

PAH
HIGHWAY CONSULTANTS

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

PROPOSED RESIDENTIAL DEVELOPMENT, LAND AT 41 WOMBWELL LANE, BARNSLEY

TRANSPORT STATEMENT

1015 / June 2015

CONTENTS

1 INTRODUCTION 1
2 EXISTING CONDITIONS 2
2.1 Site Description 2
2.2 Local Highway Network 3
2.3 Road Traffic Accidents 6
2.4 Transport Sustainability 7
3 THE DEVELOPMENT PROPOSALS 11
3.1 Proposed Development 11
3.2 Vehicular Access 11
3.3 Parking Provision 12
3.4 Pedestrian and Cycle Provision 12
3.5 Servicing 13
4 TRAFFIC IMPACT 14
4.1 Development Traffic 14
5 CONCLUSIONS 16

APPENDICES

Appendix A Site Location
Appendix B Walking and Cycle Catchment Plan
Appendix C Accident Data
Appendix D Proposed Access
Appendix E TRICS Data

1 INTRODUCTION

1.1.1 PAH Highway Consultants Ltd has been appointed to prepare this Transport Statement relating to the proposed residential development on the site at 41 Wombwell Lane, Barnsley. Appendix A shows the site location in relation to the local highway network.

1.1.2 The proposals are to demolish the existing dwelling and construct a new residential development of 16 dwellings, which will all be served from a new access point off Wombwell Lane. Drainage, street lighting, footways, and carriageway will be provided in accordance with the Councils current guidance contained within the South Yorkshire Residential Design Guide.

1.1.3 This Transport Statement 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 site currently consists of a large dwelling to the front with large garden areas located to the side and rear of the property. The site is bounded to the southwest by Wombwell Lane, to the northwest by a commercial property, to the southeast by residential properties, and to the northeast by the Trans Pennine Trail.

2.1.2 The site contains an existing vehicular access located on the far northwest side of the site, which serves the existing dwelling. This vehicular access is directly served from the layby on Wombwell Lane and takes the form of a dropped footway crossing. The existing vehicular access is gated, and has a width of approximately 3.3m. Given the speed limit and alignment of Wombwell Lane visibility appears to fall substantially short of the requirements contained within Design Manual for Roads and Bridges (DMRB).



Photograph 1 – Existing Site Access

2.1.3 The site also contains a separate pedestrian access located centrally along the site frontage that leads to the existing dwelling. This access is gated and is approximately 1m wide, served directly from the northeast side footway of Wombwell Lane.

2.1.4 The site is located approximately 3.5km southeast of Barnsley Town Centre, between Stairfoot and the town of Wombwell. The site is located within easy reach of public transport services, and the local services and amenities available within the Stairfoot area of Barnsley and the nearby town of Wombwell.

2.2 Local Highway Network

2.2.1 The site is accessed from Wombwell Lane, which forms part of the A633. The A633 is a principal route that connects the Stairfoot, Lundwood, and Monk Bretton areas of Barnsley to the northwest, with the town of Wombwell to the southeast, also connecting with the A6195 Dearne Valley Parkway at Brampton. It provides access to residential and commercial streets, and provides direct access to many individually served residential and commercial properties. Given the status of the A633 it is subject to heavy traffic volumes throughout the day.

2.2.2 Wombwell Lane within the vicinity of the application site is a two way single carriageway road with a footway provided along its northeast side and a grass verge along the southwest side. Approximately 200m to the northwest and 300m to the southeast of the application site a footway is provided on both sides of Wombwell Lane. Wombwell Lane has a carriageway width that varies between 9.6m and 12.3m and contains a northeast side footway width that ranges between 2.2m and 3.7m. The grass verge along the opposite side of the road ranges between 2.5m and 4m in width. Both the carriageway and footways where provided are considered to be suitable in terms of construction and layout for their day to day use. Wombwell Lane contains street lighting to main road standards and is subject to a 40mph speed limit, which is enforced by fixed speed cameras. It also contains a traffic island to the northwest of the application site that protects right turning traffic for the nearby commercial development and also helps reduce traffic speeds.



