Millhouse Green, Sheffield

Highway Statement

April 2021

Project no. 1790(A)

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Quality Management

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Date	April 2021			
Prepared by	LJO			
Checked by	CHS			

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Contents

Appendices

1.0 Introduction

1.1.1 Paragon Highway Consultants have been appointed to prepare this Highway Statement relating to the construction of a small residential development (2no. detached dwellings) on land off the Manchester Road in Millhouse Green, Sheffield. Appendix A shows the site location in relation to the regional and local highway network.

1.1.2 The proposals are to construct 2no. detached dwellings to the rear of a large existing warehouse building which is currently owned and utilised by the applicant. The existing vehicular access to the site is to be improved and maintained as part of a recent approval to erect 7no. small starter units to the rear of the existing warehouse.

1.1.3 This Highway Statement considers such matters as access, car parking and servicing, and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented.

2.0 Existing Conditions

2.1.1 The site is located within Millhouse Green, a settlement situated approximately 20km to the south east of Sheffield City Centre. The site is to be accessed via an existing access off Manchester Road, and is situated around 1km from the centre of Millhouse Green and some 3.2km to the east of the town of Penistone.

2.1.2 The site comprises of a large warehouse which is owned and operated by the applicant and is located centrally within the site. There is a car parking and servicing area located on the site frontage on the east side of the warehouse served from the site access off the A628 Manchester Road.

2.1.3 The site has an existing access off the A628 located on the far southeast side of the site which is around 15m in width leading to a gated opening of around 5.7m.

2.1.4 The site benefits from numerous planning approvals overs the years. The most relevant to this current application is the aforementioned approval to construct 7no. starter units to the rear of the existing warehouse. Other approvals include an extant permission to extend the existing building to create a workshop and ancillary office (planning application B/96/1152/PU approval date 21/04/1997) and included some 798sqm of workshop and office space (B2 use). Although this permission has been partially implemented, the proposals would replace the 1997 permission as the current proposals would utilise the land used for the extant permission.

2.2 Local Highway Network

2.2.1 The small residential development proposed in this application will be accessed from the existing access off the Manchester Road. Manchester Road provides access to smallholdings, farmsteads, residential developments and numerous side road junctions and open fields and commences to the east at the junction of Thurlstone Road and Rock Side Road, running for approximately 4.8km in a south-westerly direction, continuing west at the junction of Hartcliff Road and Fullshaw Lane before meeting the Flouch Roundabout, which provides connections to Hazlehead in the north, Langsett and the A616 in the south, and the settlements of Woodhead, Crowdon and Torside in the west. Manchester Road is therefore subject to heavy traffic volumes throughout the day.

2.2.2 Manchester Road forms part of the primary road network (A628), which is subject to a 30mph speed limit locally within Thurlstone up until the junction of Leapings Lane and then increases to 40mph through Millhouse Green and then the national speed limit of 60mph towards the site. The A628 at this point is lit to main road standards for the majority of the route through Millhouse Green. Manchester Road within the vicinity of the site access has the benefit of a footway initially along the northeast side of the road linking the site with the centre of Millhouse Green, with footways provided on both sides which commence south of the Lee Lane junction. The footway adjacent to the site is approximately 1.2m in width widening out as it approaches the centre of Millhouse Green. There is a grass verge along the opposite side and to the immediate southwest of the site access the road contains grass verges of varying widths on both sides. The carriageway of the A628 adjacent to the site is around 7m in width. Both the carriageway and footway(s) are in fair condition and considered to be suitable for their day to day use.

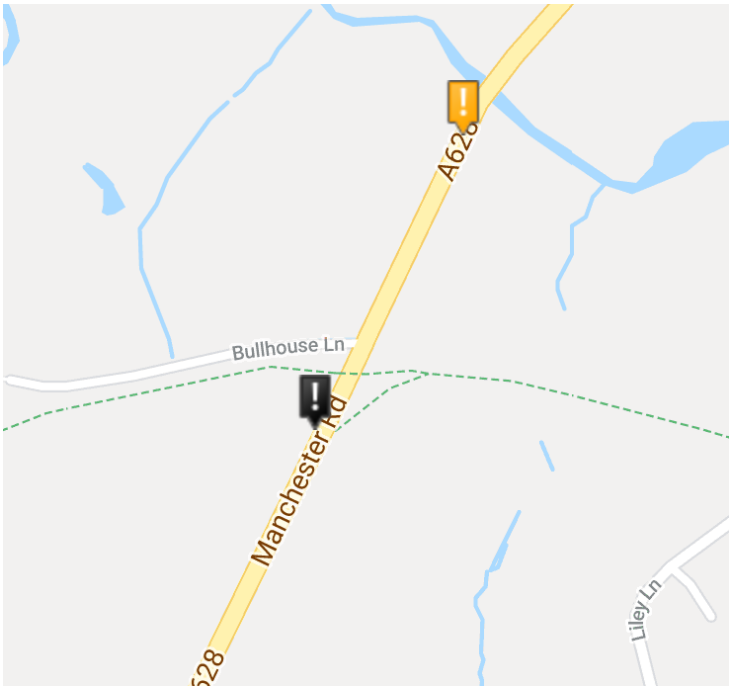
2.2.3 Manchester Road along the site frontage does not contain any street lighting or Traffic Regulation Orders, although further towards Millhouse Green beyond the overbridge approximately 75m northeast of the site entrance street lighting is provided.

2.2.4 There are also public rights of way located near to the site, with a public footpath located opposite (footpath 31) and bridleway (number 112) forming part of the Upper Don Trail (as part of the Trans Pennine Trail). The latter route provides an alternative for commuting as the cycle route connects to the centre of Penistone.

Manchester Road at the Existing Site Entrance

2.3 Road Traffic Accidents

2.3.1 To obtain information on the accident record along Manchester Road the Crashmap website has been interrogated to assess the police reported injury accident record over the last 5 years up to December 2020 on the local road network. The search area is shown immediately below. As can be identified from the search area there have been 2no. recorded injury accidents within this timeframe.



2.3.2 The first incident occurred in 2016 during daylight hours with snow and high winds. This collision involved 3 vehicles (a bus and 2no. private cars) all with front impact points (head on collisions). The causation factor for this collision is not provided, however, it is highly likely that this collision was attributed to the driving conditions on the road surface and subsequent loss of control.

2.3.3 The second incident sadly was a fatal accident involving an elderly pedestrian and a private car. Noting the location of the incident it is possible the pedestrian was crossing the A628 to reach the public rights of way system when he was struck by an oncoming vehicle. The accident occurred in daylight hours in November but with heavy rain.

2.3.4 From the road safety record above the collisions appear to be disparate events with no common causation or trends and include different locations and road surface conditions.

2.3.5 The road safety record in this locality does not indicate a significant road safety problem that would warrant treatment or be a cause for concern given the proposed low trip rates associated with the proposed development.

2.4 Transport Sustainability

2.4.1 The site is in a reasonably sustainable semi rural location being within walking distance of local bus services on the Manchester Road and within walking distance of local facilities and within cycling distance of Penistone Town Centre.

2.4.2 The latest National Planning Policy Framework (NPPF) was published Feb 2019 and sets out the government's planning policies for England and how these are to be applied. However, the former guidance within PPG 13 is still useful as a reference with regard to appropriate walking and cycling distances.

2.4.3 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix C. There is a continuous footway connecting the site access with Millhouse Green with the centre of the settlement located under 1000m from the site. The whole of the medium density residential area of Millhouse Green and the local primary school, village institute, local store, church and public house are all within this catchment.

2.4.4 With regard to cycling, the former guidance in 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 C also shows the 5km cycle catchment area from the site and in addition to the walking catchment above includes the whole of Thurlstone and part of Penistone Town Centre including residential areas and Penistone Railway Station.

2.4.5 As mentioned above the site is within easy reach of the bus services on the Manchester Road. It is noted that there are also additional stops located around 100m northeast of the site also serving the 401 and 407 bus. These are school services operating twice per day during school opening and closing times. The general timetable of the bus services is shown below.

Service Number	From – To	Frequency Mon – Sat	Late evenings and Sundays
21	Barnsley - Penistone	60 mins	-
21a	Barnsley - Penistone	No Service	60 -120 mins Eves 60 mins Sunday
25a	Penistone - Holmfirth	Limited Service	-
29	Sheffield - Holmfirth	Infrequent	-
401	Millhouse Green - Penistone	School Service	-
407	Howbrook - Penistone	School Service	-

2.4.6 As can be seen from the table above, the bus stops provide an hourly service Monday to Sunday between Barnsley and Penistone stopping at Barnsley Interchange, Dodworth, Silkstone, Oxspring, Penistone, Millhouse Green and Crow Edge.

2.4.7 The site is also located within cycling distance of Penistone Railway Station which contains 16 cycle parking spaces, with cycle hire also available via Cycle Penistone CIC. Allowing potential residents to make multi modal journeys.

2.4.8 Penistone Railway Station provides services every hour to Sheffield, Meadowhall, Chapeltown, Elsecar, Wombwell, Barnsley, Dodworth, Silkstone Common, Denby Dale, Shepley, Stocksmoor, Brockholes, Honley, Berry Brow, Lockwood and Huddersfield.

2.4.9 In summary, the site is considered to be located in a sustainable semi-rural location within walking distance of nearby settlements and public transport infrastructure, and within cycling distance of the local town of Penistone including its railway station. Therefore, the site generally conforms to current Government directives for ensuring developments are located in sustainable locations.

3.0 The Development Proposals

3.1 Proposed Development

3.1.1 The proposals are for the erection of 2no. detached dwellings on the remaining land to the rear of the approved starter units – on the western part of the site.

3.1.2 The proposed dwellings will be single storey 4 bed roomed dwellings.

3.2 Vehicle Access

3.2.1 Access to the site will be gained via the existing access off Manchester Road, travelling along the existing route to the south of the existing warehouse before reaching the parking and turning areas proposed for the new dwellings. This access will be upgraded in line with the approval for the 7 no. starter units.

3.3 Parking Provision

3.3.1 Current car parking requirements for new developments are contained within Barnsley Council's SPD Parking adopted in 2019. In this case 3 spaces per dwelling are to be provided.

3.3.2 The site has the capacity to provide for journeys by private car that are necessary and unavoidable. All the properties will have EVC points which can only encourage residents to make those journeys by less polluting electric vehicles.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrians and cyclists will use the existing access point off Manchester Road and will follow the access route to be used by vehicular traffic.

3.4.2 Cycle parking to meet the Council's SPD requirements can be provided at each of the proposed dwellings.

3.5 Servicing

3.5.1 The servicing requirements for the proposed development can be easily catered for in relation to deliveries and refuse collections, as suitable turning space will be made available to accommodate the private contractors refuse collection vehicle.

4.0 Traffic Impact

4.1.1 To determine the potential traffic generation from the proposed development it has been necessary to interrogate the national TRICS database.

4.1.2 The table below identifies the trip rates and traffic generation rates associated with the small residential developments. The TRICS parameters include comparable sites in edge of town locations in England.

Dwelling houses	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.168	0.366	0.534	0.336	0.141	0.477
Generated Trips	0.336	0.732	1.068	0.672	0.282	0.954

Trip Rates and Generations (Dwelling houses)

4.1.3 As can be seen from the above the development will be a very low peak time traffic generator with only 1 trip anticipated during the network's busy periods.

4.1.4 The injury accident record does not indicate a road safety problem that would warrant treatment of be a cause for concern as a result of the development proposals and its low trip rates.

4.1.5 It is considered that the anticipated level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local 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 or the sites junction with the A628 and will not significantly add to any congestion at the peak times on the local network.

5.0 Conclusions

5.1.1 This Highway 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 proposed development is also assessed.

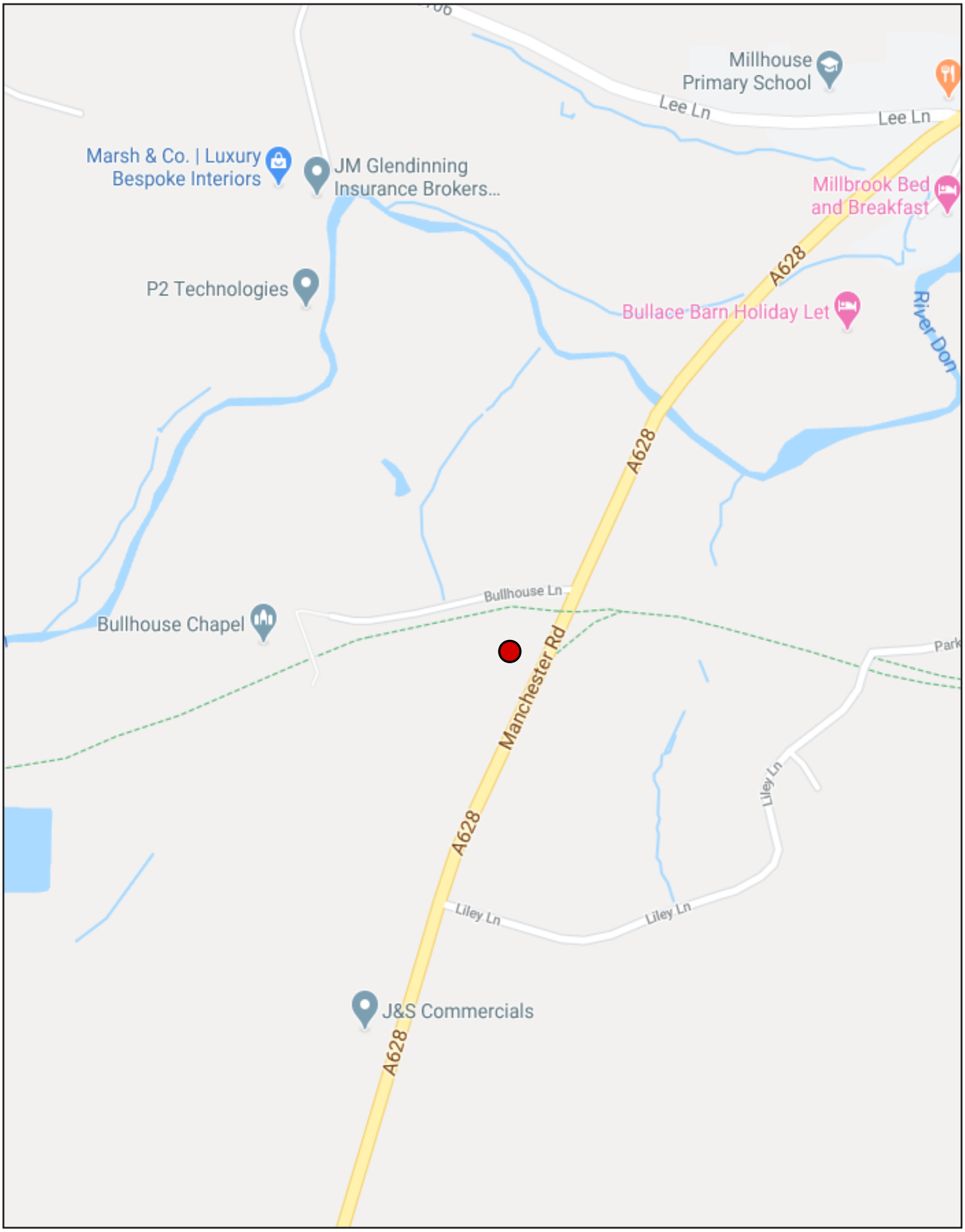
5.1.2 The site is considered to be located in a sustainable semi-rural location within walking distance of nearby settlements and public transport infrastructure, and within cycling distance of the local town of Penistone including its railway station. Therefore, the site generally conforms to current Government directives for ensuring developments are located in sustainable locations.

5.1.3 The proposed development will not significantly increase traffic generations from developments already approved, and therefore no major intensification of use of the existing access would occur as a result of the proposals.

