



PARAGON HIGHWAYS



The Angel PH, Angel Street, Bolton upon Dearne Highway Statement

Dec 2017

Project
1414

Paragon Highways

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

 01924 291536

 mail@paragonhighways.com
paragonhighways.com

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CONTENTS

1	INTRODUCTION	2
2	EXISTING CONDITIONS	3
	2.1 Site Description	3
	2.2 Local Highway Network	3
	2.3 Transport Sustainability	5
3	THE DEVELOPMENT PROPOSALS	7
	3.1 Proposed Development	7
	3.2 Vehicular Access	7
	3.3 Parking Provision	8
	3.4 Pedestrian and Cycle Provision	8
	3.5 Servicing	8
4	TRAFFIC IMPACT	9
5	CONCLUSIONS	12

APPENDICES

Appendix A	Site Location
Appendix B	Walking and Cycle Catchment Plan
Appendix C	Proposed Access Arrangements
Appendix D	TRICS Data

1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants has been appointed to prepare this Highway Statement relating to the proposal to demolish the existing public house to provide a residential development at Angel Street, Bolton upon Dearne. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The proposals are to remove the existing public house building and associated outbuildings and replace with 10 semi-detached dwellings. The existing vehicular access to Angel Street is to be improved to accommodate the development. Internal turning is provided to allow a Barnsley specification refuse vehicle to enter and exit the site in a forward gear.
- 1.1.3 This Highway Statement considers such matters as access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site is located within the village centre of Bolton upon Dearne close to the neighbouring settlements of Goldthorpe and Wath upon Dearne, it is located around 11km east and west of the large towns of Barnsley and Doncaster respectively.

2.1.2 The application site comprises of the public house building to the south with associated outbuildings located to the southern boundary, garden areas to the west, and a car park accommodating around 20 spaces to the north.

2.1.3 The site is bounded by residential properties to the north and west, High Street to the south and Angel Street to the east.

2.1.4 The site is currently accessed from Angel Street on the far east side via a simple junction arrangement containing kerbed radii on both sides that return to the rear of the footway. The mouth of the access contains sett paving and is around 3.7m in width. Visibility at the access to north is 2.4m x 41m and 2.4m x 43m to the south. Once into the site the access and parking areas contain a bituminous hardened surface.

2.2 Local Highway Network

2.2.1 The site will use an improved access off Angel Street, which forms part of the B6098. This is a distributor road that forms the main route through Bolton upon Dearne connecting with Goldthorpe and the A635 to the north, and with the A6023 Manvers Way to the south. The B6098 provides access to many directly served residential properties and streets, along with commercial properties and access roads. Subsequently the B6098 is subject to moderate traffic volumes throughout the day.

- 2.2.2 To the south of the site is High Street which is a local access road connecting Angel Street to the east with Wath Road and subsequently Dearne Road and A633 to the southwest. High Street is subject to moderate traffic volumes during the network peak hours with lighter volumes experienced throughout the remainder of the day. The B6098 reaches the A6023 Manvers Way to the south via a roundabout junction. The A6023 is a principal road connecting to the A633 and A6195 to the west with the A6022 and neighbouring settlement of Mexborough to the east and is subsequently heavily trafficked. To the north the B6098 connects with the A635 at Goldthorpe via a roundabout junction. The A635 is a primary route linking Doncaster and the A1(M) to the east with Barnsley to the west and is subject to heavy traffic volumes during the network peak periods.
- 2.2.3 Angel Street is a two way single carriageway road with footways provided on both sides. In the vicinity of the site access the carriageway is around 9.3m in width, with an east side footway ranging between 2.7 and 3.3m in width, and a west side footway ranging between 3.5m and 6.2m in width. Further to the north the road widens to create a right turn lane for Station Road along with a pedestrian refuge island and zebra crossing further to the north. Both the carriageway and footways appear to be suitable for their day to day use in terms of width, layout, and construction. The road is subject to a 30mph speed limit and contains street lighting to main road standards.
- 2.2.4 High Street joins Angel Street via a simple priority junction with giveway arrangement and dropped pedestrian crossings within the bellmouth. High Street is a two way single carriageway road with footways provided on both sides. The carriageway ranges in width between 6.8m and 9.5m with the north side footway ranging in width between 2.6m and 5.2m and the south side footway measuring around 2.4m in width within the vicinity of the site. The footways and carriageway appear to be suitable for their day to day use. High Street is subject to a 30mph speed limit and contains street lighting to a suitable standard.

2.2.5 The site is located within easy reach of the bus services on Angel Street and High Street. Details of the bus services available from the local fare stages are shown in section 2.3 below.

2.3 Transport Sustainability

2.3.1 The site is in a sustainable location being within a short walking distance of bus services to the north of the site and local services and amenities within Bolton upon Dearne.

