PROPOSED RESIDENTIAL DEVELOPMENT OF FORMER LONGCAR PRIMARY SCHOOL LONGCAR LANE, BARNSLEY

ON BEHALF OF
STRATA HOMES

TRANSPORT STATEMENT

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February 2008

Ref: 07-355-001.2

V2

Transport Statement prepared by .....
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February 2008

Ref: 07-355-001.2

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1.0 INTRODUCTION

1.1 This Transport Statement forms part of the application by Strata Homes which is seeking full planning permission for the redevelopment of Longcar Primary School to provide 68 dwellings comprising a mix of houses and apartments.

1.2 This Transport Statement has been prepared in accordance with the Department for Transport 'Guidance on Transport Assessment' document. Appendix B of the document provides guidance on various land use size thresholds that require either a Transport Statement or Assessment. For a development of between 50 and 80 residential units, the guidance suggests a Transport Statement is appropriate.

1.3 This Transport Statement considers and addresses the transport issues raised by the proposed residential redevelopment upon the transport network in the vicinity of the application site.

2.0 THE EXISTING SITE AND LOCAL HIGHWAY NETWORK

2.1 The application site is the former Longcar Primary School on Longcar Lane some 700.0 metres to the south of Barnsley town centre, as shown on the Ordnance Survey plan extract and local location plan at Appendix BGH1.

2.2 The application site is presently occupied by the former Longcar Lane Primary School buildings. The school closed in June 2007 but when operational it catered for some 400 infant and junior pupils. It is bounded by Longcar Lane to the south, Racecommon Road to the west, residential properties to the north and Blenheim Road to the east.

2.3 Longcar Lane is a local access road that provides access to the former primary school, Longcar Professional Development Centre and frontage residential development. In the vicinity of the application site, it has a carriageway typically 6.4 metre wide with 2.6 metre wide footways to both sides. Along the application site frontage there are 'keep clear' zigzag road markings on both sides of the carriageway. There are two private gated vehicular accesses off Longcar Lane serving the former school. These are located some 38.0 metres and 80.0 metres to the east of Longcar Lane/Racecommon Road junction.

2.4 Longcar Lane connects with Racecommon Road by way of a simple priority controlled junction. Racecommon Road provides a link between the A6133, Park Road to the south and the A628, West Way to the north. In the immediate vicinity of the application site, it has a 7.8 metre wide carriageway with 2.0 metre wide footways to both sides. It is lit, subject to a 30mph speed limit and provides direct frontage access to a mix of residential, commercial and employment development. For drivers emerging from Longcar Lane there are visibility splays of 2.4 metres x over 100.0 metres in both directions. Immediately south of the Longcar Lane Racecommon Road junction there are bus stops on both sides of Racecommon Road which are served by two buses per hour in each direction. Full details of the bus services are attached at Appendix BGH2.

2.5 On Racecommon Road to the north of Longcar Lane, there are 'no waiting' restrictions between 6:00am and 8:00pm along the application site frontage, with 'keep clear' zigzag road markings on the eastern side. On the western side there is unrestricted on-street car parking generated by the terraced residential properties. Some 38.0 metres north of Longcar Lane there is a dropped kerb uncontrolled pedestrian crossing on Racecommon Road adjacent to a pedestrian only access to the school.

2.6 Some 70.0 metres north of the dropped crossing, an adopted public footpath, named Willow Street, runs east-west along the northern boundary of the application site and provides a pedestrian link between Racecommon Road and Clarendon Street. Clarendon Street runs north-south and terminates at the application site boundary with a turning head. It is a local residential access road with predominantly terraced residential properties to both sides. It has a typical carriageway width of 6.5 metres with 2.0 metre footways to both sides. There is unrestricted on-street parking on both sides of the carriageway generated by the frontage residential development.

2.7 Immediately east of the application site, Longcar Lane forms a priority crossroads junction with Blenheim Road where Longcar Lane is the priority Road. For drivers emerging from Blenheim Road, there are visibility splays of 2.4 metres x 160.0 metres to the right ad 2.4 metres x 72.0 metres to the left. Longcar Lane and Blenheim Road are residential streets with unrestricted on-street parking generated by existing residential development.

2.8 Some 28.0 metres north of the Blenheim Road/Longcar Lane junction there is an access off Blenheim Road serving some 17 garages on the application site. Blenheim Road is a residential access road with a typical carriageway width of 6.4 metres and 2.0 metre wide footways to both sides. There is unrestricted on-street parking generated by frontage residential development.

3.0 PROPOSED DEVELOPMENT AND ITS TRANSPORT IMPACT

3.1 The proposed development is a detailed application for 68 residential dwellings on the application site. The residential dwellings will comprise a mix of apartments and town houses. The proposed site layout plan is attached at Appendix BGH3 and shows the following split in types of dwellings.

Type	No
2 bedroom apartments	16
3 bedroom townhouses	2
4 bedroom townhouses	18
5 bedroom townhouses	16
6 bedroom townhouses	16
Total	68

3.2 It is proposed that the main vehicular/pedestrian access is taken from a simple priority access onto Longcar Lane some 95.0 metres to the east of the Longcar Lane/Racecommon Road junction. This access will serve 52 townhouses and will comprise a 5.5 metre wide carriageway with 2.0 metre footways to both sides and 7.2 metre junction radii at its junction with Longcar Lane. Visibility splays of 2.4 metres x 90.0 metres to the right and 2.4 metres x over 90.0 metres to the left will be provided. Within the site, the 5.5 metre wide access road will connect with 4.5 metre wide shared surface accesses to form a loop road configuration within the site. The apartment element of the development will take vehicular access from a 4.8 metre wide private drive access onto Blenheim Road some 40.0 metres to the north of the Blenheim Road/Longcar Lane junction.

3.3 In addition to the vehicular accesses, there will also be direct pedestrian/cycle linkage onto Racecommon Road.

3.4 In order to assess the sustainability of the development in terms of access to destinations by alterative modes of transport to the private car, an assessment

of the sustainable accessibility for pedestrians, cyclists and public transport users is set out below.

Accessibility on Foot

3.5 As regards walking to local facilities, the Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot sets out the following suggested acceptable walking distances to and from developments for commuting/school and other journeys.

	Trip Purpose	
	Commuting/School	**Other**
Desirable Maximum Distance	500 metres	400 metres
Acceptable Maximum Distance	1,000 metres	800 metres
Preferred Maximum Distance	2,000 metres	1,200 metres

Furthermore, 'Better Places to Live - A Companion Guide to PPG3' states that residents can access, comfortably on food, facilities within an 800 metre walking distance. Set out below is a summary table of local services and approximate walking distances from the application site.

Service	**Walking Distance from Application Site (metres)**
Local shops on Racecommon Road	75
Barnsley town centre	700
Shawlands Primary School	400
Kingston Secondary School	850

The location of these services in relation to the application site is shown on the plan at Appendix BGH4. The plan and table above clearly demonstrate that the application site is within walking distance of a wide range of services, including Barnsley town centre.

Accessibility by Cycle

3.6 The Department of the Environment publication [2001] PPG13, states that:

> "...cycling also has the potential to substitute for short car trips, particularly those under 5.0 kilometres and form part of a longer journey by public transport."

The plan at Appendix BGH5 shows that within 5.0 kilometres of the application site is the entire Barnsley area and surrounding settlements.

Accessibility by Bus

3.7 As outlined in paragraph 2.4, bus stops are located on both sides of Racecommon Road immediately south of the Longcar Lane junction with a summary of the services attached at Appendix BGH2.

3.8 The Institution of Highways and Transportation publication 'Guidelines for Planning for Public Transport in Developments' advises that the maximum walking distance to a bus stop should not exceed 400.0 metres. The bus stops are a walking distance from the centre of the application site and hence are well below the 400 metre threshold.

Summary

3.9 It is concluded that the application site is in a highly sustainable location and offers a wide opportunity for sustainable travel and hence reduce the reliance on the private car.

3.10 In accordance with Department for Transport 'Guidance on Transport Assessment', a multi-modal assessment that identifies the likely number of person trips by mode for the morning and evening peak periods.