5.1.4 It is considered that 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 add to any perceived congestion at 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

Site Location



Legend:

Site Location

PARAGON HIGHWAYS
Unit 6 The Office Campus
Paragon Business Park
Wakefield Wf1 2uy

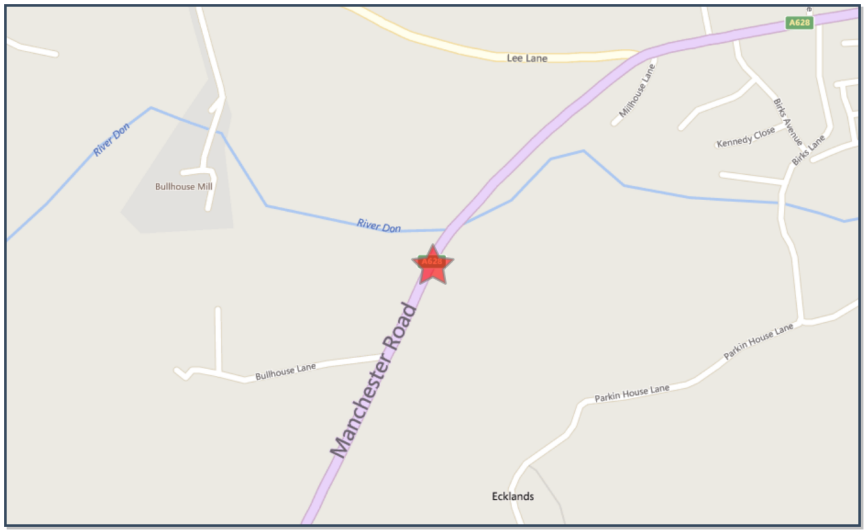
APPENDIX B

Road Traffic Accidents

crashmap.co.uk

Crash Date:	Saturday, April 16, 2016	**Time of Crash:**	6:25:00 PM	**Crash Reference:**	**2016140060850**

Highest Injury Severity:	Slight	**Road Number:**	A628	**Number of Casualties:**	2
Highway Authority:	Barnsley			**Number of Vehicles:**	3
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	421539 402867
Weather Description:	Snowing without high winds				
Road Surface Description:	Snow				
Speed Limit:	60				
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				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Bus or coach (17+ passenger seats)	6	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
3	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

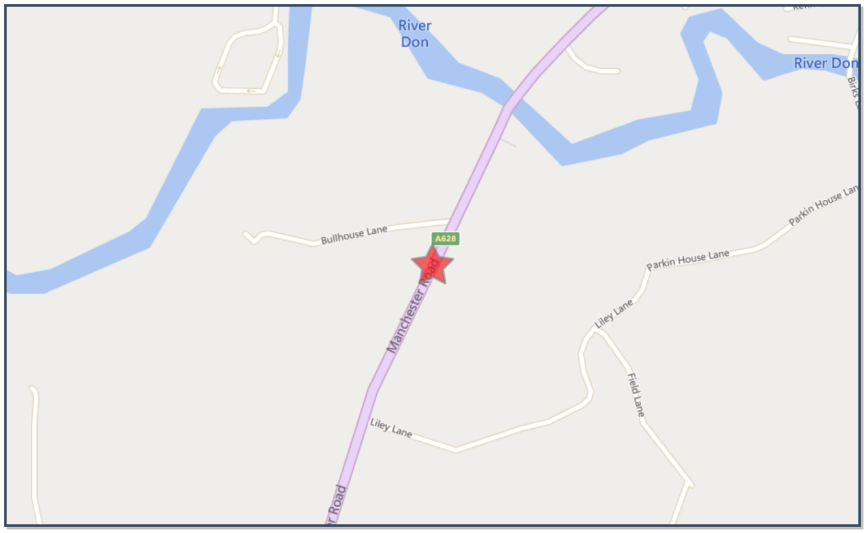
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Friday, November 01, 2019	**Time of Crash:**	11:40:00 AM	**Crash Reference:**	**2019140894328**

Highest Injury Severity:	Fatal	**Road Number:**	A628	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	1
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	421434 402652
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
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				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

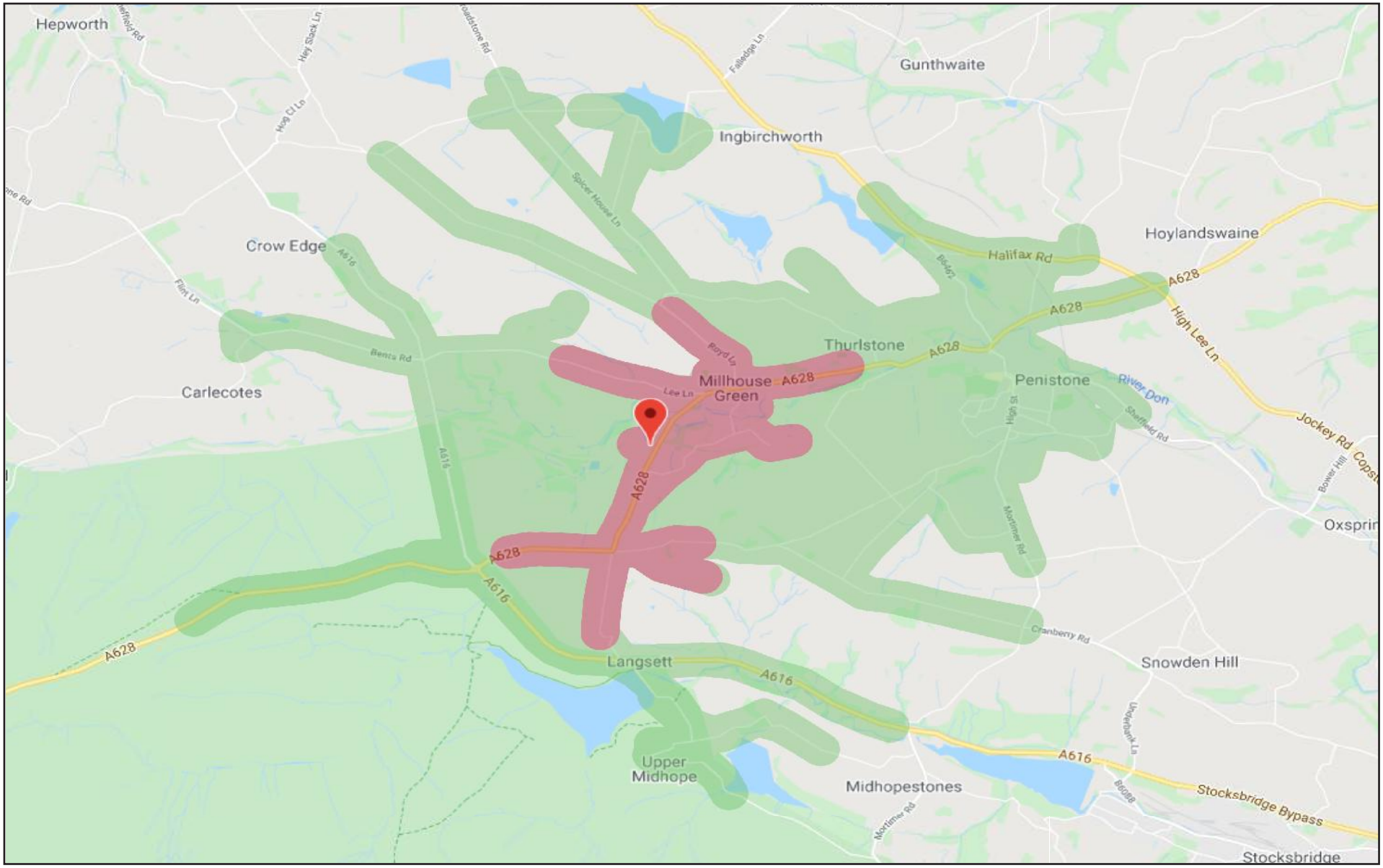
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Pedestrian	Male	Over 75	In carriageway, crossing elsewhere	Crossing from driver's offside

APPENDIX C

Pedestrian & Cycle Catchment



Legend:

- 5km Cycle Catchment
- 2km Walking Catchment
- Site Location

PARAGON HIGHWAYS
Unit 6 The Office Campus
Paragon Business Park
Wakefield Wf1 2uy

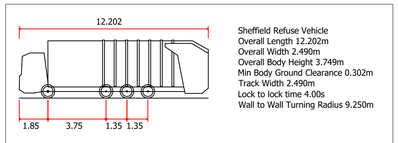
APPENDIX D

Proposed Layout

GENERAL NOTES

This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.



Sheffield Refuse Vehicle
Overall Length 12.202m
Overall Width 2.490m
Overall Body Height 3.749m
Min Body Ground Clearance 0.302m
Track Width 2.490m
Lock to lock time 4.00s
Wall to Wall Turning Radius 9.250m

Key:

- Body outline (forward gear)
- Wheel outline (forward gear)
- Body outline (reverse gear)
- Wheel outline (reverse gear)

C 05.05.2021 LAYOUT AMENDED

PROJECT

MILLHOUSE GREEN, SHEFFIELD

TITLE

VISIBILITY AND VEHICLE TRACKING

SCALE

1:1000 @ A1

DRAWING

1790 101C

DATE

05.05.2021

PARAGON HIGHWAYS
UNIT 6, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY
01924 291536 /
MAIL@PARAGONHIGHWAYS.COM

APPENDIX E

TRICS Output

Calculation Reference: AUDIT-742101-190124-0119

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 17 to 207 (units:)
Range Selected by User: 6 to 792 (units:)

Parking Spaces Range: Selected: 12 to 881 Actual: 12 to 881

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 22/06/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Village	2
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CA-03-A-06 MIXED HOUSES CAMBRIDGESHIRE
CRAFT'S WAY
NEAR CAMBRIDGE
BAR HILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 207
Survey date: FRIDAY *22/06/18* *Survey Type: MANUAL*

2 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

3 ST-03-A-06 SEMI-DET. & TERRACED STAFFORDSHIRE
STANFORD ROAD
WOLVERHAMPTON
BLAKENHALL
Edge of Town Centre
No Sub Category
Total Number of dwellings: 17
Survey date: FRIDAY *09/05/14* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	87	0.053	3	87	0.298	3	87	0.351
08:00 - 09:00	3	87	0.168	3	87	0.366	3	87	0.534
09:00 - 10:00	3	87	0.164	3	87	0.282	3	87	0.446
10:00 - 11:00	3	87	0.137	3	87	0.195	3	87	0.332
11:00 - 12:00	3	87	0.176	3	87	0.195	3	87	0.371
12:00 - 13:00	3	87	0.198	3	87	0.187	3	87	0.385
13:00 - 14:00	3	87	0.141	3	87	0.137	3	87	0.278
14:00 - 15:00	3	87	0.172	3	87	0.168	3	87	0.340
15:00 - 16:00	3	87	0.237	3	87	0.183	3	87	0.420
16:00 - 17:00	3	87	0.309	3	87	0.118	3	87	0.427
17:00 - 18:00	3	87	0.336	3	87	0.141	3	87	0.477
18:00 - 19:00	3	87	0.271	3	87	0.126	3	87	0.397
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.362			2.396			4.758

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

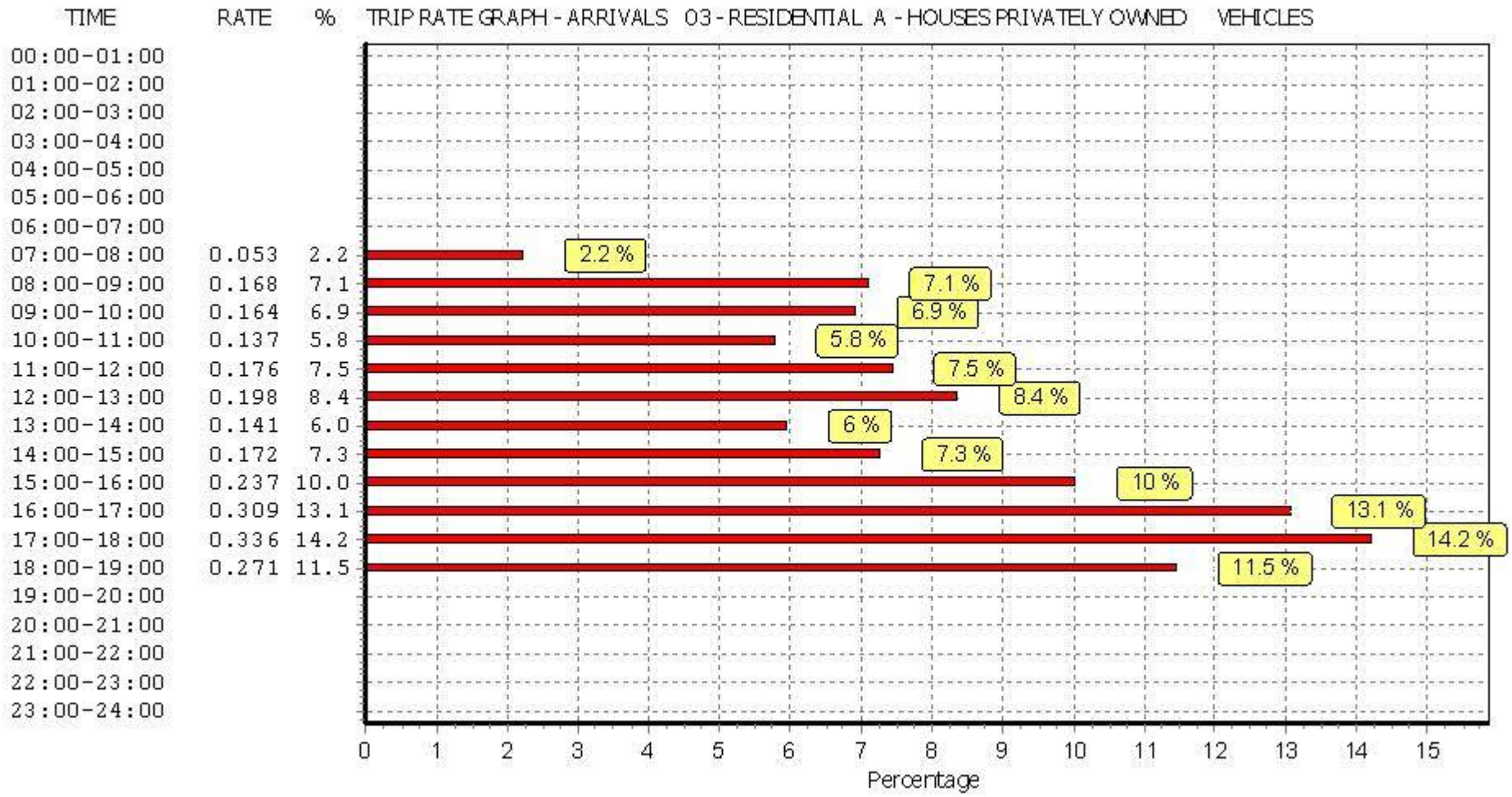
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	17 - 207 (units:)
Survey date date range:	01/01/10 - 22/06/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

