Unit 2
The Office Campus
Paragon Business Park
Red Hall Court
Wakefield
WF1 2UY

PROPOSED RESIDENTIAL DEVELOPMENT ON LAND OFF NEW ROAD, PILLEY

ADDENDUM TO TRANSPORT STATEMENT

1156 / July 2016

CONTENTS

1 INTRODUCTION 1
2 EXISTING SITUATION 2
2.1 Introduction 2
2.2 Local Highway Network 2
2.3 Road Traffic Accidents 2
2.4 Transport Sustainability 3
3 THE DEVELOPMENT PROPOSALS 6
3.1 Proposed Development 6
3.2 Vehicular Access 6
3.3 Servicing 7
3.4 Parking Provision 7
3.5 Pedestrian and Cycle Provision 7
3.6 Traffic Impact 7
4 CONCLUSIONS 10

APPENDICES

Appendix A Site Location, Pedestrian & Cycle Catchment
Appendix B Transport Statement (dated 22 August 2013 Revision A)
Appendix C Road Traffic Accidents
Appendix D Proposed Development
Appendix E TRICS Data

1 INTRODUCTION

1.1.1 Paragon Highway Consultants have been appointed to prepare this Addendum to the Transport Statement prepared by CoDa Transportation dated August 2013 relating to the proposal to increase the number of dwellings on the site off New Road, Pilley. The location of the site in relation to the local highway network is shown at Appendix A.

1.1.2 The original development was for 41 new dwellings, and contained a new internal access road served from a single junction off New Road. The original development was given conditional outline planning approval including means of access (Planning Application Number 2013/1007) which was approved during December 2014.

1.1.3 The latest proposals are to increase the number of dwellings on the site to 56, which will include a mix of 2, 4, and 5 bedroom dwellings. These new dwellings will be served from a new internal access road similar to the agreed access arrangements as part of the previous planning approval. Parking and turning spaces within the site are proposed to allow all vehicles to enter and leave in a forward gear.

1.1.4 This addendum to the original Transport Statement demonstrates that the proposals should be acceptable for planning approval purposes.

2 EXISTING SITUATION

2.1 Introduction

2.1.1 The site benefits from planning approval (Planning Application Number 2013/1007) for a residential development of 41 new dwellings. The development was approved during December 2014, and as part of the planning application a Transport Statement was submitted (prepared by CoDa Transportation) which considered the highway and traffic implications of the development proposals, together with the sites sustainability. A copy of the Transport Statement is shown on the plan at Appendix B. The planning approval was outline, and included means of access.

2.2 Local Highway Network

2.2.1 The local highway network was fully appraised within the original Transport Statement within section 2 of that report, and included an appraisal of the existing highway infrastructure along New Road.

2.2.2 As part of the local highway appraisal it was determined that New Road is an all-purpose access road providing a link between Pilley and the nearby settlement of Tankersley, and adjacent to the site New Road is around 5.5m in width with a 2m wide verge along the north side and a 1.6m wide footway along the south side. The road contains street lighting to side road standards and is subject to a 30mph speed limit. New Road is subject to light traffic volumes generally, with no apparent capacity issues at nearby junctions.

2.3 Road Traffic Accidents

2.3.1 The personal injury accident data was appraised along the adjacent local highway network as part of the Transport Statement, and revealed that there were no reported injury accidents along New Road during the 5 year study period prior to the 29th April 2013, although there were 3 incidents along Lidgett Lane and 1 incident along Pilley Green. All of these incidents were classified as slight.

2.3.2 To determine whether there is any change in the safety record of the adjacent highway network, the personal injury accident records for the 5 year period between January 2010 and December 2014 have been obtained from Crashmap.co.uk. The search area includes all roads contained within the original search area as part of the Transport Statement including New Road, Pilley Green, and Lidgett Lane. The road traffic accident data is shown at Appendix C.

2.3.3 Within the study area there has been one additional accident located on Lidgett Lane during August 2013. The collision involved a car and a pedal cycle, and was classified as slight. This incident occurred during the daylight hours and during fine weather.

2.3.4 It should be noted that there were no reported injury accidents along New Road during the study period. Therefore, 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.

2.3.5 The relatively good injury accident record within 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, when compared to the previously approved development.

2.4 Transport Sustainability

2.4.1 Section 5 of the original Transport Statement focuses on access to the site via sustainable travel methods.

2.4.2 The site is located in a sustainable location within close proximity to the local services and facilities within Pilley and Tankersley.

2.4.3 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's).

2.4.4 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.

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

2.4.6 Therefore, the findings with the Transport Statement in relation to the walking distance of 2km still applies, which identifies a number of essential services and amenities including a newsagents/ post office, a primary school, and the Wentworth Business Park, providing excellent employment opportunities within the area. The pedestrian catchment plan is included at Appendix A.

2.4.7 With regard 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". As identified within section 5 of the Transport Statement, Barnsley Council Cycle Map identifies two cycle routes along New Road which include the National Cycle Network No 67, and No 6. There are significant local centres, commercial, and residential areas within this catchment including the settlements of Hoyland, Jump, Elsecar, Birdwell, Worsborough, and High Green providing potential for residents to cycle from their homes to work, shop or for leisure purposes. The cycle catchment plan is shown at Appendix A.

2.4.8 There are bus stops located on New Road around 300m from the site and subsequently located well within the recommended maximum walking distance of 400m to a bus stop.