3.11 The likely person trip generation and mode of travel has been estimated by interrogating multi-modal surveys within the Trip Rate Information Computer System (TRICS) database under the 'Mixed Private Housing' sub category. Given the application site is located in a sustainable location in terms of proximity to local services, Barnsley town centre and public transport, the use

of average trips rates is considered appropriate. The following average person trip rates for the morning and evening peak hours have been derived with full TRICS output attached at Appendix BGH6.

TRICS Derived Person Trip Rates per Dwelling

Time Period	Arrivals	Departures	Total
Morning Peak Hour	0.206	0.959	1.165
Evening Peak Hour	0.567	0.339	0.906

Applying the above person trip rates to the proposed development of 68 dwellings results in the following peak hour person trips.

Person Trips Generated by 68 Dwellings

Time Period	Arrivals	Departures	Total
Morning Peak Hour	14	65	79
Evening Peak Hour	39	23	62

The findings of TRICS identify the following split of person trips by mode of travel:

Mode of Travel	%
Vehicle Occupants	73.5
Pedestrians	16.9
Public Transport Users	6.8
Cyclists	2.7

3.12 Applying the above modal split assuming a vehicle occupancy rate of 1.5, results in the following peak hour trips by mode of travel.

Mode of Travel	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Arrivals
Vehicle	7	31	38	19	11	30
Pedestrian	3	11	14	7	4	11
Public Transport	1	4	5	3	2	5
Cyclist	0	2	2	1	1	2
Total	11	48	59	30	18	48

3.13 The table above shows that the proposed development is likely to generate some 38 vehicle movements during the morning peak hour and some 30 during the evening peak hour. This equates to one additional vehicle movement every two minutes and is unlikely to be noticeable and hence result in no material impact upon the operation of the local highway network. It has been demonstrated the surrounding highway is on a sufficient standard to accommodate safely the vehicular traffic likely to be generated by the development.

3.14 Furthermore when compared with existing school land use, the proposed residential development is likely to generate both fewer person and vehicular trips during the peak periods. The impact of this is that there will be fewer vehicle movements on the local highway network and in particular pupil pick up/ drop off vehicle movements and associated on street car parking.

4.0 SUMMMARY AND CONCLUSIONS

4.1 This Transport Statement forms part of the application by Strata Homes who are seeking full planning permission for the redevelopment of Longcar Primary School to provide 68 dwellings comprising a mix of houses and apartments.

4.2 The proposed development is a detailed application for 68 residential dwellings comprising a mix of apartments and town houses on the application site.

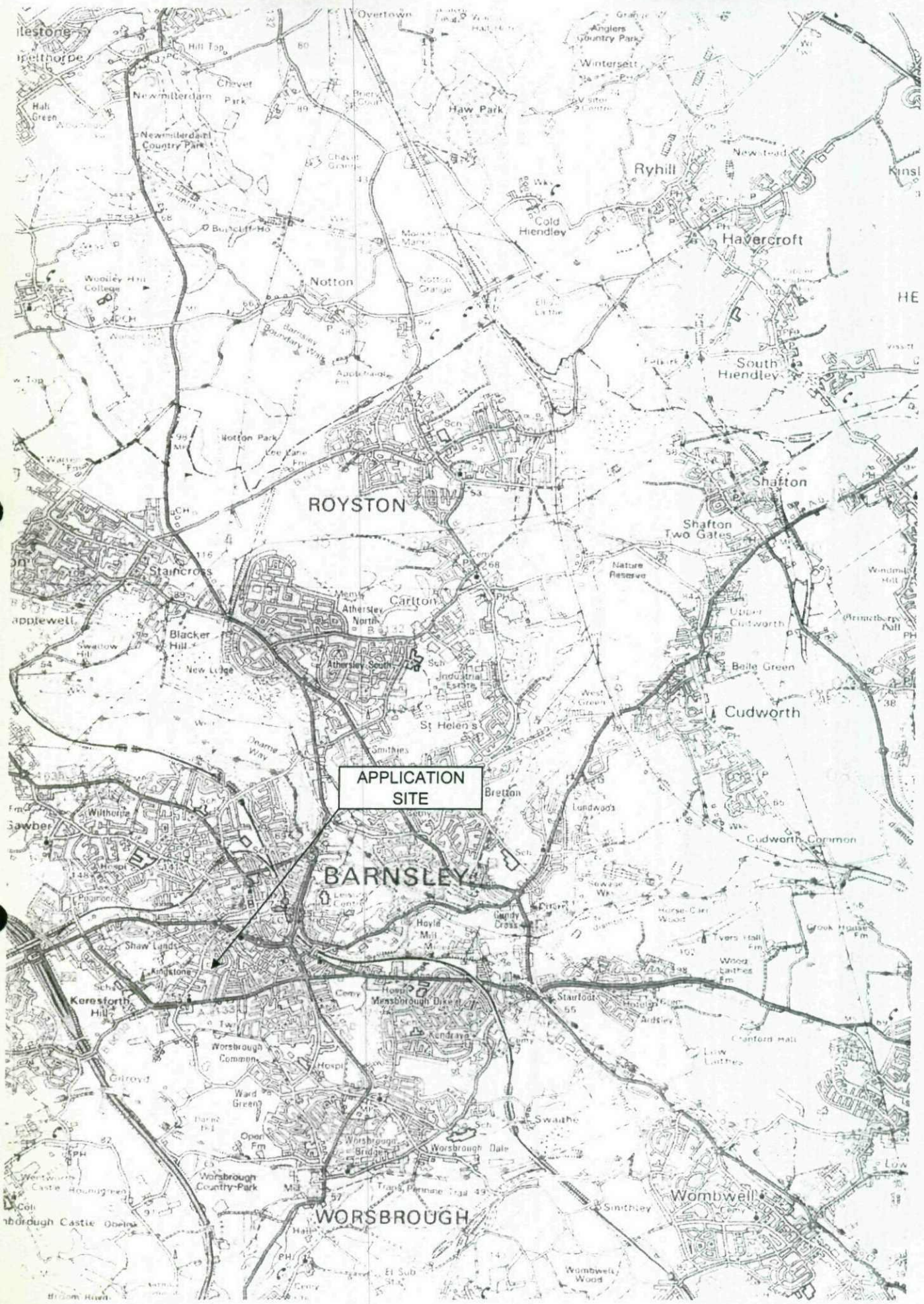
4.3 It is proposed that the main vehicular/pedestrian access is taken from a simple priority access onto Longcar Lane some 95.0 metres to the east of the Longcar Lane/Racecommon Road junction. This access will serve 45 townhouses and will comprise a 5.5 metre wide carriageway with 2.0 metre footways to both sides and 7.2 metre junction radii at its junction with Longcar Lane. Visibility splays of 2.4 metres x 90.0 metres to the right and 2.4 metres x over 90.0 metres to the left will be provided. Within the site, the 5.5 metre wide access road will connect with 4.5 metre wide shared surface accesses to form a loop road configuration within the site. The apartment element of the development will take vehicular access from a 4.8 metre wide private drive access onto Blenheim Road some 40.0 metres to the north of the Blenheim Road/Longcar Lane junction.

4.4 The application site is in a highly sustainable location with bus stops within 200 metres of the site and all local facilities including Barnsley Town Centre are within a convenient walk distance. The close proximity of local services and Barnsley town centre ensures the site is well placed to encourage sustainable travel, in line with PPG13 objectives.

