



PAH
HIGHWAY CONSULTANTS

Unit 2
The Office Campus
Paragon Business Park
Red Hall Court
Wakefield
WF1 2UY

**PROPOSED RESIDENTIAL DEVELOPMENT,
OFF SHEFFIELD ROAD, BIRDWELL
BARNSELY
HIGHWAY STATEMENT**

1076 /March 2016

CONTENTS

1	INTRODUCTION	1
2	EXISTING CONDITIONS	2
2.1	Site Description.....	2
2.2	Local Highway Network.....	2
2.3	Transport Sustainability.....	6
3	THE DEVELOPMENT PROPOSALS.....	9
3.1	Proposed Development.....	9
3.2	Vehicular Access.....	9
3.3	Parking Provision	9
3.4	Pedestrian and Cycle Provision	10
3.5	Servicing.....	10
4	TRAFFIC IMPACT.....	111
4.1	Existing Traffic.....	11
4.2	Development Traffic.....	11
5	CONCLUSIONS.....	13

APPENDICES

Appendix A	Site Location
Appendix B	Walking and Cycle Catchment Plan
Appendix C	TRICS Data
Appendix D	Site layout

1 INTRODUCTION

1.1.1 PAH Highway Consultants Ltd has been appointed to prepare this Highway Statement relating to the proposed residential development on land located off Sheffield Road, Birdwell, Barnsley. Appendix A shows the site location in relation to the local highway network.

1.1.2 The proposals are to erect a total of 5 dwellings made up of detached properties. The proposed dwellings will be served directly from Sheffield Road via a new junction arrangement and private access road, which will also provide off street car parking for the adjacent Pharmacy and No.152 Sheffield Road. The existing vehicular access to no.152 will be permanently closed.

1.1.3 This Highway Statement considers the traffic impact and transport sustainability provision associated with the proposed development. This statement demonstrates that the proposals should be acceptable for planning approval purposes.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site is currently an undeveloped site with no apparent recent use. The site is generally land locked with the only access points being onto Sheffield Road, in the form of a narrow pedestrian route via the access to No152 Sheffield Road. The is located approximately 112m south of the Sheffield Road / Chapel Street junction.

2.1.2 The site itself is located within the village of Birdwell, approximately 5.3km south of Barnsley Town Centre. The site is located within easy reach of public transport services, and the local services available within Birdwell, Hoyland and Barnsley Town Centre.

2.2 Local Highway Network

2.2.1 The development will be accessed from the A61 Sheffield Road which forms part of the strategic local highway network being an arterial route into both Sheffield and Barnsley. Notwithstanding its classified nature, a significant number of dwellings directly front onto to it along with a number of associated unmarked singular and shared vehicular accesses. There are also a large number of side roads accessed from Sheffield Road, the majority of which are accessed via a priority giveaway junction with a ghost island, with the likes of the recently built Aldi store being served by simple priority junction only, without a ghost island.

2.2.2 The A61 Sheffield Road generally runs in a north to south direction and whist immediately connecting Barnsley to Sheffield does continue beyond to Wakefield and Leeds to the north and Chesterfield to the south, connecting also to the M1 Motorway at junction 36 which is approximately 1.1km south of the site. Due to its considerable length the A61 also passes through and connects a number of settlements and villages.



Photograph 1 – Site Frontage onto Sheffield Road

2.2.3 In the vicinity of the site the A61 Sheffield Road is a two way single carriageway with central hatching and footways to both sides. The carriageway width is approximately 10m.1m, with a western footway of 2.0m in width and eastern footway of 2.8m in width. On inspection the carriageway and footways are in good condition and are considered to be suitable for their day to day use. Street lighting is considered to be to classified A Road standards and it is subject to a 30mph speed limit. Given its status the A61 Sheffield Road is subject to high traffic volumes throughout the day.

2.2.4 Given the nature of the housing in the immediate vicinity and surrounding area being that of terraced dwellings, the public highway is heavily relied upon for vehicular parking, including the A61 Sheffield Road. Furthermore, there is also additional on street car parking demand in this location by customers to the adjacent Pharmacy, newsagent, post office and car body shop immediately opposite the site, which no doubt results in indiscriminate car parking. From photograph 1 above photograph 2 and 3 below it can be seen that in the immediate vicinity of the site on street car parking is at a premium.



Photograph nos. 2 &3



2.2.5 Whilst visitors to the properties and uses in the vicinity of the site park on street, it is noted that informal parking also occurs to the Pharmacy forecourt, however this does not benefit from a vehicular dropped crossing and is also of insufficient area to allow on site turning therefore vehicles will have to slowly reverse onto the A61 Sheffield Road which is not ideal situation given the level of traffic experienced.

2.2.6 Whilst an existing situation widely experienced along the A61 Sheffield Road throughout Birdwell, on street parking is not an ideal scenario and in this instance given the sheer number of residential properties in addition to the commercial/retail uses displacement of vehicles, indiscriminate parking are no doubt frequent.

2.3 Transport Sustainability

2.3.1 The site is in a very sustainable location being within a short walking distance of both north and southbound bus services, and numerous local shops and essential services within Birdwell.

2.3.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

2.3.3 However the guidance within PPG 13 is still useful as a reference until such time as the Local Planning Authority publishes their specific transport policies.

2.3.4 Paragraph 35 of the NPPF states that "developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles;
and
- consider the needs of people with disabilities by all modes of transport.

2.3.5 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix B. The site is well placed to for residents to walk to work or shop.

2.3.6 The pedestrian catchment in Appendix B includes Birdwell, and the neighbouring settlements of Hoyland and Tankersley, including a large supermarket, pharmacy and local schools. There are also significant employment opportunities at the local supermarket and Rockingham Business Park which are approximately 500m south east of the site.