2.4.9 The 7/7A service provides a 2 hour frequency to between Barnsley Interchange, Worsbrough Bridge, Blacker Hill, Platts Common, Hoyland, Tankersley and Birdwell. The 67A service is also available and this provides an infrequent service to Barnsley Interchange, Worsbrough, Hoyland, Jump, Cortonwood, and Wombwell.

2.4.10 Elsecar Railway Station is located within cycling distance of the site and provides services every half hour to Sheffield and Huddersfield, with an hourly service off peak between Sheffield and Leeds.

2.4.11 From the above it is evident that the site benefits from being in proximity to frequent and good quality public transport links for travelling around the area.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are to increase the overall number of dwellings at the site from 41 to 56. The proposed dwellings will comprise of a mix of 2, 4, and 5 bedroom dwellings. The proposed development is shown at Appendix D.

3.2 Vehicular Access

3.2.1 The development will be served from a single vehicular access off New Road and will follow the approved access alignment as part of planning approval 2013/1007 taking the form of a traditional estate road with a 5.5m wide carriageway with 2m wide footways provided on both sides. The main access road leading into the site also has the benefit of 2m wide verges separating the footways from the carriageway. There are also proposed traditional estate roads and shared surface streets branching off from the main site access road, with shared private driveways also provided.

3.2.2 Visibility splays at the proposed access will be 2.4m x 60m on both sides, which exceeds the normal 2.4m x 43m for 30mph speed limit roads as required within Manual for Streets. These visibility splays were approved and conditioned as part of the previous planning approval.

3.2.3 As part of the proposed development it is proposed to widen New Road in the vicinity of the proposed site access to allow for a right turn lane to be created on New Road serving the development, allowing for right turners to wait to enter the site without disrupting the safe and free flow of traffic along New Road. In addition to the right turn lane it is also proposed to install pedestrian refuge islands on both sides of the access to allow for residents of the development to safely cross New Road to access the existing footway on the south side of the road, providing subsequent connections to the local facilities within Pilley and Tankersley. The provision of a right turn lane and pedestrian refuge islands was agreed and subsequent approved as part of the previous planning approval at the site.

3.3 Servicing

3.3.1 The servicing requirements for the proposed development can be adequately catered for given that suitable internal turning is provided to allow for a large refuse vehicle to turn within the provided turning heads.

3.4 Parking Provision

3.4.1 The proposals include suitable car parking provision in accordance with Barnsley Councils parking standards adopted March 2012, as part of their Local Development Framework. The proposed parking provision should easily cater for the associated parking demands at the site.

3.5 Pedestrian and Cycle Provision

3.5.1 Pedestrian access will be made via the proposed internal access roads, providing suitable access to each of the proposed dwellings. The development proposes suitable pedestrian connectivity to the wider network due to the provision of pedestrian refuge islands on New Road.

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

3.6 Traffic Impact

3.6.1 The proposed development is for 56 new dwellings. To determine the anticipated traffic generation from the proposed development, it has been necessary to interrogate data from the national TRICS database.

3.6.2 Table 3A 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.

	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	8	23	31	21	13	34

Table 3A – Predicted Development Trip Rates & Generation

3.6.3 As can be seen from the above table, the proposed development is anticipated to generate approximately 31 and 34 trips during the morning and evening peak hours respectively. It is estimated that the development would generate a daily trip rate of around 292 vehicle movements.

3.6.4 When compared to the already approved 41 dwellings at the site, the proposed 56 dwellings would provide a net increase of 8 and 7 trips during the am and pm peak hours respectively, which is considered to be negligible from the daily fluctuations in traffic along New Road and the surrounding network.

3.6.5 The development proposes suitable access from New Road with visibility splays at the junction that are considered to be suitable, together with the formation of a right turn lane and pedestrian refuge islands. The development also proposes suitable internal turning. It is therefore considered that the proposed site access will provide a safe arrangement for the site, and will not cause any delays to through traffic, given the increase in traffic to the local network. The development provides access to the site that follows the approved layout as part of the previously approved planning application 2013/1007 (approved December 2014).

3.6.6 The relatively good 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 when compared to the existing planning approval for 41 dwellings.

3.6.7 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.

4 CONCLUSIONS

4.1.1 This Addendum to the original Transport Statement (dated 22 August 2013) has been prepared as a result of the proposal to increase the number of dwellings on the site from 41 to 56. It is proposed to utilise the approved access arrangements (planning application number 2013/1007) in terms of visibility, layout, and the formation of a right turn lane and pedestrian refuge islands. Parking and turning spaces within the site are proposed to allow all vehicles to enter and leave in a forward gear.

4.1.2 This addendum provides sufficient evidence that the situation along New Road and the local network has not significantly changed since the 2014 planning approval.

