



PARAGON
HIGHWAYS



**Cemetery Road
Hemingfield
Barnsley**
Transport Statement

June 2017

Project
1149 A

Paragon Highways

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Quality Management

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Prepared by	PAH	PAH		
Checked by	JH	AH		

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1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants have been appointed to prepare this Transport Statement relating to a proposed residential development located on the south side of Cemetery Road, Hemingfield, in the district of Barnsley. Appendix A shows the site location in relation to the local highway network.
- 1.1.2 The proposals are for outline planning permission for 20 dwellings, which will all be served from a new priority junction off the Cemetery Road. The development will require the demolition of no.29A Cemetery Road to achieve a suitable access point. Drainage, street lighting, footways, and carriageway works will be provided in general 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 0.62 hectares of garden land and associated property located to the rear of no.29A Cemetery Road within the village of Hemingfield. The site is bounded by residential properties to the east and south, Cemetery Road to the north and a track and open land to the west.

2.1.2 The site contains a gated access directly off the Cemetery Road leading to a surfaced driveway serving no. 29A. This access is in the form of a simple dropped footway crossing. The site also has a separate pedestrian gated access situated to the west of the vehicular access point to the site. See photograph below.



Existing Site Access

2.1.3 The site contains a mix of boundary treatment including fencing and hedging.

2.2 Local Highway Network

- 2.2.1 The site will be accessed via a simple priority junction off the Cemetery Road. The Cemetery Road is moderately trafficked route, with a slight increase at the peak periods, running through the village of Hemingfield. It runs generally east to west and connects with the A6195 (Dearne Valley Parkway) via Roebuck Hill to the northwest and with Wombwell via School Street / Beech House Road and Lundhill Road. Cemetery Road is a two-way single carriageway with footways provided on both sides. Its carriageway is generally around 8m in width with footways of varying widths to both sides. The geometry of the road appears suitable for its day to day use.
- 2.2.2 Cemetery Road contains street lighting to residential road standards and is subject to a 30mph speed limit along the site frontage. On street parking is evident throughout the length of the route which does have a positive effect on traffic speeds. Cemetery Road complies with guidance contained within the Manual for Streets i.e. it is a street rather than a through road, with direct access to individual properties, numerous side road junctions on street parking and direct access to local retail facilities.
- 2.2.3 There are no traffic regulation orders on the site frontage restricting on street parking or waiting other than a keep clear marking in the form of a single white line across the drive entrance.
- 2.2.4 The site is located within easy reach of the bus services available on Cemetery Road / Hemingfield Road. Further details of the bus services available from the local fare stages are shown in section 2.4 below.

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 the full length of Cemetery Road through the village.
- 2.3.2 Within the study area there have been 2 reported injury accidents, which were both classified as slight, one occurred at the junction of Cemetery Road with Hemingfield Road and the second occurred close to the junction of Quest Avenue and Cemetery Road.

- 2.3.3 The incident at the junction of Cemetery Road and Hemingfield Road occurred in February 2015 and involved two vehicles. Driver error and failed to look properly were the key points raised in the accident report.
- 2.3.4 The second collision occurred in February 2014 and involved 3 vehicles with one casualty classified as slight.
- 2.3.5 Given the above it has to be acknowledged that 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 is no injury reported accidents in and around the proposed point of access to the site.
- 2.3.6 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 being within a short walking distance of the local bus services, local primary schools and other local services and amenities within Hemingfield and Jump. The site is within cycling distance of the many commercial, employment, retail, and leisure facilities within Brampton, Elsecar, Wombwell and Hoyland and the local rail stations at Elsecar and Wombwell.
- 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 B.
- 2.4.6 Cemetery Road provides a good quality link to the nearby fare stages located 140m to the east at the junction with Hemingfield Road. Within walking distance of the site there are local shops, takeaways and a public house together with the local primary schools at Jump and the Church of England primary school located on School Street in Hemingfield.
- 2.4.7 Throughout the village there are numerous public footpaths (definitive footpaths) linking Hemingfield with Hoyland and Wombwell.
- 2.4.8 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.
- 2.4.9 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 B also shows the 5km cycle catchment area from the site. The whole of Hemingfield and Jump is contained within this catchment containing primary schools and local shops and some local industry. The settlements of Elsecar, Hoyland, Brampton and parts of Darfield are also located within the cycle catchment area.

2.4.10 Within cycling distance of the site are both Elsecar and Wombwell rail stations which contain sheltered and secure cycle storage facilities allowing for multi modal journeys by residents and visitors of the proposed development. Para. 2.14 below provide more details on the available rail services from these stations.

