1. Introduction

AECOM has undertaken a study on behalf of Doncaster MBC to understand the impacts that potential development sites contained within the Sites and Policies Development Plan Document will have on the highway network.

The purpose of this work is to inform transport policy planning and site-specific interventions with regard to the existing and future impact on the highways and transportation network over the emerging Development Plan period. As part of this process DMBC wish to understand the impact that the development of sites may have on transport networks and what mitigation might be required in order to accommodate the travel demands from these sites.

This report follows on from two reports describing earlier stages of the project, including a report which identified junctions with forecast delay and the capacity issues as a result of Local Plan developments.

This was followed by the “Doncaster Local Plan Junction Assessment” report. This document provided a more detailed assessment of these junctions so that appropriate mitigation could be identified.

In some situations, the mitigation will also help address an existing congestion issue and therefore questions arise of who should contribute to the cost of the mitigation. This report considers how much of the mitigation cost should come from public funds and how much from developers. It then also considers the number of development trips that may benefit from the scheme and calculates a financial contribution that developers may be expected to contribute for each trip that they generate through the scheme area.
2. **Existing Model Link Flow Congestion**

This section of the report sets out an analysis of the developments which impact on the various congested locations and how big the impact is compared with the impact of background growth. It also applies the methodology for calculating the potential developer contributions. This report should be read in conjunction with the Doncaster local plan junction assessment which identifies junctions that require mitigation and what schemes (including cost) have been put in place to mitigate the congestion. Moreover, this report outlines the impact of the schemes outlined from Doncaster Metropolitan Borough Council (DMBC).

- Carcroft Scheme;
- Westmoor Link Scheme;
- M18 Junction 3 Scheme;
- Hickleton-Marr Bypass Scheme;
- Yorkshire Way/A630;
- Hatfield Lane/A630 and
- Armthorpe Road/Leger Way.

Several highway links have been identified in the vicinity of the 7 schemes. These have been selected on the basis that they have experienced an increase in flow to capacity ratio between the background growth scenario and the Development Plan (no schemes) scenario and then an improvement in the “with schemes” scenario. The previous report outlines the improvements at each junction in terms of delay and capacity using both Saturn and LinSig/Junctions 9.

2.1 **Model Definitions**

This section outlines the different models that have been used as part of the assessment in order to undertake the work

- Base Year – Base Year 2016 Sheffield City Region Transport Model (SCRTM1) with no growth or schemes;
- 2035 Background Growth – 2035 traffic model with committed developments and TemPro applied;
- 2035 Development with no schemes - 2035 traffic model with committed developments and the DMBC local plans developments (constrained to TemPro); and
- 2035 Development plan with Schemes - 2035 traffic model with committed developments and DMBC local plans developments (constrained to TemPro) and proposed highway schemes.

The combined AM and PM peak hour flows at these locations within each model are set out in the table below.
## Table 1. Flows at Congested Locations

