



PARAGON HIGHWAYS



**DARLEY HOUSE, PANTRY HILL,
WORSBROUGH**

TRANSPORT STATEMENT

Nov 2017

Project 1160

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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Prepared by	LJO	PAH		
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1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants have been appointed to prepare this Transport Statement relating to the proposed residential development on the site at Darley House, Pantry Hill, Worsbrough. Appendix A shows the site location in relation to the local highway network.
- 1.1.2 The proposals are for 14 new dwellings comprising of 10 new houses and 4 apartments, which will all be served from a new/ improved access off Pantry Hill. Drainage, street lighting, footways, and carriageway will be provided in accordance with the Councils current guidance contained within the South Yorkshire Residential Design Guide.
- 1.1.3 This Transport Statement considers the traffic impact and transport sustainability provision associated with the proposed development. This statement demonstrates that the proposals should be acceptable for planning approval purposes.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The application site consists of Darley House, which is a large residential property, located to the north side of the site, an existing dwelling located to the far northeast side of the site, and a large garden area within the remaining section of the site. The site is bounded by Pantry Hill to the northwest, Darley Grove to the north, residential and garden areas to the east, and residential properties off Kings Croft to the south.

2.1.2 The site contains an existing surfaced access off Pantry Hill which takes the form of a simple dropped footway crossing. This access is gated with the gates set back some 4.2 metres back from the highway boundary (back of footway). There is also a separate gated access located on the corner of Grove Street/ Darley Grove where it meets Pantry Hill. The gates are set immediately at the rear of the sett paved access point. Again, this access is in the form of a simple dropped crossing arrangement. Parking space exists within the site for several vehicles.

2.1.3 The site contains a mix of boundary treatment including stone walling along the north, and northeast sides, and post and panel fencing along the south side.

2.2 Local Highway Network

2.2.1 The site will be accessed from Pantry Hill via an improved access arrangement. Pantry Hill is narrow and provides access to residential properties and other side streets connecting to James Street, Green Street and George Street to the south and Grove Street and Darley Grove to the north. Pantry Hill and surrounding streets are subject to extremely low traffic volumes throughout the day. Grove Street is a narrow residential access road that connects with Bank End Road to the northwest and Pantry Hill to the Southeast, it provides direct access to a number of residential properties and is subject to extremely low traffic volumes throughout the day.

2.2.2 George Street and Green Street provide a connection on to High Street to the west which is a local distributor road that provides access to local bus services and some of the nearby local services. It connects to the A61 via Bank End Road to the northwest and provides access to numerous directly served residential properties and a number of residential streets. High Street is generally subject to light volumes with a noticeable increase during the network peak periods.

2.2.3 Pantry Hill and Grove Street are narrow (only single-track width) but still two-way single carriageway roads with footways generally provided on one side only. Pantry Hill within the vicinity of the existing site access is around 3.4m in width and contains a nearside footway of 0.9m. The existing carriageway does not allow for two vehicles to pass simultaneously. Both Pantry Hill and Grove Street contain street lighting to an appropriate standard and are subject to a 30mph speed limit although vehicle speeds particularly close to the site are noted to be considerably less than this – estimated to be 10 – 15mph due to the geometry of the local highway network. On street parking occurs at several locations along both routes although Grove Street does have a traffic regulation order controlling on street parking along one side only close to the junction with Pantry Hill. The condition of the carriageway and footway where provided are fair, although at the Pantry Hill/ Grove Street junction the surface course contains some surface defects.

2.2.4 Darley Grove travels west to east along the northern site boundary. This is an unmade access track that provides access to several residential properties and is subject to extremely low traffic volumes throughout the day.

2.2.5 The site is located within easy reach of the bus services available on High Street located to the west of the site. Further details of the bus services available from the local fare stages are shown in section 2.4.

2.3 Road Traffic Accidents

2.3.1 The personal injury accident records for the five-year period (between January 2012 and December 2016) have been obtained from Crashmap.co.uk, and included Pantry Hill, Grove Street and surrounding streets and their connections on to the local distributor road network. The accident search area is included at Appendix B.

2.3.2 It should be noted that no collisions occurred along Pantry Hill, Grove Street, George Street, Green Street and their respective junctions with High Street during the study period.

