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**PROPOSED RESIDENTIAL DEVELOPMENT  
ON LAND AT SANDYGATE LANE, STAIRFOOT, BARNSELY**

**COMBINED TRANSPORT STATEMENT  
AND  
TRAVEL PLAN FRAMEWORK**

**1102 / March 2016**

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## **1 INTRODUCTION**

1.1.1 PAH Highway Consultants Ltd has been appointed to prepare this combined Transport Statement and Travel Plan framework relating to the proposed residential development on the site at Sandygate Lane, Stairfoot, Barnsley. Appendix A shows the site location in relation to the regional and local highway network.

1.1.2 The proposals are to construct a new residential development of up to 15 new dwellings, which will be served from a new access point off Sandygate Lane. 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 and Travel Plan framework considers such matters as access, sustainability, and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented. This report demonstrates that the proposals should be acceptable for planning approval purposes.

## **2 EXISTING CONDITIONS**

### **2.1 Site Description**

2.1.1 The application site is situated within the Stairfoot area of Barnsley, some 2.8km east of Barnsley Town Centre.

2.1.2 The site is bounded by commercial properties off Wombwell Lane (A633) and the Trans Pennine Trail to the southwest, undeveloped green field land to the southeast, Sandygate Lane to northeast, and the A635 Doncaster Road to the northwest. It contains rough ground with areas of dense vegetation along the north and northeast sides of the site.

2.1.3 The application site is currently allocated for employment use within Barnsley Council's Unitary Development Plan (UDP) and Local Development Framework. The site is currently unoccupied. The site does not contain any public rights of way, or existing vehicular access.



**Photograph 1 – Application Site**

## **2.2 Local Highway Network**

2.2.1 The site will be accessed via Sandygate Lane which is a local access road which is approximately 150m in length and currently serves a decorating retail unit, and a plumbers merchant, with a vehicular access for these located on the opposite side of Sandygate Lane adjacent to the southeast corner of the site. Sandygate Lane continues in a southeast direction past the site although vehicular traffic cannot use this route given that the road is gated past the vehicular entrance point to the decorating store and plumbing merchant. Given the number of properties served from the road it is generally subject to light traffic volumes throughout the day.

2.2.2 Along the site frontage Sandygate Lane is a two way single carriageway road with a footway provided along its southwest side along the site frontage, providing a continuous pedestrian link to the wider footway network. The carriageway is generally 7.3m in width and is in good condition. The footway along the site frontage is around 1.8m in width and is in fair condition. Both the footway and carriageway appear to be suitable for their day to day use in terms of both width and layout. Sandygate Lane does not contain street lighting and traffic speeds appear to be around 30mph, although the road appears unrestricted and subsequently subject to the national speed limit.



**Photograph 2 – Sandygate Lane Across Site Frontage**

- 2.2.3 Sandygate Lane joins the A635 Doncaster Road via a left in/ left out junction arrangement, which is enforced by left turn only signing and a traffic island within the mouth of the junction, preventing traffic turning right out of the road onto the A635.



**Photograph 3 – Sandygate Lane/ A635 Doncaster Road Junction**

- 2.2.4 The A635 Doncaster Road forms part of a primary route between the towns of Barnsley and Doncaster, and also provides access to other major roads including the A6133, A633, A638 and the A1 (M) Motorway. It is therefore subject to heavy traffic volumes throughout the day. Within the vicinity of the Sandygate Lane junction the A635 is a dual carriageway road with footways provided on both sides. To the immediate southwest of the Sandygate Lane junction the road contains an inbound bus lane leading to Stairfoot signalised roundabout which is located around 95m southwest of the Sandygate Lane junction. Opposite the Sandygate Lane junction there is a gap in the central reserve containing a giveway arrangement for traffic turning right into Sandygate Lane. The A635 contains street lighting to main road standards and is subject to a 40mph speed limit. Traffic Regulation Orders existing on the A635 in the form of a clearway restriction prevent parking, waiting, and loading.



**Photograph 4 – A635 Doncaster Road**

2.2.5 The site is situated close to the Trans Pennine Trail (TPT) as this route bounds the southwest side of the site. The TPT is a route for walkers, cyclists, and horse riders, which is mapped and signed. It is mainly traffic free and generally contains easy gradients and surfaced paths.

### **2.3 Road Traffic Accidents**

2.3.1 The personal injury accident records for the last five years (between 1/01/2010 and 31/12/2014) along Sandygate Lane and the A635 Doncaster Road to its junction with Stairfoot roundabout have been obtained from Barnsley Council and are included at Appendix B. It should be noted that collision data for 2015 is yet to be finalised, however further investigations show that there have been no further collisions during 2015 within the study area in addition to those included within the report.

2.3.2 During the study period there has been 5 injury accidents, which were all classified as a slight. There was one incident during each of the years 2011, 2012, and 2013, and two incidents during 2014. All of these incidents occurred during daylight hours and the majority of these incidents occurred during dry road surface conditions with the exception of the incident during 2012 which involved a flood.

- 2.3.3 The collision in 2011 involved a vehicle (V1) waiting on the slip road opposite the Sandygate Lane junction to join the A635 Doncaster Road eastbound, and a second vehicle travelling along the slip road colliding into the rear of V1. This collision had a contributory factor of 'failing to look and following too close'.
- 2.3.4 The collision in 2012 occurred on Doncaster Road approximately 50m southwest of the Sandygate Lane junction and involved a vehicle losing control as it exited Stairfoot roundabout and collided with a lighting column. It should be noted that flood water was present at the time of the collision.
- 2.3.5 The collision in 2013 occurred on Doncaster Road at the Stairfoot roundabout junction and involved two vehicles standing at the red signal, with a third vehicle failing to stop and colliding in the rear of one of the standing vehicles, which then collided with the other standing vehicle to the front. The contributory factor for this collision was 'failed to judge other persons path or speed'.
- 2.3.6 The first collision in 2014 occurred on Doncaster Road adjacent to the Sandygate Lane junction and involved a vehicle colliding into stationary traffic waiting at the red signals at Stairfoot roundabout. The contributory factor for this collision was 'impaired by alcohol' and 'failed to look properly'. The second collision in 2014 occurred on Doncaster Road at the Stairfoot roundabout junction and involved a vehicle exiting the roundabout to travel onto Doncaster Road and colliding with a cyclist on the pedestrian crossing.
- 2.3.7 There are no significant clusters of incidents and it would appear that these incidents are disparate events with no apparent common causation factors or trends and occurred at different times of the day and locations. It should be noted that there are no collisions along Sandygate Lane or on Doncaster Road as a result of turning manoeuvres to and from the Sandygate Lane junction.
- 2.3.8 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 the Stairfoot area of Barnsley. The site is within cycling distance of the many commercial, employment, retail, and leisure facilities within Barnsley Town Centre. The pedestrian and cycle catchment areas are shown on the plan at Appendix C.
- 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 The catchment areas for the preferred maximum walking distance of 2km and cycling distance of 5km are shown on the plan at Appendix C.
- 2.4.5 Sandygate Lane and the A635 provides a good quality link to the nearest bus services and the residential areas and commercial areas close to the site with many local shops and services that include a post office, restaurants, hot food outlets, and a convenience store, and large supermarket. There are also employment opportunities at Carrwood Road Industrial Estate and Stairfoot Business Park. Primary health care facilities exist within this catchment including a GP surgery, a dentist, a pharmacy, and an optician.
- 2.4.6 The local footway network is considered suitable in terms of width, construction. The footways contain dropped footway crossing facilities at junctions in the majority of cases. Stairfoot roundabout is signalised and contains push button pedestrian crossing facilities for easy access to the local retail, commercial, and leisure facilities.

