John Peach

Highfield Road, Bubwith, East Yorkshire

Transport Statement

sanderson associates
consulting engineers

Control Sheet

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Acknowledgements

Google My Maps and OpenRouteService have been used to generate figures included in this report for illustrative purposes only.

Extracts of 'Walking the Riding' Public Rights of Way Map and 'East Riding of Yorkshire Highway Adoption Boundary Map' have been included in this report.

The Crashmap database has been utilised to carry out a road traffic incident review.

Extracts of CIHT publications 'Planning for Walking Guidance' (2015), 'Planning for Cycling' (2014), and 'Buses in Urban Developments' (2018) have been included in this report.

Extracts of 'Providing for Journeys on Foot' (2000), 'Building Sustainable Transport into New Developments (DfT, 2008), and 'Bus Services and New Residential Developments' (2018) have been included in this report.

The TRICS database v7.10.1 has been used in this report to calculate traffic generations.

Contents

List of Tables

List of Figures

List of Appendices

1. Introduction

1.1 Sanderson Associates Consulting Engineers has been commissioned by John Peach to prepare a Transport Statement in support of an outline planning application for a proposed housing development at Highfield Road, Bubwith.

1.2 The development comprises of 33 new units with a new access off of Highfield Road. It is anticipated that the development will comprise; 6no. 4 bed detached, 15no. 3 bed detached, 8no. 3 bed semi-detached and 4no. 2 be semi-detached. Of these 33 units, the development will include affordable units in accordance with current council requirements (25% as per East Riding of Yorkshire Council).

1.3 This Transport Statement considers the following aspects:

- → The local highway network and its road traffic collision record;
- → The access arrangements to the proposed development;
- → The development and its operational characteristics;
- → The accessibility of the site in relation to sustainable transport; and,
- → The impact of the development on the local transport network.

1.4 This Transport Statement seeks to demonstrate that the development will not have an unacceptable impact on highway safety and that residual cumulative impacts of the development are not severe in transport terms, consequently the planning application should be supported by the Local Authority on transport grounds.

2. Planning Policy Context

2.1 National Planning Policy

2.1.1 With regards to the planning policy context of the development, Paragraph 105 of the National Planning Policy Framework (NPPF), revised in July 2021, outlines the differences in sustainable transport solutions between urban and rural areas, stating that:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.1.2 In relation to considering development proposals, Paragraph 110 states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, give the type of development and its location;

b) Safe and suitable access to the site can be achieved for all people;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46 ; and

d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.1.3 Paragraph 111 goes on to say;

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.2 Local Planning Policy

East Riding Local Plan (April 2016)

2.2.1 The East Riding Local Plan is a suite of planning documents, which set out a long term strategy that will help to guide new development across the East Riding from 2016 to 2029.

2.2.2 **Policy EC4: Enhancing Sustainable Transport** of the Local Plan sets out what development proposals should do in order to increase accessibility, minimise congestion and improve safety. Development proposals should:

1. *Produce and agree a transport assessment and travel plan, where a significant transport impact is likely*
2. *Support and encourage sustainable travel options which may include public transport, electric and ultra-low emission vehicles, car sharing, cycling and walking; and,*
3. *Bring forward other necessary transport infrastructure to accommodate expected movement to and from the development.*

2.2.3 The policy also discusses the number of parking spaces for all new development to reflect:

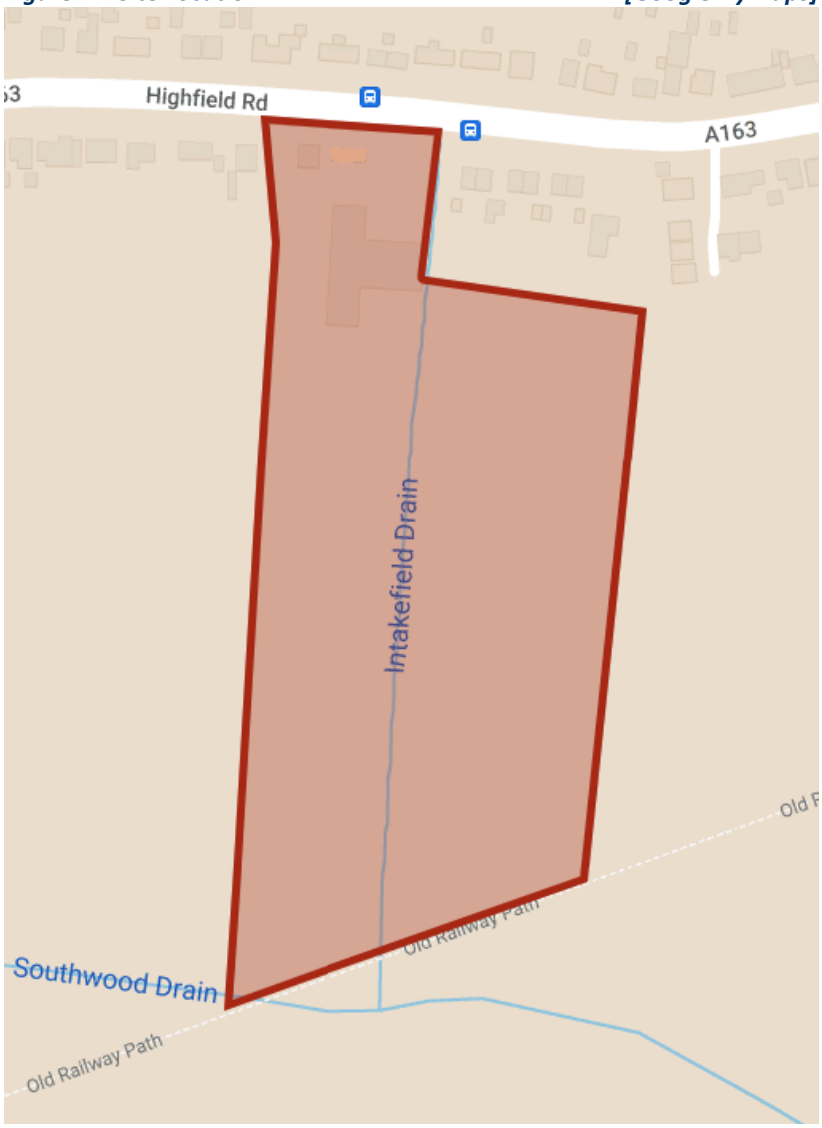
1. *The level of public transport accessibility;*
2. *The expected car usage on the site; and,*
3. *The most efficient use of space available and promotion of good design.*

3. Existing Situation

3.1 Site and Surrounding Area

3.1.1 The site is located on Highfield Road (A163), Bubwith a small village in the East Riding of Yorkshire. The village is situated about 10km north-east of Selby and 19km southeast of York. The site location is show in **Figure 1.**

Figure 1 – Site Location ***[GoogleMyMaps]***



3.1.2 The site had previously been used as a haulage yard, with up to 20 lorries operating out of the site at one point. Now, it is a small haulage business, with a garden machinery firm and a tractor export hub. The existing site currently has a site access onto Highfield Road, which has been used by a range of vehicle types and sizes over the operation of the site and therefore generating traffic onto the surrounding highway network.

3.1.3 The site boundaries are:

- → North: Highfield Road, residential properties and agricultural land
- → East: The Riding Medical Group – Bubwith Surgery
- → South: Agricultural land and the Old Railway Path
- → West: Agricultural land, residential properties and Bubwith Leisure and Sports Centre

3.2 Local Highway Network

3.2.1 Highfield Road is listed as a public highway, maintainable at public expense. **Figure 2** shows an extract of the extent of the adoption within the vicinity of the site frontage. The full plan is attached at **Appendix A.**

Figure 2 – Extract of Highway Adoption Map *[East Riding of Yorkshire Council]*

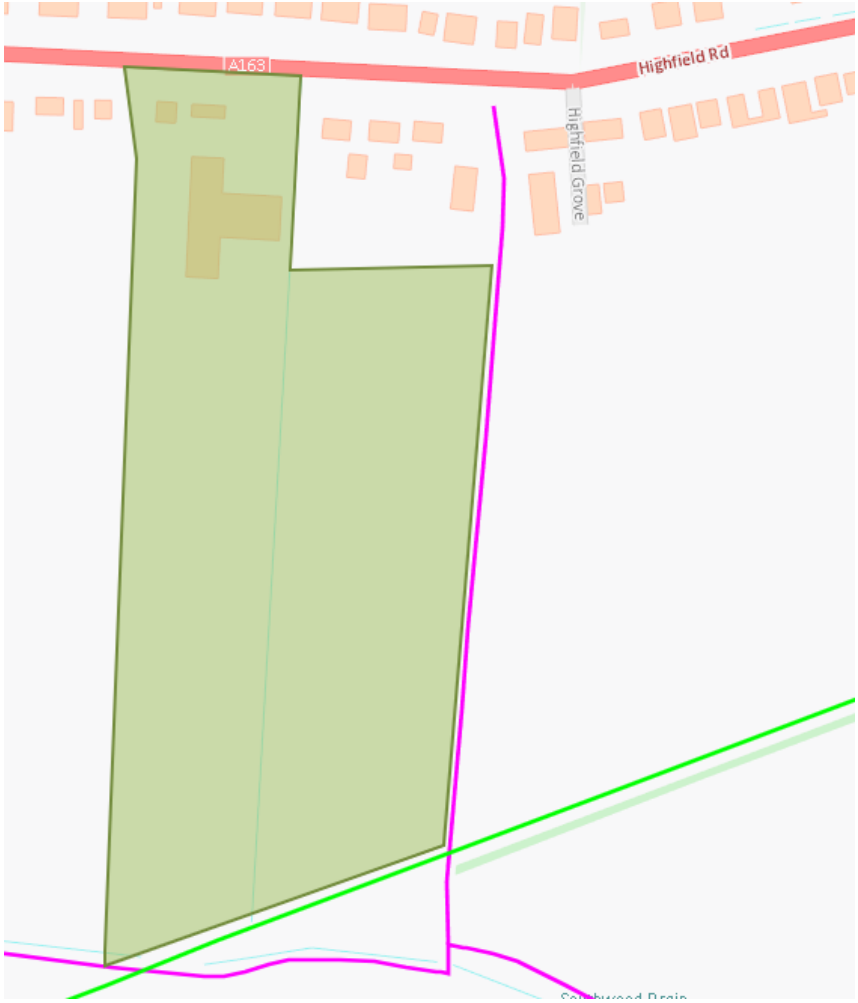
3.2.2 Within the vicinity of the site, Highfield Road is approximately 6.75m wide carriageway, and is subject to a 30mph speed limit. There are footways present on both sides of the carriageway, with street lighting present. Highfield road is a bus route, with bus stops in both directions located within a 40m walking distance from the proposed site access.

