



PARAGON HIGHWAYS



Pilley Green / Lidgett Lane

Pilley

Transport Assessment

July 2018

Project
1180(A)

Paragon Highways

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1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants has been appointed to prepare this Transport Assessment relating to the proposed residential development on land at Pilley Green / Lidgett Lane in the village of Pilley in the district of Barnsley. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The proposals are to develop the site for residential purposes with 77 no. dwellings with the majority served via a new priority junction onto the Pilley Green. However, access will be provided to 18no. properties onto Lidgett Lane via private drive arrangements. Parking and turning spaces within the site are proposed to allow all vehicles to enter and leave the site in a forward gear.
- 1.1.3 This Transport Assessment 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 development proposals is also presented in relation to the previously approved scheme.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site is located to the east of the Pilley Green / Lidgett Lane junction about 6km south west of Barnsley town centre and 13.2km north west of the city of Sheffield. A site location is shown on the plan at Appendix A.

2.1.2 The application site is currently open land. The site has an existing access point off Pilley Green close to the junction with Lidgett Lane. The access point is in the form of a simple dropped footway crossing. The site slopes generally north to south and west to east.

2.1.3 The site is bounded by Lidgett Lane to the north, Pilley Green to the west, residential development to the south and open land to the east. There are no recorded public rights of way across the site.

2.2 Local Highway Network

2.2.1 The main site access will be from Pilley Green but due to the sites topography access will be required from Lidgett Lane, however, this will be in the form of several private drives. With regard to Pilley Green this forms part of a potential route to the M1, via Chapel Road and Pilley Lane via Birdwell located to the north east. On the site frontage it is a two-way single carriageway and is the subject of a 30-mph speed limit. In and around the proposed site access there are no traffic regulation orders restricting on street parking or waiting – See photograph below.



- 2.2.2 Pilley Green is a bus route with a fare stage to the south of the site frontage. It relatively lightly trafficked however, there is a noticeable increase during the peak periods and it is lit to side road standards. Close to the site Pilley Green has a footway on its western side and a verge of varying widths on the nearside. There is a restriction point in the verge on the nearside formed by a retaining wall fronting St Pauls Church.
- 2.2.3 Pilley Green extends northwards into Chapel Road which locally serves individually accessed residential properties, farmsteads and a second Church. This part of the route is laid out as a traditional type estate road with footways to both sides of the highway up to its junction with Pilley Lane. Chapel Road is a two-way single carriageway and is the subject of a 30-mph speed limit and does attract on street parking. It is lit to side road standards.
- 2.2.4 Chapel Road then Pilley Lane are a potential route to the M1 and Barnsley via Birdwell. The junction of Pilley Lane with Chapel Road is laid out to a high standard in terms of geometry although visibility to the right for egressing drivers is slightly below current standards and requires views across third party land (Church land). Pilley Lane through the built-up area of Pilley has a footway along the majority of the built-up frontage and is a two-way single carriageway.
- 2.2.5 Pilley Lane within the built-up area is the subject of a 30-mph speed limit, however, once beyond this area to the east the national speed limit comes into force up to where it meets Rockley Lane via simple priority junction.
- 2.2.6 Lidgett Lane runs from Pilley Green in the west to New Road to the south east a distance of approximately 0.74 kilometres. Both the junctions with the Pilley Green and New Road are simple priority junctions with give way markings. The junction with Pilley Green is shown in the photograph below.



- 2.2.7 On the Lidgett Lane site frontage, it is the subject of a 30-mph speed limit and it is lit to side road standards. It is a two-way single carriageway and is also relatively lightly trafficked but has a noticeable increase during the peak periods.
- 2.2.8 On the site frontage there is a nearside verge / hedgerow a carriageway of varying width and a far side footway which widens the further east fronting the built-up part of the street. On a considerable part of the far side of the street there is also a footway at a higher level supported by a retaining wall and a metal barrier above same. There are ramps at both ends of this raised path and steps at a central point, providing suitable access for all NMU's.
- 2.2.9 The, at grade footway, mentioned above is regularly used for off carriageway parking.
- 2.2.10 Lidgett Lane when travelling south eastwards past the site is more akin to a country lane until you get closer to the junction with New Road.

2.3 Road Traffic Accidents

- 2.3.1 The personal injury accident records for the 5 years up to December 2017 have been obtained from Crashmap (the data collated by the Department for Transport) and the incollision data websites. This includes Pilley Lane and its junction with Chapel Road, Lidgett Lane and its junctions with New Road and Pilley Green plus Chapel Road.

- 2.3.2 The available data revealed that there had been no recorded injury accidents at the following junction;

Lidgett Lane / Pilley Green

Pilley Green / Carr Lane

Lidgett Lane / New Road

Pilley Lane / Chapel Road

However, there had been 3no. recorded injury accidents along Lidgett Lane which were all classified as slight. There was also a recorded injury accident on Pilley Lane.

- 2.3.3 The first recorded incident on Lidgett Lane occurred in July 2013 at 16.00hrs when the weather was fine and involved 2no. vehicles. Both vehicles impacted on the offside as they travelled along the highway resulting in a slight injury to one of the drivers. The driver of the second vehicle was unhurt.

- 2.3.4 The second incident occurred in August of the same year at 14.45 hrs and again during fine weather conditions. This involved a collision between a private car and a pedal cyclist probably during an overtaking manoeuvre. The rider of the bicycle obtained a slight injury as a result of the incident.

