



PROPOSED RESIDENTIAL
DEVELOPMENT
NEW SMITHY AVENUE,
THURLSTONE

TRANSPORT STATEMENT

JUNE 2019

PROPOSED RESIDENTIAL
DEVELOPMENT
NEW SMITHY AVENUE, THURLSTONE

TRANSPORT STATEMENT

NEWETT HOMES

Planning Issue

Project no: 20366-001

Date: June 2019

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Q U A L I T Y M A N A G E M E N T

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P R O D U C T I O N T E A M

AMA

Director	Andrew Moseley
Transport Planner	Rosie Ward

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) have been commissioned by Newett Homes to produce this Transport Statement (TS) in connection with the submission of a full planning application for a residential development of 9 dwellings on land to the south of New Smithy Avenue, Thurlstone.
- 1.1.2 The application site benefits from an extant outline planning permission for 21 dwellings (reference number: App/R4408/W/17/318801). The 21 dwelling are proposed via a reserved matters application as part of the wider site but detailed design work has confirmed some additional development could be acceptably accommodated. Therefore the proposed development of 9 dwellings, which this application supports as part of the western parcel, provides a combined total of 30 dwellings. A copy of the site layout is contained in **Appendix A**.
- 1.1.3 The site is located on land to the south of New Smithy Avenue, in the centre of Thurlstone village. The site is bound to the north by residential dwellings and associated gardens from New Smithy Drive; to the east by residential dwellings and Towngate; to the south by residential dwellings from High Bank Lane and later the A628 Manchester Road; and to the west by a Public Right of Way (PRoW) and grazing land. The location of the site is shown at **Figure 1**.
- 1.1.4 Vehicular, walking and cycling access is proposed to the north of the application site via New Smithy Avenue, an existing residential street. Footways are proposed along both sides of the proposed access and will tie in with the existing footways present on New Smithy Avenue.
- 1.1.5 The Local Planning Authority (LPA) and the Local Highway Authority (LHA) is Barnsley Metropolitan Borough Council (BMBC).
- 1.1.6 The purpose of this report is to review the local highway network, the sustainable accessibility of the proposed development site and to assess the development in a local transport context.
- 1.1.7 This TS demonstrates the site is in an accessible location with access to sustainable transport modes in accordance with the National Planning Policy Framework (NPPF). It will also demonstrate that the traffic generated as a result of the development proposals would not be material.

1.2 REPORT STRUCTURE

1.2.1 The structure of the report is set out as follows;

- ▣ Section 2 – describes in detail the site location and the local highway network in the vicinity of the proposed development site;
- ▣ Section 3 – describes existing and proposed sustainable transport infrastructure in and around the proposed development site;
- ▣ Section 4 – sets out the development proposals including the proposed access / egress, servicing arrangements and car parking;
- ▣ Section 5 – sets out the estimated traffic generation of the proposed development, including an assessment of the estimated impact of the development on the local highway network;
- ▣ Section 6 – provides a summary of this TS derived from the review and analysis set out in the above Sections.

2 EXISTING CONDITIONS

2.1 SITE LOCATION

- 2.1.1 The site is located on land to the south of New Smithy Avenue, in the centre of Thurlstone village. The site is bound to the north by residential dwellings and associated gardens from New Smithy Drive; to the east by residential dwellings and Towngate; to the south by residential dwellings from High Bank Lane and later the A628 Manchester Road; and to the west by a Public Right of Way (PRoW) and grazing land. The location of the site is shown at **Figure 1**.

2.2 PLANNING HISTORY

- 2.2.1 The proposed application site has received consent for a residential development of 21 dwellings in July 2018 (reference number: APP/R4408/W/17/3188501).
- 2.2.2 The application was reviewed on highways matters and the inspector concluded that:
- “the proposed development would not have a harmful effect on highway safety and the efficient operation of the highway network. It would not conflict with the development plan and in particular with Policy CSP 26 of the CS the aims of which are set out above. I also find no conflict with paragraph 32 of the Framework.”
- 2.2.3 The proposed residential development of nine dwellings is in addition to the 21 dwellings previously approved in principle on this site at planning appeal, i.e. 30 dwellings in total.
- 2.2.4 The nine proposed dwellings effectively make up the western side of the site and the 21 dwellings the eastern side. The 21 dwelling plot has also been submitted for reserved matters and is also being considered currently by the LHA / LPA.

2.3 LOCAL HIGHWAY NETWORK

- 2.3.1 New Smithy Avenue, from which the site would be accessed to the north, is a two-way residential street which forms a route through the existing adjacent residential development. New Smithy Avenue currently forms a cul-de-sac to the south, from which the access point is proposed. Footways are provided along both sides of the residential road and is street lit.
- 2.3.2 Approximately 130m to the north east of the proposed access, New Smithy Avenue forms a simple priority T-junction with Towngate. Pedestrian footways are present along both sides of each arm of the junction.
- 2.3.3 Running in a north / south alignment, Towngate is a single carriageway two-way road which provides access to a number of residential streets and the A628 Manchester Road. Towngate is subject to a 30mph speed restriction, is street lit and has footways present along both sides of the carriageway.
- 2.3.4 Located approximately 150m to the south of the New Smithy Avenue T-junction, Towngate forms a simple priority T-junction with the A628 Manchester Road. The A628 is a single carriageway two-way road which through the village of the Thurlstone is subject to a 30mph, street lit and has footways along both sides of the carriageway. The A628 increases in speed to a 40mph speed limit upon leaving the village and later increases to the National Speed Limit. The A628 runs in an east / west alignment providing access to the M1 and Barnsley in the east and to the M67 in the west via the Peak District.

- 2.3.5 Situated 10km to the east of the site, the A628 provides access to the M1 Junction 37 grade separated signalised “Dodworth Roundabout”. Continuing in an easterly alignment the A628 provides access to Barnsley centre. At a strategic level the M1 runs in a north / south alignment providing access to areas such as Wakefield in the north and Sheffield and Rotherham in the south.
- 2.3.6 Located approximately 25km to the west of the site, the A628 provides access to the residential settlement of Hollingworth and forms a signalised crossroad junction with the A57. The A57 in turn provides access to the M67, which at a strategic level provides access to the M60 Manchester Outer Ring Road.
- 2.3.7 The site is considered to be well located for access to the local, regional and strategic highway networks.

2.4 PERSONAL INJURY COLLISIONS

- 2.4.1 Personal Injury Collision (PIC) data for the local highway network in the vicinity of the site for the period 2014 – 2018 has been obtained from Crashmap providing the latest 5 years accident data available.
- 2.4.2 The PIC data demonstrates that one slight of injury collision occurred on the A628 Manchester Road approximately 25m to the east of the Towngate / A628 priority T-junction. Analysis of the collision identifies that no non-motorised users (NMU's) were involved. It is therefore considered that there are no existing road safety issues within close proximity to the site.