3.2.3 To the west of the site is Bubwith village centre. The A163 Highfield Road connects to the A19 to the west of the site and joins to the A614 to the east of the site.

3.3 Public Rights of Way

3.3.1 A review of the East Riding of Yorkshire Councils line Public Rights of Way interactive map indicates Public Rights of Way in the vicinity of the site. An extract of the map is shown at **Figure 3.**

Figure 3 – Extract of Public Rights of Way Map [East Riding of Yorkshire Council]



3.3.2 Bubwith Footpath No. 18 is directly adjacent to the site and is approximately 375m in length. The footpath connects to Bubwith Bridleway No. 23 (Old Railway Path) and Bubwith Footpath No. 3 which connects to Bubwith village by All Saints Church, opposite to Bubwith Community Primary School.

3.3.3 Bridleway No. 23 - The Old Railway Path is an eight-mile off road path and bridleway from Shipton Lane at Market Weighton, to the east of the site, which then meets the public footpath along at River Derwent at Bubwith.

3.4 Accident History

3.4.1 National guidance states that Transport Statements should include, "an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area."

3.4.2 Whilst the local network is not considered to be a 'high accident area,' in order to provide a robust assessment, the most recent 5-year period has been considered. Road traffic collision data has been obtained from the Crashmap database for the most recent five year period available (January 2017 – December 2021). The incident plot diagram within the vicinity of the site is shown in **Figure 4**.

Figure 4 – 5-year Road Traffic Collision Record ***[crashmap.co.uk]***

3.4.3 From the incident plot diagram, only one accident (serious in severity) has occurred in the assessment area. The full report can be viewed at **Appendix B** and a summary is as follows:

→ Incident Reference: 2021161087162 – occurred Friday 3 September, 2021 at 11:30AM in dry conditions. The incident involved a van or good vehicles under 3.5 tonnes performing a reversing manoeuvre and a motorcycle proceeding along the carriageway, not on a bend. The casualty was the rider of the motorcycle who experienced serious injuries.

3.4.4 This assessment of the injury accident records over the past five years has not highlighted any highway safety concerns in relation to the geometry of the road. From the information provided the single accident may have occurred as a result of driver error. As the site is currently operational with vehicle traffic at the access, and with no incidents occurring, it is unlikely that the proposed development would exacerbate the highway safety within the vicinity of the site.

3.5 Traffic Data

3.5.1 There are two Department for Transport (DfT) traffic count stations on the A163 Highfield Road, which provide an Annual Average Daily Flow (AADF). The two count point locations link between the A19 (west of the site) and the A164 (east of the site), creating a total link length of 18.7km. Count station (ref: 26727) is located to the east of the site and the link length includes the site frontage. From data which was manually collected in 2018 (prior to Covid-19), the AADF on Highfield Road is 3485 vehicles. The other count point station (ref: 73457) located to the west of the site has corresponding data for 2018 and provides the same AADF for Highfield Road. The hourly directional two-way traffic flows from the manual count data, collected from count station 26727 is shown at **Table 1.**

Table 1 – Hourly Directional Two-Way Traffic Flows from Count Station 26727 (2018)

Time	Direction		Total
	Eastbound	Westbound	
07:00	139	158	297
08:00	**149**	**173**	**322**
09:00	111	119	230
10:00	107	115	222
11:00	112	113	225
12:00	103	107	210
13:00	111	92	203
14:00	104	112	216
15:00	146	123	269
16:00	153	140	283
17:00	**200**	**195**	**395**
18:00	128	130	258

3.5.2 The data indicated stat the network peak hour periods are 08.00-09.00 and 17.00-18.00 hours.

4. Proposed Development

4.1 Overview

4.1.1 The proposals are to provide 33no. Residential units, with associated parking at each house. It is anticipated that the development will comprise; 6no. 4 bed detached, 15no. 3 bed detached, 8no. 3 bed semi-detached and 4no. 2 bed semi-detached. Of these 33 units, the development will include affordable units in accordance with current council requirements (25% as per East Riding of Yorkshire Council). The proposed site layout is attached at **Appendix C.**

4.2 Site Access

4.2.1 The existing site access to the site is proposed to be improved to provide a 5.5m wide carriageway with 6m junction radii. To improve pedestrian provision it is proposed to provide 2m wide pedestrian footways at the site entrance. An informal dropped kerb pedestrian crossing, with tactile paving, will be incorporated at the junction bell mouth to assist pedestrians east/west along the site frontage.

4.2.2 Highfield Road is subject to a 30mph speed limit and therefore in accordance with Manual for Streets guidance, a junction visibility splay of 2.4m x 43m is provided at the improved site access. **Drawing 152302-001** attached at **Appendix D** shows the site access arrangements and visibility.

4.2.3 Additional pedestrian access points will be created, with a link to Bubwith Footpath No. 18 to the west of the site. An additional footpath link (towards Old Railway Path) and field access, will be created in the south-western corner of the site. This will improve the sites accessibility for pedestrians and cyclists using the Public Rights of Way adjacent to the site.

4.3 Parking

4.3.1 The parking standards are contained within the East Riding Sustainable Transport Supplementary Planning Document (SPD) (May 2016). The standards for residential dwellings are shown in **Figure 5**.

Figure 5 – Extract of Car Parking Guidelines

Use	Haltemprice / Principal Towns / Towns Guidance Zone	RSC / PV / V / Countryside Guidance Zone	Typical Threshold
C3 Housing	1 space	1 space	1 bedroom
	2 spaces	2 spaces	2-3 bedroom
	2-3 spaces negotiated.	2-3 spaces negotiated.	4-5 bedroom
	1 visitor space per 4 houses should be provided	1 visitor space per 4 houses should be provided	

4.3.2 The site is located within the Countryside Guidance Zone. **Table 1** highlights the composition of the development, along with the associated number of spaces subsequently required by the SPD.

Table 1 – Number of Parking Spaces Required

Development Type	Number of Spaces Required per House	Total Number of Spaces
6 x 4-bed Detached	2-3	12-18
15 x 3-bed Detached	2	30
8 x 3-bed Semi-detached	2	16
4 x 2-bed Semi-detached	2	8
		Total: 66-72

4.3.3 The development will provide the required levels of parking in the form of a private driveway and internal parking arrangements. In keeping with Policy EC4: Encouraging Sustainable Developments, each dwelling will provide the capabilities for electric vehicle charging capacity.

4.3.4 Within the SPD, information is given on cycle parking, but no set standards are given. The development is proposing that each house will include lockable sheds in each of the gardens for cycle storage.

4.4 Servicing

4.4.1 The site layout produced for the Outline Application stage shows that internal servicing will take place. Turning heads can be provided throughout the development to ensure that a refuse vehicle or other vehicle servicing the site is able to enter and egress the site in forward gear.

4.5 Construction

4.5.1 The construction phase of the development is transient and will not have a lasting impact on highway conditions. Planning conditions are anticipated that restrict and limit the impact of construction related traffic on the site and public highway.

5. Accessibility by Sustainable Modes

5.1 Overview

5.1.1 This section of the report considers the accessibility of the development by active travel and public modes of transport, in order to review the opportunities that will exist for future residents.

5.2 Active Travel: Walking and Cycling

5.2.1 The Planning for Walking Guidance (2015), published by CIHT highlights that "Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. For journeys that are 1 to 2 miles long, 26 per cent are made on foot (NTS, 2012)."