- 2.3.5 The third and final incident on Lidgett Lane occurred in July 2016 again during daylight hours at 17.40hrs and involved 2no. private cars. Again, both vehicles collided on the off side with one of the drivers obtaining a slight injury. The driver of the second vehicle was uninjured.

- 2.3.6 The incident on Pilley Lane was at the junction with Stainborough View and involved 3no., vehicles. The incident occurred in September 2015 at 07.30 hrs. The driver of a vehicle waiting to turn right into the side road was hit by a driver travelling west on the major road. A third vehicle was involved; however, this may have been parked on street. The driver of the right turning vehicle and the driver travelling west on the major road obtained slight injuries.

2.3.7 It is envisaged that the width of the carriageway played a part in all 3no. incidents on Lidgett lane and driver error / failed to look properly on Pilley Lane.

2.3.8 The relatively good injury accident record at all the nearby junctions and at the location of the proposed site access points does not indicate a road safety problem or any trends of any significance in these locations which would warrant treatment or be a cause for concern as a result of slight change in peak hour flows as a result of the development proposals. However, the length of Lidgett Lane between the site boundary and New Road does have an accident history and discussions will be undertaken with the Local Authority as part of the application process to see if any mitigation measures can be provided.

2.4 Transport Sustainability

2.4.1 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).

2.4.2 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.

2.4.3 However the guidance within PPG 13 is still useful as a reference and the relevant policies within the Council's UDP still apply.

2.4.4 With reference to walking the catchment include the preferred maximum walking distance, and are shown on the plan at Appendix C. The walking catchment includes the Wentworth Industrial Park that is accessed via the public footpath system along Colliery Yard to the south of the site (Tankersley no.15). This route is generally surfaced and lit in places. This catchment includes the whole of Pilley, Tankersley and the primary school.

2.4.5 With regards to cycling, PPG 13: Transport stated that "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport". There are local centres, commercial, and residential areas within this catchment including the whole of Pilley, Tankersley, the majority of Hoyland and parts of Birdwell and Elsecar Rail station. The cycle catchment area is shown at Appendix C.

2.4.6 To the south Carr Lane eventually provides a link to an off-road cycle path that provides a suitable link to the Trans Pennine Trail, Wortley and Wortley Hall Gardens.

2.4.7 The Local bus service runs along Pilley Green and is to a standard compatible with the sites semi-rural location. The bus service available from the local stops are highlighted in Table 1 below:

Service	Route	Frequency	
		Mon - Sat	Sunday
67A	Barnsley Interchange – Worsborough Common - Tankersley – Hoyland – Cortonwood - Wombwell	60 mins	120 mins

Table 1 – Bus Services

2.4.8 Elsecar rail station is located to the east of the application site a distance of approximately 4.7 km which is within the accepted cycling distance for commuting. Elsecar rail station benefits from cycle storage and stands that are covered by CCTV. Elsecar is on the Hallam and Penistone lines with regular services to Leeds, Wakefield, Sheffield, Barnsley, Huddersfield and Denby Dale.

2.4.9 From the above it is evident that the residents and some visitors can walk, cycle and use public transport for commuting and recreational purposes and the bus service in this locality provides a potential alternative to the private car.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

- 3.1.1 The proposals are to develop the site for residential purposes for 77 no. dwellings. The layout will include for a mix of detached, semi detached and terrace type dwellings with the majority served off Pilley Green via a simple priority junction and the remainder via several private drives onto Lidgett Lane.
- 3.1.2 A plan showing the proposed development is included at Appendix D.
- 3.1.3 Drainage, lighting and hard surfacing will be provided to Local Authority standards as part of the works. Parking and turning facilities within the site are proposed to allow all vehicles to enter and leave any part of the site in a forward gear.
- 3.1.4 The development proposals also include for the provision of a footway along the full site frontage to Lidgett Lane and the majority of the frontage to Pilley Green, apart from the section fronting the Church.
- 3.1.5 A preapplication meeting was held with Planning and Highway Officers from Barnsley MBC to discuss the principles of the development. In highway terms the local streets highlighted earlier in this report and any accidents along these routes were required to be assessed. The other main issue discussed was car parking on Lidgett Lane. At the meeting the Highways DC manager was to discuss with colleagues the potential for removing part of the footway along the far side of Lidgett Lane to provide an on-street parking area. The availability of a footway at a higher grade with ramps at both ends does allow for this to be undertaken. However, at the time of submission of the application no comments / observations have been received from Council Officers on this matter. Notwithstanding this these proposals are identified on the layout drawing.
- 3.1.6 The arrangements to provide for a mini dome roundabout are also to be investigated at the junction of New Road / Carr Lane and Pilley Green should planning consent be forthcoming.

3.2 Vehicular Access

3.2.1 The main vehicular access to the development will be via a simple priority junction onto Pilley Green to the south of the Church. This new junction will benefit from 2.4 x 43 metres visibility in both directions, a 5.5-metre-wide access and 6m junction radii. This access will lead via a formal roadway to 2no. mews court type culs-de-sac and private drives and individual access points to dwellings. Turning facilities will be provided within the site to allow all vehicles likely to enter the site to leave in a forward gear. The gradient of the new access road will not exceed 1 in 20 at its junction with Pilley Green and 1 in 12 (to comply with DDA regulations) within the site. Traffic calming will be provided along the main part of the access if required by the LPA.