2.3.7 With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5 km and to form part of a longer journey by public transport”. The plan at Appendix B also shows the 5km cycle catchment area from the site. Within the cycle catchment area the settlements of Hoyland, Worsborough, Elsecar, Chapeltown, and part of Dodworth as well as Barnsley Town Centre. The majority of these locations contain service centres that contain local services, shops, and employment potential.

2.3.8 In terms of employment there are several commercial and industrial parks well within the catchment areas referred to above, such as Shortwood Business Park (1.2km), Platts Common Industrial Estate (2.4km), Wentworth Way Industrial estate (1.8km) and the recently approved ‘Strategic Business Park’ (900m) at Jct36 of the M1.

2.3.9 The nearest bus stops located on the A61 Sheffield Road are approximately 58m and 97m for the northbound and south bound services. The table below identifies the bus services that use the nearest stop.

2.3.10

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
7	Barnsley – Circular Via Worsborough, Birdwell, Hoyland, Tankersley, Pilley	2hrs	N/A
66	Barnsley – Elsecar Circular	10-20mins	1hr
67	Barnsley – Wombwell Circular	1hr	1hr
265	Barnsley – Sheffield	35mins	1hr

Table 1: Bus Services

2.3.11 As can be identified from the above table, there are 4 regular bus services that operate from the nearest bus stops. These provide 5/6 buses per hour to the local towns and settlements including Sheffield and Barnsley.

2.3.12 In addition to the bus services, the site is within 5km of Wombwell, Elsecar and Chapeltown train stations, which provide wider rail connections to Nottingham, Huddersfield, Wakefield and Leeds.

2.3.13 The site is considered to be in a very sustainable location being within close proximity of the bus stops which provide excellent connections to neighbouring settlements and Barnsley and Sheffield which have a multitude of amenities, facilities and transport opportunities. Therefore the site conforms to current Government directives for ensuring developments are located in a sustainable locations

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposed dwellings will be served from a new vehicular access onto the A61 Sheffield Road by the means of a simple vehicular dropped crossing arrangement. On site turning will be achievable within the private drive and private areas in order to avoid reversing manoeuvres onto the A61 Sheffield Road. As currently experienced in relation to the use of the chemist forecourt and the driveway to no.152 Sheffield Road.

3.1.2 As well as the proposed dwellings a new vehicular access off the private drive will be provided for No152, with the existing vehicular dropped crossing being permanently closed and footway reinstated.

3.1.3 Furthermore a degree of car parking will also be provided for the existing pharmacy via the new private drive.

3.2 Vehicular Access

3.2.1 The vehicular access will be achieved by utilising part of the Pharmacy forecourt onto the A61 Sheffield Road with the access taking the form a vehicular dropped crossing. The private drive will be minimum 5.0m in width thus allowing simultaneous traffic flows within the development and also at the access which will avoid any vehicles potentially having to wait within the A61 Sheffield Road, therefore not having a detrimental effect.

3.2.2 The access will benefit from sightlines in the order of 2.4m x 43m, this is increased further if the wheel track along Sheffield Road as advocated in MfS, which is correspondence with the permitted speed limit of 30mph as per MfS. Notwithstanding, this as the A61 Sheffield Road benefits from pedestrian islands which prevents overtaking it is accepted in MfS that sightlines can be measures to the centre line which in this instance sightlines in excess of 60m would be achievable.

3.2.3 The proposal also include for forming a right turn lane within the existing central carriageway hatching to provide a safe location for drivers to wait that wish to turn right into the site.

3.3 Parking Provision

3.3.1 The level of parking provision on the site will be in accordance with the car parking standards required by the LPA, with all dwellings having 2 or more parking spaces.

3.3.2 As mentioned above new car parking provision for both No152 and the Pharmacy will be provided from the new private drive. Based on the photographs 1, 2 and 3 it evident that on street car parking is in high demand and a premium amongst residents and customers, more so on evenings when residents typically return home and passing trade is at its highest in line with peak network flows. As a result and in order to try and mitigate some of this demand and thus providing betterment, car parking within the development is to be provided for No.152 and the Pharmacy. This provision will cut down the parking demand, reversing manoeuvres onto Sheffield Road and indiscriminate car parking which was noted at junctions and pedestrian crossing points/refuge islands.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrian access will be made via the proposed main access point off Sheffield Road. This will be at gradient to suit all including the ambulant disabled.

3.4.2 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA.

3.5 Servicing

3.5.1 The servicing requirements for the proposed development can be adequately catered for within the proposed development.

4 TRAFFIC IMPACT

4.1 Existing Traffic

4.1.1 The site is currently undeveloped therefore there has been no previous traffic generated.

4.2 Development Traffic

4.2.1 To determine the anticipated traffic generation of 5 new dwellings it has been necessary to interrogate data from the national TRICS database.

4.2.2 Table 4A provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the proposed new dwellings. The TRICS data is shown at Appendix C.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.151	0.416	0.567	0.390	0.225	0.615
Generated Trips	0.755	2.08	2.835	1.95	1.125	3.075

Table 4A – Predicted Development Trip Rates & Generation

4.2.3 As can be seen from the above table, the proposed development is anticipated to generate approximately 3 two way trips during the morning and evening peak hours.

4.2.4 It should be noted that given the close proximity of the bus stops and services available the actual trip rate could in fact be lower than that predicted by TRICS.

4.2.5 The development access point provides sightlines that are commensurate with the general traffic speeds along Sheffield Road. It is therefore considered that the proposed site access point will provide a safe arrangement and will not cause any delays to existing traffic given the negligible increase in traffic to the local network, especially so as a right turn facility will be provided on the A61.