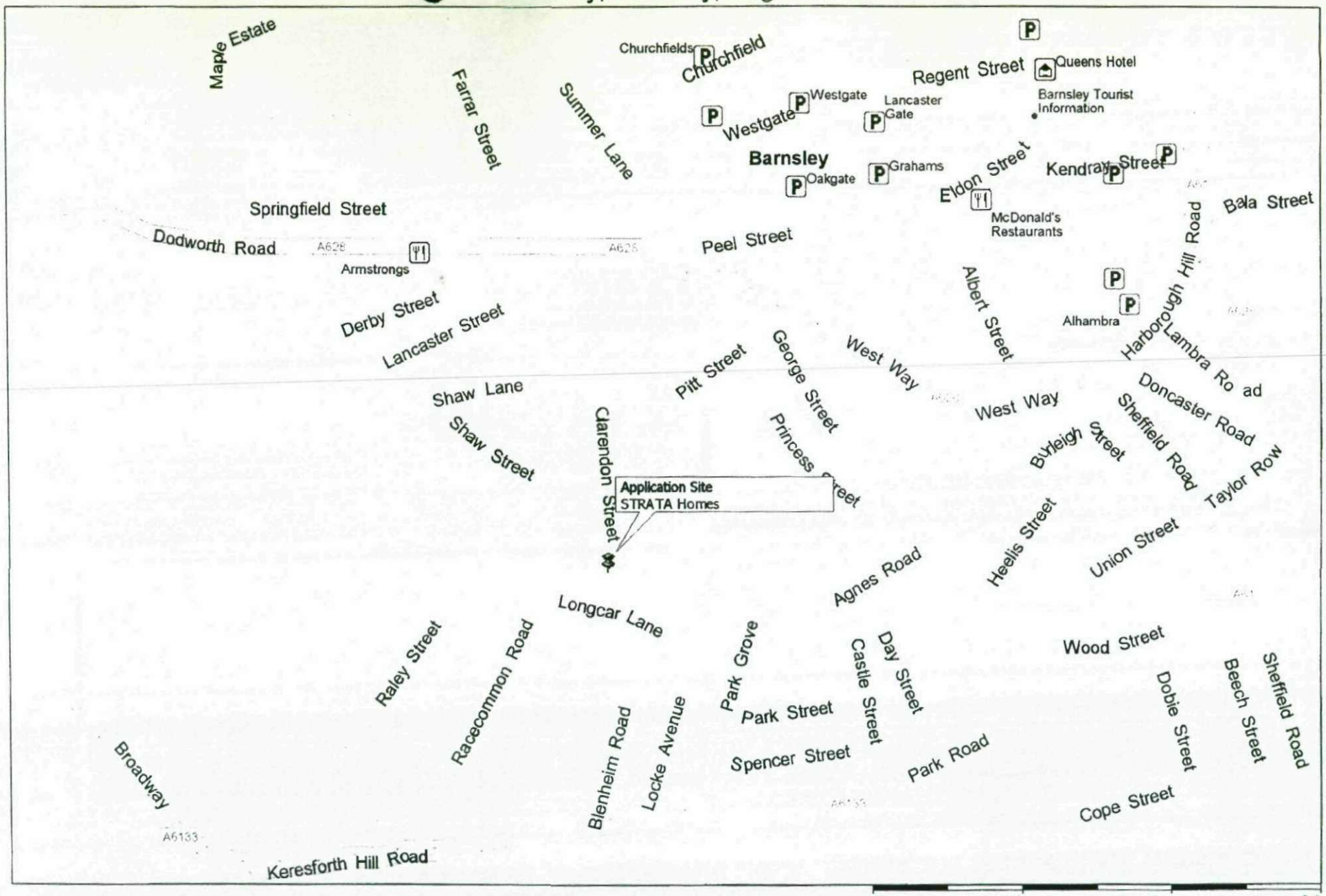
4.5 The proposed residential development is likely to generate less person and vehicle trips than the previous Longcar Primary School when it was operational. This will reduce any on street car parking on the surrounding highway network.

4.6 It is concluded therefore that the application proposals are in a highly sustainable location and the traffic likely to be generated by the proposals can be accommodated in traffic capacity and highway safety terms upon the local highway network. Hence planning permission should not be withheld for these reasons.

APPENDIX BGH 1


APPLICATION SITE
ROYSTON
BARNSLEY
WORSBROUGH
Overtown
Hill Top
Chevet Park
Newmiller Dam
Newmillerdam Country Park
Haw Park
Wintersett
Anglers Country Park
Ryhill
Cold Hiendley
Havercroft
Notton
Woolley Hall College
Barnsley Boundary Walk
South Hiendley
Shafton
Shafton Two Gates
Nature Reserve
Staincross
Carlton
Athersley North
Athersley South
Blacker Hill
New Lodge
Industrial Estate
St Helen's
Cudworth
Bretton
Cudworth Common
Wilthorpe
Hoyle Mill
Shaw Lands
Kingstone
Keresforth Hill
Messborough Dike
Worsborough Common
Ward Green
Worsborough Country Park
Worsborough Bridge
Worsborough Dale
Swaithe
Stairfoot
Cranford Hall
Wombwell
Smithley
Wombwell Wood

Barnsley, Barnsley, England



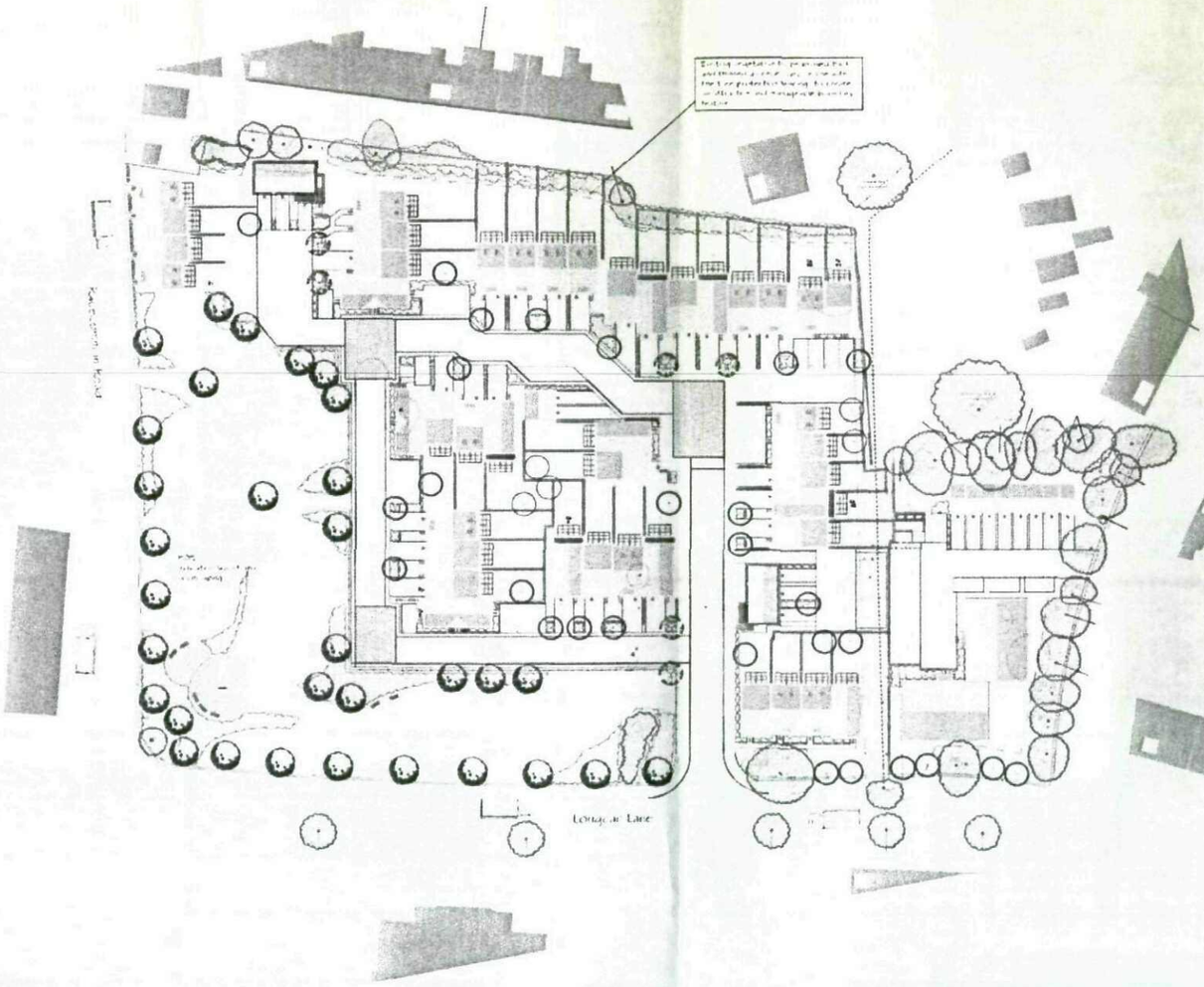
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APPENDIX BGH 2