2.3.3 The injury accident record in the vicinity of the site does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of the slight change in peak hour flows as a result of the development proposals.

2.4 Transport Sustainability

2.4.1 The site is in a sustainable location within a short walking distance of bus services, and the many local services and amenities within Worsbrough. The site is within cycling distance of the many commercial, employment, retail, and leisure facilities within and around Barnsley Town Centre.

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

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

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

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

2.4.5 The catchment areas for the preferred maximum walking distance of 2km and cycling distance of 5km are shown on the plan at Appendix C.

2.4.6 Pantry Hill, George Street and Green Street provide a suitable link to the nearby bus services along High Street located a little over 200m from the application site. Within walking distance of the site there are many local services and amenities within Worsbrough including convenience stores, a supermarket, a post office, hairdressers, butchers, bakers, hot and cold food outlets, ATMs, a café, pub/ restaurants, and other local shops and businesses. The majority of these services are located along High Street or the A61. There are 4 schools located within this catchment including 3 primary and a secondary school. There are also GP services, a dentist, and pharmacies located within walking distance, with Worsbrough Health Centre located off the B6100 some 560m from the site entrance point.

2.4.7 The local footway network is considered suitable in terms of width, construction, and lighting. The footways contain dropped crossing facilities at junctions in the majority of cases.

2.4.8 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”. The plan at Appendix C also shows the 5km cycle catchment area from the site. Within walking distance of the site is the Stairfoot area of Barnsley including Barnsley Retail Park and Trade Park, a large supermarket, food outlets/ restaurants, and Industrial/ employment areas. Barnsley Town Centre is located within cycling distance containing many retail, leisure, and employment opportunities, providing access the many essential services. Barnsley Interchange is also located within the town centre providing the opportunity for multi modal journeys by residents and visitors of the proposed development.

2.4.9 The nearest bus stops are located a little over 200m from the site and have the benefit of timetable information. The table below identifies the bus services that use the nearest stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
67	Barnsley – Pilley – Tankersley – Hoyland – Cortonwood - Wombwell	60 mins	2 hours (eves)
67c	Barnsley Worsbrough Dale – Tankersley – Hoyland – Cortonwood - Wombwell	Limited Service	2 hours (Sun)

Table 1: Bus Services

2.4.10 As can be identified from the above table, there are hourly services to Barnsley Town Centre and the local settlements of Hoyland and Wombwell and Cortonwood Retail Park. The bus services travel to Barnsley Interchange which provides further connections to other towns, and cities.

2.4.11 The bus services are therefore considered to be of a suitable standard and will provide an alternative to the private car in line with current Government guidelines.

2.4.12 The nearest railway station is located at Wombwell approximately 4.1km south east of the application site and is on the Hallam and Penistone lines. This railway station provides services every 30 minutes to the local city of Sheffield, and every 30 minutes to the local town of Barnsley. This station has 12no. cycle storage spaces. The station also provides regular services to Huddersfield, Nottingham, Manchester and Wakefield. Barnsley Interchange contains sheltered cycle storage facilities allowing for multimodal journeys by the potential residents and visitors to the site.

2.4.13 In summary, the site is considered to be in a very sustainable location within walking distance of the local services and amenities within Worsbrough including schools and health care facilities, and local services and amenities. Within the cycle catchment area is the Stairfoot area of Barnsley and Barnsley Town Centre offering a multitude of retail, leisure, and employment opportunities. Therefore, the site conforms to current Government directives for ensuring developments are located in sustainable locations.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are for 14 new dwellings. All of the proposed dwellings are to be served from a new internal access road off Pantry Hill. The development will comprise of a mix of 2 and 3 bedroom houses, and 4no 1 bedroom apartments within the existing Darley House building.

3.1.2 The existing dwelling located to the northwest of the site is to remain.

3.1.3 The internal road layout, drainage, street lighting and footways will be provided in accordance with the South Yorkshire Residential Design Guide.

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

3.2 Access

3.2.1 Vehicular access to the development will be provided via a new and improved access arrangement off Pantry Hill. This will include kerbed radii on both sides with footways provided initially returning into the site. The access will take the form of an adoptable informal road with a hard margin travelling in a southeast direction, with a turning head provided at the end of the road which can accommodate a large refuse vehicle.