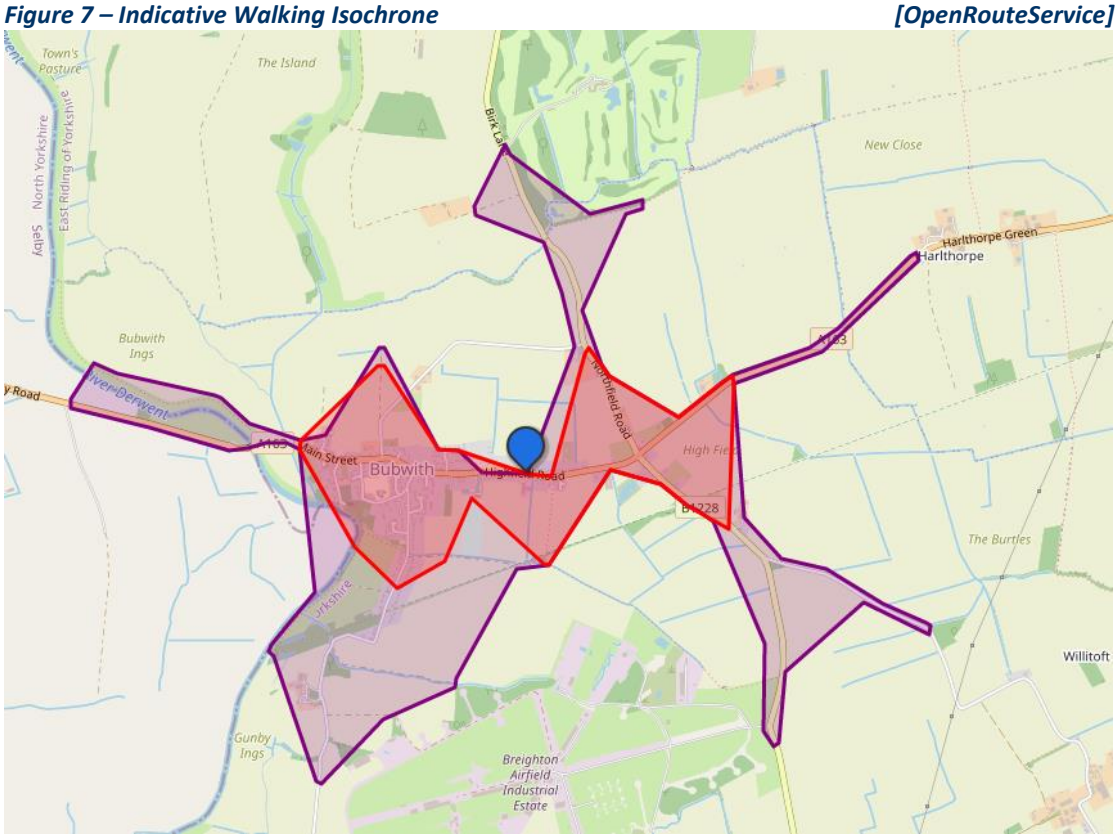
5.2.2 CIHT notes that people will be willing to walk further to reflect a greater perceived quality or importance of a service or amenity, for example rail services. The report does not provide a definitive view on distances, however, the report makes reference to the IHT publication "Providing for Journeys on Foot," (2000) which suggests an acceptable walking distance is 1000m(12 minute walk) and the preferred maximum walking distance is 2000m (24-minute walk).

5.2.3 It is also important to consider the routes that would be taken to get to these locations. Building Sustainable Transport into New Developments (DfT, 2008) gives the following advice on pedestrian catchment areas:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating."

5.2.4 **Figure 7**, overleaf, identifies the 1000m and 2000m walking isochrones from the site, in order to illustrate the general extent of the surrounding area that is considered to be accessible by foot.

Figure 7 – Indicative Walking Isochrone *[OpenRouteService]*



5.2.5 As Bubwith is a small village, there are limited services and amenities, but all of which are able to be reached within an acceptable walking distance of a 1km. The amenities which are available include:

- → Bus Stops on Highfield Road
- → Bubwith Community Primary School
- → The Ridings Medical Group – Bubwith Surgery
- → McColl's Convenience Store
- → Mountfield Butchers and Bakers
- → Bubwith Tennis Club and Bubwith Leisure and Sports Centre
- → The Jug & Bottle (Deli)
- → Cinnamon (Indian Takeout)
- → The White Swan (Bar & Restaurant)
- → Finesse (Hairdressers)
- → All Saints Church, Bubwith
- → Stop to Paws (Pet Groomers)
- → Lee Curtis Building Services

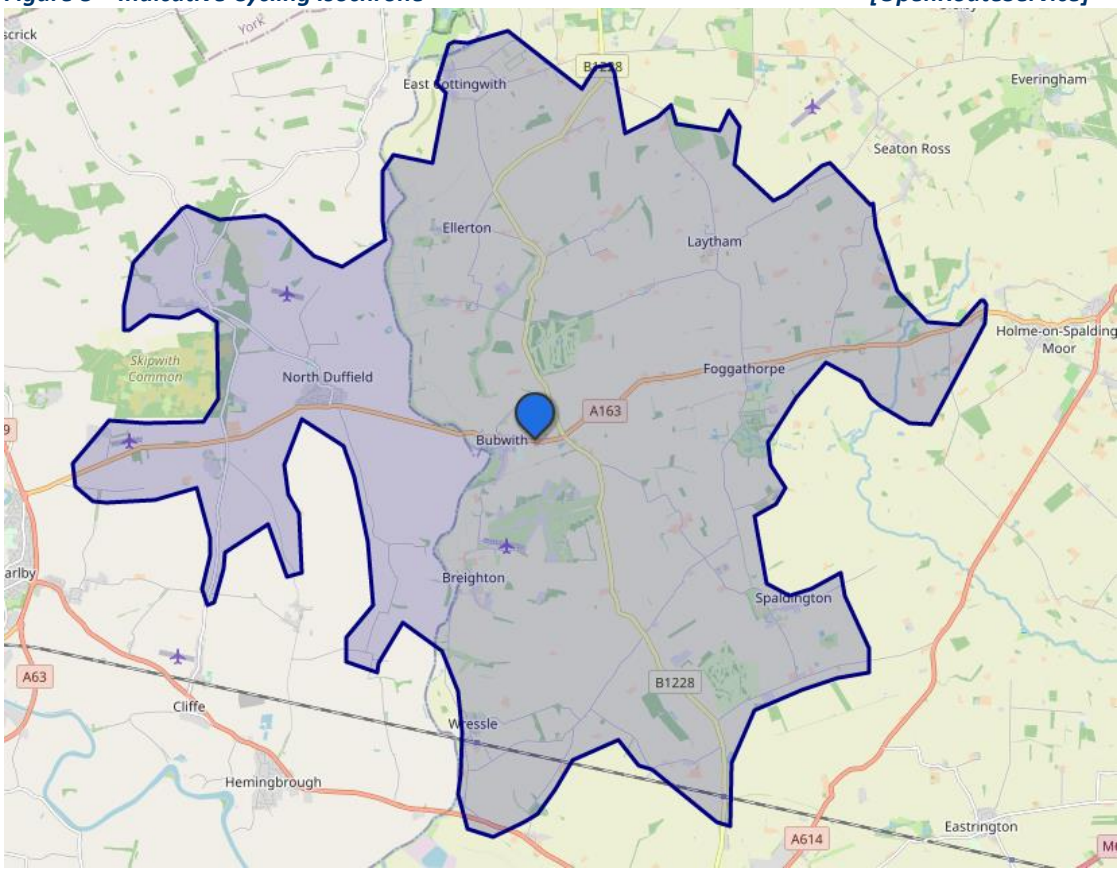
5.2.6 In terms of pedestrian infrastructure, all roads in the vicinity of the site are street-lit with footways on either side of the carriageway. The route between the site frontage and the village centre and community primary school is connected via a continuous footway. At the junction of Church Street and Main Road, dropped kerbs and tactile paving are present. The footway continues to the front gates of the school.

5.2.7 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

5.2.8 **Figure 8** illustrates an 8km (5 miles) cycling isochrone from the site and provides a general indication of the extent of the surrounding area which is accessible by cycle and to the extent of designated cycle routes available.

Figure 8 – Indicative Cycling Isochrone ***[OpenRouteService]***



5.2.9 **Figure 8** illustrates that a number of surrounding villages can be accessed on bike within the 8km cycling distance. In terms of cycling infrastructure, the convenience store in Bubwith offers cycle parking outside the shop frontage, helping to encourage local residents to use bikes.

5.3 Public Transport – Bus and Rail

5.3.1 The Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, "*the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas.*" **Figure 9**, an extract from the guidance outlines the maximum walking distance for different situations.

Figure 9 – Extract from 'Buses in Urban Developments'

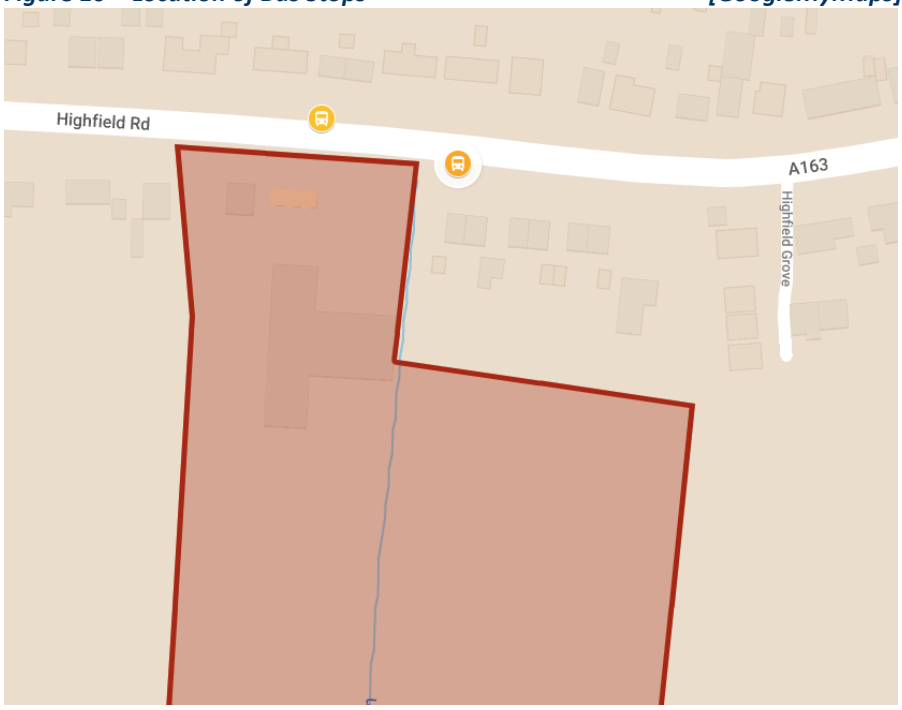
Table 4: Recommended maximum walking distances to bus stops

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

5.3.2 For new housing developments, Stagecoach's report Bus Services and New Residential Developments (2018) strongly recommends that affordable housing, and higher-density developments are all located within 400m of a bus stop, and preferably closer.