- 2.4.7 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”. Within the recommended distance for cycling (5km) are the significant commercial, industrial, retail, and leisure areas within Barnsley Town Centre including its railway station. The town of Wombwell and its many local services, amenities, and employment areas are also located within cycling distance of the site. The Worsbrough, and Athersley areas of Barnsley together with the settlements of Lundwood, Monk Bretton, Cudworth, Darfield, Birdwell, and Wombwell are also located within this catchment.
- 2.4.8 The Trans Pennine Trail is located adjacent to the site. The Trans Pennine Trail is mainly a traffic free cycle route, which is mapped and signed and can be used by walkers, cyclists, and horse riders, providing the opportunity for the potential residents of the site to use the Trans Pennine Trial for commuting or for leisure purposes.
- 2.4.9 Within cycling distance of the site is Barnsley railway station, which contains sheltered and secure cycle storage facilities, allowing for multi modal journeys by residents and visitors of the proposed development.
- 2.4.10 The nearest bus stops are located approximately 140m north of the site, there are also bus stops available on the A633 Wombwell Lane some 260m south of the site. These stops have the benefit of timetable information, a passenger shelter, a layby and bus stop clearway markings that prevent car parking allowing buses to park parallel with the kerb for easy pedestrian access. The table below identifies the bus services that use the nearest stops: -

| Service No   | From – To  | Frequency |                           |
|--------------|--|-----------|---------------------------|
|              |  | Mon – Sat | Late evenings and Sundays |
| X19          | Barnsley – Darfield – Goldthorpe – Doncaster –<br>Cantley – Robin Hood Airport   | 30 mins   | 60 mins                   |
| 22/ 22m/ 22x | Barnsley - Wombwell – Wath upon Dearne –<br>Thorpe Hesley – Manvers – Rawmarsh –<br>Rotherham – Meadowhall                       | 15 mins   | 60 mins                   |
| 203          | Doncaster Interchange – Thurnscoe –<br>Goldthorpe – Brampton – Barnsley Interchange  | 60 mins   | -                         |
| 218          | Barnsley – Darfield – Goldthorpe – Bolton upon<br>Dearne – Manvers – Mexborough – Swinton –<br>Kilnhurst – Rawmarsh - Rotherham  | 30 mins   | 60 mins                   |
| 219/ 219a    | Barnsley - Ardsley – Darfield – Great Houghton –<br>Thurnscoe – Goldthorpe – Barnburgh –<br>Harlington – Sprotbrough - Doncaster | 30 mins   | 60 mins                   |
| 222          | Barnsley Interchange – Wath upon Dearne –<br>Swinton – Mexborough – Conisbrough –<br>Doncaster Interchange                       | 30 mins   | 60 mins                   |
| 226          | Barnsley Interchange – Wath upon Dearne –<br>Bolton upon Dearne – Goldthorpe - Thurnscoe   | 30 mins   | 60 mins                   |

**Table 1: Bus Services**

2.4.11 As can be identified from the above table, there are 14 services per hour that travel to the large town of Barnsley, and 7 services per hour to the large town of Doncaster. There are also frequent services to other local destinations including Goldthorpe, Thurnscoe, Rawmarsh, and Wath upon Dearn. The bus services are therefore considered to be of a high standard and will provide an alternative to the private car in line with current Government guidelines.

2.4.12 The nearest railway station to the site is at Barnsley (Barnsley Interchange) and is located some 3.3km west of the site and can be reached using the above bus services. Barnsley Railway Station provides services every 10 to 30 minutes to the local cities of Leeds, Wakefield, and Sheffield, and hourly services to Huddersfield and Nottingham. Barnsley Railway Station contains 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 the Stairfoot area of Barnsley including Barnsley Retail Park. Primary health facilities exist within walking distance of the site, and the site is within close proximity of the local bus services on Doncaster Road and Wombwell Lane. Within the cycle catchment area is the whole of Barnsley Town Centre containing extensive residential, commercial, employment, retail, and leisure facilities. The town of Wombwell and its many local services, amenities, and employment areas are also located within cycling distance of the site. The Worsbrough, and Athersley areas of Barnsley together with the settlements of Lundwood, Monk Bretton, Cudworth, Darfield, Birdwell, and Wombwell are also located within cycling distance. 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 to provide a new residential development of up to 15 new dwellings. All of the proposed dwellings are to be served from a new internal access road. The proposed development is shown on the plan at Appendix D.

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

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

#### **3.2 Access**

3.2.1 Vehicular access to the development will be provided from a new junction on to Sandygate Lane. The proposed junction will be a simple priority junction with kerbed radii on both sides initially and will be 5.5m in width with 2m footways returning into the site.

3.2.2 It is proposed to provide Visibility splays of 2.4m x 43m in accordance with the general traffic speeds along Sandygate Lane.

3.2.3 Considering the road traffic accident study in section 2.3 of this report, the proposed simple priority junction serving the site is considered to be suitable.

3.2.4 The proposed internal road(s) will fully comply with the guidance given within the current South Yorkshire Residential Design Guide.

3.2.5 The level of parking provision on the site will be in accordance with Barnsley Council's Parking Standards given within the LDF, and should cater for the likely demands.

### **3.3 Pedestrian and Cycle Provision**

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

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

3.3.3 Sandygate Lane and Doncaster Road provides convenient access to nearby bus stops, and local services and amenities within the Stairfoot area of Barnsley.

### **3.4 Servicing**

3.4.1 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.

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

### **3.5 Traffic Impact**

3.5.1 To determine the anticipated traffic generation from the new development of up to 15 new dwellings, it has been necessary to interrogate data from the national TRICS database.