3 EXISTING SUSTAINABLE TRANSPORT PROVISION

3.1 INTRODUCTION

- 3.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 3.1.2 The site has a good level of accessibility by sustainable modes of transport which will encourage the use of alternative modes of travel.
- 3.1.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

3.2 PEDESTRIAN / CYCLE ACCESS

- 3.2.1 Walking is recognised as the most important mode of travel at a local level in that it offers the greatest potential to replace short car trips, particularly those under two kilometres. As such, consideration has been given to the existing pedestrian facilities in the vicinity of the proposed development. A plan showing the 2km walking catchment from the centre of the site is attached in **Figure 2**.
- 3.2.2 The plan attached at **Figure 2** shows that areas within the 2km catchment area includes the residential settlements of Thurlstone, Millhouse Green and Penistone Town Centre. The 2km catchment area also provides access to a range of local facilities and services including; primary and secondary schools, supermarkets, GP surgeries, dentists, post office, Penistone Leisure Centre and a range of local shops.
- 3.2.3 Footways are present along both sides of the residential streets of New Smithy Avenue, Towngate and the A628 Manchester Road providing access to the local facilities and amenities within the settlement of Thurlstone.
- 3.2.4 Situated along the western boundary of the application site, a PRoW footpath runs in a north / south alignment proving off-road access from High Bank Lane to Westfield Avenue. Details of the PRoW's within the vicinity of the site are provided at **Figure 3**.
- 3.2.5 Cycling has the potential to substitute for short car trips, particularly less than five kilometres. As such, those areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. The plan attached at **Figure 4** shows the 5km cycling catchment from the site. The plan identifies that the 5km catchment area extends to areas such as Upper Denby in the north, Hoylandswaine in the east, Snowden Hill to the south, and Crow Edge in the west.
- 3.2.6 The National Cycle Network (NCN) Route 62 runs approximately 1km to the south of the site. The NCN Route 62 runs in an east / west alignment providing access to the residential settlements of Penistone, Oxspring and the southern extents of Barnsley. The NCN Route 62 also provides access to the NCN Route 627 which in turn provides access to areas such as Sheffield in the south via both traffic-free and on-road sections. Details of the cycle route plan are provided at **Figure 5**.

3.3 PUBLIC TRANSPORT

Bus Services

- 3.3.1 The proposed development site is well located in terms of its proximity to public transport services which provide access to the proposed site.
- 3.3.2 A total of two bus stops are situated within a 400m walking distance of the proposed development; both bus stops are situated on the A628 Manchester Road. The bus stop situated on the eastbound A628 carriageway is equipped with a bus shelter, timetable information and seating area. Both bus stops can be accessed via the footways provided on New Smithy Avenue, Towngate and the A628.
- 3.3.3 A plan showing these bus stop locations is attached at **Figure 6** and summarised in Table 3-1.

Table 3-1 Local Bus Services

SERVICE	ROUTE	MONDAY – FRIDAY	SATURDAY	SUNDAY
21	Barnsley – Crow Edge	Every hour (06:30 – 17:50)	Every hour (07:45 – 15:55)	N/A
21a	Barnsley – Crow Edge	Every hour (17:05 – 23:10)	Every hour (17:05 – 23:10)	Every hour (09:10 – 23:10)
23	Barnsley - Stocksbridge	Every two hours (08:50 – 15:40)	Every two hours (08:50 – 15:40)	N/A
25	Penistone - Cubley	Every hour (09:45 – 12:45)	N/A	N/A
29	Sheffield - Holmfirth	Every 2 – 3 hours (08:25 – 21:30)	Every 2 – 3 hours (08:30 – 21:30)	Every 2 – 3 hours (08:30 – 23:00)

- 3.3.4 As set out in **Table 3-1**, the bus services provide a combined frequency of three buses per hour on weekdays, two buses per hour on Saturdays and one bus per hour on Sundays. These buses provide access from the site to the surrounding settlements of Barnsley, Penistone, Sheffield and other local destinations, providing a feasible means of access to and from the site by bus.

Rail Services

- 3.3.5 The nearest rail station is Penistone Station which is located approximately 2.5km to the east of the proposed site, which is situated within the recommended cycling distance. The rail station is equipped with cycle parking for 16 spaces. This station is situated on the northern line providing direct hourly services to both Sheffield and Huddersfield.
- 3.3.6 It is considered that Penistone Station is of a suitable distance from the site to encourage modal interchange and commuting to and from the site to regional destinations, particularly for employment and commuting purposes.

3.4 SUMMARY

- 3.4.1 A review of the existing facilities for access to the site by a range of non-car modes has been carried out. The existing pedestrian facilities within the vicinity of the site are of a high quality. The local road network within the vicinity of the site is considered conducive to cycling, with the NCN Route 62 located approximately 1km to the south of the site.
- 3.4.2 The site is therefore considered to be in a sustainable location for access by non-car modes and in line with local and national planning policy.

4 PROPOSED DEVELOPMENT

4.1 DEVELOPMENT PROPOSAL AND SITE LAYOUT

4.1.1 The proposed development is for nine residential dwellings with associated parking, road layout, landscaping and access arrangements. A copy of the proposed site layout is included in **Appendix A**.

4.1.2 A breakdown of the proposed residential dwellings include;

Affordable Homes:

- ▶ 2 x two bedroom dwellings;

Open Market Units:

- ▶ 6 x four bedroom dwellings; and
- ▶ 1 x five bedroom dwellings.

4.2 ACCESS AND SERVICING ARRANGEMENTS

4.2.1 It is proposed that the site will be accessed to the north of the site via New Smithy Avenue, an existing residential street and will be fully accessible by all modes of transport. The access plan is detailed in **Appendix A**.

4.2.2 It is proposed that the internal footways will be provided along both sides of the road which will connect into the existing facilities provided along New Smithy Avenue.

4.2.3 The site will provide access to nine dwellings containing a mixture of housing styles and sizes, therefore in line with the residential design guide, the access road is proposed with a 5.5m road width and 2 x 2m footways. The road width is maintained across the site providing footways on either side of the road, apart from those locations where private drives are proposed and would adopt the required BC standards.

4.2.4 The internal road network has been designed in accordance with Manual for Streets (MfS) to encourage vehicles to travel at an appropriate speed throughout the development. The proposed speed limits will be achieved through the adoption of appropriate design standards based on the primary function of the street and will include a reduction in forward visibility at junctions to achieve appropriate vehicle speeds to create environments which are attractive to pedestrians and cyclists.