5.3.3 The nearest bus stop is located opposite to the site frontage, approximately 40m. The distance to the nearest bus stops are well within the maximum walking distance recommended for Less Frequent Routes, as highlighted in **Figure 9**. **Figure 10** illustrates the location of the nearest bus stops.

Figure 10 – Location of Bus Stops ***[GoogleMyMaps]***



5.3.4 The services available from these stops are as follows:

Table 2 – Summary of Bus Services

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
1	Selby – Bubwith – *Holme on Spalding Moor (Mon only)*	1 Service to Selby 09:45 2 Services to Bubwith 10:20 + 13:00	No Service	No Service
18*	York – Holme on Spalding Moor	To York: 07:27, 09:41, 12:56 To Holme: 12:20, 15:50, 18:00	No Service	No Service
358	Holme on Spalding Moor – Goole	1 Service in Each Direction (Tues only)	No Service	No Service

* Due to repairs currently being undertake at Bubwith Bridge, currently a shuttle bus service (518) connects Holme on Spalding Moor to North Duffield to connect with East Yorkshire Motor Services route 18. This is in effect until April 1st 2023.

5.3.5 The level of bus provision is limited and the frequency of services may be difficult for new residents to access employment using buses. However, further onward connections are able to be made in York. The number 1 bus service allows local residents access to the markets which take place in Selby on Monday's. The number 18 allows shopping and leisure activities to be done in York.

5.3.6 Bubwith is within the Howden Secondary School catchment area. There is a dedicated school bus service, HW1, which is routed through Bubwith with stops on Highfield Road within 40m of the site frontage. The bus journey time to the secondary school from Bubwith is 30 minutes.

5.3.7 The nearest train station is Selby, located approximately 13km from the site and is therefore too far away to walk or cycle there. Bus service 1 provides a connection to the train station from the site and is also accessible by taxi. Selby Train Station provides services to Hull, York, Leeds and London.

5.4 Accessibility Summary

5.4.1 The site can be considered somewhat accessible by sustainable modes. Within an acceptable walking distance in Bubwith, local services and amenities such as the local convenience store, GP surgery and primary school are all accessible within 800m of the site frontage. The local convenience shop further provides cycle parking. The level of local bus service provision is poor, meaning that people are limited in where they travel and at what times, but does allow for local residents to attend local shopping markets and also be able to go shopping and do leisure activities within York, throughout the week. There is a dedicated school bus from Bubwith to the secondary school located in Howden.

6. Multimodal Trip Generations

6.1 The multimodal trip generation for the proposed development has been estimated, using the latest TRICS v7.10.1 database. The search parameters for the proposed dwellings have been refined and they are outlined in **Table 3**.

Table 3 – Search Parameters for Proposed Development

Land Use	Trip Rate Selection Criteria
Residential	→ Land Use Category: 'Residential – Houses Privately Owned; → Multimodal trip rate surveys; → Number of dwellings: 6 – 75 (min 2 bedroom per property included); → The regions of London, Northern Ireland and Ireland were excluded; → Saturday and Sunday surveys were excluded; → Neighbourhood Centre and Edge of Town Sites included; → Sites with a Travel Plan and less than two parking spaces per dwelling were excluded.

6.2 Even though the development is mixed used between privately owned housing and affordable housing, the criteria of the above category in **Table 3** is as follows:

03/A – Houses Privately Owned (Use Class C3)

Housing developments where at least 75% of households are privately owned. Of the total number of units, 75% must also be houses (sum of "non-split" terraced, detached, semi-detached, bungalows, etc.), with no more than 25% of the total units being flats. The TRICS definition of a privately owned dwelling is a dwelling at which residents have any degree of equity, or a dwelling that is owned by a private landlord and rented at market rates.

6.3 Therefore, the TRICS category '*Houses Privately Owned*' is appropriate for the proposed development.

6.4 The multimodal TRICS data is contained at **Appendix E** and the resultant generations are shown at **Table 4**.

Table 4 – Proposed Residential Multimodal Trip Generations

Time Period	Mode of Travel	Trip Rate	Modal Split	Generations
AM Peak 08:00-09:00	Pedestrians	0.326	25.5%	11
	Cyclists	0.036	2.8%	1
	Public Transport Users	0.03	2.4%	1
	Vehicle Occupants	0.876	68.7%	29
	Total People Trips	1.276	100.0%	42
PM Peak 17:00-18:00	Pedestrians	0.128	13.6%	4
	Cyclists	0.056	6.0%	2
	Public Transport Users	0.044	4.7%	1
	Vehicle Occupants	0.712	75.7%	23
	Total People Trips	0.941	100.0%	30

Time Period	Mode of Travel	Trip Rate	Modal Split	Generations
Daily 07:00-19:00	Pedestrians	1.701	18.9%	56
	Cyclists	0.246	2.7%	8
	Public Transport Users	0.322	3.6%	11
	Vehicle Occupants	6.740	74.8%	222
	Total People Trips	9.011	100.0%	297

6.5 The predicted demand for active travel and public transport journeys are modest and at a level which is unlikely to adversely affect the existing infrastructure provision.

7. Vehicle Traffic Generation

7.1.1 The TRICS database has been used to estimate the traffic generation potential of both the former site use as a haulage yard, and the proposed apartments.

7.2 Former Use Development

7.2.1 The existing site has been used for a variety of different uses over the years, but more recently has been used as a small haulage business, with a garden machinery firm and a tractor export hub. Previous uses include a haulage yard, running up to 20 lorries at one point in time.

7.2.2 These former land uses do not have a specific category in TRICS. However, one site that is most similar to its current use is for Agricultural Vehicle Servicing. The site report, from TRICS, which contains details about the site and the arrivals and departures from the site is attached at **Appendix F**. This TRICS site has an area of 1 hectare, which is about twice the size of the operational area within the site.

7.2.3 The TRICS data includes a 7 day survey. The weekend periods have been excluded and the weekday surveys have been averaged. Generations for the peak network periods of 08.00-09.00 and 17.00-18.00 and the daily site generations are presented in **Table 5**.

Table 5 – Similar Site Use Traffic Generations

Time Period	Generations		
	Arrivals	Departures	Total
08.00-09.00	11	9	20
17.00-18.00	5	6	11
Daily 07.00-19.00	116	116	232

7.2.4 The traffic flows from the TRICS data at **Table 5** have been reduced by 50% to take account of the smaller operational area on the site for the purposes of establishing traffic generations from the existing site uses. The traffic generations for the site use are contained at **Table 6.**

Table 6 – Site Former Use Traffic Generations

Time Period	Generations		
	Arrivals	Departures	Total
08.00-09.00	5	5	10
17.00-18.00	3	3	6
Daily 07.00-19.00	58	58	116

7.3 Proposed Development – 33 Residential Apartments

7.3.1 The vehicular trip rates and subsequent proposed trip generations have been derived using the TRICS information from Section 6. The average trip rates are tabulated in **Table 6** for the typical weekday network peaks in the AM and PM periods.

Table 6 – Proposed Development Trip Rates

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.207	0.401	7	13	20
PM Peak 17:00-18:00	0.342	0.185	11	6	17
Daily 07.00-19.00	2.482	2.583	82	85	167

7.3.2 The development traffic impact in the traditional network peak hours is negligible with approximately 1 vehicle trip every 3 minutes in the AM peak hour and 1 vehicle trip every 4 minutes in the PM peak hour. These flows would not be perceivable within the traffic flows on the adjacent A163 Highfield Road.

7.3.3 A comparison of the vehicle traffic generation from the former use and the proposed development shows some changes in generations, with the proposed used generating slightly more than the existing development. However, the traffic from the existing use on the site is already occurring on the highway network and therefore the net increase in traffic flows on the A163 as a result of the redevelopment of the site are an additional 10 vehicle movements in the AM peak hour and 11 additional movements in the PM peak hour. The net daily increase is 51 vehicle movements.

7.3.4 From the DFT count data at **Table 1**, the traffic flows for the Highfield Road are in the order of 322 vehicles in the AM peak hour, 395 vehicles in the PM peak hour and 3485 vehicles daily. The net traffic increases form the development would not be perceivable within the traffic flows on Highfield Road.

7.3.5 Furthermore, vehicles comprising farm machinery and lorries associated with the existing/former uses take up more space on the highway and therefore have a greater traffic impact by virtue of being generally slower (limited to 50mph on single carriageway A-roads). The development will remove these traffic movements associated with the former use on the local highway network, which will have a benefit to local highway safety.

8. Summary and Conclusions

8.1 Sanderson Associates Consulting Engineers has been commissioned by John Peach to prepare a Transport Statement to support an Outline Planning Application for the redevelopment of the land on Highfield Road to create 33 residential dwellings with associated parking.

