

## **Transport Statement**

**Proposed Residential Development  
At Hawkshead Mill, Old Glossop**

**Pinstripe Clothing Company**

**July 2014**

**Doc Ref: GW/14201/TS/1**

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### Document Revision Control

Revision	Date	Status	Prepared By	Approved By
1	23.07.14	Final	NS	DR

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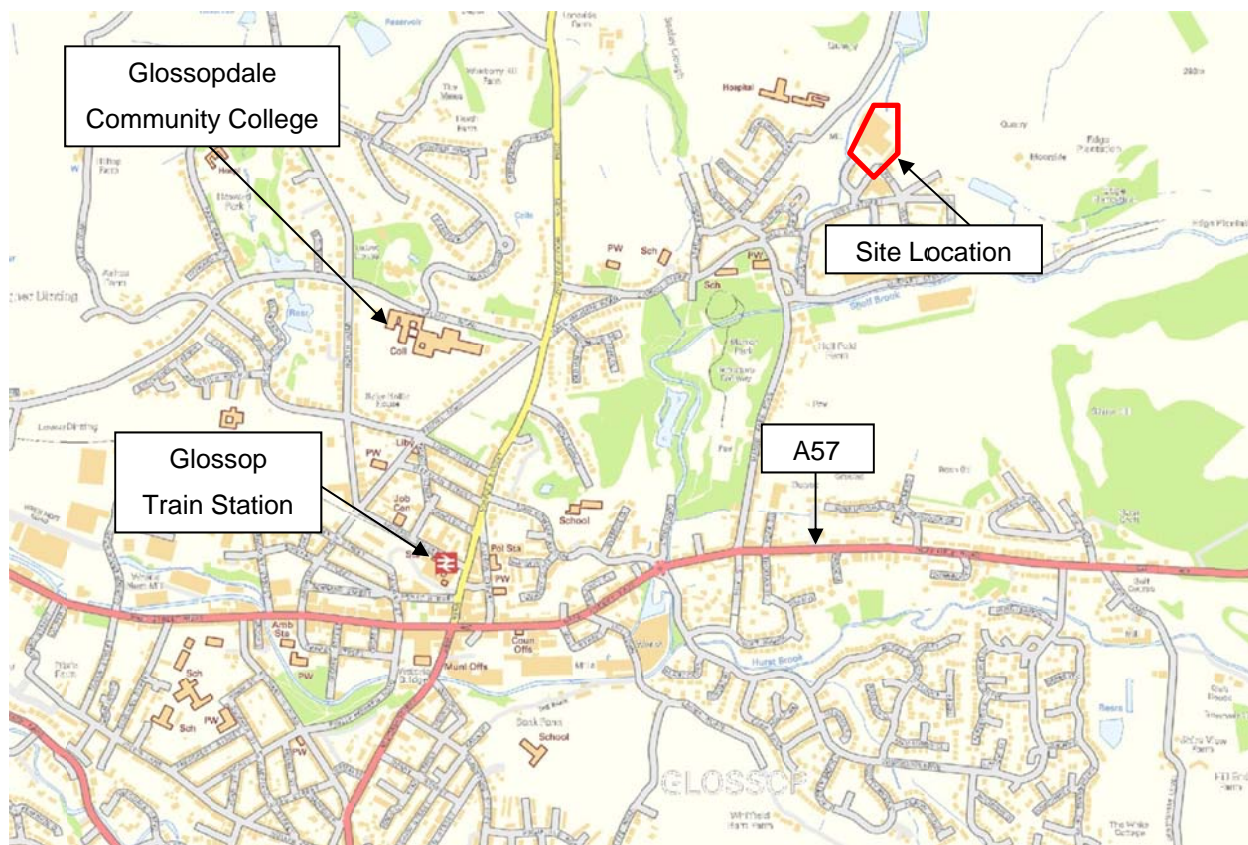
2 TRICS Output – Privately Owned Houses

3 Bus Service Route Plan

## 1.0 INTRODUCTION

- 1.1 This report has been prepared on behalf of Pinstripe Clothing Company to inform the Local Highway Authority, Derbyshire County Council, of the transport and highways implication of redeveloping Hawkshead Mill in Old Glossop for residential development.
- 1.2 The application is for up to 30 dwellings. Access to the site is proposed to be taken from an existing access which is a continuation of Hawkshead Road.
- 1.3 The location of the site in relation to the wider highway network is shown at **Figure 1**, whilst **Figure 2** shows the site in a more local context.