4.2.5 The site would be serviced by a BMBC standard refuse vehicle, therefore a vehicle swept path of the site is detailed in AMA Drawing No. 20366-TRACK-001, provided at **Appendix B**. The drawing demonstrates the vehicle can satisfactorily access and egress the site using the turning heads provided on site. It is therefore considered that the proposed service arrangements are satisfactory to accommodate the proposed vehicle with minimal conflicts with other site users.

4.3 PARKING

- 4.3.1 Parking for the residential units would be provided on site in line with BMBC's Local Development Framework "Supplementary Planning Document: Parking".
- 4.3.2 The parking standards are as follows:
- 1 -2 Bedrooms – 1 space per dwelling; and
 - 3 or more Bedrooms – 2 spaces per dwelling;
- 4.3.3 Where garages are provided, as detailed above these would have minimal internal dimensions in line with BMBC requirements.
- 4.3.4 Secure cycle parking will be provided across the site. Where garages are proposed with (or within) a property this will accommodate the provision, those without garages will have secure cycle storage provided within the curtilage of the property.
- 4.3.5 The proposals also accommodate a new layby parking area on New Smithy Avenue to improve the forward visibility on New Smithy Avenue whilst providing formal parking for three spaces. The planning inspector agreed that the proposed layby would provide adequate mitigation for the increase in traffic during both the construction and occupation periods. This was agreed at outline planning stage for the 21 dwelling scheme adjacent at planning appeal and would also be delivered by this site if approved, this is detailed in **Appendix C**. This would be formally designed and agreed with the LHA through a suitable S278 agreement post planning approval.

5 POTENTIAL DEVELOPMENT IMPACTS

5.1 INTRODUCTION

- 5.1.1 This section sets out the methodology used to estimate the number of trips that are expected to be generated by the proposed development site and its impact on the local highway network.

5.2 DEVELOPMENT TRAFFIC GENERATION

- 5.2.1 The TRICS trip rates have been obtained from the previously submitted trip rates by Paragon Highways for the 21 dwelling parcel of land, planning application (reference number: 2017/0990).
- 5.2.2 These are considered to be robust trip rates based on the parameters of the TRICS assessment and are therefore applied to the nine residential dwelling development. The vehicle trip rates derived are summarised in **Table 5-1** and factored against the nine units. The proposals comprise nine residential dwellings located within an edge of town centre, predominantly residential area.
- 5.2.3 Based upon an understanding of the highway network, the weekday morning and evening peak hours are understood to be between 08:00 to 09:00 and 17:00 to 18:00. Details of the trip rates are attached at **Appendix D**.

Table 5-1 Peak Hour Trip Rates and Trip Generation

	AM PEAK		PM PEAK	
	Arrivals	Departures	Arrivals	Departures
Residential Trip Rates	0.151	0.416	0.390	0.225
Trip Generation	1	4	4	2

- 5.2.4 **Table 5-1** demonstrates that the development proposals are forecast to generate the following vehicular trips during the highway network peak hours:
- ▶ AM Peak – 1 arrivals and 4 departures – 5 Two-Way Trips; and
 - ▶ PM Peak – 4 arrivals and 2 departures – 6 Two-Way Trips.
- 5.2.5 This equates to approximately one additional vehicle on the local highway network every ten minutes.
- 5.2.6 On this basis the trip generation of the proposed scheme is considered to be negligible and would have no noticeable impact on the local highway network.

6 SUMMARY

- 6.1.1 Andrew Moseley Associates (AMA) have been commissioned by Newett Homes to produce this Transport Statement (TS) in connection with the submission of a full planning application for a residential development of nine dwellings on land to the south of New Smithy Avenue, Thurlstone.
- 6.1.2 The site is located on land to the south of New Smithy Avenue, in the centre of Thurlstone village. The site is bound to the north by residential dwellings and associated gardens from New Smithy Drive; to the east by residential dwellings and Towngate; to the south by residential dwellings from High Bank Lane and later the A628 Manchester Road; and to the west by a PRoW and grazing land.
- 6.1.3 Vehicular, walking and cycling access is proposed to the north of the application site via New Smithy Avenue. Footways are proposed along both sides of the proposed access and will tie in with the existing footways present on New Smithy Avenue.
- 6.1.4 A review of the existing facilities for access to the site by a range of non-car modes has been carried out. The existing pedestrian facilities within the vicinity of the site are of a high quality. The local road network within the vicinity of the site is considered conducive to cycling, with the NCN Route 62 located approximately 1km to the south of the site.
- 6.1.5 The site layout has been designed to accommodate the refuse vehicle used by BMBC.
- 6.1.6 The proposals will provide car and cycle parking in accordance with the local standards.
- 6.1.7 This TS has highlighted that the site is in an accessible location with access to sustainable transport modes in accordance with the National Planning Policy Framework (NPPF).
- 6.1.8 The development proposals have the potential to generate 5 and 6 two-vehicle movements during the AM and PM peak hour periods respectively. This equates to approximately one additional vehicle on the local highway network every ten minutes.
- 6.1.9 Therefore, there are no overriding traffic and transportation reasons why planning permission could not be granted.