3.2.2 The internal road network will fully conform to the South Yorkshire Residential Design Guide.

3.2.3 Traffic speeds are low along Pantry Hill given the gradient and layout of the road and are estimated to be between 10mph and 15mph. Therefore, the typical visibility standards within Manual for Streets for 30mph speed limit roads of 2.4m x 43m are not required in this case. Therefore, the site access proposes splays of circa 2.4m x 22.5m in both directions which is suitable for a traffic speed of around 18mph and are subsequently considered to be suitable for the proposed access.

3.2.4 Other than the main access off Pantry Hill, the remaining access points for Darley House will be permanently closed. However, the access for the existing dwelling located to the northeast side of the site off Darley Grove will remain, along with suitable access to the property via the proposed internal road serving the development.

3.2.5 As part of the development it is proposed to widen Pantry Hill along the site frontage to provide a carriageway width of 4.5m, which will enable two cars to pass simultaneously. This will prevent any unwanted reversing manoeuvres as per the current situation when two opposing vehicles meet. The widening of the road will also allow for a large refuse vehicle to enter and exit the site in a forward gear, and should improve access for other service/ delivery vehicles serving nearby residential properties.

3.2.6 As part of the widening works it is proposed to provide a footway along the site frontage which will be 1.2m in width, exceeding the existing footway width along Pantry Hill, which is in keeping with the surrounding footway network.

3.2.7 Considering the road traffic accident study in section 2.3 of this report, the proposed vehicle access arrangements are considered to be suitable.

3.3 Parking Provision

3.3.1 The level of parking provision on the site is considered to be suitable and should cater for the parking demands within the site.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrian routes through the site will follow natural desire lines and lead pedestrians to proposed crossing facilities.

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 Service vehicles will use the same access to the site as all other traffic. A turning head is to be provided to allow such vehicles (such as a large refuse vehicle) to enter and leave the site in a forward gear.

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

4 TRAFFIC IMPACT

4.1 Development Traffic

4.1.1 This application is for 14 new dwellings (11 houses and 4 apartments). To determine the anticipated traffic generation from the new development, it has been necessary to interrogate data from the national TRICS database.

4.1.2 Table 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 houses. The TRICS data is shown at Appendix E.

	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	6	6

Table 2 – Predicted Development Trip Rates & Generation

4.1.3 As can be seen from the above table, the proposed houses would generate some 6 to 7 trips during the network peak hour with around 60 trips during the day. The proposed 1 bedroom apartments would typically generate between 1 and 2 trips during each of the peak hours with around 16 trips per day.

4.1.4 Therefore, combining the apartments and houses would provide a total trip generation of between 6 and 8 trips during each of the networks peak hours, with around 60 traffic movements during the day.

4.1.5 The proposals offer substantial improvement when compared to the existing situation, given the proposed widening of Pantry Hill to allow for two-way simultaneous traffic flow, and widening of the existing footway network along the site frontage. These improvements would easily offset the small increase in traffic as a result of the development proposals.

4.1.6 The injury accident record does not indicate a road safety problem which would warrant treatment or be a cause for concern as a result of the increase peak hour flows as a result of the development proposals.

4.1.7 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network, and can only improve road safety in the area given the improvements proposed to Pantry Hill.