2.3.2 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix B. The site is well placed for residents to walk to the local services and amenities within Bolton upon Dearne, Goldthorpe, and the large commercial/ employment areas to the south off Manvers Way. Within these areas are 3 primary schools and a secondary school, along with primary medical facilities including a pharmacy and GP services.

2.3.3 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 5km cycle catchment area from the site would include the settlements of Thurnscoe, the whole of Goldthorpe, Adwick upon Dearne, Mexborough, Wath upon Dearne and Swinton. These areas contain many commercial and employment opportunities.

2.3.4 The nearest bus stops to the site are located adjacent to the site off Angel Street and High Street. The table below identifies the bus services that use the above stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
208	Rotherham – Swinton – Mexborough – Goldthorpe - Grimethorpe	Infrequent	Infrequent
226	Barnsley – Wombwell – Wath upon Dearne – Bolton upon Dearne – Goldthorpe - Thurnscoe	30mins	60mins

2.3.5 As can be identified from the above table, there is a frequent bus service every 30 minutes to the large town of Barnsley and to local settlements. The bus services are considered to be suitable to provide an alternative to the private car in line with current Government guidelines.

2.3.6 The nearest railway station is at Bolton upon Dearne some 175m from the site and subsequently within walking and cycling distance. This station offers frequent hourly train services to the local cities of Leeds, Wakefield and Sheffield, and the large town of Rotherham including other settlements.

2.3.7 The site is considered to be in a sustainable location with bus stops located adjacent to the site, and within walking distance of the railway station, local services and amenities within Bolton upon Dearne and Goldthorpe. Within cycling distance are the settlements of Thurnscoe, the whole of Goldthorpe, Adwick upon Dearne, Mexborough, Wath upon Dearne and Swinton. Therefore the site generally conforms to current Government directives for ensuring developments are located in a sustainable location.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are to demolish the public house building associated outbuildings and hardstanding, to make way for a new residential development of 10 dwellings.

3.1.2 The proposed dwellings will be accessed from a new adoptable internal access road.

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

3.2 Vehicular Access

3.2.1 The existing vehicular access that currently serves the public house and car park will be improved meeting the requirements with the South Yorkshire Residential Design Guide. The access will be at least 5.5m wide and will contain visibility splays of 2.4m x 43m to the south and approximately 2.4m x 41m to the north, which is generally in accordance with Manual for Streets and the 30mph speed limit along Angel Street, given that there is only a slight shortfall in visibility of 2m to the north. The internal road will take the form of a shared surface street with hard margins around the perimeter, which will also allow for a Barnsley specification refuse vehicle to enter and exit the site in a forward gear. Therefore, the proposed access will meet the Council's adoptable standards in terms of layout, construction, drainage, and lighting.

3.3 Parking Provision

- 3.3.1 The proposed parking provision will comply fully with Barnsley Council's supplementary planning document (adopted March 2012), as 2 parking spaces per dwelling is proposed.

3.4 Pedestrian and Cycle Provision

- 3.4.1 Pedestrian access will be made via the improved site access and internal road, or directly from Angel Street and High Street.
- 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 of the site can be adequately catered for with suitable internal turning provided to accommodate a Barnsley specification large refuse vehicle.

4 TRAFFIC IMPACT

Existing Traffic

4.1.1 The site currently occupies a public house building, car park, associated outbuildings and garden areas. As the public house is currently vacant it has been necessary to determine the potential traffic impact of the existing site using the national TRICS database. The table below provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and potential traffic generations of the existing use as a public house with circa 300sqm GFA. The TRICS data can be found at Appendix D.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0	0	0	4.04	3.21	7.25
Generated Trips	0	0	0	12	10	22

Table 4.1 Existing Use Trip Rates & Generation

4.1.2 As can be seen from the table above, whilst the existing use is unlikely to generate traffic movements during the network morning peak, during the evening peak hour the existing potential use of the site could generate 22 traffic movements. A public house of this size has the potential to generate up to 277 traffic movements per day.

Proposed Traffic

4.1.3 The proposed development is for 10 new dwellings. To determine the anticipated traffic generation from the proposed development, it has also been necessary to interrogate data from the national TRICS database.

4.1.4 Table 4.2 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 D.

	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	2	4	6	4	2	6

Table 4.2 Predicted Development Trip Rates & Generation

4.1.5 As can be seen from the above table, the proposed development is anticipated to generate around 6 trips during each of the peak hours. Typically a development of this size would generate around 53 vehicle movements per day.

4.1.6 Whilst the development provides a small net increase in traffic during the network morning peak period, it provides a substantial net decrease during the evening peak of up to 16 vehicle movements. It should also be considered that overall the development would provide a daily net decrease in traffic of up to 224 traffic movements. Therefore, the development can only have a positive impact on road safety given the substantial decrease in daily traffic using the site access.