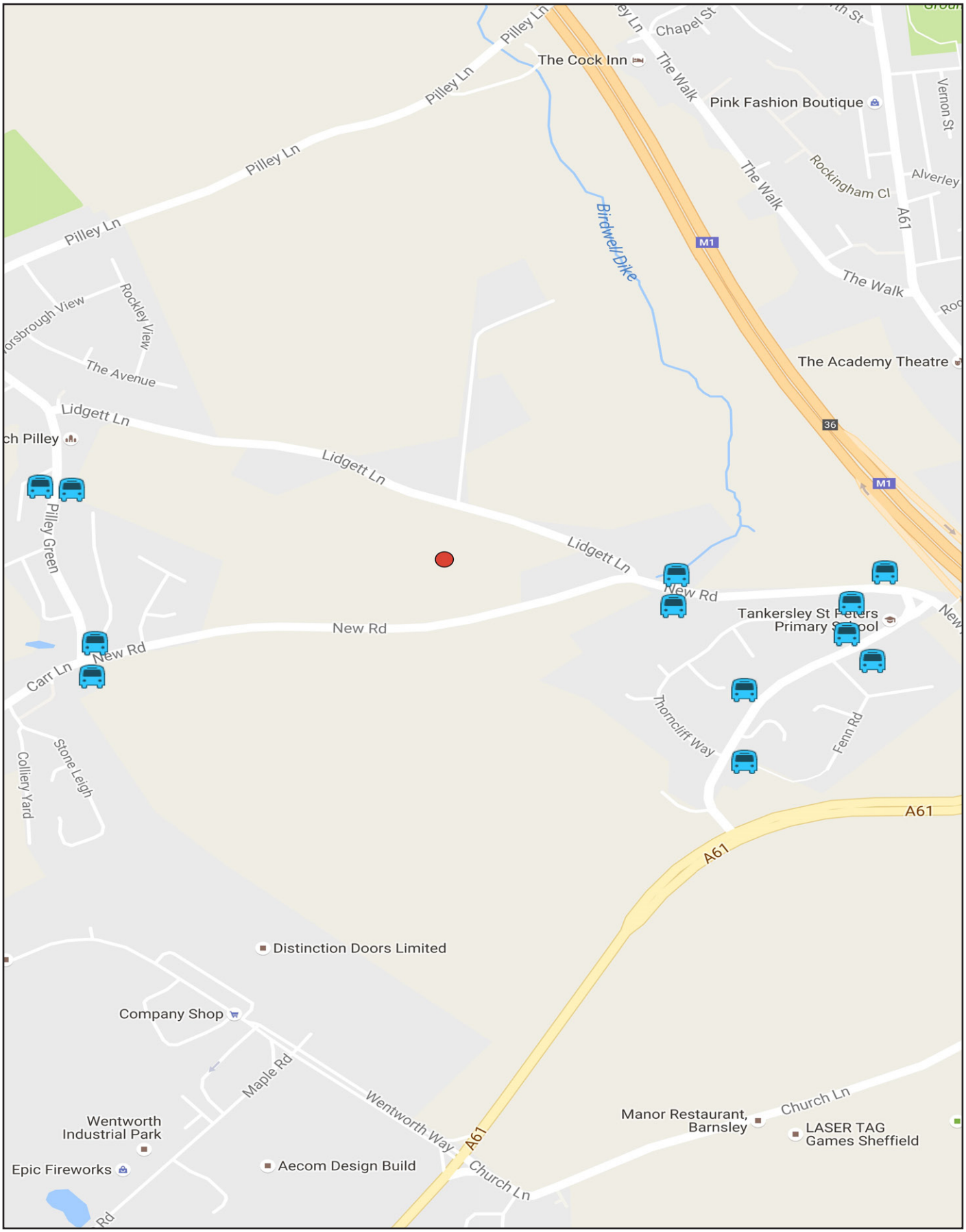
4.1.3 The relatively good injury accident record within the vicinity of the site does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of the slight change in peak hour flows as a result of the development proposals, when compared to the existing planning approval for 41 dwellings.

4.1.4 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.