5 CONCLUSIONS

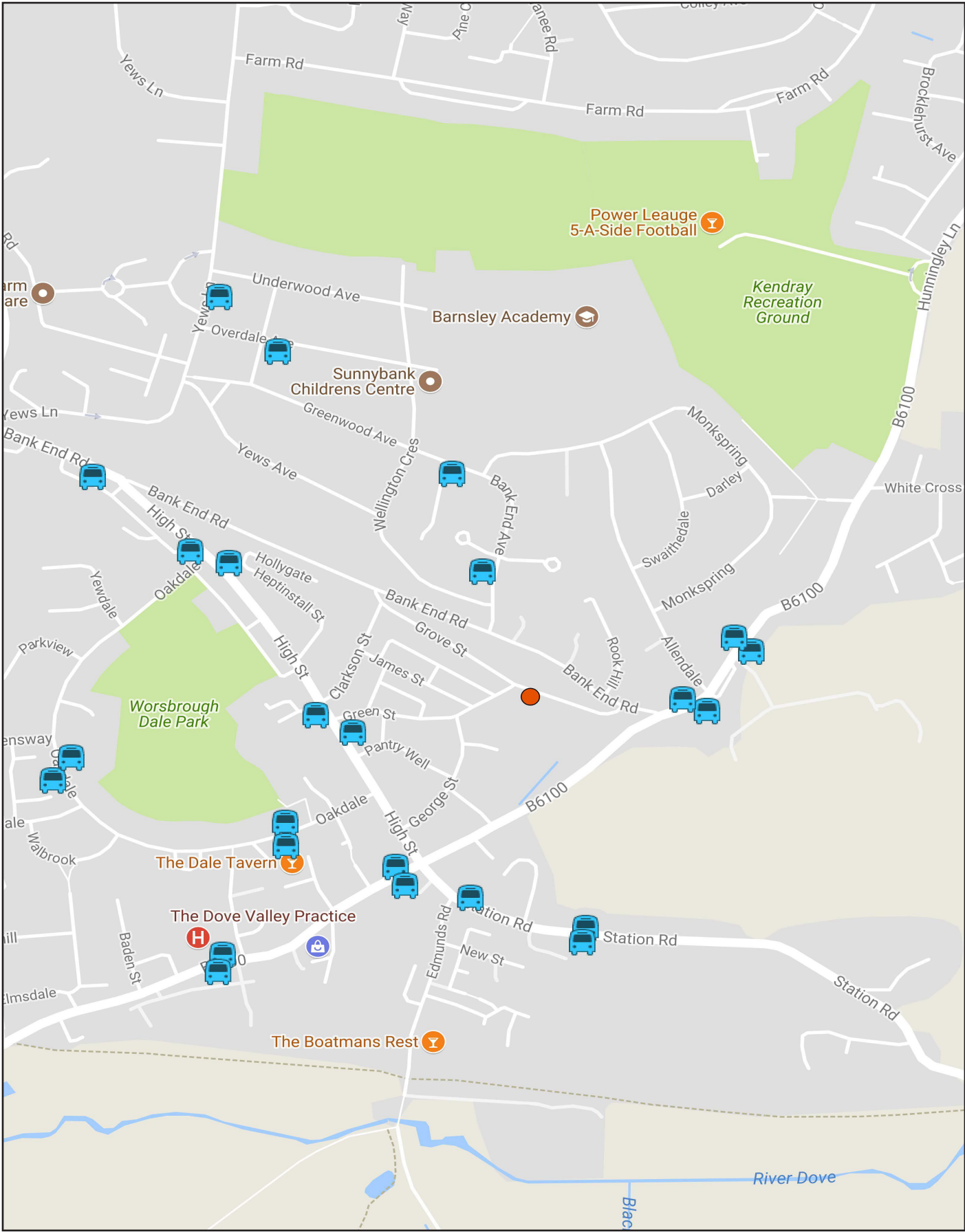
5.1.1 This Transport Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of 14 new dwellings is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation. Accident records were also obtained, and revealed that there doesn't appear to be a road safety problem which would warrant treatment or be a cause for concern as a result of the increase peak hour flows as a result of the development proposals.

5.1.2 The site is considered to be in a very sustainable location within walking distance of the local services and amenities within Worsbrough including schools and health care facilities, and local services and amenities. Within the cycle catchment area is the Stairfoot area of Barnsley and Barnsley Town Centre offering a multitude of retail, leisure, and employment opportunities. Therefore, the site conforms to current Government directives for ensuring developments are located in sustainable locations.

