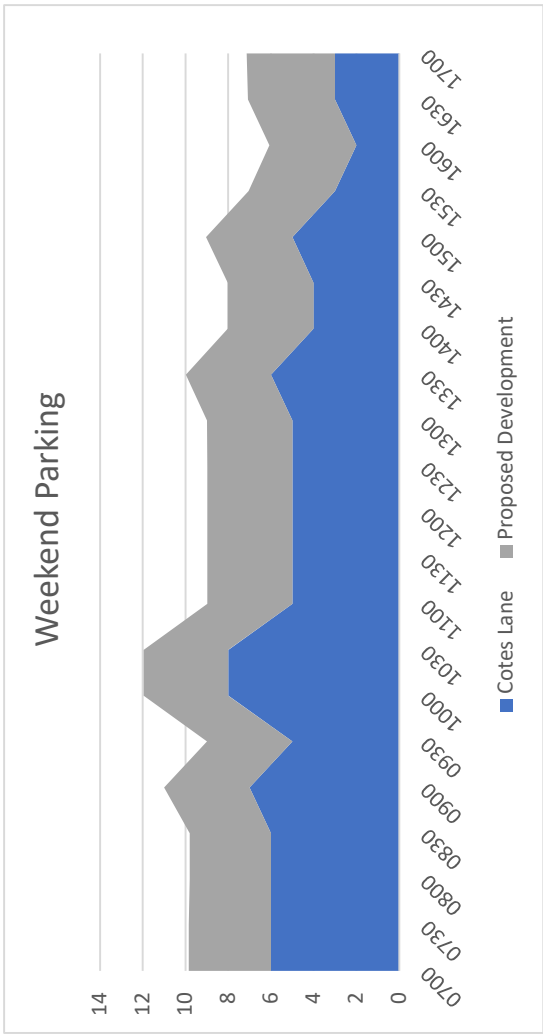
Parking Beat survey Thurgoland

Time	Cotes Lane						Total Parked	Total Spaces Available		% Availability		Upper Don Trail	
	West side Res	West side Les	East side Res	East side Les	East side Les	East side Les		West side	East side	West side	East side	Parking Area	Parking Area
0700	0	0	6		0		6	3	10	0	-40		0
0730	0	0	6		0		6	3	10	0	-40		0
0800	0	0	6		0		6	3	10	0	-40		0
0830	0	0	6		0		6	3	10	0	-40		0
0900	0	0	6		1		7	3	10	0	-30		0
0930	0	0	5		0		5	3	10	0	-50		0
1000	0	0	5		3		8	3	10	0	-20		0
1030	0	0	5		3		8	3	10	0	-20		0
1100	0	0	3		2		5	3	10	0	-50		0
1130	0	0	2		3		5	3	10	0	-50		0
1200	0	0	2		3		5	3	10	0	-50		0
1230	0	0	3		2		5	3	10	0	-50		0
1300	0	0	3		2		5	3	10	0	-50		0
1330	0	0	4		2		6	3	10	0	-40		0
1400	0	0	3		1		4	3	10	0	-60		0
1430	0	0	3		1		4	3	10	0	-60		0
1500	0	0	3		2		5	3	10	0	-50		0
1530	0	0	2		1		3	3	10	0	-70		0
1600	0	0	2		0		2	3	10	0	-80		0
1630	0	0	3		0		3	3	10	0	-70		0
1700	0	0	3		0		3	3	10	0	-70		0
Total	0	0	81		26		107						0