<table>
<thead>
<tr>
<th>Location</th>
<th>A NODE</th>
<th>B NODE</th>
<th>Base Year</th>
<th>2035 Background Growth</th>
<th>% Change Base to Background</th>
<th>2035 Development Plan (No Schemes)</th>
<th>% Change Background to Plan (No Schemes)</th>
<th>2035 Development Plan (With Schemes)</th>
<th>% Change No Schemes to With Schemes</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>A19 SB</td>
<td>10041</td>
<td>74187</td>
<td>934</td>
<td>1045</td>
<td>10.6%</td>
<td>1034</td>
<td>-1.1%</td>
<td>997</td>
<td>-3.7%</td>
<td>The Carcroft scheme leads to traffic routing away from the A19 in both directions.</td>
</tr>
<tr>
<td>A19 NB</td>
<td>74187</td>
<td>10041</td>
<td>1313</td>
<td>1445</td>
<td>9.1%</td>
<td>1473</td>
<td>1.9%</td>
<td>1238</td>
<td>-19.0%</td>
<td>The Carcroft scheme leads to traffic routing away from the A19 in southbound directions.</td>
</tr>
<tr>
<td>A638 YORK ROAD SB</td>
<td>20002</td>
<td>4697</td>
<td>1473</td>
<td>1563</td>
<td>5.8%</td>
<td>1578</td>
<td>1.0%</td>
<td>1480</td>
<td>-6.6%</td>
<td></td>
</tr>
<tr>
<td>A638 YORK ROAD NB</td>
<td>4697</td>
<td>20002</td>
<td>1478</td>
<td>1728</td>
<td>14.5%</td>
<td>1763</td>
<td>2.0%</td>
<td>1846</td>
<td>4.5%</td>
<td>Between the base and the background growth scenario. Traffic has rerouted to this link and no longer joins the A1(M) at J37, joining at J38 instead. This is due to an increase in delay for traffic joining the A1(M) at J37.</td>
</tr>
<tr>
<td>THORNE ROAD NB</td>
<td>11983</td>
<td>1730</td>
<td>839</td>
<td>873</td>
<td>4.0%</td>
<td>909</td>
<td>3.9%</td>
<td>875</td>
<td>-3.8%</td>
<td>Slight decrease in flow due to rerouting in the model as a result of adding in the Westmoor Link and Hatfield Lane / A630 schemes.</td>
</tr>
<tr>
<td>THORNE ROAD SB</td>
<td>1730</td>
<td>11983</td>
<td>847</td>
<td>991</td>
<td>14.5%</td>
<td>1114</td>
<td>11.0%</td>
<td>1116</td>
<td>0.2%</td>
<td>Flows increase as would be expected.</td>
</tr>
<tr>
<td>A18 SB</td>
<td>11698</td>
<td>20068</td>
<td>1478</td>
<td>1568</td>
<td>5.8%</td>
<td>1633</td>
<td>4.0%</td>
<td>1597</td>
<td>-2.2%</td>
<td>Slight decrease in flow due to rerouting in the model as a result of adding in the Westmoor Link and Hatfield Lane / A630 schemes.</td>
</tr>
<tr>
<td>A18 NB</td>
<td>20068</td>
<td>11698</td>
<td>861</td>
<td>895</td>
<td>3.8%</td>
<td>959</td>
<td>6.7%</td>
<td>1105</td>
<td>13.1%</td>
<td>Flows increase as would be expected.</td>
</tr>
<tr>
<td>A630 WB</td>
<td>64119</td>
<td>20069</td>
<td>1276</td>
<td>1432</td>
<td>10.9%</td>
<td>1433</td>
<td>0.0%</td>
<td>1409</td>
<td>-1.7%</td>
<td>Slight decrease in flow due to rerouting in the model as a result of adding in the Westmoor Link and Hatfield Lane / A630 schemes.</td>
</tr>
<tr>
<td>A630 EB</td>
<td>20069</td>
<td>64119</td>
<td>1781</td>
<td>1969</td>
<td>9.6%</td>
<td>2084</td>
<td>5.5%</td>
<td>1752</td>
<td>-19.0%</td>
<td>Significant decrease in flow due to rerouting in the model as a result of adding in the West Moor Link and Hatfield Lane / A630 schemes.</td>
</tr>
<tr>
<td>M18J3 NEB SLIP</td>
<td>74212</td>
<td>74213</td>
<td>4830</td>
<td>5676</td>
<td>14.9%</td>
<td>5767</td>
<td>1.6%</td>
<td>5928</td>
<td>2.7%</td>
<td>Flows increase as would be expected.</td>
</tr>
<tr>
<td>A635 EB</td>
<td>48443</td>
<td>3462</td>
<td>1647</td>
<td>1686</td>
<td>2.3%</td>
<td>1688</td>
<td>0.1%</td>
<td>1253</td>
<td>-34.7%</td>
<td>The relevant scheme in this area is the proposed Hickleton Marr bypass. This</td>
</tr>
<tr>
<td>Location</td>
<td>A NODE</td>
<td>B NODE</td>
<td>Base Year</td>
<td>2035 Background Growth</td>
<td>% Change Base to Background</td>
<td>2035 Development Plan (No Schemes)</td>
<td>% Change Background to Plan (No Schemes)</td>
<td>2035 Development Plan (With Schemes)</td>
<td>% Change No Schemes to With Schemes</td>
<td>Comment</td>
</tr>
<tr>
<td>---------------------</td>
<td>--------</td>
<td>--------</td>
<td>-----------</td>
<td>------------------------</td>
<td>----------------------------</td>
<td>-----------------------------------</td>
<td>----------------------------------------</td>
<td>----------------------------------------</td>
<td>-------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>A635 WB</td>
<td>3462</td>
<td>48443</td>
<td>1666</td>
<td>1696</td>
<td>1.8%</td>
<td>1706</td>
<td>0.6%</td>
<td>1531</td>
<td>-11.4%</td>
<td>has understandably caused a reduction in traffic on the A635 between the with scheme compared to the base scenario.</td>
</tr>
<tr>
<td>YORKSHIRE WAY NB</td>
<td>10101</td>
<td>20067</td>
<td>1313</td>
<td>1532</td>
<td>14.3%</td>
<td>1602</td>
<td>4.4%</td>
<td>1370</td>
<td>-16.9%</td>
<td>Significant decrease in flow due to rerouting in the model as a result of adding in the Hatfield Lane / A630 scheme.</td>
</tr>
<tr>
<td>HATFIELD LANE SB</td>
<td>3956</td>
<td>20061</td>
<td>1229</td>
<td>1070</td>
<td>-14.9%</td>
<td>931</td>
<td>-14.9%</td>
<td>1266</td>
<td>26.4%</td>
<td>The traffic volume on Hatfield lane approaches to the roundabout with the A630 drops between the base and the Background growth scenario due to an increase in traffic using the east-west movement along the A630. This decrease is more prominent with the Local Plan development and no scheme scenarios.</td>
</tr>
<tr>
<td>HATFIELD LANE NB</td>
<td>12032</td>
<td>20063</td>
<td>890</td>
<td>826</td>
<td>-7.8%</td>
<td>836</td>
<td>1.3%</td>
<td>1174</td>
<td>28.8%</td>
<td>The traffic volume on Hatfield lane approaches to the roundabout with the A630 drops between the base and the Background growth scenario due to an increase in traffic using the east-west movement along the A630 is as above</td>
</tr>
<tr>
<td>LEGER WAY SB</td>
<td>74153</td>
<td>20081</td>
<td>1409</td>
<td>1419</td>
<td>0.7%</td>
<td>1371</td>
<td>-3.5%</td>
<td>1371</td>
<td>0.0%</td>
<td>The delay for the southbound approach to the roundabout has increased (due to an increase in opposing flow. The eastbound approach has been altered as part of the Armthorpe scheme. Therefore, it is understandable that there is negligible flow difference as a result of the scheme.</td>
</tr>
</tbody>
</table>
3. Select Link Analysis

