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Transport Statement
Land off Sheffield Road, Penistone



For the Co-operative Estates

By Curtins Consulting Ltd
December 2012

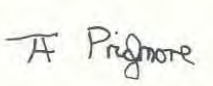
Curtins Consulting
Woodside Mews
Clayton Wood Close
North Leeds Ring Road
LS16 6QE
T. 0113 274 8509
F. 0113 274 8496
www.curtins.com


Transport Statement


Land off Sheffield Road, Penistone



Client: The Co-operative Estates
Project: Land off Sheffield Road, Penistone
Report Type: Transport Statement
Report Reference: 90410/TS
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Report Status: Final
Date: December 2012

Report Author(s)	Signature	Date
Tom Pridmore Engineer		12/12/2012

Checked	Signature	Date
Andy Moseley Senior Engineer		12/12/2012

Authorised	Signature	Date
Keith York Associate		12/12/2012

For and on behalf of **Curtins Consulting Ltd**

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1.0 Introduction

Introduction

- 1.1 Curtins Consulting has been appointed on behalf of the Co-operative Estates (Co-op) to provide traffic and transportation advice in relation to an outline application for a proposed residential development off Sheffield Road in Penistone.
- 1.2 The indicative development proposals are for 44 residential dwellings on an existing brownfield site.

Purpose of this Report

- 1.3 This Transport Statement (TS) has been prepared to inform Highways Officers at Barnsley Metropolitan Borough Council (BMBC) on all traffic and transportation matters associated with the development proposals.

Scope of the Report

- 1.4 Scoping discussions have been held with Highways Officer Barbara Wilson of BMBC in which it was agreed that a Transport Statement would be appropriate to support any planning application. This TS contains:
 - A review of the existing situation on the highway network in the vicinity of the site;
 - A review of the development proposal, including access arrangements, parking and internal layout;
 - An appraisal of the public transport connectivity to the site, i.e. by bus, walk and cycle;
 - Determination of the traffic generation of the proposed development;
 - Consideration of the highway impact associated with the proposals.
- 1.5 Following this introduction, Section 2 of the report will describe the existing site and its location followed by Section 3 which will present the development proposals. Section 4 considers the site's accessibility by sustainable modes of travel and Section 5 will outline the likely traffic generation as associated with the development proposals and any potential highway impact. Finally, Section 6 will present a summary of the findings of this report along with a set of conclusions.

2.0 Site Location and Existing Situation

Site Location

- 2.1 The development site is located in Penistone, which is located approximately 10km to the west of Barnsley town centre. The site is situated off Sheffield Road (B6462), which provides a key linkage between Penistone and Sheffield.
- 2.2 The site is bound by Sheffield Road to the north; an existing residential development to the east; the Sheffield to Huddersfield railway line to the south and west.
- 2.3 Directly opposite the site across Sheffield Road are the Penistone Ambulance and Fire Stations. Emergency vehicles access Sheffield Road by a dedicated site access which is staggered with Lairds Way. Warning lights for the ambulance and fire stations are positioned to the east of the Lairds Way junction and therefore the proposed residential development is not considered to impinge or conflict with the operation of these services.
- 2.4 Penistone town centre is approximately 750m to the west from the site and is accessible by foot or by local bus services. The town centre has all local shops and services including a supermarket.
- 2.5 The site is shown from a regional perspective in Plan 1 and from a local perspective in Plan 2.

Existing Use

- 2.6 The site is currently an unoccupied brownfield site.

Access

- 2.7 The site's primary access for both vehicles and pedestrians is proposed via Lairds Way which runs in a southeasterly direction away from Sheffield Road. The junction of Sheffield Road and Lairds Way takes the form of a priority junction.
- 2.8 Lairds Way has footways on both sides of the carriageway with street lighting present throughout. There is also a footway on the northern side of Sheffield Road that allows a direct pedestrian link to bus stops and Penistone rail station.

2.0 Site Location and Existing Situation

Local Highway Network

- 2.9 Lairds Way links in to the B6462, Sheffield Road which connects Penistone town centre to the A629 and Sheffield. It also links Penistone to the M1 south via the A629 and A616. Sheffield Road links in to the A628 which is the major route through Penistone linking Barnsley to Manchester and known as the “Woodhead route”. The A628 also offers a connection for northbound traffic wanting to use the M1 at junction 37.

3.0 Development Proposals

Introduction

- 3.1 The indicative proposed development layout is for 44 residential dwellings on an existing brownfield site.
- 3.2 The development proposal will be accessed from Lairds Way on to Sheffield Road. Lairds Way will be extended in to the site with the dwellings accessing directly on to it.
- 3.3 The proposed development is shown in Drawing 774.SK.01, appended to this report.