4.1.5 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

Site Location/ Pedestrian & Cycle Catchment

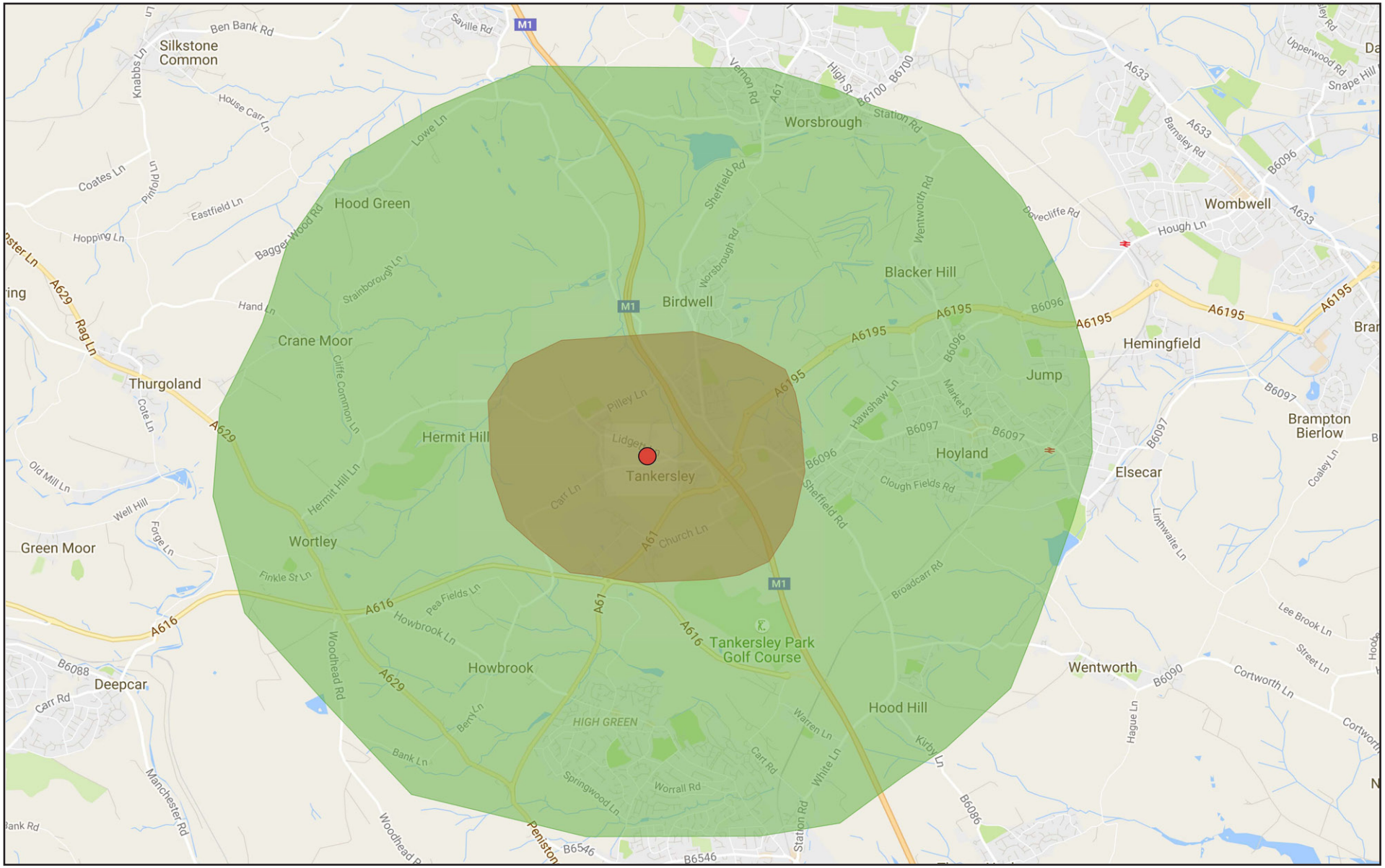


SITE LOCATION

BUS STOP LOCATION

PARAGON HIGHWAYS

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



5km CYCLE CATCHMENT

2km WALKING CATCHMENT

SITE LOCATION

PARAGON HIGHWAYS

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

Appendix B

Transport Statement (Dated 22 August 2013)

TRANSPORT STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT ON LAND AT NEW ROAD PILLEY, BARNSLEY

CONTENTS:

1.0 INTRODUCTION

2.0 EXISTING HIGHWAY CONDITIONS

3.0 PROPOSED DEVELOPMENT

4.0 CONSIDERATION OF TRAFFIC IMPACT

5.0 CONSIDERATION OF SUSTAINABLE TRANSPORT ISSUES

6.0 CONCLUSIONS

APPENDICES:

APPENDIX A - LOCATION PLAN
APPENDIX B - PLAN SHOWING EXISTING LOCAL HIGHWAY NETWORK
APPENDIX C - ACCIDENT RECORD
A\PENDIX D - PLAN SHOWING DEVELOPMENT PROPOSALS
APPENDIX E - PLAN SHOWING PROPOSED ACCESS ARRANGEMENTS
APPENDIX F - TRICS DATA – HOUSES PRIVATELY OWNED
APPENDIX G - 2KM WALKING RADIUS
APPENDIX H - DETAILS OF BUS SERVICES
APPENDIX I - CYCLE ROUTES
APPENDIX J - 5KM CYCLING RADIUS
APPENDIX K - RAIL NETWORK DIAGRAM

1.0 INTRODUCTION

1.01 This statement has been prepared on behalf of the Jaguar Estates Ltd and Wortley Construction Ltd and addresses the traffic impact, access and sustainability issues raised by a proposed residential development on a site at New Road, Pilley.

1.02 The site is presently a field located to the north side of New Road, approximately 150m to the west of its junction with Lidgett Lane.

1.03 The planning application by the Jaguar Estates Ltd and Wortley Construction Ltd seeks planning permission for the erection of some 41 houses with access from New Road.

1.04 This statement will assess the traffic impact of the development on the local highway network, the adequacy of the proposed access arrangements and will examine the sustainability of the site in relation to access by non-car modes of transport.

1.05 The statement concludes that the development would have no significant impact on road safety or traffic flow on the local highway network. The statement also concludes that the proposed access arrangements are satisfactory and that the site is in a sustainable location.

2.0 EXISTING HIGHWAY CONDITIONS

2.01 The site is located some 3.5km to the west of Hoyland town centre as shown on the location plan attached at Appendix A.

2.02 The site lies on the north side of New Road as shown on the plan of the local highway network attached at Appendix B.

2.03 New Road is an all-purpose access road which runs west to east between Pilley and Tankersley. The road also provides direct access to several residential properties. In the vicinity of the site frontage New Road has a 5.5m wide carriageway, a 2.0m nearside verge and on the opposite side there is a 1.6m continuous footway. New Road is subject to a 30mph speed restriction and is lit to side road standard.

2.04 The record of personal injury accidents that have occurred on the local highway network in the past five years has been obtained from the Highway Authority and is attached at Appendix C. The record indicates that no personal injury accidents have occurred on New Road in the past five years.

2.05 A short section of New Road near the western end of the site frontage is subject to localised flooding. As part of the development proposals, measures will be implemented to alleviate the flooding of the highway.