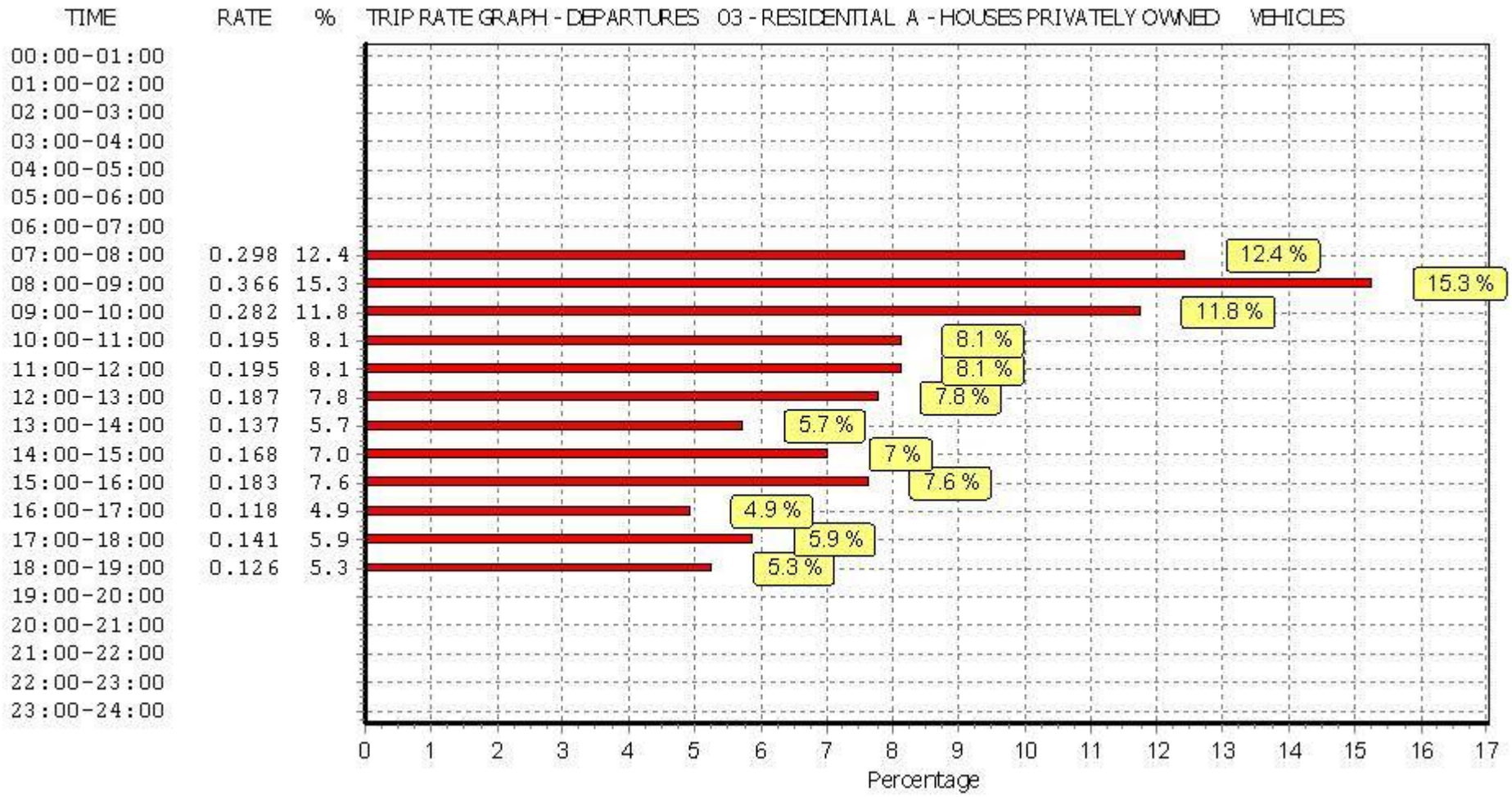
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Paragon Highways Red Hall Court Wakefield Licence No: 742101

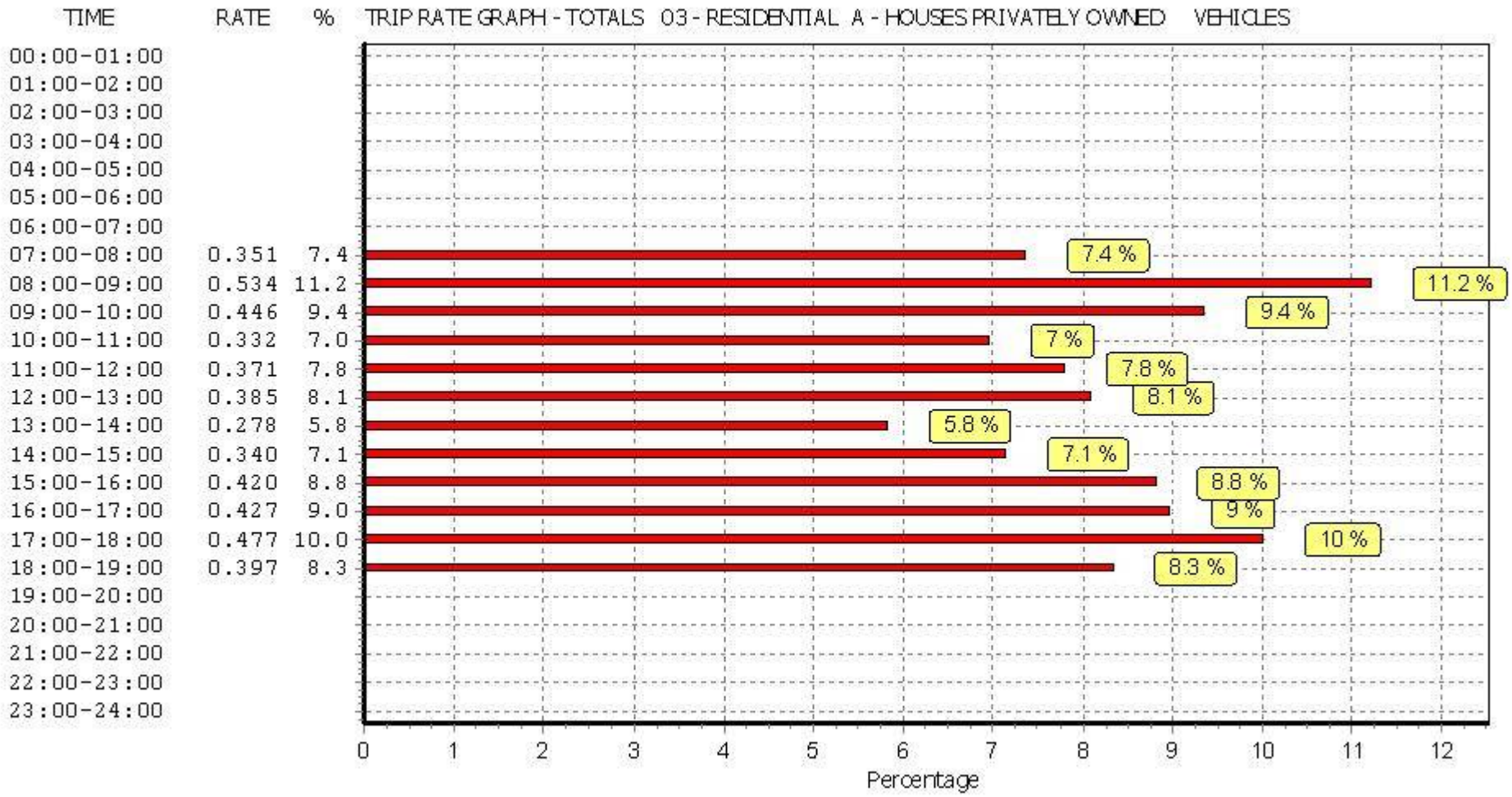


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Paragon Highways Red Hall Court Wakefield Licence No: 742101



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



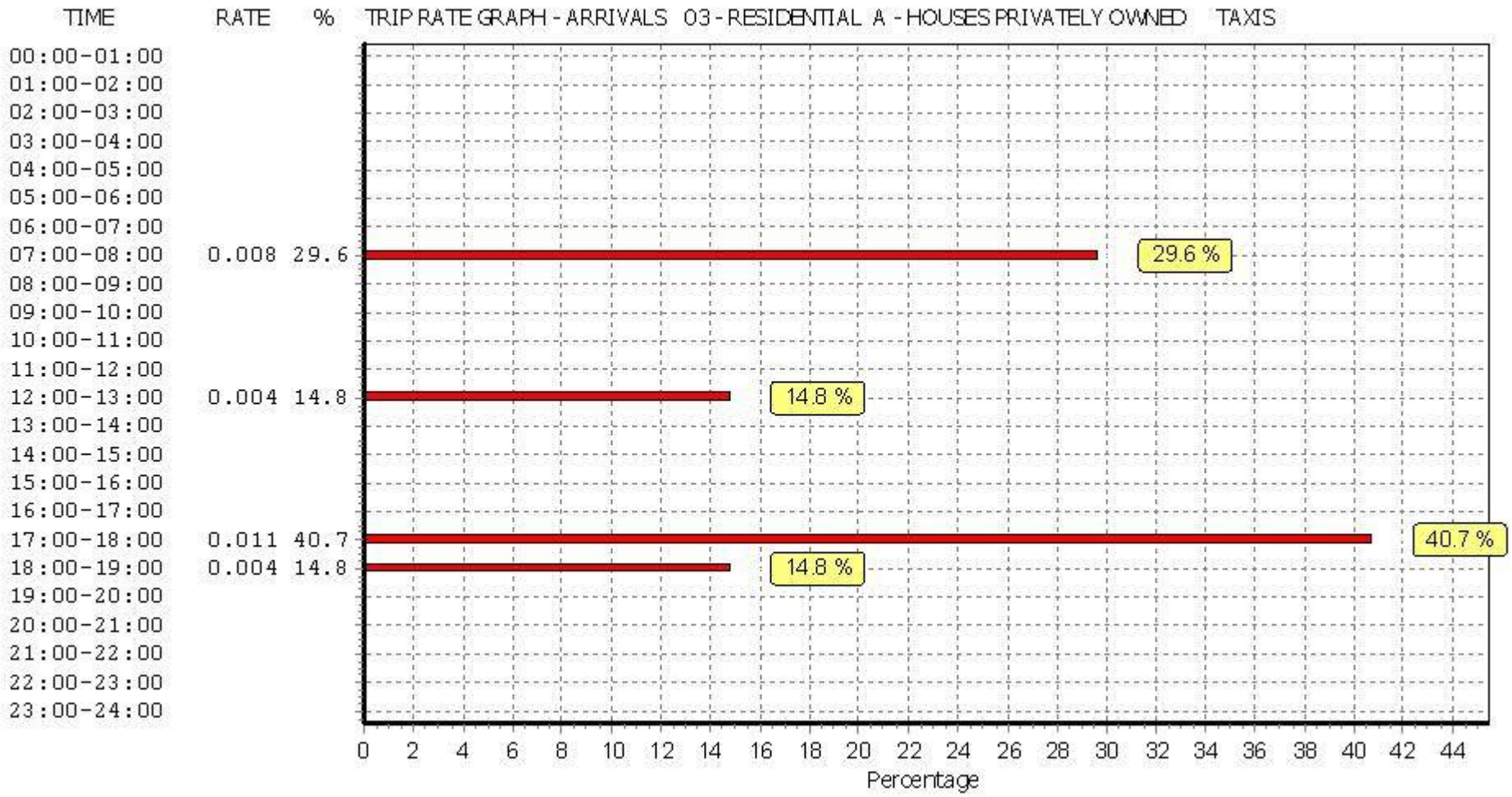
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

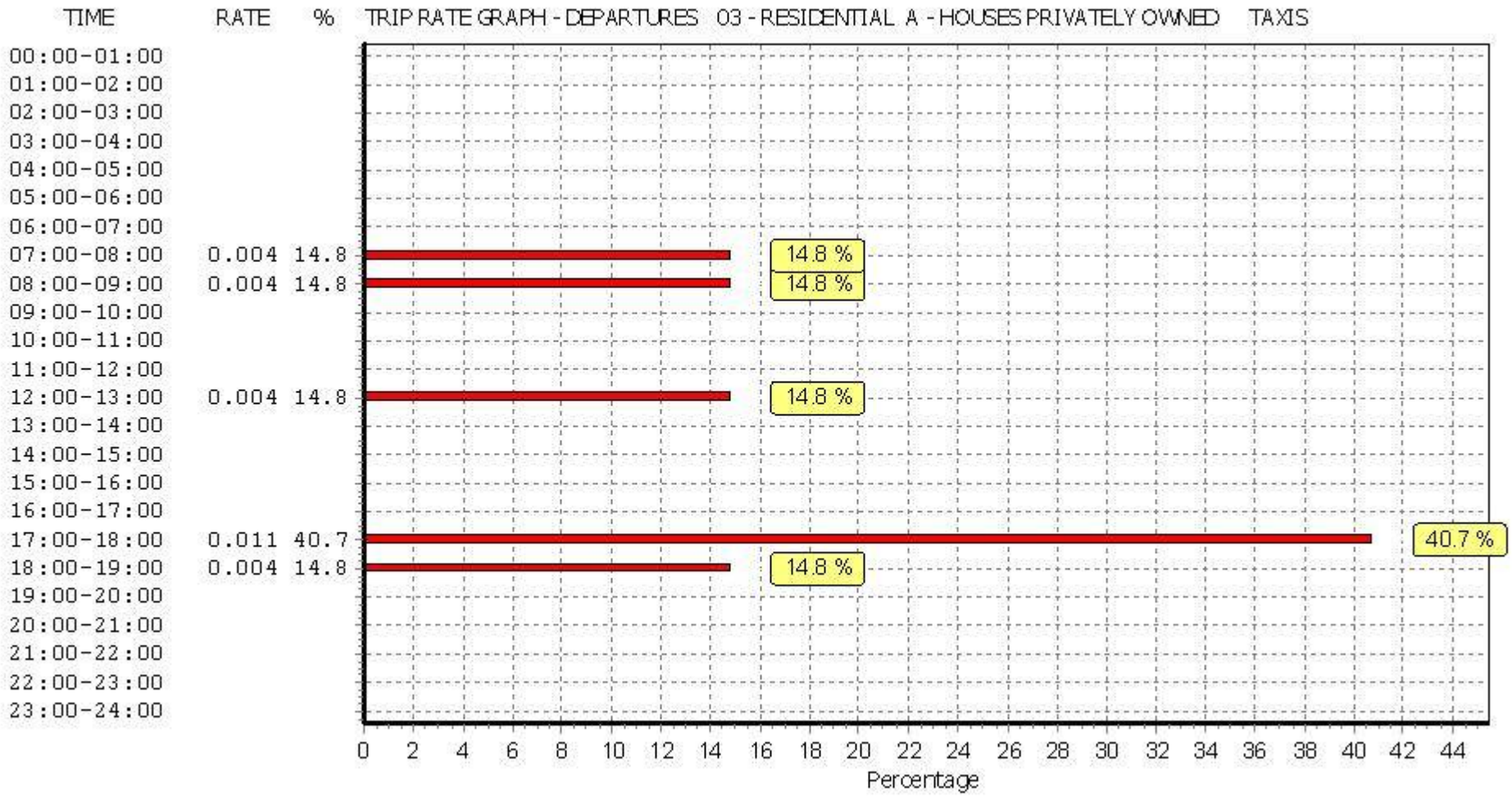
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	87	0.008	3	87	0.004	3	87	0.012
08:00 - 09:00	3	87	0.000	3	87	0.004	3	87	0.004
09:00 - 10:00	3	87	0.000	3	87	0.000	3	87	0.000
10:00 - 11:00	3	87	0.000	3	87	0.000	3	87	0.000
11:00 - 12:00	3	87	0.000	3	87	0.000	3	87	0.000
12:00 - 13:00	3	87	0.004	3	87	0.004	3	87	0.008
13:00 - 14:00	3	87	0.000	3	87	0.000	3	87	0.000
14:00 - 15:00	3	87	0.000	3	87	0.000	3	87	0.000
15:00 - 16:00	3	87	0.000	3	87	0.000	3	87	0.000
16:00 - 17:00	3	87	0.000	3	87	0.000	3	87	0.000
17:00 - 18:00	3	87	0.011	3	87	0.011	3	87	0.022
18:00 - 19:00	3	87	0.004	3	87	0.004	3	87	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