Parking Provision

- 3.4 BMBC has produced a Local Development Framework (LDF) which sets out the expected standards for any new development in the BMBC area. It also sets out the land use distribution for new development.
- 3.5 As part of the LDF, BMBC have produced some Supplementary Guidance Documents (SPD) to aid new development. The SPD for parking was officially adopted in March 2012.
- 3.6 The level of parking provision for the proposed development will be as set out in the SPD. Penistone is categorised under the Borough Wide classification for parking standards which are set out as follows:
 - 1/2 bedroom dwelling: 1 space maximum; and
 - 3+ bedroom dwelling: 2 spaces maximum.
- 3.7 The indicative layout shows that there would be a mixture of terraced, semi-detached and detached houses. This is consistent with the adjacent land uses and property types.
- 3.8 Cycle parking is not prescriptive within the SPD for dwellings so it is proposed to undertake discussions with BMBC as a reserve matter to ensure that there is an appropriate level of provision.

Servicing Arrangements

- 3.9 It is proposed that servicing would be undertaken from the internal site highway network. Swept path analysis will be undertaken on the internal site layout to ensure that all expected service vehicles will be able to access and move freely around the site. Appropriate and required swept path analysis would be provided as part of the reserve matters at detailed planning stage.

4.0 Accessibility

Introduction

- 4.1 A key element of national, regional and local policy is to ensure new developments are located in areas where alternative modes of travel to the car are available.
- 4.2 It is important to ensure that developments are not isolated but are located close to complementary land uses. In this instance, that includes retail, leisure and employment opportunities for residents. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

Pedestrian Accessibility

- 4.3 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled *'Providing for Journeys on Foot'* suggests walking distances which are relevant to this planning application. These are reproduced in Table 4.1.

Table 4.1 Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting/School/ Sight Seeing (m)	Elsewhere/Local Services (m)
Desirable 2	200	500	400
Acceptable 4	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source: *'Providing for Journeys on Foot'*, CIHT

- 4.4 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. Plan 3 shows distances of 500m, 1,000m and 2,000m which are termed *'Desirable'*, *'Acceptable'* and the *'Preferred Maximum'* by the CIHT for travelling to employment or school.
- 4.5 The 500m catchment includes Penistone railway station and the nearby works offering possible employment opportunities. The 500m catchment also includes a large number of residential properties on the roads surrounding the site.
- 4.6 The 1,000m catchment includes access to the key shops and services in Penistone town centre and the key bus stop on Market Place from where most services in the town depart. It also includes the local Spring Vale school making walking an attractive alternative to the school run by car.

4.0 Accessibility

- 4.7 Further afield, within a 2,000m catchment, there are more employment opportunities, all local schools, a new Tesco store and almost the entirety of Penistone as a settlement.
- 4.8 The site is located close to a developed residential area which ensures that there is a well-connected network of wide footways in proximity of the development connecting to the wider area.
- 4.9 As a result of the site's proximity to key services, local facilities and local residential areas it is considered that walking is a realistic and attractive mode of travel for residents to access local services.

Accessibility by Cycle

- 4.10 To assist in assessing accessibility by cycle, Plan 4 presents a 5km cycle catchment for the site. This distance equates to a journey time of around 25 minutes, while cycling at a leisurely speed of 12 kilometres per hour.
- 4.11 The 5km catchment encompasses all of the facilities mentioned above in the walking section. In addition, the 5km catchment also includes the steelworks at Stocksbridge and the outlying villages of Inbircworth, Upper Denby, Millhouse Green, Silkstone, Silkstone Common, Hoylandswaine and Thurgoland.
- 4.12 National Cycle Route 62, the Trans Pennine Trail runs through Penistone and follows the former Woodhead rail line from Sheffield to Manchester, the route is accessed at Penistone rail station.
- 4.13 In conclusion, cycling is considered to be a realistic and attractive mode of travel for both residents and visitors to the site.

Public Transport

- 4.14 The Chartered Institution of Highways and Transportation document, *Planning for Public Transport in Developments* recommends that developments should ideally be located within 400m of a bus stop.
- 4.15 The nearest bus stops to the site are located on Sheffield Road, approximately 400m from the site. These stops are served by routes 24 and 29.
- 4.16 Table 4.2 shows a summary of these services.