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

|                        | Morning Peak |        |       | Evening Peak |        |       |
|------------------------|--------------|--------|-------|--------------|--------|-------|
|                        | ARRIVE       | DEPART | TOTAL | ARRIVE       | DEPART | TOTAL |
| <b>Trip Rate</b>       | 0.151        | 0.416  | 0.567 | 0.390        | 0.225  | 0.615 |
| <b>Generated Trips</b> | 2            | 6      | 8     | 6            | 3      | 9     |

**Table 4A – Predicted Development Trip Rates & Generation**

- 3.5.3 As can be seen from the above table, the proposed development is anticipated to generate approximately 8 trips during the morning peak, and 9 trips during the evening peak hours. It is estimated that the development would generate a daily trip rate of around 78 vehicle movements.
- 3.5.4 It should be acknowledged that given the size of the site and its potential for employment use, the proposed development would provide a substantial reduction in traffic volumes when compared to the potential employment use at the site.
- 3.5.5 The development proposes a suitable access with visibility splays commensurate with the general traffic speeds along Sandygate Lane. It is therefore considered that the proposed junction layout of the site access will provide a safe arrangement and will not cause any delays to through traffic, given the relatively small increase in traffic on to the local network.
- 3.5.6 The injury accident record along the adjacent highway network within the vicinity of the site 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
- 3.5.7 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.

### **3.6 Sustainable Transport Initiatives**

3.6.1 Whilst it has been demonstrated that the proposed development is likely to have no material impact on the safe operation of the local highway there are other initiatives, which can be considered to encourage the use of more sustainable transport. Such initiatives are usually embodied within a travel plan for the development.

3.6.2 A Travel Plan (TP) is typically a package of practical measures to encourage residents and visitors to choose an alternative to single-occupancy car-use, and to reduce the need to travel.

3.6.3 The TP should be tailored to a particular site and include a range of measures which will make a positive impact at that site, e.g. setting up a car sharing scheme; providing cycle facilities or restraining car parking. The purpose is to make the more sustainable transport modes safe and practical and therefore attractive for residents and visitors.

3.6.4 It is necessary to look at the way residents and visitors might travel and consider ways of reducing the impact on the surrounding highway network. This means using more sustainable alternatives such as walking, cycling or bus use in preference to single occupancy car use. The TP should encourage residents and visitors to reconsider how they make regular journeys.

3.6.5 The following paragraphs will first detail the physical infra-structure measures that will be implemented in this development proposal. Details of the management 'soft' measures that will be used are then provided.

#### Proposed Improvements to Increase Pedestrian Usage

3.6.6 The site layout will provide safe and convenient access for pedestrians to link to the footways adjacent to the public highway. Appropriate levels of lighting will be provided along pedestrian routes within the site.

Proposed Improvements to Increase Cycle Usage

- 3.6.7 Safe and convenient access through the site for cyclists will be provided.
- 3.6.8 On-site secure cycle parking facilities will be provided for use by residents.
- 3.6.9 'Soft' measures are also required to further encourage the use of sustainable transport modes. These generally include the promotion of the travel choices through marketing initiatives such as poster campaigns, personal travel plans, internet sites and accessible information.
- 3.6.10 Travel information and initiatives will be promoted to all residents. This will be achieved via the Travel Information Welcome Pack.

Initiatives to Promote Walking and Cycling

- 3.6.11 Information in respect of walking and cycling routes to the site will be made available to residents and visitors. Details of the sustainable travel options will also be included within the welcome packs of new occupiers of the proposed dwellings.

Measures to Promote Public Transport

- 3.6.12 Public transport information will be included with the Travel Information Welcome Packs to promote the use of these services and how to access online real-time bus information and journey planners.

Measures to Reduce Car Use

- 3.6.13 Car sharing is a good means of reducing single-occupancy car use. It represents a relatively convenient alternative form of travel and significant potential exist to reduce the total private mileage of people travelling to work by implementing and publicising a formal 'scheme'. This can be established by setting up a database for users, available over the internet.

3.6.14 It is likely that the most effective method of promoting car sharing schemes is via the district wide scheme available to the public. Reference will be made to this via the promotional and marketing material with specific reference to operating companies.

Measures for Visitors

3.6.15 It is accepted that many of the visitors to the site will travel to the site by car but since the site is located close to a main arterial route those visitors who have to use a car will find the site convenient to use and may well combine their trip with another journey.

Measures for Residents

3.6.16 On first occupation of each residential unit, the residents will be provided with a Travel Information Welcome Pack. Details of the on-site facilities will be provided in the Pack which if residents are fully aware of, will assist with a reduction in travel demand.

3.6.17 The Travel Information Welcome Pack will also provide details in respect of the site and its surroundings. This information will include details of:

- the Travel Plan and its objectives.
- local public transport facilities including maps, timetables and location of nearby bus stops
- public rights of way / cycle path network maps for the local area and beyond
- local bicycle users groups and cycle shops
- local footpath network
- car parking arrangements
- car sharing and car club schemes
- local taxi services

Responsibility/ Ownership

3.6.18 The developer will be responsible for implementing the initial infrastructure measures detailed in this report in liaison with the Local Planning and Highways Authority. Travel information and initiatives will be promoted to all residents. This will be achieved via the Travel Information Welcome Pack.

Implementation

- 3.6.19 The infrastructure provision outlined above will be carried out as part of the construction of the site, being incorporated into the site layout and design. These works will be complete prior to occupation of any of the dwellings.
- 3.6.20 The Travel Plan will be marketed through the provision and updating of Travel Information Welcome Pack, leaflets, internet and communication sessions.

## **4 TRANSPORT POLICY**

4.1.1 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 Statement 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

4.1.2 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.

4.1.3 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.*

4.1.4 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."