Parking Time	Base Cotes Lane	Proposed Development	Total
0700	5	3.851916376	8.85191638
0730	5	3.851916376	8.85191638
0800	4	3.797497096	7.7974971
0830	4	3.797497096	7.7974971
0900	3	4.001042393	7.00104239
0930	3	4.001042393	7.00104239
1000	4	3.965287456	7.96528746
1030	3	3.965287456	6.96528746
1100	4	3.982845528	7.98284553
1130	5	3.982845528	8.98284553
1200	3	3.985519744	6.98551974
1230	2	3.985519744	5.98551974
1300	2	3.988193961	5.98819396
1330	2	3.988193961	5.98819396
1400	3	4.016216609	7.01621661
1430	3	4.016216609	7.01621661
1500	3	4.044297329	7.04429733
1530	3	4.044297329	7.04429733
1600	3	4.077494193	7.07749419
1630	4	4.077494193	8.07749419
1700	3	4.133887921	7.13388792
1730	3	4.133887921	7.13388792
1800	4	4.082900697	8.0829007
1830	4	4.082900697	8.0829007
1900	5	4.045635889	9.04563589
1930	4	4.045635889	8.04563589
2000	5	4.027264808	9.02726481



	Cotes Lane	Proposed Development	Total
0700	6	3.851916376	9.851916
0730	6	3.851916376	9.851916
0800	6	3.797497096	9.797497
0830	6	3.797497096	9.797497
0900	7	4.001042393	11.00104
0930	5	4.001042393	9.001042
1000	8	3.965287456	11.96529
1030	8	3.965287456	11.96529
1100	5	3.982845528	8.982846
1130	5	3.982845528	8.982846
1200	5	3.985519744	8.98552
1230	5	3.985519744	8.98552
1300	5	3.988193961	8.988194
1330	6	3.988193961	9.988194
1400	4	4.016216609	8.016217
1430	4	4.016216609	8.016217
1500	5	4.044297329	9.044297
1530	3	4.044297329	7.044297
1600	2	4.077494193	6.077494
1630	3	4.077494193	7.077494
1700	3	4.133887921	7.133888



APPENDIX 3: TRIP GENERATION

TRICS 7.9.4

Trip Rate P No of Dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL

Category C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

1 GREATER LONDON

BN	BARNET	1 days
BT	BRENT	2 days
EN	ENFIELD	2 days
HG	HARINGEY	2 days
HK	HACKNEY	1 days
HO	HOUNSLOV	1 days
HV	HAVERING	1 days
RD	RICHMOND	1 days
SK	SOUTHWAL	1 days
TH	TOWER HA	1 days
WF	WALTHAM	2 days

2 SOUTH EAST

BH	BRIGHTON	1 days
HF	HERTFORD	1 days
WS	WEST SUSS	1 days

3 SOUTH WEST

DC	DORSET	1 days
----	--------	--------

4 EAST ANGLIA

CA	CAMBRIDGE	1 days
NF	NORFOLK	1 days
SF	SUFFOLK	2 days

5 EAST MIDLANDS

DY	DERBY	1 days
LE	LEICESTERS	1 days
NG	NOTTINGHAM	2 days

8 NORTH WEST

MS	MERSEYSIDE	2 days
----	------------	--------

9 NORTH

CB	CUMBRIA	1 days
----	---------	--------

11 SCOTLAND

EB	CITY OF ED	1 days
----	------------	--------

13 MUNSTER

WA	WATERFORD	1 days
----	-----------	--------

14 LEINSTER

LU	LOUTH	1 days
----	-------	--------

15 GREATER DUBLIN

DL	DUBLIN	4 days
----	--------	--------

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

Primary Filtering selection:

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

Parameter: No of Dwellings

Actual Range: 9 to 493 (units:)

Range Selected: 6 to 493 (units:)

Public Transport Provision:

Selection: Include all surveys

Date Range: 01/01/14 to 28/06/22

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

Selected survey days:

Monday 4 days

Tuesday 12 days

Wednesday 13 days

Thursday 3 days

Friday 5 days

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

Selected survey types:

Manual count 37 days

Directional 0 days

This data displays the total amount of ATC surveys undertaken using machines.

