TRANSPORT STATEMENT
BLACKHEATH ROAD, BARNSLEY
ALPHA DORA PROPERTY GROUP

OCTOBER 2024

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Notice

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1. INTRODUCTION

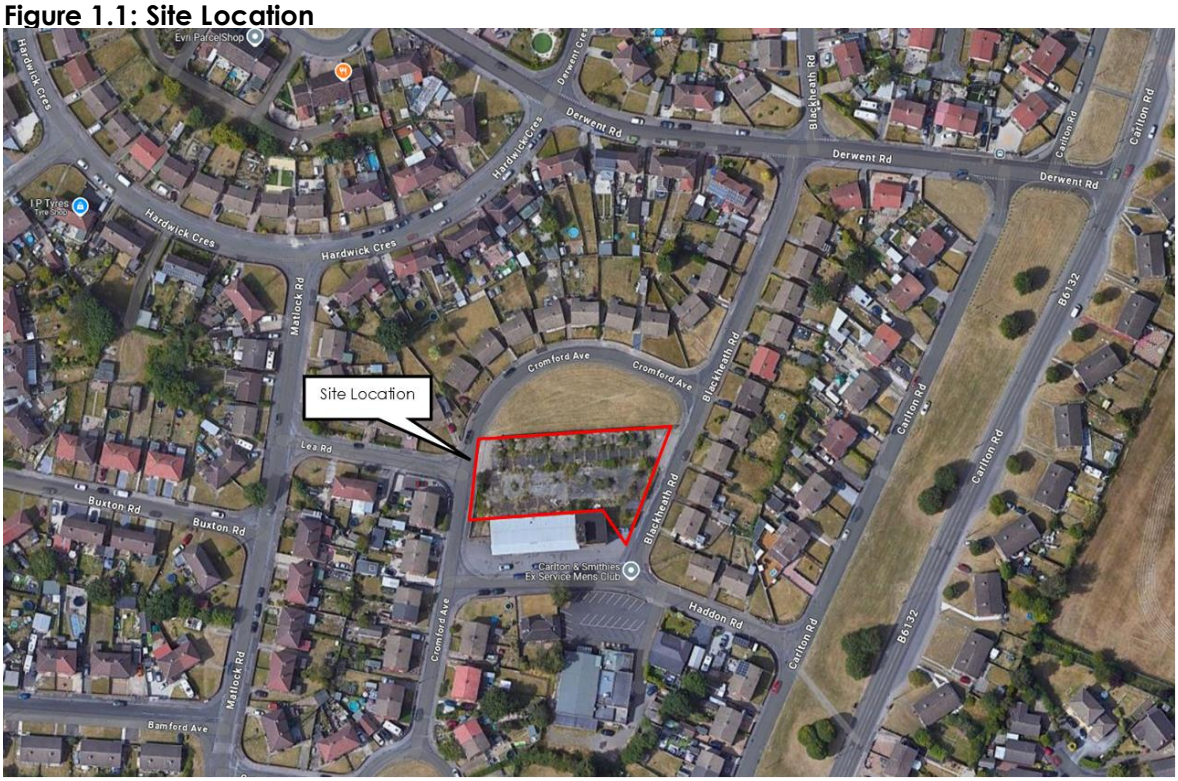
INTRODUCTION

1.1 TPS Transport Consultants Ltd. (TPS) has been instructed by the Alpha Dora Property Group to prepare a Transport Statement (TS), in support of an application for the development of 14no. assisted living apartments (across 2no. apartment blocks), off Blackheath Road, Barnsley. The proposed unit will fall within use class C3 for adults with mental health related issues, with on-site care provided.

DEVELOPMENT PROPOSALS AND BACKGROUND

1.2 The site is located within the residential suburb of Athersley, approximately 3.4km northeast of Barnsley town centre. The site currently comprises a disused concrete yard, which was formerly occupied by a Milk Depot. The site is bound an area of open space to the north, Cromford Avenue to the west, a retail unit to the south, and Blackheath Road to the east, where vehicular access will be taken. The location is shown in **Figure 1.1**, below, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Site Location



(Source: Google Maps)

1.3 The development proposals comprise the redevelopment of the disused concrete yard which currently occupies the site and the construction of a newbuild assisted living facility. The facility would comprise of 14no. apartments (across 2no. blocks), accommodating adults with mental health related issues.

1.4 The current access from Blackheath Road is to be reconfigured, in-turn providing access to 14no. parking spaces (of which 2no. will be accessible), which is considered appropriate given the nature of the proposals and the operational requirements of the site.

1.5 The existing access is to be reinstated as a footway to tie in with the existing pedestrian infrastructure. Similarly, an existing entrance from Cromford Avenue to the west, will also be reinstated as a footway, with no vehicular access from this boundary.

PRE-APPLICATION ENQUIRY FEEDBACK

1.6 It is understood that a pre-application enquiry was submitted in relation to the proposals in August 2024 (REF:2024\ENQ\00240), with Barnsley Metropolitan Borough Council (BMBC) providing the following response:

"More information is required regarding the parking spaces and how these will be allocated for residents, staff and visitors.

A Transport Statement/Assessment should be submitted in support of the application. Sight lines of 2.4m x 43m to the north and 2.4m and a 'y' distance to the junction with Haddon Road, to the south.