4.1.7 The development proposed suitable internal turning, visibility splays that are commensurate with Manual for Streets, and access geometry that is compliant with the requirements contained within South Yorkshire Residential Design Guide. Therefore, the development proposes a safe access arrangement.

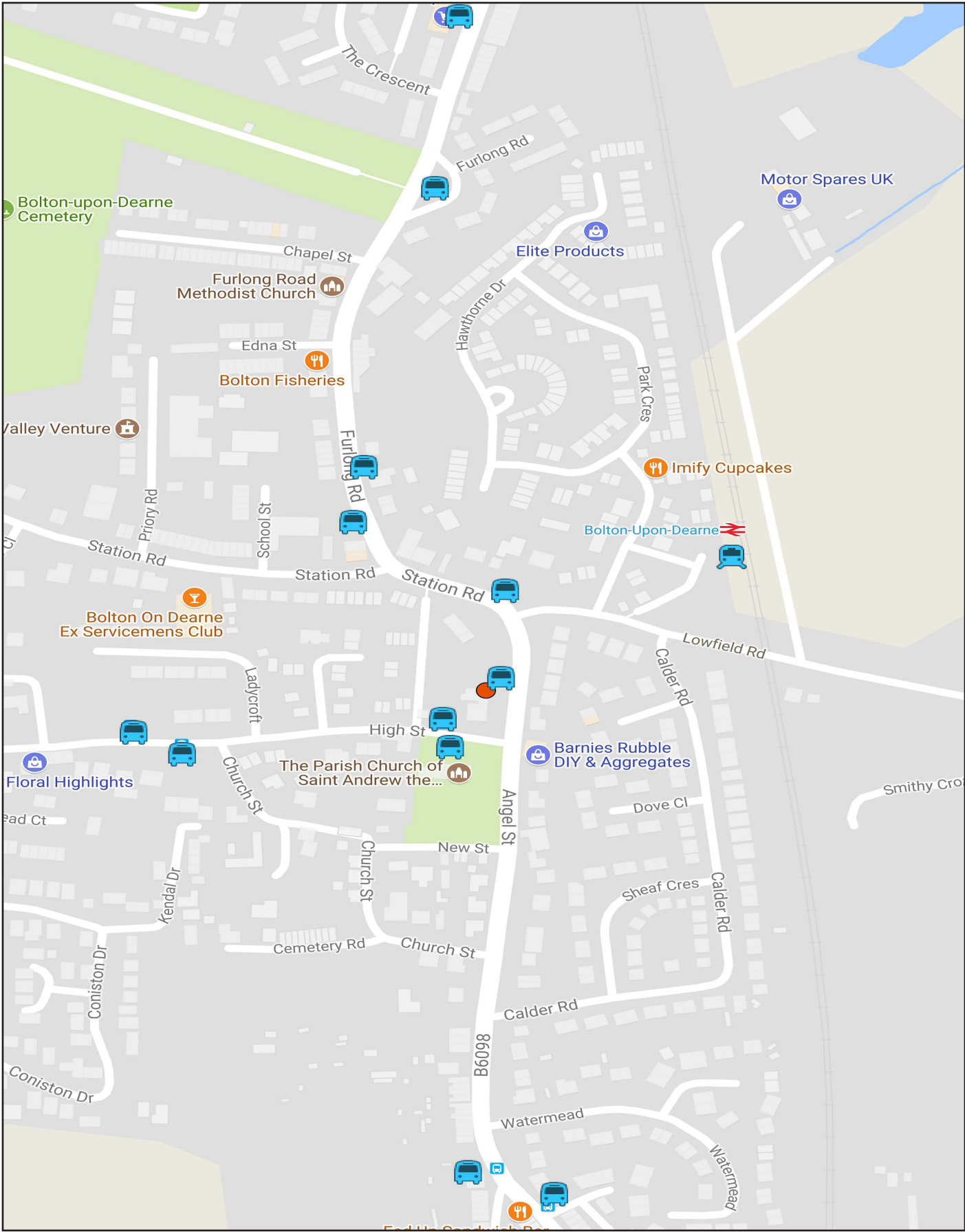
4.1.8 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network, and offers a substantial daily net decrease in traffic movements when compared to the existing use of the site. 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.



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 proposals 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 sustainable location with bus stops located adjacent to the site, and within walking distance of the railway station, local services and amenities within Bolton upon Dearne and Goldthorpe. Within cycling distance are the settlements of Thurnscoe, the whole of Goldthorpe, Adwick upon Dearne, Mexborough, Wath upon Dearne and Swinton. Therefore the site generally conforms to current Government directives for ensuring developments are located in a sustainable location.
- 5.1.3 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, and offers a substantial daily net decrease in traffic movements when compared to the existing use of the site. 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.