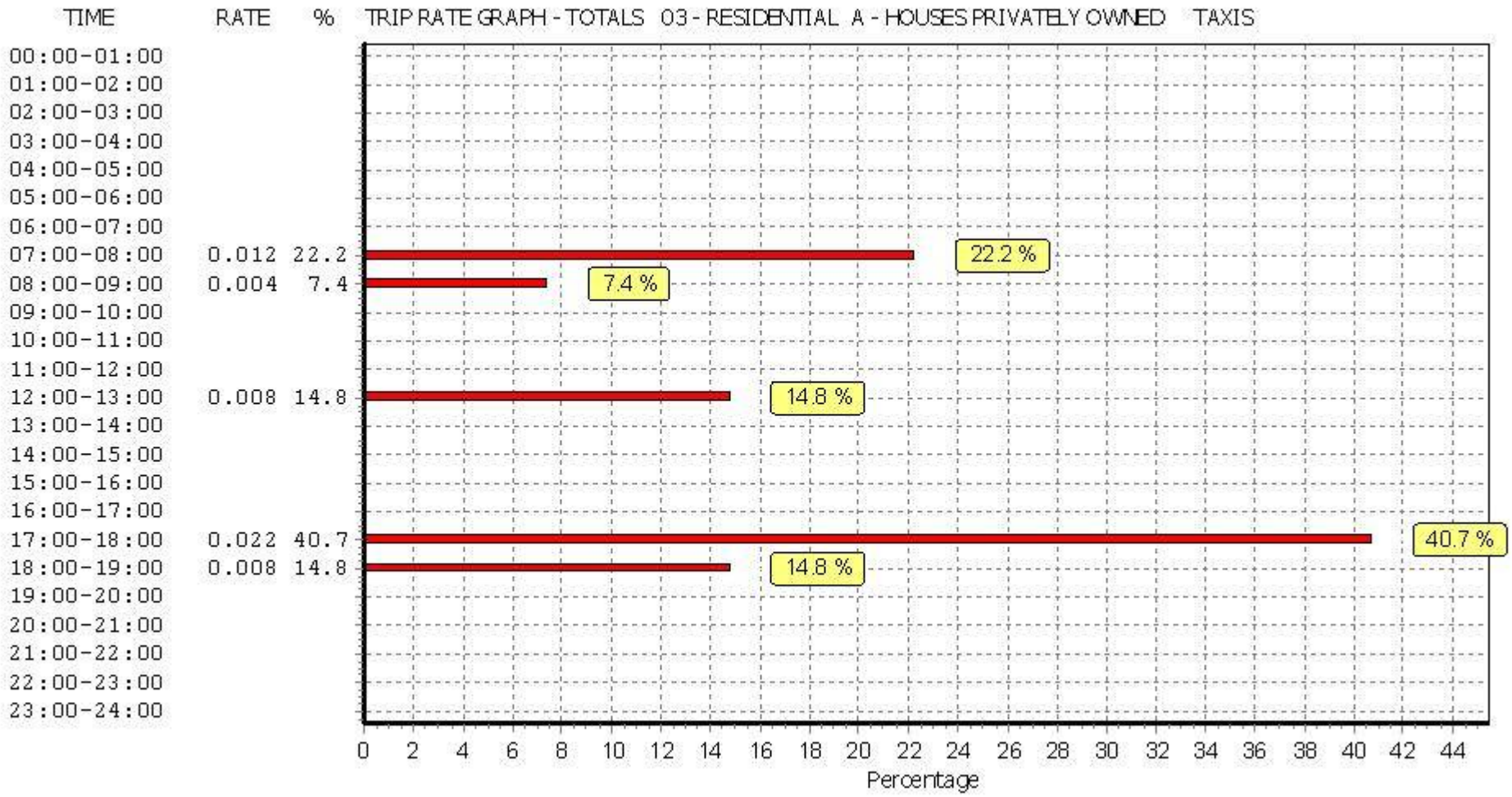


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Paragon Highways Red Hall Court Wakefield Licence No: 742101



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

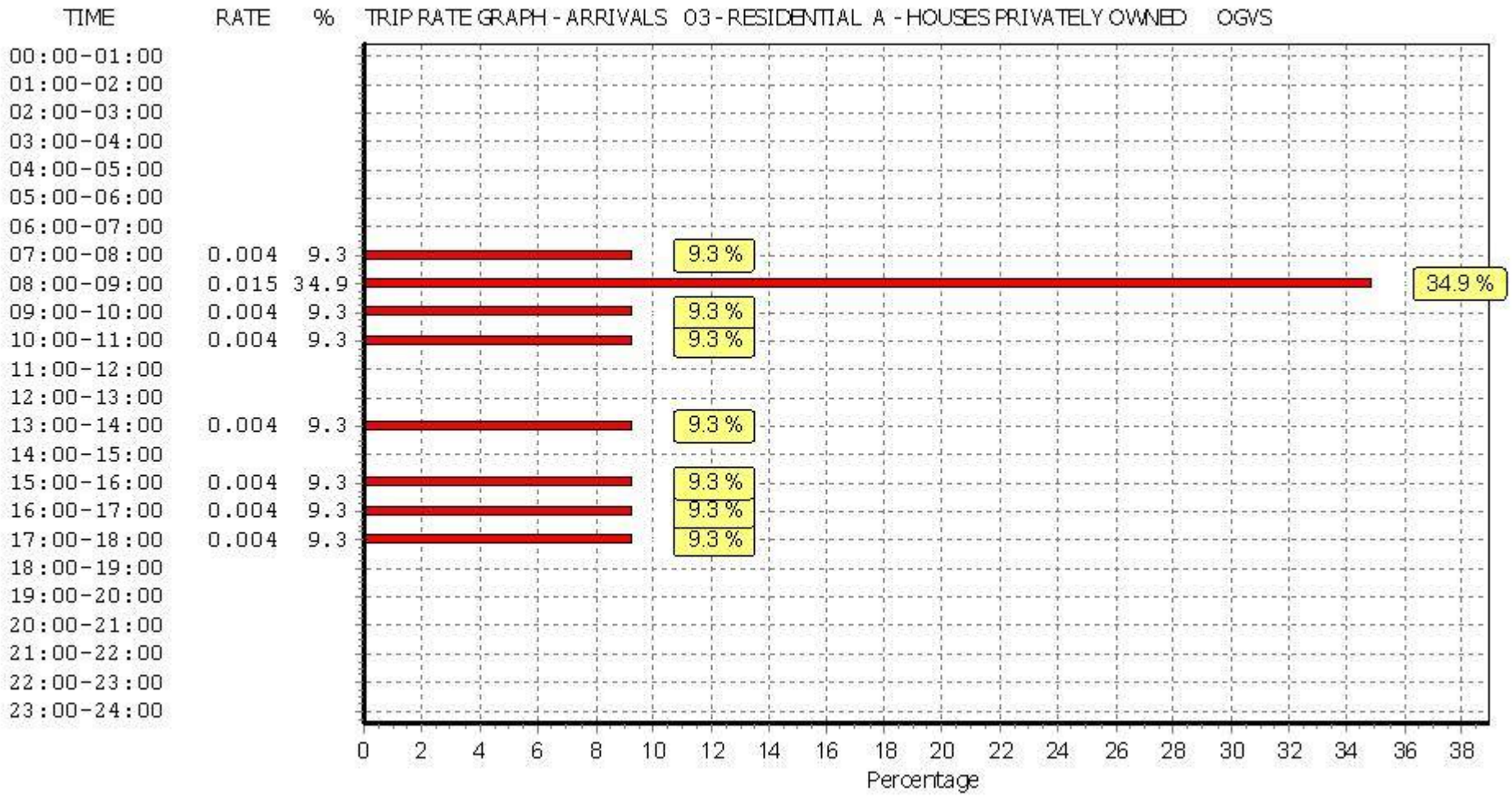
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	87	0.004	3	87	0.000	3	87	0.004
08:00 - 09:00	3	87	0.015	3	87	0.015	3	87	0.030
09:00 - 10:00	3	87	0.004	3	87	0.008	3	87	0.012
10:00 - 11:00	3	87	0.004	3	87	0.004	3	87	0.008
11:00 - 12:00	3	87	0.000	3	87	0.000	3	87	0.000
12:00 - 13:00	3	87	0.000	3	87	0.000	3	87	0.000
13:00 - 14:00	3	87	0.004	3	87	0.004	3	87	0.008
14:00 - 15:00	3	87	0.000	3	87	0.000	3	87	0.000
15:00 - 16:00	3	87	0.004	3	87	0.008	3	87	0.012
16:00 - 17:00	3	87	0.004	3	87	0.000	3	87	0.004
17:00 - 18:00	3	87	0.004	3	87	0.004	3	87	0.008
18:00 - 19:00	3	87	0.000	3	87	0.000	3	87	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.043			0.086

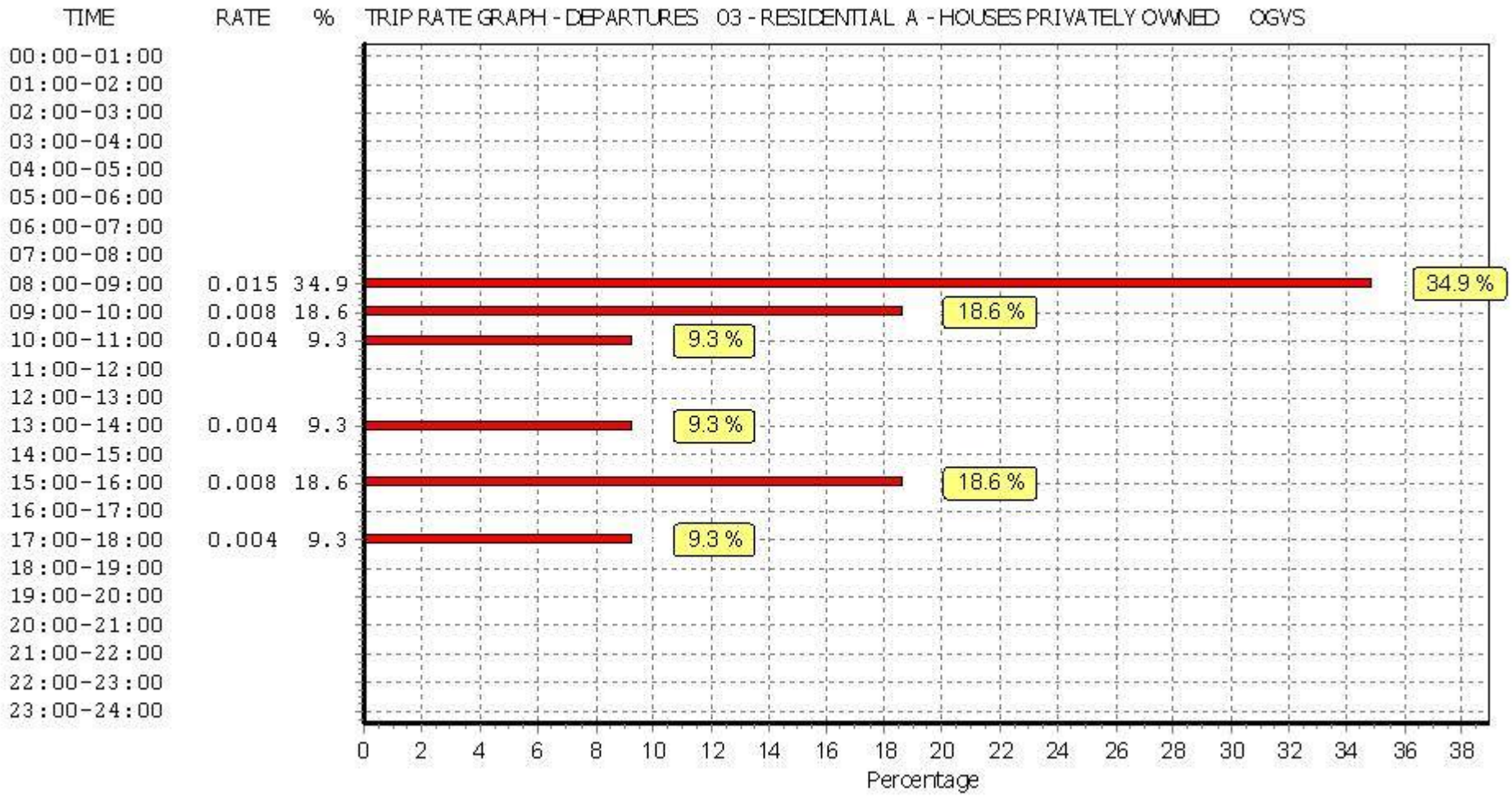
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

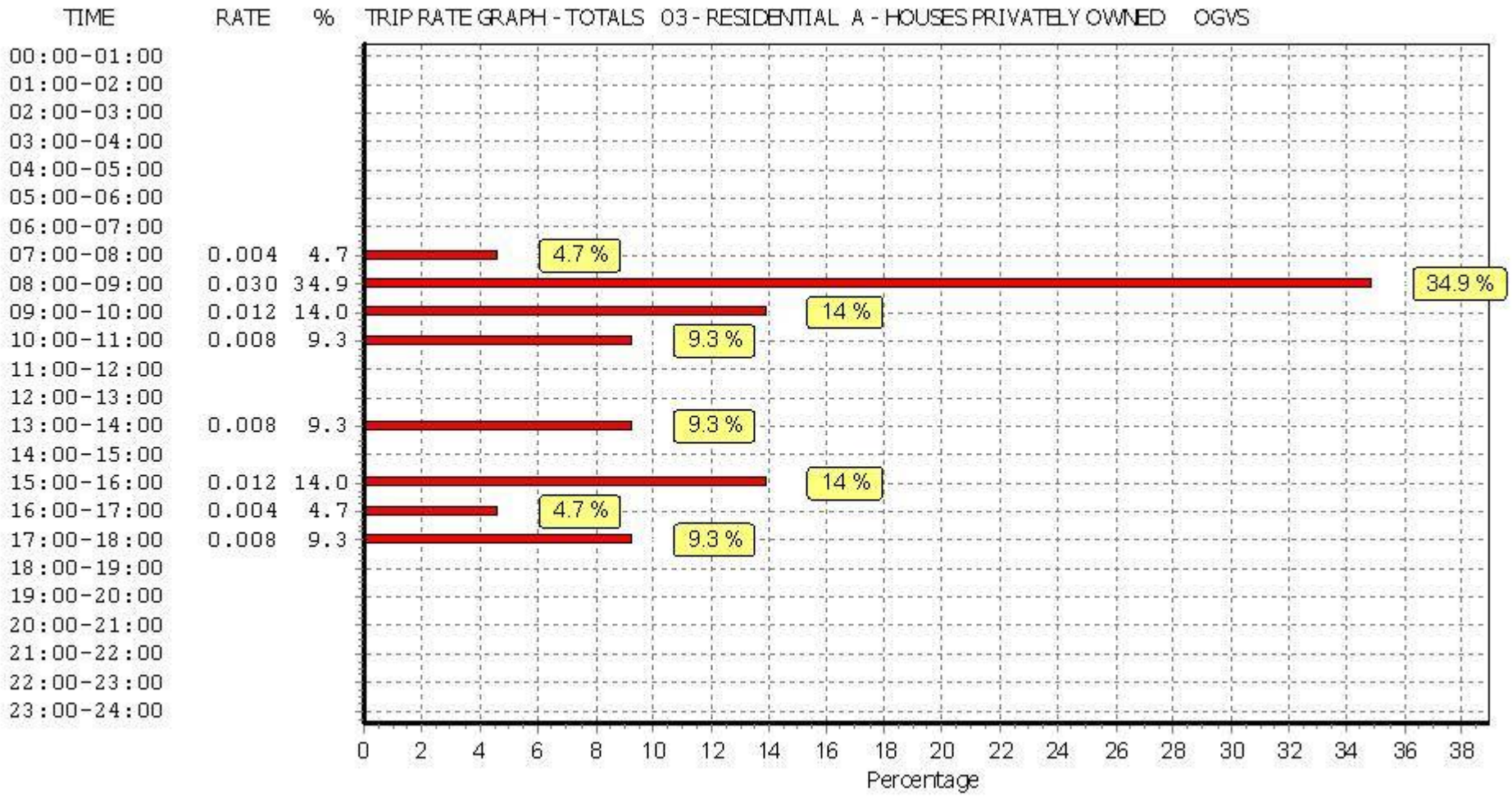
Paragon Highways Red Hall Court Wakefield Licence No: 742101