4.0 Accessibility

Table 4.2 – Bus Services from the local bus stops on Sheffield Road

Service	Route	Frequency (Minutes)	
		Mon – Sat	Sun
24	Barnsley – Thurgoland – Penistone – Ingbirchworth – Denby Dale	120 -	
29	Sheffield – Chapeltown – Thurgoland - Penistone	120	120

4.17 A number of additional services are also accessible from bus stops located on Market Place, approximately 800m walk from the site. This is the busiest bus stop in Penistone with the widest variety of services and destinations.

4.18 The services calling at the bus stop on Market Place are summarised in Table 4.3.

Table 4.3 – Bus Services from the bus stops at Market Place

Service	Route	Frequency (Minutes)	
		Mon – Sat	Sun
21	Barnsley – Dodworth – Silkstone – Penistone - Cubley	30	60
23/23A	Barnsley – Deepcar – Stocksbridge - Penistone	120	120
24	Barnsley – Thurgoland – Penistone – Ingbirchworth – Denby Dale	120 -	
25	Penistone – Thongsbridge - Holmfirth	120	120
29	Sheffield – Chapeltown – Thurgoland - Penistone	120	120
92	Barnsley – Silkstone – Penistone – Crow Edge	60	120
300	Penistone – Milhouse Green - Thurlstone	60	-

4.19 Tables 4.2 and 4.3 show that there are good links to the surrounding villages and towns, which make bus travel an attractive option. It is therefore concluded that the site is well served by bus services.

4.0 Accessibility

Rail Station

- 4.20 Penistone rail station is located adjacent to the site. The station entrance is approximately 600m from the centre of the site and is an attractive travel option for commuting to Barnsley, Huddersfield and Sheffield.
- 4.21 The journey time to Huddersfield is just over 30 minutes with the journey to Sheffield taking approximately 50 minutes and the journey to Barnsley taking 16 minutes. There is a service every hour in each direction Monday to Saturday with a two hourly service on Sundays.
- 4.22 Table 4.4 shows the frequency of trains to direct destinations from Penistone.

Table 4.4 – Train services to direct destinations.

Destination	Frequency (Minutes)		
	Mon – Fri	Saturday	Sunday
Huddersfield	60	60	120
Barnsley	60	60	120
Sheffield	60	60	120

- 4.23 Rail passengers can change at Barnsley or Huddersfield for Leeds and at Huddersfield for Manchester and Liverpool. Sheffield also offers cross Pennine links and services to London and the Midlands.

Conclusion

- 4.24 It can be concluded that the proposed development is in a sustainable location with good public transport links and that walking and cycling are attractive options.

5.0 Highway Impact

Introduction

- 5.1 Following a scoping discussion with BMBC, due to the size of the proposed development and compliance with national guidance on Transport Assessments, no traffic surveys or capacity assessments are considered to be required.
- 5.2 This section will describe the expected highway impacts occurring as a result of the proposed new development.

Traffic Generation

- 5.3 The indicative proposed development layout comprises 44 residential dwellings (subject to a agreement at detailed planning).
- 5.4 The TRICS 2012(b) 6.10.2 database has been interrogated to identify the likely traffic generation of the residential land use. The TRICS database contains traffic survey data for a range of land uses and is the industry recognised tool for calculating traffic generations for new developments.
- 5.5 For a robust assessment of the proposed development, 85th percentile rates have been adopted.
- 5.6 The TRICS database has also been used to identify the likely traffic generation of the development. The trip rate is per unit with the impact of the site in terms of trip generation being based on 44 units. The results are shown in Table 5.1 below.

Table 5.1 – Residential Traffic Peak Period Traffic Generation

Land Use	AM Peak Period (08.00-09.00)			PM Peak Period (17.00-18.00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Houses Privately Owned Trip Rates (Per Dwelling)	0.225	0.450	0.675	0.478	0.261	0.739
Houses Privately Owned Vehicle Trips	10	20	30	21	11	32

- 5.7 During the AM peak period in the region of 30 two-way vehicle movements will be generated by the development (10 arrivals and 20 departures) while during the PM peak 32 two-way vehicle movements will be generated (21 arrivals and 11 departures).

5.0 Highway Impact

- 5.8 This volume of traffic, if spread evenly throughout the peak periods would result in approximately one vehicle accessing or egressing the development every two minutes.
- 5.9 The low level of traffic generation is therefore considered to have a negligible impact on the local highway network.