2.4.11 The nearest bus stops are located approximately 140m east of 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 & 67A	Barnsley Interchange – Worsborough – Cortonwood – Wombwell	30 mins	60 mins
72 & 72A	Chapelton – Tankersley – Hoyland – Cortonwood – Wath upon Dearne – Manvers	60 mins	-

Table 1: Bus Services

2.4.12 As can be identified from the above table there are half hourly services to the large town of Barnsley and a service every 20 minutes or so to the large retail park at Cortonwood. There is also an hourly service to Wath upon Dearne and Hoyland.

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

2.4.14 The nearest railway stations are located at Wombwell and Elsecar approximately 1.2km north west and 1.7km south west respectively from the application site. Wombwell station provides services every hour or so to Sheffield, Meadowhall, Chapelton, Elsecar, Wombwell, Barnsley, Dodworth, Silkstone Common, Denby Dale, Shepley, Stocks Moor, Brockholes, Honley, Berry Brow, Lockwood and Huddersfield. Elsecar Railway Station provides hourly services to Leeds, Wakefield, Barnsley and Sheffield. Both station contains cycle storage facilities covered by CCTV allowing for multimodal journeys by the potential residents and visitors to the site.

- 2.4.15 In summary, the site is considered to be in a sustainable location being within walking distance of the local services and amenities within Hemingfield and Jump. Primary health facilities exist within Wombwell a short bus journey from the application site. Within the cycle catchment area is the whole of Brampton, Elsecar, Hoyland, Wombwell and parts of Darfield. These areas provide extensive residential, commercial, employment, retail, and leisure facilities. Therefore, the site generally 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 outline planning permission for 20 dwellings. All of the proposed dwellings are to be served from the new internal access road.
- 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 Vehicular Access

- 3.2.1 Vehicular access to the development will be provided via a new priority junction onto the Cemetery Road. To maximise visibility, a minor build out will be provided commencing from the adjacent junction with Lady Croft Lane and then running along the site frontage to ultimately tie into the existing kerb line just to the west of the application site in front of the existing terrace. This will not only maximize visibility for egressing drivers from the application site but also those egressing Lady Croft Lane. This will be a kerbed build out and not in white lining, to provide a permanent improvement. Any street furniture affected or road gullies by the proposed realignment will obviously be relocated as part of the offsite works.
- 3.2.2 The proposed internal access road meets the geometry requirements within the South Yorkshire Residential Design Guide.
- 3.2.3 The internal road will take the form initially of a traditional estate road, leading into a shared surface street, namely a mews court. The internal road network will generally conform to the South Yorkshire Residential Design Guide.
- 3.2.4 Considering the road traffic accident study in section 2.3 of this report, the proposed vehicle access arrangement including Cemetery Road and its nearby junctions are considered to be suitable to accommodate the development.

3.3 Parking Provision

- 3.3.1 The level of parking provision on the site will be in accordance with Barnsley Council's Parking Standards given within the LDF at a ratio of at least 1 space per dwelling for those with 1 or 2 bedrooms, and 2 spaces per dwelling with 3 or more bedrooms.

3.4 Pedestrian and Cycle Provision

- 3.4.1 Pedestrian routes through the site will follow initially the traditional estate road junction and then along the shared surface where the design speeds are 15mph.
- 3.4.2 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA.
- 3.4.3 Cemetery Road provides suitable and convenient access to local schools and retail facilities within the local villages.

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 or fire tender) 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 outline planning permission for 20 dwellings. To determine the anticipated traffic generation from the new development of 20 new dwellings, 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 dwellings. The TRICS data is shown at Appendix D.

Residential	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	3.02	8.32	11.34	7.8	4.5	12.3

Table 2 – Predicted Development Trip Rates & Generation

4.1.3 As can be seen from the above table, the proposed development is anticipated to generate approximately 11 trips during the morning peak, and 12 trips during the evening peak hours. It is estimated that the development would generate a daily trip rate of around 120 vehicle movements.

4.1.4 A study commissioned by the RAC Foundation in 2016 reported that there had been a 14% fall in personal shopping trips by car since 2002 with distances also driven falling by 19%. Therefore, the actual trip rates predicted by TRICS could be lower than anticipated. The proximity of good bus services within walking distance would also have a positive impact on the overall daily trip rates.