Appendix A

Location plan



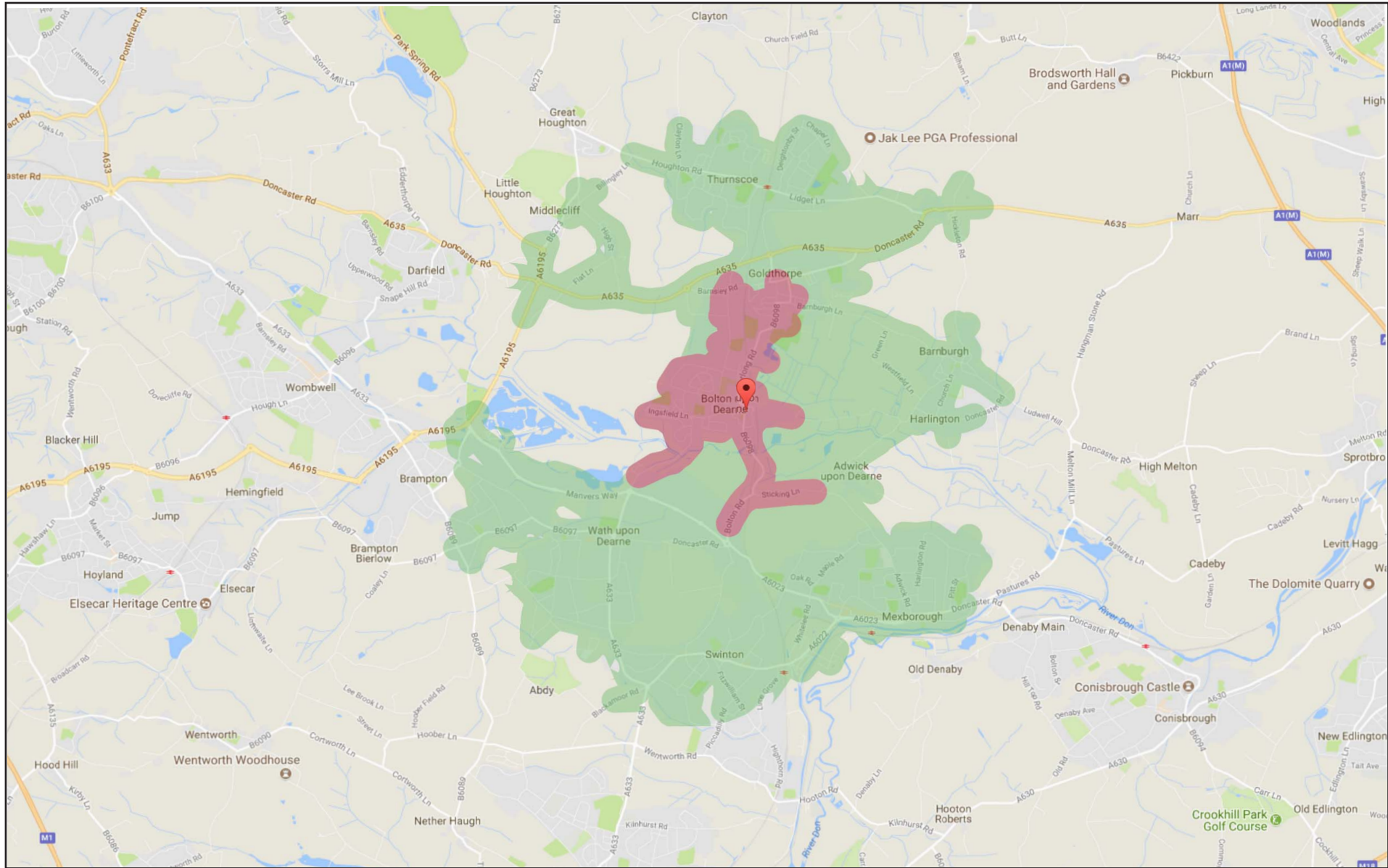
-  SITE LOCATION
-  BUS STOP LOCATION



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

Appendix B

Walking and Cycle Catchment Plan



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

Appendix C

Proposed Development

Appendix D

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : I - PUBLIC HOUSE (WITHOUT RESTAURANT)

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
10	WALES	
	CF CARDIFF	1 days
	MT MERTHYR TYDFIL	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 190 to 750 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 19/09/09

Selected survey days:

Tuesday 1 days
Friday 6 days

Selected survey types:

Manual count 7 days
Directional ATC Count 0 days

Selected Locations:

Town Centre 1
Edge of Town Centre 1
Suburban Area (PPS6 Out of Centre) 2
Edge of Town 1
Neighbourhood Centre (PPS6 Local Centre) 2

Selected Location Sub Categories:

Residential Zone 3
Built-Up Zone 1
Village 1
High Street 1
No Sub Category 1

LIST OF SITES relevant to selection parameters

1	CF-06-I-01	PUBLIC HOUSE, CARDIFF	CARDIFF
	NEWPORT ROAD		
	ST MELLONS		
	CARDIFF		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	338 sqm	
2	HC-06-I-01	PUBLIC HOUSE, SOUTHAMPTON	HAMPSHIRE
	PORTSWOOD ROAD		
	WESTWOOD PARK		
	SOUTHAMPTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	550 sqm	
3	MT-06-I-01	PUBLIC HOUSE, MERTHYR TYDFIL	MERTHYR TYDFIL
	HIGH STREET		
	MERTHYR TYDFIL		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	750 sqm	
4	NF-06-I-01	PUBLIC HOUSE, KINGS LYNN	NORFOLK
	GAYTON ROAD		
	KINGS LYNN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	565 sqm	
5	NR-06-I-01	PUBLIC HOUSE, NR NORTHAMPTN	NORTHAMPTONSHIRE
	ZION HILL		
	WALGRAVE		
	NEAR NORTHAMPTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	190 sqm	
6	WM-06-I-01	PUBLIC HOUSE, COVENTRY	WEST MIDLANDS
	HOLYHEAD ROAD		
	SPON END		
	COVENTRY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	600 sqm	
7	WO-06-I-01	PUBLIC HOUSE, KIDDERMINSTER	WORCESTERSHIRE
	WOLVERLEY ROAD		
	FRANCHE		
	KIDDERMINSTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	400 sqm	

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	400	1.000	1	400	2.750	1	400	3.750
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	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	7	485	1.002	7	485	0.825	7	485	1.827
11:00 - 12:00	7	485	1.739	7	485	1.208	7	485	2.947
12:00 - 13:00	7	485	2.947	7	485	1.621	7	485	4.568
13:00 - 14:00	7	485	3.065	7	485	2.800	7	485	5.865
14:00 - 15:00	7	485	2.476	7	485	2.328	7	485	4.804
15:00 - 16:00	7	485	2.151	7	485	2.387	7	485	4.538
16:00 - 17:00	7	485	2.859	7	485	2.269	7	485	5.128
17:00 - 18:00	7	485	4.038	7	485	3.212	7	485	7.250
18:00 - 19:00	7	485	4.126	7	485	3.714	7	485	7.840
19:00 - 20:00	7	485	4.480	7	485	4.627	7	485	9.107
20:00 - 21:00	7	485	6.484	7	485	5.953	7	485	12.437
21:00 - 22:00	7	485	5.511	7	485	6.130	7	485	11.641
22:00 - 23:00	7	485	2.947	7	485	4.097	7	485	7.044
23:00 - 24:00	7	485	1.179	7	485	2.476	7	485	3.655
Total Rates:			46.004			46.397			92.401

Parameter summary

Trip rate parameter range selected: 190 - 750 (units: sqm)
 Survey date range: 01/01/02 - 19/09/09
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	400	0.000	1	400	0.000	1	400	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	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	7	485	0.147	7	485	0.118	7	485	0.265
11:00 - 12:00	7	485	0.029	7	485	0.059	7	485	0.088
12:00 - 13:00	7	485	0.000	7	485	0.000	7	485	0.000
13:00 - 14:00	7	485	0.029	7	485	0.029	7	485	0.058
14:00 - 15:00	7	485	0.000	7	485	0.000	7	485	0.000
15:00 - 16:00	7	485	0.059	7	485	0.059	7	485	0.118
16:00 - 17:00	7	485	0.000	7	485	0.000	7	485	0.000
17:00 - 18:00	7	485	0.029	7	485	0.000	7	485	0.029
18:00 - 19:00	7	485	0.000	7	485	0.000	7	485	0.000
19:00 - 20:00	7	485	0.029	7	485	0.029	7	485	0.058
20:00 - 21:00	7	485	0.029	7	485	0.029	7	485	0.058
21:00 - 22:00	7	485	0.029	7	485	0.029	7	485	0.058
22:00 - 23:00	7	485	0.000	7	485	0.000	7	485	0.000
23:00 - 24:00	7	485	0.000	7	485	0.029	7	485	0.029
Total Rates:			0.380			0.381			0.761

Parameter summary

Trip rate parameter range selected: 190 - 750 (units: sqm)
 Survey date range: 01/01/02 - 19/09/09
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
 PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	400	0.000	1	400	0.000	1	400	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	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	7	485	0.000	7	485	0.000	7	485	0.000
11:00 - 12:00	7	485	0.000	7	485	0.000	7	485	0.000
12:00 - 13:00	7	485	0.000	7	485	0.000	7	485	0.000
13:00 - 14:00	7	485	0.029	7	485	0.029	7	485	0.058
14:00 - 15:00	7	485	0.000	7	485	0.000	7	485	0.000
15:00 - 16:00	7	485	0.000	7	485	0.000	7	485	0.000
16:00 - 17:00	7	485	0.000	7	485	0.000	7	485	0.000
17:00 - 18:00	7	485	0.000	7	485	0.000	7	485	0.000
18:00 - 19:00	7	485	0.000	7	485	0.000	7	485	0.000
19:00 - 20:00	7	485	0.000	7	485	0.000	7	485	0.000
20:00 - 21:00	7	485	0.059	7	485	0.059	7	485	0.118
21:00 - 22:00	7	485	0.029	7	485	0.029	7	485	0.058
22:00 - 23:00	7	485	0.000	7	485	0.000	7	485	0.000
23:00 - 24:00	7	485	0.000	7	485	0.000	7	485	0.000
Total Rates:			0.117			0.117			0.234