EXISTING BUS SERVICES
BARNSLEY

		Monday - Friday		Saturday		Sunday	
Service	**Route (both directions)**	**Daytime**	**Evening**	**Daytime**	**Evening**	**Daytime**	**Evening**
7	Barnsley Interchange - Longcarr - Kingstone - Worsbrough - Birdwell (circular)	60 mins	120 mins	60 mins	120 mins	3 services	3 services
8	Barnsley Interchange - Longcarr - Worsbrough - Ward Green - (circular)	60 mins	-	60 mins	-	-	-
9	Barnsley Interchange - Longcarr - Kingstone - Worsbrough - Ward Green - (circular)	60 mins	2 services	60 mins	2 services	-	-

APPENDIX BGH 3



KEY

Existing vegetation to be retained

Existing vegetation to be removed

Proposed deciduous standard tree planting

Proposed evergreen standard tree planting

Proposed shrub planting

Proposed 1500mm high acoustic screen wall

Proposed 1800mm high close boarded timber fence

Proposed 900mm high horizontal tubular steel machine mould steel posts

Proposed tree protection fencing

Proposed surfacing in 200x 100mm pink etc paviors laid herringbone

GENERAL CONCEPT

The landscape design concept within this scheme has been developed to complement and enhance the built environment by enclosing the hierarchy of spaces that have been developed without compromising security and impeding natural surveillance.

The landscape design will provide structure and form, creating open space with a purpose and developing local character and a sense of place within the scheme.

SOFT LANDSCAPE

PROTECTION OF EXISTING VEGETATION

Reference should be made to Tree report by TCA May 2007

Existing vegetation to be retained on site shall be protected where necessary during works by 2.3m high metal mesh fencing secured to a scaffold tubing framework all in accordance with BS 5837 2005. Protective fencing shall be erected on the canopy drip line where possible.

Tracking of machinery, storage of chemicals and building materials shall not be permitted within the protected area. Leaks or spills should be removed immediately and the contaminated soil replaced. No fire shall be lit within 5m of the canopy spread.

Any excavation work beneath the canopy spread shall be carried out by hand.

All works affecting trees within the development shall be subject to BS 5837 2005.

TREE PLANTING

Extensive planting of heavy standard, selected standard and standard trees throughout the development will create a structure to the site and an extensive canopy on maturity, breaking up the building line from outside the site. Planting of extra heavy standard trees within the Public Open Space will add to the existing tree canopy around the perimeter of the site.

Foundation design of new buildings may accommodate proposed tree planting in accordance with NHBC guidelines.

Species to be chosen from:

Acer platanoides 'Columnare' (ApC)	Prunus 'Sargentii' (Ps)
Acer platanoides 'Deborah' (ApD)	Prunus subhirtella 'Autumnalis Rosea' (Psa)
Acer platanoides 'Princeton Gold' (ApP)	Pyrus calleryana 'Chanticleer' (Pyc)
Acer rubrum (Ar)	Quercus palustris (Qp)
Amelanchier canadensis	Quercus robur (Qr)
Betula pendula (Be)	Sorbus aucuparia 'Asplenifolia' (Sau)
Corylus colurna (Cc)	Sorbus aucuparia 'Sheerwater Seedling' (Sas)
Fraxinus angustifolia 'Raywood' (Fra)	Tilia cordata 'Greenspire' (Tcg)
Malus 'Evereste' (Me)	Tilia x europaea 'Pallida' (Tep)

This list is not exhaustive and other species will be given consideration in the introduction of unusual or specimen trees.

SHRUB PLANTING

A mix of evergreen and flowering shrubs will be planted within the site to soften the edges and define the space. Use of a range of hedges, shrubs, a mini orchard garden will locally characterise zones within the site. The effect will be enhanced by planting to the frontage of the hedges. Adding colour and texture to the streetscene.

Species to be confirmed on site, as necessary.

This list is indicative only and will be subject to detailed planting plans.

Berberis thunbergii 'atropurpurea' (Bth), Berberis darwinii (Bd), Berberis x stenophylla 'Corallina Compacta' (Bsc), Berberis x stenophylla 'Irwinii' (Bsi), Buddleja davidii 'Black Knight' (Bdbk), Buddleja davidii 'Dartmoor' (Bdd), Buddleja davidii 'Nanho Blue' (Bdnb), Buddleja davidii 'Nanho Purple' (Bdnp), Buddleja davidii 'Pink Delight' (Bdpd), Buddleja davidii 'White Profusion' (Bdwp), Chaenomeles speciosa 'Jet Trail' (Csjt), Cornus alba 'Sibirica' (Cas), Cornus sanguinea 'Midwinter Fire' (Csmf), Cotoneaster horizontalis (Ch), Cotoneaster lacteus (Cl), Cotoneaster 'Rothschildianus' (Cr), Crataegus monogyna (Cm), Deutzia x elegantissima 'Rosealind' (Der), Escallonia 'Apple Blossom' (Eab), Escallonia 'Iveyi' (Ei), Escallonia 'Pride of Donard' (Epd), Escallonia 'Red Dream' (Erd), Escallonia 'Slieve Donard' (Esd), Euonymus fortunei 'Emerald Gaiety' (Efeg), Euonymus fortunei 'Emerald 'n' Gold' (Efeng), Euonymus fortunei 'Silver Queen' (Efsq), Fuchsia 'Mrs Popple' (Fmp), Hebe 'Autumn Glory' (Hag), Hebe 'Great Orme' (Hgo), Hebe 'Midsummer Beauty' (Hmb), Ilex aquifolium 'J.C. van Tol' (Iaj), Lavandula angustifolia 'Hidcote' (Lah), Lavandula angustifolia 'Munstead' (Lam), Lonicera nitida 'Baggesen's Gold' (Lnbg), Lonicera nitida 'Elegant' (Lne), Lonicera pileata (Lp), Mahonia aquifolium (Maq), Osmanthus delavayi (Od), Osmanthus heterophyllus 'Goshiki' (Ohg), Pittosporum tenuifolium 'Tom Thumb' (Ptt), Potentilla fruticosa 'Abbotswood' (Pfa), Potentilla fruticosa 'Elizabeth' (Pfe), Potentilla fruticosa 'Red Ace' (Pfra), Potentilla fruticosa 'Tangerine' (Pft), Prunus laurocerasus 'Otto Luyken' (Plo), Prunus lusitanica 'Myrtifolia' (Plm), Prunus tenella 'Fire Hill' (Ptfh), Pyracantha 'Orange Glow' (Pyog), Ribes sanguineum 'Brocklebankii' (Rsb), Rosa 'Fru Dagmar Hastrup' (Rdh), Rosa 'Scarlet Fire' (Rsf), Rosa 'The Fairy' (Rtf), Rosmarinus officinalis 'Prostratus' (Rop), Santolina chamaecyparissus (Sc), Skimmia japonica 'Rubella' (Sjr), Spiraea japonica 'Goldflame' (Sjg), Spiraea japonica 'Little Princess' (Sjlp), Symphoricarpos albus laevigatus (Sal), Viburnum davidii (Vd), Viburnum opulus 'Compactum' (Voc), Viburnum tinus 'Eve Price' (Vtep), Weigela florida 'Foliis Purpureis' (Wfp), Weigela 'Looymansii Aurea' (Wla).

HEDGE PLANTING

Each plant species will be planted in double staggered rows with the plants within the dual rows planted at the required hedging density per metre run. Plants will be supplied in containers or as bare root plants as shown in the Specification.

PUBLIC OPEN SPACE

The POS will be located along the eastern side of the Racecommon Road frontage and to the south of Longcar Lane. The POS will provide a key point within the site itself and a natural area beyond the site boundary. Pedestrian link routes towards the green space allowing for circular and looped walks for social interaction.

The Open Space to the Racecommon Road frontage will provide a visual break to the main road and create a green 'lung' point within this busy and predominantly hard landscape.

A central space will provide a gathering point for community activities and smaller sitting areas will be positioned at each end of the space, keeping the setting open, rather than enclosed, allowing natural surveillance of the spaces from the surrounding buildings which will deter anti-social behaviour.

