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**PROPOSED RESIDENTIAL DEVELOPMENT
AT HALIFAX ROAD,
HIGHTOWN
LIVERSEDEGE**

TRANSPORT STATEMENT

859 /February 2015

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1 INTRODUCTION

- 1.1.1 PAH Highway Consultants Ltd has been appointed to prepare this Transport Statement relating to the proposed erection of a 14 detached dwellings on a site off the Halifax Road at Hightown near Liversedge. Figure 1 at Appendix A shows the site location in relation to the local highway network.
- 1.1.2 The proposals are to erect 14no. detached dwellings on the former Parkahm Foods site situated off the Halifax Road, Hightown, Liversedge. The development will be served from a single access point onto the A649 Halifax Road acting as the entrance and egress to the site.
- 1.1.3 This Transport Statement considers the traffic impact and transport sustainability provision associated with the proposed development. This statement demonstrates that the proposals should be acceptable for planning approval purposes.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site was previously occupied by two relatively large buildings which have now been demolished and the business operations from the site were run by Parkham Foods. Please see the Google Earth image below. 2no. access points exist into the site from the A649 situated to the east and west of the site frontage to the public highway.



Google Earth Image of the Former Parkham Foods site

2.1.2 The site is bounded to the north by Halifax Road, to the south by open land and to the east and west by existing residential properties.

2.1.3 The existing access and egress points located to the east and west of the site frontage are simple priority junctions with generally 6.0 m radii.

2.2 Local Highway Network

2.2.1 As noted above, the site lies off the A649 Halifax Road which is a two way single carriageway for the majority of its length. There are footways to both sides along the site frontage.

- 2.2.2 Approximately 80m to the west of the site access, the A649 Halifax Road forms a slightly offset cross roads type junction arrangement with the Hightown Road and Hare Park Lane, with priority for the major route.
- 2.2.3 Almost central to the site frontage to Halifax Road on the opposite side of the major road there is the priority junction of Aquila Way which is a cul-de-sac of approximately 80 metres in length serving some 18 properties.
- 2.2.4 Wide, good quality footways are provided to both sides of the A649 Halifax Road in the vicinity of the site linking with the local fare stages and nearby retail facilities. In the vicinity of the site, the A649 Halifax Road is subject to a 30mph speed limit and is provided with street lighting to an appropriate standard. This length of highway also has the benefit of fixed safety cameras.
- 2.2.5 In the vicinity of the site, the A649 Halifax Road provides convenient links to residential areas such as Bailiff Bridge, Hipperholme and Liversedge town centre as well as direct access to the A62 the main Huddersfield to Leeds route. Overall, the A649 Halifax Road connects Liversedge with Hipperholme and provides links to many other major traffic routes such as the A62 / A58 and A638 and subsequently the M62 and M1 motorways.

2.3 Traffic Count

- 2.3.1 Traffic flows taken from the Department for Transport website for a count point over 1km to the east of the site show that the average two-way peak hour flows on this stretch of the Halifax Road are in the region of 2240 movements.

2.4 Pedestrians and Cyclists

- 2.4.1 The site is in a very sustainable location within a short walking distance of local facilities providing opportunities for local residents to walk to same. Other commercial and retail facilities are also found within a short walking distance of the site which will provide convenient opportunities for the residents of the proposed development. Bus stops are also found very close to the site access point.

2.4.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

2.4.3 However the guidance within PPG 13 is still useful as a reference until such time as the Local Planning Authority publishes their specific transport policies.

2.4.4 Paragraph 35 of the NPPF states that "developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

2.4.5 The catchment areas for the preferred maximum walking distance of 2km are shown on Figure 2 at Appendix B. The site is well placed for the residents of the development to walk to work or visit other local services.

2.4.6 A pedestrian link will be provided within the site to the major road via the footways around the junction arrangement, once into the site the estate road will be laid out as a shared surface street in line with guidance contained within the Manual for Streets. Traffic signal controlled pedestrian facilities exist within less than 100 metres from the proposed site entrance to the west thus allowing for safe pedestrian movement across the A649 Halifax Road.

2.4.7 The pedestrian catchment at Appendix B includes the whole of Hightown, Liversedge and the majority of Cleckheaton. Within these areas are services including local shops, a supermarket and several businesses, which are all well placed to serve the residential development.