4.1.5 The injury accident record along Cemetery Road 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.

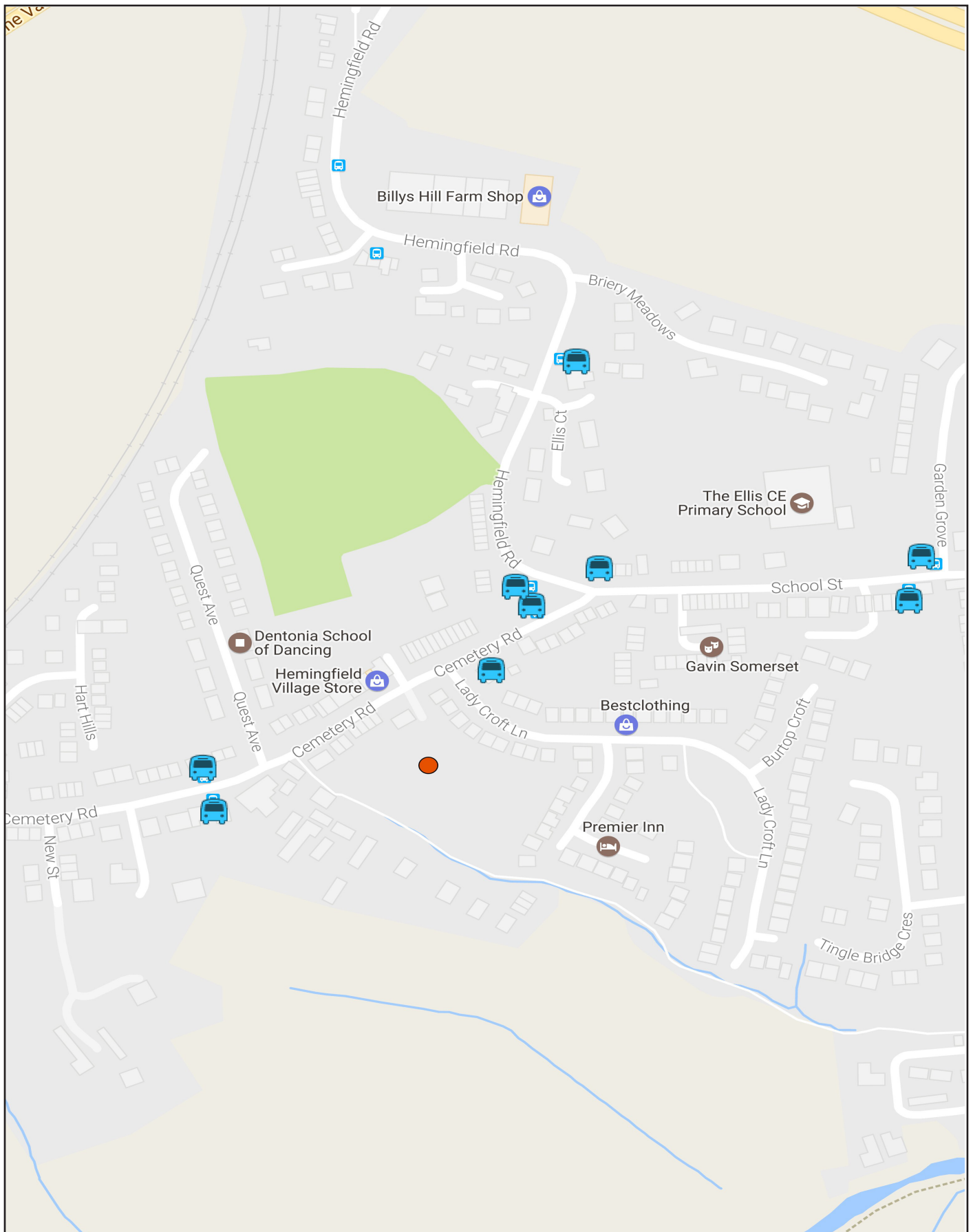
- 4.1.6 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore, the level of traffic generated by the proposals can easily be accommodated 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.

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 20 new dwellings is also assessed. 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 sustainable location within walking distance of the local amenities and bus services within Hemingfield and Jump. Primary education facilities exist within walking distance of the site. Within the cycle catchment area is the whole of Hemingfield, Jump, Elsecar, Hoyland and Wombwell. These areas provide established residential, commercial, employment, retail, and leisure facilities. 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. 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

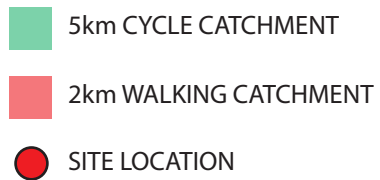
 BUS STOP LOCATION



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

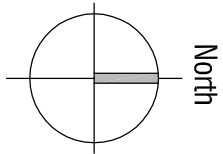
Appendix B

Pedestrian & Cycle Catchment



Appendix C

Proposed Site layout



Extg Housing
Two Storey Terraced

Demolish existing bungalow to frontage and refer to Highway Statement for details of access.