Surrounding the site, the new green space will integrate to the existing landscape on all sides of the site, thus allowing the retention of significant mature trees to the east of the site. The retention of the existing trees will enhance the setting of the surrounding development and will help to integrate the new into the existing.

For the Landscape Specification and Management Plan, TPO trees added ... (in accordance with TPC schedule ... (NOT to be included).

Sue Farmer Associates
Landscape Architects

fda landscape

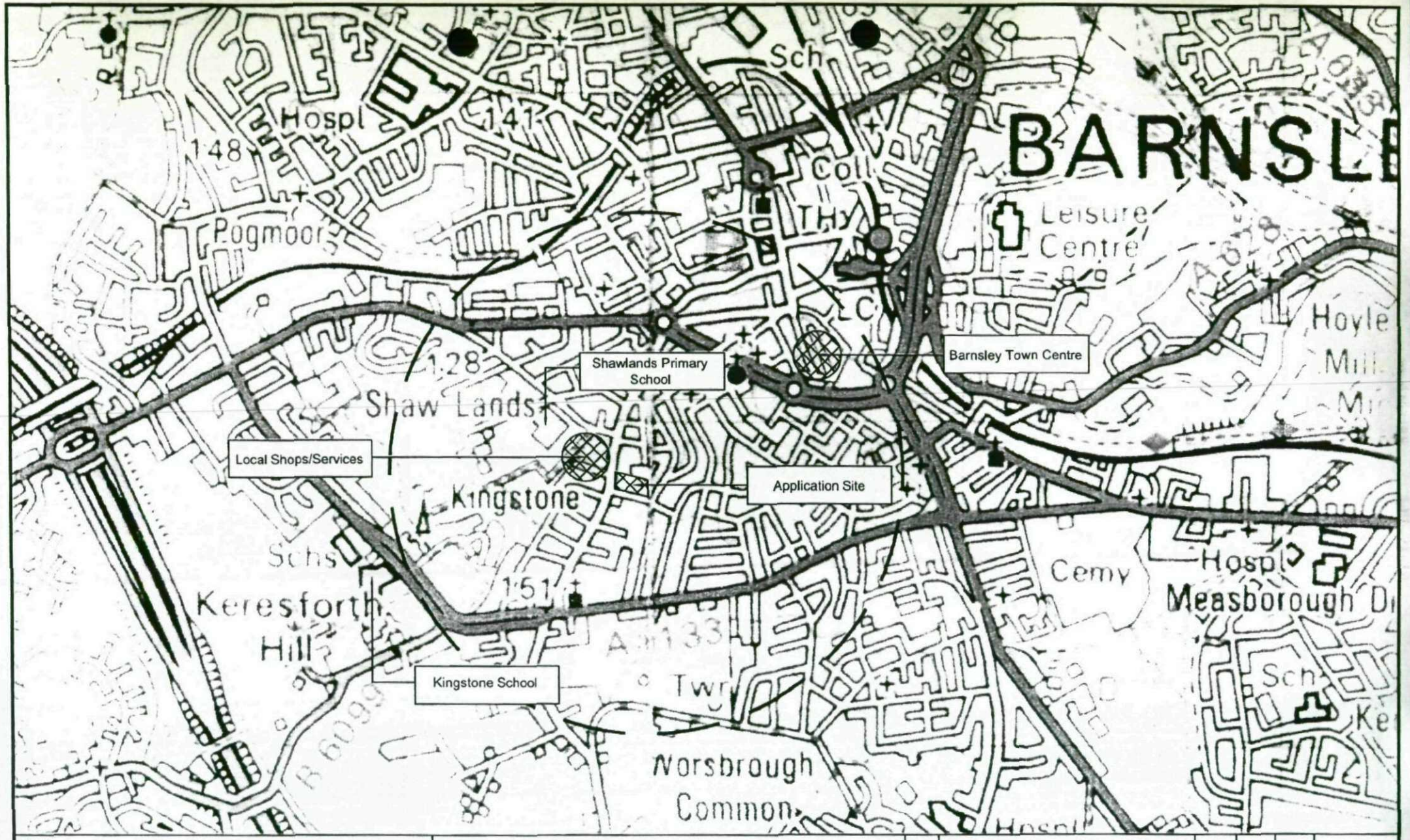
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Project: Residential Development, LONGCAR LANE, BARNSLEY

Drawing title: LANDSCAPE MASTERPLAN

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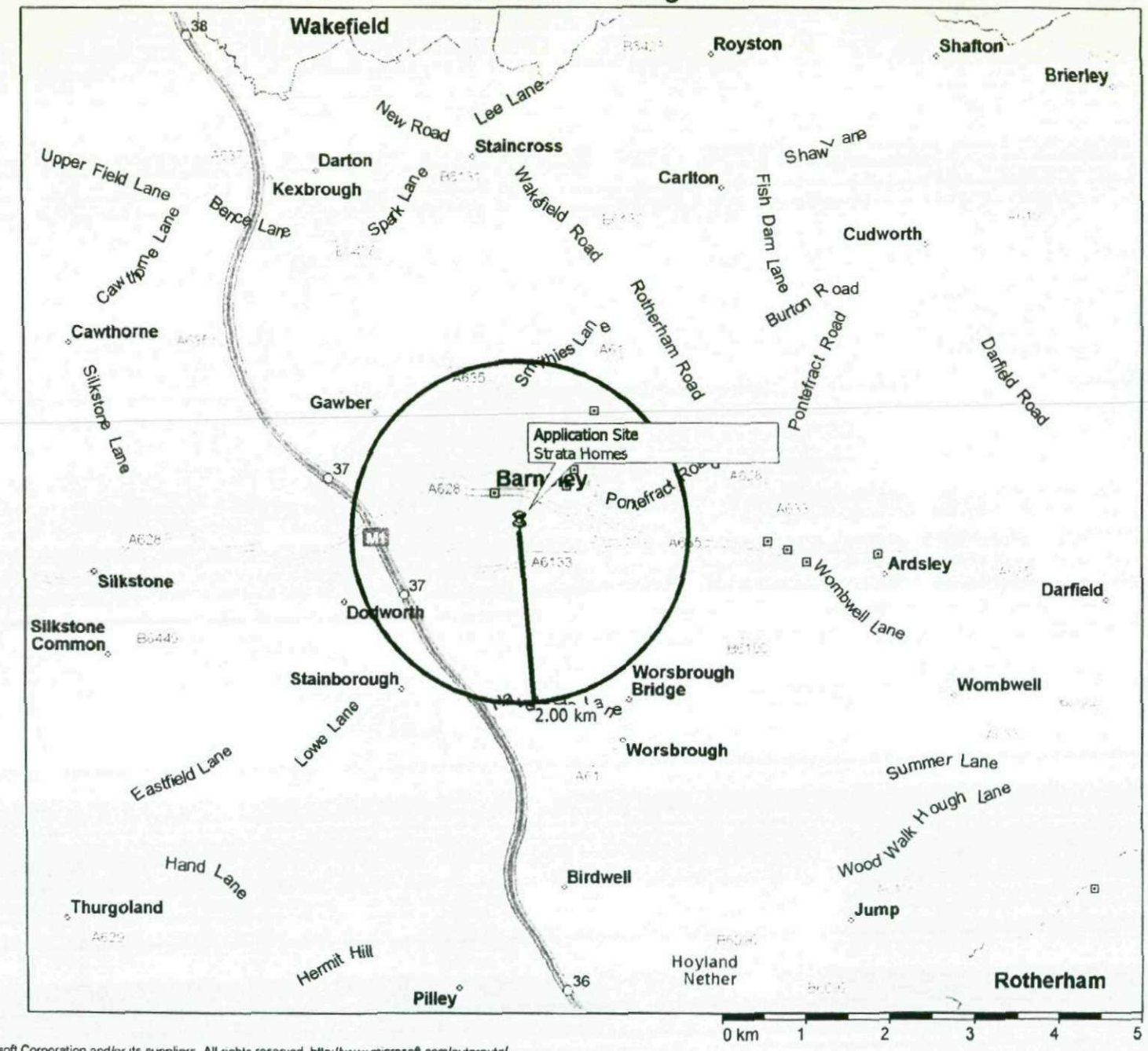
APPENDIX BGH 4