FIGURES

Figure 1 – Site Location Plan

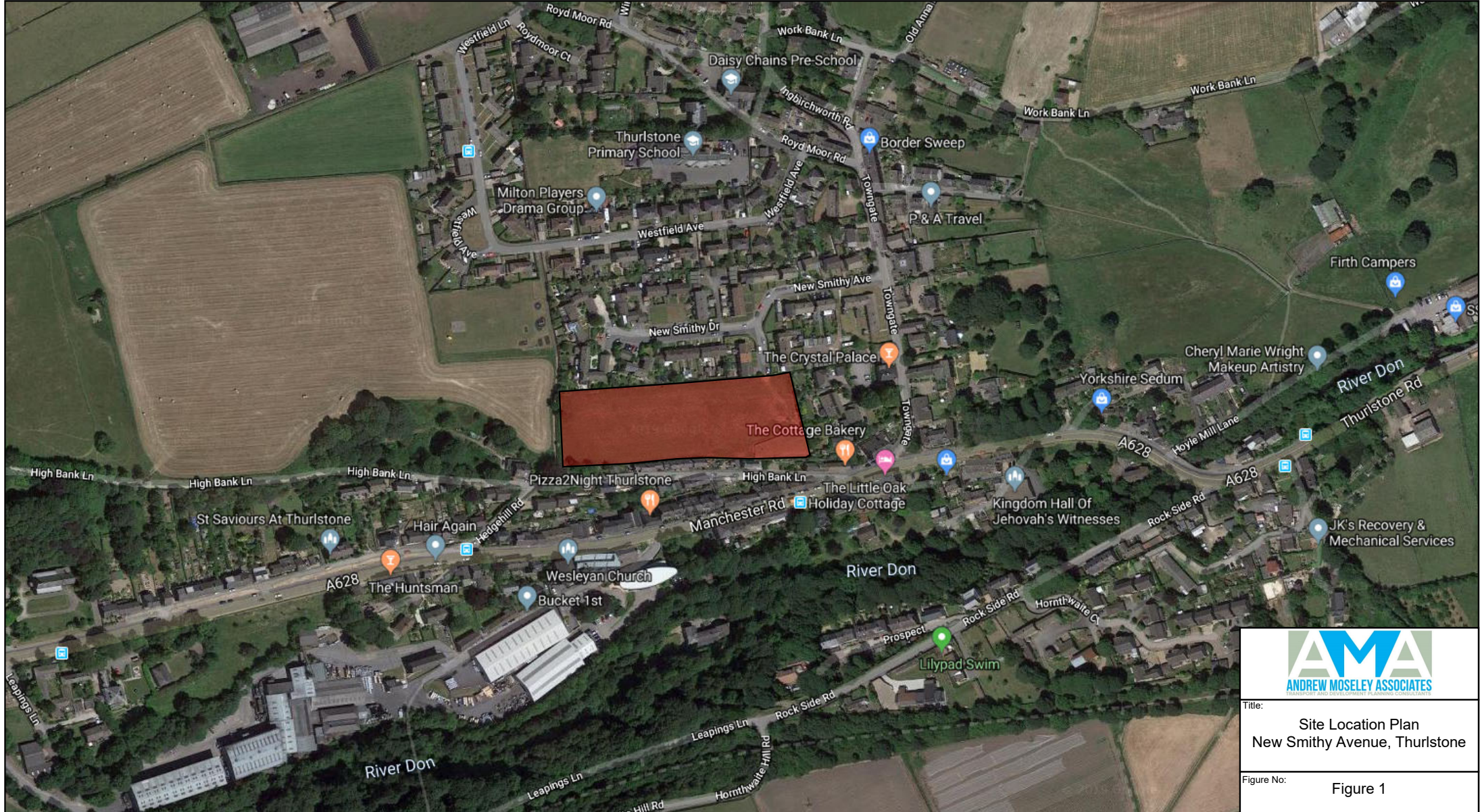
Figure 2 – 2km Walking Isochrone

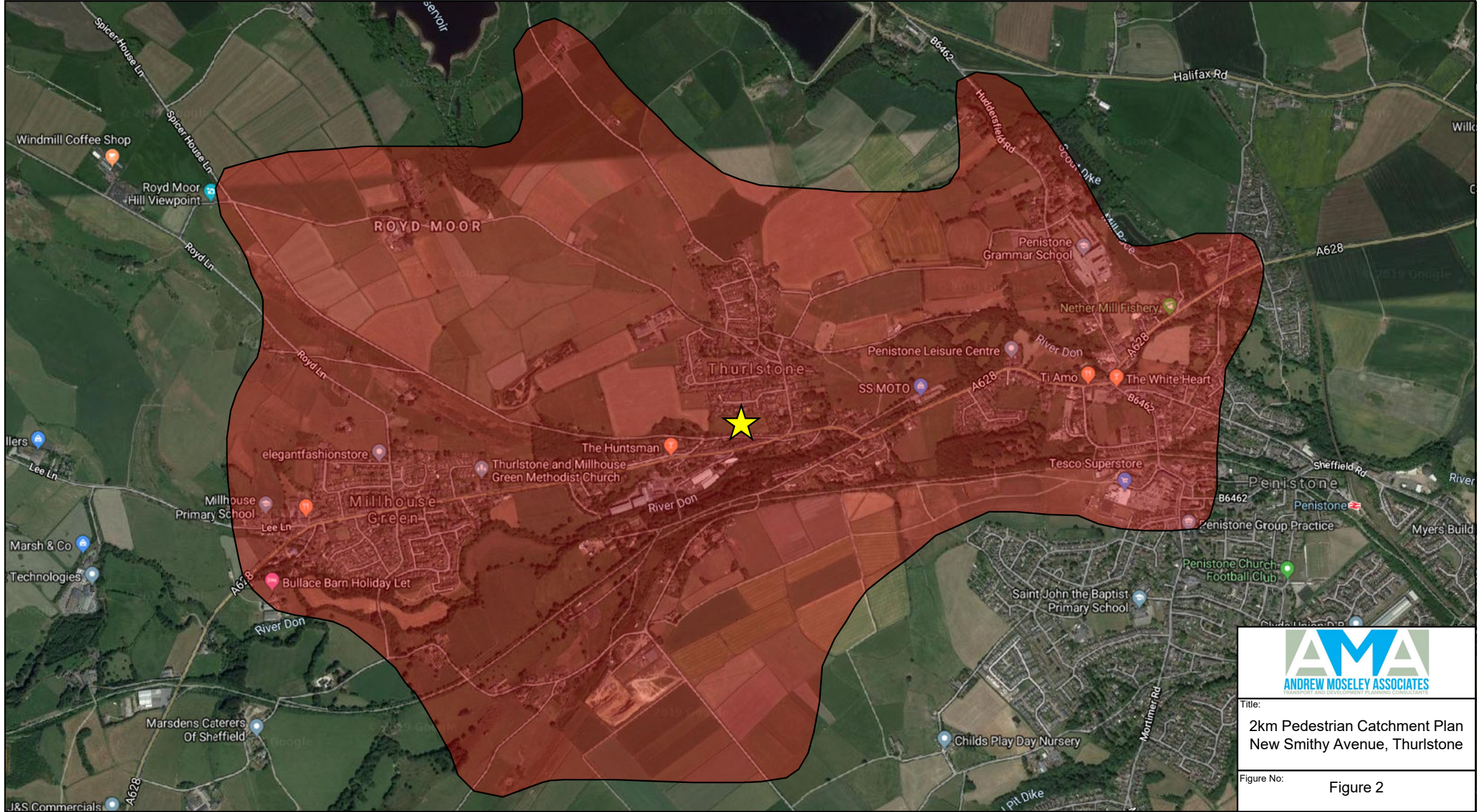
Figure 3 – Public Right of Way Plan

Figure 4 – 5km Cycling Isochrone

Figure 5 – Cycle Route Plan

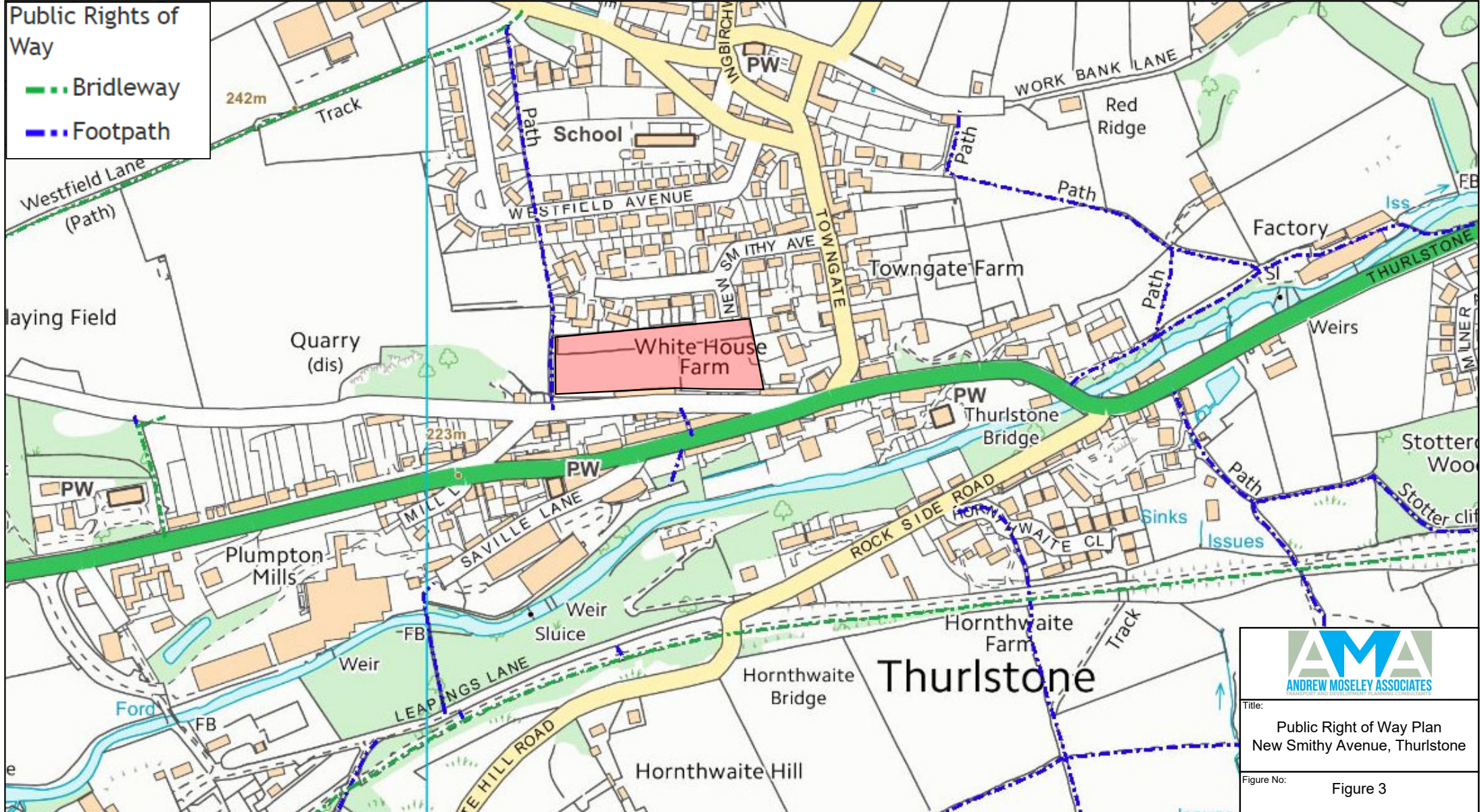
Figure 6 – Bus Stop Location Plan