## **5 CONCLUSIONS**

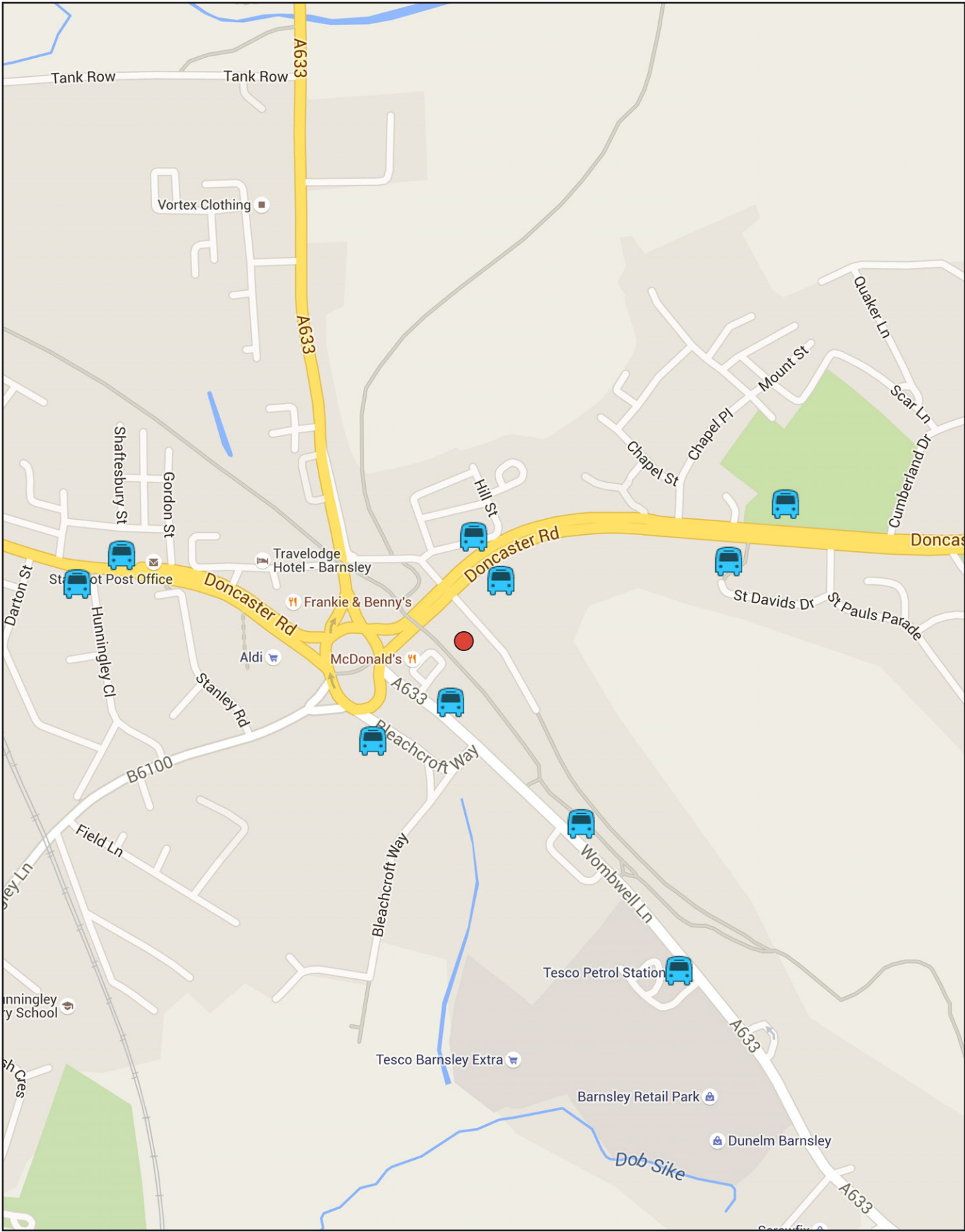
5.1.1 This combined Transport Statement and Travel Plan presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of up to 15 new dwellings is also assessed, 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 the Stairfoot area of Barnsley including Barnsley Retail Park. Primary health facilities exist within walking distance of the site, and the site is within close proximity of the local bus services on Doncaster Road and Wombwell Lane. Within the cycle catchment area is the whole of Barnsley Town Centre containing extensive residential, commercial, employment, retail, and leisure facilities. The town of Wombwell and its many local services, amenities, and employment areas are also located within cycling distance of the site. The Worsbrough, and Athersley areas of Barnsley together with the settlements of Lundwood, Monk Bretton, Cudworth, Darfield, Birdwell, and Wombwell are also located within cycling distance. Therefore the site conforms to current Government directives for ensuring developments are located in sustainable locations.

5.1.3 It is considered that both capacity and safety elements of the proposals are acceptable given the sustainable transport initiatives and that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network. It is therefore concluded that the proposals are considered to be acceptable, and that there are no highway safety, efficiency, or sustainability reasons why planning consent 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

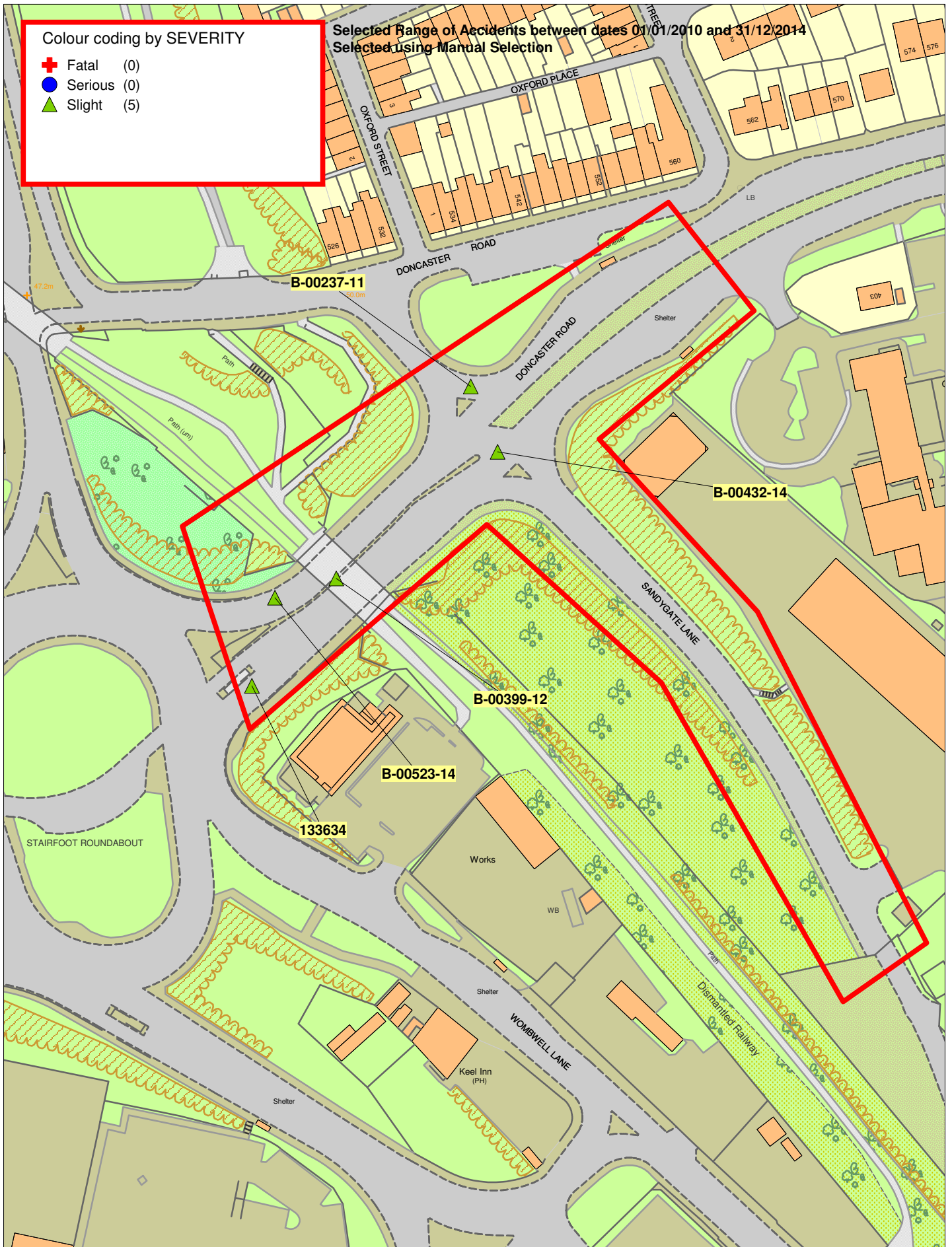
# Appendix B

## Road Traffic Accidents

Colour coding by SEVERITY

- + Fatal (0)
- Serious (0)
- ▲ Slight (5)