Client: STRATA HOMES	Project: LONGCAR SCHOOL BARNSLEY	Rev	Amendments	Drawn	Chkd	Appr	Date
BRYAN · G · HALL consulting civil & transportation planning engineers	Title: SERVICES AND SCHOOLS WITHIN 800 metre CATCHMENT AREA	Scale: NTS	Date: 09/07/07	Doc Sheet No			
Bryan G Hall Ltd, Suite 8E Joseph's Well Hanover Walk Leeds LS3 1AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2291 http://www.bryanghall.co.uk		Drawn: AC	Checked: DB	Approved: DB			
		Job No: 07_355	Drawing No: 07_355_TR_001	Rev: –			

FILENAME

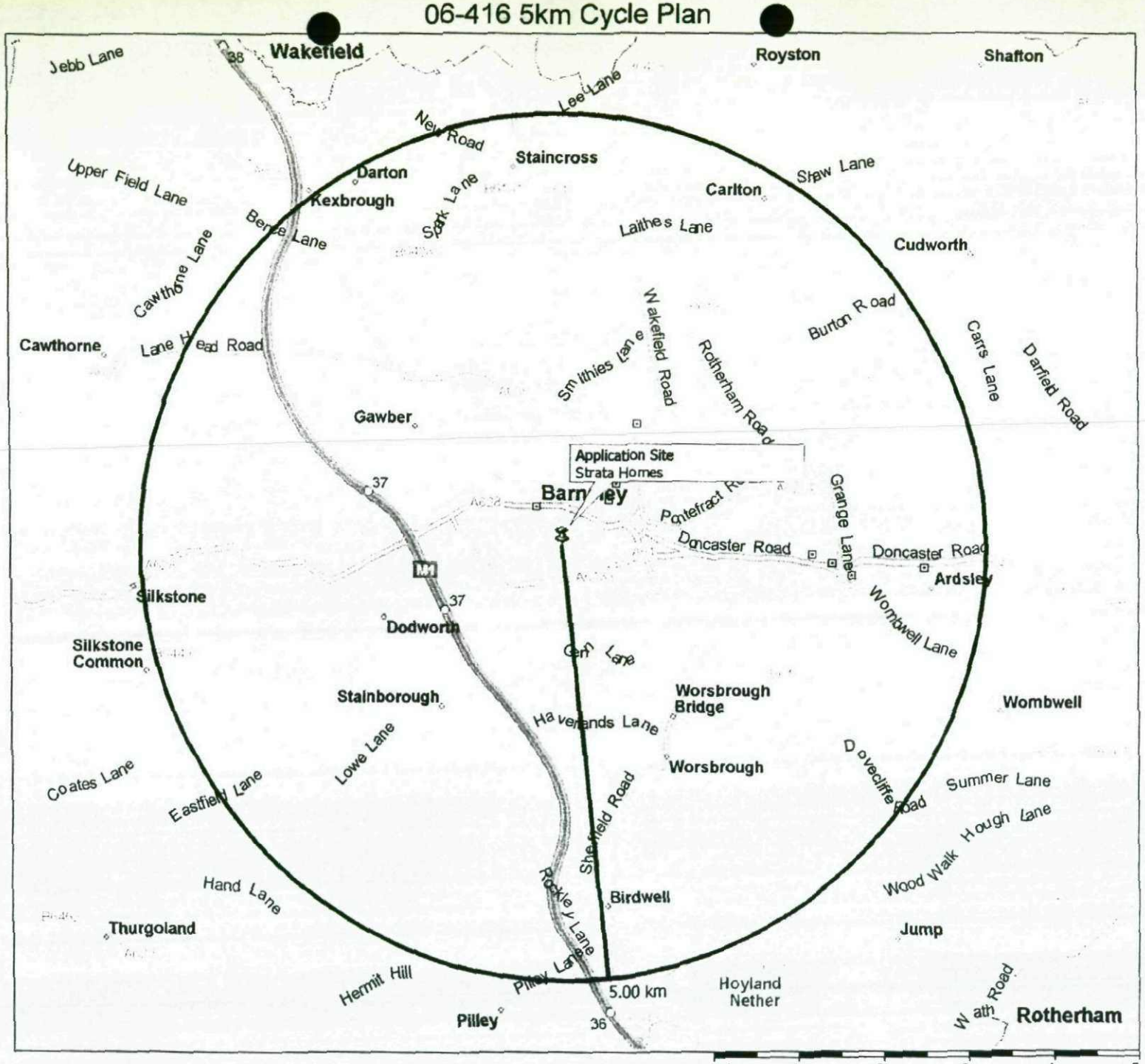
07-355 2km Walking Plan



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APPENDIX BGH 5

06-416 5km Cycle Plan



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APPENDIX BGH 6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : K - MIXED PRIVATE HOUSING
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	**GREATER LONDON**		
	BN	BARNET	1 days
	HG	HARINGEY	1 days
	IS	ISLINGTON	1 days
	LW	LEWISHAM	1 days
02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	HF	HERTFORDSHIRE	1 days
	RE	READING	1 days
03	**SOUTH WEST**		
	GS	GLOUCESTERSHIRE	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	1 days
	SF	SUFFOLK	2 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
06	**WEST MIDLANDS**		
	ST	STAFFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	2 days
08	**NORTH WEST**		
	LC	LANCASHIRE	1 days
09	**NORTH**		
	TV	TEES VALLEY	1 days

Main parameter selection:

Parameter: Number of households
Range: 12 to 491 (units:)

Date Range: 01/01/99 to 23/01/07

Selected survey days:

Monday	2 days
Tuesday	5 days
Wednesday	3 days
Thursday	6 days
Friday	4 days

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIVATE HOUSING

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 HHOLDS

BOLD print indicates peak (busiest) period

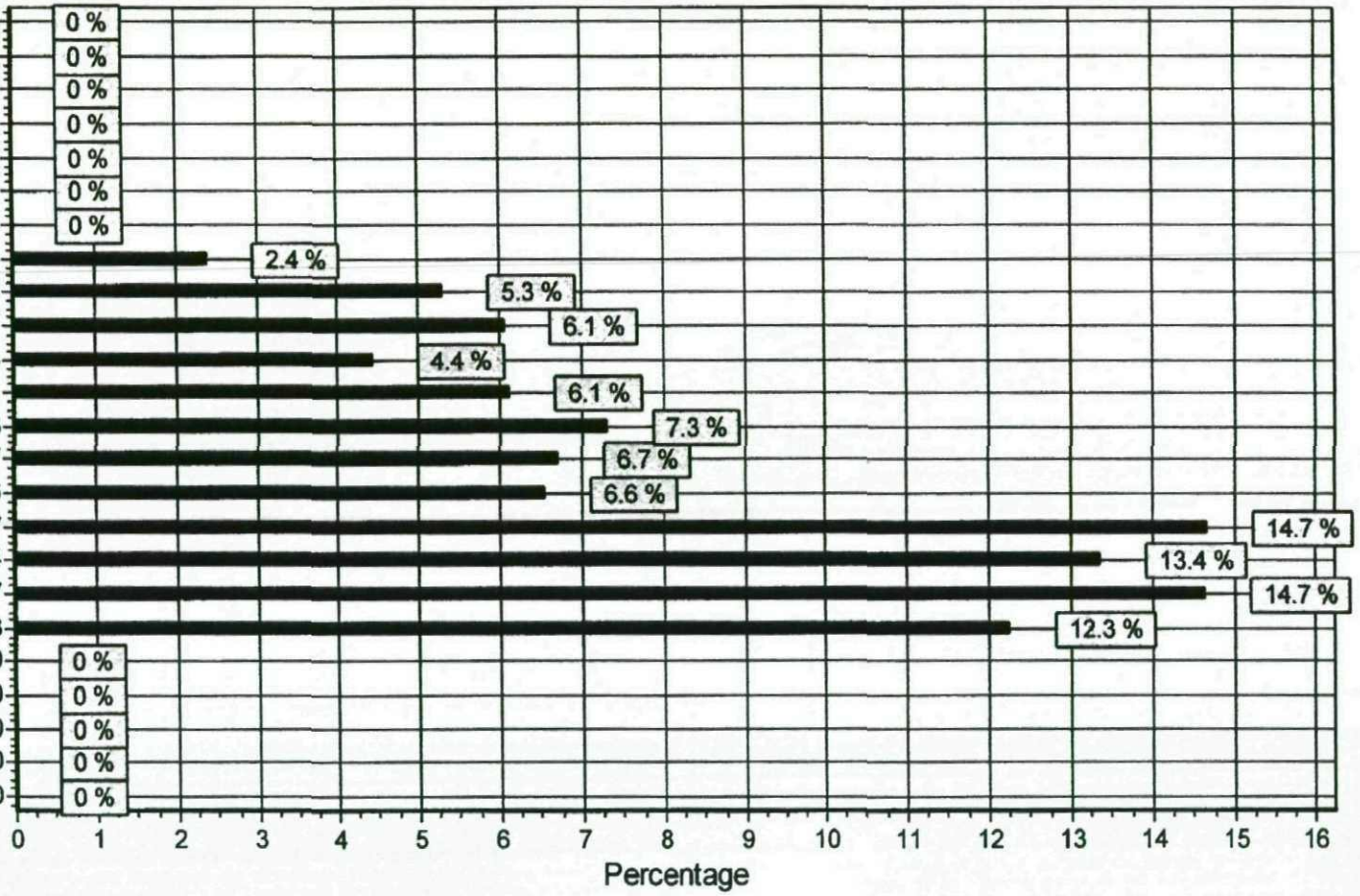
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	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	20	156	0.093	20	156	0.379	20	156	0.472
08:00 - 09:00	20	156	0.206	**20**	**156**	**0.959**	**20**	**156**	**1.165**
09:00 - 10:00	20	156	0.235	20	156	0.331	20	156	0.566
10:00 - 11:00	20	156	0.172	20	156	0.270	20	156	0.442
11:00 - 12:00	20	156	0.237	20	156	0.229	20	156	0.466
12:00 - 13:00	20	156	0.283	20	156	0.252	20	156	0.535
13:00 - 14:00	20	156	0.260	20	156	0.271	20	156	0.531
14:00 - 15:00	20	156	0.254	20	156	0.245	20	156	0.499
15:00 - 16:00	**20**	**156**	**0.568**	20	156	0.307	20	156	0.875
16:00 - 17:00	20	156	0.518	20	156	0.328	20	156	0.846
17:00 - 18:00	20	156	0.567	20	156	0.339	20	156	0.906
18:00 - 19:00	20	156	0.475	20	156	0.370	20	156	0.845
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:			3.868			4.280			8.148

Parameter summary

Trip rate parameter range selected:	12 - 491 (units:)
Survey date date range:	01/01/99 - 23/01/07
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	4

TRIP RATE GRAPH - ARRIVALS 03 - RESIDENTIAL K - MIXED PRIVATE HOUSING MULTI-MODAL TOTAL PEOPL

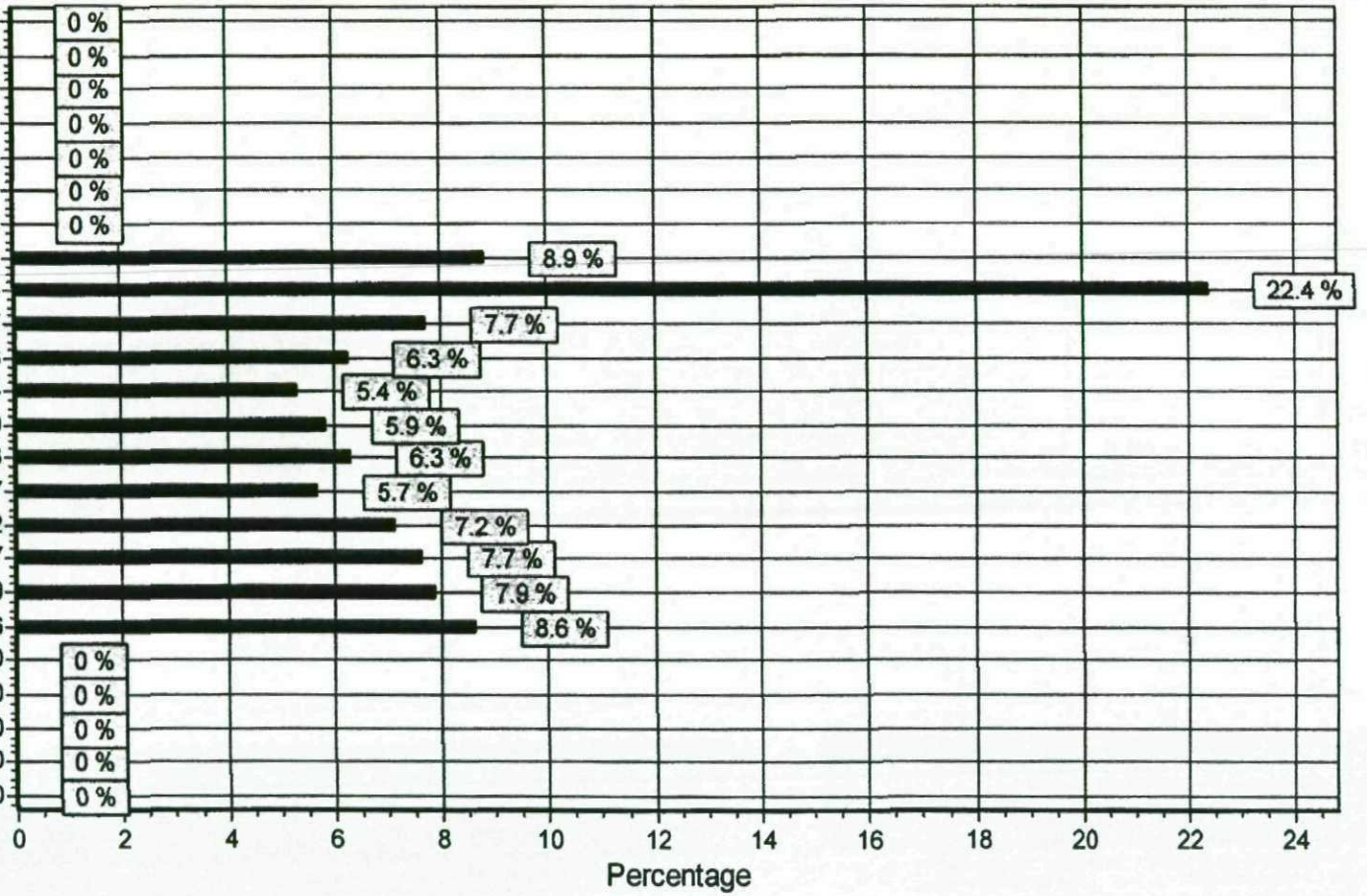
Time	Rate	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.093	2.4
08:00-09:00	0.206	5.3
09:00-10:00	0.235	6.1
10:00-11:00	0.172	4.4
11:00-12:00	0.237	6.1
12:00-13:00	0.283	7.3
13:00-14:00	0.260	6.7
14:00-15:00	0.254	6.6
15:00-16:00	0.568	14.7
16:00-17:00	0.518	13.4
17:00-18:00	0.567	14.7
18:00-19:00	0.475	12.3
19:00-20:00	0.000	0.0
20:00-21:00	0.000	0.0
21:00-22:00	0.000	0.0
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