Photograph 2 – Wombwell Lane

2.2.3 Adjacent to the application site Wombwell Lane has been widened to form a layby which is approximately 90m in length and is separated from the main carriageway with hatched road markings. The layby contains a lane width of 4m and provides access to the application site, a neighbouring property located to the southeast, and a short residential street which provides access to 8 dwellings, which is also named Wombwell Lane, although this does not form part of the A633.



Photograph 3 – Wombwell Lane at layby

2.2.4 The short residential street to the southeast of the application site (also named Wombwell Lane) provides access to 8 dwellings and is subject to low traffic volumes throughout the day. It joins Wombwell Lane on the southeast end of the layby via a priority junction, which has the benefit of a right turn lane on the A633. This short street is approximately 95m in length and contains a footway along its northeast side. Both the carriageway and footway appear to be suitable in terms of width, layout, and condition for their day to day use. It contains street lighting to residential road standards and is subject to a 30mph speed limit.



Photograph 4 – Short Residential Street (southeast of application site)

2.2.5 The site is located within easy reach of the bus services available on Wombwell Lane. 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 2009 and 2013) have been obtained from Crashmap.co.uk, and included Wombwell Lane in the vicinity of the application site over a length of 400m. The accident data is included at Appendix C.

2.3.2 Within the study area there have been 2 reported injury accidents, which were all classified as slight. Both of these collision occurred during 2013.

2.3.3 The first collision during 2013 was located to the northwest of the layby on Wombwell Lane and occurred during the day and fine weather conditions. This collision involved a car moving off and colliding with a motorcycle travelling along Wombwell Lane.

2.3.4 The second collision was located a further 20m to the northwest of the first collision, and also occurred during the daylight hours and fine weather conditions. This collision involved a car passing a stationary bus and colliding with a pedestrian who was attempting to cross the road and was masked by the stationary bus.

2.3.5 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.

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 within a short walking distance of bus services, and the many local services and amenities within the Stairfoot area of Barnsley. The site is within cycling distance of the many commercial, employment, retail, and leisure facilities within Barnsley Town Centre.

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 Wombwell Lane provides a good quality link to the nearby bus services and Barnsley Retail Park located 400m northwest of the application site, which contains many large retail establishments including a large supermarket. Using the wider network the residential and commercial areas of Stairfoot are located within walking distance of the site including many local shops and services that include a post office, restaurants, hot food outlets, and a convenience store. There are also employment opportunities at Carrwood Road Industrial Estate and Stairfoot Business Park. The residential and commercial areas of northwest Wombwell are located within walking distance and include the Aldham Industrial Estate employment site. Primary health care facilities exist within this catchment including a dentist, a pharmacy, and an optician. There are also primary education establishments within this catchment including two primary schools.

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

2.4.8 With regards to cycling, PPG 13: Transport stated that "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport". The plan at Appendix B also shows the 5km cycle catchment area from the site. Within the cycle catchment area are the significant commercial, industrial, retail, and leisure areas within Barnsley Town Centre including its railway station. The town of Wombwell and its many local services, amenities, and employment areas are also located within cycling distance of the site including a railway station and Station Road Industrial Estate. The Worsbrough and Kingstone areas of Barnsley together with the settlements of Lundwood, Monk Bretton, Cudworth, Low Valley, Darfield, and Jump are also located within this catchment. The settlement of Brampton is within cycling distance and includes employment potential at the Meadow Gate and Valley Park industrial estates.

2.4.9 The Trans Pennine Trail is located to the rear of the site and can be accessed from Wombwell Lane some 700m northwest of the site frontage. The Trans Pennine Trail is mainly a traffic free cycle route, which is mapped and signed and can be used by walkers, cyclists, and horse riders, providing the opportunity for the potential residents of the site to use the Trans Pennine Trial for commuting or for leisure purposes.

2.4.10 Within cycling distance of the site are Wombwell and Barnsley railway stations, with the latter containing sheltered and secure cycle storage facilities, allowing for multi modal journeys by residents and visitors of the proposed development.