Selected Range of Accidents between dates 01/01/2010 and 31/12/2014  
 Selected Using Manual Selection



Accidents between dates 01/01/2010 and 31/12/2014 (60) months  
 Selection: Notes:  
 Selected using Build Query : Local\_auth = 'Barnsley' PAH Highway Consultants - Leigh Ogden

B-00237-11 11/03/2011 Friday Time: 1205 Vehicles 2 Casualties 3 Slight  
 Easting: 437,391 Northing: 405,603  
 Fine without high winds Road Surface: Dry Daylight:street lights present  
 Road Type: Single carriageway Speed Limit: 30

Location: SLIP RD OFF GRANGE LN ARDSLEY J/W DONCASTER RD  
 Description: V1 STATIONARY ON SLIP RD WAITING FOR GAP IN TF TO ENTER DONCASTER RD WHEN V2 COLL WITH REAR OF V2.

Vehicle Reference: 1 Car Waiting to go ahead but held up  
 First point of impact: Did not impact  
 Vehicle direction: S to N Journey: Not known  
 Age of Driver : 39 Breath test: Not requested

Contributory Factors : 405 308

Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :  
 Ped Location:

Casualty Reference: 2 Age: 42 Female Passenger Severity: Slight

Ped Dir: Ped Movement :  
 Ped Location:

Casualty Reference: 3 Age: 20 Female Passenger Severity: Slight

Ped Dir: Ped Movement :  
 Ped Location:

Vehicle Reference: 2 Car Going ahead  
 First point of impact: Front  
 Vehicle direction: S to N Journey: Not known  
 Age of Driver : 77 Breath test: Driver not contacted

Contributory Factors : 405 308

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local\_auth = 'Barnsley'

PAH Highway Consultants - Leigh Ogden

B-00399-12 29/04/2012 Sunday Time: 1245 Vehicles 1 Casualties 1 Slight  
 Easting: 437,356 Northing: 405,553  
 Raining without high winds Road Surface: Flood Daylight:street lights present  
 Road Type: Roundabout Speed Limit: 30

Location: DONCASTER RD ARDSLEY 20 MTS FROM STAIRFOOT RDBT

Description: DRIVER LOST CONTROL SPINNING IN CARR AND COLL WITH LAMP POST.

Vehicle Reference: 1 Car Going ahead left hand bend

First point of impact: Offside

Vehicle direction: W to E

Journey: Not known

Age of Driver : 48

Breath test: Negative

Contributory Factors : 103 703 307

Casualty Reference: 1 Age: 48 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months  
 Selection: Notes:  
 Selected using Build Query : Local\_auth = 'Barnsley' PAH Highway Consultants - Leigh Ogden

133634 26/01/2013 Saturday Time: 1300 Vehicles 3 Casualties 4 Slight  
 Easting: 437,334 Northing: 405,525  
 Unknown Road Surface: Dry Daylight  
 Road Type: Single carriageway Speed Limit: 30

Location: A 635 DONCASTER ROAD AT JUNCTION WITH A 635 DONCASTER ROAD  
 BARNSELY SOUTH YORKSHIRE  
 Description: V1 STOPPED AT RED TRAFFIC LIGHTS, V2 STOPPED BEHIND BUT V3 FAILED TO  
 REACT IN TIME AND COLLIDED WITH REAR OF V2 PUSHING IT INTO V1.

Vehicle Reference: 1 Car Slowing or Stopping  
 First point of impact: Back  
 Vehicle direction: E to W Journey: Not known  
 Age of Driver : 27 Breath test:

Contributory Factors : 406

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :  
 Ped Location:

Casualty Reference: 2 Age: 17 Female Passenger Severity: Slight

Ped Dir: Ped Movement :  
 Ped Location:

Casualty Reference: 3 Age: 34 Male Passenger Severity: Slight

Ped Dir: Ped Movement :  
 Ped Location:

Casualty Reference: 4 Age: 17 Female Passenger Severity: Slight

Ped Dir: Ped Movement :  
 Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Notes:

Selected using Build Query : Local\_auth = 'Barnsley'

PAH Highway Consultants - Leigh Ogden

Vehicle Reference: 2 Car Slowing or Stopping

First point of impact: Back

Vehicle direction: E to W

Journey: Not known

Age of Driver : 26

Breath test:

Contributory Factors : 406

Vehicle Reference: 3 Car Going ahead

First point of impact: Front

Vehicle direction: E to W

Journey: Not known

Age of Driver : 23

Breath test:

Contributory Factors : 406

---

Accidents between dates 01/01/2010 and 31/12/2014 (60) months  
 Selection: Notes:  
 Selected using Build Query : Local\_auth = 'Barnsley' PAH Highway Consultants - Leigh Ogden

B-00432-14 10/03/2014 Monday Time: 1545 Vehicles 4 Casualties 2 Slight  
 Easting: 437,398 Northing: 405,586  
 Fine without high winds Road Surface: Dry Daylight  
 Road Type: Dual carriageway Speed Limit: 40

Location: DONCASTER ROAD STAIRFOOT J/W SANDYGATE LANE  
 Description: VEHICLES 1-3 STATIONARY IN TRAFFIC AT JUNCTION, V4 RUNS INTO REAR OF V3 SHUNTING IT INTO V2 & V1, DRIVER OF V4 OPL & DISQ DRIVER

Vehicle Reference: 1 Car Waiting to go ahead but held up  
 First point of impact: Back  
 Vehicle direction: NE to SW Journey: Other  
 Age of Driver : 40 Breath test: Not requested  
 Contributory Factors : 501 405

Casualty Reference: 1 Age: 8 Male Passenger Severity: Slight

Ped Dir: Ped Movement :  
 Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up  
 First point of impact: Back  
 Vehicle direction: NE to SW Journey: Other  
 Age of Driver : 67 Breath test: Not requested  
 Contributory Factors : 501 405

Vehicle Reference: 3 Car Waiting to go ahead but held up  
 First point of impact: Back  
 Vehicle direction: NE to SW Journey: Other  
 Age of Driver : 31 Breath test: Not requested  
 Contributory Factors : 501 405

Casualty Reference: 2 Age: 31 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :  
 Ped Location:

Accidents between dates 01/01/2010 and 31/12/2014 (60) months  
 Selection: Notes:  
 Selected using Build Query : Local\_auth = 'Barnsley' PAH Highway Consultants - Leigh Ogden

Vehicle Reference: 4 Car Going ahead  
 First point of impact: Front  
 Vehicle direction: NE to SW Journey: Other  
 Age of Driver : 50 Breath test: Not requested  
 Contributory Factors : 501 405

B-00523-14 06/06/2014 Friday Time:1936 Vehicles 2 Casualties 1 Slight  
 Easting: 437,340 Northing: 405,548  
 Fine without high winds Road Surface: Dry Daylight  
 Road Type: Single carriageway Speed Limit: 40