3.2.2 Access onto Lidgett Lane will be in the form of simple private drive arrangements across the new footway. These crossing points will be to serve 4no. private drives serving 3 - 5 dwellings and a single private drive serving just one property with internal turning provision. All the driveways will have visibility for egressing drivers compatible with the posted speed limit on Lidgett Lane.

3.2.3 The internal layout of the site will allow all anticipated vehicles to enter and leave the site in a forward gear including refuse collection and delivery vehicles. The servicing requirements for the proposed development can therefore be adequately catered for.

3.3 Parking Provision

3.3.1 There are proposed a minimum of 2 parking spaces per dwelling (inclusive of garages in some cases) and in the majority of cases parking provision will be within the curtilage of the relevant dwelling. Barnsley Council require generally an additional unallocated parking space for every 4 dwellings for visitor parking on shared surface streets such as Mews Courts. In this case this would require an additional circa 5 spaces. Having due regard to the present level of parking on the site for the development proposals, it is considered that the proposed level of provision generally accords with the Council's policies / parking guidance subject to an agreement with the LPA on visitor provision.

3.3.2 Secure cycle parking provision will also be provided on site to a standard to be agreed with the LPA.

3.4 Sustainable Travel Measures

- 3.4.1 To further encourage a reduction in private car use, a package of sustainable travel measures will be provided. The most effective way to promote sustainable travel at this development is considered to be via a Travel Plan.

4 TRAFFIC IMPACT

4.1 Existing Traffic

4.1.1 Whilst the site currently generates no existing traffic, planning approval was granted in outline in December 2014 for a residential development of up to 35 dwellings subject to conditions. A Transport Statement was submitted in support of the application by CoDa Transportation who advised that there would be no material increase along the Lidgett Lane and would have no significant impact upon highway safety.

4.1.2 The traffic movements associated with the 35 no. dwellings was accepted by the Local Highway Authority and the site was also considered sustainable at that time. It has to be noted that there has been no major change to the highway / public rights of way or cycle network in the intervening years in this locality.

4.1.3 The accepted trips for this approved development utilising the trip rates in 4.2.2 below would have been circa 20 trips in the am peak and 21 trips in the pm peak with an overall daily trip rate of some 210 trips.

4.2 Development Traffic

4.2.1 The proposals at the time of writing this report are to construct 77 no. new dwellings on the application site with the majority of the dwellings being served via a new access onto Pilley Green.

4.2.2 The TRICS database has been used to derive the peak hour generation rates for the proposed development. A copy of the output can be found at Appendix E and the derived rates and generation are given in the table below:

	AM Peak		PM Peak	
	Arrive	Departure	Arrive	Departure
Trip Generation Rates	0.151	0.416	0.390	0.225
Proposed Traffic Generation	11.627	32.032	30.03	17.325

Table 2: Trip Rates and Generation

4.2.3 As can be seen from the table above, the proposed development of 77 no. new dwellings is likely to generate between 43 and 47 trips during each of the peak hours. A development of this size would generate around 450 trips per day.

4.2.4 In effect the development will potentially see an increase in the peak hours of 23 trips in the am peak and 26 trips in the pm peak.

4.3 Distribution of Development Traffic

4.3.1 A meeting was held at the offices of Barnsley Council as a preapplication to the submission in June 2018. It was agreed at the meeting that a scope for traffic matters etc would be agreed prior to the submission however, timescales are “tight” and no scope has been agreed to date. Notwithstanding this it is estimated that the majority of traffic from the site during the peak periods will travel along Pilley Green to the junction with Carr Lane and then towards Junction 36 of the M1 through the village of Tankersley. However, it is also accepted that some drivers when travelling toward Barnsley Town centre could utilise Pilley Lane and then The Walk, Chapel Street, then the A61 through Birdwell located to the north east of the M1.

4.3.2 There is also a potential route south onto the M1 via Carr Lane / Westwood Lane and the A616, however, as this is a more rural route the actual number of trips along same will vary dependent upon the daily operation of Junction 36 of the M1.

4.3.3 No definite trip rates / distributions can be given as no traffic counts have been undertaken and as the school holidays have now commenced at the time of submission (late July 2018) no surveys can be undertaken until mid to late September.

5 TRANSPORT POLICY

- 5.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Transport Assessment and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

- 5.1.2 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.
- 5.1.3 Paragraph 32 of the NPPF states that "All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
 - *safe and suitable access to the site can be achieved for all people; and*
 - *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*
- 5.1.4 It is considered the proposals accord with Paragraph 32 in that it is demonstrated that the impact of the development is not severe.