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

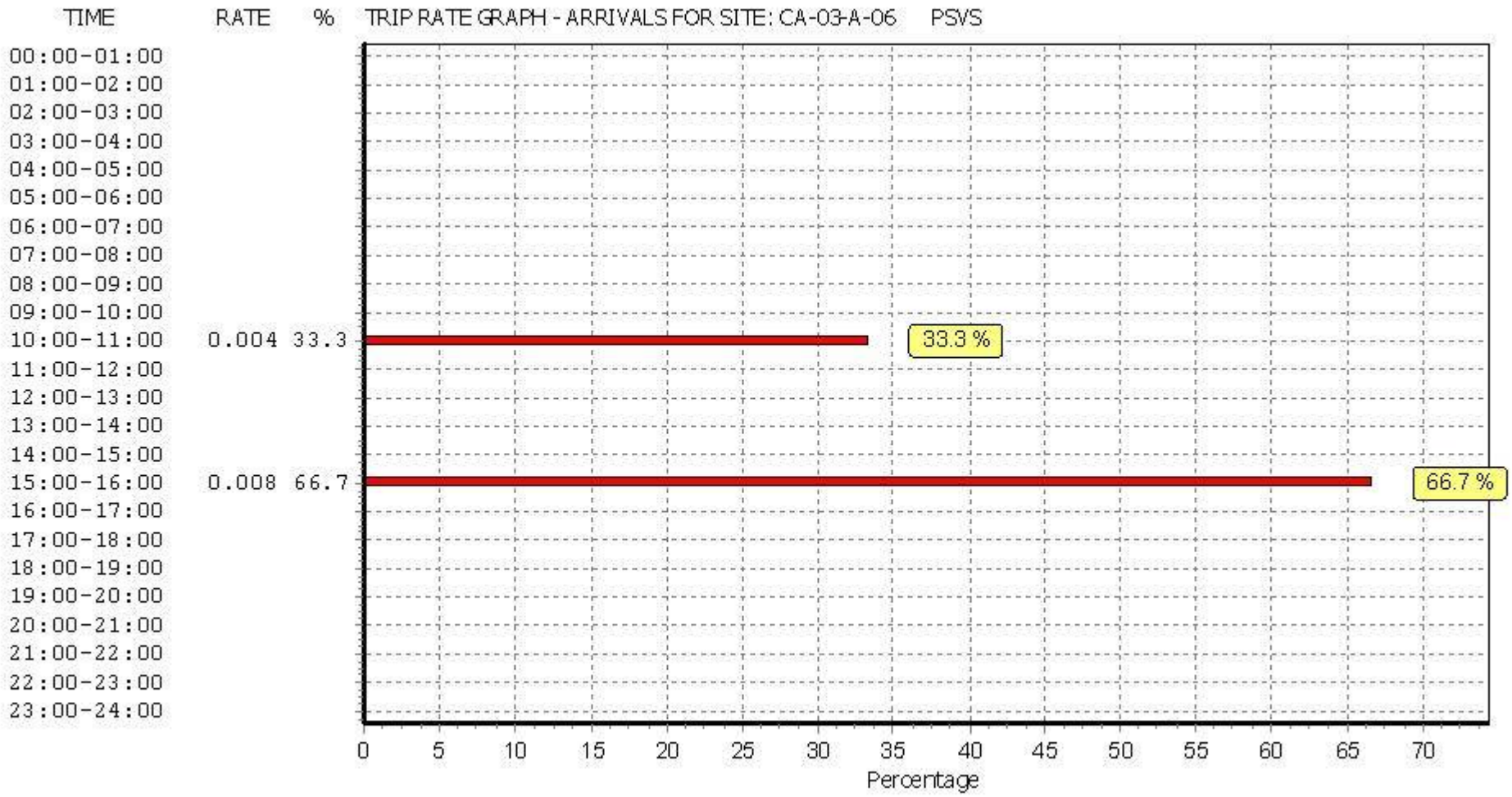
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	87	0.000	3	87	0.000	3	87	0.000
08:00 - 09:00	3	87	0.000	3	87	0.000	3	87	0.000
09:00 - 10:00	3	87	0.000	3	87	0.000	3	87	0.000
10:00 - 11:00	3	87	0.004	3	87	0.004	3	87	0.008
11:00 - 12:00	3	87	0.000	3	87	0.000	3	87	0.000
12:00 - 13:00	3	87	0.000	3	87	0.000	3	87	0.000
13:00 - 14:00	3	87	0.000	3	87	0.000	3	87	0.000
14:00 - 15:00	3	87	0.000	3	87	0.000	3	87	0.000
15:00 - 16:00	3	87	0.008	3	87	0.008	3	87	0.016
16:00 - 17:00	3	87	0.000	3	87	0.000	3	87	0.000
17:00 - 18:00	3	87	0.000	3	87	0.000	3	87	0.000
18:00 - 19:00	3	87	0.000	3	87	0.000	3	87	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

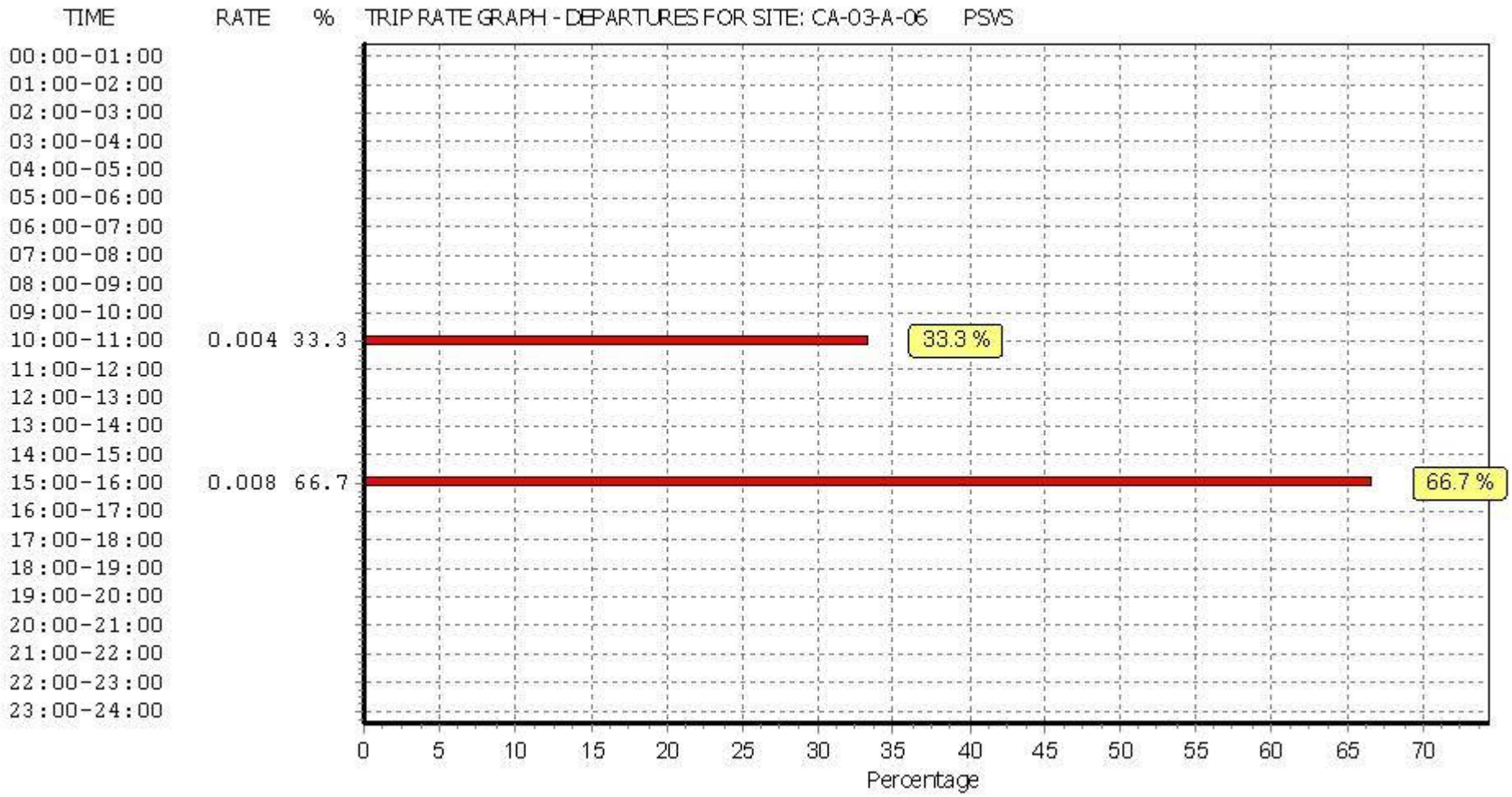
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Paragon Highways Red Hall Court Wakefield Licence No: 742101

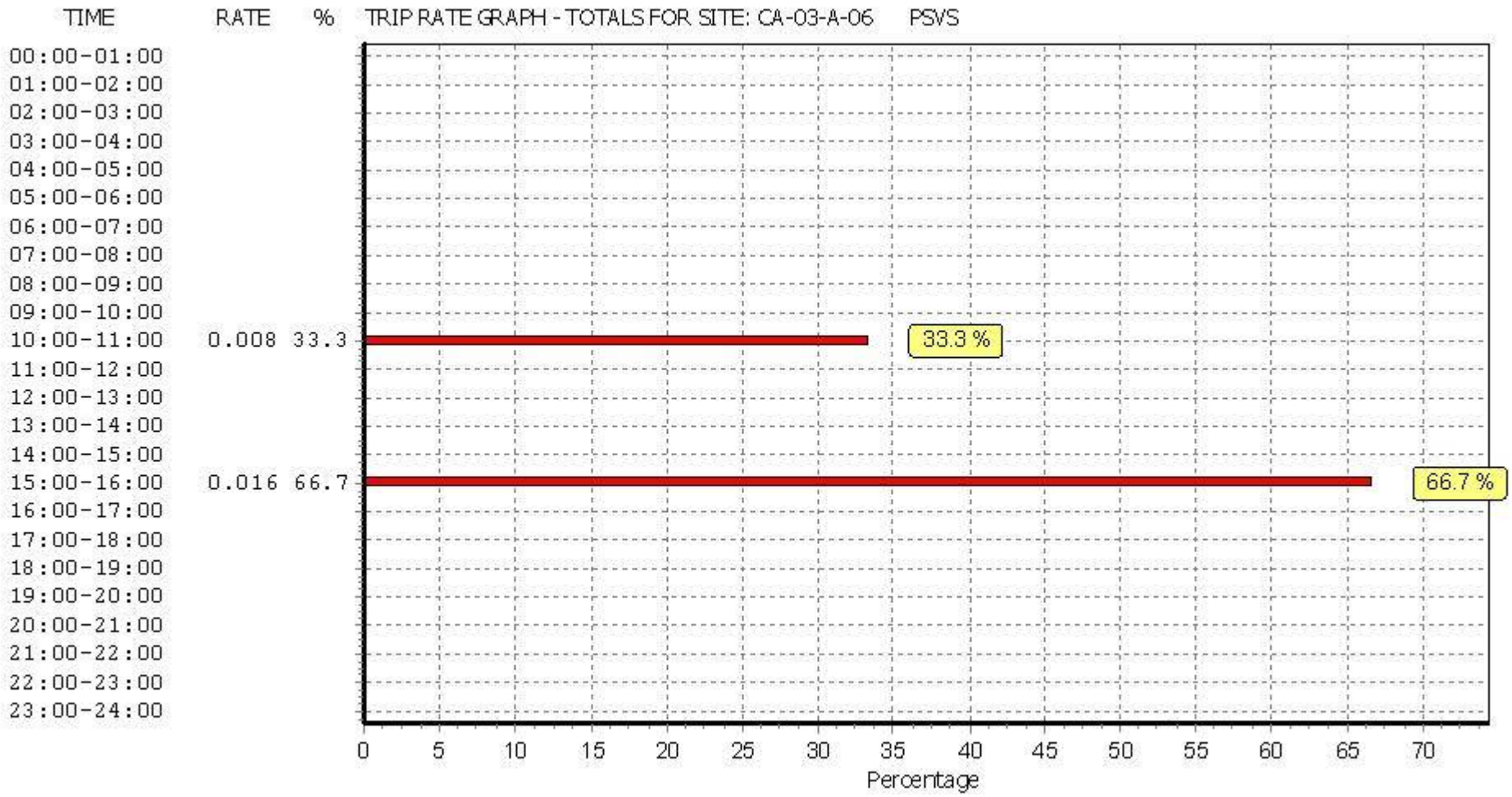


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Paragon Highways Red Hall Court Wakefield Licence No: 742101



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

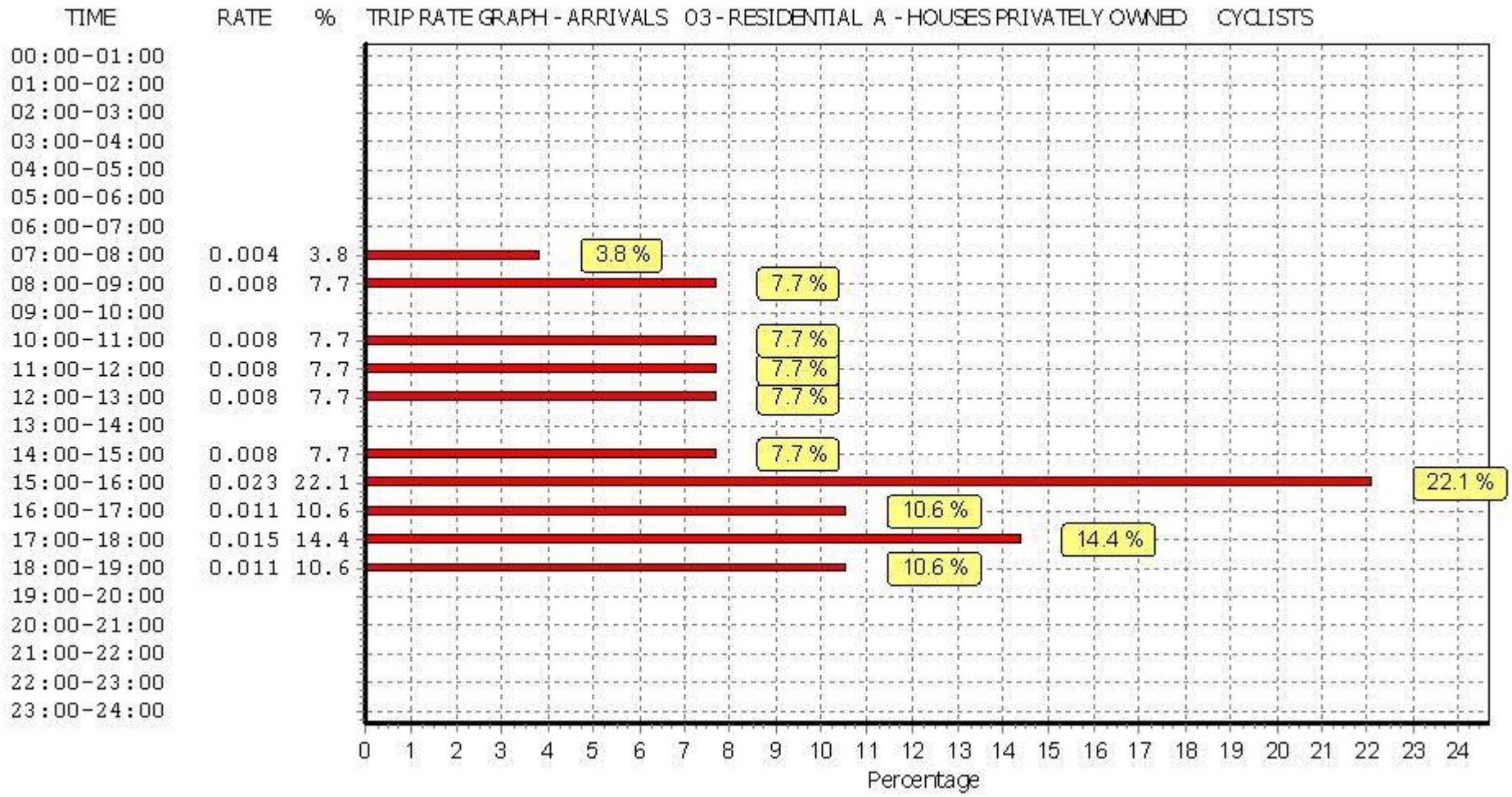
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	87	0.004	3	87	0.008	3	87	0.012
08:00 - 09:00	3	87	0.008	3	87	0.011	3	87	0.019
09:00 - 10:00	3	87	0.000	3	87	0.019	3	87	0.019
10:00 - 11:00	3	87	0.008	3	87	0.004	3	87	0.012
11:00 - 12:00	3	87	0.008	3	87	0.008	3	87	0.016
12:00 - 13:00	3	87	0.008	3	87	0.000	3	87	0.008
13:00 - 14:00	3	87	0.000	3	87	0.011	3	87	0.011
14:00 - 15:00	3	87	0.008	3	87	0.000	3	87	0.008
15:00 - 16:00	3	87	0.023	3	87	0.011	3	87	0.034
16:00 - 17:00	3	87	0.011	3	87	0.000	3	87	0.011
17:00 - 18:00	3	87	0.015	3	87	0.011	3	87	0.026
18:00 - 19:00	3	87	0.011	3	87	0.008	3	87	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.104			0.091			0.195