Parameter summary

Trip rate parameter range selected: 190 - 750 (units: sqm)
 Survey date range: 01/01/02 - 19/09/09
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	400	0.000	1	400	0.000	1	400	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	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	7	485	0.029	7	485	0.029	7	485	0.058
11:00 - 12:00	7	485	0.029	7	485	0.000	7	485	0.029
12:00 - 13:00	7	485	0.177	7	485	0.177	7	485	0.354
13:00 - 14:00	7	485	0.059	7	485	0.029	7	485	0.088
14:00 - 15:00	7	485	0.000	7	485	0.029	7	485	0.029
15:00 - 16:00	7	485	0.000	7	485	0.000	7	485	0.000
16:00 - 17:00	7	485	0.059	7	485	0.059	7	485	0.118
17:00 - 18:00	7	485	0.000	7	485	0.000	7	485	0.000
18:00 - 19:00	7	485	0.147	7	485	0.118	7	485	0.265
19:00 - 20:00	7	485	0.059	7	485	0.029	7	485	0.088
20:00 - 21:00	7	485	0.088	7	485	0.000	7	485	0.088
21:00 - 22:00	7	485	0.059	7	485	0.147	7	485	0.206
22:00 - 23:00	7	485	0.029	7	485	0.059	7	485	0.088
23:00 - 24:00	7	485	0.000	7	485	0.000	7	485	0.000
Total Rates:			0.735			0.676			1.411

Parameter summary

Trip rate parameter range selected: 190 - 750 (units: sqm)
 Survey date date range: 01/01/02 - 19/09/09
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

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
	DC	DORSET 1 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 6 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 3 days
08	NORTH WEST	
	CH	CHESHIRE 3 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 792 (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	13 days
Wednesday	7 days
Thursday	14 days
Friday	7 days

Selected survey types:

Manual count	51 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	20
Edge of Town	24
Neighbourhood Centre (PPS6 Local Centre)	3

Selected Location Sub Categories:

Residential Zone	36
Village	1
Out of Town	1
No Sub Category	13

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 RIDDIY 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-02 SYDNEY ROAD	HOUSES/FLATS, CREWE		CESHIRE
	CREWE Edge of Town Residential Zone Total Number of dwellings:		174	
11	CH-03-A-05 SYDNEY ROAD SYDNEY CREWE	DETACHED, CREWE		CESHIRE
	Edge of Town Residential Zone Total Number of dwellings:		17	
12	CH-03-A-06 CREWE ROAD	SEMI-DET./BUNGALOWS, CREWE		CESHIRE
	CREWE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:		129	
13	CP-03-A-02 THE RISE	SEMI DETACHED, PENGAM		CAERPHILLY
	PENGAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:		41	
14	CW-03-A-01 ALVERTON ROAD	TERRACED, PENZANCE		CORNWALL
	PENZANCE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		13	
15	CW-03-A-02 BOSVEAN GARDENS	SEMI D./DETACHED, TRURO		CORNWALL
	TRURO Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		73	
16	DC-03-A-01 ISAACS CLOSE	DETACHED, POOLE		DORSET
	POOLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		51	
17	DS-03-A-01 THE AVENUE HOLMESDALE DRONFIELD	SEMI D./TERRACED, DRONFIELD		DERBYSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings:		20	
18	EX-03-A-01 MILTON ROAD CORRINGHAM STANFORD-LE-HOPE	SEMI-DET., STANFORD-LE-HOPE		ESSEX
	Edge of Town Residential Zone Total Number of dwellings:		237	

LIST OF SITES relevant to selection parameters (Cont.)