5.1.5 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.*

5.1.6 Paragraph 36 of the NPPF goes on to say that “a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan”.

Local Transport Plan

5.1.7 The current Local Transport Plan is the third South Yorkshire Local Transport Plan (LTP3) which covers the period 2011 to 2026. The key goals of the LTP3 include:

- *To support economic growth;*
- *To enhance social inclusion and health;*
- *To reduce emissions; and*
- *To maximise safety.*

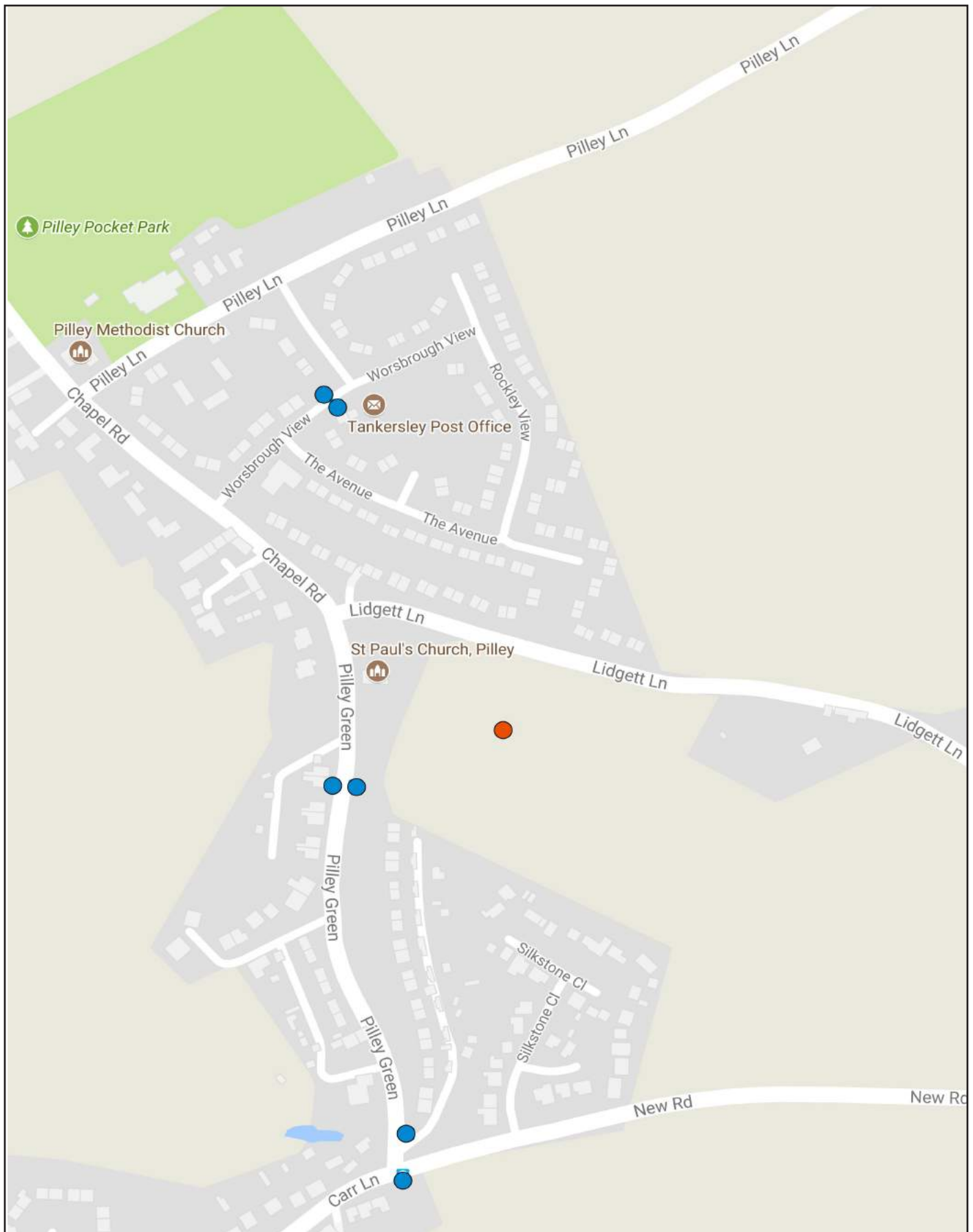
5.1.8 The LTP sets out the policies and strategies for achieving the above goals. These include improving interurban connectivity, the increase in use of active traffic management and intelligent traffic control systems, public transport enhancements, and design pedestrian friendly streets and footpaths for walking and cycling.

6 CONCLUSIONS

- 6.1.1 This report presents the proposals to develop the site for residential purposes for a development of 77no. dwellings to be accessed mainly from Pilley Green. 18 no. dwellings will be served via shared private drive arrangements (apart from plot no.1) off Lidgett Lane. Parking and turning spaces within the site are proposed to allow all vehicles to enter and leave the site in a forward gear.
- 6.1.2 This report describes the existing highway network and the proposed development on the site and compares the traffic generations, highway safety and access proposals with the existing, the previously approved development and proposed situation. The vehicular access and sustainable elements of the scheme are also assessed.
- 6.1.3 The analyses within this report show that the anticipated increase in the level of traffic generated by the proposed development above that previously accepted as part of a development for 35no. dwellings would not be discernible from the daily fluctuations in flows that could be expected on the strategic highway network.
- 6.1.4 The development proposals also provide dedicated off-street parking along parts of Lidgett Lane replacing a wide footway (which is currently parked on). This does not impact on pedestrian safety as a footway, with ramped and stepped access points, is available at a higher level.
- 6.1.5 The level of traffic generated by the proposals can 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.
- 6.1.6 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