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

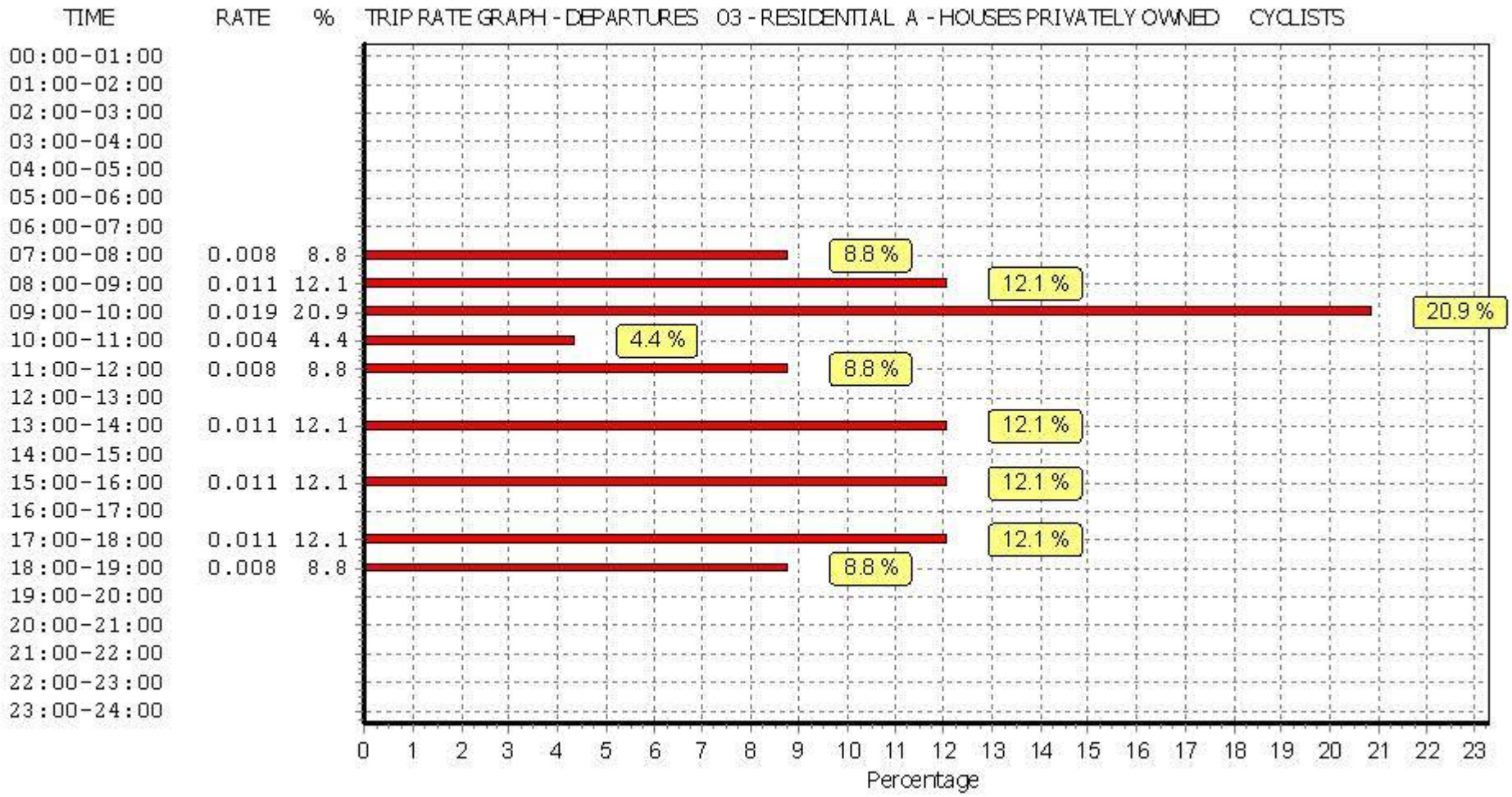
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Paragon Highways Red Hall Court Wakefield Licence No: 742101



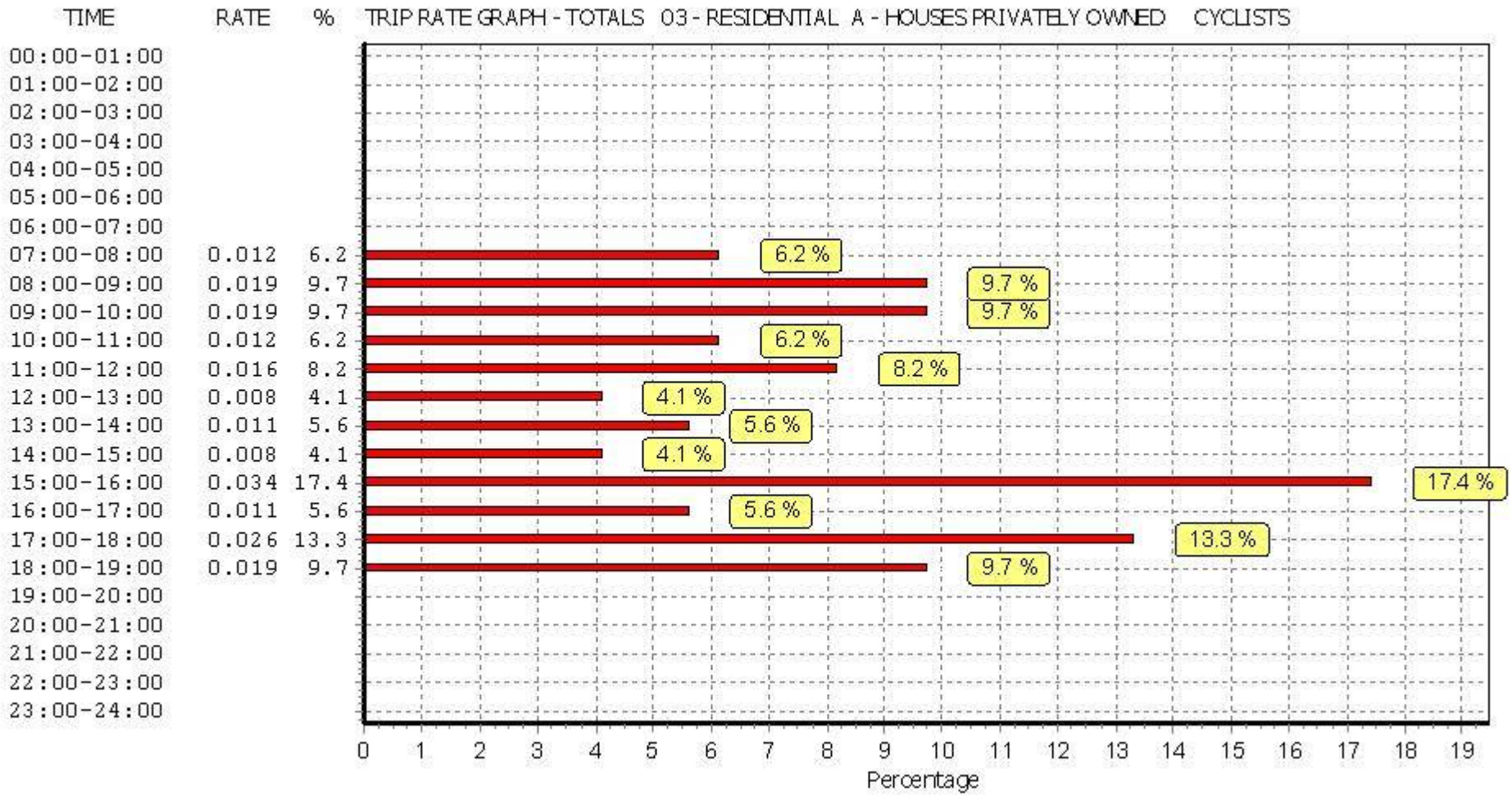
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Paragon Highways Red Hall Court Wakefield Licence No: 742101



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Paragon Highways Red Hall Court Wakefield Licence No: 742101



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

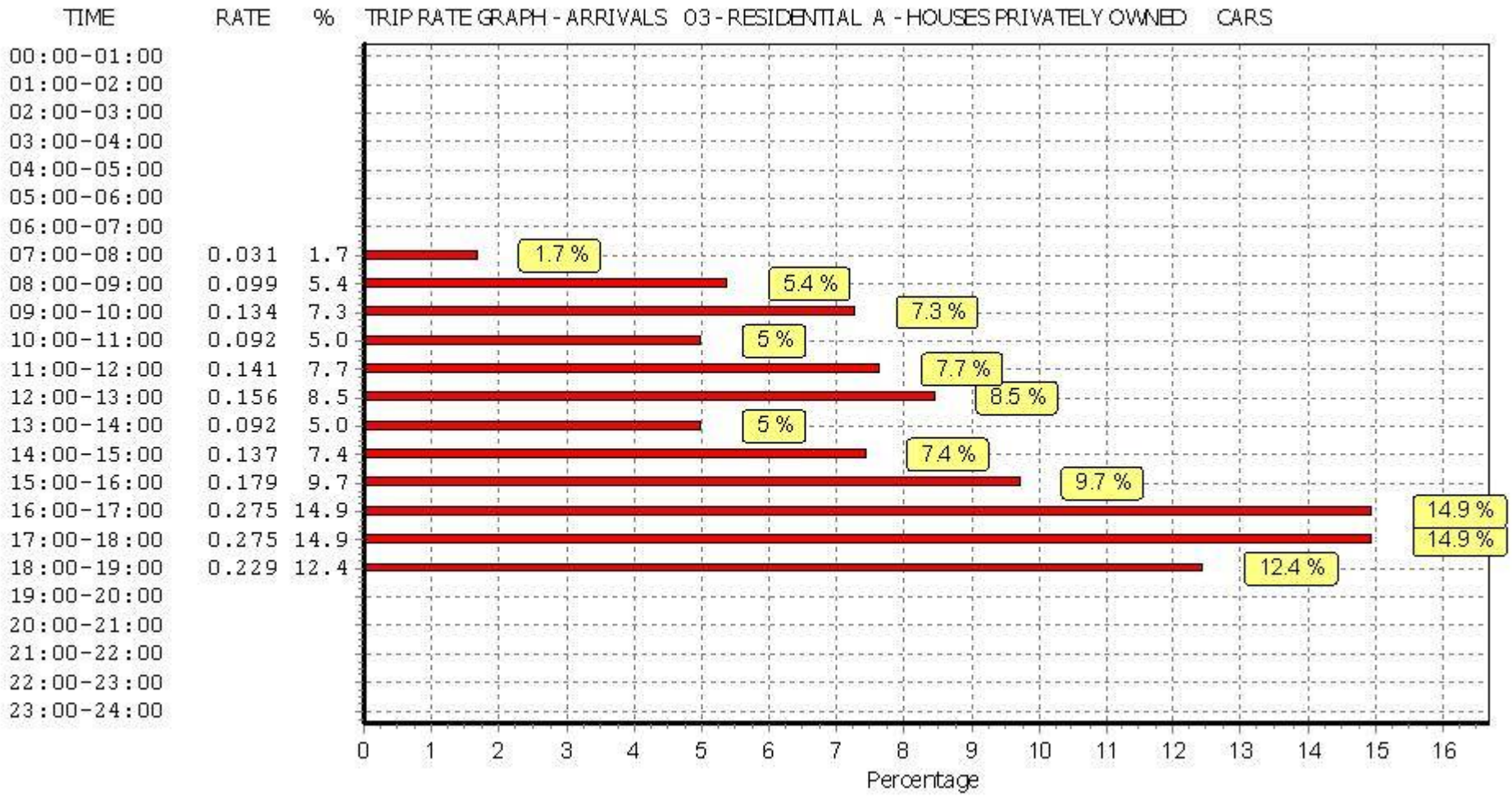
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	87	0.031	3	87	0.248	3	87	0.279
08:00 - 09:00	3	87	0.099	3	87	0.302	3	87	0.401
09:00 - 10:00	3	87	0.134	3	87	0.237	3	87	0.371
10:00 - 11:00	3	87	0.092	3	87	0.145	3	87	0.237
11:00 - 12:00	3	87	0.141	3	87	0.134	3	87	0.275
12:00 - 13:00	3	87	0.156	3	87	0.145	3	87	0.301
13:00 - 14:00	3	87	0.092	3	87	0.099	3	87	0.191
14:00 - 15:00	3	87	0.137	3	87	0.126	3	87	0.263
15:00 - 16:00	3	87	0.179	3	87	0.137	3	87	0.316
16:00 - 17:00	3	87	0.275	3	87	0.095	3	87	0.370
17:00 - 18:00	3	87	0.275	3	87	0.111	3	87	0.386
18:00 - 19:00	3	87	0.229	3	87	0.099	3	87	0.328
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.840			1.878			3.718

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Paragon Highways Red Hall Court Wakefield Licence No: 742101