2.4.11 The nearest bus stops are located approximately 50m northwest of the site and have the benefit of timetable information and a passenger shelter. The table below identifies the bus services that use the nearest stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
203	Doncaster Interchange – Thurnscoe – Goldthorpe – Brampton – Barnsley Interchange	60 mins	-
222	Barnsley Interchange – Wath upon Dearne – Swinton – Mexborough – Conisbrough – Doncaster Interchange	30 mins	60 mins
226	Barnsley Interchange – Wath upon Dearne – Bolton upon Dearne – Goldthorpe - Thurnscoe	30 mins	60 mins

Table 1: Bus Services

2.4.12 As can be identified from the above table, there are 5 services per hour that travel to the large town of Barnsley, and 3 services per hour to the large town of Doncaster and the nearby settlements of Goldthorpe and Thurnscoe. There are also 2 services per hour to the settlements of Swinton, Mexborough, and Bolton upon Dearne. The bus services are therefore considered to be of a high standard and will provide an alternative to the private car in line with current Government guidelines.

2.4.13 The nearest railway station is located at Wombwell approximately 3.2km south of the application site. This railway station provides services every 30 minutes to the local city of Sheffield, Meadowhall, and hourly services to the towns of Barnsley, Huddersfield, and Penistone. Barnsley Railway Station is located some 4.2km west of the site and can be reached using the above bus services. Barnsley Railway Station provides services every 10 to 30 minutes to the local cities of Leeds, Wakefield, and Sheffield, and hourly services to Huddersfield and Nottingham. Barnsley Railway Station contains cycle storage facilities allowing for multimodal journeys by the potential residents and visitors to the site.

2.4.14 In summary, the site is considered to be in a very sustainable location within walking distance of the local services and amenities within the Stairfoot area of Barnsley including Barnsley Retail Park. Primary health and education facilities exist within walking distance of the site, and the site is within close proximity of the local bus services on Wombwell Lane. Within the cycle catchment area is the whole of Barnsley Town Centre containing extensive residential, commercial, employment, retail, and leisure facilities. The local centres of Worsbrough, Lundwood, Monk Bretton, Cudworth, Wombwell, and Brampton are also located within cycling distance of the site. Therefore the site conforms to current Government directives for ensuring developments are located in sustainable locations.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are to demolish the existing dwelling to provide a new residential development of 16 new dwellings. All of the proposed dwellings are to be served from a 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 from a new junction on to Wombwell Lane. The proposed junction will be a simple priority junction with kerbed radii on both sides, and will be built out to the northeast channel of Wombwell Lane. Subsequently the existing layby will be removed, so that visibility is maximised from the proposed access, providing a visibility splay of 2.4m x 120m within the critical direction (to the northwest), which follows the visibility requirements given within DMRB for 40mph speed limit roads.

3.2.2 The proposed junction arrangement will also improve access for neighbouring properties including the short residential street located to the south east of the proposed access, as visibility along Wombwell Lane from this access will be vastly improved. It should be noted that the proposed access was approved as part of planning application number 2009/1324 (approved 10/02/2010).

3.2.3 The internal road will take the form of a shared surface street complete with a hard margin, and will travel in a northeast direction into the site. The carriageway will initially be 5m in width where it meets Wombwell Lane, narrowing to around 4.8m travelling further into the site. This arrangement will allow for two vehicles to pass simultaneously within the access so that the safe and free flow of traffic on Wombwell Lane is maintained.

3.2.4 Considering the road traffic accident study in section 2.3 of this report, the proposed simple priority junction serving the site is considered to be suitable, and would only have a positive impact on road safety, given the proposed improvements to visibility from the application site and neighbouring dwellings.

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

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 2 spaces per dwelling.

3.4 Pedestrian and Cycle Provision

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

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

3.4.3 Wombwell Lane provides convenient access to nearby bus stops, and local services and amenities within the Stairfoot area of Barnsley.