Select Link Analysis (a process within SATURN that identifies the origin and destination of trips using a particular section of road) has been undertaken to identify which locations are contributing to the additional traffic at these locations between the Background Growth and the Development Plan (no schemes) scenarios. This information is outlined in the table below including which SATURN nodes were used as part of the SLA and to which scheme they are associated.

Table 2. Congested Locations with Associated Scheme

<table>
<thead>
<tr>
<th>Congested Locations</th>
<th>Scheme providing Relief</th>
<th>A NODE</th>
<th>B NODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A19 SB</td>
<td>Carcroft</td>
<td>10041</td>
<td>74187</td>
</tr>
<tr>
<td>A19 NB</td>
<td>Carcroft</td>
<td>74187</td>
<td>10041</td>
</tr>
<tr>
<td>A638 YORK ROAD SB</td>
<td>Carcroft</td>
<td>20002</td>
<td>4697</td>
</tr>
<tr>
<td>A638 YORK ROAD NB</td>
<td>Carcroft</td>
<td>4697</td>
<td>20002</td>
</tr>
<tr>
<td>THORNE ROAD NB</td>
<td>Westmoor Link</td>
<td>11983</td>
<td>1730</td>
</tr>
<tr>
<td>THORNE ROAD SB</td>
<td>Westmoor Link</td>
<td>1730</td>
<td>11983</td>
</tr>
<tr>
<td>A18 SB</td>
<td>Westmoor Link</td>
<td>11698</td>
<td>20068</td>
</tr>
<tr>
<td>A18 NB</td>
<td>Westmoor Link</td>
<td>20068</td>
<td>11698</td>
</tr>
<tr>
<td>A630 WB</td>
<td>Westmoor Link</td>
<td>64119</td>
<td>20069</td>
</tr>
<tr>
<td>A630 EB</td>
<td>Westmoor Link</td>
<td>20069</td>
<td>64119</td>
</tr>
<tr>
<td>M18J3 NEB SLIP</td>
<td>M1 Junction 3</td>
<td>74212</td>
<td>74213</td>
</tr>
<tr>
<td>A635 EB</td>
<td>Hicleton-Marr Bypass</td>
<td>48443</td>
<td>3462</td>
</tr>
<tr>
<td>A635 WB</td>
<td>Hicleton-Marr Bypass</td>
<td>3462</td>
<td>48443</td>
</tr>
<tr>
<td>YORKSHIRE WAY NB</td>
<td>Yorkshire Way/A630</td>
<td>10101</td>
<td>20067</td>
</tr>
<tr>
<td>HATFIELD LANE SB</td>
<td>Hatfield Lane/A630</td>
<td>3956</td>
<td>20061</td>
</tr>
<tr>
<td>HATFIELD LANE NB</td>
<td>Hatfield Lane/A630</td>
<td>12032</td>
<td>20063</td>
</tr>
<tr>
<td>LEGER WAY SB</td>
<td>Armthorpe Road/Leger Way</td>
<td>74153</td>
<td>20081</td>
</tr>
</tbody>
</table>