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. 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, and can only improve road safety in the area given the improvements proposed to Pantry Hill. It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



 SITE LOCATION

 BUS STOP LOCATION

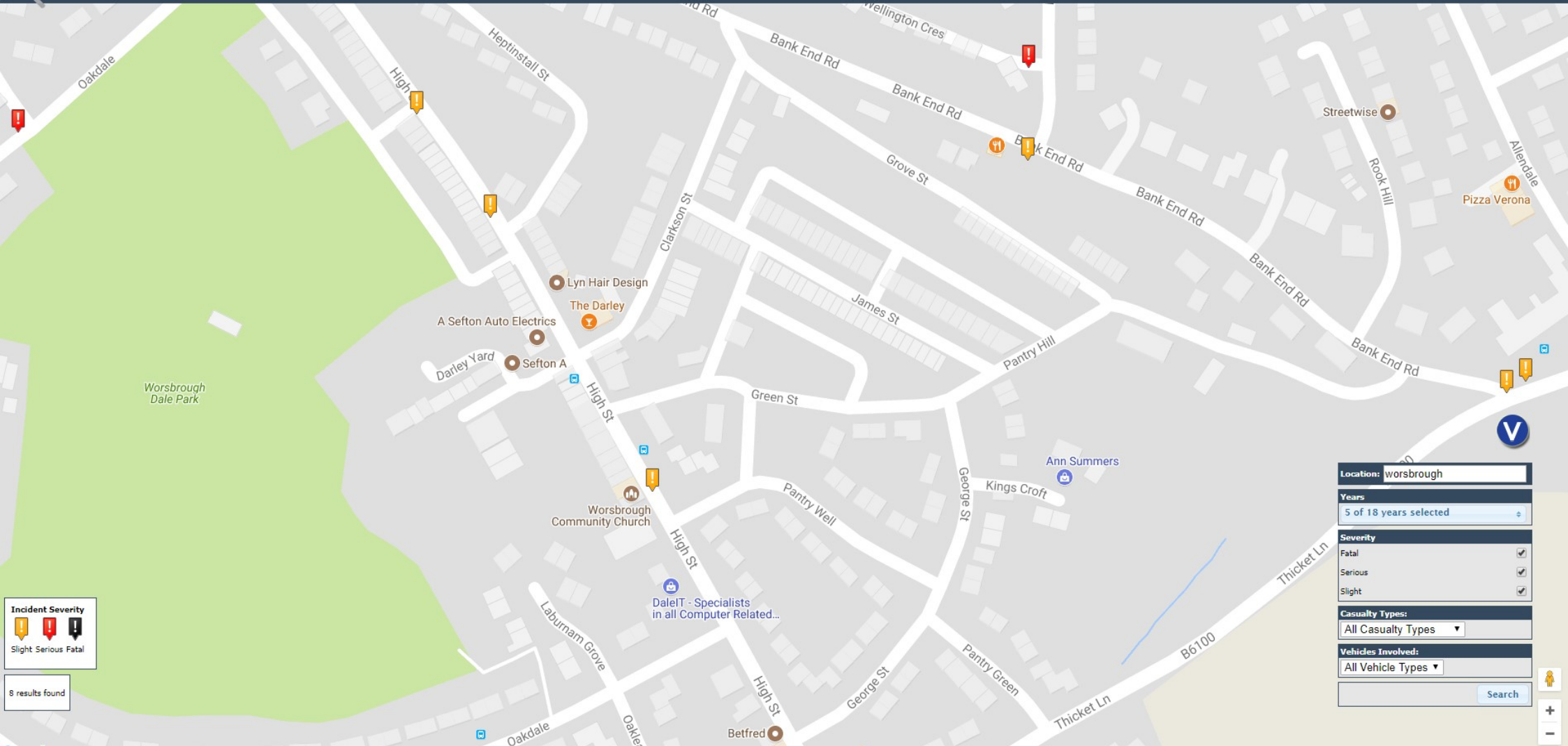


UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix B

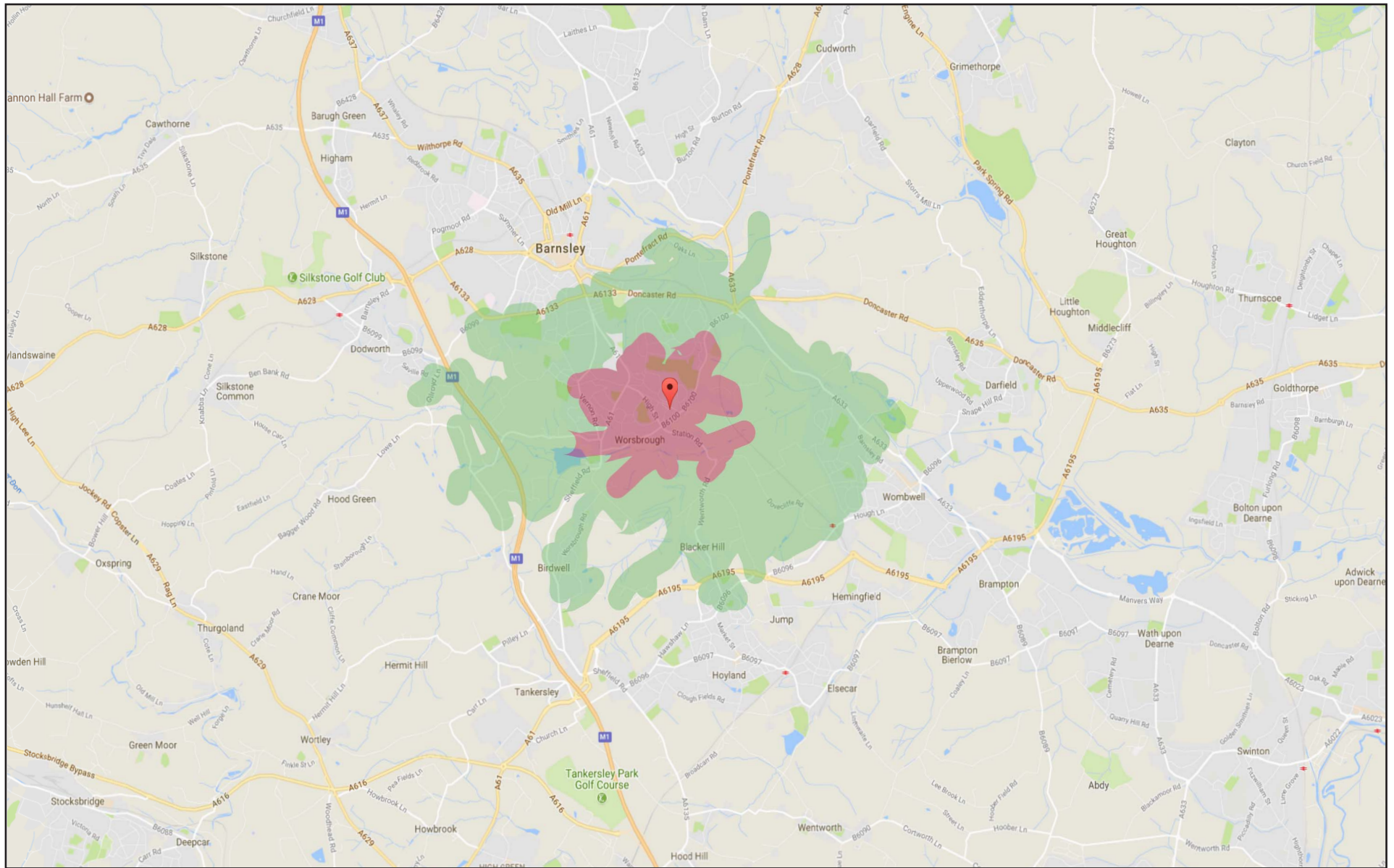
Accident Data




ACCIDENT SEARCH AREA



Appendix C

Pedestrian & Cycle Catchment



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

Appendix D

Proposed Access Arrangements

Appendix E

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	SC SURREY	2 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	FS FLINTSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 8 to 140 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 09/11/09

Selected survey days:

Monday	5 days
Tuesday	1 days
Wednesday	5 days
Thursday	3 days
Friday	3 days

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	8
Suburban Area (PPS6 Out of Centre)	9

Selected Location Sub Categories:

Development Zone	2
Residential Zone	6
Built-Up Zone	3
No Sub Category	6

LIST OF SITES relevant to selection parameters

1	BR-03-C-01 CLARENCE ROAD	FLATS & TERRACED, BRISTOL	BRISTOL CITY
	BRISTOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 102		
2	CA-03-C-01 WESTFIELD ROAD	BLOCK OF FLATS, P.BORO	CAMBRIDGESHIRE
	NETHERTON PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 44		
3	CH-03-C-01 NEW CRANE STREET	BLOCKS OF FLATS, CHESTER	CESHIRE
	CHESTER Edge of Town Centre Residential Zone Total Number of dwellings: 60		
4	DC-03-C-01 ABBOTSBURY ROAD	BLOCKS OF FLATS, WEYMOUTH	DORSET
	WEYMOUTH Edge of Town Centre Residential Zone Total Number of dwellings: 27		
5	DS-03-C-01 DRAGE STREET	BLOCK OF FLATS, DERBY	DERBYSHIRE
	LITTLE CHESTER DERBY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 8		
6	FS-03-C-01 WREXHAM STREET	BLOCK OF FLATS, MOLD	FLINTSHIRE
	MOLD Edge of Town Centre Built-Up Zone Total Number of dwellings: 30		
7	HF-03-C-02 BRIDGE ROAD EAST	FLATS, WELWYN GARDEN CITY	HERTFORDSHIRE
	WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 86		
8	MS-03-C-01 WAPPING ROAD	BLOCKS OF FLATS, LIVERPOOL	MERSEYSIDE
	WAPPING DOCK LIVERPOOL Edge of Town Centre Development Zone Total Number of dwellings: 114		
9	NR-03-C-01 ROCKINGHAM ROAD	BLOCK OF FLATS, CORBY	NORTHAMPTONSHIRE
	CORBY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 20		

LIST OF SITES relevant to selection parameters (Cont.)

10	NY-03-C-01	BLOCKS OF FLATS, NTHALLERTON		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		ROMANBY		
		NORTHALLERTON		
		Suburban Area (PPS6 Out of Centre)		
		No Sub Category		
		Total Number of dwellings:	30	
11	SC-03-C-01	FLATS, CAMBERLEY		SURREY
		HEATHCOTE ROAD		
		CAMBERLEY		
		Edge of Town Centre		
		Residential Zone		
		Total Number of dwellings:	140	
12	SC-03-C-02	FLATS, WOKING		SURREY
		CONSTITUTION HILL		
		WOKING		
		Suburban Area (PPS6 Out of Centre)		
		Built-Up Zone		
		Total Number of dwellings:	36	
13	ST-03-C-01	BLOCKS OF FLATS, STOKE		STAFFORDSHIRE
		ETRURIA COURT		
		HUMBERT ROAD		
		STOKE-ON-TRENT		
		Suburban Area (PPS6 Out of Centre)		
		No Sub Category		
		Total Number of dwellings:	33	
14	TV-03-C-01	APARTMENTS BLOCKS, M'BORO		TEES VALLEY
		OXFORD ROAD		
		LINTHORPE		
		MIDDLESBROUGH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	85	
15	WM-03-C-03	FLATS, SOLIHULL		WEST MIDLANDS
		LODE LANE		
		SOLIHULL		
		Edge of Town Centre		
		No Sub Category		
		Total Number of dwellings:	60	
16	WY-03-C-01	BLOCK OF FLATS, LEEDS		WEST YORKSHIRE
		EAST STREET		
		CROWN POINT		
		LEEDS		
		Edge of Town Centre		
		Development Zone		
		Total Number of dwellings:	127	
17	WY-03-C-02	BLOCK OF FLATS, HUDDERSFIELD		WEST YORKSHIRE
		KINGS MILL LANE		
		ASPLEY		
		HUDDERSFIELD		
		Edge of Town Centre		
		Built-Up Zone		
		Total Number of dwellings:	12	

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	17	60	0.030	17	60	0.152	17	60	0.182
08:00 - 09:00	17	60	0.078	17	60	0.241	17	60	0.319
09:00 - 10:00	17	60	0.067	17	60	0.093	17	60	0.160
10:00 - 11:00	17	60	0.078	17	60	0.089	17	60	0.167
11:00 - 12:00	17	60	0.061	17	60	0.070	17	60	0.131
12:00 - 13:00	17	60	0.073	17	60	0.103	17	60	0.176
13:00 - 14:00	17	60	0.086	17	60	0.087	17	60	0.173
14:00 - 15:00	17	60	0.085	17	60	0.078	17	60	0.163
15:00 - 16:00	17	60	0.117	17	60	0.082	17	60	0.199
16:00 - 17:00	17	60	0.116	17	60	0.085	17	60	0.201
17:00 - 18:00	17	60	0.215	17	60	0.110	17	60	0.325
18:00 - 19:00	17	60	0.179	17	60	0.109	17	60	0.288
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:			1.185			1.299			2.484