6.0 Summary and Conclusions

Summary

- 6.1 Curtins Consulting has been appointed on behalf of Co-operative Estates to provide traffic and transportation advice in relation to a proposed residential development off Sheffield Road in Penistone.
- 6.2 The indicative site layout proposals comprise the construction of 44 residential dwellings.
- 6.3 The site is considered to be highly accessible by public transport, having excellent linkages to local key destinations by bus and rail with good connectivity to key destinations for employment and leisure.
- 6.4 Walking and cycling represent realistic modes of travel with key employment, education and retail facilities located close by. Penistone is also located on the major trans-Pennine cycle route.
- 6.5 Total peak hour vehicle trips based on 85th percentile rates for the development are expected to be in the region of 30 two-way vehicle movements during the traditional AM peak period and 32 two-way vehicle movements in the PM peak. This would equate to approximately one vehicle accessing or egressing the development every two minutes.
- 6.6 The proposed development would not impinge on the operation of the newly built Fire and Ambulance stations located across Sheffield Road.
- 6.7 Such low levels of traffic generation are therefore considered to have a negligible impact on the local highway network.

Conclusion

- 6.8 This Transport Statement has given due consideration to the development proposals and concludes that there is no reason why planning permissions should be refused on the grounds of traffic or transportation issues.

Drg No:

90410 / 001

Rev:

-



Project: SHEFFIELD ROAD HOUSING, PENISTONE

Drg Title: REGIONAL SITE LOCATION PLAN

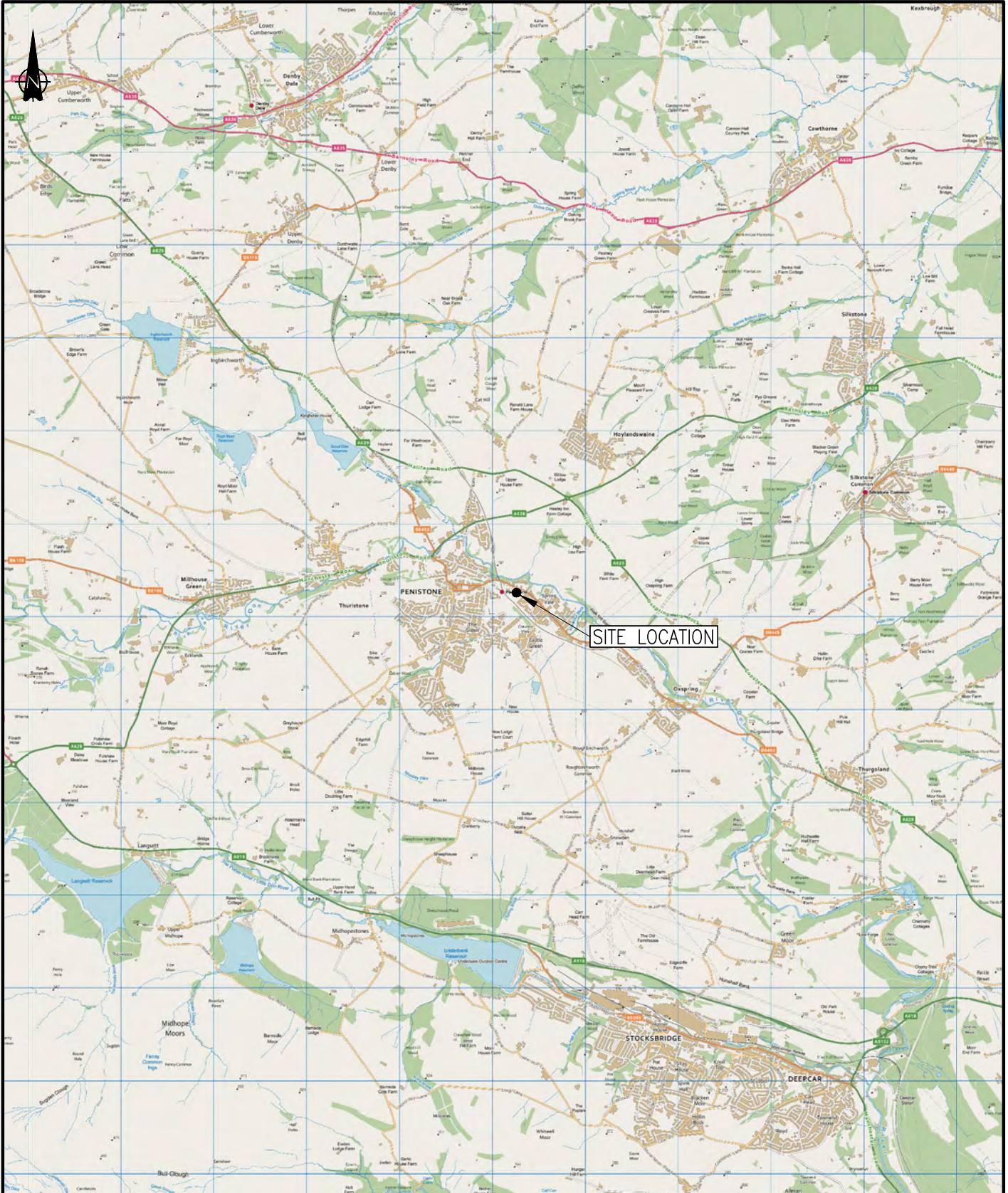
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Scale: NTS