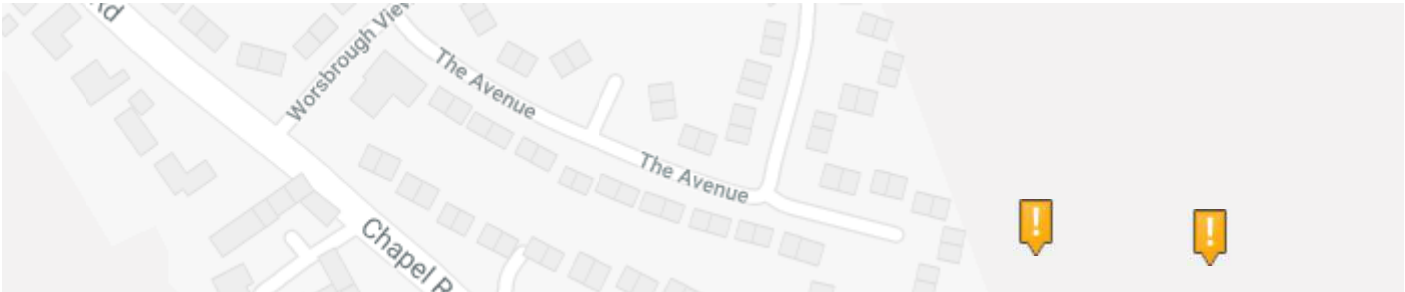
Appendix B

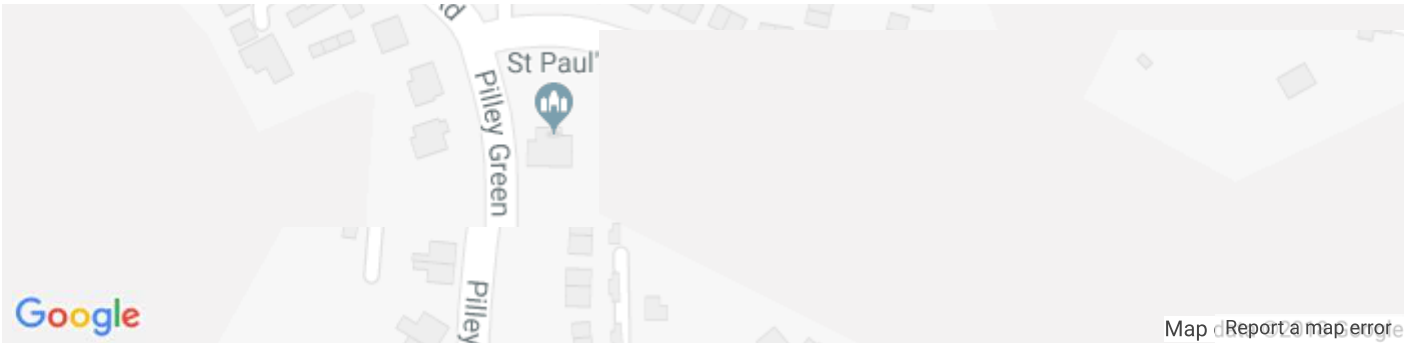
Road Traffic Accidents

7 results found



[More Information...](#)





Incident Severity



Slight Serious Fatal



Location:

Years

5 of 19 years selected

Severity

- Fatal ☒
- Serious ☒
- Slight ☒

Casualty Types:

All Casualty Types ▾

Vehicles Involved:

All Vehicle Types ▾

Search

- [Check all](#)
- [Uncheck all](#)
-

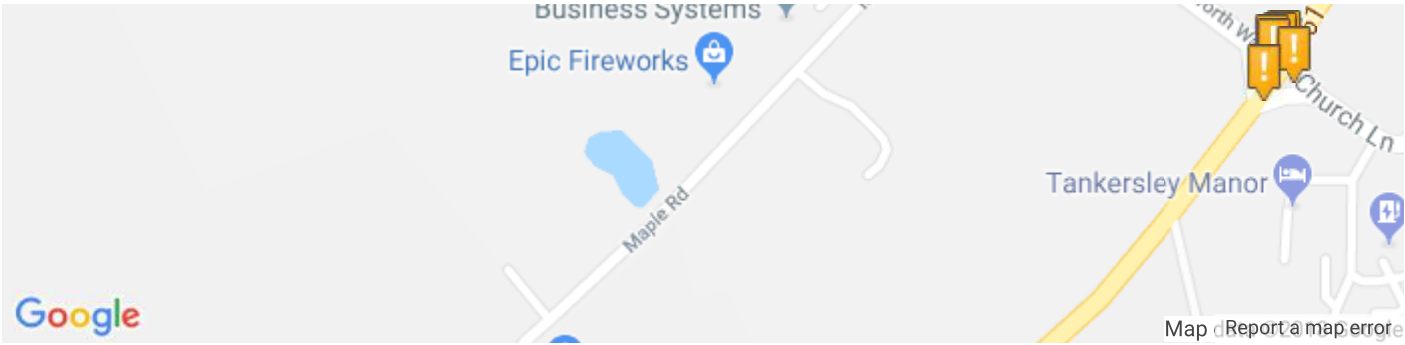
- ☒ 2017
- ☒ 2016
- ☒ 2015
- ☒ 2014
- ☒ 2013
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- ☐ 2003
- ☐ 2002
- ☐ 2001
- ☐ 2000
- ☐ 1999

57 results found



[More Information...](#)





Incident Severity



Slight Serious Fatal



Location:

Years

5 of 19 years selected

Severity

Fatal ☒

Serious ☒

Slight ☒

Casualty Types:

All Casualty Types ▼

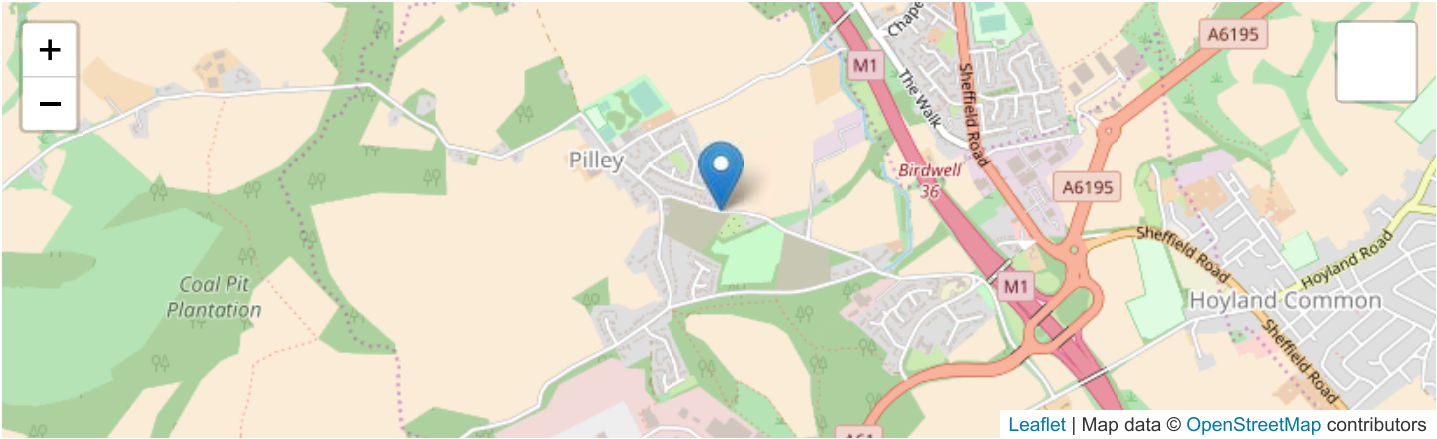
Vehicles Involved:

All Vehicle Types ▼

Search

- [Check all](#)
- [Uncheck all](#)
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- ☒ 2017
- ☒ 2016
- ☒ 2015
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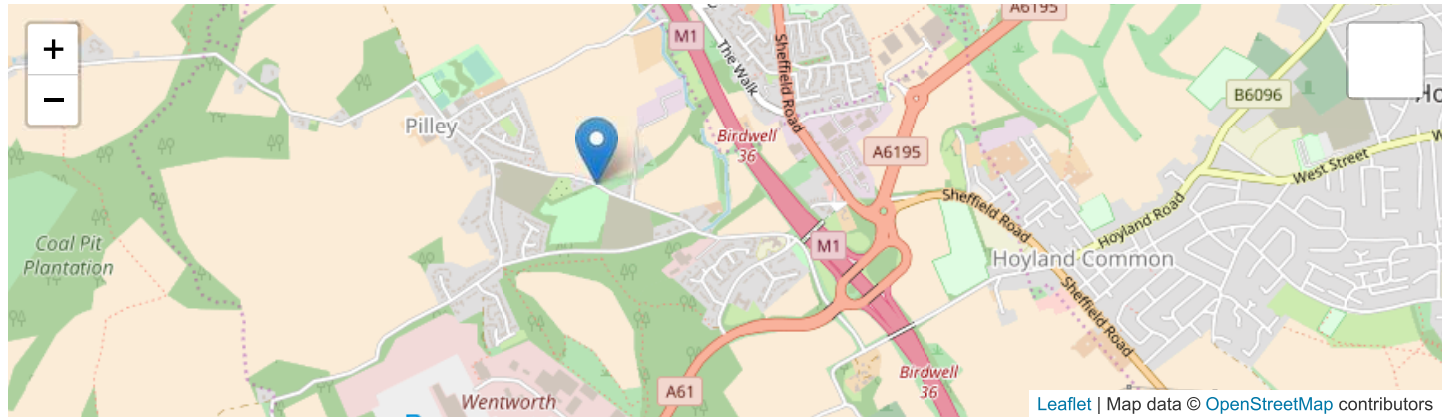


When	2013-08-09 14:45:00
Police attended?	yes
Solar elevation	48° (day)
Light conditions	Daylight
Weather	Fine no high winds
Road type	Single carriageway
Pedestrian crossing (human)?	None within 50 metres
Junction?	Not at junction or within 20 metres
Severity	slight
Involved	2 vehicles, and 1 casualty
Carriageway hazards	None
Special conditions at site	None
Speed limit	30 mph
Pedestrian crossing (physical)?	No physical crossing facilities within 50 metres

N°	Type	Detail		People					
		1 st point of impact		N°	Severity	Class	Sex	Age	Detail
1	car		Nearside		uninjured	driver or rider	male	56	
2	pedal cycle	1 st point of impact	Front	N°	Severity	Class	Sex	Age	Detail
				1	slight	driver or rider	male	56	

References

There aren't yet any references listed for this incident.