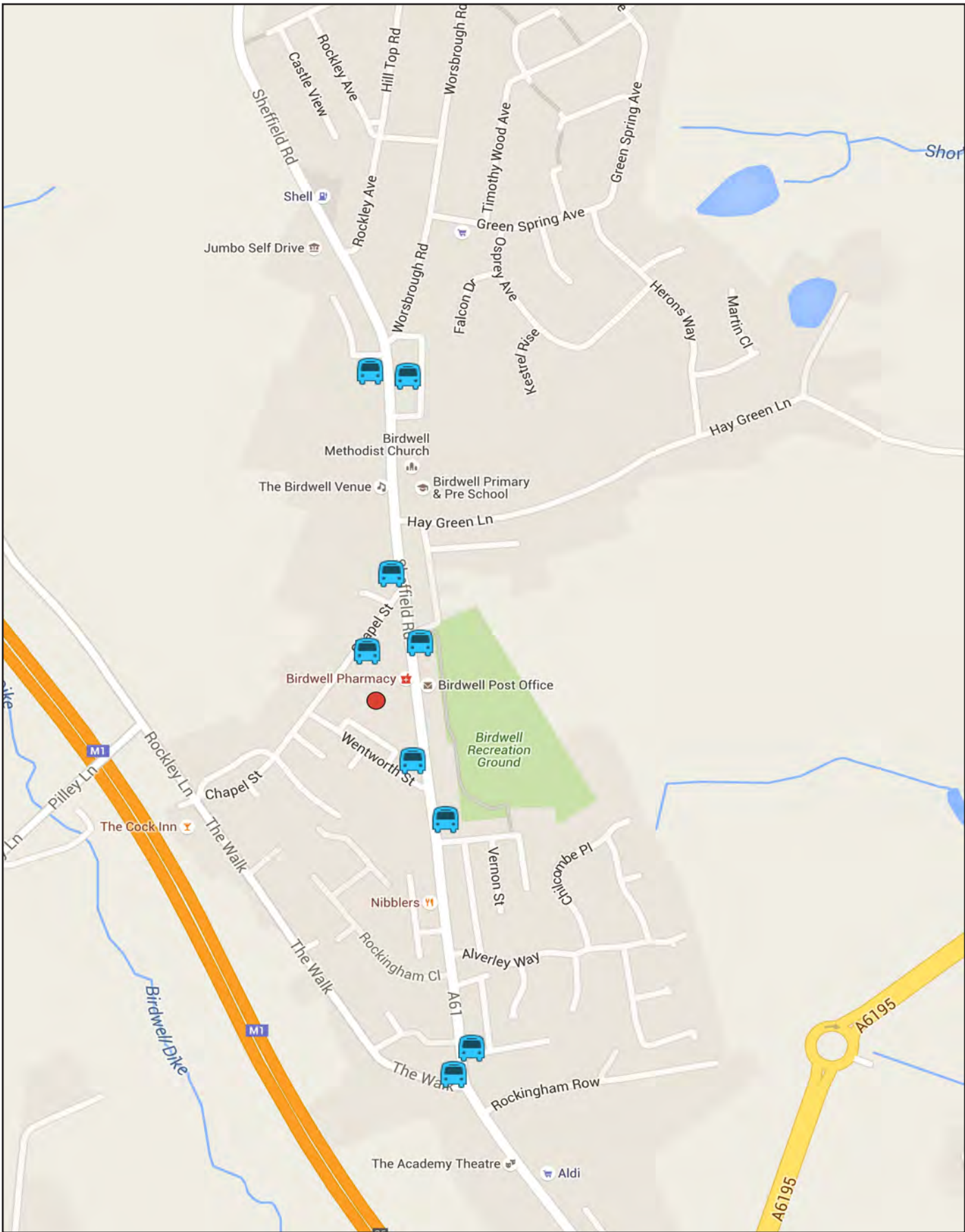
4.2.6 It is considered that the anticipated minor increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore the level of traffic generated by the proposals and that of No152 and the Pharmacy can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

5 CONCLUSIONS

- 5.1.1 This Highway Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of 5 dwellings is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation.
- 5.1.2 The site is considered to be in a very sustainable location being within close proximity of the bus stops which provide excellent connection to neighbouring settlements and Barnsley and Sheffield which have a multitude of amenities, facilities and transport opportunities. Therefore the site conforms to current Government directives for ensuring developments are located in a sustainable locations
- 5.1.3 By providing car parking within the development for No.152 and the Pharmacy it is considered the proposals will provide a betterment by reducing on street car parking which is in high demand and a premium amongst residents and customers, more so on evenings when residents typically return home and passing trade is at its highest in line with peak network flows. Furthermore this provision will reduce reversing manoeuvres onto Sheffield Road and indiscriminate car parking which was noted at junctions and pedestrian crossing points/refuge islands.
- 5.1.4 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network. It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted

Appendix A

Location plan



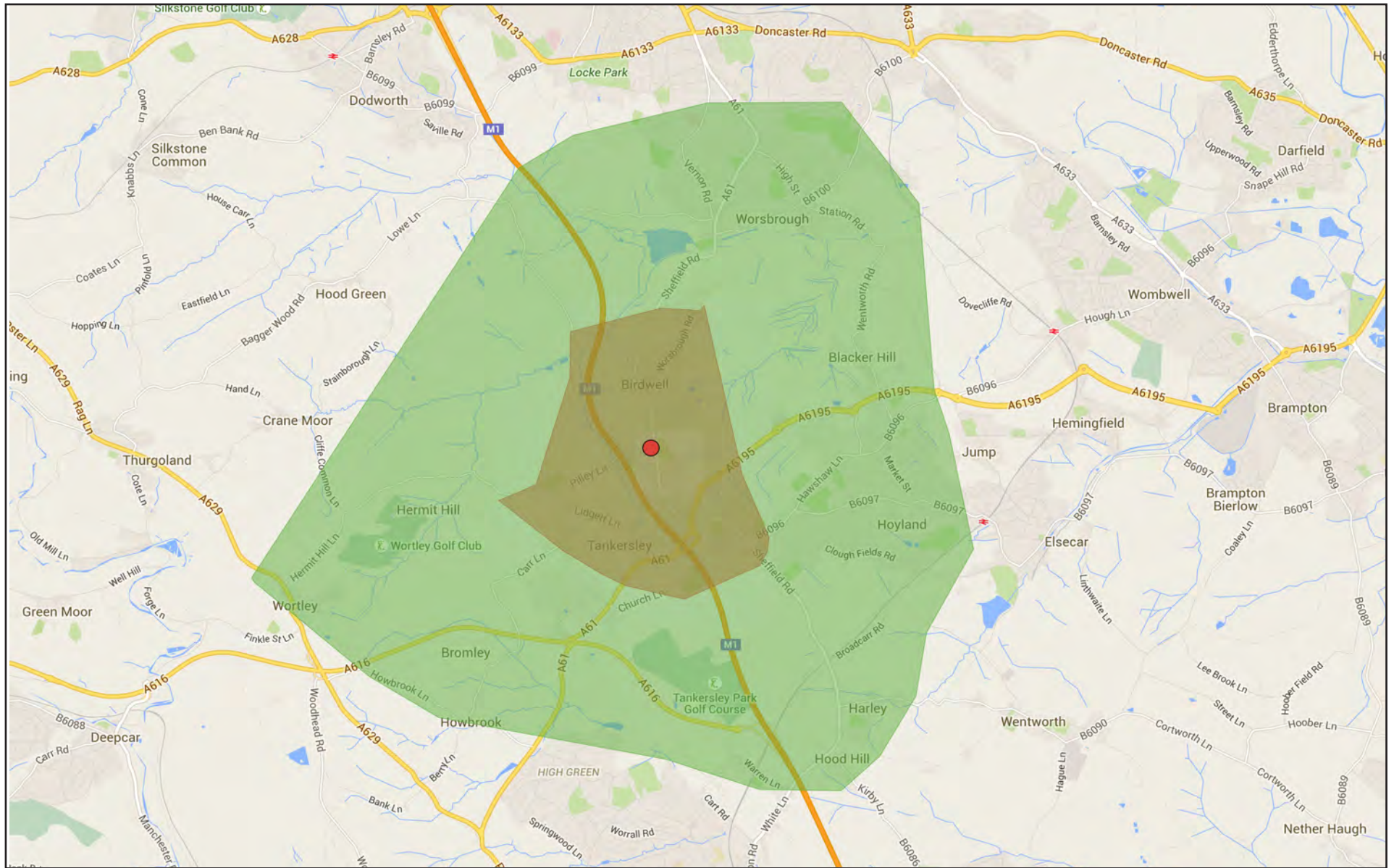
 SITE LOCATION

 BUS STOP LOCATION

UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix B

Pedestrian and Cycle Catchment



- 5km CYCLE CATCHMENT
- 2km WALKING CATCHMENT
- SITE LOCATION

UNIT 2, THE OFFICE CAMPUS,
 PARAGON BUSINESS PARK, RED HALL COURT,
 WAKEFIELD WF1 2UY

Appendix C

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD	BEDFORDSHIRE 2 days
	EX	ESSEX 1 days
	HF	HERTFORDSHIRE 1 days
	SC	SURREY 2 days
03	SOUTH WEST	
	CW	CORNWALL 2 days
	GS	GLOUCESTERSHIRE 1 days
	WL	WILTSHIRE 1 days
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 1 days
	SF	SUFFOLK 3 days
05	EAST MIDLANDS	
	DS	DERBYSHIRE 1 days
	LE	LEICESTERSHIRE 1 days
	LN	LINCOLNSHIRE 2 days
	NT	NOTTINGHAMSHIRE 1 days
06	WEST MIDLANDS	
	SH	SHROPSHIRE 2 days
	ST	STAFFORDSHIRE 1 days
	WM	WEST MIDLANDS 3 days
	WO	WORCESTERSHIRE 4 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 3 days
08	NORTH WEST	
	CH	CHESHIRE 2 days
	LC	LANCASHIRE 2 days
	MS	MERSEYSIDE 1 days
09	NORTH	
	CB	CUMBRIA 3 days
	TV	TEES VALLEY 1 days
	TW	TYNE & WEAR 1 days
10	WALES	
	CF	CARDIFF 3 days
	CP	CAERPHILLY 1 days
	WR	WREXHAM 1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 10 to 372 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 05/09/10

Selected survey days:

Monday	10 days
Tuesday	12 days
Wednesday	6 days
Thursday	13 days
Friday	6 days

Selected survey types:

Manual count	47 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	19
Edge of Town	21
Neighbourhood Centre (PPS6 Local Centre)	3

Selected Location Sub Categories:

Residential Zone	33
Village	1
Out of Town	1
No Sub Category	12

LIST OF SITES relevant to selection parameters

1	BD-03-A-01 SEMI DETACHED, LUTON NEW BEDFORD ROAD	BEDFORDSHIRE
	LUTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 131	
2	BD-03-A-02 SEMI DETACHED, LUTON RIDDY LANE	BEDFORDSHIRE
	LUTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 82	
3	CA-03-A-02 MIXED HOUSES, PETERBOROUGH THORPE ROAD	CAMBRIDGESHIRE
	PETERBOROUGH Edge of Town Centre Residential Zone Total Number of dwellings: 363	
4	CB-03-A-02 SEMI DETACHED, WORKINGTON HAWKSHEAD AVENUE	CUMBRIA
	WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40	
5	CB-03-A-03 SEMI DETACHED, WORKINGTON HAWKSHEAD AVENUE	CUMBRIA
	WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40	
6	CB-03-A-04 SEMI DETACHED, WORKINGTON MOORCLOSE ROAD SALTERBACK WORKINGTON	CUMBRIA
	Edge of Town No Sub Category Total Number of dwellings: 82	
7	CF-03-A-01 MIXED HOUSES, CARDIFF VIRGIL STREET NINIAN PARK CARDIFF	CARDIFF
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 222	
8	CF-03-A-02 MIXED HOUSES, CARDIFF DROPE ROAD	CARDIFF
	CARDIFF Edge of Town Residential Zone Total Number of dwellings: 196	
9	CF-03-A-03 DETACHED, CARDIFF LLANTRISANT ROAD	CARDIFF
	CARDIFF Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 29	

LIST OF SITES relevant to selection parameters (Cont.)

10	CH-03-A-05 SYDNEY ROAD SYDNEY CREWE Edge of Town Residential Zone Total Number of dwellings:	DETACHED, CREWE 17	CESHIRE
11	CH-03-A-06 CREWE ROAD CREWE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:	SEMI -DET./BUNGALOWS,CREWE 129	CESHIRE
12	CP-03-A-02 THE RISE PENGAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:	SEMI DETACHED, PENGAM 41	CAERPHILLY
13	CW-03-A-01 ALVERTON ROAD PENZANCE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	TERRACED, PENZANCE 13	CORNWALL
14	CW-03-A-02 BOSVEAN GARDENS TRURO Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	SEMI D./DETACHED, TRURO 73	CORNWALL
15	DS-03-A-01 THE AVENUE HOLMESDALE DRONFIELD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings:	SEMI D./TERRACED, DRONFIELD 20	DERBYSHIRE
16	EX-03-A-01 MILTON ROAD CORRINGHAM STANFORD-LE-HOPE Edge of Town Residential Zone Total Number of dwellings:	SEMI -DET., STANFORD-LE-HOPE 237	ESSEX
17	GS-03-A-01 KINGSHOLM ROAD KINGSHOLM GLOUCESTER Edge of Town Centre No Sub Category Total Number of dwellings:	SEMI D./TERRACED, GLOUCESTER 73	GLOUCESTERSHIRE
18	HF-03-A-01 LONGCROFT LANE WELWYN GARDEN CITY Edge of Town Centre Residential Zone Total Number of dwellings:	MIXED HOUSES, WELWYN GC 53	HERTFORDSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

19	LC-03-A-22	BUNGALOWS, BLACKPOOL CLIFTON DRIVE NORTH	LANCASHIRE
		BLACKPOOL Edge of Town Residential Zone Total Number of dwellings: 98	
20	LC-03-A-29	DETACHED/SEMI D., BLACKBURN REVIDGE ROAD FOUR LANE ENDS BLACKBURN	LANCASHIRE
		Edge of Town Residential Zone Total Number of dwellings: 185	
21	LE-03-A-01	DETACHED, MELTON MOWBRAY REDWOOD AVENUE	LEICESTERSHIRE
		MELTON MOWBRAY Edge of Town Residential Zone Total Number of dwellings: 11	
22	LN-03-A-01	MIXED HOUSES, LINCOLN BRANT ROAD BRACEBRIDGE LINCOLN	LINCOLNSHIRE
		Edge of Town Residential Zone Total Number of dwellings: 150	
23	LN-03-A-02	MIXED HOUSES, LINCOLN HYKEHAM ROAD	LINCOLNSHIRE
		LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 186	
24	MS-03-A-01	TERRACED, RUNCORN PALACE FIELDS AVENUE	MERSEYSIDE
		RUNCORN Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 372	
25	NT-03-A-03	SEMI DETACHED, KIRKBY-IN-ASHFD B6018 SUTTON ROAD	NOTTINGHAMSHIRE
		KIRKBY-IN-ASHFIELD Edge of Town Residential Zone Total Number of dwellings: 166	
26	NY-03-A-01	MIXED HOUSES, NORTHALLERTON GRAMMAR SCHOOL LANE	NORTH YORKSHIRE
		NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52	
27	NY-03-A-03	PRIVATE HOUSING, BOROUGHBIDGE NEW ROW	NORTH YORKSHIRE
		BOROUGHBIDGE Edge of Town Centre Residential Zone Total Number of dwellings: 14	

LIST OF SITES relevant to selection parameters (Cont.)

28	NY-03-A-05	HOUSES AND FLATS, RIPON BOROUGHBRIDGE ROAD	NORTH YORKSHIRE
		RIPON Edge of Town No Sub Category Total Number of dwellings: 71	
29	SC-03-A-03	DETACHED, EAST MOLESEY A3050 HURST ROAD HURST PARK EAST MOLESEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54	SURREY
30	SC-03-A-04	HOUSES & FLATS, NEAR FRIMLEY DEEPCUT BRIDGE ROAD DEEPCUT NEAR FRIMLEY Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 288	SURREY
31	SF-03-A-01	SEMI DETACHED, IPSWICH A1156 FELIXSTOWE ROAD RACECOURSE IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 77	SUFFOLK
32	SF-03-A-02	SEMI DET./TERRACED, IPSWICH STOKE PARK DRIVE MAIDENHALL IPSWICH Edge of Town Residential Zone Total Number of dwellings: 230	SUFFOLK
33	SF-03-A-03	MIXED HOUSES, BURY ST EDMUNDS BARTON HILL FORNHAM ST MARTIN BURY ST EDMUNDS Edge of Town Out of Town Total Number of dwellings: 101	SUFFOLK
34	SH-03-A-03	DETACHED, SHREWSBURY SOMERBY DRIVE BICTON HEATH SHREWSBURY Edge of Town No Sub Category Total Number of dwellings: 10	SHROPSHIRE
35	SH-03-A-04	TERRACED, SHREWSBURY ST MICHAEL'S STREET SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 108	SHROPSHIRE
36	ST-03-A-05	TERRACED/DETACHED, STOKE WATERMEET GROVE ETRURIA STOKE-ON-TRENT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 14	STAFFORDSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