2.4.8 With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”. Figure 2 at Appendix B also shows the 5km cycle catchment area from the site. Within the cycle catchment area is the whole of Cleckheaton, Heckmondwike, Gomersal and parts of Brighouse which offers significant employment, retail and leisure facilities. There are many commercial and industrial areas located within the catchment area which provide excellent employment opportunities for the potential residents of the proposed development and are located within an acceptable cycling distance of the site.

2.4.9

2.5 Public Transport

2.5.1 The site is well placed for bus stops with a westbound stop located less than 60 metres west from the site and an eastbound stop located almost immediately opposite the site. The eastbound stop has the benefit of a passenger shelter. The fare stages both have timetable information.

2.5.2 The local bus services available from the nearest stops are identified in table 1 below:

Service No	Route	Frequency Mon – Sat	Late evenings and Sundays
220	Leeds – White Rose Centre – Morley – Birstall – Gomersal – Cleckheaton – Hightown – Huddersfield	60 mins	Limited service on Sundays
252	Dewsbury – Heckmondwike – Scholes – Cleckheaton – Gomersal – Birkenshaw – Drighlington – Leeds	-	60 mins evenings
253	Wakefield – Dewsbury – Heckmondwike – Cleckheaton – Gomersal – Drighlington – Leeds	60 mins	60 mins
254	Wakefield – Dewsbury –	60 mins	-

	Heckmondwike – Cleckheaton – Gomersal – Drighlington – Leeds		
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Table 1: Bus Services

2.5.3 As demonstrated within the above table, there is a good provision of bus services along the site frontage with frequent services to a number of destinations including a 30 minute service to Wakefield and Leeds City centres with an hourly service to Huddersfield town centre.

2.5.4 The nearest railway station to the application site is at Brighouse, which is located just over 4.8 km to the south west of the site. This falls just inside the cycling catchment area for the site and is accessible by cycle. The Mirfield and Dewsbury rail stations which are on the same line are accessible by the bus services available directly from the site frontage.

2.5.5 These stations are on the Huddersfield line with frequent services to the main destinations of Leeds, Dewsbury and Manchester. Brighouse Station is also on the Caldervale Line which provides a separate service to Huddersfield, Bradford and Leeds.

2.5.6 The table below summarises the services available from Brighouse railway station:

Route	Monday to Saturday Frequency		Sunday Frequency
	Daytime	Late evening	
Manchester Victoria – Brighouse – Mirfield – Dewsbury – Batley – Morley – Cottingley – Leeds	60 mins	60 mins	60 mins
Huddersfield – Brighouse – Halifax – Bradford Interchange – New Pudsey – Bramley – Leeds	60 mins	60 mins	120 mins

Table 2: Train Services

2.5.7 Many further destinations, both local and national, can be reached via connections from the larger stations on the route such as Leeds, Bradford and Manchester allowing the possibility of travel over a wide area for business or leisure purposes.

2.5.8 In summary, the site is considered to be in a sustainable location being close to bus stops and within walking distance of many of the local services and amenities. Within general cycling distance is Brighouse railway station providing further potential transport links. Local pedestrian and cycling facilities are very good with wide footways and a traffic signal controlled crossing point is also available close by. It is therefore considered that the site conforms to current Government directives for ensuring developments are located in sustainable locations.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

- 3.1.1 The proposals for the site are to erect 14no. large family detached dwellings on the site all served via a single priority junction off the Halifax Road.
- 3.1.2 Car parking and servicing provision will generally be provided in accordance with the Kirklees Council current parking standards.
- 3.1.3 Secure cycle storage facilities will be provided within the site, the type and location of which is to be agreed with Kirklees Council.
- 3.1.4 A drawing showing the proposed development is contained at Appendix C.

3.2 Vehicular Access

- 3.2.1 Vehicular access to the site will be via the new priority access point onto the A649 Halifax Road as shown on the proposed development plan in Appendix C. Pedestrian provision will be provided into the site and through the junction with the Halifax Road.
- 3.2.2 Adequate visibility for the proposed access / egress point can be gained onto the A649 Halifax Road.