When	2016-07-05 17:40:00
Police attended?	no
Solar elevation	31° (day)
Light conditions	Daylight
Weather	Fine no high winds
Road type	Single carriageway
Pedestrian crossing (human)?	None within 50 metres
Junction?	Not at junction or within 20 metres
Severity	slight
Involved	2 vehicles, and 1 casualty
Carriageway hazards	None
Special conditions at site	None
Speed limit	30 mph
Pedestrian crossing (physical)?	No physical crossing facilities within 50 metres

N°	Type	Detail		People					
		Manoeuvre	Going ahead right-hand bend	N°	Severity	Class	Sex	Age	Detail
1	car	1 st point of impact	Offside	1	slight	driver or rider	male	25	
2	car	Manoeuvre	Going ahead left-hand bend	N°	Severity	Class	Sex	Age	Detail
		1 st point of impact	Offside						

References

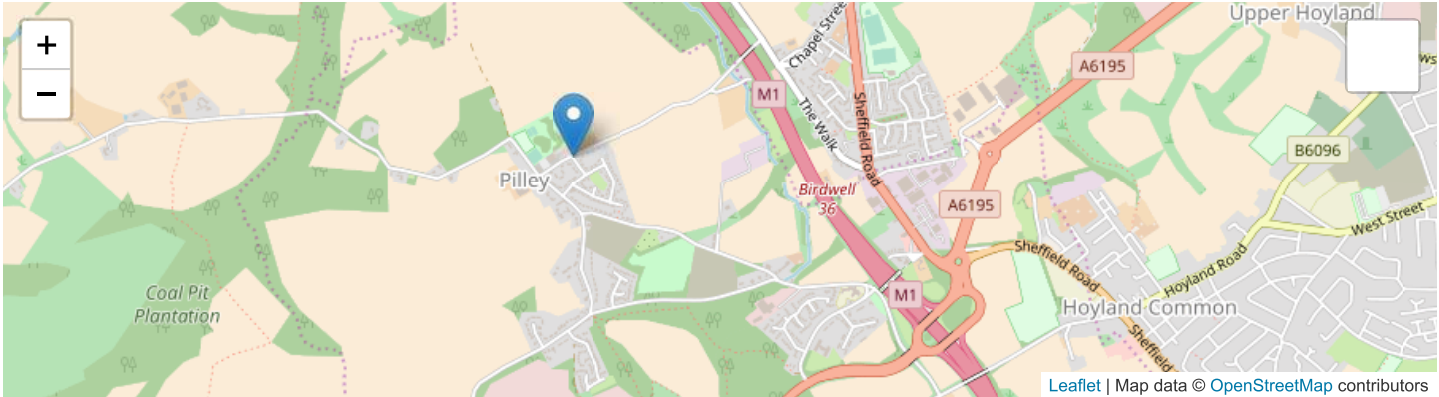


When	2013-07-17 16:00:00
Police attended?	yes
Solar elevation	45° (day)
Light conditions	Daylight
Weather	Fine no high winds
Road type	Single carriageway
Pedestrian crossing (human)?	None within 50 metres
Junction?	Not at junction or within 20 metres
Severity	slight
Involved	2 vehicles, and 1 casualty
Carriageway hazards	None
Special conditions at site	None
Speed limit	30 mph
Pedestrian crossing (physical)?	No physical crossing facilities within 50 metres

N°	Type	Detail		People					
		1 st point of impact		N°	Severity	Class	Sex	Age	Detail
1	car		Offside	1	slight	driver or rider	female	27	
2	car		Offside	N°	Severity	Class	Sex	Age	Detail
					uninjured	driver or rider	female	24	

References

There aren't yet any references listed for this incident.



When	2015-09-15 07:30:00
Police attended?	yes
Solar elevation	7° (day)
Light conditions	Daylight
Weather	Raining no high winds
Road type	Single carriageway
Pedestrian crossing (human)?	None within 50 metres
Junction?	T or staggered junction Give way or uncontrolled
Severity	slight
Involved	3 vehicles, and 2 casualties
Carriageway hazards	None
Special conditions at site	None
Speed limit	30 mph
Pedestrian crossing (physical)?	No physical crossing facilities within 50 metres

N°	Type	Detail		People					
		Junction location	Approaching junction or waiting/parked at junction approach	N°	Severity	Class	Sex	Age	Detail
1	car	Manoeuvre	Waiting to turn right	1	slight	driver or rider	female	38	
			Front						
		1 st point of impact	Front						
2	car	Junction location	Approaching junction or waiting/parked at junction approach	2	slight	driver or rider	male	59	
			Front						
		1 st point of impact	Front						

7/5/2018

Incident

N°	Type	Detail		People					
		Junction location	Approaching junction or waiting/parked at junction approach	N°	Severity	Class	Sex	Age	Detail
3	car				uninjured	driver or rider	female	54	