2.06 The highway and accident data show that there are no highway geometric or road safety related reasons why a new junction should not be provided on Top Road to serve the proposed residential development.

3.0 PROPOSED DEVELOPMENT

3.01 The proposed development involves the construction of 41 houses on the land at New Road, Pilley as shown on the layout plan attached at Appendix D.

3.02 A plan showing details of the proposed site access junction on New Road is attached at Appendix E. The construction of the junction requires the nearside widening of New Road to provide sufficient carriageway width to enable a ghost island right turning lane, pedestrian refuges and crossing facilities to be incorporated into the layout. The location of the junction has been chosen to avoid the area of New Road which is currently subject to flooding. The construction of the junction will reduce the speed of traffic on New Road.

3.03 2.0m wide footways will be provided on either side of the site entrance and these will be continued around the junction radii as far as the new pedestrian crossing facilities located to the east and west of the new junction.

3.04 Visibility splays exceeding 2.4m x 60m will be provided at the proposed site access, a standard which exceeds the recommendations of Manual for Streets for a junction subject to a 30mph speed restriction (2.4m x 43m).

3.05 It may therefore be concluded that drivers on New Road would be able to stop safely if necessary, to avoid a collision with a vehicle entering New Road from the site access.

4.0 CONSIDERATION OF TRAFFIC IMPACT

4.01 The TRICS database provides trip rates for privately owned houses. On the basis of the trip data included in this database, a copy of which is attached at Appendix F, the residential use is likely to exhibit the following vehicular trip rate characteristics during the peak traffic hours.

Typical Residential Trips Rates (Source: TRICS)

Residential use (Trips per Dwelling)	AM Peak (8.00-9.00)		PM Peak (17.00-18.00)	
	Inbound	Outbound	Inbound	Outbound
	0.181	0.400	0.394	0.260

4.02 41 private houses are therefore expected to generate the following trips during the peak traffic hours.

Typical Residential Trips (41 Units)

41 Houses	AM Peak (8.00-9.00)		PM Peak (17.00-18.00)	
	Inbound	Outbound	Inbound	Outbound
	7	16	16	11

4.03 It can be seen from the above table that there would be a modest generation of 23 vehicles (two-way) in the morning peak hour and 27 vehicles in the evening peak hour. This level of traffic generation is below the 30vph threshold of traffic impact set out in 'Guidance on Transport Assessment' published by DfT and as noted previously, the local highway network does not suffer from traffic congestion at the present time.

4.04 The proposals would not result in a material increase in traffic flow on New Road and therefore it is concluded that the proposed residential development would have no significant impact on either road safety or traffic flow on the local highway network.

5.0 CONSIDERATION OF SUSTAINABLE TRANSPORT ISSUES

5.01 The development site is located within a 2.0km walking distance of facilities located in and around Pilley and Tankersley, including post office/newsagents, primary school and the Wentworth Business and Office Parks, a major source of employment in the area. A plan showing the 2km walking radius of the site is attached at Appendix G.

5.02 Bus stops are located on New Road some 300m to the west and on Lidgett Lane approximately 300m to the east. The main bus service is the No.7/7A which provides a two hourly daytime service between Barnsley Interchange, Worsbrough Bridge, Hoyland, Tankersley, Pilley and Birdwell. There is also the 411 service to Penistone Grammar School. Full details of local bus services are attached at Appendix H.

5.03 An extract from the Barnsley Cycling Map showing local cycle routes is attached at Appendix I. There are two cycle routes that run along New Road, Pilley, the National Cycle Network No. 67 and the National Cycle Network No. 6 (the Timberland and Trans Pennine Trails). A plan showing the 5km cycling radius for the site is attached at Appendix J.

5.04 Elsecar railway station is located some 4.3km to the east Penistone and Hallam Lines with hourly off peak services to Sheffield and Leeds. There are also additional half hourly peak period services which operate between Sheffield and Huddersfield. A copy of the railway route network diagram is attached at Appendix K.

6.0 CONCLUSIONS

6.01 This Transport Statement has been prepared on behalf of the Wortley Group and has addressed the transport issues raised by a proposed residential development of 41 houses on a site at New Road, Pilley.

6.02 The statement has assessed the volume of traffic likely to be generated by the proposed development and concludes that the proposals will not result in a material increase in traffic flow on the local highway network. It is further concluded that the site can be assessed safely from New Road which will be widened to facilitate the construction of a ghost island right turn lane, pedestrian refuges and crossing facilities.
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6.03 The statement has also described the opportunities available for future residents to travel by sustainable modes of transport. The statement concludes that the proposed development is in a sustainable location with regard to access by non-car modes of travel.