3.3 Parking Provision

- 3.3.1 The level of parking provision on the site will be in general accordance with the car parking standards contained within the Kirklees Car Parking guidelines.
- 3.3.2 Each of the residential dwellings are proposed to have between 4 and 6 bedrooms therefore in accordance with the Kirklees Parking Guidelines there should be a maximum provision of 3 - 4 parking spaces per dwelling, plus visitor parking at a rate of 1 space per 4 dwelling. The majority of the dwellings comply with Kirklees Councils current standards for off street parking.

3.4 Pedestrian and Cycle Provision

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

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

3.5 Servicing

3.5.1 Service vehicles will use the same access to the site as all other traffic. Swept path analysis has been undertaken which demonstrates that the site can be serviced without compromising any of the proposed parking spaces or the use of the access road and a service vehicle can enter and leave the site in a forward gear. This is demonstrated on the drawing at Appendix C.

4 TRAFFIC IMPACT

4.1 Development Traffic

4.1.1 The proposed development is for a development of 14 no. large family dwellings. To determine the anticipated traffic generation from the development it has been necessary to interrogate data from the national TRICS database.

4.1.2 The tables below provide the typical peak hour trip rates (morning peak 08:00 - 09:00 and evening peak 17:00 - 18:00) and the likely traffic generation of the proposed development. The TRICS data is contained at Appendix D.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
14 no. family dwellings	0.151	0.416	0.567	0.390	0.225	0.615
	2.11	5.82	7.938	5.46	3.15	8.61

Table 3 – Predicted Development Trip Rates & Generation –detached dwellings.

4.1.3 As can be seen from the tables, the proposed development is anticipated to generate approximately 8 trips during the morning peak hour and 9 trips during the evening peak hour. It should be noted that given the sites reasonably sustainable merits, the actual trip rates for the proposed development is envisaged to be considerably less than that predicted by TRICS.

4.1.4 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

5 PLANNING POLICY

5.1 Transport Policy

5.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

5.1.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

5.1.3 Paragraph 35 of the NPPF states that *"developments should be located and designed where practical to:*

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles;*
and
- *consider the needs of people with disabilities by all modes of transport.*

Local Transport Plan

- 5.1.1 The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3) which covers the period 2011 to 2016. The key objectives of the LTP3 include:
- *To improve access to jobs, education and other key services for everyone;*
 - *To reduce delays to the movement of people and goods;*
 - *To improve safety for all highway users;*
 - *To limit transport emissions of air pollutants, greenhouse gases and noise;*
 - *To improve the condition of the highway infrastructure.*
- 5.1.2 The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to 'ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards. With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.
- 5.1.3 The LTP also sets out a bus strategy West Yorkshire and seeks to increase patronage for all categories of bus passenger and modal shift towards the bus and away from the car.
- 5.1.4 It is considered that this site is in compliance with local and national transport policies due to the sustainable location of the site with good facilities for travel from modes other than the single occupancy private car trips.

6 SUMMARY AND CONCLUSIONS

- 6.1.1 This Transport Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development is also assessed.
- 6.1.2 The site is considered to be in a sustainable location being within close proximity of the nearest bus stops and within acceptable walking distance of local services and amenities within the surrounding areas. Further facilities, including Brighthouse railway station is located within cycling distance of the site. Therefore the site conforms to current Government directives for ensuring developments are located in a sustainable locations.
- 6.1.3 This report also considers that the anticipated small increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the adjacent 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 and will not significantly add to any congestion at the peak times on the local network. It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