References

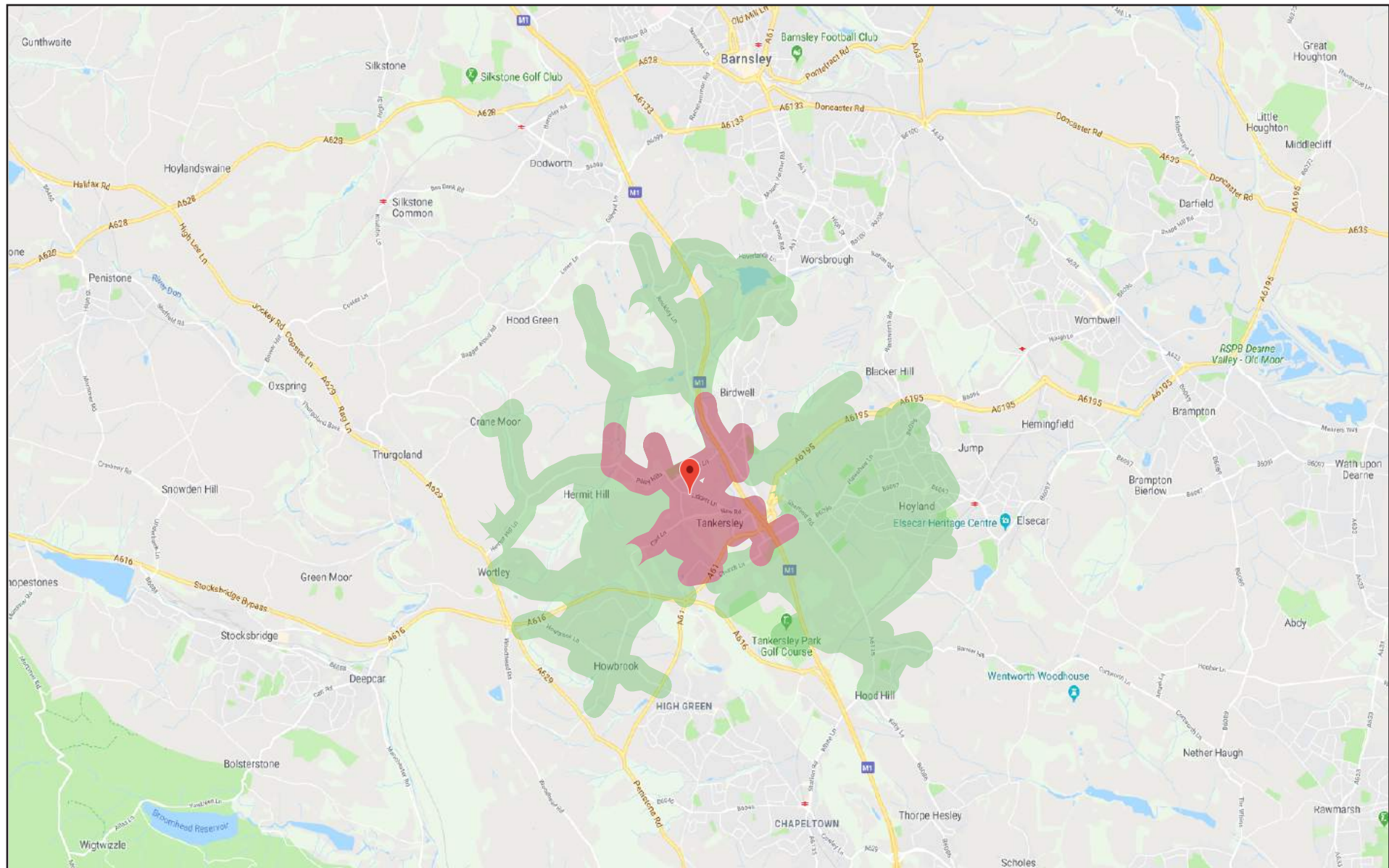
There aren't yet any references listed for this incident.

[Log in](#) to add links to news articles.



Appendix C

Pedestrian & Cycle Catchment



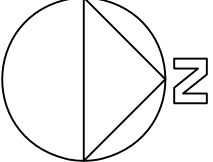
-  5km CYCLE CATCHMENT
-  2km WALKING CATCHMENT
-  SITE LOCATION



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

Appendix D

Proposed Development



- GENERAL NOTES:
- THIS DRAWING SHOWS THE PROVISIONAL DESIGN ONLY AND IS SUBJECT TO LOCAL AUTHORITY APPROVAL.
 - THIS DRAWING SHOULD NOT BE SCALED FOR SETTING OUT PURPOSES.
 - THIS DRAWING IS BASED ON A TOPOGRAPHICAL/DRAINAGE SURVEY PROVIDED BY OTHERS.

		DESCRIPTION
REV	DATE	
A	19.07.18	PROPOSED PARKING TO REPLACE EXISTING FOOTWAY



PARAGON HIGHWAYS

PARAGON HIGHWAYS

JOB

1180

DWG

01

REV

SCALE:

1:1000 @A3

DATE:

JULY 2018

PARAGON HIGHWAYS

UNIT 2, THE OFFICE CAMPUS,

PARAGON BUSINESS PARK, RED HALL COURT,

WAKEFIELD WF1 2UY

01924 291536 / PARAGONHIGHWAYS.COM

DRAWN BY		CHECKED BY
JUH		
PILLY GREEN, LIDGETT LANE		PH
PROPOSED CAR PARKING BAYS		

Appendix E

TRICs Data

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 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 Edge of Town No Sub Category Total Number of dwellings: 82	CUMBRIA
7	CF-03-A-01	MIXED HOUSES, CARDIFF VIRGIL STREET NINIAN PARK CARDIFF Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 222	CARDIFF
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 CREWE Edge of Town Residential Zone Total Number of dwellings:	HOUSES/FLATS, CREWE 174	CESHIRE
11	CH-03-A-05 SYDNEY ROAD SYDNEY CREWE Edge of Town Residential Zone Total Number of dwellings:	DETACHED, CREWE 17	CESHIRE
12	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
13	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
14	CW-03-A-01 ALVERTON ROAD PENZANCE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	TERRACED, PENZANCE 13	CORNWALL
15	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
16	DC-03-A-01 ISAACS CLOSE POOLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	DETACHED, POOLE 51	DORSET
17	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
18	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

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