Details of the collection arrangements for refuse vehicles should be provided"

1.7 Therefore, this Transport Statement has been prepared to provide justification that the proposed development will not result in a detrimental impact on highway safety or capacity, particularly with reference to refuse collection, parking and visibility.

POLICY CONTEXT

1.8 This report has been prepared with reference to the following national and local policy documents:

- NPPF – December 2023;
- Barnsley Metropolitan Borough Council (BMBC) Local Plan (Adopted January 2019);
    - Policy T4: New Development and Transport Safety.

1.9 This Transport Statement demonstrates how the proposals are complementary to both the national and local policy, in particular, **Section 2** identifies the existing opportunities in the vicinity of the site for sustainable travel.

REPORT STRUCTURE

1.10 Following this introductory section:

Section 2 details the accessibility of the development site, focusing on the means by which residents could access the site by non-car modes of travel;

Section 3 describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;

Section 4 summarises the predicted trip generating impact of the proposed development;

Section 5 considers access, parking and servicing arrangements; and

Section 6 offers a summary and conclusions.

2. ACCESSIBILITY

2.1 This section of the Transport Statement describes the existing infrastructure that will facilitate and encourage trips to the site by foot, bicycle, or public transport, rather than by car, for staff and residents.

ACTIVE TRAVEL OPTIONS

Pedestrian Facilities

2.2 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 2.1** below.

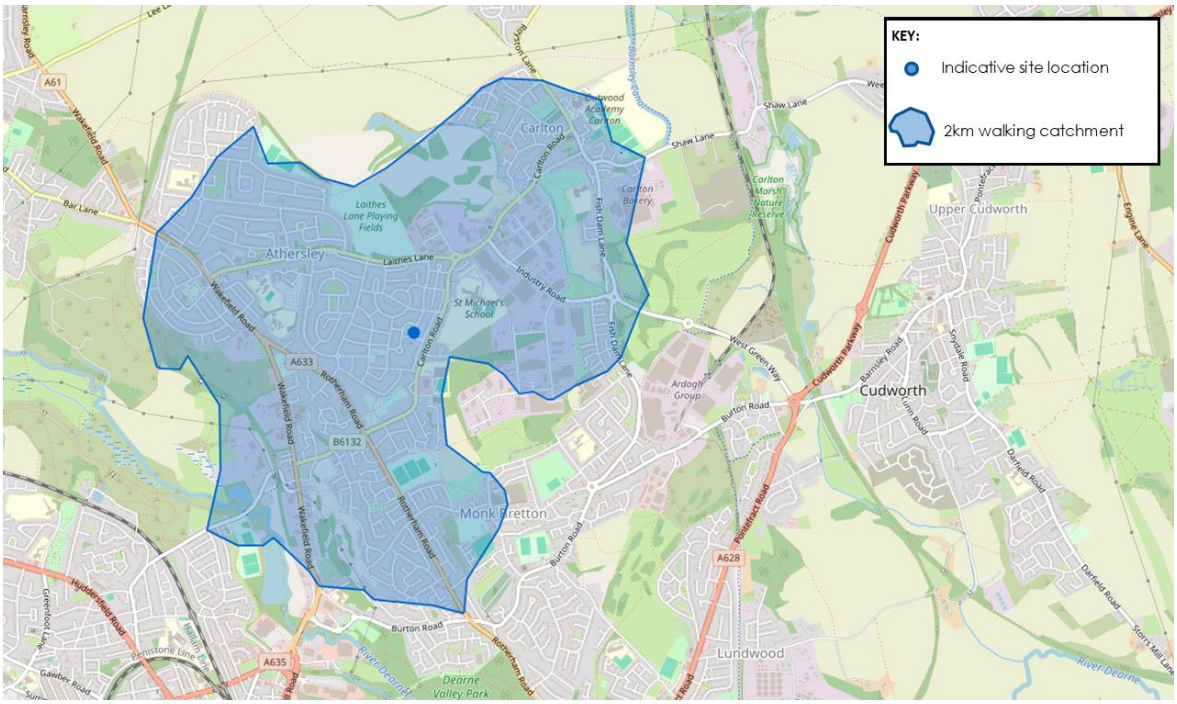
Table 2.1: Walking Distances by Journey Type

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

(Source: IHT)

2.3 As **Table 2.1** shows, a 2km catchment is the preferred maximum walking distance for 'commuting / school'. A 2km walking catchment from the site includes a large suburban area of Barnsley encompassing parts of Athersley, Carlton, and Monk Breton, which can be seen in **Figure 2.1**, overleaf.

Figure 2.1: 2km Walking Catchment



(Source: Open Street Maps)

2.4 Primary access to the development will be from taken from Blackheath Road, along the eastern boundary of the site. At present, pedestrian infrastructure along Blackheath Road is good, with 2m street-lit footways to either side of the carriageway. The existing access is to be reinstated as a footway, to provide continuous footway provision.

2.5 Approximately 40m south of the site access, Blackheath Road forms the minor approach to a priority T-junction with Haddon Road. Within the vicinity of the junction, a dropped kerb is available, supporting continuous pedestrian movements east-west along Haddon Road, between Cromford Avenue (to the west) and Carlton Road (to the east).