- SITE LOCATION
- BUS STOPS

FIGURE 1
SITE LOCATION

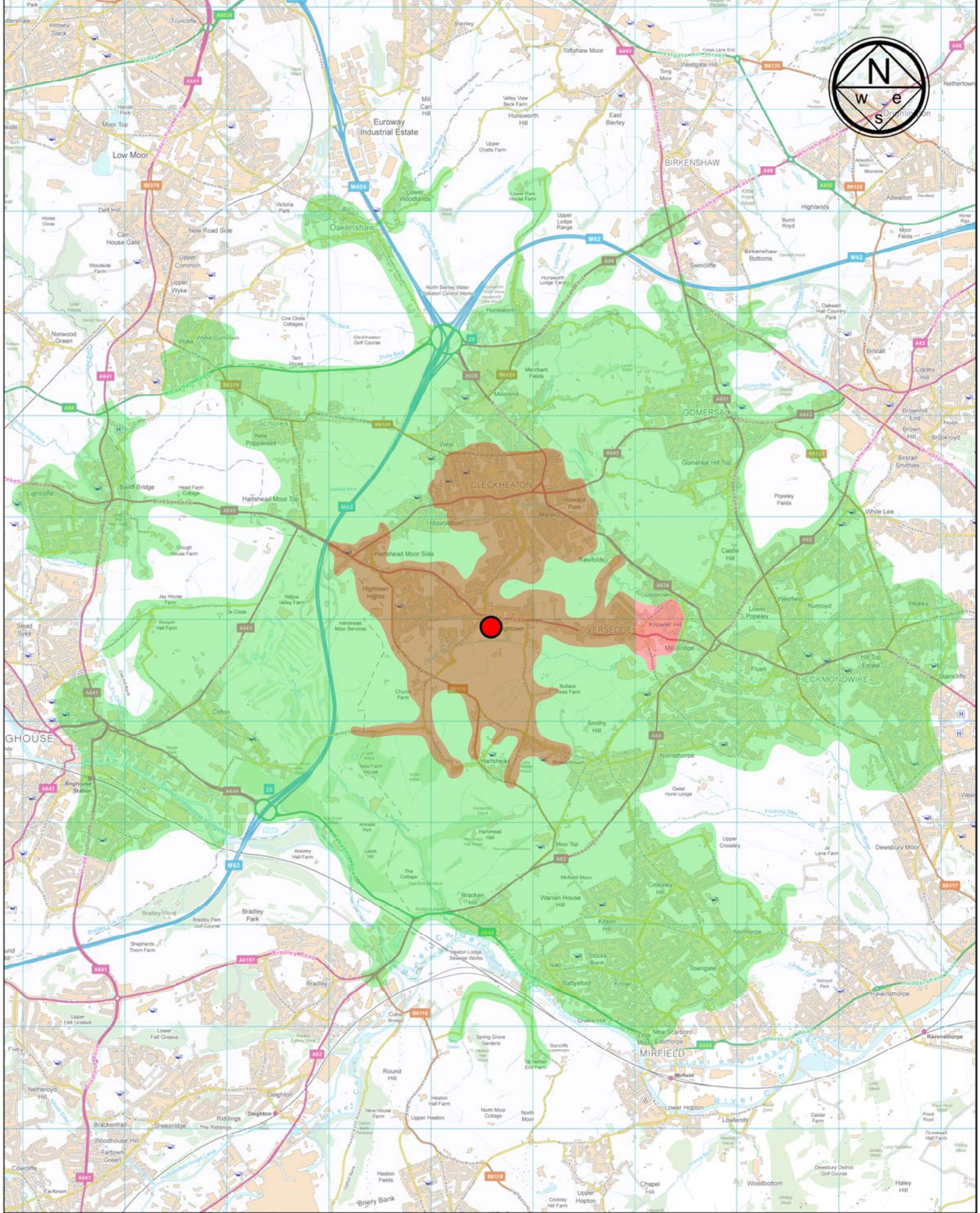
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SCALE:
NTS @A4
DATE:
JAN 2015

JOB	DWG	REV
859	01	A

Appendix B

Pedestrian and Cycle Catchment



- SITE LOCATION
- 2km CATCHMENT
- 5km CATCHMENT

FIGURE 2
CATCHMENT PLAN

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Appendix C

Proposed Development Plan

Appendix D

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD	BEDFORDSHIRE 2 days
	EX	ESSEX 1 days
	HF	HERTFORDSHIRE 1 days
	SC	SURREY 2 days
03	SOUTH WEST	
	CW	CORNWALL 2 days
	DC	DORSET 1 days
	GS	GLOUCESTERSHIRE 1 days
	WL	WILTSHIRE 1 days
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 1 days
	SF	SUFFOLK 3 days
05	EAST MIDLANDS	
	DS	DERBYSHIRE 1 days
	LE	LEICESTERSHIRE 1 days
	LN	LINCOLNSHIRE 2 days
	NT	NOTTINGHAMSHIRE 1 days
06	WEST MIDLANDS	
	SH	SHROPSHIRE 2 days
	ST	STAFFORDSHIRE 1 days
	WM	WEST MIDLANDS 3 days
	WO	WORCESTERSHIRE 6 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 3 days
08	NORTH WEST	
	CH	CHESHIRE 3 days
	LC	LANCASHIRE 2 days
	MS	MERSEYSIDE 1 days
09	NORTH	
	CB	CUMBRIA 3 days
	TV	TEES VALLEY 1 days
	TW	TYNE & WEAR 1 days
10	WALES	
	CF	CARDIFF 3 days
	CP	CAERPHILLY 1 days
	WR	WREXHAM 1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 10 to 792 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 05/09/10