Selected Locations:

Town Cent	0
Edge of To	0
Suburban /	27
Edge of To	0
Neighbourl	10
Free Stand	0
Not Known	0

This data d Edge of To Suburban / Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Z	0
Commercial	0
Developme	5
Residential	25
Retail Zone	0
Built-Up Zc	2
Village	0
Out of Tow	0
High Street	0
No Sub Cat	5

This data d Industrial ; Developm Residential Retail Zone Built-Up Z Village Out of Tow High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 37 days

This data d which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,2 days
5,001 to 11,2 days
10,001 to 13 days
20,001 to 210 days
25,001 to 514 days
50,001 to 15 days
100,001 or 1 days

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

Population within 5 miles:

25,001 to 11 days
50,001 to 4 days
125,001 to 7 days
250,001 to 8 days
500,001 or 17 days

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

Car ownership within 5 miles:

0.5 or Less 2 days
0.6 to 1.0 24 days
1.1 to 1.5 11 days

This data d within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 6 days
No 31 days

This data d and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Pr 23 days
1a (Low) V 2 days
1b Very po 1 days
2 Poor 2 days
3 Moderate 4 days
4 Good 1 days
5 Very Goo 2 days
6a Excellen 2 days

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

Covid-19 R Yes

At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions.

LIST OF SITES relevant to selection parameters

- 1 BH-03-C-01 BLOCK OF IBRIGHTON & HOVE
 OLD SHOREHAM RD
 HOVE
 BRIGHTON
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total No of Dwellings: 71
 Survey date: TUESDAY ##### Survey Typ MANUAL
- 2 BN-03-C-01 FLATS IN H BARNET
 VICTORIA ROAD

 NEW BARNET
 Neighbourhood Centre (PPS6 Local Centre)
 Residential Zone
 Total No of Dwellings: 33
 Survey date: THURSDAY ##### Survey Typ MANUAL
- 3 BT-03-C-01 BLOCKS OF BRENT
 LAKESIDE DRIVE

 PARK ROYAL
 Suburban Area (PPS6 Out of Centre)
 Development Zone
 Total No of Dwellings: 170
 Survey date: WEDNESDAY ##### Survey Typ MANUAL
- 4 BT-03-C-02 BLOCKS OF BRENT
 ENGINEERS WAY

 WEMBLEY
 Suburban Area (PPS6 Out of Centre)
 Development Zone
 Total No of Dwellings: 472
 Survey date: WEDNESDAY ##### Survey Typ MANUAL
- 5 CA-03-C-03 BLOCKS OF CAMBRIDGESHIRE
 CROMWELL ROAD

 CAMBRIDGE
 Suburban Area (PPS6 Out of Centre)
 No Sub Category
 Total No of Dwellings: 82
 Survey date: MONDAY ##### Survey Typ MANUAL
- 6 CB-03-C-03 FLATS & BL CUMBRIA
 LOUND STREET

 KENDAL
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total No of Dwellings: 33
 Survey date: MONDAY ##### Survey Typ MANUAL
- 7 DC-03-C-02 FLATS IN BIDORSET
 PALM COURT
 SPA ROAD
 WEYMOUTH
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total No of Dwellings: 14
 Survey date: FRIDAY ##### Survey Typ MANUAL
- 8 DL-03-C-15 BLOCKS OF DUBLIN
 MONKSTOWN ROAD
 MONKSTOWN
 DUBLIN
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total No of Dwellings: 20
 Survey date: WEDNESDAY ##### Survey Typ MANUAL
- 9 DL-03-C-16 BLOCKS OF DUBLIN
 BOTANIC AVENUE
 DRUMCONDRA
 DUBLIN
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total No of Dwellings: 31
 Survey date: TUESDAY ##### Survey Typ MANUAL
- 10 DL-03-C-17 BLOCKS OF DUBLIN
 FINGLAS ROAD
 FINGLAS

DUBLIN
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total No of Dwellings: 332
 Survey date: FRIDAY ##### Survey Type: MANUAL
 11 DL-03-C-18 BLOCKS OF DUBLIN
 HAROLD'S CROSS ROAD