Based on this the flows through these locations have been summed to provide the total flow affected by each scheme. We have then calculated the change in traffic flows between the Base and the Background Growth scenario. It is assumed that this change provides the new base traffic level through the congested locations prior to the Development Plan sites and prior to the implementation of the road schemes.

As such this provides the level of traffic that would be considered to be the responsibility of the local authority.

The traffic flows through the congested locations have been extracted from the Development Plan (no schemes) models. The flows from the Background Growth model have then been subtracted in order to establish the additional flow that results from the Development Plan sites.
Table 3. Change in Traffic Flow between Scenarios

<table>
<thead>
<tr>
<th>Highway Scheme</th>
<th>Base Traffic Flows</th>
<th>Background Growth Traffic Flows</th>
<th>Increase in Traffic</th>
<th>Development Plan (no Schemes)</th>
<th>Increase in Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carcroft</td>
<td>5198</td>
<td>5781</td>
<td>583</td>
<td>5848</td>
<td>67</td>
</tr>
<tr>
<td>Westmoor Link</td>
<td>7082</td>
<td>7730</td>
<td>648</td>
<td>8132</td>
<td>402</td>
</tr>
<tr>
<td>M1 Junction 3</td>
<td>4830</td>
<td>5676</td>
<td>846</td>
<td>5767</td>
<td>91</td>
</tr>
<tr>
<td>Hickleton-Marr Bypass</td>
<td>3313</td>
<td>3382</td>
<td>69</td>
<td>3393</td>
<td>11</td>
</tr>
<tr>
<td>Yorkshire Way/A630</td>
<td>1313</td>
<td>1532</td>
<td>219</td>
<td>1602</td>
<td>70</td>
</tr>
<tr>
<td>Hatfield Lane/A630</td>
<td>2119</td>
<td>1895</td>
<td>-224</td>
<td>1768</td>
<td>-128</td>
</tr>
<tr>
<td>Armthorpe Road/Leger Way</td>
<td>1409</td>
<td>1419</td>
<td>10</td>
<td>1371</td>
<td>-48</td>
</tr>
</tbody>
</table>

At this stage it is assumed that all proposed Development Plan traffic will be generated and therefore no TAG uncertainty criteria has been applied to the proposed development trip generation. The table below outlines the proposed number of development trips arising from each proposed scheme. For the purposes of the assessment only trips greater than ten have been included as this was deemed an appropriate number of trips that could cause issues.