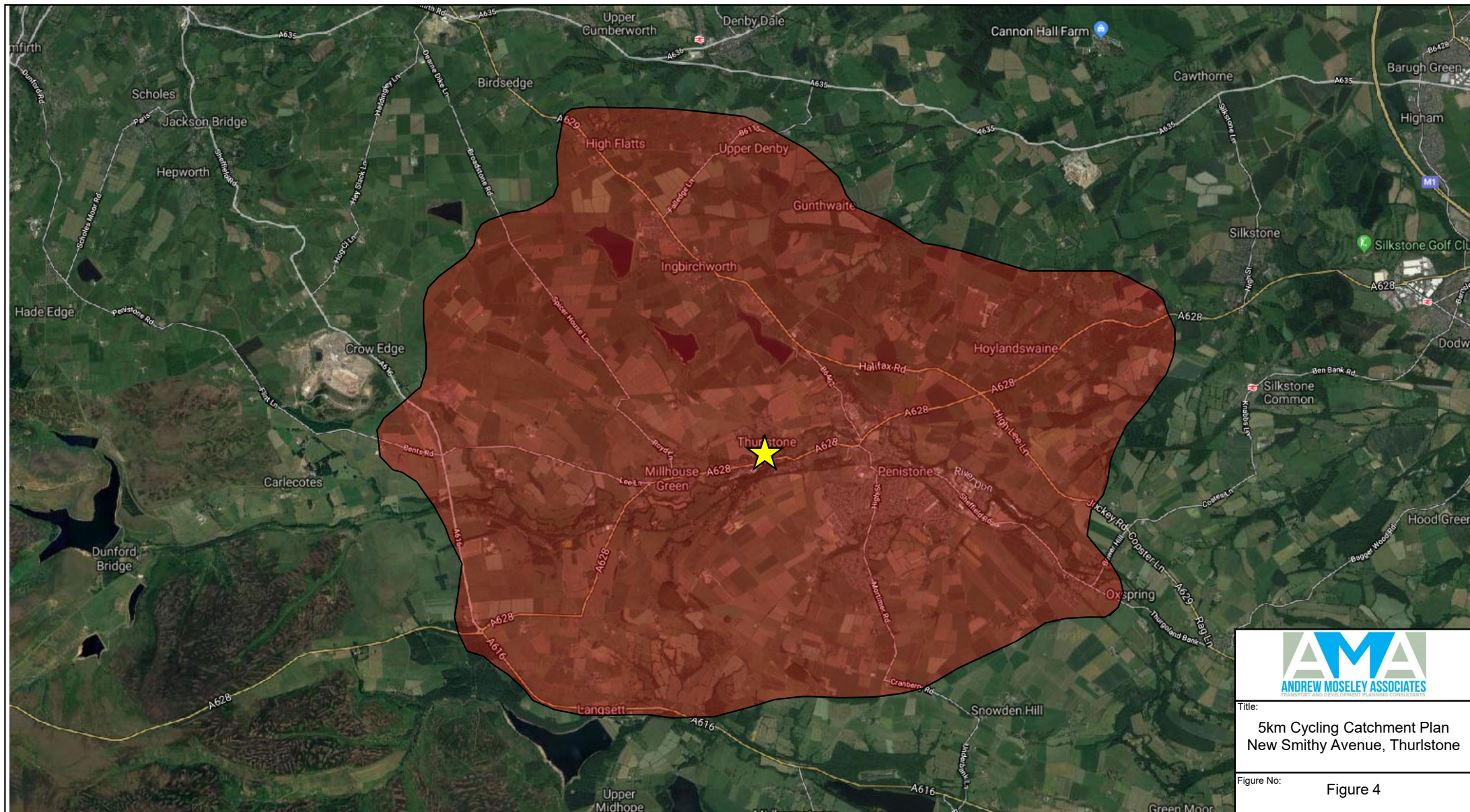
Public Rights of Way

- Bridleway
- Footpath



Title: Public Right of Way Plan
New Smithy Avenue, Thurlstone

Figure No: Figure 3



Title: 5km Cycling Catchment Plan
New Smithy Avenue, Thurlstone

Figure No: Figure 4





Title:	
Bus Stop Location Plan New Smithy Avenue, Thurlstone	
Figure No:	Figure 6