Selected survey days:

Monday	10 days
Tuesday	13 days
Wednesday	7 days
Thursday	14 days
Friday	7 days

Selected survey types:

Manual count	51 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	20
Edge of Town	24
Neighbourhood Centre (PPS6 Local Centre)	3

Selected Location Sub Categories:

Residential Zone	36
Village	1
Out of Town	1
No Sub Category	13

LIST OF SITES relevant to selection parameters

1	BD-03-A-01	SEMI DETACHED, LUTON NEW BEDFORD ROAD	BEDFORDSHIRE
		LUTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 131	
2	BD-03-A-02	SEMI DETACHED, LUTON RIDDIY LANE	BEDFORDSHIRE
		LUTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 82	
3	CA-03-A-02	MIXED HOUSES, PETERBOROUGH THORPE ROAD	CAMBRIDGESHIRE
		PETERBOROUGH Edge of Town Centre Residential Zone Total Number of dwellings: 363	
4	CB-03-A-02	SEMI DETACHED, WORKINGTON HAWKSHEAD AVENUE	CUMBRIA
		WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40	
5	CB-03-A-03	SEMI DETACHED, WORKINGTON HAWKSHEAD AVENUE	CUMBRIA
		WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40	
6	CB-03-A-04	SEMI DETACHED, WORKINGTON MOORCLOSE ROAD SALTERBACK WORKINGTON	CUMBRIA
		Edge of Town No Sub Category Total Number of dwellings: 82	
7	CF-03-A-01	MIXED HOUSES, CARDIFF VIRGIL STREET NINIAN PARK CARDIFF	CARDIFF
		Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 222	
8	CF-03-A-02	MIXED HOUSES, CARDIFF DROPE ROAD	CARDIFF
		CARDIFF Edge of Town Residential Zone Total Number of dwellings: 196	
9	CF-03-A-03	DETACHED, CARDIFF LLANTRISANT ROAD	CARDIFF
		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 SYDNEY ROAD	HOUSES/FLATS, CREWE		CESHIRE
	CREWE Edge of Town Residential Zone Total Number of dwellings:		174	
11	CH-03-A-05 SYDNEY ROAD SYDNEY CREWE	DETACHED, CREWE		CESHIRE
	Edge of Town Residential Zone Total Number of dwellings:		17	
12	CH-03-A-06 CREWE ROAD	SEMI-DET./BUNGALOWS, CREWE		CESHIRE
	CREWE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:		129	
13	CP-03-A-02 THE RISE	SEMI DETACHED, PENGAM		CAERPHILLY
	PENGAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:		41	
14	CW-03-A-01 ALVERTON ROAD	TERRACED, PENZANCE		CORNWALL
	PENZANCE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		13	
15	CW-03-A-02 BOSVEAN GARDENS	SEMI D./DETACHED, TRURO		CORNWALL
	TRURO Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		73	
16	DC-03-A-01 ISAACS CLOSE	DETACHED, POOLE		DORSET
	POOLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		51	
17	DS-03-A-01 THE AVENUE HOLMESDALE DRONFIELD	SEMI D./TERRACED, DRONFIELD		DERBYSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings:		20	
18	EX-03-A-01 MILTON ROAD CORRINGHAM STANFORD-LE-HOPE	SEMI-DET., STANFORD-LE-HOPE		ESSEX
	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 GRAMMAR SCHOOL LANE	NORTH YORKSHIRE
		NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52	
29	NY-03-A-03	PRIVATE HOUSING, BOROUGHBRIDGE NEW ROW	NORTH YORKSHIRE
		BOROUGHBRIDGE Edge of Town Centre Residential Zone Total Number of dwellings: 14	
30	NY-03-A-05	HOUSES AND FLATS, RIPON BOROUGHBRIDGE ROAD	NORTH YORKSHIRE
		RIPON Edge of Town No Sub Category Total Number of dwellings: 71	
31	SC-03-A-03	DETACHED, EAST MOLESEY A3050 HURST ROAD HURST PARK EAST MOLESEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54	SURREY
32	SC-03-A-04	HOUSES & FLATS,NEAR FRIMLEY DEEPCUT BRIDGE ROAD DEEPCUT NEAR FRIMLEY Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 288	SURREY
33	SF-03-A-01	SEMI DETACHED, IPSWICH A1156 FELIXSTOWE ROAD RACECOURSE IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 77	SUFFOLK
34	SF-03-A-02	SEMI DET./TERRACED, IPSWICH STOKE PARK DRIVE MAIDENHALL IPSWICH Edge of Town Residential Zone Total Number of dwellings: 230	SUFFOLK
35	SF-03-A-03	MIXED HOUSES, BURY ST EDMDS BARTON HILL FORNHAM ST MARTIN BURY ST EDMUNDS Edge of Town Out of Town Total Number of dwellings: 101	SUFFOLK
36	SH-03-A-03	DETACHED, SHREWSBURY SOMERBY DRIVE BICTON HEATH SHREWSBURY Edge of Town No Sub Category Total Number of dwellings: 10	SHROPSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