37	TV-03-A-01	MIXED HOUSES/FLATS, HARTLEPL	TEES VALLEY
	POWLETT ROAD		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	225	
38	TW-03-A-01	SEMI DETACHED, SUNDERLAND	TYNE & WEAR
	LEECHMERE ROAD		
	HILLVIEW		
	SUNDERLAND		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	81	
39	WL-03-A-01	SEMI D./TERRACED W. BASSETT	WILTSHIRE
	MAPLE DRIVE		
	WOOTTON BASSETT		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	99	
40	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS
	FOLESHILL ROAD		
	FOLESHILL		
	COVENTRY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	79	
41	WM-03-A-02	DETACHED/SEMI D., STRBRIDGE	WEST MIDLANDS
	HEATH STREET		
	STOURBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	12	
42	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS
	BASELEY WAY		
	ROWLEYS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	84	
43	WO-03-A-01	DETACHED, BROMSGROVE	WORCESTERSHIRE
	MARLBOROUGH AVENUE		
	ASTON FIELDS		
	BROMSGROVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	10	
44	WO-03-A-02	SEMI DETACHED, REDDITCH	WORCESTERSHIRE
	MEADOWHILL ROAD		
	REDDITCH		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	48	
45	WO-03-A-03	DETACHED, KIDDERMINSTER	WORCESTERSHIRE
	BLAKEBROOK		
	BLAKEBROOK		
	KIDDERMINSTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	138	

LIST OF SITES relevant to selection parameters (Cont.)

46	WO-03-A-06	DET./TERRACED, BROMSGROVE	WORCESTERSHIRE
		ST GODWALDS ROAD	
		ASTON FIELDS	
		BROMSGROVE	
		Edge of Town	
		No Sub Category	
		Total Number of dwellings:	232
47	WR-03-A-01	SEMI DETACHED, WREXHAM	WREXHAM
		MOLD ROAD	
		RHOSDDU	
		WREXHAM	
		Edge of Town	
		No Sub Category	
		Total Number of dwellings:	82

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	47	109	0.076	47	109	0.263	47	109	0.339
08:00 - 09:00	47	109	0.159	47	109	0.418	47	109	0.577
09:00 - 10:00	47	109	0.175	47	109	0.220	47	109	0.395
10:00 - 11:00	47	109	0.149	47	109	0.186	47	109	0.335
11:00 - 12:00	47	109	0.177	47	109	0.177	47	109	0.354
12:00 - 13:00	47	109	0.203	47	109	0.180	47	109	0.383
13:00 - 14:00	47	109	0.186	47	109	0.181	47	109	0.367
14:00 - 15:00	47	109	0.191	47	109	0.194	47	109	0.385
15:00 - 16:00	47	109	0.285	47	109	0.214	47	109	0.499
16:00 - 17:00	47	109	0.329	47	109	0.205	47	109	0.534
17:00 - 18:00	47	109	0.390	47	109	0.228	47	109	0.618
18:00 - 19:00	47	109	0.282	47	109	0.215	47	109	0.497
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.602			2.681			5.283

Parameter summary

Trip rate parameter range selected: 10 - 372 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 47
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	47	109	0.002	47	109	0.003	47	109	0.005
08:00 - 09:00	47	109	0.003	47	109	0.003	47	109	0.006
09:00 - 10:00	47	109	0.005	47	109	0.004	47	109	0.009
10:00 - 11:00	47	109	0.003	47	109	0.004	47	109	0.007
11:00 - 12:00	47	109	0.002	47	109	0.003	47	109	0.005
12:00 - 13:00	47	109	0.005	47	109	0.004	47	109	0.009
13:00 - 14:00	47	109	0.004	47	109	0.004	47	109	0.008
14:00 - 15:00	47	109	0.002	47	109	0.003	47	109	0.005
15:00 - 16:00	47	109	0.002	47	109	0.002	47	109	0.004
16:00 - 17:00	47	109	0.002	47	109	0.001	47	109	0.003
17:00 - 18:00	47	109	0.001	47	109	0.001	47	109	0.002
18:00 - 19:00	47	109	0.000	47	109	0.001	47	109	0.001
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.031			0.033			0.064

Parameter summary

Trip rate parameter range selected: 10 - 372 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 47
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	47	109	0.000	47	109	0.000	47	109	0.000
08:00 - 09:00	47	109	0.001	47	109	0.001	47	109	0.002
09:00 - 10:00	47	109	0.000	47	109	0.001	47	109	0.001
10:00 - 11:00	47	109	0.000	47	109	0.001	47	109	0.001
11:00 - 12:00	47	109	0.001	47	109	0.000	47	109	0.001
12:00 - 13:00	47	109	0.000	47	109	0.001	47	109	0.001
13:00 - 14:00	47	109	0.000	47	109	0.000	47	109	0.000
14:00 - 15:00	47	109	0.000	47	109	0.000	47	109	0.000
15:00 - 16:00	47	109	0.001	47	109	0.001	47	109	0.002
16:00 - 17:00	47	109	0.001	47	109	0.000	47	109	0.001
17:00 - 18:00	47	109	0.000	47	109	0.000	47	109	0.000
18:00 - 19:00	47	109	0.001	47	109	0.000	47	109	0.001
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.005			0.005			0.010