APPENDICES

[Appendix A](#) [Proposed Site Layout](#)

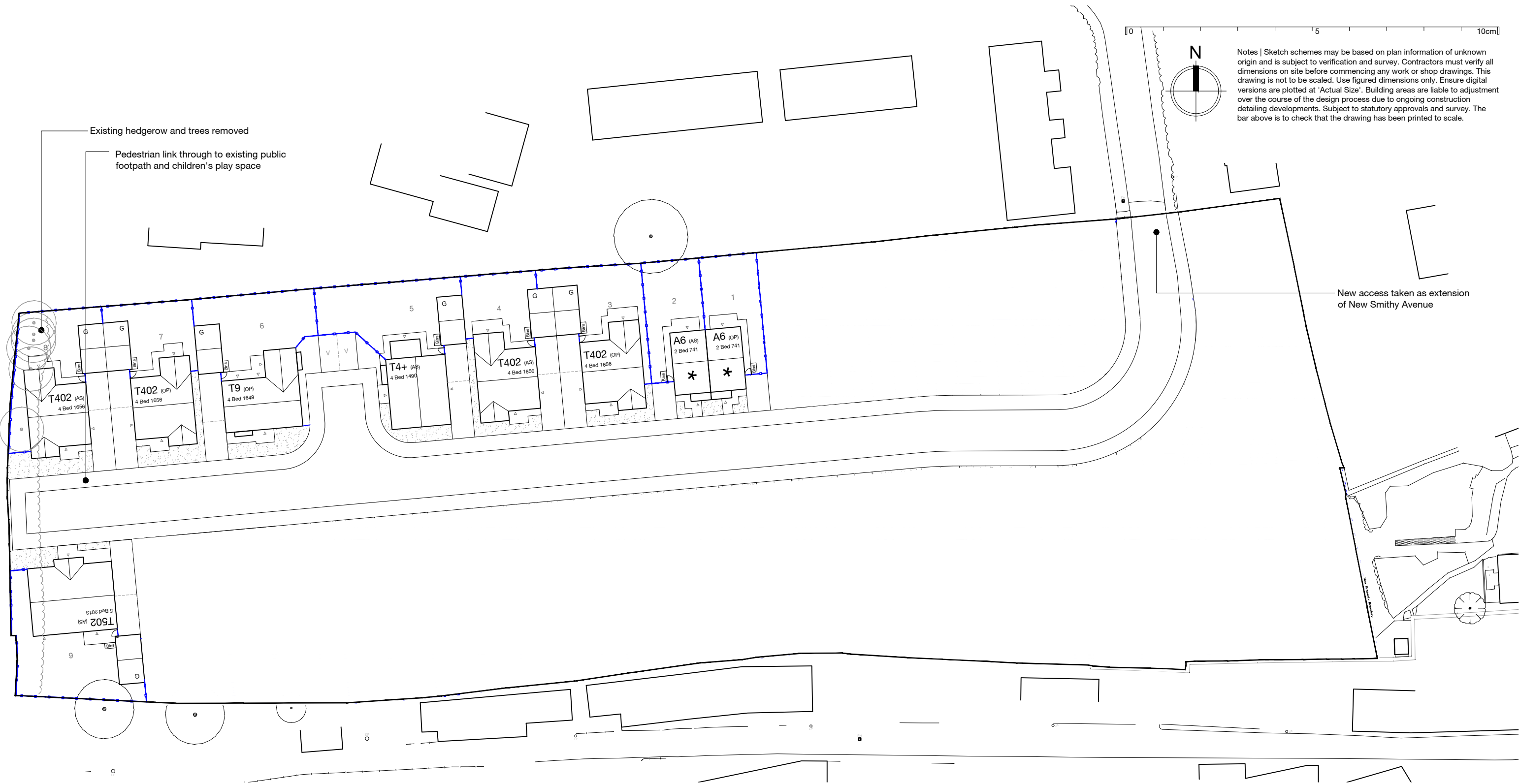
[Appendix B](#) [Swept Path of a Large Refuse Vehicle](#)

[Appendix C](#) [New Smithy Avenue Layby](#)

[Appendix D](#) [Trip Rate Data](#)

Appendix A

PROPOSED SITE LAYOUT



0510cm

N

Notes | Sketch schemes may be based on plan information of unknown origin and is subject to verification and survey. Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only. Ensure digital versions are plotted at 'Actual Size'. Building areas are liable to adjustment over the course of the design process due to ongoing construction detailing developments. Subject to statutory approvals and survey. The bar above is to check that the drawing has been printed to scale.

Accommodation Schedule				
House Type		Area (sq.ft)	Quantity	Total Areas (sq.ft)
AFFORDABLE UNITS *				
A6	2 bed semi detached	741	2	1,482
TOTAL AFFORDABLE			2	1,482 sq.ft
OPEN MARKET UNITS				
T4+	4 bed detached	1,490	1	1,490
T402	4 bed detached	1,656	4	6,624
T9	4 bed detached	1,649	1	1,649
T502	5 bed detached	2,013	1	2,013
TOTAL OPEN MARKET			7	11,776 sq.ft
TOTAL OVERALL			9	13,258 sq.ft
Nett developable Site Area			1.05 Acre	12,627 sq.ft/Acre
Total Site Area			1.05 Acre	

C30.05.19

B30.05.19

A14.05.19

Plots amended

Road extended to the west

House Type T402 amended. Schedule Updated

NT

NT

NT

CR

Rev

Date

Description

Drawn

Checked

Project

New Smithy Avenue Thurlstone

Drawing

Proposed Site Layout

Client

Newett Homes

BIM Suitability Description

SUITABLE FOR INFORMATION

BIM Suitability Code

S2

Status

Planning

2 Riverside Way Whitehall Waterfront Angel

320 City Road LONDON

Date

08.05.2019

LEEDS

EC1V 2NZ

Drawn

NT

LS1 4EH

t 0113 819 8041

Checked

CR

w edwardarchitecture.co.uk

e info@edwardarchitecture.co.uk

Scale (A3)