2.6 From Carlton Road, an approximate 1.8m footway extends across the grass verge onto the B6132 Carlton Road. At this point, along both sides of the B6132 Carlton Road there are continuous, streetlit footways measuring approximately 2m wide, with dropped kerbs supporting pedestrian movement north-south, across minor access junctions.

2.7 Back to the site, an addition pedestrian only access is to be provided along the western boundary, from Cromford Avenue. At this point, Cromford Avenue runs in a broadly north-south alignment, and similarly benefits from 2m street-lit footways to either side of the carriageway. To the north, Cromford Avenue forms the minor approach to a priority T-

junction with Blackheath Avenue, from which primary pedestrian access is expected to take place.

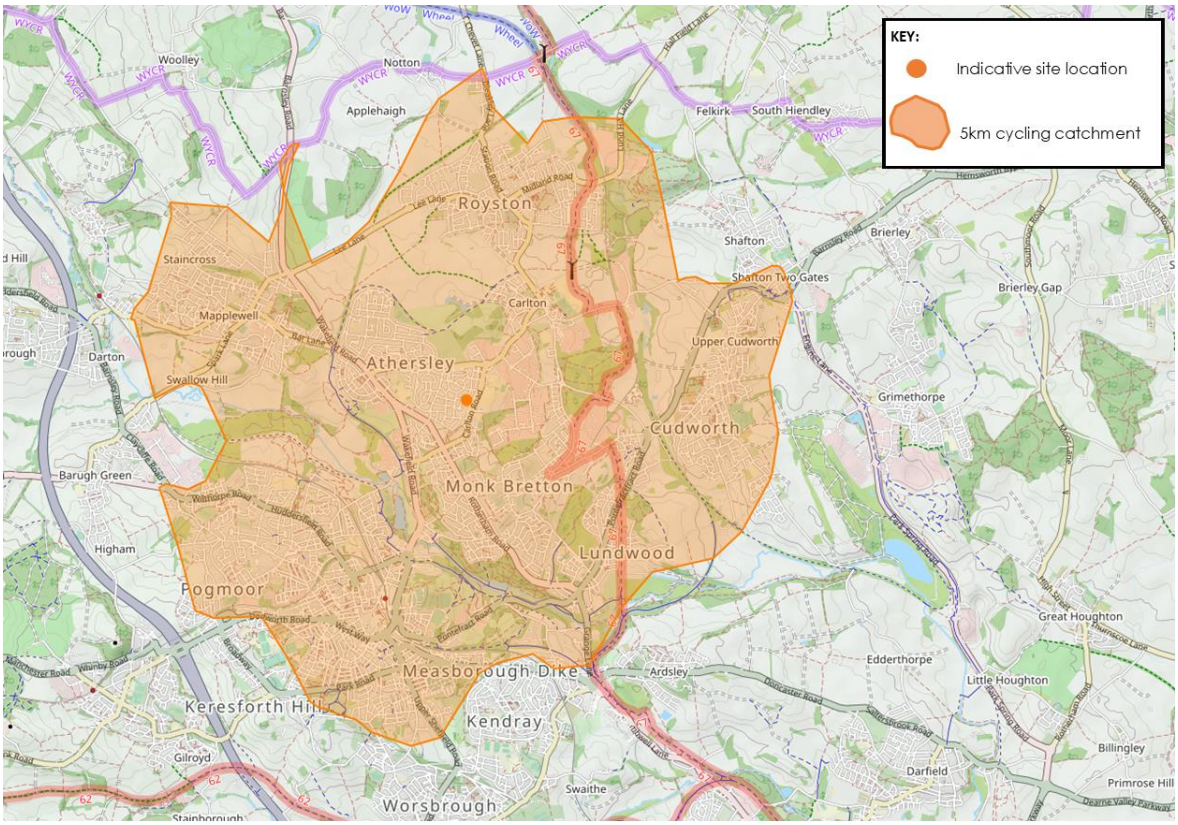
2.8 From the junction, extending north, dropped kerbs support continuous pedestrian movement north-south, along Blackheath Road. After a distance of approximately 450m, Blackheath Road forms the minor approach to a priority T-junction with Laithes Lane.

Cycle Access

2.9 Cycling can be a substitute for car trips, particularly those of up to 5km, with relevant guidance stating that "*cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport*".

2.10 A 5km cycling catchment from the site includes the entirety of Barnsley town centre and many of its residential suburbs, including, Athersley, Monk Bretton, Royston, Cudworth and Pogmoor. This cycle catchment can be seen in **Figure 2.2**, below.

Figure 2.2: 5km Cycling Catchment



(Source: Open Cycle Map)

2.11 Whilst there are no formal cycle facilities in the immediate vicinity of the site, the B6132 Carlton Road provides a direct route through the local area towards key local destinations within the vicinity of the site such as Barnsley town centre.

2.12 The closest National Cycle Network (NCN) Route can be accessed approximately 1.6km east of the site, off Fish Dam Lane, giving access to the NCN 67. Locally, NCN 67 runs broadly north-south between Barnsley and Wakefield, adjoining NCN 62 at Wombwell, providing routes towards Penistone and Selby.

2.13 Given the site's proximity to surrounding residential areas, it is expected that those who are able could travel to the site by bike, which could be particularly relevant for staff living in these areas.