8.2 Due to the rural nature of the site, the site is somewhat accessible by sustainable modes, with most daily services and amenities available within walking distance of the site. Public transport services are limited, therefore restricting the times in which residents can use the services, which pass the site. However, there is a dedicated school bus service available for the secondary school. As outlined in NPPF Paragraph 105, the opportunities to maximise sustainable transport solutions will vary between urban and rural areas and should be taken into account in both plan-making and decision-making.

8.3 The development can be adequately accessed and serviced. The proposed car parking is within the required provision, based on the Council standards and electric vehicle charging capability will be included for each property. The internal layout of the site can be designed to allow a refuse vehicle to enter and egress the site in forward gear. In terms of cycle parking, there are no specific guidelines, but it is proposed that lockable bikes sheds will be located within each curtilage.

8.4 An assessment of the predicted multimodal traffic generations from the proposed development has identified that the demand for active travel and public transport journeys are modest and at a level which is unlikely to adversely affect the existing infrastructure provision.

8.5 An assessment of the former sites vehicular trips in comparison to the proposed site has shown that there would be a slight increase in trips from the site onto the highway network at the peak network periods. However, the traffic from the existing use on the site is already occurring on the highway network and therefore the net increase in traffic flows on the A163 as a result of the redevelopment of the site are modest and would not be perceivable within traffic flows on Highfield Road. The remove of large vehicles associated with current activities on the site will have local highway safety benefits.

8.6 An assessment of injury traffic incidents on the local highway network has not identified any accident history problems in the vicinity of the site. The proposed development with a standard junction arrangement and negligible peak hour traffic flows are unlikely to affect the highway safety record.

8.7 The development proposals are considered to accord with both National and Local Planning Policies, in relation to transport. The provision of internal footways, which connect to the surrounding footpaths and bridleways, helping to improve the site's accessibility in terms of walking and cycling. The development is providing the necessary parking requirements, as outlined in the East Riding of Yorkshire Sustainable Transport SPD. Each house will also have the capability for electric vehicle charging.

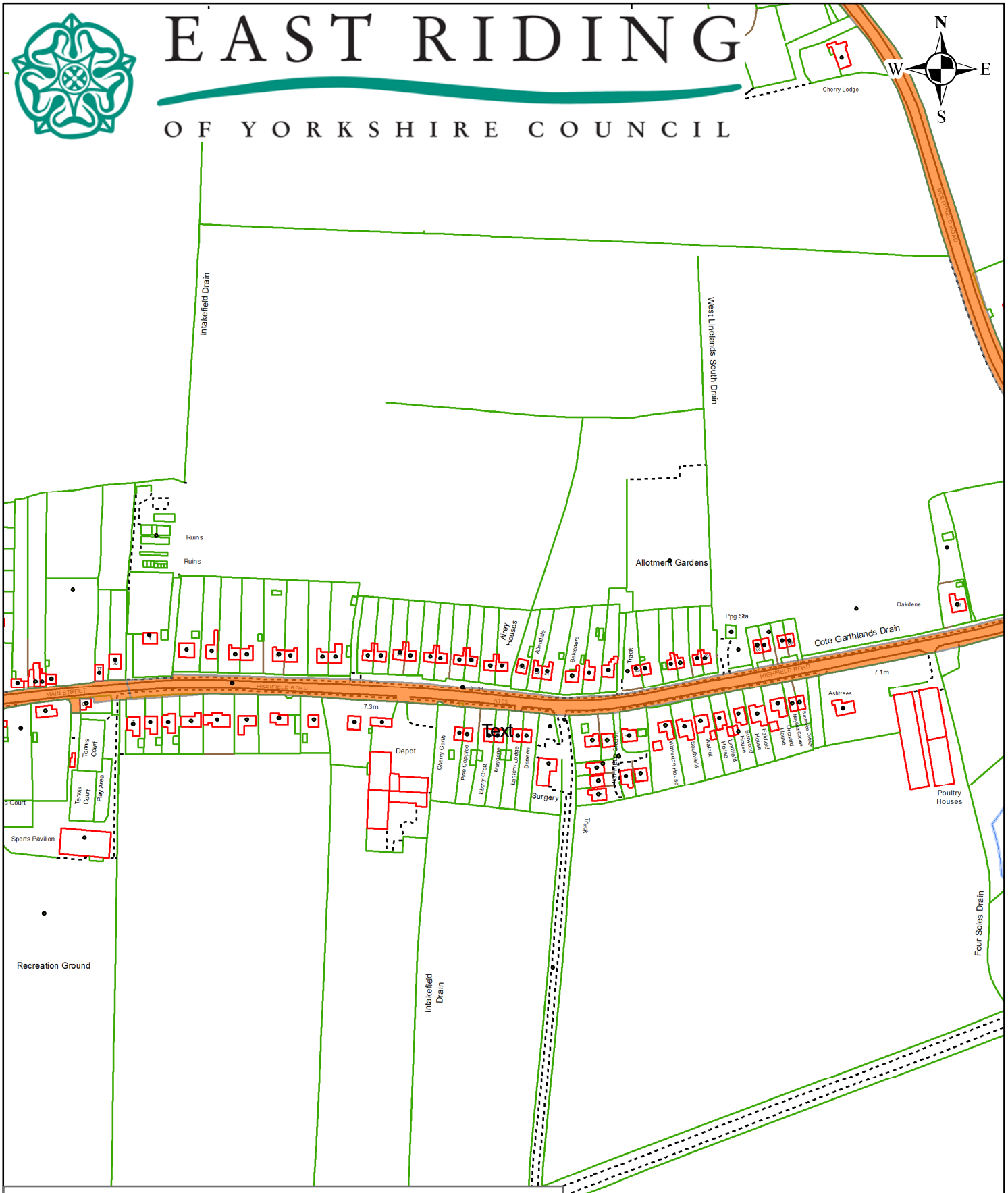
8.8 Furthermore, the development is proposing lockable bike sheds in each garden to provide safe and secure cycle parking for each house within the development.

8.9 Therefore, despite the rural nature of the development, it does encourage the use of active travel modes for local journeys, by providing connections to surrounding Public Rights of Way and local services and amenities. As outlined in NPPF Paragraph 105, the differences in sustainable travel options between urban and rural areas must be taken into account. As the site encourages active travel modes, bus services to surrounding market downs and a direct school bus to Howden School, with a marginal increase in the amount of traffic generated by the site, in accordance with NPPF Paragraph 111, the development should not be prevented or refused on highway grounds.

Appendix A

Highway Adoption Plan

EAST RIDING OF YORKSHIRE COUNCIL



Area shaded orange is shown on the Highway Authority records as highway maintainable at public expense. This is not a definitive record, but is based on the best available information and is given without warranty. If roadside ditches are present, the normal presumption is that these do not generally form part of the publicly maintainable highway. This plan has been produced in response to the enquiry shown in the title address and should not be used for any other purposes since its accuracy cannot be guaranteed.

Updated_adoptions

1:3,500

Appendix B

Crashmap Report

Crash Report

Area of Interest (AOI) Information

Area : 9,330.16 m²

Jan 31 2023 10:59:38 Greenwich Mean Time

Summary

Name	Count	Area(m²)	Length(m)
Crashes	1	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Serious	Police officer attended crash scene	September 3, 2021	2021	2	1	472029

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	436319	East Riding of Yorkshire	A163	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	1	0	0	0	1

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	0	1	0	0	East Riding of Yorkshire	Not Applicable	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021161087162	1

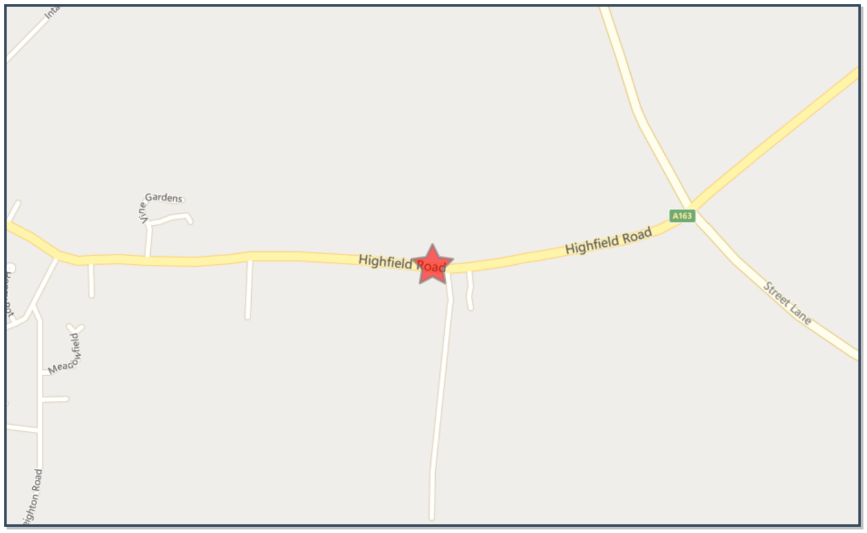
Report produced from CrashMap Pro

crashmap.co.uk

Validated Data

Crash Date:	Friday, September 03, 2021	**Time of Crash:**	11:30:00 AM	**Crash Reference:**	**2021161087162**

Highest Injury Severity:	Serious	**Road Number:**	A163	**Number of Casualties:**	1
Highway Authority:	East Riding of Yorkshire			**Number of Vehicles:**	2
Local Authority:	East Riding of Yorkshire			**OS Grid Reference:**	472029 436319
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
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*

powered by agilysis

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	Van or goods vehicle 3.5 tonnes mgw and under	4	Male	66 - 75	Vehicle is reversing	Front	Unknown	None	None
2	Motorcycle over 50cc and up to 125cc	5	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