Parameter summary

Trip rate parameter range selected: 10 - 372 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 47
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	47	109	0.006	47	109	0.011	47	109	0.017
08:00 - 09:00	47	109	0.004	47	109	0.014	47	109	0.018
09:00 - 10:00	47	109	0.002	47	109	0.004	47	109	0.006
10:00 - 11:00	47	109	0.003	47	109	0.004	47	109	0.007
11:00 - 12:00	47	109	0.004	47	109	0.003	47	109	0.007
12:00 - 13:00	47	109	0.004	47	109	0.004	47	109	0.008
13:00 - 14:00	47	109	0.003	47	109	0.003	47	109	0.006
14:00 - 15:00	47	109	0.004	47	109	0.003	47	109	0.007
15:00 - 16:00	47	109	0.012	47	109	0.008	47	109	0.020
16:00 - 17:00	47	109	0.013	47	109	0.010	47	109	0.023
17:00 - 18:00	47	109	0.014	47	109	0.010	47	109	0.024
18:00 - 19:00	47	109	0.010	47	109	0.007	47	109	0.017
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.079			0.081			0.160

Parameter summary

Trip rate parameter range selected: 10 - 372 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 47
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	47	109	0.085	47	109	0.316	47	109	0.401
08:00 - 09:00	47	109	0.194	47	109	0.624	47	109	0.818
09:00 - 10:00	47	109	0.210	47	109	0.286	47	109	0.496
10:00 - 11:00	47	109	0.187	47	109	0.244	47	109	0.431
11:00 - 12:00	47	109	0.220	47	109	0.222	47	109	0.442
12:00 - 13:00	47	109	0.254	47	109	0.229	47	109	0.483
13:00 - 14:00	47	109	0.239	47	109	0.231	47	109	0.470
14:00 - 15:00	47	109	0.250	47	109	0.245	47	109	0.495
15:00 - 16:00	47	109	0.443	47	109	0.287	47	109	0.730
16:00 - 17:00	47	109	0.448	47	109	0.290	47	109	0.738
17:00 - 18:00	47	109	0.515	47	109	0.311	47	109	0.826
18:00 - 19:00	47	109	0.368	47	109	0.307	47	109	0.675
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			3.413			3.592			7.005

Parameter summary

Trip rate parameter range selected: 10 - 372 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 47
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	47	109	0.022	47	109	0.051	47	109	0.073
08:00 - 09:00	47	109	0.041	47	109	0.173	47	109	0.214
09:00 - 10:00	47	109	0.042	47	109	0.056	47	109	0.098
10:00 - 11:00	47	109	0.031	47	109	0.044	47	109	0.075
11:00 - 12:00	47	109	0.041	47	109	0.042	47	109	0.083
12:00 - 13:00	47	109	0.045	47	109	0.035	47	109	0.080
13:00 - 14:00	47	109	0.041	47	109	0.042	47	109	0.083
14:00 - 15:00	47	109	0.037	47	109	0.044	47	109	0.081
15:00 - 16:00	47	109	0.152	47	109	0.061	47	109	0.213
16:00 - 17:00	47	109	0.079	47	109	0.049	47	109	0.128
17:00 - 18:00	47	109	0.073	47	109	0.051	47	109	0.124
18:00 - 19:00	47	109	0.058	47	109	0.052	47	109	0.110
19:00 - 20:00	1	29	0.069	1	29	0.034	1	29	0.103
20:00 - 21:00	1	29	0.034	1	29	0.000	1	29	0.034
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.765			0.734			1.499

Parameter summary

Trip rate parameter range selected: 10 - 372 (units:)
 Survey date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 47
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	47	109	0.001	47	109	0.016	47	109	0.017
08:00 - 09:00	47	109	0.006	47	109	0.024	47	109	0.030
09:00 - 10:00	47	109	0.005	47	109	0.008	47	109	0.013
10:00 - 11:00	47	109	0.004	47	109	0.009	47	109	0.013
11:00 - 12:00	47	109	0.006	47	109	0.008	47	109	0.014
12:00 - 13:00	47	109	0.005	47	109	0.007	47	109	0.012
13:00 - 14:00	47	109	0.007	47	109	0.005	47	109	0.012
14:00 - 15:00	47	109	0.006	47	109	0.004	47	109	0.010
15:00 - 16:00	47	109	0.013	47	109	0.007	47	109	0.020
16:00 - 17:00	47	109	0.014	47	109	0.004	47	109	0.018
17:00 - 18:00	47	109	0.016	47	109	0.004	47	109	0.020
18:00 - 19:00	47	109	0.009	47	109	0.003	47	109	0.012
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.092			0.099			0.191

Parameter summary

Trip rate parameter range selected: 10 - 372 (units:)
 Survey date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 47
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