PUBLIC TRANSPORT

Bus Services

2.14 The closest bus stops to site are located along the B6132 Carlton Road, approximately 150 / 400m south of the site, for southbound and northbound services, respectively. Both the northbound and southbound stops comprise of a flag, pole, and hard-copy timetable information. These aforementioned bus stops are served by the high frequency "12" service which operates on an approximate 20-minute headway, providing a circular route from Barnsley Interchange towards Athersley South.

2.15 It is anticipated that residents and staff could also make use of bus stops available along Laithes Lane, located approximately 440m north of the site. Both the eastbound and westbound stop comprise of flag, pole, hardcopy timetable information, bus clearway markings and dedicated laybys, with the westbound stop also benefitting from a seating shelter. From Laithes Lane, residents and staff can access the frequent frequency "11" service which operates on an approximate 20-minute headway, providing an alternative circular route from Barnsley Interchange towards Athersley South.

2.16 **Figure 2.3,** overleaf, illustrates the location of these bus stops, whilst **Table 2.2** summarises the bus services that can be accessed from the stops.

Figure 2.3: Bus Stop Locations

(Source: Google Maps)

Table 2.2: Bus Services

Service		Frequency		
		Mon – Fri	Saturday	Sunday
B6132 Carlton Road				
11	Barnsley Interchange – Athersley South (Circular)	20 mins	20 mins	60 mins
Laithes Lane				
12	Barnsley Interchange – Athersley South (Circular)	20 mins	20 mins	60 mins

(Source: Public Transport Operator Websites)

2.17 Indeed, the 11 service operates from 05:18-23:45 on a weekday and, therefore, is expected to cover all shift patterns. With this in mind, it is reasonable to assume, for those that live within close proximity of a bus stop served by this service, they could travel to work by bus. Residents who are able to, could also make use of the "11" and "12" services for trips further afield.

Rail

2.18 The closest railway station is Barnsley, located approximately 2.8km south of the site, and can be accessed in an approximate 16-minute cycle journey or 20-minute public transport journey via the 11 or 12 services accessible within the vicinity of the site..

2.19 Situated on the Penistone and Hallam Lines, Barnsley Interchange railway station benefits from 2 platforms and is served by approximately 2-4 trains in the peak periods, to a number of regional and national destinations. **Table 2.3**, below, outlines the key destinations

Table 2.3: Barnsley Interchange railway station services

Destination	Frequency
Leeds (Express) via Wakefield Kirkgate	2 per hour
Sheffield via Meadowhall	2 per hour
Huddersfield	1 per hour
Leeds (Stopping) via Castleford	1 per hour
Nottingham via Meadowhall, Sheffield and Chesterfield	1 per hour
Lincoln via Meadowhall, Sheffield, Worksop and Gainsborough	1 per hour
Carlisle via Leeds	1 per day*

(Source: National Rail) *Sundays only.

2.20 Given the number of services available from Barnsley, it is expected that those members of staff who live further afield could travel to the site through a combination of train/cycle or train/bus.

SUMMARY

2.21 The site is located within an established residential area and, as such, benefits from an existing network of infrastructure to support sustainable travel. There are existing footways in the vicinity of the site to support active modes of travel. Similarly, the site is in within walking distance of a range of public transport options which benefit from a high-frequency service, which staff could make use of to access the site. As such, it is expected that trips to and from the proposed development site can, therefore, easily be undertaken by sustainable modes of travel, thus minimising the use of the private car.