1:500

Project

0716A-

Originator

EA -

Discipline

A -

Drawing No

P002 -

Rev

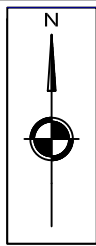
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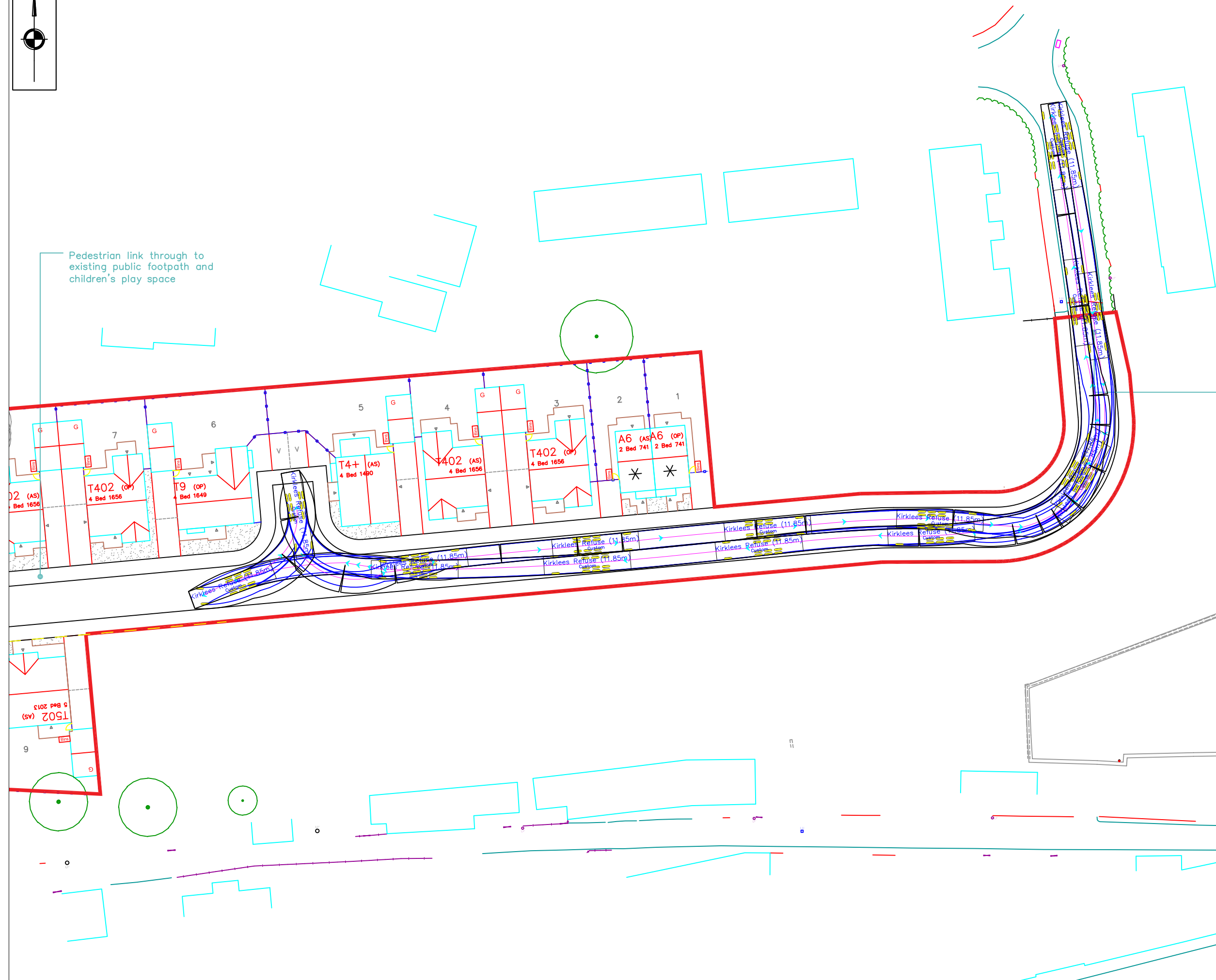
architecture

Appendix B

SWEPT PATH OF A LARGE REFUSE VEHICLE



Pedestrian link through to existing public footpath and children's play space



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Project:
NEW SMITHY AVENUE
THURLESTONE

Client:
NEWETT HOMES

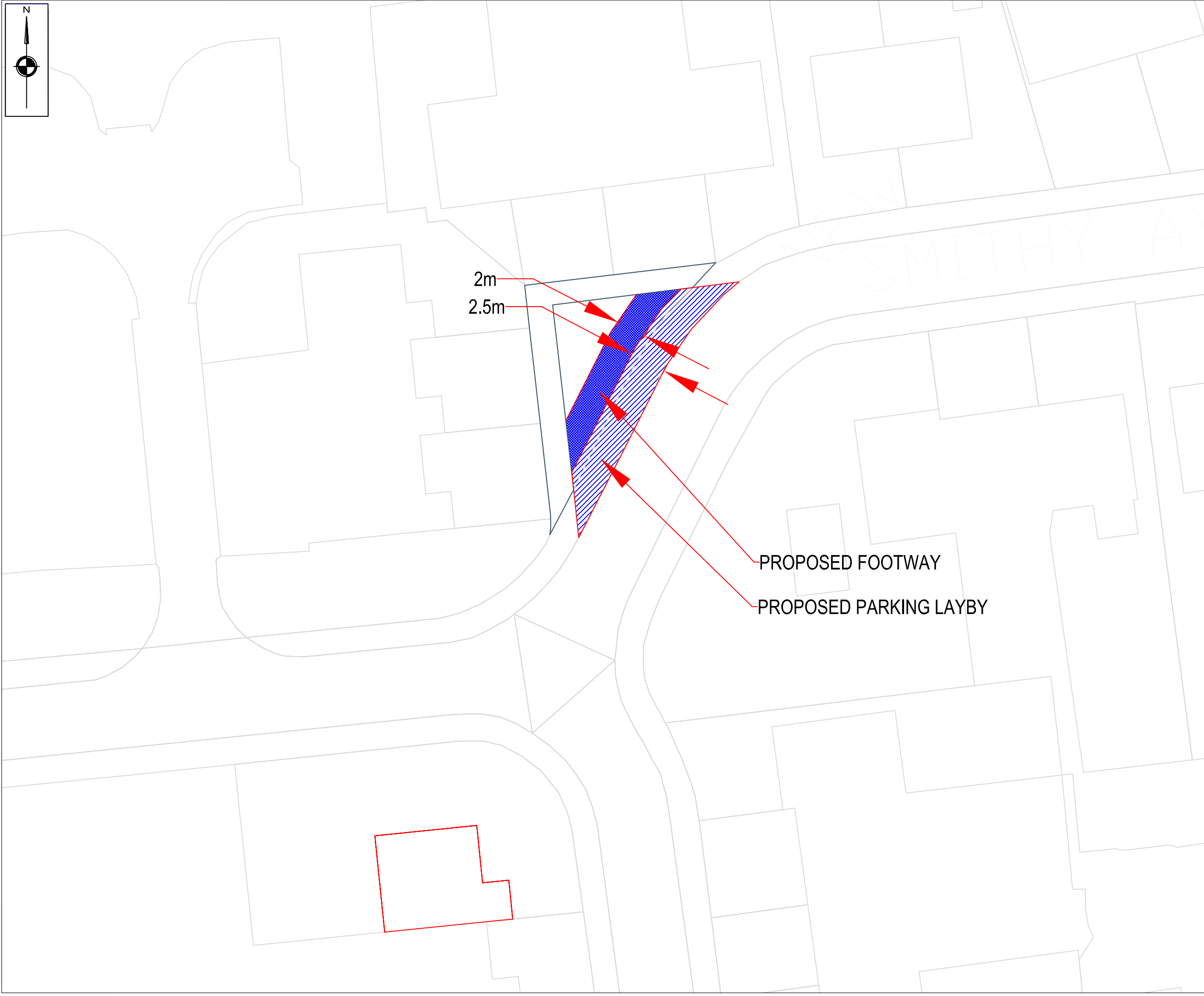
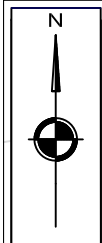
Drawing:
LARGE REFUSE VEHICLE SWEEP
PATH ANALYSIS