**Figure 1 – Site Location Plan: Wider Site Context**



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**Figure 2 – Site Location Plan: Local Site Context**



1.4 This Transport Statement will:

- Assess the current site use and traffic generation;
- Establish the existing site conditions;
- Discuss the proposed development;
- Assess the potential traffic generation;
- Examine the level of on-site car parking; and
- Investigate the sustainability and accessibility of the site.

1.5 This report considers the transportation aspects of the proposals in accordance with the Department for Transport's "Guidance on Transport Assessment" document (March 2007).



## **2.0 EXISTING SITUATION**

- 2.1 The site is located within the area of Old Glossop, located approximately 1km to the north-east of Glossop Town Centre, by road. The site is accessed from the continuation of Hawkshead Road. The site is currently occupied by a disused mill building, which was last used by a company called Flexco, a flexible steel lacing company. The building measures approximately 4,700m<sup>2</sup> (GEA) including ancillary office space in an outbuilding.
- 2.2 The site is mainly surrounded by fields; however there is a stable block to the east and some houses located to the south-east and south-west. Directly to the south on the eastern side of Hawkshead Road, there is an industrial unit which is occupied by a brewery.
- 2.3 Hawkshead Road is approximately 6m wide and 100m long. To the south Hawkshead Road meets Hope Street at a priority junction. There is a short section of footway across Hawkshead Fold, but beyond this, there are no footways along Hawkshead Road. To the south, there is a narrow but continuous footway along the south side of Hope Street.
- 2.4 Hope Street is between 4.6m and 5.8m in width and is fronted by terraced properties on the southern side with no off street parking. Hope Street turns into Wesley Street which runs south for 140m. This street is also fronted by mainly residential properties with limited off-street parking.
- 2.5 Wesley Street meets Shepley Street at a priority junction, immediately to the east of a sharp bend in the road where Shepley Street turns into Manor Park Road. On the bend, Church Street south joins Shepley Street/Manor Park Road from the north at a priority junction.
- 2.6 Manor Park Road is approximately 6.3m wide and has 2m footways on both sides of the road and is street lit. There is also on-street parking from residential properties. It meets the A57 Sheffield Road at a priority junction 550m from Shepley Street.
- 2.7 The nearest bus stops to the site are located on Shepley Street, but the bus service which serves the route runs along Hope Street and is a hail and ride service along this section.

### Traffic generating potential of existing use

- 2.8 The factory generated traffic until 2005 when it was closed and relocated to Bradford. The mill building could be reopened at any time as an industrial unit. This means that the site could generate traffic again including HGV's with no requirement for any further planning consent. The potential traffic generation of the building has been investigated further in Chapter 4.

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### **3.0 PROPOSED DEVELOPMENT**

- 3.1 The proposed residential development comprises of up to 30 dwellings with associated car parking.
- 3.2 The existing access onto Hawkshead Road will be retained to provide access to the houses, with a number of dwellings being served from an access along the western boundary of the site. There will be a 2.0m wide footway on both sides of the majority of the main access, which will be 4.8m wide.
- 3.3 Car parking is proposed to be a mixture of spaces provided at the front/side of dwellings on driveways and within courtyards. Each of the houses will have two parking spaces per dwelling or a parking space and integral garage. The car parking standards contained within the 'Car Parking Standards in Derbyshire Guidance' (1994) states that for 2 and 3 bedroom dwellings, there should be two parking spaces per property.
- 3.4 Access into the existing stables located to the east of the site and to the right of way to the north will be retained.