3. LOCAL HIGHWAY NETWORK

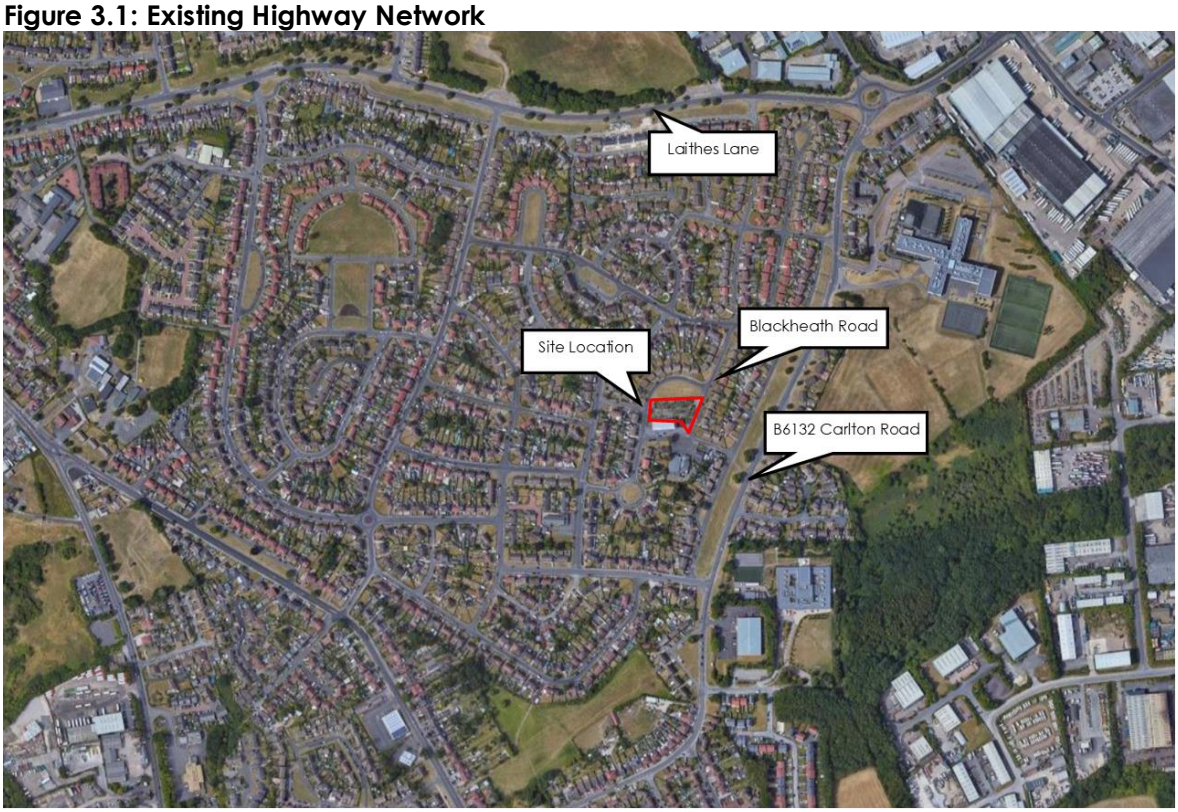
INTRODUCTION

3.1 This section of the Transport Statement considers the nature of the existing highway network, as well as summarising historic accident data for the area surrounding the site.

HIGHWAY NETWORK

3.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 3.1**.

Figure 3.1: Existing Highway Network



(Source: Google Maps)

3.3 As can be seen from the proposed site layout at **Appendix A**, vehicular access is to be taken from Blackheath Road, to the east, with access being reinstated from the sites previous operation.

3.4 From the site access, Blackheath Road runs in an broadly north-south alignment, and is a single carriageway subject to a 30mph speed limit, forming the major through movement to various residential streets, including Cromford Avenue, Derwent Road and Baslow Road.

3.5 Running broadly south, Blackheath Road forms the minor approach to a priority T-junction with Haddon Road, approximately 40m south of the site access. At this point, Haddon Road runs in an east-west alignment in the vicinity of the junction, measuring approximately 6.5m wide and subject to a 30mph speed limit.

3.6 To the west, after a distance of 55m, Haddon Road forms the minor approach to a priority T-junction with Cromford Avenue, which runs along the western boundary of the site. At this point, Cromford Avenue is a loop road which diverts north-south within the vicinity of the junction, running between Matlock Road (to the south) and Blackheath Road (to the north).

3.7 To the east, Haddon Road forms the minor approach to a priority T-junction with Carlton Road, which in-turn facilitates access onto the B6132 Carlton Road (via Athersley Road, to the south).

3.8 The B6132 Carlton Road is a single carriageway measuring approximately 6.5m wide, with traffic calming measures in the form of speed cushions throughout. Furthermore, The B6132 Carlton Road runs in a broadly north-south alignment, facilitating the most direct route to the local centres of Royston (to the north) and Barnsley (via the A61, to the south).

3.9 Back to the site access, extending north, Blackheath Road forms the minor approach to a priority T-junction with Laithes Lane after a distance of approximately 500m. From the junction, Laithes Lane is a single carriageway running in a broadly east-west alignment, subject to a 30mph speed limit, benefitting from streetlighting and an approximate carriageway width of 8m throughout.

ROAD SAFETY

3.10 Accident data for the most recent 5-year period (2018 - 2022) has been sought from www.crashmap.co.uk for the highway network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The locations of accidents recorded within the vicinity of the site are shown in **Figure 3.2**, overleaf.

Figure 3.2: Locations of Recorded Accidents

(Source: Crash Map)

3.11 As can be seen from **Figure 3.2**, no accidents have been recorded within the vicinity of the site in the most recent 5-year period. Furthermore, as will be discussed further in **Section 4**, the development proposals are expected to generate a negligible amount of vehicular traffic and, therefore, will not result in a material impact on the existing road safety record.

4. TRIP GENERATION AND DEVELOPMENT IMPACT

INTRODUCTION

4.1 This section of the Transport Statement considers likely trip generation associated with the development proposals.

TRIP GENERATION

Proposed Assisted Living Trips

4.2 The development proposals comprise the provision of a 14no. apartment assisted living unit, offering care to adults with mental health related issues, with on-site care provided. Residents are unlikely to own a car and the trip rates reflect this. The TRICS database has been interrogated to derive representative trip rates associated with this proposed use; the following TRICS parameters have been selected:

- Land Use: Residential, Assisted Living;
- Range: 7- 28;
- Date Range: 01/01/2016 – 17/06/2023; and
- Location: Suburban Area

4.3 **Table 4.2** summarises the trip rates and resultant trip generation for the proposed assisted living unit, whilst the full TRICS output is provided at **Appendix B**.

Table 4.2: Assisted Living Trip Generation

	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	0.125	0.125	0.25	0.083	0.083	0.166
Trip Generation	2	2	4	1	1	2

(Source: TRICS)

4.4 As can be seen in **Table 4.2**, the proposed development is anticipated to generate 4 two-way trips in the AM peak hour and 2 two-way trips in the PM peak hour. Given the above, no further assessment is to be undertaken.