Location: DONCASTER ROAD BARNSELY J/W BARNSELY ROAD  
 Description: VH1 M/CAR TRV ON STAIRFOOT RNDABT EXITS EB ONTO DONCASTER RD  
 TWDS ARDSLEY. PED CYC CROSSES DONCASTER RD ON PED XING TRV SE.  
 VH1 COLL VH2

Vehicle Reference: 1 Car Going ahead  
 First point of impact: Front  
 Vehicle direction: W to E Journey: Other  
 Age of Driver : 20 Breath test: Not requested  
 Contributory Factors : 310 405 406 501 503 405

Vehicle Reference: 2 Pedal cycle Going ahead  
 First point of impact: Front  
 Vehicle direction: N to S Journey: Other  
 Age of Driver : 22 Breath test: Not requested  
 Contributory Factors : 310 405 406 501 503 405

Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight  
 Ped Dir: Ped Movement :  
 Ped Location:

## AccsMap - Accident Analysis System

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection:

Selected using Build Query : Local\_auth = 'Barnsley'

Notes:

PAH Highway Consultants - Leigh Ogden

Accidents involving:

Casualties:

|  | Fatal | Serious | Slight | Total |
|--|-------|---------|--------|-------|
| Motor vehicles only excluding 2-wheels | 0     | 0       | 4      | 4     |
| 2-wheeled motor vehicles               | 0     | 0       | 0      | 0     |
| Pedal cycles                           | 0     | 0       | 1      | 1     |
| Horses & other                         | 0     | 0       | 0      | 0     |
| Total                                  | 0     | 0       | 5      | 5     |

|                  | Fatal | Serious | Slight | Total |
|------------------|-------|---------|--------|-------|
| Vehicle driver   | 0     | 0       | 4      | 4     |
| Passenger        | 0     | 0       | 6      | 6     |
| Motorcycle rider | 0     | 0       | 0      | 0     |
| Cyclist          | 0     | 0       | 1      | 1     |
| Pedestrian       | 0     | 0       | 0      | 0     |
| Other            | 0     | 0       | 0      | 0     |
| Total            | 0     | 0       | 11     | 11    |

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

Selection: Notes:  
Selected using Build Query : Local\_auth = 'Barnsley' PAH Highway Consultants - Leigh Ogden

| Police Ref.      | Date       | Cas. | Sev.   | P2W | Cycs | Peds | Ch | OAPs | Vis.  | Manv.   | Road Cond. | Time | Location  |
|------------------|------------|------|--------|-----|------|------|----|------|-------|---------|------------|------|---|
| B-00237-11       | 11/03/2011 | 3    | Slight | 0   | 0    | 0    | 0  | 0    | Light | No turn | Dry        | 1205 | SLIP RD OFF GRANGE LN ARDSLEY J/W DONCASTER RD            |
| B-00399-12       | 29/04/2012 | 1    | Slight | 0   | 0    | 0    | 0  | 0    | Light | No turn | Flood      | 1245 | DONCASTER RD ARDSLEY 20 MTS FROM STAIRFOOT RDBT           |
| 133634           | 26/01/2013 | 4    | Slight | 0   | 0    | 0    | 0  | 0    | Light | No turn | Dry        | 1300 | A 635 DONCASTER ROAD AT JUNCTION WITH A 635 DONCASTER ROA |
| B-00432-14       | 10/03/2014 | 2    | Slight | 0   | 0    | 0    | 1  | 0    | Light | No turn | Dry        | 1545 | DONCASTER ROAD STAIRFOOT J/W SANDYGATE LANE               |
| B-00523-14       | 06/06/2014 | 1    | Slight | 0   | 1    | 0    | 0  | 0    | Light | No turn | Dry        | 1936 | DONCASTER ROAD BARNSELY J/W BARNSELY ROAD                 |
| Column Totals    |            | 11   |        | 0   | 1    | 0    | 1  | 0    |       |         |            |      |   |
| No. of Accidents |            |      |        | 0   | 1    | 0    | 1  | 0    |       |         |            |      |   |

Total number of accidents listed: 5

Accidents between dates 01/01/2010 and 31/12/2014 (60) months

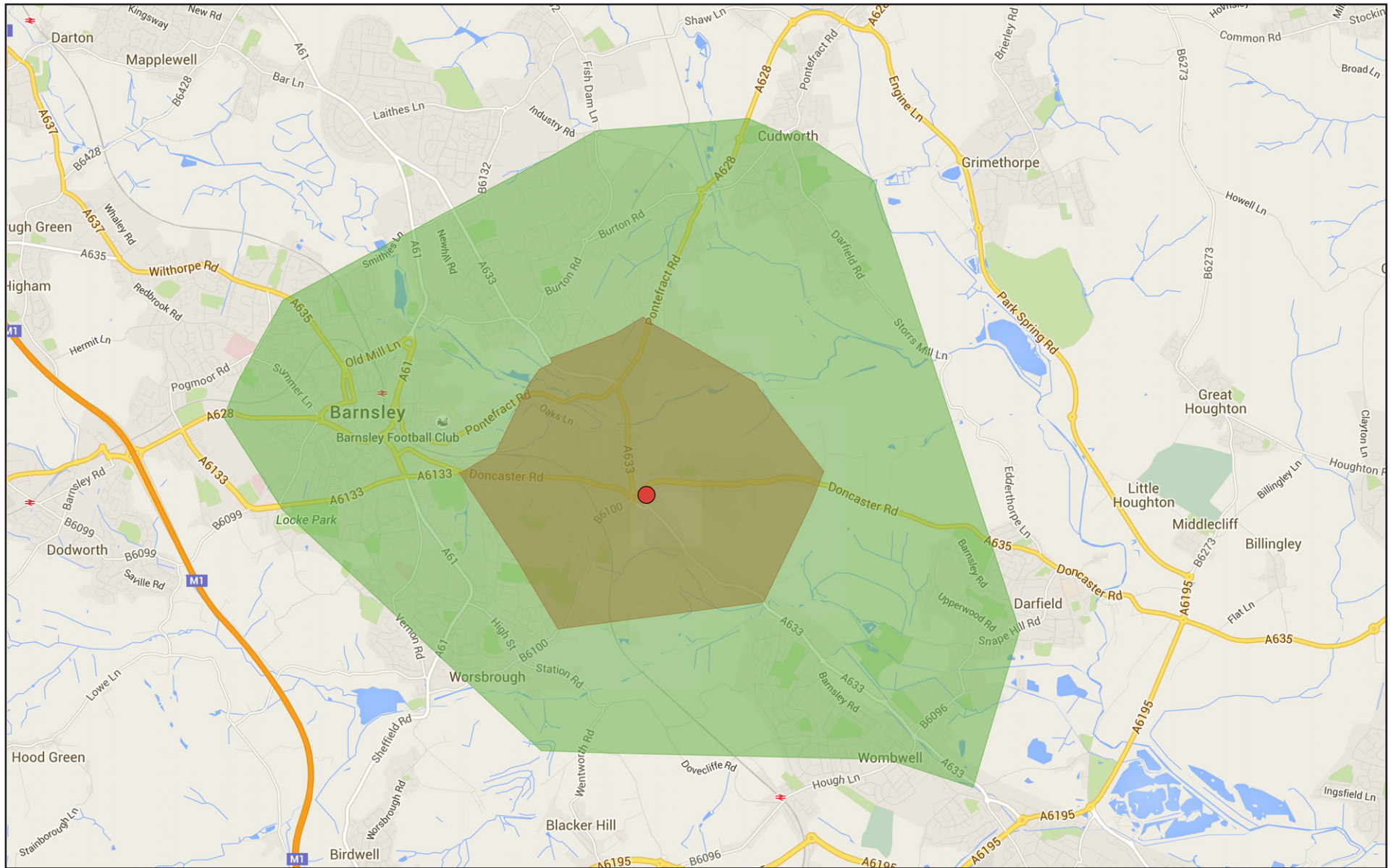
Selection: Notes:  
Selected using Build Query : Local\_auth = 'Barnsley' PAH Highway Consultants - Leigh Ogden