Parameter summary

Trip rate parameter range selected: 8 - 140 (units:)
 Survey date date range: 01/01/02 - 09/11/09
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	17	60	0.000	17	60	0.000	17	60	0.000
08:00 - 09:00	17	60	0.001	17	60	0.001	17	60	0.002
09:00 - 10:00	17	60	0.001	17	60	0.001	17	60	0.002
10:00 - 11:00	17	60	0.004	17	60	0.003	17	60	0.007
11:00 - 12:00	17	60	0.003	17	60	0.003	17	60	0.006
12:00 - 13:00	17	60	0.001	17	60	0.002	17	60	0.003
13:00 - 14:00	17	60	0.001	17	60	0.001	17	60	0.002
14:00 - 15:00	17	60	0.002	17	60	0.000	17	60	0.002
15:00 - 16:00	17	60	0.002	17	60	0.004	17	60	0.006
16:00 - 17:00	17	60	0.002	17	60	0.002	17	60	0.004
17:00 - 18:00	17	60	0.000	17	60	0.000	17	60	0.000
18:00 - 19:00	17	60	0.001	17	60	0.000	17	60	0.001
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.018			0.017			0.035

Parameter summary

Trip rate parameter range selected: 8 - 140 (units:)
 Survey date date range: 01/01/02 - 09/11/09
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	17	60	0.000	17	60	0.000	17	60	0.000
08:00 - 09:00	17	60	0.000	17	60	0.000	17	60	0.000
09:00 - 10:00	17	60	0.000	17	60	0.000	17	60	0.000
10:00 - 11:00	17	60	0.000	17	60	0.000	17	60	0.000
11:00 - 12:00	17	60	0.000	17	60	0.000	17	60	0.000
12:00 - 13:00	17	60	0.000	17	60	0.000	17	60	0.000
13:00 - 14:00	17	60	0.000	17	60	0.000	17	60	0.000
14:00 - 15:00	17	60	0.000	17	60	0.000	17	60	0.000
15:00 - 16:00	17	60	0.000	17	60	0.000	17	60	0.000
16:00 - 17:00	17	60	0.000	17	60	0.000	17	60	0.000
17:00 - 18:00	17	60	0.000	17	60	0.000	17	60	0.000
18:00 - 19:00	17	60	0.000	17	60	0.000	17	60	0.000
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:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected: 8 - 140 (units:)
 Survey date date range: 01/01/02 - 09/11/09
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	17	60	0.002	17	60	0.009	17	60	0.011
08:00 - 09:00	17	60	0.003	17	60	0.008	17	60	0.011
09:00 - 10:00	17	60	0.002	17	60	0.004	17	60	0.006
10:00 - 11:00	17	60	0.004	17	60	0.003	17	60	0.007
11:00 - 12:00	17	60	0.001	17	60	0.003	17	60	0.004
12:00 - 13:00	17	60	0.004	17	60	0.004	17	60	0.008
13:00 - 14:00	17	60	0.005	17	60	0.007	17	60	0.012
14:00 - 15:00	17	60	0.004	17	60	0.005	17	60	0.009
15:00 - 16:00	17	60	0.004	17	60	0.002	17	60	0.006
16:00 - 17:00	17	60	0.005	17	60	0.005	17	60	0.010
17:00 - 18:00	17	60	0.006	17	60	0.003	17	60	0.009
18:00 - 19:00	17	60	0.005	17	60	0.001	17	60	0.006
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:			0.045			0.054			0.099

Parameter summary

Trip rate parameter range selected: 8 - 140 (units:)
 Survey date range: 01/01/02 - 09/11/09
 Number of weekdays (Monday-Friday): 17
 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