5. DEVELOPMENT PROPOSALS

INTRODUCTION

5.1 This section of the Transport Statement considers the development proposals, access arrangements, parking and servicing.

DEVELOPMENT PROPOSALS

5.2 The proposed development redevelopment of a disused concrete yard, off Blackheath Road, to provide a 14no. apartment assisted living unit. The proposed unit will fall within use class C3 for adults with mental health related issues with on-site care provided.

ACCESS

5.3 Vehicular access to the proposed development will be taken from Blackheath Road, to the north, with access being reconfigured from the sites previous operation. This provides access to a parking courtyard, giving access to a 14no. car parking spaces (of which 2no. are accessible).

5.4 As part of the development proposals the existing access off Blackheath Road is to be closed, and reinstated as an 2m footway, to provide continuous pedestrian movement north-south, in the vicinity of the site. Furthermore, an addition pedestrian only access is to be provided along the western boundary, from Cromford Avenue.

5.5 As part of the Pre-Application, BMBC requested visibility spays demonstrating sight lines of 2.4m x 43m to the north and 2.4m and a 'y' distance to the junction with Haddon Road, to the south. As such, the drawing attached at **Appendix C** demonstrates sight lines of 2.4 x 43m to the north, and 2.4m x 33m to the south, which is considered acceptable based on guidance within Manual for Streets.

PARKING

Car Parking

5.6 Based on information provided by the client, it is anticipated that approximately 4-6no. staff members and 3no. residents will have access to their own vehicle and, therefore, require access to a parking space. As a worst case scenario, this would result in approximately 9no. vehicles being regularly parked on-site. As such, the proposed 14no. spaces are sufficient to accommodate the predicted day-to-day demand.

5.7 The site is initially to be operated in line with the above, however, the housing association who will lease the property to the tenant require parking to protect the long term interests of the site, as it may not always be operated by this tenant. With this in mind, parking is provided at a 1:1 ratio for the proposed dwellings. The Barnsley Local Plan - Parking SPD includes the residential parking standards for new developments in Barnsley.

The standards state the following:

- 1-2 bed dwellings – 1 car parking space;
- 1 visitor car parking space per 4 dwellings (subject to layout); and
- 1 secure cycle space per dwelling (in garage or separate secure covered area within plot).

5.8 As can be seen from the layout provided in **Appendix A**, a total of 14no. allocated off-street parking spaces are to be provided, which results into 1:1 parking across the development. This ensures that, should the facility no longer operate as an assisted living residence for the proposed occupier, the development will still meet parking standard requirements for alternative uses, maintaining flexibility and compliance with future operational requirements. With regard to visitor parking, it is anticipated that this could be facilitated on the surrounding highway network, without impact on its operation.

SERVICING

General Servicing and Refuse Collection

5.9 General servicing and refuse collection will take place from either Cromford Avenue or Blackheath Road, with refuse being wheeled from the respective bin store, to the kerbside. It is expected that a development of this size would be serviced once per week by a refuse vehicle.

Fire Appliance Access

5.10 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Table 13.1 of the *The Building* Regulations *2010 'Fire Safety' Approved Document B (2019 edition, incorporating the 2020 amendments) Section 13 'Vehicle Access'*, sets out that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more that 20m long. Fire tenders and emergency vehicles will access the site via the proposed access junction on Blackheath Road.

6. SUMMARY & CONCLUSIONS

SUMMARY

6.1 TPS has prepared this Transport Statement to support a planning application for a 14no. apartment assisted living unit on the site of a disused concrete yard, off Blackheath Road. The following summarises the key points:

- The proposals are in keeping with both the local and national transport and land use planning policy agenda;
- An analysis of contemporary accident data suggests that there are no accident trends that might be exacerbated by the addition of development related traffic;
- The site benefits from good connectivity with surrounding facilities, with opportunities for future employees and residents to travel by non-car modes, such as walking, cycling and public transport;
- An assessment of the likely vehicle trip generation indicates that the peak trip generating hours of the proposed development would result in four two-way trips in the AM peak period, and two two-way trips in the PM peak period, and, therefore, no further assessment is required;
- Car parking has been determined based on the operational requirements of the end user of the site, based on information provision and is also at a level which futureproofs the site uses by the Housing Association who lease the site; and
- Servicing of the site has been considered, with refuse to be collected from the dedicated bin stores on Cromwell Avenue or Blackheath Road.

CONCLUSION

6.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.