Drawn By:	GDM	Date:	14/05/19
Checked:	ATM	Scale:	1:500 @ A3

Drawing No.	Rev.
AMA/20366/ATR001	-

Appendix C

NEW SMITHY AVENUE LAYBY



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Project:
NEW SMITHY AVENUE
THURSLSTONE

Client:
NEWETT HOMES

Drawing:
PROPOSED LAYBY

Drawn By:	GDM	Date:	14/05/19
Checked:	ATM	Scale:	1:250 @ A3

Drawing No.	Rev.
AMA/20366/SK001	-

Appendix D

TRIP RATE 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./DETACHED, 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	DETACHED, 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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	51	125	0.074	51	125	0.260	51	125	0.334
08:00 - 09:00	51	125	0.151	51	125	0.416	51	125	0.567
09:00 - 10:00	51	125	0.167	51	125	0.215	51	125	0.382
10:00 - 11:00	51	125	0.148	51	125	0.183	51	125	0.331
11:00 - 12:00	51	125	0.180	51	125	0.178	51	125	0.358
12:00 - 13:00	51	125	0.203	51	125	0.177	51	125	0.380
13:00 - 14:00	51	125	0.184	51	125	0.177	51	125	0.361
14:00 - 15:00	51	125	0.193	51	125	0.195	51	125	0.388
15:00 - 16:00	51	125	0.280	51	125	0.210	51	125	0.490
16:00 - 17:00	51	125	0.320	51	125	0.200	51	125	0.520
17:00 - 18:00	51	125	0.390	51	125	0.225	51	125	0.615
18:00 - 19:00	51	125	0.283	51	125	0.214	51	125	0.497
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.573				2.650	5.223	

Parameter summary

Trip rate parameter range selected: 10 - 792 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 51
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	51	125	0.003	51	125	0.003	51	125	0.006
08:00 - 09:00	51	125	0.003	51	125	0.003	51	125	0.006
09:00 - 10:00	51	125	0.005	51	125	0.003	51	125	0.008
10:00 - 11:00	51	125	0.003	51	125	0.004	51	125	0.007
11:00 - 12:00	51	125	0.002	51	125	0.002	51	125	0.004
12:00 - 13:00	51	125	0.004	51	125	0.004	51	125	0.008
13:00 - 14:00	51	125	0.004	51	125	0.004	51	125	0.008
14:00 - 15:00	51	125	0.002	51	125	0.003	51	125	0.005
15:00 - 16:00	51	125	0.002	51	125	0.002	51	125	0.004
16:00 - 17:00	51	125	0.002	51	125	0.001	51	125	0.003
17:00 - 18:00	51	125	0.001	51	125	0.001	51	125	0.002
18:00 - 19:00	51	125	0.001	51	125	0.001	51	125	0.002
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.032			0.031			0.063

Parameter summary

Trip rate parameter range selected: 10 - 792 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 51
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	51	125	0.000	51	125	0.001	51	125	0.001
08:00 - 09:00	51	125	0.001	51	125	0.002	51	125	0.003
09:00 - 10:00	51	125	0.001	51	125	0.001	51	125	0.002
10:00 - 11:00	51	125	0.001	51	125	0.001	51	125	0.002
11:00 - 12:00	51	125	0.001	51	125	0.001	51	125	0.002
12:00 - 13:00	51	125	0.001	51	125	0.001	51	125	0.002
13:00 - 14:00	51	125	0.001	51	125	0.001	51	125	0.002
14:00 - 15:00	51	125	0.001	51	125	0.001	51	125	0.002
15:00 - 16:00	51	125	0.001	51	125	0.001	51	125	0.002
16:00 - 17:00	51	125	0.001	51	125	0.001	51	125	0.002
17:00 - 18:00	51	125	0.001	51	125	0.001	51	125	0.002
18:00 - 19:00	51	125	0.001	51	125	0.001	51	125	0.002
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.011			0.013			0.024

Parameter summary

Trip rate parameter range selected: 10 - 792 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 51
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

CYCLISTS

Calculation factor: **1 DWELLS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	51	125	0.006	51	125	0.010	51	125	0.016
08:00 - 09:00	51	125	0.004	51	125	0.013	51	125	0.017
09:00 - 10:00	51	125	0.002	51	125	0.004	51	125	0.006
10:00 - 11:00	51	125	0.003	51	125	0.003	51	125	0.006
11:00 - 12:00	51	125	0.004	51	125	0.003	51	125	0.007
12:00 - 13:00	51	125	0.004	51	125	0.003	51	125	0.007
13:00 - 14:00	51	125	0.003	51	125	0.004	51	125	0.007
14:00 - 15:00	51	125	0.003	51	125	0.003	51	125	0.006
15:00 - 16:00	51	125	0.011	51	125	0.006	51	125	0.017
16:00 - 17:00	51	125	0.011	51	125	0.009	51	125	0.020
17:00 - 18:00	51	125	0.012	51	125	0.008	51	125	0.020
18:00 - 19:00	51	125	0.009	51	125	0.006	51	125	0.015
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.072			0.072			0.144

Parameter summary

Trip rate parameter range selected: 10 - 792 (units:)
 Survey date date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 51
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0



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