19	GS-03-A-01	SEMI D./TERRACED, GLOUCESTER	GLOUCESTERSHIRE
	KINGSHOLM ROAD KINGSHOLM GLOUCESTER Edge of Town Centre No Sub Category Total Number of dwellings: 73		
20	HF-03-A-01	MIXED HOUSES, WELWYN GC	HERTFORDSHIRE
	LONGCROFT LANE WELWYN GARDEN CITY Edge of Town Centre Residential Zone Total Number of dwellings: 53		
21	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE
	CLIFTON DRIVE NORTH BLACKPOOL Edge of Town Residential Zone Total Number of dwellings: 98		
22	LC-03-A-29	DETACHED/SEMI D., BLACKBURN	LANCASHIRE
	REVIDGE ROAD FOUR LANE ENDS BLACKBURN Edge of Town Residential Zone Total Number of dwellings: 185		
23	LE-03-A-01	DETACHED, MELTON MOWBRAY	LEICESTERSHIRE
	REDWOOD AVENUE MELTON MOWBRAY Edge of Town Residential Zone Total Number of dwellings: 11		
24	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE
	BRANT ROAD BRACEBRIDGE LINCOLN Edge of Town Residential Zone Total Number of dwellings: 150		
25	LN-03-A-02	MIXED HOUSES, LINCOLN	LINCOLNSHIRE
	HYKEHAM ROAD LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 186		
26	MS-03-A-01	TERRACED, RUNCORN	MERSEYSIDE
	PALACE FIELDS AVENUE RUNCORN Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 372		
27	NT-03-A-03	SEMI DETACHED, KIRKBY-IN-ASHFD	NOTTINGHAMSHIRE
	B6018 SUTTON ROAD KIRKBY-IN-ASHFIELD Edge of Town Residential Zone Total Number of dwellings: 166		

LIST OF SITES relevant to selection parameters (Cont.)

28	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	
29	NY-03-A-03	PRIVATE HOUSING, BOROUGHBRIDGE NEW ROW	NORTH YORKSHIRE
		BOROUGHBRIDGE Edge of Town Centre Residential Zone Total Number of dwellings: 14	
30	NY-03-A-05	HOUSES AND FLATS, RIPON BOROUGHBRIDGE ROAD	NORTH YORKSHIRE
		RIPON Edge of Town No Sub Category Total Number of dwellings: 71	
31	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
32	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
33	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
34	SF-03-A-02	SEMI DET./TERRACED, IPSWICH STOKE PARK DRIVE MAIDENHALL IPSWICH Edge of Town Residential Zone Total Number of dwellings: 230	SUFFOLK
35	SF-03-A-03	MIXED HOUSES, BURY ST EDMDS BARTON HILL FORNHAM ST MARTIN BURY ST EDMUNDS Edge of Town Out of Town Total Number of dwellings: 101	SUFFOLK
36	SH-03-A-03	DETACHED, SHREWSBURY SOMERBY DRIVE BICTON HEATH SHREWSBURY Edge of Town No Sub Category Total Number of dwellings: 10	SHROPSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

37	SH-03-A-04	TERRACED, SHREWSBURY ST MICHAEL'S STREET	SHROPSHIRE
		SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 108	
38	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
39	TV-03-A-01	MIXED HOUSES/FLATS, HARTLEPL POWLETT ROAD	TEES VALLEY
		HARTLEPOOL Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 225	
40	TW-03-A-01	SEMI DETACHED, SUNDERLAND LEECHMERE ROAD HILLVIEW SUNDERLAND Edge of Town Residential Zone Total Number of dwellings: 81	TYNE & WEAR
41	WL-03-A-01	SEMI D./TERRACED W. BASSETT MAPLE DRIVE	WILTSHIRE
		WOOTTON BASSETT Edge of Town Residential Zone Total Number of dwellings: 99	
42	WM-03-A-01	TERRACED, COVENTRY FOLESHILL ROAD FOLESHILL COVENTRY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 79	WEST MIDLANDS
43	WM-03-A-02	DETACHED/SEMI D., STRBRIDGE HEATH STREET	WEST MIDLANDS
		STOURBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 12	
44	WM-03-A-03	MIXED HOUSING, COVENTRY BASELEY WAY ROWLEYS GREEN COVENTRY Edge of Town Residential Zone Total Number of dwellings: 84	WEST MIDLANDS
45	WO-03-A-01	DETACHED, BROMSGROVE MARLBOROUGH AVENUE ASTON FIELDS BROMSGROVE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10	WORCESTERSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

46	WO-03-A-02	SEMI DETACHED, REDDITCH MEADOWHILL ROAD	WORCESTERSHIRE
		REDDITCH Edge of Town No Sub Category Total Number of dwellings: 48	
47	WO-03-A-03	DETACHED, KIDDERMINSTER BLAKEBROOK BLAKEBROOK KIDDERMINSTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 138	WORCESTERSHIRE
48	WO-03-A-04	MIXED HOUSES, WORCESTER MALVERN ROAD	WORCESTERSHIRE
		WORCESTER Edge of Town Residential Zone Total Number of dwellings: 792	
49	WO-03-A-05	TERRACED/DET., BROMSGROVE ST GODWALDS ROAD ASTON FIELDS BROMSGROVE Edge of Town No Sub Category Total Number of dwellings: 215	WORCESTERSHIRE
50	WO-03-A-06	DET./TERRACED, BROMSGROVE ST GODWALDS ROAD ASTON FIELDS BROMSGROVE Edge of Town No Sub Category Total Number of dwellings: 232	WORCESTERSHIRE
51	WR-03-A-01	SEMI DETACHED, WREXHAM MOLD ROAD RHOSDDU WREXHAM Edge of Town No Sub Category Total Number of dwellings: 82	WREXHAM