3.5 Servicing

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

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

4 TRAFFIC IMPACT

4.1 Development Traffic

4.1.1 With the demolition of the existing dwelling, the proposed development will provide a net increase of 15 dwellings at the application site. To determine the anticipated traffic generation from the new development of 16 new dwellings, it has been necessary to interrogate data from the national TRICS database.

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

	Morning Peak			Evening Peak		
	ARRIVE	**DEPART**	**TOTAL**	**ARRIVE**	**DEPART**	**TOTAL**
Trip Rate	0.151	0.416	0.567	0.390	0.225	0.615
Generated Trips	2	6	8	6	3	9

Table 4A – Predicted Development Trip Rates & Generation

4.1.3 As can be seen from the above table, the proposed development is anticipated to generate approximately 8 trips during the morning peak, and 9 trips during the evening peak hours. It is estimated that the development would generate a daily trip rate of around 78 vehicle movements.

4.1.4 The development proposes an improved access for both the application site and neighbouring properties, providing a visibility splay of 2.4m x 120m within the critical direction in accordance with latest Government guidance given within DMRB for 40mph speed limit roads. It is therefore considered that the proposed junction layout of the site access will provide a safe arrangement and will not cause any delays to through traffic, given the relatively small increase in traffic on to the local network.

4.1.5 The injury accident record along Wombwell Lane within the vicinity of the site does not indicate a road safety problem which would warrant treatment or be a cause for concern as a result of the increase peak hour flows as a result of the development proposals.

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

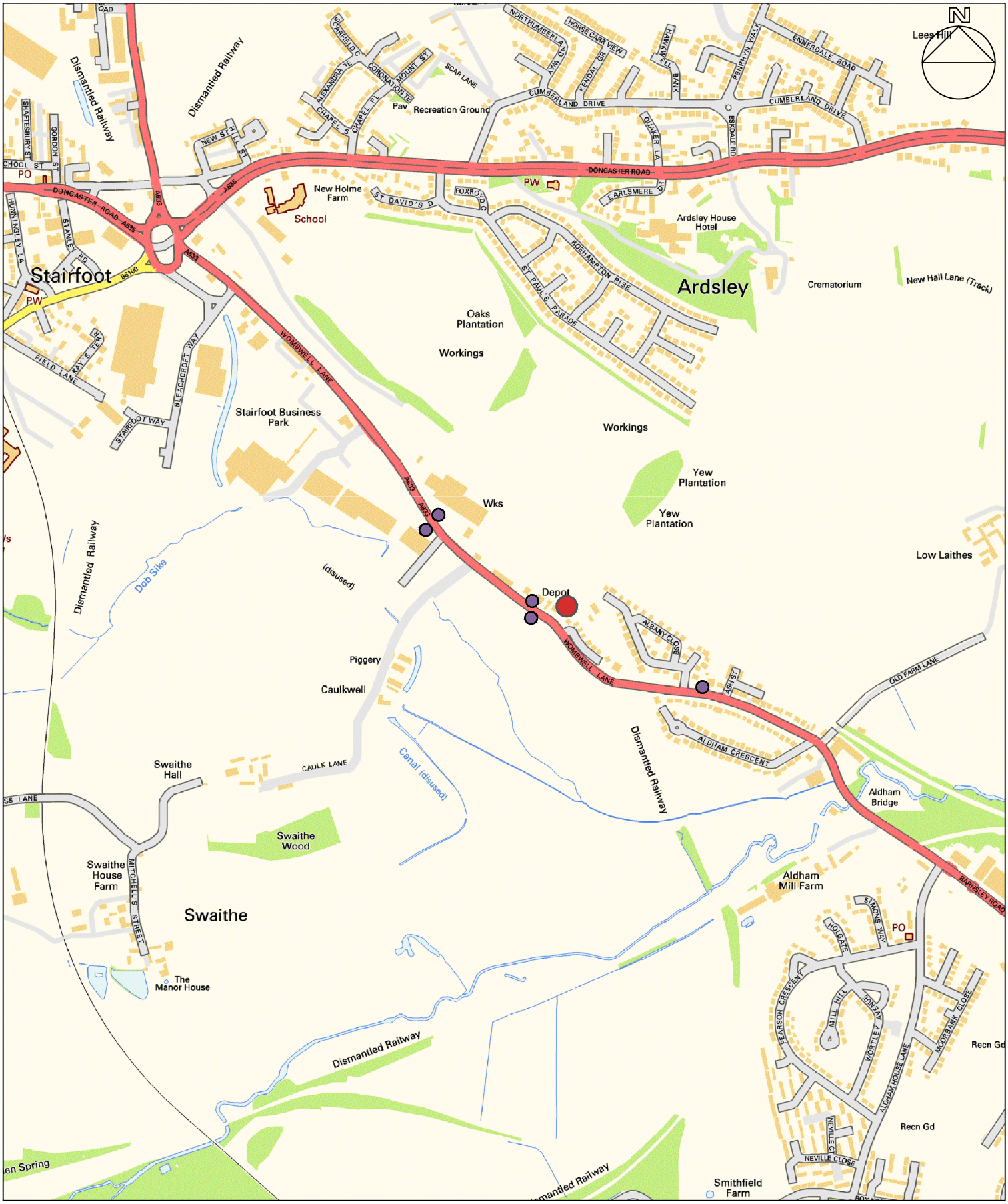
5.1.1 This Transport Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of 16 new dwellings is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation. The proposals provide significant improvements to the sites access arrangements and for neighbouring properties. Accident records were also obtained, and revealed that there doesn't appear to be a road safety problem which would warrant treatment or be a cause for concern as a result of the increase peak hour flows as a result of the development proposals.