DUBLIN
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total No of Dwellings: 102
 Survey date: WEDNESDAY ##### Survey Type: MANUAL
 12 DY-03-C-03 BLOCKS OF DERBY
 CAESAR STREET

DERBY
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total No of Dwellings: 30
 Survey date: WEDNESDAY ##### Survey Type: MANUAL
 13 EB-03-C-01 BLOCKS OF CITY OF EDINBURGH
 MYRESIDE ROAD
 CRAIGLOCKHART
 EDINBURGH
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total No of Dwellings: 32
 Survey date: TUESDAY ##### Survey Type: MANUAL
 14 EN-03-C-01 BLOCK OF ENFIELD
 SOUTH STREET

ENFIELD
 Suburban Area (PPS6 Out of Centre)
 Built-Up Zone
 Total No of Dwellings: 16
 Survey date: MONDAY ##### Survey Type: MANUAL
 15 EN-03-C-03 BLOCKS OF ENFIELD
 NORTH CIRCULAR ROAD

PALMERS GREEN
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total No of Dwellings: 27
 Survey date: WEDNESDAY ##### Survey Type: MANUAL
 16 HF-03-C-04 BLOCKS OF HERTFORDSHIRE
 OXHEY DRIVE
 SOUTH OXHEY
 WATFORD
 Neighbourhood Centre (PPS6 Local Centre)
 Residential Zone
 Total No of Dwellings: 84
 Survey date: THURSDAY ##### Survey Type: MANUAL
 17 HG-03-C-0: BLOCKS OF HARINGEY
 BREAM CLOSE

TOTTENHAM HALE
 Neighbourhood Centre (PPS6 Local Centre)
 Residential Zone
 Total No of Dwellings: 255
 Survey date: TUESDAY ##### Survey Type: MANUAL
 18 HG-03-C-0: BLOCK OF HARINGEY
 HIGH ROAD
 WOODSIDE PARK
 WOOD GREEN
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total No of Dwellings: 30
 Survey date: WEDNESDAY ##### Survey Type: MANUAL
 19 HK-03-C-03 BLOCK OF HACKNEY
 GREEN LANES
 MANOR HOUSE
 FINSBURY PARK
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total No of Dwellings: 10

Survey date: WEDNESDAY ##### Survey Type: MANUAL
 20 HO-03-C-0: BLOCKS OF HOUNSLOW
 LONDON ROAD

 ISLEWORTH
 Neighbourhood Centre (PPS6 Local Centre)
 Residential Zone
 Total No of Dwellings: 203
 Survey date: TUESDAY ##### Survey Type: MANUAL
 21 HV-03-C-0: BLOCKS OF HAVERING
 WATERLOO ROAD

 ROMFORD
 Suburban Area (PPS6 Out of Centre)
 Built-Up Zone
 Total No of Dwellings: 493
 Survey date: TUESDAY ##### Survey Type: MANUAL
 22 LE-03-C-01 BLOCK OF 1 LEICESTERSHIRE
 NEW STREET
 OADBY
 LEICESTER
 Neighbourhood Centre (PPS6 Local Centre)
 Residential Zone
 Total No of Dwellings: 19
 Survey date: FRIDAY ##### Survey Type: MANUAL
 23 LU-03-C-04 BLOCKS OF LOUTH
 RIVER COURT