Table 4. Development Trips Produced by Each Scheme

<table>
<thead>
<tr>
<th>SCHEME</th>
<th>DEVELOPMENT PLAN TRAFFIC FLOWS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carcroft</td>
<td>1763</td>
</tr>
<tr>
<td>Westmoor Link</td>
<td>1771</td>
</tr>
<tr>
<td>M1 Junction 3</td>
<td>1805</td>
</tr>
<tr>
<td>Hickleton-Marr Bypass</td>
<td>651</td>
</tr>
<tr>
<td>Yorkshire Way/A630</td>
<td>179</td>
</tr>
<tr>
<td>Hatfield Lane/A630</td>
<td>236</td>
</tr>
<tr>
<td>Armthorpe Road/Leger Way</td>
<td>115</td>
</tr>
</tbody>
</table>

3.1 Trips by Zone

The accompanying figures below identify each zone and the number of trips (>10) that will be generated that use the link and can be used to identify which developments produce the greatest impact;

Figure 1 – Carcroft Scheme Zones;
Figure 2 – Westmoor Link Zones;
Figure 3 – M18 Junction 3 Zones;
Figure 4 – Hickleton Marr Bypass Zones;
Figure 5 – Yorkshire Way/A630;
Figure 6 – Hatfield Lane/A630; and
Figure 7 – Armthorpe Road/Leger Way.

Appendix A outlines the % for each zone for each scheme in more detail.
Figure 1 – Carcroft Scheme Zones
Figure 2- Westmoor Link Scheme Zones
Figure 3: M18 J3 Scheme Zones
Figure 4 – Hickleton Marr Scheme Zones
Figure 5 – Yorkshire Way Scheme Zones
Figure 6 – Hatfield Lane Scheme Zones
Figure 7 – Armthorpe Road Scheme Zones
4. Scheme Cost Proportions

The next section of this report outlines the proposed cost of each scheme (notice the DMBC cost estimates for the four schemes provided by DMBC are not included) and the proportion that should be paid for the local authority and the developer causing the increase in traffic flows.

**Table 5. Cost Estimations**

<table>
<thead>
<tr>
<th>SCHEME</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carcroft</td>
<td>N/A</td>
</tr>
<tr>
<td>Westmoor Link</td>
<td>N/A</td>
</tr>
<tr>
<td>M1 Junction 3</td>
<td>N/A</td>
</tr>
<tr>
<td>Hickleton-Marr Bypass</td>
<td>N/A</td>
</tr>
<tr>
<td>Yorkshire Way/A630</td>
<td>£90,000</td>
</tr>
<tr>
<td>Hatfield Lane/A630</td>
<td>£325,000</td>
</tr>
<tr>
<td>Armthorpe Road/Leger Way</td>
<td>£80,000</td>
</tr>
</tbody>
</table>

The table below outlines the apportioned cost percentages between the local authority and the local plan developers. (see Chapter 5 for a worked example of the methodology).

**Table 6. Apportioned cost percentages**

<table>
<thead>
<tr>
<th>SCHEME</th>
<th>Local Authority %</th>
<th>Local Plan Developments %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carcroft</td>
<td>25%</td>
<td>75%</td>
</tr>
<tr>
<td>Westmoor Link</td>
<td>27%</td>
<td>73%</td>
</tr>
<tr>
<td>M1 Junction 3</td>
<td>32%</td>
<td>68%</td>
</tr>
<tr>
<td>Hickleton-Marr Bypass</td>
<td>10%</td>
<td>90%</td>
</tr>
<tr>
<td>Yorkshire Way/A630</td>
<td>55%</td>
<td>45%</td>
</tr>
<tr>
<td>Hatfield Lane/A630</td>
<td>0%</td>
<td>100%</td>
</tr>
<tr>
<td>Armthorpe Road/Leger Way</td>
<td>8%</td>
<td>92%</td>
</tr>
</tbody>
</table>

As can be seen by the table above the difference is proportions is different for each proposed scheme, on the whole the local plan developments are having to pay a larger contribution than the local authority and in some cases all the cost.

Following on the table below outlines the proposed scheme cost for each stakeholder based on the apportion cost percentage and the cost estimations provided at the top of the page.

The scope of the work in this report does not consider the ability of developers to contribute the suggested proportions of the overall scheme cost.
Table 7. Cost Split between Local Authority and Development Sites by Highway Scheme (in the absence of a cost estimation for the works the DMBC schemes have been left blank)

<table>
<thead>
<tr>
<th>SCHEME</th>
<th>Local Authority £</th>
<th>Local Plan Developments £</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carcroft</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Westmoor Link</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>M1 Junction 3</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Hickleton-Marr Bypass</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Yorkshire Way/A630</td>
<td>£49,518</td>
<td>£40,482</td>
<td>£90,000</td>
</tr>
<tr>
<td>Hatfield Lane/A630</td>
<td>£0.00</td>
<td>£325,000</td>
<td>£325,000</td>
</tr>
<tr>
<td>Armthorpe Road/Leger Way</td>
<td>£6,317</td>
<td>£73,683</td>
<td>£80,000</td>
</tr>
</tbody>
</table>

The final table below outlines the contribution per trip.