5.1.2 The site is considered to be in a very sustainable location within walking distance of the local services and amenities within the Stairfoot area of Barnsley including Barnsley Retail Park. Primary health and education facilities exist within walking distance of the site, and the site is within close proximity of the local bus services on Wombwell Lane. Within the cycle catchment area is the whole of Barnsley Town Centre containing extensive residential, commercial, employment, retail, and leisure facilities. The local centres of Worsbrough, Lundwood, Monk Bretton, Cudworth, Wombwell, and Brampton are also located within cycling distance of the site. Therefore the site conforms to current Government directives for ensuring developments are located in a 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



KEY:

- SITE LOCATION
- BUS STOPS

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

JOB	FIG
1015	A

SCALE: NTS @A4

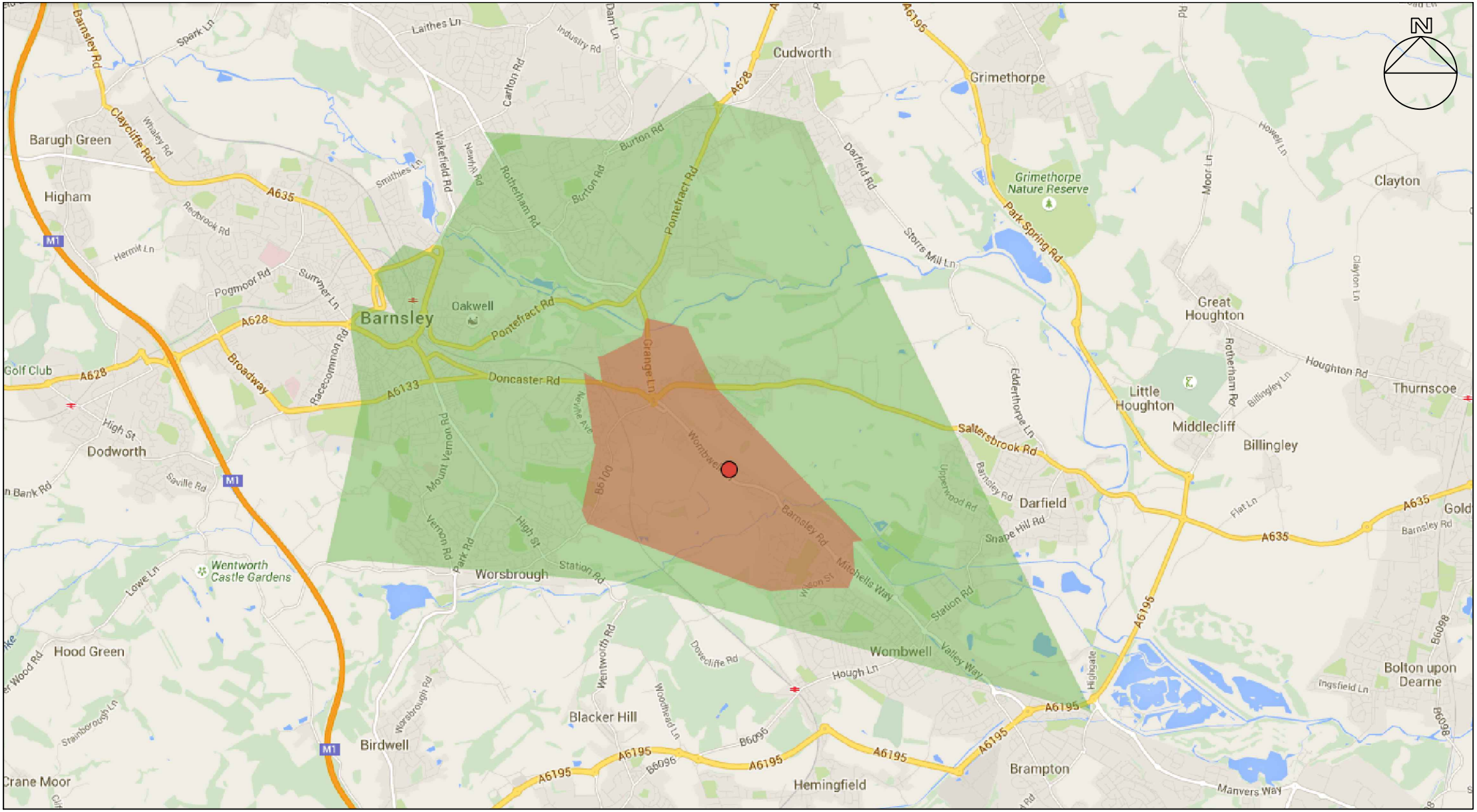
DATE: June 2015

41 WOMBWELL LANE, BARNSLEY

SITE LOCATION

Appendix B

Pedestrian and Cycle Catchment



KEY:

- SITE LOCATION
- 2km CATCHMENT
- 5km CATCHMENT

PAH HIGHWAY CONSULTANTS

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

JOB	FIG
972	B

SCALE: NTS @A4

41 WOMBWELL LANE,
BARNSLEY

CATCHMENT

Appendix C

Accident Data

Crash Report including Vehicle and Casualty Information

Crash Date:	Friday, May 31, 2013	**Time of Crash:**	8:54:00 PM	**Crash Reference:**	**201314B027113**
Highest Injury Severity:	Slight	**Number of Vehicles:**	2	**Number of Casualties:**	1
Highway Authority:	Barnsley			**OS Grid Reference:**	438020 404776