 DROGHEDA
 Neighbourhood Centre (PPS6 Local Centre)
 Residential Zone
 Total No of Dwellings: 42
 Survey date: WEDNESDAY ##### Survey Type: MANUAL
 24 MS-03-C-0: BLOCKS OF MERSEYSIDE
 SOUTH FERRY QUAY
 BRUNSWICK DOCK
 LIVERPOOL
 Suburban Area (PPS6 Out of Centre)
 Development Zone
 Total No of Dwellings: 184
 Survey date: TUESDAY ##### Survey Type: MANUAL
 25 MS-03-C-0: BLOCK OF 1 MERSEYSIDE
 MARINERS WHARF
 QUEENS DOCK
 LIVERPOOL
 Suburban Area (PPS6 Out of Centre)
 Development Zone
 Total No of Dwellings: 9
 Survey date: TUESDAY ##### Survey Type: MANUAL
 26 NF-03-C-02 MIXED FLA NORFOLK
 HALL ROAD
 LAKENHAM
 NORWICH
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total No of Dwellings: 82
 Survey date: MONDAY ##### Survey Type: MANUAL
 27 NG-03-C-0: HOUSES (S) NOTTINGHAM
 LAWRENCE WAY

 NOTTINGHAM
 Suburban Area (PPS6 Out of Centre)
 No Sub Category
 Total No of Dwellings: 56
 Survey date: TUESDAY ##### Survey Type: MANUAL
 28 NG-03-C-0: HOUSES (S) NOTTINGHAM
 CASTLE MARINA ROAD

 NOTTINGHAM
 Suburban Area (PPS6 Out of Centre)
 No Sub Category
 Total No of Dwellings: 135
 Survey date: WEDNESDAY ##### Survey Type: MANUAL
 29 RD-03-C-06 BLOCKS OF RICHMOND
 BESSANT DRIVE

KEW
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 170
Survey date: TUESDAY ##### Survey Type MANUAL

30 SF-03-C-03 BLOCKS OF SUFFOLK
TOLLGATE LANE

BURY ST EDMUNDS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY ##### Survey Type MANUAL

31 SF-03-C-04 BLOCKS OF SUFFOLK
SAINT MARY'S ROAD

IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 56
Survey date: WEDNESDAY ##### Survey Type MANUAL

32 SK-03-C-03 BLOCKS OF SOUTHWARK
MARITIME STREET

SURREY QUAYS
Neighbourhood Centre (PPS6 Local Centre)
Development Zone
Total No of Dwellings: 233
Survey date: THURSDAY ##### Survey Type MANUAL

33 TH-03-C-04 BLOCK OF 1 TOWER HAMLETS
LEVEN ROAD
ABERFELDY VILLAGE
POPLAR
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 83
Survey date: FRIDAY ##### Survey Type MANUAL

34 WA-03-C-0 BLOCKS OF WATERFORD
UPPER YELLOW ROAD

WATERFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: TUESDAY ##### Survey Type MANUAL

35 WF-03-C-0: FLATS & TE WALTHAM FOREST
FOREST ROAD

WALTHAMSTOW
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 22
Survey date: FRIDAY ##### Survey Type MANUAL

36 WF-03-C-0: BLOCKS OF WALTHAM FOREST
BELGRAVE ROAD

WANSTEAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 44
Survey date: TUESDAY ##### Survey Type MANUAL

37 WS-03-C-0: BLOCKS OF WEST SUSSEX
GORING ROAD
GORING-BY-SEA
WORTHING
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY ##### Survey Type MANUAL

This section displays the selected day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: TOTAL VEHICLES

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	No.	Ave.	No.	Ave.	No.	Ave.
Days	DWELLS	Trip Rate	Days	DWELLS	Trip Rate	DWELLS
00:00-01:00						
01:00-02:00						
02:00-03:00						
03:00-04:00						
04:00-05:00						
05:00-06:00						
06:00-07:0	1	22	0	1	22	0
07:00-08:0	37	102	0.033	37	102	0.093
08:00-09:0	37	102	0.043	37	102	0.125
09:00-10:0	37	102	0.061	37	102	0.062
10:00-11:0	37	102	0.048	37	102	0.063
11:00-12:0	37	102	0.049	37	102	0.057
12:00-13:0	37	102	0.052	37	102	0.059
13:00-14:0	37	102	0.055	37	102	0.061
14:00-15:0	37	102	0.064	37	102	0.059
15:00-16:0	37	102	0.074	37	102	0.058
16:00-17:0	37	102	0.086	37	102	0.057
17:00-18:0	37	102	0.11	37	102	0.059
18:00-19:0	37	102	0.093	37	102	0.062
19:00-20:0	9	158	0.054	9	158	0.037
20:00-21:0	9	158	0.039	9	158	0.029
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip Rates:		0.861			0.881	1.742