Bryan G Hall Joseph's Well Leeds Licence No: 604801

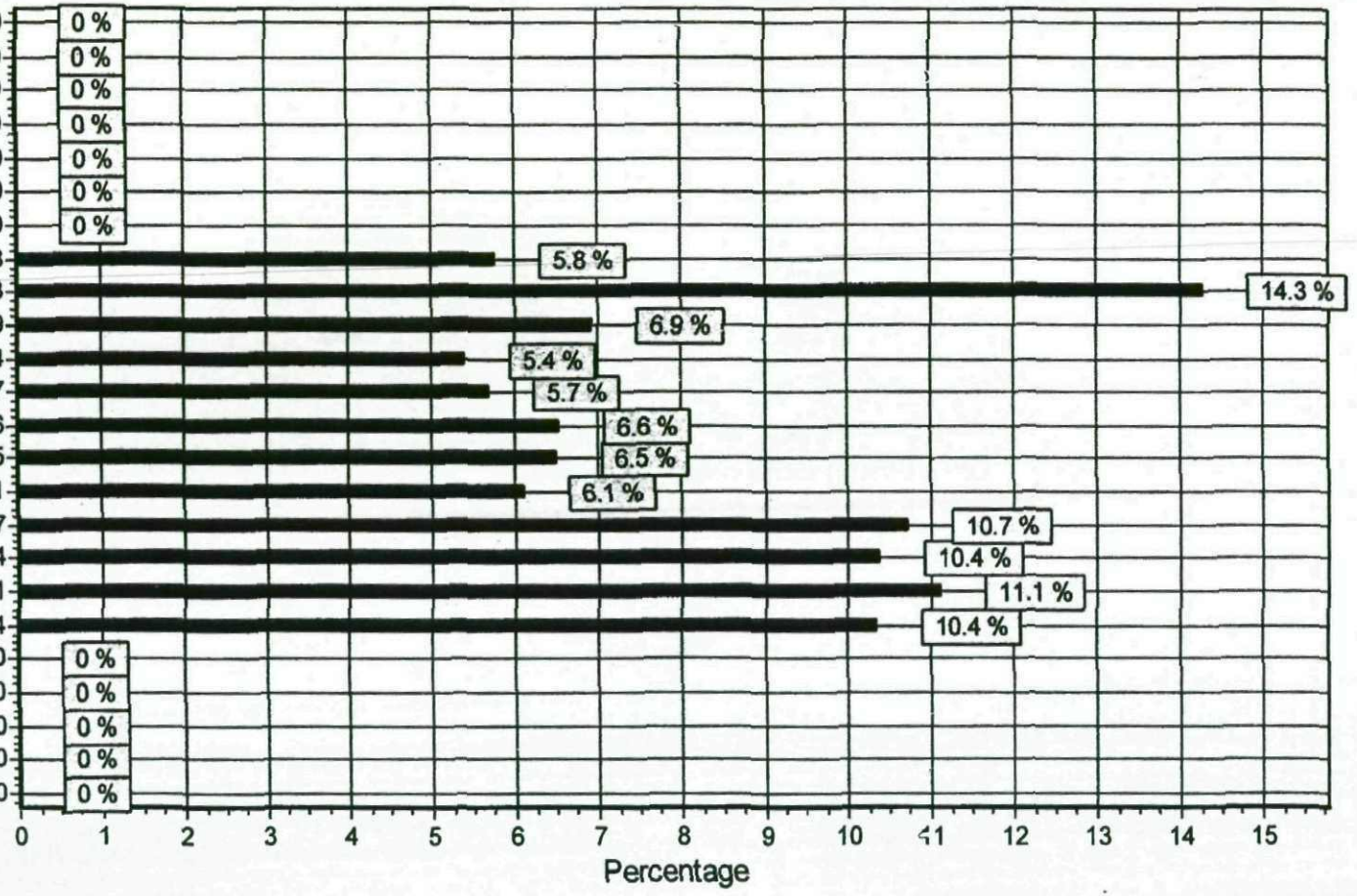
TRIP RATE GRAPH - DEPARTURES 03 - RESIDENTIAL K - MIXED PRIVATE HOUSING MULTI-MODAL TOTAL PE

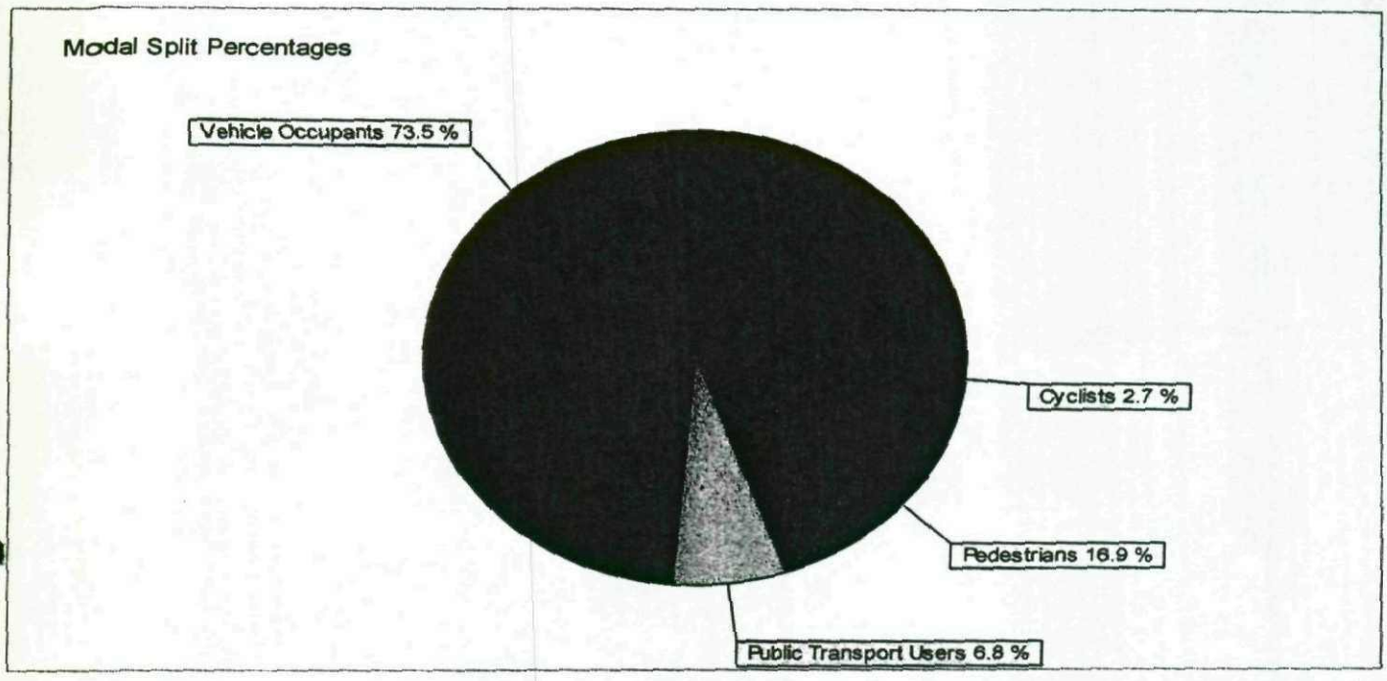
Time	Rate	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.379	8.9
08:00-09:00	0.959	22.4
09:00-10:00	0.331	7.7
10:00-11:00	0.270	6.3
11:00-12:00	0.229	5.4
12:00-13:00	0.252	5.9
13:00-14:00	0.271	6.3
14:00-15:00	0.245	5.7
15:00-16:00	0.307	7.2
16:00-17:00	0.328	7.7
17:00-18:00	0.339	7.9
18:00-19:00	0.370	8.6
19:00-20:00	0.000	0.0
20:00-21:00	0.000	0.0
21:00-22:00	0.000	0.0
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



TRIP RATE GRAPH - TOTALS 03 - RESIDENTIAL K - MIXED PRIVATE HOUSING MULTI-MODAL TOTAL PEOPLE

Time	Rate	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.472	5.8
08:00-09:00	1.165	14.3
09:00-10:00	0.566	6.9
10:00-11:00	0.442	5.4
11:00-12:00	0.466	5.7
12:00-13:00	0.535	6.6
13:00-14:00	0.531	6.5
14:00-15:00	0.499	6.1
15:00-16:00	0.875	10.7
16:00-17:00	0.846	10.4
17:00-18:00	0.906	11.1
18:00-19:00	0.845	10.4
19:00-20:00	0.000	0.0
20:00-21:00	0.000	0.0
21:00-22:00	0.000	0.0
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0




Modal Split Percentages
Vehicle Occupants 73.5 %
Cyclists 2.7 %
Pedestrians 16.9 %
Public Transport Users 6.8 %