Appendix C

Proposed Site Layout

Rev	By	Date	Revision Note

Pearce Bottomley LLP

10 High Street
Tadcaster
LS24 9AT

T: 0113 281 2000
E: pbp@pbarchitects.co.uk
W: www.pbarchitects.co.uk

ARCHITECTS

Client
MR J PEACH
HIGHFIELD ROAD, BUBWITH

Project
NEW RESIDENTIAL DEVELOPMENT

Drawing Title
SITE PLAN - PROPOSED

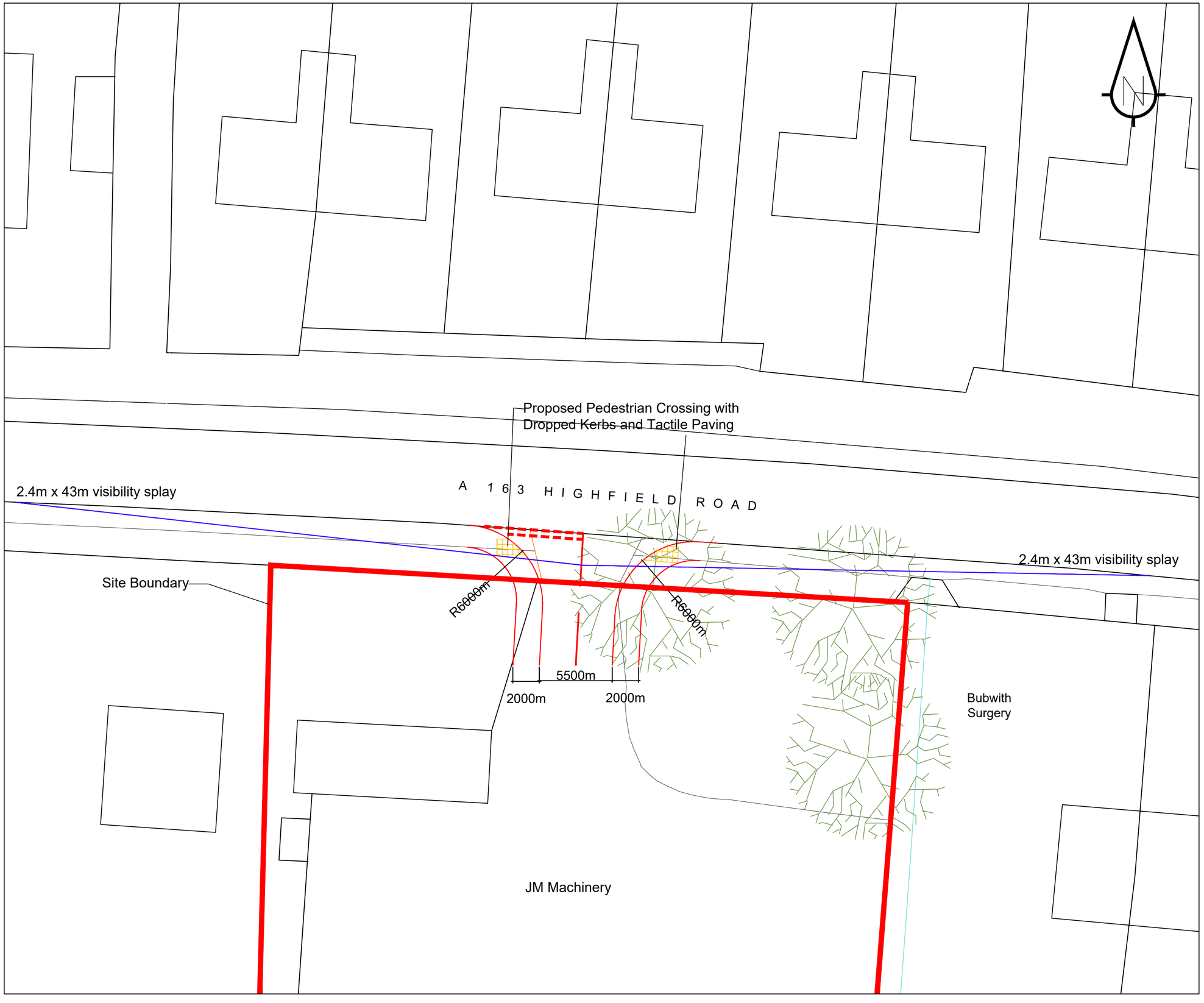
File Name

Status	Scale	Drawn	Checked	Date
FEASIBILITY	1:500@A2	RTA	RTA	MAR 2023

Proj. Ref.	Drawing Number	Revision
5757	(00)10	P03

Appendix D

Drawing 152302-001



- Sanderson Associates Consulting Engineers ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plan(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.
- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.
- The locations of utilities apparatus, if shown, is reproduced from plans supplied to the consultant, although care has been taken when duplicating this information. These locations are approximate only and no guarantee can be given for their accuracy. It is the client's or it's appointed agent/contractors responsibility to verify the exact locations on site by hand dug trial holes or other appropriate means prior to mechanical excavation.
- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.

Rev	Amendment	Drawn	Date	Checked

sanderson associates consulting engineers
Highways | Traffic | Transportation | Water
T 01924 844080 mail@sandersonassociates.co.uk
F 01924 844081 www.sandersonassociates.co.uk

Client

John Peach

Project Title

Highfield Road, Bubwith

Drawing Title

Proposed Site Access
with
Visibility Splays

Scale 1:200		Drawn By	LY
Drawing Size	A2	Checked By	IEL
Date	April 2023	Approved By	IEL
	Drawing Number 152302-001		Rev

FILE REF:

Appendix E

Proposed Development Multimodal TRICS Output Report

Calculation Reference: AUDIT-109307-230330-0301

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	MW	MEDWAY	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days

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

Primary 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: No of Dwellings
Actual Range: 8 to 58 (units:)
Range Selected by User: 6 to 75 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

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:

Monday	1 days
Tuesday	2 days
Wednesday	3 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	11 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:
Neighbourhood Centre (PPS6 Local Centre) 11

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:
Residential Zone 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

C3	11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	2 days
10,001 to 15,000	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	5 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	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	2 days
1.1 to 1.5	7 days
1.6 to 2.0	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:

Yes	5 days
No	6 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	11 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 AC-03-A-05 SEMI-DETACHED & TERRACED CHESHIRE WEST & CHESTER
MEADOW DRIVE
NORTHWICH
BARNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 40
Survey date: FRIDAY *30/04/21* *Survey Type: MANUAL*

2 CA-03-A-07 MIXED HOUSES CAMBRIDGESHIRE
FIELD END
NEAR ELY
WITCHFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: THURSDAY *27/05/21* *Survey Type: MANUAL*

3 ES-03-A-06 MIXED HOUSES EAST SUSSEX
BISHOPS LANE
RINGMER

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 12
Survey date: WEDNESDAY *16/06/21* *Survey Type: MANUAL*

4 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

5 SC-03-A-10 MIXED HOUSES SURREY
GUILDFORD ROAD
ASH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

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

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

7 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

8 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-03-A-04 TERRACED HOUSES		WEST MIDLANDS
	OSBORNE ROAD		
	COVENTRY		
	EARLSDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: MONDAY	*21/11/16*	*Survey Type: MANUAL*
10	WS-03-A-07 BUNGALOWS		WEST SUSSEX
	EMMS LANE		
	NEAR HORSHAM		
	BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	*19/10/17*	*Survey Type: MANUAL*
11	WS-03-A-16 DETACHED & SEMI-DETACHED		WEST SUSSEX
	BRACKLESHAM LANE		
	BRACKLESHAM BAY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	58	
	Survey date: WEDNESDAY	*09/11/22*	*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
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 33 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.89

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	36	0.063	2.068	11	36	0.238	7.857	11	36	0.301	9.925
08:00 - 09:00	11	36	0.130	4.301	11	36	0.286	9.429	11	36	0.416	13.730
09:00 - 10:00	11	36	0.130	4.301	11	36	0.168	5.541	11	36	0.298	9.842
10:00 - 11:00	11	36	0.140	4.632	11	36	0.160	5.293	11	36	0.300	9.925
11:00 - 12:00	11	36	0.155	5.128	11	36	0.158	5.211	11	36	0.313	10.339
12:00 - 13:00	11	36	0.123	4.053	11	36	0.135	4.466	11	36	0.258	8.519
13:00 - 14:00	11	36	0.138	4.549	11	36	0.133	4.383	11	36	0.271	8.932
14:00 - 15:00	11	36	0.155	5.128	11	36	0.168	5.541	11	36	0.323	10.669
15:00 - 16:00	11	36	0.203	6.699	11	36	0.158	5.211	11	36	0.361	11.910
16:00 - 17:00	11	36	0.195	6.451	11	36	0.123	4.053	11	36	0.318	10.504
17:00 - 18:00	11	36	0.236	7.774	11	36	0.113	3.722	11	36	0.349	11.496
18:00 - 19:00	11	36	0.218	7.195	11	36	0.100	3.308	11	36	0.318	10.503
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.886	62.279			1.940	64.015			3.826	126.294