Local Authority:	Barnsley Metropolitan Borough				
Road Number:	A633	**Road Type:**	Single carriageway		
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40	**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)	5	Male	36 - 45	Vehicle is passing a stationary vehicle on its offside
2	Bus or coach (17 or more passenger seats)	1	Male	36 - 45	Vehicle is parked in the carriageway

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

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	16 - 20	In carriageway, crossing elsewhere	Crossing from driver's nearside - masked by parked or stationary vehicle

Crash Report including Vehicle and Casualty Information

Crash Date:	Thursday, April 04, 2013	**Time of Crash:**	10:36:00 AM	**Crash Reference:**	**201314B009513**
Highest Injury Severity:	Slight	**Number of Vehicles:**	2	**Number of Casualties:**	1
Highway Authority:	Barnsley			**OS Grid Reference:**	438034 404767
Local Authority:	Barnsley Metropolitan Borough				
Road Number:	A633	**Road Type:**	Single carriageway		
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40	**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	Motorcycle over 50cc and up to 125cc (1999 onwards)	3	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend
2	Car (excluding private hire cars 2005 onwards)	2	Female	46 - 55	Vehicle is moving off

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
1	1	Slight	Driver or rider	Female	26 - 35	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 Access

Copyright: All rights reserved. This drawing must not be reproduced without permission.
This drawing must not be scaled
Dimensions are in millimetres unless otherwise specified.