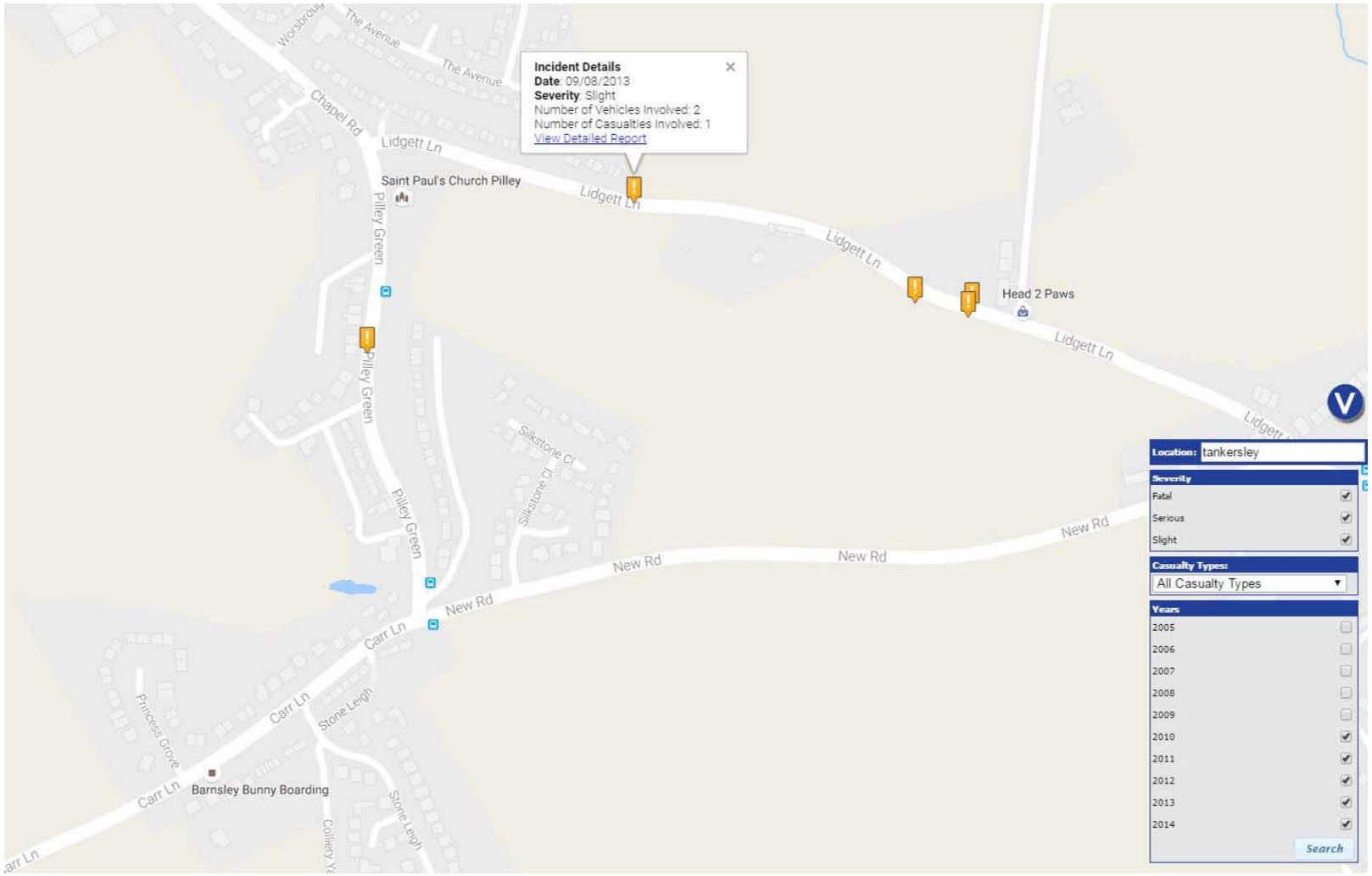


Signed: .....
M Jennings MSc CEng MICE MCIHT

Appendix C

Road Traffic Accidents

ACCIDENT SEARCH AREA



crashmap.co.uk

Crash Report including Vehicle and Casualty Information

Crash Date:	Friday, August 09, 2013	**Time of Crash:**	2:45:00 PM	**Crash Reference:**	**201314B046813**
Highest Injury Severity:	Slight	**Number of Vehicles:**	2	**Number of Casualties:**	1
Highway Authority:	Barnsley			**OS Grid Reference:**	433809 400453
Local Authority:	Barnsley Metropolitan Borough				
Road Number:	U0	**Road Type:**	Single carriageway		
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30	**Junction Control:**	Not Applicable		
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre
1	Car (excluding private hire cars 2005 onwards)	13	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend
2	Pedal cycle	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: *http://www.crashmap.com/home/aboutthedata* and *http://www.crashmap.com/home/definitions*

Crash Report including Vehicle and Casualty Information

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

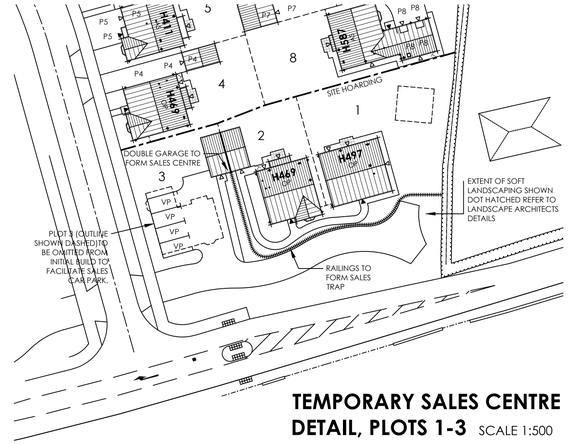
For more information about the data please visit: *http://www.crashmap.com/home/aboutthedata* and *http://www.crashmap.com/home/definitions*