Cemetery Road

Extg Housing
Two Storeys

41

31

Open Space
214sqm

19

20

Private Drive

17

18

Surface water drain with
3.0m Eastment both sides
of drain.

Retain hedge to south west boundary, cut
back and provide supplementary planting
subject to Tree Survey and detailed
landscaping as part of Reserved Matters.

Culverted water course

New footpath link to existing
public footpath to sw boundary.

Lady Croft Lane

Extg Housing
Two Storeys

91

Private Drive

5

6

Access Road

16

15

14

13

12

11

10

9

8

7

6

5

4

3

2

1

Open Space
770sqm

Pond

Footpath

Extg Housing
Two Storeys

TOTAL SITE AREA 0.62 Ha -
Open Space (15%) 0.1Ha: Drainage Easement 0.02Ha
Developable Area 0.5Ha

Schedule of Accommodation

	GI Floor Area
8No Type A - 2 Bed two storey Semi-detached	68 sqm
7No Type B - 3 Bed two storey Semi/detached	74 sqm
2No Type C - 4 Bed two storey Detached	125 sqm
2No Type D - 4 Bed two storey Detached	95 sqm
1No Type E - 2 Bed Bungalow	62sqm

Total number of dwellings 20: Density 40/Ha

New tree and hedge landscape
planting subject to detailed landscape
design.

Visitor parking to access road where
shown.

Tarmac to Access Road

Block paving to Private Drives

BLOCK PLAN

PROPOSALS

RESIDENTIAL DEVELOPMENT
29 CEMETERY ROAD
HEMINGFIELD
BARNSELEY

mboothdesign
architectural design and building consultants

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Scale 1:500 @ A3 Drawn MJB

Date June 2017 Ref. 15.26

Dwg No. P1 Rev. C

Rev C 20.06.2017 - Add extg pond/Open Space.
Rev B 16.06.2017 - Add drainage easement
adjacent to Plot 20.
Rev A 07.06.2017 - Amend Plot 14.

Copyright: mboothdesign. All dimensions in millimeters unless otherwise stated.
Dimensions for setting out in existing buildings are to be checked and verified on site.

Appendix D

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	2 days
	EX ESSEX	1 days
	HF HERTFORDSHIRE	1 days
	SC SURREY	2 days
03	SOUTH WEST	
	CW CORNWALL	2 days
	DC DORSET	1 days
	GS GLOUCESTERSHIRE	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	6 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	3 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	3 days
	CP CAERPHILLY	1 days
	WR WREXHAM	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 10 to 792 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 05/09/10

Selected survey days:

Monday	10 days
Tuesday	13 days
Wednesday	7 days
Thursday	14 days
Friday	7 days

Selected survey types:

Manual count	51 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

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

LIST OF SITES relevant to selection parameters

1	BD-03-A-01	SEMI DETACHED, LUTON NEW BEDFORD ROAD	BEDFORDSHIRE
	LUTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	131	
2	BD-03-A-02	SEMI DETACHED, LUTON RIDDY LANE	BEDFORDSHIRE
	LUTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	82	
3	CA-03-A-02	MIXED HOUSES, PETERBOROUGH THORPE ROAD	CAMBRIDGESHIRE
	PETERBOROUGH Edge of Town Centre Residential Zone Total Number of dwellings:	363	
4	CB-03-A-02	SEMI DETACHED, WORKINGTON HAWKSHEAD AVENUE	CUMBRIA
	WORKINGTON Edge of Town Residential Zone Total Number of dwellings:	40	
5	CB-03-A-03	SEMI DETACHED, WORKINGTON HAWKSHEAD AVENUE	CUMBRIA
	WORKINGTON Edge of Town Residential Zone Total Number of dwellings:	40	
6	CB-03-A-04	SEMI DETACHED, WORKINGTON MOORCLOSE ROAD SALTERBACK WORKINGTON Edge of Town No Sub Category Total Number of dwellings:	CUMBRIA
	82		
7	CF-03-A-01	MIXED HOUSES, CARDIFF VIRGIL STREET NINIAN PARK CARDIFF Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:	CARDIFF
	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 Edge of Town Residential Zone Total Number of dwellings:	DETACHED, CREWE	17	CESHIRE
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 Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings:	SEMI D./TERRACED, DRONFIELD		DERBYSHIRE
18	EX-03-A-01 MILTON ROAD CORRINGHAM STANFORD-LE-HOPE Edge of Town Residential Zone Total Number of dwellings:	SEMI-DET., STANFORD-LE-HOPE	20	ESSEX
			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