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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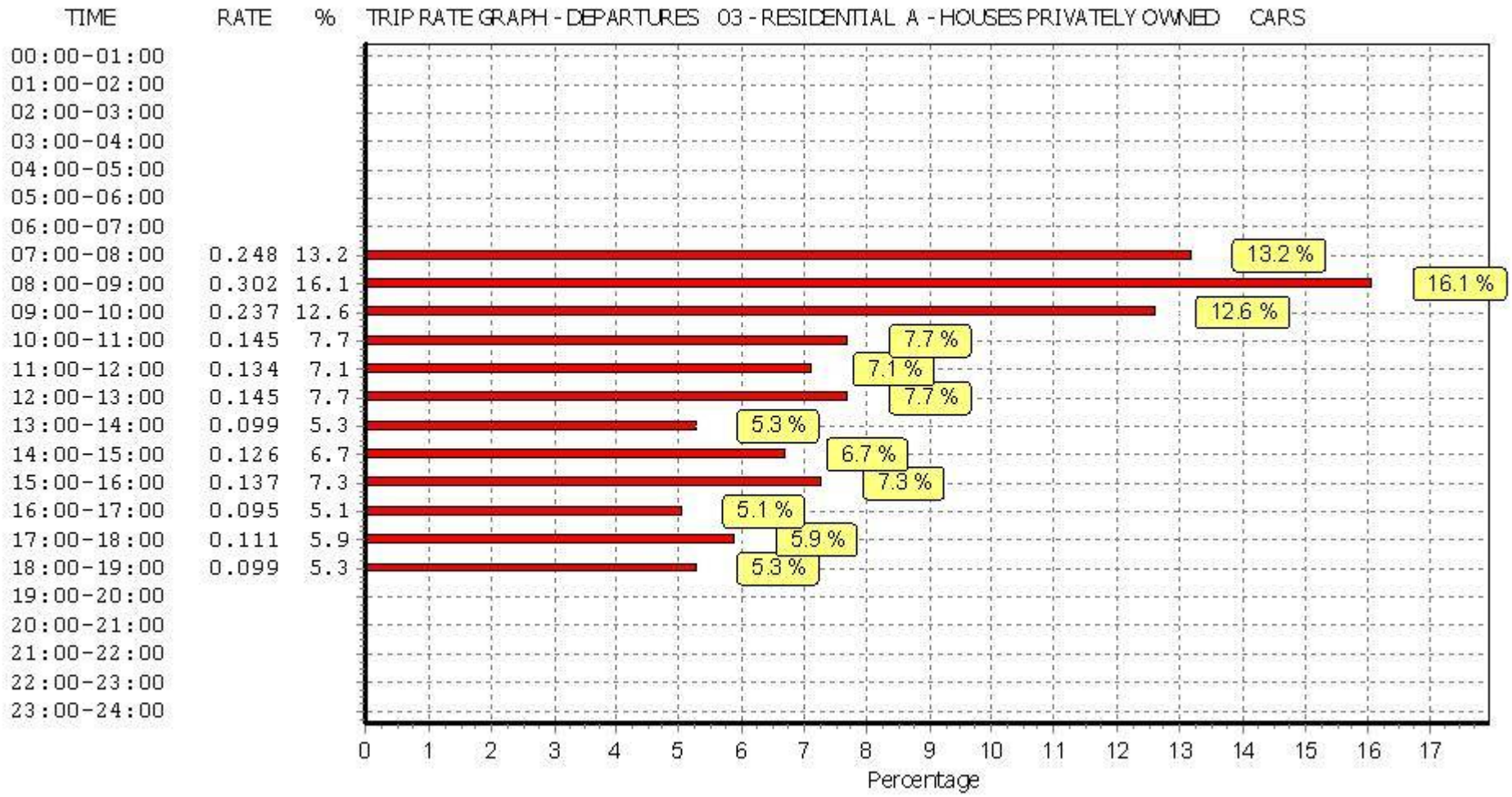

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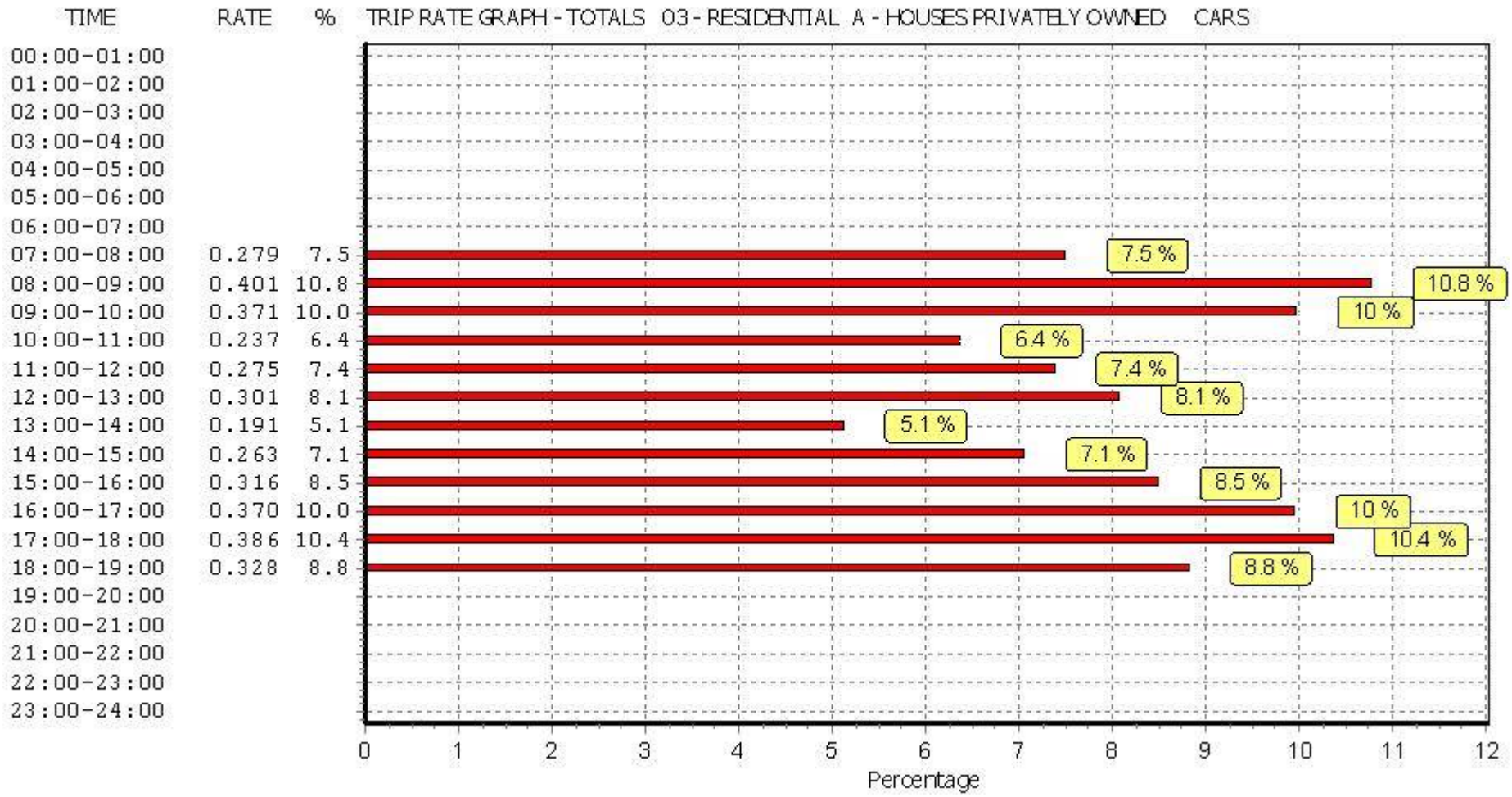

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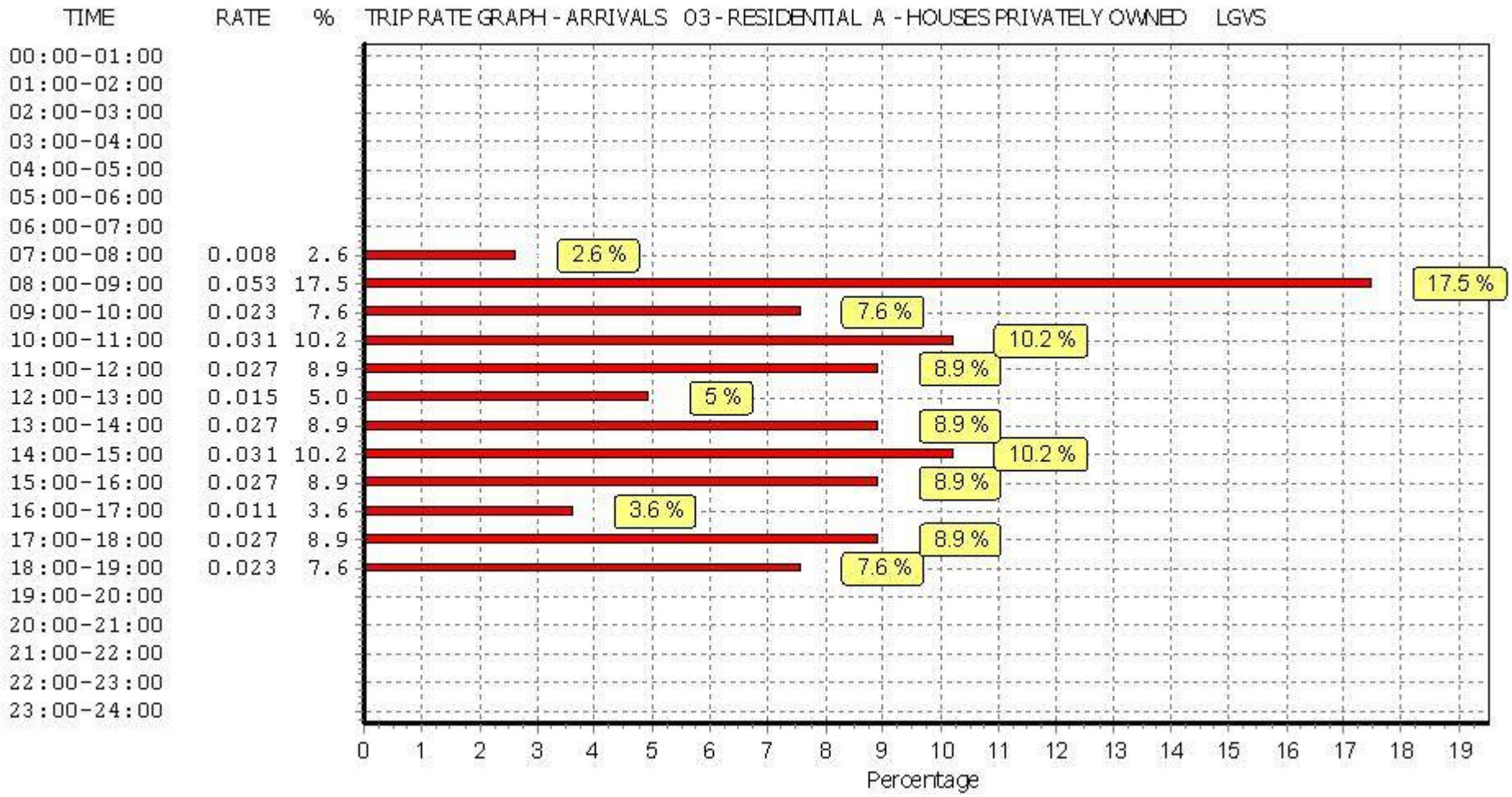
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	87	0.008	3	87	0.034	3	87	0.042
08:00 - 09:00	3	87	0.053	3	87	0.042	3	87	0.095
09:00 - 10:00	3	87	0.023	3	87	0.034	3	87	0.057
10:00 - 11:00	3	87	0.031	3	87	0.031	3	87	0.062
11:00 - 12:00	3	87	0.027	3	87	0.046	3	87	0.073
12:00 - 13:00	3	87	0.015	3	87	0.015	3	87	0.030
13:00 - 14:00	3	87	0.027	3	87	0.019	3	87	0.046
14:00 - 15:00	3	87	0.031	3	87	0.034	3	87	0.065
15:00 - 16:00	3	87	0.027	3	87	0.027	3	87	0.054
16:00 - 17:00	3	87	0.011	3	87	0.011	3	87	0.022
17:00 - 18:00	3	87	0.027	3	87	0.000	3	87	0.027
18:00 - 19:00	3	87	0.023	3	87	0.004	3	87	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.303			0.297			0.600

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*



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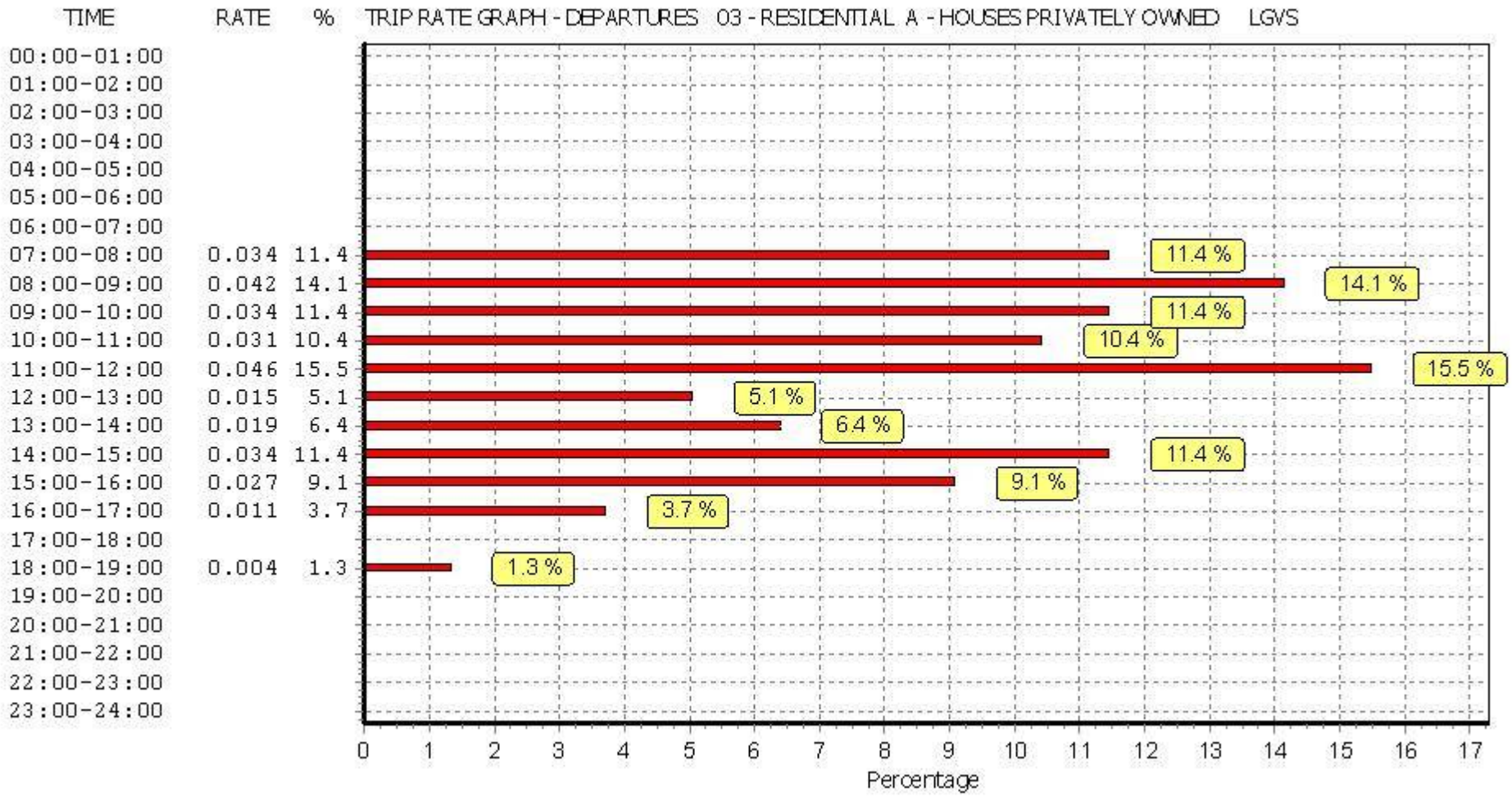