Appendix D

Proposed Development

Legend

- Existing dwelling
- Private parking bay / drive (P50)
- 1.8m high brick wall with fence infill panels
- 1.8m high close boarded timber screen fence
- 1.5m high close boarded timber fence with 0.3m trellis above
- front entrance door (FD)
- secondary entrance (SE)
- Lockable personnel gate (LPG)
- 600mm margin to shared surface highway
- Existing tree as shown on Topographical Survey
- Bin collection area - 2.4m x 0.6m (where possible) (BC)
- * Affordable units



TEMPORARY SALES CENTRE DETAIL, PLOTS 1-3 SCALE 1:500

NEW ROAD, PILLEY - APPRAISAL ACCOMMODATION SCHEDULE

PRIVATE SALES UNITS			GIA		total GIA of type		No.	%
House Type			sq.ft.	sq.m.	sq.ft.	sq.m.		
H411	Millford	4 bed. 8 person	1335	124.0	14685	1364.3	11	21
H436	Layton	4 bed. 8 person	1611	149.7	17721	1646.3	11	21
H469	Holden	4 bed. 7 person	1536	142.7	19968	1855.1	13	25
H497	Chelworth	4 bed. 8 person	1703	158.2	15327	1423.9	9	17
H587	Oulton	5 bed. 9 person	1912	177.6	17208	1598.7	9	17
		SUB-TOTAL			84909	7888.3	53	100

AFFORDABLE UNITS			GIA		total GIA of type		No.	%
House Type			sq.ft.	sq.m.	sq.ft.	sq.m.		
N200	Mid terrace	2 bed. 4 person	607	56.4	1214	112.8	2	67
N300	End terrace	2 bed. 4 person	701	65.1	701	65.1	1	33
		SUB-TOTAL			1915	177.9	3	100

TOTAL	86824	8066.2	56

C	RW	10.06.16	Double garage added to plot 17,
B	MB	08.06.16	General amends following Director comments.
A	MB	01.06.16	H408 amended to H411 types. Plot 41 amended. Sales detail added.

REVISION

DRAWING TITLE:
PLANNING LAYOUT

PROJECT:
Residential Development

PROJECT ADDRESS:
New Road
Pilley

CLIENT:
BARRATT & DAVID WILSON HOMES

DRAWN	SCALE	DATE
MB	1:500 @ A1	25th May 2016

JOB NO.	DWG. NO.	REVISION
2235	PL01	C

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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 BEDFORDSHIRE
NEW BEDFORD ROAD

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 131

2 BD-03-A-02 SEMI DETACHED, LUTON BEDFORDSHIRE
RIDDY LANE

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 82

3 CA-03-A-02 MIXED HOUSES, PETERBOROUGH CAMBRIDGESHIRE
THORPE ROAD

PETERBOROUGH
Edge of Town Centre
Residential Zone
Total Number of dwellings: 363

4 CB-03-A-02 SEMI DETACHED, WORKINGTON CUMBRIA
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40

5 CB-03-A-03 SEMI DETACHED, WORKINGTON CUMBRIA
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40

6 CB-03-A-04 SEMI DETACHED, WORKINGTON CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82

7 CF-03-A-01 MIXED HOUSES, CARDIFF CARDIFF
VIRGIL STREET
NINIAN PARK
CARDIFF
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 222

8 CF-03-A-02 MIXED HOUSES, CARDIFF CARDIFF
DROPE ROAD

CARDIFF
Edge of Town
Residential Zone
Total Number of dwellings: 196

9 CF-03-A-03 DETACHED, CARDIFF CARDIFF
LLANTRISANT ROAD

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 HOUSES/FLATS, CREWE CHESHIRE
SYDNEY ROAD

CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 174

11 CH-03-A-05 DETACHED, CREWE CHESHIRE
SYDNEY ROAD
SYDNEY
CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 17

12 CH-03-A-06 SEMI-DET./BUNGALOWS,CREWE CHESHIRE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129

13 CP-03-A-02 SEMI DETACHED, PENGAM CAERPHILLY
THE RISE

PENGAM
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 41

14 CW-03-A-01 TERRACED, PENZANCE CORNWALL
ALVERTON ROAD

PENZANCE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 13

15 CW-03-A-02 SEMI D./DETATCHED, TRURO CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73

16 DC-03-A-01 DETACHED, POOLE DORSET
ISAACS CLOSE

POOLE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51

17 DS-03-A-01 SEMI D./TERRACED, DRONFIELD DERBYSHIRE
THE AVENUE
HOLMESDALE
DRONFIELD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 20

18 EX-03-A-01 SEMI-DET., STANFORD-LE-HOPE ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237

LIST OF SITES relevant to selection parameters (Cont.)

19 GS-03-A-01 SEMI D./TERRACED, GLOUCESTER GLOUCESTERSHIRE
KINGSHOLM ROAD
KINGSHOLM
GLOUCESTER
Edge of Town Centre
No Sub Category
Total Number of dwellings: 73

20 HF-03-A-01 MIXED HOUSES, WELWYN GC HERTFORDSHIRE
LONGCROFT LANE

WELWYN GARDEN CITY
Edge of Town Centre
Residential Zone
Total Number of dwellings: 53

21 LC-03-A-22 BUNGALOWS, BLACKPOOL LANCASHIRE
CLIFTON DRIVE NORTH

BLACKPOOL
Edge of Town
Residential Zone
Total Number of dwellings: 98

22 LC-03-A-29 DETACHED/SEMI D., BLACKBURN LANCASHIRE
REVIDGE ROAD
FOUR LANE ENDS
BLACKBURN
Edge of Town
Residential Zone
Total Number of dwellings: 185