Curtins Consulting Ltd
10 Oxford Court, Bishopsgate, Manchester, M2 3WQ
t: 0161 236 2394
e: manchester@curtins.com www.curtins.com

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Drg No:

90410 / 002

Rev:

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Curtins Consulting Ltd
10 Oxford Court, Bishopsgate, Manchester, M2 3WQ
t: 0161 236 2394
e: manchester@curtins.com www.curtins.com

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Project: SHEFFIELD ROAD HOUSING, PENISTONE

Drg Title: LOCAL SITE LOCATION PLAN

Drawn: MF

Checked: TP

Scale: NTS



Drg No:

90410 / 003

Rev:

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10 Oxford Court, Bishopsgate, Manchester, M2 3WQ
t: 0161 236 2394
e: manchester@curtins.com www.curtins.com

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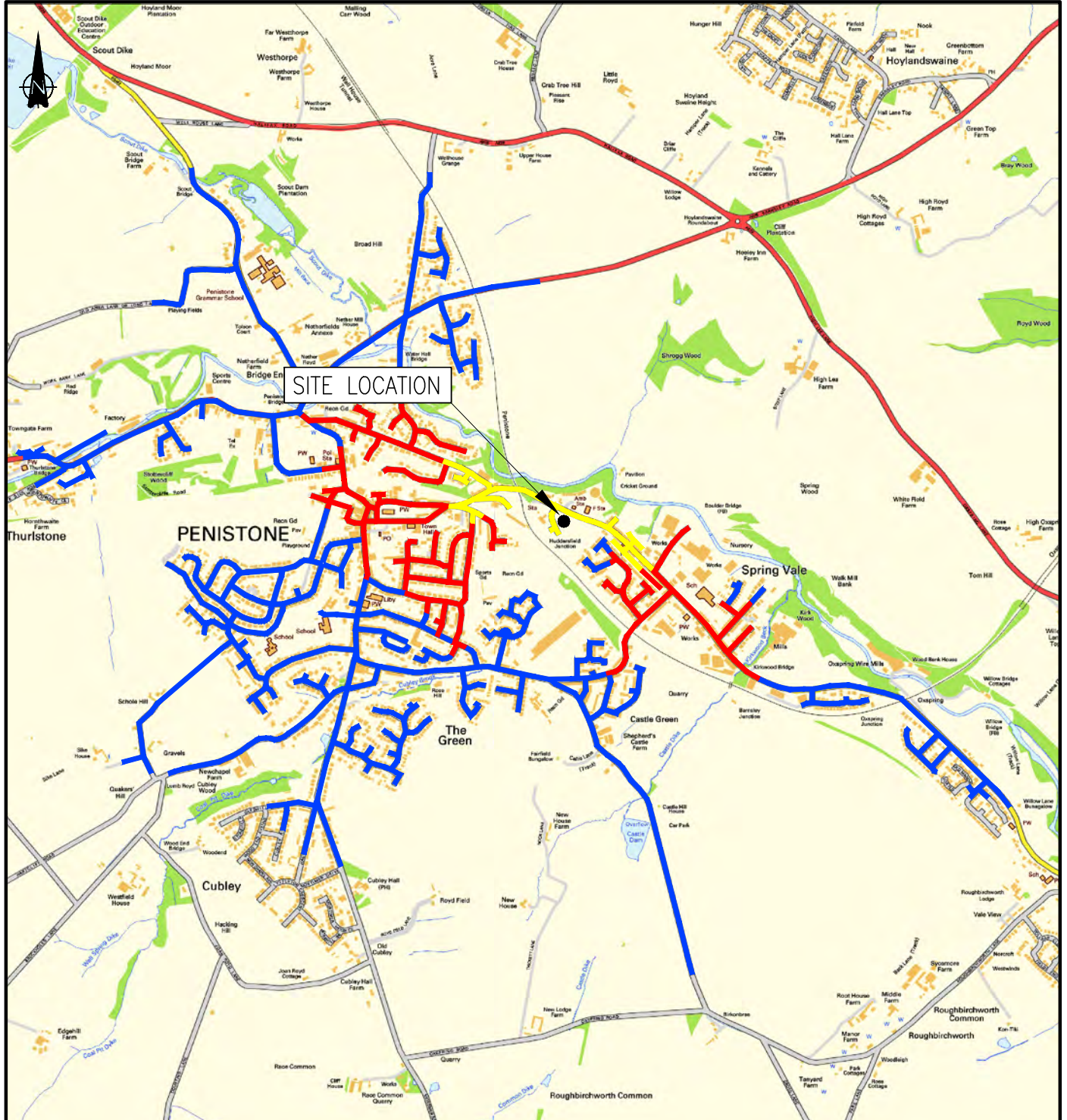
Project: SHEFFIELD ROAD HOUSING, PENISTONE