Depot

WOMBWELL LANE

former lay by shown hatched
current line of kerb shown dashed
proposed new kerb line
line of footway (min 2.0m wide) maintained
treatment of area shown toned to be agreed with L.A.
tactile paving to L.A. details
new radiussed kerb junction to L.A. details
area of existing white line hatching shown dashed
1.0m wide raised ramp with 0.45 wide tactile paving behind at start of shared carriageway
tactile paving to L.A. details

existing gate removed wall made good
existing wall and gate removed
communal planting area
profile of existing out building shown dashed
existing evergreen hedge inside site boundary
existing evergreen hedge outside site boundary
1.8m high close boarded timber fence
1.8m high vehicle mesh security fence
1.8m high close boarded timber fence with trellis above
1.8m high close boarded timber fence with trellis above and mesh infill panel
existing evergreen hedge outside site boundary

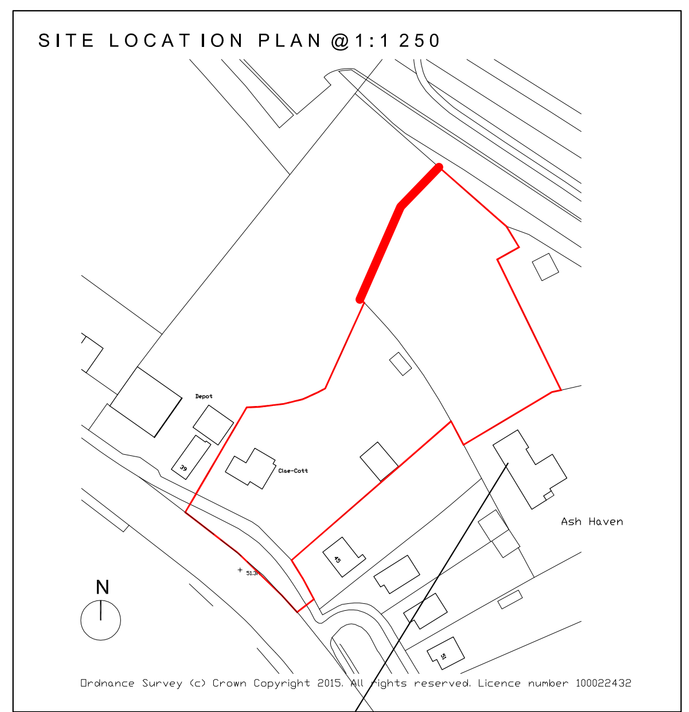
1 type A ffl 51.600
2 type A
3 type A ffl 50.600
4 type A
1 2
3 4
5 type B 6 type B ffl 50.750
7 type B 8 type B ffl 51.000
9 type B 10 type B ffl 51.000
11 type A ffl 50.500
12 type A ffl 50.000
13 type C ffl 51.000
14 type C ffl 51.250
15 type C ffl 51.500
16 type C ffl 51.750

parking space

45

Ash Haven

SITE LOCATION PLAN @ 1:1 250



Ordnance Survey (c) Crown Copyright 2015. All rights reserved. Licence number 100022432

Drawing Status
PLANNING APPLICATION

Space
architecture and design limited
The Studio
Lake House
Blackmoorfoot Road
Huddersfield
HD7 5TR
t: 01484 841423
f: 01484 847757
e: md@spacearchitecture.net
w: www.spacearchitecture.net

Client
Ashmount Homes Ltd

Project
Residential Development on Land at 41 Wombwell Lane Barnsley S70 3NR

Drawing Title
Site Layout Plan and Site Location Plan

COPYRIGHT ©

Scale @ A1	Scale @ A3	Date	Drawn	Checked	Drawing Number	Revision
1:250	1:500	01.05.15	MJD	mjd	15.010(9–)001	

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