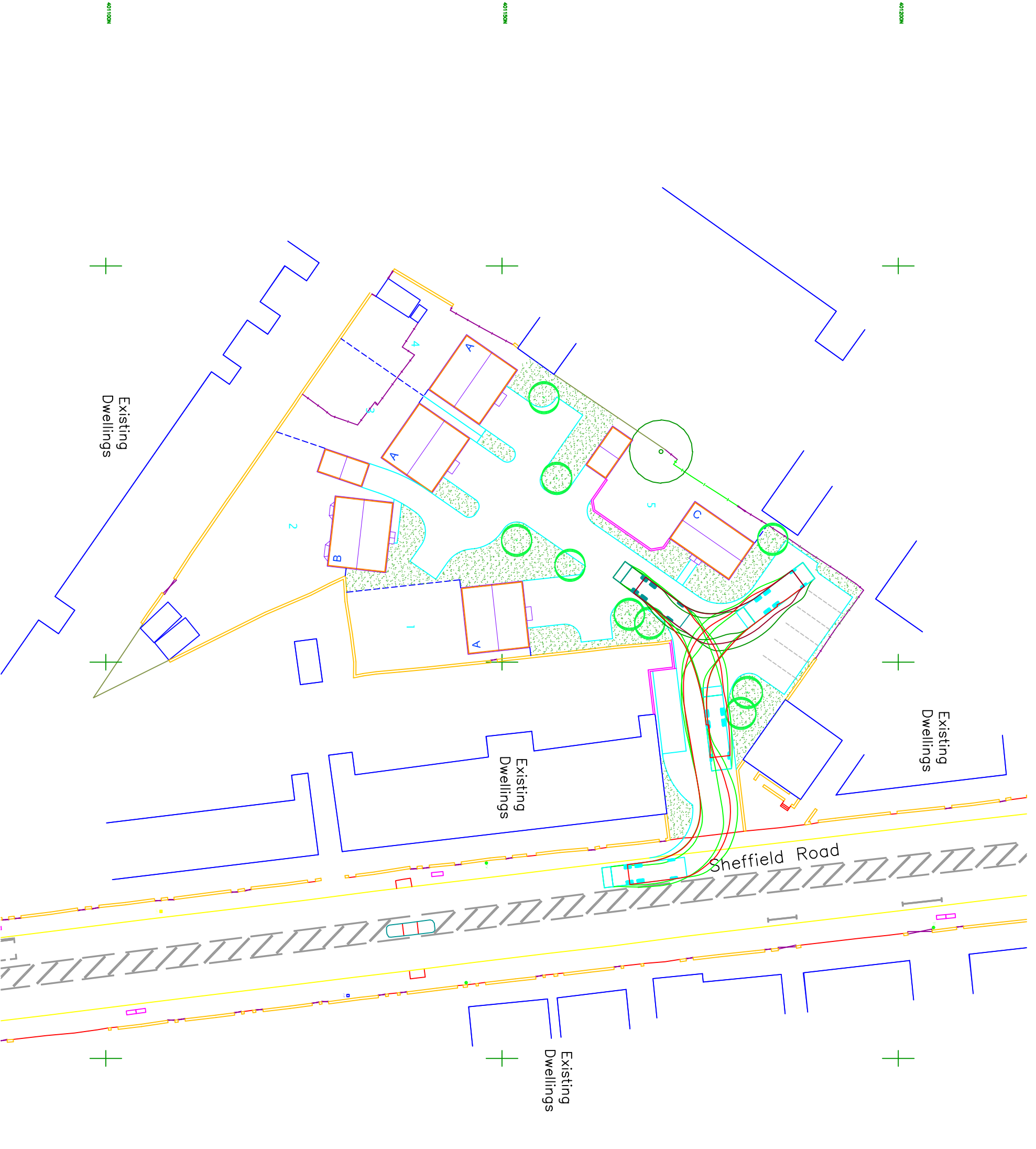
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	47	109	0.114	47	109	0.394	47	109	0.508
08:00 - 09:00	47	109	0.246	47	109	0.835	47	109	1.081
09:00 - 10:00	47	109	0.258	47	109	0.355	47	109	0.613
10:00 - 11:00	47	109	0.224	47	109	0.300	47	109	0.524
11:00 - 12:00	47	109	0.272	47	109	0.275	47	109	0.547
12:00 - 13:00	47	109	0.309	47	109	0.274	47	109	0.583
13:00 - 14:00	47	109	0.289	47	109	0.281	47	109	0.570
14:00 - 15:00	47	109	0.297	47	109	0.296	47	109	0.593
15:00 - 16:00	47	109	0.620	47	109	0.364	47	109	0.984
16:00 - 17:00	47	109	0.554	47	109	0.353	47	109	0.907
17:00 - 18:00	47	109	0.618	47	109	0.375	47	109	0.993
18:00 - 19:00	47	109	0.446	47	109	0.369	47	109	0.815
19:00 - 20:00	1	29	0.069	1	29	0.034	1	29	0.103
20:00 - 21:00	1	29	0.034	1	29	0.000	1	29	0.034
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.350			4.505			8.855

Parameter summary

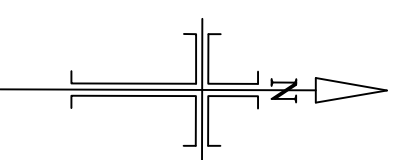
Trip rate parameter range selected: 10 - 372 (units:)
 Survey date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 47
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Appendix D

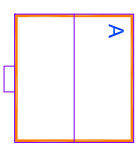
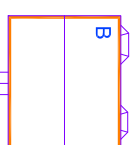
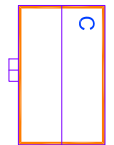

Site Layout




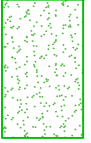


NORTH



Accommodation Schedule

	TYPE A 4 Bed detached house 1093 sqft	3no.
	TYPE B 4 Bed detached house 1251 sqft	1no.
	TYPE C 3 Bed detached house 951 sqft	1no.
TOTAL UNITS		5no.
	Detached Garage	

Legend

	INDICATIVE LANDSCAPING
	TURF
	1800mm SCREEN FENCE
	1800mm SCREEN WALL/FENCE

Client	Nageena Ltd	
Location	Sheffield Road, Birdwell, Barnsley	
Drawing Title	Planning Layout	
Dwg No.	PL/001	Scale: 1/500 @ A3
Drawn By:	-	Checked By:-