Drg Title: PEDESTRIAN CATCHMENT PLAN

Drawn: MF

Checked: TP

Scale: NTS



KEY:

- 0m-500m CATCHMENT
- 1000m-2000m CATCHMENT
- 500m-1000m CATCHMENT

Drg No:

90410 / 004

Rev:

-



Curtins Consulting Ltd
 10 Oxford Court, Bishopsgate, Manchester, M2 3WQ
 t: 0161 236 2394
 e: manchester@curtins.com www.curtins.com

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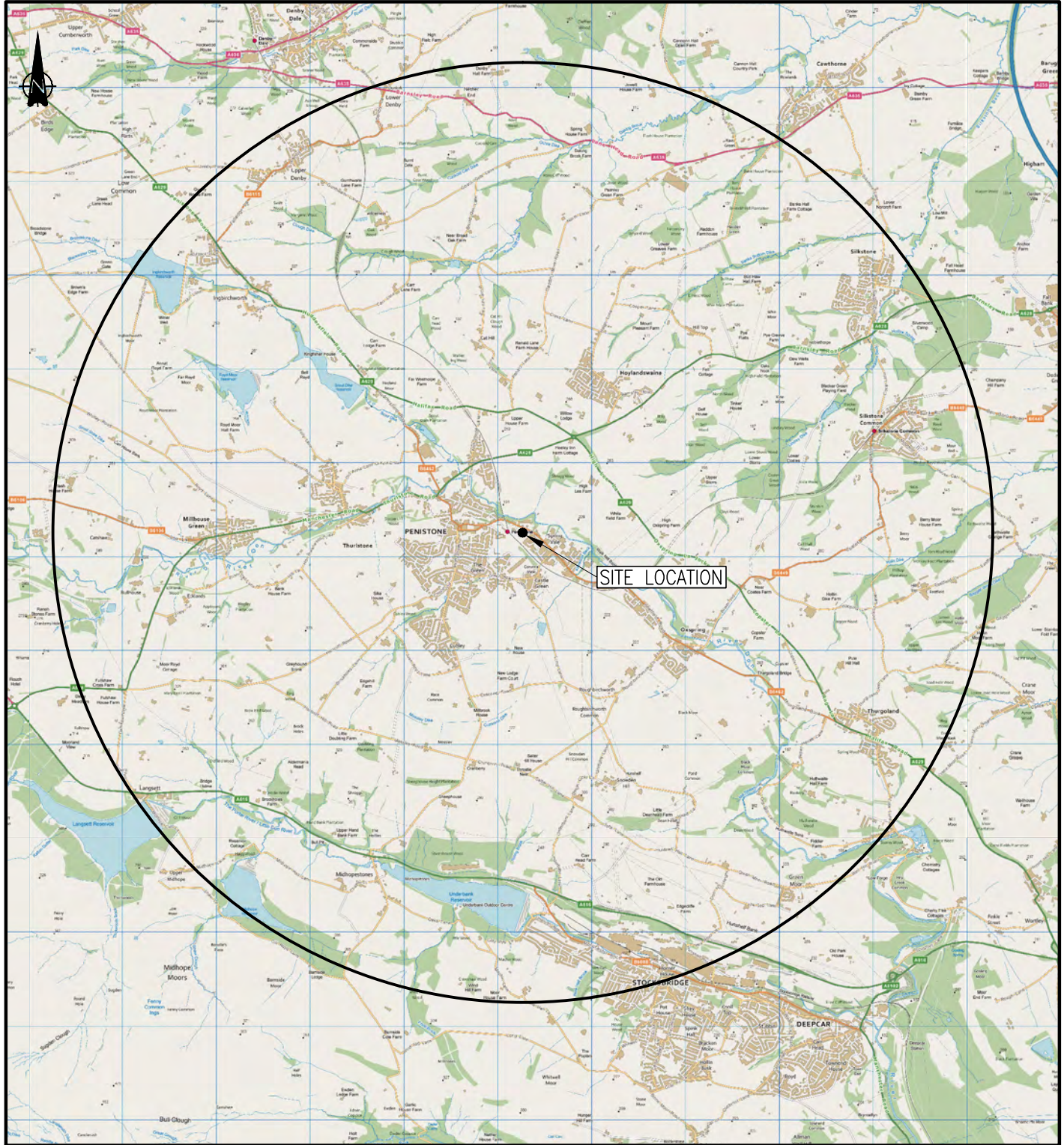
Project: SHEFFIELD ROAD HOUSING, PENISTONE