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:	8 - 58 (units:)
Survey date date range:	01/01/15 - 09/11/22
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 33 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	36	0.000	0.000	11	36	0.010	0.331	11	36	0.010	0.331
08:00 - 09:00	11	36	0.008	0.248	11	36	0.028	0.910	11	36	0.036	1.158
09:00 - 10:00	11	36	0.000	0.000	11	36	0.010	0.331	11	36	0.010	0.331
10:00 - 11:00	11	36	0.008	0.248	11	36	0.003	0.083	11	36	0.011	0.331
11:00 - 12:00	11	36	0.005	0.165	11	36	0.008	0.248	11	36	0.013	0.413
12:00 - 13:00	11	36	0.008	0.248	11	36	0.000	0.000	11	36	0.008	0.248
13:00 - 14:00	11	36	0.003	0.083	11	36	0.003	0.083	11	36	0.006	0.166
14:00 - 15:00	11	36	0.013	0.414	11	36	0.003	0.083	11	36	0.016	0.497
15:00 - 16:00	11	36	0.013	0.414	11	36	0.008	0.248	11	36	0.021	0.662
16:00 - 17:00	11	36	0.018	0.579	11	36	0.003	0.083	11	36	0.021	0.662
17:00 - 18:00	11	36	0.020	0.662	11	36	0.030	0.992	11	36	0.050	1.654
18:00 - 19:00	11	36	0.010	0.331	11	36	0.000	0.000	11	36	0.010	0.331
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.106	3.392			0.106	3.392			0.212	6.784

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 33 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	36	0.078	2.564	11	36	0.301	9.925	11	36	0.379	12.489
08:00 - 09:00	11	36	0.158	5.211	11	36	0.426	14.060	11	36	0.584	19.271
09:00 - 10:00	11	36	0.145	4.797	11	36	0.241	7.940	11	36	0.386	12.737
10:00 - 11:00	11	36	0.168	5.541	11	36	0.221	7.278	11	36	0.389	12.819
11:00 - 12:00	11	36	0.206	6.782	11	36	0.195	6.451	11	36	0.401	13.233
12:00 - 13:00	11	36	0.160	5.293	11	36	0.195	6.451	11	36	0.355	11.744
13:00 - 14:00	11	36	0.185	6.120	11	36	0.165	5.459	11	36	0.350	11.579
14:00 - 15:00	11	36	0.178	5.872	11	36	0.208	6.865	11	36	0.386	12.737
15:00 - 16:00	11	36	0.313	10.338	11	36	0.203	6.699	11	36	0.516	17.037
16:00 - 17:00	11	36	0.296	9.759	11	36	0.180	5.955	11	36	0.476	15.714
17:00 - 18:00	11	36	0.341	11.248	11	36	0.155	5.128	11	36	0.496	16.376
18:00 - 19:00	11	36	0.301	9.925	11	36	0.148	4.880	11	36	0.449	14.805
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.529	83.450			2.638	87.091			5.167	170.541

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 33 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	36	0.028	0.910	11	36	0.033	1.075	11	36	0.061	1.985
08:00 - 09:00	11	36	0.083	2.729	11	36	0.258	8.519	11	36	0.341	11.248
09:00 - 10:00	11	36	0.088	2.895	11	36	0.048	1.571	11	36	0.136	4.466
10:00 - 11:00	11	36	0.028	0.910	11	36	0.043	1.406	11	36	0.071	2.316
11:00 - 12:00	11	36	0.028	0.910	11	36	0.043	1.406	11	36	0.071	2.316
12:00 - 13:00	11	36	0.078	2.564	11	36	0.075	2.481	11	36	0.153	5.045
13:00 - 14:00	11	36	0.043	1.406	11	36	0.038	1.241	11	36	0.081	2.647
14:00 - 15:00	11	36	0.040	1.323	11	36	0.035	1.158	11	36	0.075	2.481
15:00 - 16:00	11	36	0.195	6.451	11	36	0.138	4.549	11	36	0.333	11.000
16:00 - 17:00	11	36	0.075	2.481	11	36	0.058	1.902	11	36	0.133	4.383
17:00 - 18:00	11	36	0.070	2.316	11	36	0.053	1.737	11	36	0.123	4.053
18:00 - 19:00	11	36	0.053	1.737	11	36	0.040	1.323	11	36	0.093	3.060
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.809	26.632			0.862	28.368			1.671	55.000

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 33 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	36	0.000	0.000	11	36	0.015	0.496	11	36	0.015	0.496
08:00 - 09:00	11	36	0.003	0.083	11	36	0.023	0.744	11	36	0.026	0.827
09:00 - 10:00	11	36	0.000	0.000	11	36	0.020	0.662	11	36	0.020	0.662
10:00 - 11:00	11	36	0.000	0.000	11	36	0.005	0.165	11	36	0.005	0.165
11:00 - 12:00	11	36	0.003	0.083	11	36	0.005	0.165	11	36	0.008	0.248
12:00 - 13:00	11	36	0.005	0.165	11	36	0.005	0.165	11	36	0.010	0.330
13:00 - 14:00	11	36	0.005	0.165	11	36	0.000	0.000	11	36	0.005	0.165
14:00 - 15:00	11	36	0.003	0.083	11	36	0.000	0.000	11	36	0.003	0.083
15:00 - 16:00	11	36	0.013	0.414	11	36	0.010	0.331	11	36	0.023	0.745
16:00 - 17:00	11	36	0.025	0.827	11	36	0.005	0.165	11	36	0.030	0.992
17:00 - 18:00	11	36	0.020	0.662	11	36	0.010	0.331	11	36	0.030	0.993
18:00 - 19:00	11	36	0.020	0.662	11	36	0.000	0.000	11	36	0.020	0.662
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.097	3.144			0.098	3.224			0.195	6.368

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 33 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.89

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	36	0.105	3.474	11	36	0.358	11.827	11	36	0.463	15.301
08:00 - 09:00	11	36	0.251	8.271	11	36	0.734	24.233	11	36	0.985	32.504
09:00 - 10:00	11	36	0.233	7.692	11	36	0.318	10.504	11	36	0.551	18.196
10:00 - 11:00	11	36	0.203	6.699	11	36	0.271	8.932	11	36	0.474	15.631
11:00 - 12:00	11	36	0.241	7.940	11	36	0.251	8.271	11	36	0.492	16.211
12:00 - 13:00	11	36	0.251	8.271	11	36	0.276	9.098	11	36	0.527	17.369
13:00 - 14:00	11	36	0.236	7.774	11	36	0.206	6.782	11	36	0.442	14.556
14:00 - 15:00	11	36	0.233	7.692	11	36	0.246	8.105	11	36	0.479	15.797
15:00 - 16:00	11	36	0.534	17.617	11	36	0.358	11.827	11	36	0.892	29.444
16:00 - 17:00	11	36	0.414	13.647	11	36	0.246	8.105	11	36	0.660	21.752
17:00 - 18:00	11	36	0.451	14.887	11	36	0.248	8.188	11	36	0.699	23.075
18:00 - 19:00	11	36	0.383	12.654	11	36	0.188	6.203	11	36	0.571	18.857
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.535	116.618			3.700	122.075			7.235	238.693

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.*

Appendix F

Agricultural Vehicle Servicing Site TRICS Site Report

Site Reference:	WK-16-C-01
Latitude/Longitude:	52.22497, -1.74303
Land Use Type:	16 - MIXED/C - FARM DIVERSIFICATION
Region/Area	WEST MIDLANDS/WARWICKSHIRE
Description:	AGRICULTURAL VEH. SERVICING
Street:	FEATHERBED LANE
District:	PATHLOW
Town:	NEAR STRATFORD
Post Code:	CV37 0ER
Planning Authority:	
Location:	Free Standing (PPS6 Out of Town)
Location Sub Category:	Out of Town
Use Class:	n/a
Population within 500m:	25
Population within 1 Mile:	1,000 or Less
Population within 5 Miles:	5,000 or Less
Car ownership within 5 Miles:	1.1 to 1.5
Buses/Trains per day (both directions):	0
Is site associated with a travel plan:	
If not, are there any plans to implement a Travel Plan in the future?	
Is survey data available before the implementation of the Travel Plan?	
Is the location of the site hilly or flat:	
Urban Regeneration:	

No. of developments for this Site:	1
No. of survey Days for this Site:	7

Comments
This site is located in an accessible rural location near Stratford upon Avon. It is accessed off the A3400, which runs north and south a short distance from the eastern boundary of the site. A local road leads west from the site boundary across railway lines and into the village of Wilmcote.
Surrounding the site is open land and an arable farm which generates insignificant traffic.
This site was studied as part of a farm diversification project.

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.
Wilmcote station is located to the west of the site, although it is not within 400 metres of the site and there are no local services available.

Design features encouraging non-car modes

12. Pedestrians
None

13. Pedal cycles
None

14. Public transport
None

Site reference:	WK-16-C-01
Trade name:	WESTERN FARM & GARDEN
Site area (h/a):	1.00
Open since	1999
Total Employees	7
Full Time Employees	
Part Time Employees	
Name of nearest site	
Distance to nearest similar site	0.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	08:00	to	18:00
Friday	08:00	to	18:00
Saturday	08:00	to	14:00
Sunday	08:00	to	13:00

Total no. of parking spaces	37
Visitor/Customer spaces	27
Employee spaces	10
Disabled spaces	0
Cycle racks	0
OGV loading bays	0
OGV parking spaces	0
Parent & Toddler spaces	0
Parking charges	No
Surface parking	Yes
Off-Site parking available	No

Comments

The GFA of this site is 650m2.
Activities at this site consist of the service and retail of agricultural and garden machinery.
All 7 employees are full time.
In the winter the Saturday opening times are reduced to 0800-1300, and the site is not open on Sundays outside of the summer months.
There are no sites of a similar nature within the district.
This site is an example of farm site diversification. It was relocated from Stratford upon Avon.