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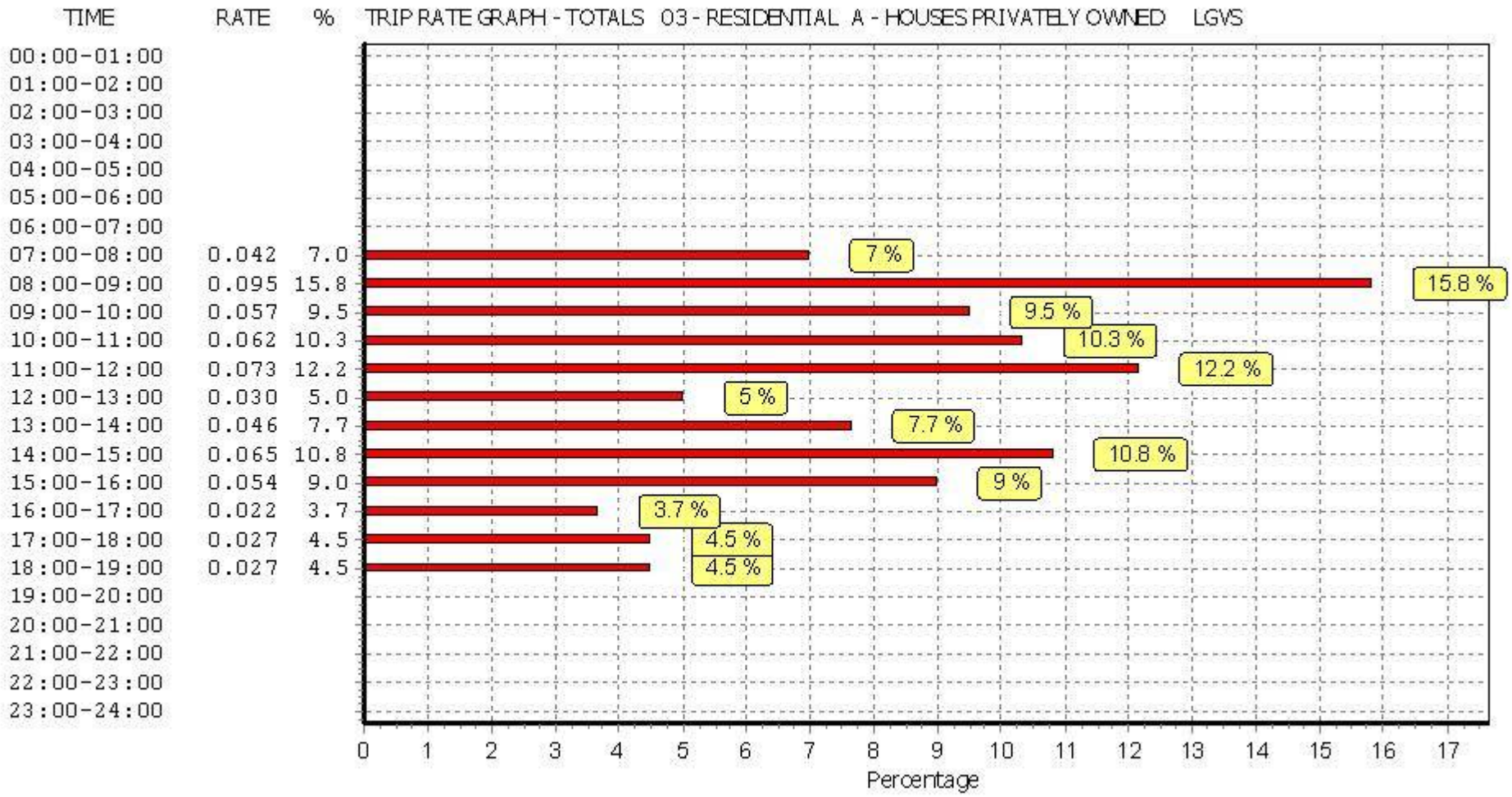

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	87	0.000	3	87	0.000	3	87	0.000
08:00 - 09:00	3	87	0.000	3	87	0.000	3	87	0.000
09:00 - 10:00	3	87	0.004	3	87	0.000	3	87	0.004
10:00 - 11:00	3	87	0.000	3	87	0.000	3	87	0.000
11:00 - 12:00	3	87	0.000	3	87	0.004	3	87	0.004
12:00 - 13:00	3	87	0.000	3	87	0.004	3	87	0.004
13:00 - 14:00	3	87	0.000	3	87	0.000	3	87	0.000
14:00 - 15:00	3	87	0.004	3	87	0.000	3	87	0.004
15:00 - 16:00	3	87	0.000	3	87	0.000	3	87	0.000
16:00 - 17:00	3	87	0.000	3	87	0.000	3	87	0.000
17:00 - 18:00	3	87	0.000	3	87	0.000	3	87	0.000
18:00 - 19:00	3	87	0.000	3	87	0.000	3	87	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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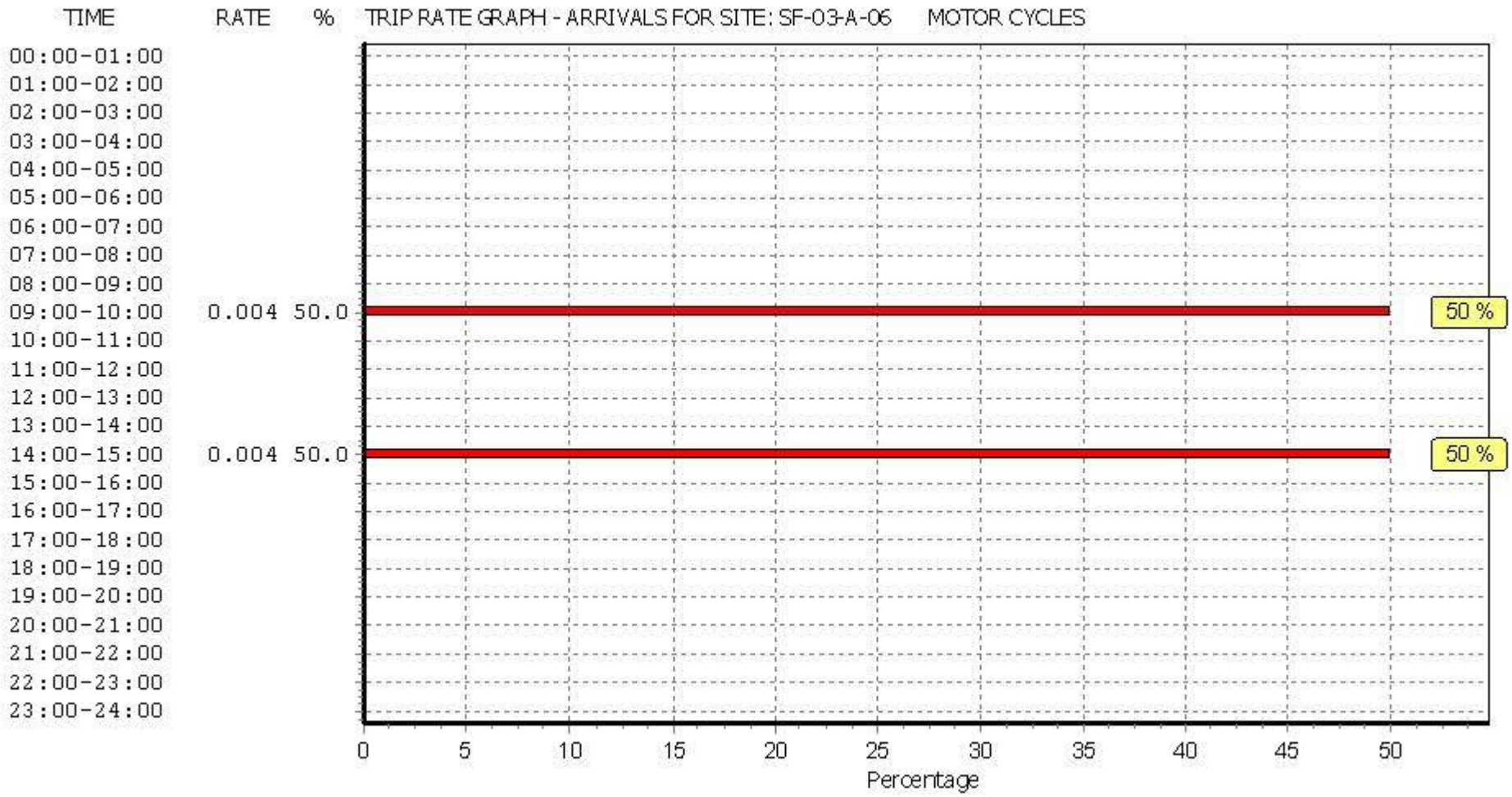

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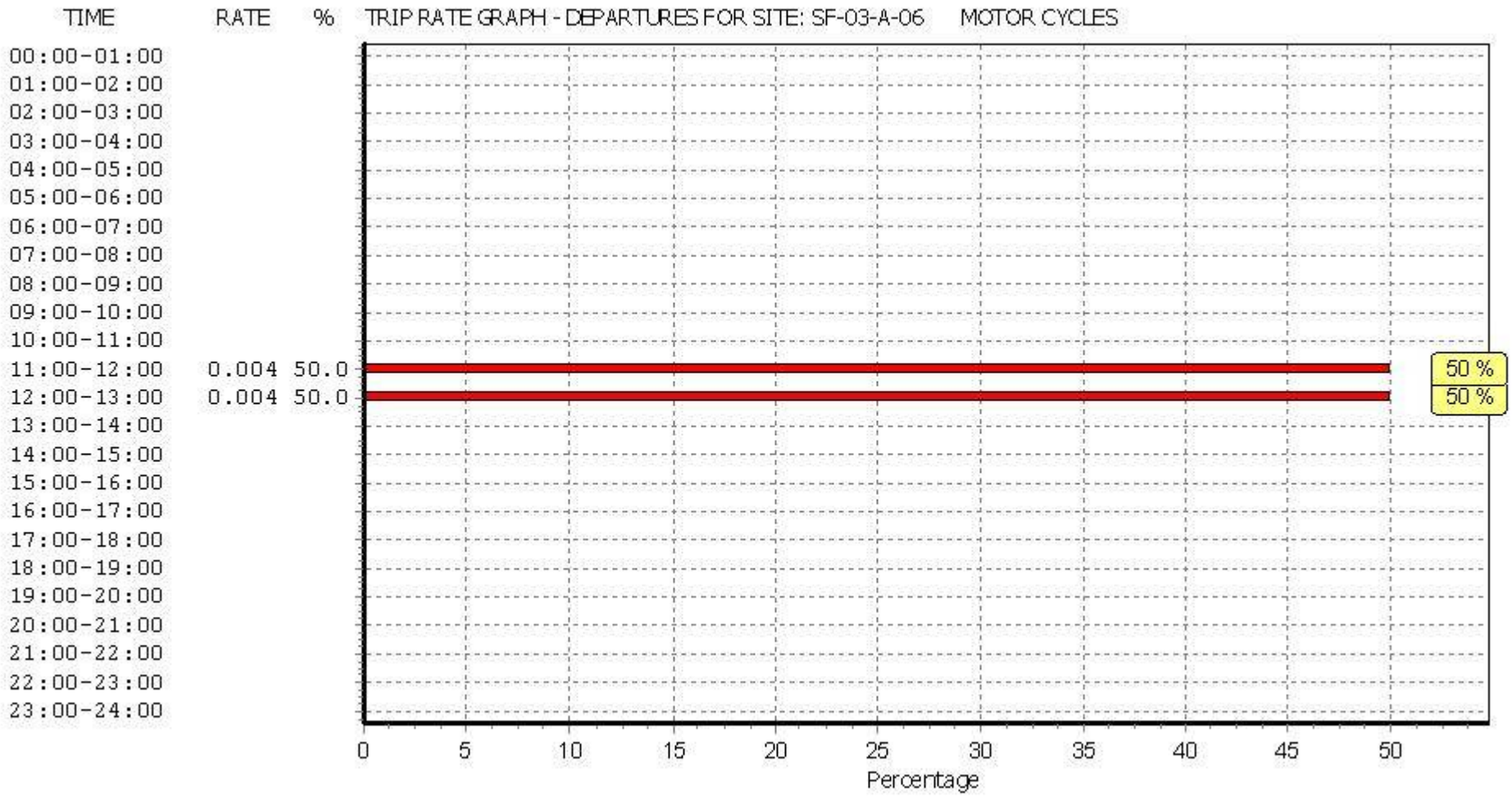

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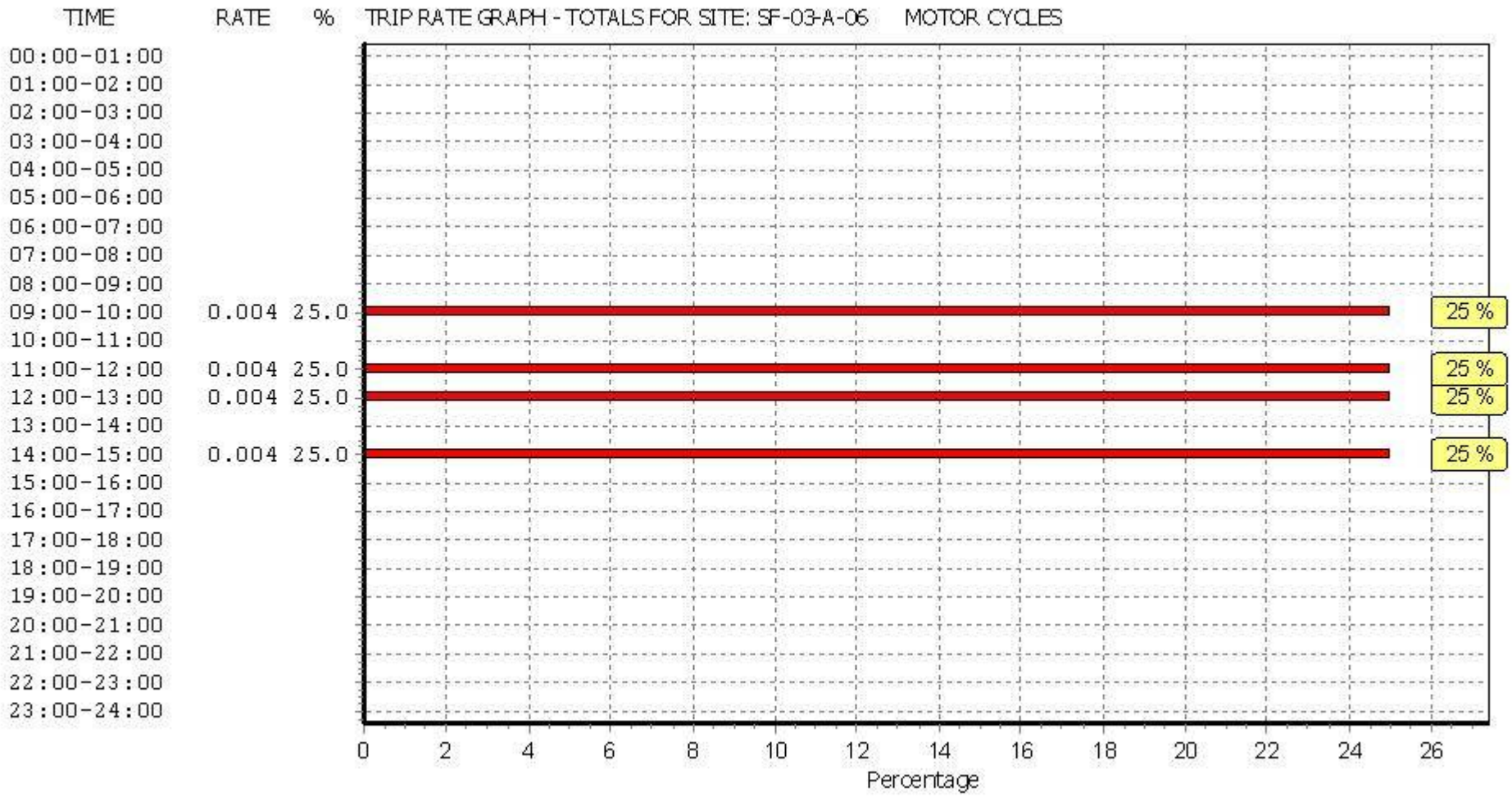

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