37	SH-03-A-04	TERRACED, SHREWSBURY ST MICHAEL'S STREET	SHROPSHIRE
		SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 108	
38	ST-03-A-05	TERRACED/DETACHED, STOKE WATERMEET GROVE ETRURIA STOKE-ON-TRENT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 14	STAFFORDSHIRE
39	TV-03-A-01	MIXED HOUSES/FLATS, HARTLEPL POWLETT ROAD	TEES VALLEY
		HARTLEPOOL Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 225	
40	TW-03-A-01	SEMI DETACHED, SUNDERLAND LEECHMERE ROAD HILLVIEW SUNDERLAND Edge of Town Residential Zone Total Number of dwellings: 81	TYNE & WEAR
41	WL-03-A-01	SEMI D./TERRACED W. BASSETT MAPLE DRIVE	WILTSHIRE
		WOOTTON BASSETT Edge of Town Residential Zone Total Number of dwellings: 99	
42	WM-03-A-01	TERRACED, COVENTRY FOLESHILL ROAD FOLESHILL COVENTRY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 79	WEST MIDLANDS
43	WM-03-A-02	DETACHED/SEMI D., STRBRIDGE HEATH STREET	WEST MIDLANDS
		STOURBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 12	
44	WM-03-A-03	MIXED HOUSING, COVENTRY BASELEY WAY ROWLEYS GREEN COVENTRY Edge of Town Residential Zone Total Number of dwellings: 84	WEST MIDLANDS
45	WO-03-A-01	DETACHED, BROMSGROVE MARLBOROUGH AVENUE ASTON FIELDS BROMSGROVE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10	WORCESTERSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

46	WO-03-A-02	SEMI DETACHED, REDDITCH MEADOWHILL ROAD	WORCESTERSHIRE
		REDDITCH Edge of Town No Sub Category Total Number of dwellings: 48	
47	WO-03-A-03	DETACHED, KIDDERMINSTER BLAKEBROOK BLAKEBROOK KIDDERMINSTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 138	WORCESTERSHIRE
48	WO-03-A-04	MIXED HOUSES, WORCESTER MALVERN ROAD	WORCESTERSHIRE
		WORCESTER Edge of Town Residential Zone Total Number of dwellings: 792	
49	WO-03-A-05	TERRACED/DET., BROMSGROVE ST GODWALDS ROAD ASTON FIELDS BROMSGROVE Edge of Town No Sub Category Total Number of dwellings: 215	WORCESTERSHIRE
50	WO-03-A-06	DET./TERRACED, BROMSGROVE ST GODWALDS ROAD ASTON FIELDS BROMSGROVE Edge of Town No Sub Category Total Number of dwellings: 232	WORCESTERSHIRE
51	WR-03-A-01	SEMI DETACHED, WREXHAM MOLD ROAD RHOSDDU WREXHAM Edge of Town No Sub Category Total Number of dwellings: 82	WREXHAM

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