| Police Ref.   | Acc Class | Date       | Time | Grid References | Casualties |     |     | Causation Factors/<br>Prob                      | Ped   |       | Weather                    | Road<br>Surface | Vehicle<br>Types |
|---------------|-----------|------------|------|-----------------|------------|-----|-----|---|-------|-------|----------------------------|-----------------|------------------|
|               |           |            |      |                 | Ftl        | Ser | Slt |   | L     | M D   |                            |                 |                  |
| B-00237-11    | Slight    | 11/03/2011 | 1205 | 437391 405603   | 0          | 0   | 3   | 405V2A 308V2B                                   | 0 0 0 | Light | Fine without high winds    | Dry             | 9 9              |
| B-00399-12    | Slight    | 29/04/2012 | 1245 | 437356 405553   | 0          | 0   | 1   | 103V1A 703V1B<br>307V1B                         | 0 0 0 | Light | Raining without high winds | Flood           | 9                |
| 133634        | Slight    | 26/01/2013 | 1300 | 437334 405525   | 0          | 0   | 4   | 406V3A  | 0 0 0 | Light | Unknown                    | Dry             | 9 9 9            |
| B-00432-14    | Slight    | 10/03/2014 | 1545 | 437398 405586   | 0          | 0   | 2   | 501V4A 405V4B                                   | 0 0 0 | Light | Fine without high winds    | Dry             | 9 9 9 9          |
| B-00523-14    | Slight    | 06/06/2014 | 1936 | 437340 405548   | 0          | 0   | 1   | 310V2A 405V2A<br>406V2A 501V1B<br>503V2A 405V1A | 0 0 0 | Light | Fine without high winds    | Dry             | 1 9              |
| Column Totals |           |            |      |                 | 0          | 0   | 11  |   |       |       |                            |                 |                  |

Total number of accidents listed: 5

# Appendix C

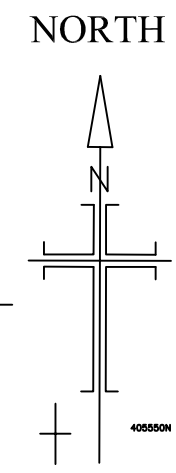
## Pedestrian and Cycle Catchment



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

# Appendix D

Proposed Development



| Accommodation Schedule |                           |       |
|------------------------|---------------------------|-------|
|                        | TYPE A<br>3 Bed Townhouse | 12no. |
|                        | TYPE B<br>3 Bed Townhouse | 2no.  |
| TOTAL UNITS            |                           | 14no. |

| Legend |                                     |
|--------|-------------------------------------|
|        | INDICATIVE LANDSCAPING              |
|        | EXISTING LANDSCAPING TO BE RETAINED |
|        | EXISTING LANDSCAPING TO BE REMOVED  |
|        | EXISTING TREE TO BE RETAINED        |
|        | TURF                                |
|        | 1800mm SCREEN FENCE                 |
|        | 1800mm SCREEN WALL/FENCE            |
|        | BLOCK PAVING                        |

|   |          |                   |
|---|----------|-------------------|
| Client<br>Blackstone Developments Ltd           |          |                   |
| Location<br>Doncaster Road, Stairfoot, Barnsley |          |                   |
| Drawing Title<br>Planning Layout                |          |                   |
| Drg No.   | PL/001   | Scale: 1/500 @ A3 |
| Drawn By:                                       | -        | Checked By:       |
| Date :  | 03.03.16 | Revision : 0      |

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

LIST OF SITES relevant to selection parameters (Cont.)