TPS Transport Consultants Ltd

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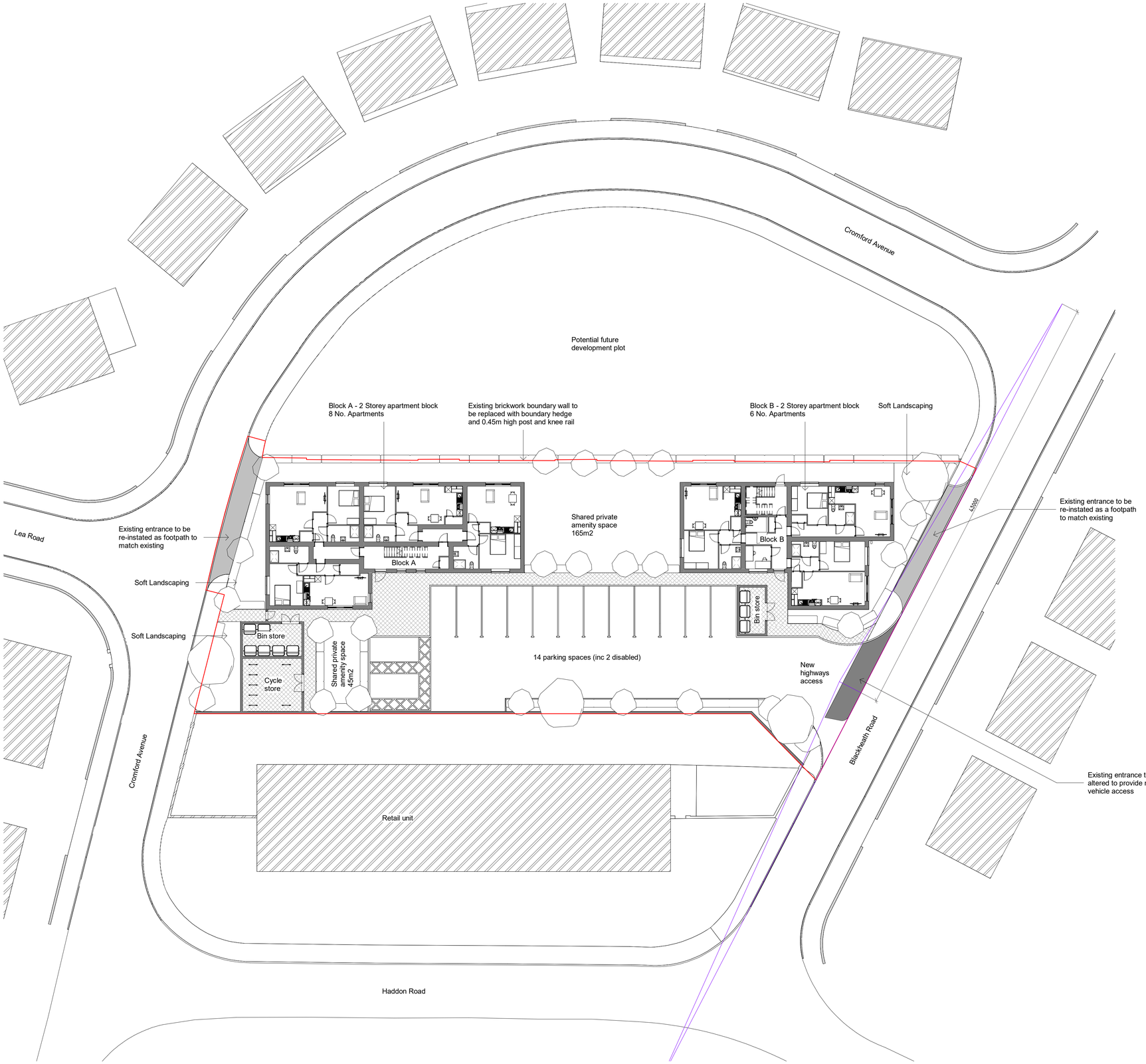
REPORT APPENDICES

Appendix A

Proposed Site Layout



1. Do not scale drawing. If in doubt contact Ropergate Architecture Ltd
2. All dimensions are in millimetres unless noted otherwise.
3. Not for construction unless stated otherwise.
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NOTES

REV	DATE	DESCRIPTION	DRN	CKD
A	29/08/24	Updated site plan	RA	MS
-	31/05/24	Pre-Application Issue	RA	MS

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PROJECT
Residential Development
Alpha Dora
Haddon Road, Barnsley

TITLE
Proposed Siteplan

STAGE
Planning

SCALE	DATE
1 : 200@ A1	31/05/24
DRAWN	CHECKED
AJB	MS

DRAWING No. HR- RA- XX- XX- DR- A- (03)04 REV. A

Suitability S0 PROJECT No. 1854

Appendix B

TRICS Output

Northern Transport Planning LEEDS WEST YORKSHIRE Licence No: 640801

Calculation Reference: AUDIT-640801-241007-1020

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : P - ASSISTED LIVING
TOTAL VEHICLES

Selected regions and areas:

04 EAST ANGLIA
NF NORFOLK 1 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: 24 to 24 (units:)
Range Selected by User: 7 to 28 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 17/06/23

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:
Friday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

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 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.