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: TAXIS

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	No.	Ave.	No.	Ave.	No.	Ave.
Days	DWELLS	Trip Rate	Days	DWELLS	Trip Rate	DWELLS
00:00-01:00						
01:00-02:00						
02:00-03:00						
03:00-04:00						
04:00-05:00						
05:00-06:00						
06:00-07:0	1	22	0	1	22	0
07:00-08:0	37	102	0.003	37	102	0.003
08:00-09:0	37	102	0.004	37	102	0.005
09:00-10:0	37	102	0.004	37	102	0.004
10:00-11:0	37	102	0.003	37	102	0.004
11:00-12:0	37	102	0.002	37	102	0.002
12:00-13:0	37	102	0.003	37	102	0.002
13:00-14:0	37	102	0.003	37	102	0.003
14:00-15:0	37	102	0.003	37	102	0.003
15:00-16:0	37	102	0.003	37	102	0.003
16:00-17:0	37	102	0.003	37	102	0.003
17:00-18:0	37	102	0.003	37	102	0.003
18:00-19:0	37	102	0.003	37	102	0.003
19:00-20:0	9	158	0.006	9	158	0.005
20:00-21:0	9	158	0.001	9	158	0.002
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip Rates:		0.044			0.045	0.089

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: OGVS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		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									
06:00-07:0	1	22	0	1	22	0	1	22	0
07:00-08:0	37	102	0.001	37	102	0.002	37	102	0.003
08:00-09:0	37	102	0.002	37	102	0.001	37	102	0.003
09:00-10:0	37	102	0.002	37	102	0.002	37	102	0.004
10:00-11:0	37	102	0.004	37	102	0.003	37	102	0.007
11:00-12:0	37	102	0.002	37	102	0.002	37	102	0.004
12:00-13:0	37	102	0.001	37	102	0.002	37	102	0.003
13:00-14:0	37	102	0	37	102	0.001	37	102	0.001
14:00-15:0	37	102	0.001	37	102	0.002	37	102	0.003
15:00-16:0	37	102	0.001	37	102	0	37	102	0.001
16:00-17:0	37	102	0.001	37	102	0.001	37	102	0.002
17:00-18:0	37	102	0.001	37	102	0.001	37	102	0.002
18:00-19:0	37	102	0	37	102	0	37	102	0
19:00-20:0	9	158	0.001	9	158	0.001	9	158	0.002
20:00-21:0	9	158	0	9	158	0	9	158	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.017			0.018			0.035

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: PSVS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		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									
06:00-07:0	1	22	0	1	22	0	1	22	0
07:00-08:0	37	102	0	37	102	0	37	102	0
08:00-09:0	37	102	0	37	102	0	37	102	0
09:00-10:0	37	102	0	37	102	0	37	102	0
10:00-11:0	37	102	0	37	102	0	37	102	0
11:00-12:0	37	102	0	37	102	0	37	102	0
12:00-13:0	37	102	0	37	102	0	37	102	0
13:00-14:0	37	102	0	37	102	0	37	102	0
14:00-15:0	37	102	0	37	102	0	37	102	0
15:00-16:0	37	102	0	37	102	0	37	102	0
16:00-17:0	37	102	0	37	102	0	37	102	0
17:00-18:0	37	102	0	37	102	0	37	102	0
18:00-19:0	37	102	0	37	102	0	37	102	0
19:00-20:0	9	158	0	9	158	0	9	158	0
20:00-21:0	9	158	0	9	158	0	9	158	0
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0			0			0