|    |  |                             |     |            |
|----|--|-----------------------------|-----|------------|
| 10 | CH-03-A-02<br>SYDNEY ROAD  | HOUSES/FLATS, CREWE         |     | CESHIRE    |
|    | CREWE<br>Edge of Town<br>Residential Zone<br>Total Number of dwellings:                          |                             | 174 |            |
| 11 | CH-03-A-05<br>SYDNEY ROAD<br>SYDNEY<br>CREWE   | DETACHED, CREWE             |     | CESHIRE    |
|    | Edge of Town<br>Residential Zone<br>Total Number of dwellings:                                   |                             | 17  |            |
| 12 | CH-03-A-06<br>CREWE ROAD   | SEMI-DET./BUNGALOWS, CREWE  |     | CESHIRE    |
|    | CREWE<br>Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Number of dwellings:     |                             | 129 |            |
| 13 | CP-03-A-02<br>THE RISE   | SEMI DETACHED, PENGAM       |     | CAERPHILLY |
|    | PENGAM<br>Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Number of dwellings:    |                             | 41  |            |
| 14 | CW-03-A-01<br>ALVERTON ROAD  | TERRACED, PENZANCE          |     | CORNWALL   |
|    | PENZANCE<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: |                             | 13  |            |
| 15 | CW-03-A-02<br>BOSVEAN GARDENS  | SEMI D./DETACHED, TRURO     |     | CORNWALL   |
|    | TRURO<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings:    |                             | 73  |            |
| 16 | DC-03-A-01<br>ISAACS CLOSE   | DETACHED, POOLE             |     | DORSET     |
|    | POOLE<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings:    |                             | 51  |            |
| 17 | DS-03-A-01<br>THE AVENUE<br>HOLMESDALE<br>DRONFIELD  | SEMI D./TERRACED, DRONFIELD |     | DERBYSHIRE |
|    | Neighbourhood Centre (PPS6 Local Centre)<br>Residential Zone<br>Total Number of dwellings:       |                             | 20  |            |
| 18 | EX-03-A-01<br>MILTON ROAD<br>CORRINGHAM<br>STANFORD-LE-HOPE                                      | SEMI-DET., STANFORD-LE-HOPE |     | ESSEX      |
|    | Edge of Town<br>Residential Zone<br>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<br>KINGSHOLM<br>GLOUCESTER<br>Edge of Town Centre<br>No Sub Category<br>Total Number of dwellings: 73                  |                                |                 |
| 20 | HF-03-A-01  | MIXED HOUSES, WELWYN GC        | HERTFORDSHIRE   |
|    | LONGCROFT LANE<br><br>WELWYN GARDEN CITY<br>Edge of Town Centre<br>Residential Zone<br>Total Number of dwellings: 53                  |                                |                 |
| 21 | LC-03-A-22  | BUNGALOWS, BLACKPOOL           | LANCASHIRE      |
|    | CLIFTON DRIVE NORTH<br><br>BLACKPOOL<br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 98                             |                                |                 |
| 22 | LC-03-A-29  | DETACHED/SEMI D., BLACKBURN    | LANCASHIRE      |
|    | REVIDGE ROAD<br>FOUR LANE ENDS<br>BLACKBURN<br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 185                     |                                |                 |
| 23 | LE-03-A-01  | DETACHED, MELTON MOWBRAY       | LEICESTERSHIRE  |
|    | REDWOOD AVENUE<br><br>MELTON MOWBRAY<br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 11                             |                                |                 |
| 24 | LN-03-A-01  | MIXED HOUSES, LINCOLN          | LINCOLNSHIRE    |
|    | BRANT ROAD<br>BRACEBRIDGE<br>LINCOLN<br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 150                            |                                |                 |
| 25 | LN-03-A-02  | MIXED HOUSES, LINCOLN          | LINCOLNSHIRE    |
|    | HYKEHAM ROAD<br><br>LINCOLN<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 186               |                                |                 |
| 26 | MS-03-A-01  | TERRACED, RUNCORN              | MERSEYSIDE      |
|    | PALACE FIELDS AVENUE<br><br>RUNCORN<br>Neighbourhood Centre (PPS6 Local Centre)<br>Residential Zone<br>Total Number of dwellings: 372 |                                |                 |
| 27 | NT-03-A-03  | SEMI DETACHED, KIRKBY-IN-ASHFD | NOTTINGHAMSHIRE |
|    | B6018 SUTTON ROAD<br><br>KIRKBY-IN-ASHFIELD<br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 166                     |                                |                 |

LIST OF SITES relevant to selection parameters (Cont.)

|    |            |  |                 |
|----|------------|--|-----------------|
| 28 | NY-03-A-01 | MIXED HOUSES,NORTHALLERTON<br>GRAMMAR SCHOOL LANE  | NORTH YORKSHIRE |
|    |            | NORTHALLERTON<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 52   |                 |
| 29 | NY-03-A-03 | PRIVATE HOUSING, BOROUGHBRIDGE<br>NEW ROW  | NORTH YORKSHIRE |
|    |            | BOROUGHBRIDGE<br>Edge of Town Centre<br>Residential Zone<br>Total Number of dwellings: 14  |                 |
| 30 | NY-03-A-05 | HOUSES AND FLATS, RIPON<br>BOROUGHBRIDGE ROAD  | NORTH YORKSHIRE |
|    |            | RIPON<br>Edge of Town<br>No Sub Category<br>Total Number of dwellings: 71  |                 |
| 31 | SC-03-A-03 | DETACHED, EAST MOLESEY<br>A3050 HURST ROAD<br>HURST PARK<br>EAST MOLESEY<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 54    | SURREY          |
| 32 | SC-03-A-04 | HOUSES & FLATS,NEAR FRIMLEY<br>DEEPCUT BRIDGE ROAD<br>DEEPCUT<br>NEAR FRIMLEY<br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total Number of dwellings: 288 | SURREY          |
| 33 | SF-03-A-01 | SEMI DETACHED, IPSWICH<br>A1156 FELIXSTOWE ROAD<br>RACECOURSE<br>IPSWICH<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 77    | SUFFOLK         |
| 34 | SF-03-A-02 | SEMI DET./TERRACED, IPSWICH<br>STOKE PARK DRIVE<br>MAIDENHALL<br>IPSWICH<br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 230                         | SUFFOLK         |
| 35 | SF-03-A-03 | MIXED HOUSES, BURY ST EDMDS<br>BARTON HILL<br>FORNHAM ST MARTIN<br>BURY ST EDMUNDS<br>Edge of Town<br>Out of Town<br>Total Number of dwellings: 101                    | SUFFOLK         |
| 36 | SH-03-A-03 | DETACHED, SHREWSBURY<br>SOMERBY DRIVE<br>BICTON HEATH<br>SHREWSBURY<br>Edge of Town<br>No Sub Category<br>Total Number of dwellings: 10                                | SHROPSHIRE      |

LIST OF SITES relevant to selection parameters (Cont.)

|    |            |   |                |
|----|------------|---|----------------|
| 37 | SH-03-A-04 | TERRACED, SHREWSBURY<br>ST MICHAEL'S STREET   | SHROPSHIRE     |
|    |            | SHREWSBURY<br>Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Number of dwellings: 108   |                |
| 38 | ST-03-A-05 | TERRACED/DETACHED, STOKE<br>WATERMEET GROVE<br>ETRURIA<br>STOKE-ON-TRENT<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 14 | STAFFORDSHIRE  |
| 39 | TV-03-A-01 | MIXED HOUSES/FLATS, HARTLEPL<br>POWLETT ROAD  | TEES VALLEY    |
|    |            | HARTLEPOOL<br>Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Number of dwellings: 225   |                |
| 40 | TW-03-A-01 | SEMI DETACHED, SUNDERLAND<br>LEECHMERE ROAD<br>HILLVIEW<br>SUNDERLAND<br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 81                          | TYNE & WEAR    |
| 41 | WL-03-A-01 | SEMI D./TERRACED W. BASSETT<br>MAPLE DRIVE  | WILTSHIRE      |
|    |            | WOOTTON BASSETT<br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 99  |                |
| 42 | WM-03-A-01 | TERRACED, COVENTRY<br>FOLESHILL ROAD<br>FOLESHILL<br>COVENTRY<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 79            | WEST MIDLANDS  |
| 43 | WM-03-A-02 | DETACHED/SEMI D., STRBRIDGE<br>HEATH STREET   | WEST MIDLANDS  |
|    |            | STOURBRIDGE<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 12  |                |
| 44 | WM-03-A-03 | MIXED HOUSING, COVENTRY<br>BASELEY WAY<br>ROWLEYS GREEN<br>COVENTRY<br>Edge of Town<br>Residential Zone<br>Total Number of dwellings: 84                            | WEST MIDLANDS  |
| 45 | WO-03-A-01 | DETACHED, BROMSGROVE<br>MARLBOROUGH AVENUE<br>ASTON FIELDS<br>BROMSGROVE<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 10 | WORCESTERSHIRE |

LIST OF SITES relevant to selection parameters (Cont.)

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