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
n/a 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
10,001 to 15,000 1 days

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

Population within 5 miles:
25,001 to 50,000 1 days

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

Car ownership within 5 miles:
1.1 to 1.5 1 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 1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 NF-03-P-03 ASSISTED LIVING NORFOLK
YARMOUTH ROAD
NORTH WALSHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: FRIDAY *16/06/23* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	24	0.000	1	24	0.042	1	24	0.042
08:00 - 09:00	1	24	0.125	1	24	0.125	1	24	0.250
09:00 - 10:00	1	24	0.042	1	24	0.000	1	24	0.042
10:00 - 11:00	1	24	0.125	1	24	0.125	1	24	0.250
11:00 - 12:00	1	24	0.208	1	24	0.167	1	24	0.375
12:00 - 13:00	1	24	0.083	1	24	0.208	1	24	0.291
13:00 - 14:00	1	24	0.125	1	24	0.083	1	24	0.208
14:00 - 15:00	1	24	0.042	1	24	0.083	1	24	0.125
15:00 - 16:00	1	24	0.125	1	24	0.000	1	24	0.125
16:00 - 17:00	1	24	0.083	1	24	0.167	1	24	0.250
17:00 - 18:00	1	24	0.083	1	24	0.083	1	24	0.166
18:00 - 19:00	1	24	0.042	1	24	0.083	1	24	0.125
19:00 - 20:00	1	24	0.042	1	24	0.000	1	24	0.042
20:00 - 21:00	1	24	0.000	1	24	0.042	1	24	0.042
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.125			1.208			2.333

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.*

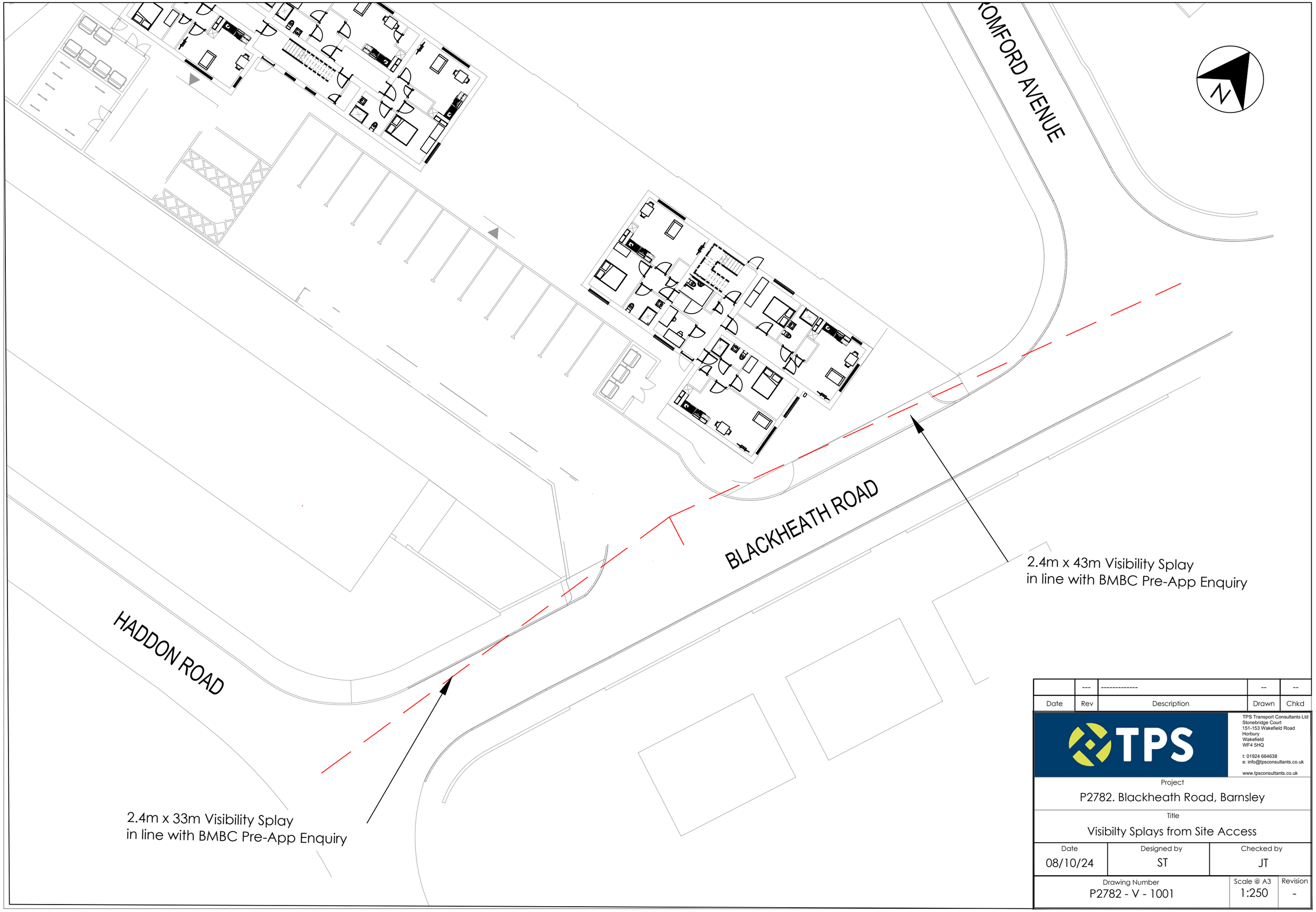
Parameter summary

Trip rate parameter range selected:	24 - 24 (units:)
Survey date date range:	01/01/16 - 17/06/23
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix C

Visibility Splay Drawing



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Date	Rev	Description	Drawn	Chkd

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Project

P2782. Blackheath Road, Barnsley

Title

Visibilty Splays from Site Access

Date	Designed by	Checked by
08/10/24	ST	JT

Drawing Number	Scale @ A3	Revision
P2782 - V - 1001	1:250	-