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: CYCLISTS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		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									
06:00-07:0	1	22	0	1	22	0	1	22	0
07:00-08:0	37	102	0.002	37	102	0.011	37	102	0.013
08:00-09:0	37	102	0.002	37	102	0.015	37	102	0.017
09:00-10:0	37	102	0.003	37	102	0.006	37	102	0.009
10:00-11:0	37	102	0.003	37	102	0.004	37	102	0.007
11:00-12:0	37	102	0.004	37	102	0.003	37	102	0.007
12:00-13:0	37	102	0.002	37	102	0.004	37	102	0.006
13:00-14:0	37	102	0.004	37	102	0.003	37	102	0.007
14:00-15:0	37	102	0.004	37	102	0.005	37	102	0.009
15:00-16:0	37	102	0.005	37	102	0.003	37	102	0.008
16:00-17:0	37	102	0.007	37	102	0.004	37	102	0.011
17:00-18:0	37	102	0.01	37	102	0.004	37	102	0.014
18:00-19:0	37	102	0.009	37	102	0.005	37	102	0.014
19:00-20:0	9	158	0.006	9	158	0.002	9	158	0.008
20:00-21:0	9	158	0.005	9	158	0.002	9	158	0.007
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.066			0.071			0.137

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: CARS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		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									
06:00-07:0	1	22	0	1	22	0	1	22	0
07:00-08:0	37	102	0.024	37	102	0.08	37	102	0.104
08:00-09:0	37	102	0.033	37	102	0.111	37	102	0.144
09:00-10:0	37	102	0.045	37	102	0.05	37	102	0.095
10:00-11:0	37	102	0.033	37	102	0.044	37	102	0.077
11:00-12:0	37	102	0.037	37	102	0.046	37	102	0.083
12:00-13:0	37	102	0.037	37	102	0.046	37	102	0.083
13:00-14:0	37	102	0.045	37	102	0.048	37	102	0.093
14:00-15:0	37	102	0.052	37	102	0.049	37	102	0.101
15:00-16:0	37	102	0.063	37	102	0.046	37	102	0.109
16:00-17:0	37	102	0.074	37	102	0.047	37	102	0.121
17:00-18:0	37	102	0.096	37	102	0.047	37	102	0.143
18:00-19:0	37	102	0.079	37	102	0.051	37	102	0.13
19:00-20:0	9	158	0.038	9	158	0.025	9	158	0.063
20:00-21:0	9	158	0.034	9	158	0.025	9	158	0.059
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.69			0.715			1.405

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 Calculation Factor: 1 DWELLS
 Count Type: LGVS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		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									
06:00-07:0	1	22	0	1	22	0	1	22	0
07:00-08:0	37	102	0.004	37	102	0.006	37	102	0.01
08:00-09:0	37	102	0.005	37	102	0.006	37	102	0.011
09:00-10:0	37	102	0.01	37	102	0.006	37	102	0.016
10:00-11:0	37	102	0.007	37	102	0.011	37	102	0.018
11:00-12:0	37	102	0.008	37	102	0.008	37	102	0.016
12:00-13:0	37	102	0.01	37	102	0.008	37	102	0.018
13:00-14:0	37	102	0.006	37	102	0.008	37	102	0.014
14:00-15:0	37	102	0.006	37	102	0.005	37	102	0.011
15:00-16:0	37	102	0.008	37	102	0.009	37	102	0.017
16:00-17:0	37	102	0.008	37	102	0.006	37	102	0.014
17:00-18:0	37	102	0.008	37	102	0.006	37	102	0.014
18:00-19:0	37	102	0.006	37	102	0.005	37	102	0.011
19:00-20:0	9	158	0.003	9	158	0.001	9	158	0.004
20:00-21:0	9	158	0.001	9	158	0	9	158	0.001
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.09			0.085			0.175