23 LE-03-A-01 DETACHED, MELTON MOWBRAY LEICESTERSHIRE
REDWOOD AVENUE

MELTON MOWBRAY
Edge of Town
Residential Zone
Total Number of dwellings: 11

24 LN-03-A-01 MIXED HOUSES, LINCOLN LINCOLNSHIRE
BRANT ROAD
BRACEBRIDGE
LINCOLN
Edge of Town
Residential Zone
Total Number of dwellings: 150

25 LN-03-A-02 MIXED HOUSES, LINCOLN LINCOLNSHIRE
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186

26 MS-03-A-01 TERRACED, RUNCORN MERSEYSIDE
PALACE FIELDS AVENUE

RUNCORN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 372

27 NT-03-A-03 SEMI DETACHED,KIRKBY-IN-ASHFD NOTTINGHAMSHIRE
B6018 SUTTON ROAD

KIRKBY-IN-ASHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 166

LIST OF SITES relevant to selection parameters (Cont.)

28 NY-03-A-01 MIXED HOUSES,NORTHALLERTON NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52

29 NY-03-A-03 PRIVATE HOUSING, BOROUGHBRIDGE NORTH YORKSHIRE
NEW ROW

BOROUGHBRIDGE
Edge of Town Centre
Residential Zone
Total Number of dwellings: 14

30 NY-03-A-05 HOUSES AND FLATS, RIPON NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71

31 SC-03-A-03 DETACHED, EAST MOLESEY SURREY
A3050 HURST ROAD
HURST PARK
EAST MOLESEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54

32 SC-03-A-04 HOUSES & FLATS,NEAR FRIMLEY SURREY
DEEPCUT BRIDGE ROAD
DEEPCUT
NEAR FRIMLEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 288

33 SF-03-A-01 SEMI DETACHED, IPSWICH SUFFOLK
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 77

34 SF-03-A-02 SEMI DET./TERRACED, IPSWICH SUFFOLK
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwellings: 230

35 SF-03-A-03 MIXED HOUSES, BURY ST EDMDS SUFFOLK
BARTON HILL
FORNHAM ST MARTIN
BURY ST EDMUNDS
Edge of Town
Out of Town
Total Number of dwellings: 101

36 SH-03-A-03 DETATCHED, SHREWSBURY SHROPSHIRE
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10

LIST OF SITES relevant to selection parameters (Cont.)

37 SH-03-A-04 TERRACED, SHREWSBURY SHROPSHIRE
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108

38 ST-03-A-05 TERRACED/DETACHED, STOKE STAFFORDSHIRE
WATERMEET GROVE
ETRURIA
STOKE-ON-TRENT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14

39 TV-03-A-01 MIXED HOUSES/FLATS, HARTLEPL TEES VALLEY
POWLETT ROAD

HARTLEPOOL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 225

40 TW-03-A-01 SEMI DETACHED, SUNDERLAND TYNE & WEAR
LEECHMERE ROAD
HILLVIEW
SUNDERLAND
Edge of Town
Residential Zone
Total Number of dwellings: 81

41 WL-03-A-01 SEMI D./TERRACED W. BASSETT WILTSHIRE
MAPLE DRIVE

WOOTTON BASSETT
Edge of Town
Residential Zone
Total Number of dwellings: 99

42 WM-03-A-01 TERRACED, COVENTRY WEST MIDLANDS
FOLESHILL ROAD
FOLESHILL
COVENTRY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 79

43 WM-03-A-02 DETACHED/SEMI D., STRBRIDGE WEST MIDLANDS
HEATH STREET

STOURBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 12

44 WM-03-A-03 MIXED HOUSING, COVENTRY WEST MIDLANDS
BASELEY WAY
ROWLEYS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 84

45 WO-03-A-01 DETACHED, BROMSGROVE WORCESTERSHIRE
MARLBOROUGH AVENUE
ASTON FIELDS
BROMSGROVE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10

LIST OF SITES relevant to selection parameters (Cont.)

46 WO-03-A-02 SEMI DETACHED, REDDITCH WORCESTERSHIRE
MEADOWHILL ROAD

REDDITCH
Edge of Town
No Sub Category
Total Number of dwellings: 48

47 WO-03-A-03 DETACHED, KIDDERMINSTER WORCESTERSHIRE
BLAKEBROOK
BLAKEBROOK
KIDDERMINSTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 138

48 WO-03-A-04 MIXED HOUSES, WORCESTER WORCESTERSHIRE
MALVERN ROAD

WORCESTER
Edge of Town
Residential Zone
Total Number of dwellings: 792

49 WO-03-A-05 TERRACED/DET., BROMSGROVE WORCESTERSHIRE
ST GODWALDS ROAD
ASTON FIELDS
BROMSGROVE
Edge of Town
No Sub Category
Total Number of dwellings: 215

50 WO-03-A-06 DET./TERRACED, BROMSGROVE WORCESTERSHIRE
ST GODWALDS ROAD
ASTON FIELDS
BROMSGROVE
Edge of Town
No Sub Category
Total Number of dwellings: 232

51 WR-03-A-01 SEMI DETACHED, WREXHAM WREXHAM
MOLD ROAD
RHOSDDU
WREXHAM
Edge of Town
No Sub Category
Total Number of dwellings: 82

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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