Drg Title: FIVE KILOMETRE CYCLE CATCHMENT

Drawn: MF

Checked: TP

Scale: NTS



KEY:



SITE



5km CYCLE CATCHMENT

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TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
	GS GLOUCESTERSHIRE	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	2 days
10	WALES	
	CF CARDIFF	1 days
	CP CAERPHILLY	1 days
	WR WREXHAM	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	EA EAST AYRSHIRE	1 days
	FI FIFE	1 days
	HI HIGHLAND	2 days
	PK PERTH & KINROSS	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Actual Range: 20 to 99 (units:)
Range Selected by User: 20 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 18/05/12

Selected survey days:

Monday	8 days
Tuesday	6 days
Wednesday	4 days
Thursday	3 days
Friday	4 days

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	11
Edge of Town	12
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	18
No Sub Category	7

Curtins Consulting Ltd 10 Oxford Street Manchester

Licence No: 148301

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

15th Percentile = No. 21 (**)

85th Percentile = No. 5 (**)

Median Values

Arrivals: 0.104

Departures: 0.416

Totals: 0.520

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
							Arrivals	Departures	Totals	
1	PK-03-A-01	DETAC. & BUNGALOWS, PERT	PERTH & KINROSS	36	Wed	11/05/11	0.861	0.667	1.528	
2	GM-03-A-10	DETACHED/SEMI, MANCHESTE	GREATER MANCHESTER	29	Wed	12/10/11	0.138	0.759	0.897	
3	FI-03-A-02	SEMI DETACHED, GLENROTHER	FIFE	58	Mon	16/05/05	0.276	0.569	0.845	
4	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.321	0.405	0.726	
5 **	CB-03-A-03	SEMI DETACHED, WORKINGTO	CUMBRIA	40	Thu	20/11/08	0.225	0.450	0.675	
6	CF-03-A-03	DETACHED, CARDIFF	CARDIFF	29	Mon	08/10/07	0.069	0.552	0.621	
7	CP-03-A-02	SEMI DETACHED, PENGAM	CAERPHILLY	41	Mon	05/09/05	0.195	0.415	0.610	
8	EA-03-A-01	DETACHED, KILMARNOCK	EAST AYRSHIRE	39	Thu	05/06/08	0.231	0.359	0.590	
9	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.113	0.465	0.578	
10	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.152	0.418	0.570	
11	HI-03-A-11	BUNGALOWS, INVERNESS	HIGHLAND	85	Mon	05/06/06	0.129	0.424	0.553	
12	CB-03-A-04	SEMI DETACHED, WORKINGTO	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549	
13	SF-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK	77	Wed	23/05/07	0.104	0.416	0.520	
14	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.173	0.337	0.510	
15	NY-03-A-07	DETACHED/SEMI, BOROBRIDG	NORTH YORKSHIRE	23	Tue	18/10/11	0.087	0.391	0.478	
16	DC-03-A-01	DETACHED, POOLE	DORSET	51	Wed	16/07/08	0.098	0.373	0.471	
17	WR-03-A-01	SEMI DETACHED, WREXHAM	WREXHAM	82	Mon	05/07/04	0.085	0.366	0.451	
18	WO-03-A-02	SEMI DETACHED, REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.104	0.333	0.437	
19	CW-03-A-02	SEMI D./DETACHED, TRURO	CORNWALL	73	Tue	18/09/07	0.096	0.329	0.425	
20	WL-03-A-01	SEMI D./TERRACED W. BASS	WILTSHIRE	99	Mon	02/10/06	0.071	0.333	0.404	
21 **	GS-03-A-01	SEMI D./TERRACED, GLOUCE	GLOUCESTERSHIRE	73	Tue	25/05/04	0.123	0.260	0.383	
22	NY-03-A-01	MIXED HOUSES,NORTHALLERT	NORTH YORKSHIRE	52	Tue	25/09/07	0.173	0.173	0.346	
23	DS-03-A-01	SEMI D./TERRACED, DRONFI	DERBYSHIRE	20	Thu	22/06/06	0.200	0.100	0.300	
24	HI-03-A-14	SEMI-DETACHED, INVERNESS	HIGHLAND	73	Fri	13/05/11	0.096	0.164	0.260	
25	AD-03-A-01	SEMI-DETACHED, ABERDEEN	ABERDEEN CITY	59	Fri	18/05/12	0.017	0.085	0.102	