Table 8. Cost per Development Plan Trip by Highway Scheme

<table>
<thead>
<tr>
<th>SCHEME</th>
<th>Contribution per Trip - Cost</th>
<th>Contribution per Trip - %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carcroft</td>
<td>N/A</td>
<td>0.043%</td>
</tr>
<tr>
<td>Westmoor Link</td>
<td>N/A</td>
<td>0.041%</td>
</tr>
<tr>
<td>M1 Junction 3</td>
<td>N/A</td>
<td>0.038%</td>
</tr>
<tr>
<td>Hickleton-Marr Bypass</td>
<td>N/A</td>
<td>0.139%</td>
</tr>
<tr>
<td>Yorkshire Way/A630</td>
<td>£226.16</td>
<td>0.251%</td>
</tr>
<tr>
<td>Hatfield Lane/A630</td>
<td>£1,377.12</td>
<td>0.424%</td>
</tr>
<tr>
<td>Armthorpe Road/Leger Way</td>
<td>£640.72</td>
<td>0.801%</td>
</tr>
</tbody>
</table>

This cost per trip has then been used to calculate the total contribution by development based upon the overall number of daily trips. It should also be noted that some developments will impact upon more than one road scheme as such would have to make more than one contribution based upon the above.
5. **Worked Example**

This section of the report provides a worked example to help understand the methodologies and processes that have been used as part of this work.

---

For example.

In the AM Peak for the Yorkshire Way/A630 the change between base and background growth is (1532-1313) 219, and between background growth and the development scenario is 179.

Therefore, of the total additional traffic flow of 398, 55% is the increase from base to do minimum and 45% is the additional Development Plan traffic.

We would then assume that 55% of the cost would be met by the local authority and 45% would be met by private developers.

For the Yorkshire Way/A630 the development contribution is £40,482.47 and the total number of development trips is 179. Therefore the cost per development trip is £226.15 or 0.251% (0.45/179) of the total construction cost of £90,000.
6. Conclusion

AECOM has been commissioned by DMBC to undertake an analysis of the traffic impacts of their Local Plan developments and to consider the level of developer contributions that may be appropriate to fund appropriate mitigation schemes.

In order to complete this assessment, a series of Select Link Analyses were completed using the Sheffield City Region Strategic Transport model (SCRTM1) to determine the amount of development traffic within the model that are using the congested links, identified in earlier stages of the study.

The number of additional development trips was determined by comparing the models with and without the local plan developments. Using the methodology outlined earlier in this note it was possible to estimate a proportion from each development of the traffic at each of the junctions requiring mitigation (see a worked example in chapter 5.)

The number of additional development trips was determined by comparing the models with and without the local plan developments. Using the methodology outlined earlier in this note it was possible to estimate the proportion of the growth that is development traffic at the junctions requiring mitigation.

Based on this information the following proportions for each scheme are proposed and the contributions from developers.

Table 9. Cost Proportion

<table>
<thead>
<tr>
<th>SCHEME</th>
<th>Local Authority %</th>
<th>Local Plan Developments %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carcroft</td>
<td>25%</td>
<td>75%</td>
</tr>
<tr>
<td>Westmoor Link</td>
<td>27%</td>
<td>73%</td>
</tr>
<tr>
<td>M1 Junction 3</td>
<td>32%</td>
<td>68%</td>
</tr>
<tr>
<td>Hickleton-Marr Bypass</td>
<td>10%</td>
<td>90%</td>
</tr>
<tr>
<td>Yorkshire Way/A630</td>
<td>55%</td>
<td>45%</td>
</tr>
<tr>
<td>Hatfield Lane/A630</td>
<td>0%</td>
<td>100%</td>
</tr>
<tr>
<td>Armthorpe Road/Leger Way</td>
<td>8%</td>
<td>92%</td>
</tr>
</tbody>
</table>
Appendix A – Zonal Trips Overview