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 Calculation Factor: 1 DWELLS
 Count Type: MOTOR CYCLES

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		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									
06:00-07:0	1	22	0	1	22	0	1	22	0
07:00-08:0	37	102	0	37	102	0.001	37	102	0.001
08:00-09:0	37	102	0	37	102	0.002	37	102	0.002
09:00-10:0	37	102	0	37	102	0.001	37	102	0.001
10:00-11:0	37	102	0	37	102	0.001	37	102	0.001
11:00-12:0	37	102	0.001	37	102	0	37	102	0.001
12:00-13:0	37	102	0.001	37	102	0.001	37	102	0.002
13:00-14:0	37	102	0.001	37	102	0.001	37	102	0.002
14:00-15:0	37	102	0.001	37	102	0	37	102	0.001
15:00-16:0	37	102	0.001	37	102	0.001	37	102	0.002
16:00-17:0	37	102	0.001	37	102	0	37	102	0.001
17:00-18:0	37	102	0.003	37	102	0.002	37	102	0.005
18:00-19:0	37	102	0.004	37	102	0.002	37	102	0.006
19:00-20:0	9	158	0.007	9	158	0.006	9	158	0.013
20:00-21:0	9	158	0.001	9	158	0.002	9	158	0.003
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.021			0.02			0.041

Parameter summary

Trip rate p: 9 - 493 (units:)
 Survey date: 01/01/14 - 28/06/22
 Number of 37
 Number of 0
 Number of 0
 Surveys au 4
 Surveys m: 0

This section followed by the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed

APPENDIX 4: MODAL SPLIT

OA
 WPA
 LSOA
 MSA
 LAD

E00037621
 E33016279
 E01007421
 E02001535
 E08000016

E00037621
 E33016279
 Barnsley 027A
 Barnsley 027
 Barnsley

	Home to Employment				Employment to Home							
	E00037621	E01007421	E02001535	E08000016	E00037621	E01007421	E02001535	E08000016	E33016279	E02001535	E08000016	E33016279
	OA	LSOA	MSOA	LAD	OA	LSOA	MSOA	LAD	WPZ	MSOA	LAD	WPZ
All Usual Residents Aged 16 to 74	243	1056	4616	170405					843	1572	21607576	
Work Mainly from Home	12	88	332	3516					15	0	1693280	
Underground, Metro, Light Rail or Tram	0	4	17	118	0.00%	0.85%	0.60%	0.12%	0	18	24482	0.00%
Train	2	6	37	2094	1.32%	0.97%	1.31%	2.09%	12	19	434187	1.45%
Minibus or Coach	2	13	81	6570	1.32%	2.10%	2.87%	6.57%	31	77	1321383	3.74%
Taxi	0	1	4	493	0.00%	0.16%	0.14%	0.49%	2	3	96810	0.24%
Motorcycle, Scooter or Moped	2	3	21	843	1.32%	0.48%	0.74%	0.84%	5	11	165106	0.60%
Driving a Car or Van	127	526	2354	70743	84.11%	84.38%	83.27%	70.70%	574	1150	13994103	69.32%
Passenger in a Car or Van	5	28	132	7660	3.31%	4.52%	4.67%	7.66%	38	136	1544781	4.59%
Bicycle	1	5	18	720	0.66%	0.81%	0.64%	0.72%	52	23	143263	6.28%
On Foot	11	30	145	10349	7.28%	4.85%	5.13%	10.34%	114	131	2114296	13.77%
Other Method of Travel to Work	1	3	18	473	0.66%	0.48%	0.64%	0.47%	0	4	76115	0.00%
Not in Employment	80	349	1457	66826					0	0		
Total	243	1056	4616	170405					1572	21607576		
In Employment	163	707	3159	103579								
Travelling to Employment	151	619	2827	100063	100.00%	100.00%	100.00%	100.00%	1572	19914296	100.00%	100.00%