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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	51	125	0.074	51	125	0.260	51	125	0.334
08:00 - 09:00	51	125	0.151	51	125	0.416	51	125	0.567
09:00 - 10:00	51	125	0.167	51	125	0.215	51	125	0.382
10:00 - 11:00	51	125	0.148	51	125	0.183	51	125	0.331
11:00 - 12:00	51	125	0.180	51	125	0.178	51	125	0.358
12:00 - 13:00	51	125	0.203	51	125	0.177	51	125	0.380
13:00 - 14:00	51	125	0.184	51	125	0.177	51	125	0.361
14:00 - 15:00	51	125	0.193	51	125	0.195	51	125	0.388
15:00 - 16:00	51	125	0.280	51	125	0.210	51	125	0.490
16:00 - 17:00	51	125	0.320	51	125	0.200	51	125	0.520
17:00 - 18:00	51	125	0.390	51	125	0.225	51	125	0.615
18:00 - 19:00	51	125	0.283	51	125	0.214	51	125	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:			2.573			2.650			5.223

Parameter summary

Trip rate parameter range selected: 10 - 792 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 51
 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

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	51	125	0.003	51	125	0.003	51	125	0.006
08:00 - 09:00	51	125	0.003	51	125	0.003	51	125	0.006
09:00 - 10:00	51	125	0.005	51	125	0.003	51	125	0.008
10:00 - 11:00	51	125	0.003	51	125	0.004	51	125	0.007
11:00 - 12:00	51	125	0.002	51	125	0.002	51	125	0.004
12:00 - 13:00	51	125	0.004	51	125	0.004	51	125	0.008
13:00 - 14:00	51	125	0.004	51	125	0.004	51	125	0.008
14:00 - 15:00	51	125	0.002	51	125	0.003	51	125	0.005
15:00 - 16:00	51	125	0.002	51	125	0.002	51	125	0.004
16:00 - 17:00	51	125	0.002	51	125	0.001	51	125	0.003
17:00 - 18:00	51	125	0.001	51	125	0.001	51	125	0.002
18:00 - 19:00	51	125	0.001	51	125	0.001	51	125	0.002
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:			0.032			0.031			0.063

Parameter summary

Trip rate parameter range selected: 10 - 792 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 51
 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

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	51	125	0.000	51	125	0.001	51	125	0.001
08:00 - 09:00	51	125	0.001	51	125	0.002	51	125	0.003
09:00 - 10:00	51	125	0.001	51	125	0.001	51	125	0.002
10:00 - 11:00	51	125	0.001	51	125	0.001	51	125	0.002
11:00 - 12:00	51	125	0.001	51	125	0.001	51	125	0.002
12:00 - 13:00	51	125	0.001	51	125	0.001	51	125	0.002
13:00 - 14:00	51	125	0.001	51	125	0.001	51	125	0.002
14:00 - 15:00	51	125	0.001	51	125	0.001	51	125	0.002
15:00 - 16:00	51	125	0.001	51	125	0.001	51	125	0.002
16:00 - 17:00	51	125	0.001	51	125	0.001	51	125	0.002
17:00 - 18:00	51	125	0.001	51	125	0.001	51	125	0.002
18:00 - 19:00	51	125	0.001	51	125	0.001	51	125	0.002
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:			0.011			0.013			0.024

Parameter summary

Trip rate parameter range selected: 10 - 792 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 51
 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
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	51	125	0.006	51	125	0.010	51	125	0.016
08:00 - 09:00	51	125	0.004	51	125	0.013	51	125	0.017
09:00 - 10:00	51	125	0.002	51	125	0.004	51	125	0.006
10:00 - 11:00	51	125	0.003	51	125	0.003	51	125	0.006
11:00 - 12:00	51	125	0.004	51	125	0.003	51	125	0.007
12:00 - 13:00	51	125	0.004	51	125	0.003	51	125	0.007
13:00 - 14:00	51	125	0.003	51	125	0.004	51	125	0.007
14:00 - 15:00	51	125	0.003	51	125	0.003	51	125	0.006
15:00 - 16:00	51	125	0.011	51	125	0.006	51	125	0.017
16:00 - 17:00	51	125	0.011	51	125	0.009	51	125	0.020
17:00 - 18:00	51	125	0.012	51	125	0.008	51	125	0.020
18:00 - 19:00	51	125	0.009	51	125	0.006	51	125	0.015
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:			0.072			0.072			0.144

Parameter summary

Trip rate parameter range selected: 10 - 792 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 51
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0