Site reference: WK-16-C-01 Survey date: 02/11/01 Day of week: Friday

Survey type: Directional
AM weather:
PM weather:
Initial car park occupancy: Final car park occupancy:
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Capacity
Data proportions in %
Motor cars Motor cycles Public service
Light goods OGV (1) OGV (2)
Servicing Vehicles count recorded No

Taxis are included as cars in this survey

Time	Arr 117	Dep 117	Totals 234	Parking Accum
00:00-01:00	0	0	0	(0)
01:00-02:00	0	0	0	(0)
02:00-03:00	0	0	0	(0)
03:00-04:00	0	0	0	(0)
04:00-05:00	0	0	0	(0)
05:00-06:00	0	0	0	(0)
06:00-07:00	2	1	3	(1)
07:00-08:00	11	9	20	(3)
08:00-09:00	12	12	24	(3)
09:00-10:00	11	9	20	(5)
10:00-11:00	8	8	16	(5)
11:00-12:00	8	5	13	(8)
12:00-13:00	8	9	17	(7)
13:00-14:00	9	12	21	(4)
14:00-15:00	18	16	34	(6)
15:00-16:00	11	12	23	(5)
16:00-17:00	8	10	18	(3)
17:00-18:00	9	12	21	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	2	2	4	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00	0	0	0	(0)
23:00-24:00	0	0	0	(0)

Site reference: WK-16-C-01 Survey date: 03/11/01 Day of week: Saturday

Survey type: Directional
AM weather:
PM weather:
Initial car park occupancy: Final car park occupancy:
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Capacity
Data proportions in %
Motor cars Motor cycles Public service
Light goods OGV (1) OGV (2)
Servicing Vehicles count recorded No

Taxis are included as cars in this survey

Time	Arr 53	Dep 53	Totals 106	Parking Accum
00:00-01:00	0	0	0	(0)
01:00-02:00	0	0	0	(0)
02:00-03:00	0	0	0	(0)
03:00-04:00	0	0	0	(0)
04:00-05:00	0	0	0	(0)
05:00-06:00	0	0	0	(0)
06:00-07:00	0	0	0	(0)
07:00-08:00	5	6	11	(-1)
08:00-09:00	4	5	9	(-2)
09:00-10:00	2	0	2	(0)
10:00-11:00	15	15	30	(0)
11:00-12:00	4	4	8	(0)
12:00-13:00	7	8	15	(-1)
13:00-14:00	4	5	9	(-2)
14:00-15:00	2	3	5	(-3)
15:00-16:00	0	0	0	(-3)
16:00-17:00	5	4	9	(-2)
17:00-18:00	0	0	0	(-2)
18:00-19:00	5	3	8	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00	0	0	0	(0)
23:00-24:00	0	0	0	(0)

Site reference: WK-16-C-01 Survey date: 04/11/01 Day of week: Sunday

Survey type: Directional
AM weather:
PM weather:
Initial car park occupancy: Final car park occupancy:
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Capacity
Data proportions in %
Motor cars Motor cycles Public service
Light goods OGV (1) OGV (2)
Servicing Vehicles count recorded No

Taxis are included as cars in this survey

Time	Arr 4	Dep 5	Totals 9	Parking Accum
00:00-01:00	0	0	0	(0)
01:00-02:00	0	0	0	(0)
02:00-03:00	0	0	0	(0)
03:00-04:00	0	0	0	(0)
04:00-05:00	0	0	0	(0)
05:00-06:00	0	0	0	(0)
06:00-07:00	0	0	0	(0)
07:00-08:00	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	1	2	3	(-1)
12:00-13:00	0	0	0	(-1)
13:00-14:00	1	2	3	(-2)
14:00-15:00	0	0	0	(-2)
15:00-16:00	2	1	3	(-1)
16:00-17:00	0	0	0	(-1)
17:00-18:00	0	0	0	(-1)
18:00-19:00	0	0	0	(-1)
19:00-20:00	0	0	0	(-1)
20:00-21:00	0	0	0	(-1)
21:00-22:00	0	0	0	(-1)
22:00-23:00	0	0	0	(-1)
23:00-24:00	0	0	0	(-1)

Site reference: WK-16-C-01 Survey date: 05/11/01 Day of week: Monday

Survey type: Directional
AM weather:
PM weather:
Initial car park occupancy: Final car park occupancy:
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Capacity
Data proportions in %
Motor cars Motor cycles Public service
Light goods OGV (1) OGV (2)
Servicing Vehicles count recorded No

Taxis are included as cars in this survey

Time	Arr 164	Dep 164	Totals 328	Parking Accum
00:00-01:00	0	0	0	(0)
01:00-02:00	0	0	0	(0)
02:00-03:00	0	0	0	(0)
03:00-04:00	0	0	0	(0)
04:00-05:00	0	0	0	(0)
05:00-06:00	0	0	0	(0)
06:00-07:00	0	0	0	(0)
07:00-08:00	16	13	29	(3)
08:00-09:00	20	15	35	(8)
09:00-10:00	18	12	30	(14)
10:00-11:00	29	19	48	(24)
11:00-12:00	10	8	18	(26)
12:00-13:00	17	31	48	(12)
13:00-14:00	25	30	55	(7)
14:00-15:00	15	14	29	(8)
15:00-16:00	10	15	25	(3)
16:00-17:00	1	3	4	(1)
17:00-18:00	3	4	7	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00	0	0	0	(0)
23:00-24:00	0	0	0	(0)

Site reference: WK-16-C-01 Survey date: 06/11/01 Day of week: Tuesday

Survey type: Directional
AM weather:
PM weather:
Initial car park occupancy: Final car park occupancy:
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Capacity
Data proportions in %
Motor cars Motor cycles Public service
Light goods OGV (1) OGV (2)
Servicing Vehicles count recorded No

Taxis are included as cars in this survey

Time	Arr 103	Dep 103	Totals 206	Parking Accum
00:00-01:00	0	0	0	(0)
01:00-02:00	0	0	0	(0)
02:00-03:00	0	0	0	(0)
03:00-04:00	0	0	0	(0)
04:00-05:00	0	0	0	(0)
05:00-06:00	0	0	0	(0)
06:00-07:00	0	0	0	(0)
07:00-08:00	13	9	22	(4)
08:00-09:00	5	8	13	(1)
09:00-10:00	10	11	21	(0)
10:00-11:00	14	9	23	(5)
11:00-12:00	14	14	28	(5)
12:00-13:00	15	14	29	(6)
13:00-14:00	5	8	13	(3)
14:00-15:00	9	7	16	(5)
15:00-16:00	9	11	20	(3)
16:00-17:00	4	7	11	(0)
17:00-18:00	4	4	8	(0)
18:00-19:00	1	1	2	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00	0	0	0	(0)
23:00-24:00	0	0	0	(0)

Site reference: WK-16-C-01 Survey date: 07/11/01 Day of week: Wednesday

Survey type: Directional
AM weather:
PM weather:
Initial car park occupancy: Final car park occupancy:
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Capacity
Data proportions in %
Motor cars Motor cycles Public service
Light goods OGV (1) OGV (2)
Servicing Vehicles count recorded No

Taxis are included as cars in this survey

Time	Arr 85	Dep 85	Totals 170	Parking Accum
00:00-01:00	0	0	0	(0)
01:00-02:00	0	0	0	(0)
02:00-03:00	0	0	0	(0)
03:00-04:00	0	0	0	(0)
04:00-05:00	0	0	0	(0)
05:00-06:00	0	0	0	(0)
06:00-07:00	0	0	0	(0)
07:00-08:00	7	1	8	(6)
08:00-09:00	8	5	13	(9)
09:00-10:00	11	12	23	(8)
10:00-11:00	10	12	22	(6)
11:00-12:00	3	2	5	(7)
12:00-13:00	7	7	14	(7)
13:00-14:00	8	9	17	(6)
14:00-15:00	10	7	17	(9)
15:00-16:00	9	16	25	(2)
16:00-17:00	7	7	14	(2)
17:00-18:00	4	5	9	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00	0	0	0	(1)
20:00-21:00	0	0	0	(1)
21:00-22:00	1	2	3	(0)
22:00-23:00	0	0	0	(0)
23:00-24:00	0	0	0	(0)

Site reference: WK-16-C-01 Survey date: 08/11/01 Day of week: Thursday

Survey type: Directional
AM weather:
PM weather:
Initial car park occupancy: Final car park occupancy:
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Capacity
Data proportions in %
Motor cars Motor cycles Public service
Light goods OGV (1) OGV (2)
Servicing Vehicles count recorded No

Taxis are included as cars in this survey

Time	Arr 116	Dep 116	Totals 232	Parking Accum
00:00-01:00	0	0	0	(0)
01:00-02:00	0	0	0	(0)
02:00-03:00	0	0	0	(0)
03:00-04:00	0	0	0	(0)
04:00-05:00	0	0	0	(0)
05:00-06:00	0	0	0	(0)
06:00-07:00	0	0	0	(0)
07:00-08:00	5	4	9	(1)
08:00-09:00	12	7	19	(6)
09:00-10:00	13	17	30	(2)
10:00-11:00	22	21	43	(3)
11:00-12:00	22	19	41	(6)
12:00-13:00	9	10	19	(5)
13:00-14:00	6	6	12	(5)
14:00-15:00	13	13	26	(5)
15:00-16:00	7	6	13	(6)
16:00-17:00	1	4	5	(3)
17:00-18:00	6	7	13	(2)
18:00-19:00	0	2	2	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00	0	0	0	(0)
23:00-24:00	0	0	0	(0)

Sanderson House, Jubilee Way, Grange Moor,
Huddersfield, WF4 4TD

01924 844080

mail@sandersonassociates.co.uk

www.sandersonassociates.co.uk

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