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
	GS GLOUCESTERSHIRE	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	2 days
10	WALES	
	CF CARDIFF	1 days
	CP CAERPHILLY	1 days
	WR WREXHAM	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	EA EAST AYRSHIRE	1 days
	FI FIFE	1 days
	HI HIGHLAND	2 days
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RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

15th Percentile = No. 21 (**)

85th Percentile = No. 5 (**)

Median Values

Arrivals: 0.437

Departures: 0.169

Totals: 0.606

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
							Arrivals	Departures	Totals	
1	PK-03-A-01	DETAC. & BUNGALOWS, PERT	PERTH & KINROSS	36	Wed	11/05/11	0.639	0.611	1.250	
2	EA-03-A-01	DETACHED, KILMARNOCK	EAST AYRSHIRE	39	Thu	05/06/08	0.667	0.179	0.846	
3	DC-03-A-01	DETACHED, POOLE	DORSET	51	Wed	16/07/08	0.510	0.333	0.843	
4	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.369	0.774	
5 **	NY-03-A-07	DETACHED/SEMI, BOROBRI	NORTH YORKSHIRE	23	Tue	18/10/11	0.478	0.261	0.739	
6	CB-03-A-03	SEMI DETACHED, WORKINGTO	CUMBRIA	40	Thu	20/11/08	0.475	0.250	0.725	
7	FI-03-A-02	SEMI DETACHED, GLENROT	FIFE	58	Mon	16/05/05	0.483	0.224	0.707	
8	WO-03-A-02	SEMI DETACHED, REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.458	0.229	0.687	
9	HI-03-A-14	SEMI-DETACHED, INVERNESS	HIGHLAND	73	Fri	13/05/11	0.356	0.329	0.685	
10	CP-03-A-02	SEMI DETACHED, PENGAM	CAERPHILLY	41	Mon	05/09/05	0.341	0.317	0.658	
11	CF-03-A-03	DETACHED, CARDIFF	CARDIFF	29	Mon	08/10/07	0.414	0.241	0.655	
12	CW-03-A-02	SEMI D./DETACHED, TRURO	CORNWALL	73	Tue	18/09/07	0.425	0.219	0.644	
13	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.437	0.169	0.606	
14	CB-03-A-04	SEMI DETACHED, WORKINGTO	CUMBRIA	82	Fri	24/04/09	0.354	0.207	0.561	
15	GM-03-A-10	DETACHED/SEMI, MANCHESTE	GREATER MANCHESTER	29	Wed	12/10/11	0.448	0.103	0.551	
16	GS-03-A-01	SEMI D./TERRACED, GLOUCE	GLOUCESTERSHIRE	73	Tue	25/05/04	0.411	0.137	0.548	
17	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.342	0.203	0.545	
18	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.347	0.173	0.520	
19	HI-03-A-11	BUNGALOWS, INVERNESS	HIGHLAND	85	Mon	05/06/06	0.376	0.141	0.517	
20	WL-03-A-01	SEMI D./TERRACED W. BASS	WILTSHIRE	99	Mon	02/10/06	0.374	0.141	0.515	
21 **	SF-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK	77	Wed	23/05/07	0.247	0.169	0.416	
22	WR-03-A-01	SEMI DETACHED, WREXHAM	WREXHAM	82	Mon	05/07/04	0.305	0.098	0.403	
23	NY-03-A-01	MIXED HOUSES,NORTHALLERT	NORTH YORKSHIRE	52	Tue	25/09/07	0.154	0.231	0.385	
24	DS-03-A-01	SEMI D./TERRACED, DRONFI	DERBYSHIRE	20	Thu	22/06/06	0.100	0.150	0.250	
25	AD-03-A-01	SEMI-DETACHED, ABERDEEN	ABERDEEN CITY	59	Fri	18/05/12	0.085	0.085	0.170	