#### 4.0 TRAFFIC GENERATION, DISTRIBUTION & IMPACT

- 4.1 The potential trip generation of the industrial unit has been investigated using the TRICS database. The trip rates provided below were submitted as part of a previous planning application and have been agreed with the Highways Authority.
- 4.2 The trip rates from the TRICS database are included in **Appendix 1**. The table below summarises the trip rates.

**Table 4.1 – Trip Rates for Industrial Unit**

	IN	OUT	TOTAL
<b>08:00 – 09:00</b>	0.527	0.144	0.671
<b>17:00 – 18:00</b>	0.041	0.541	0.582

- 4.3 The trip rates above have been used to calculate the potential traffic generation of the existing industrial unit, with a GFA of 4,700m<sup>2</sup>.

**Table 4.2 – Traffic Generation for Industrial Unit (4,700m<sup>2</sup>)**

	IN	OUT	TOTAL
<b>08:00 – 09:00</b>	25	7	32
<b>17:00 – 18:00</b>	2	25	27

- 4.4 The trip generation for privately owned houses has been calculated using the TRICS database to derive typical trip rates for vehicles, walking, cycling and public transport. The full TRICS outputs for housing sites are shown in **Appendix 2** and the table below summarises the trip rates.

**Table 4.3 – Trip Rates for Privately Owned Houses (up to 30 dwellings)**

	IN	OUT	TOTAL
<b>08:00 – 09:00</b>	0.176	0.391	0.567
<b>17:00 – 18:00</b>	0.373	0.222	0.595

- 4.5 The table below shows the potential traffic generation of the proposed development of up to 30 dwellings.



**Table 4.4 – Traffic Generation of up to 30 Dwellings**

	IN	OUT	TOTAL
<b>08:00 – 09:00</b>	5	12	17
<b>17:00 – 18:00</b>	11	7	18

- 4.6 The potential traffic generation from developing the site for up to 30 dwellings could create up to 18 vehicle movements in the busiest hour of the day. This equates to approximately one vehicle every three minutes in the busiest hour.

Net Impact

- 4.7 When the potential traffic generation of the existing use is compared to the traffic generation of the proposed development, it is clear that the residential traffic would generate less traffic. The re-use of the factory could also generate a significant numbers of HGVs, which a residential site would not generate.

**Table 4.5 – Net impact**

	IN	OUT	TOTAL
<b>08:00 – 09:00</b>	-20	+5	-15
<b>17:00 – 18:00</b>	+9	-18	-9

Multi-Modal Trip Rates

- 4.8 The potential trip generation of the site by other modes of transport has also been investigated using the TRICS database. The tables below show the trip rates and trip generation of the proposed residential development for walking, cycling and public transport modes.

**Table 4.6 – Walking Trips (trip rate per dwelling)**

	IN		OUT		TOTAL	
	Trip Rate	No. of Trips	Trip Rate	No. of Trips	Trip Rate	No. of Trips
<b>08:00 – 09:00</b>	0.065	2	0.224	7	0.289	9
<b>15:00 – 16:00</b>	0.164	5	0.090	3	0.254	8
<b>Per Day</b>	1.033	31	1.023	31	2.056	62

**Table 4.7- Cycling trips (trip rate per dwelling)**

	IN		OUT		TOTAL	
	Trip Rate	No. of Trips	Trip Rate	No. of Trips	Trip Rate	No. of Trips
<b>08:00 – 09:00</b>	0.009	0	0.024	1	0.033	1
<b>17:00 – 18:00</b>	0.025	1	0.012	0	0.037	1
<b>Per Day</b>	0.131	4	0.129	4	0.260	8

**Table 4.8 – Public Transport trips (trip rate per dwelling)**

	IN		OUT		TOTAL	
	Trip Rate	No. of Trips	Trip Rate	No. of Trips	Trip Rate	No. of Trips
<b>08:00 – 09:00</b>	0.014	0	0.038	1	0.052	2
<b>15:00 – 16:00</b>	0.022	1	0.014	0	0.036	1
<b>Per Day</b>	0.134	4	0.139	4	0.273	8

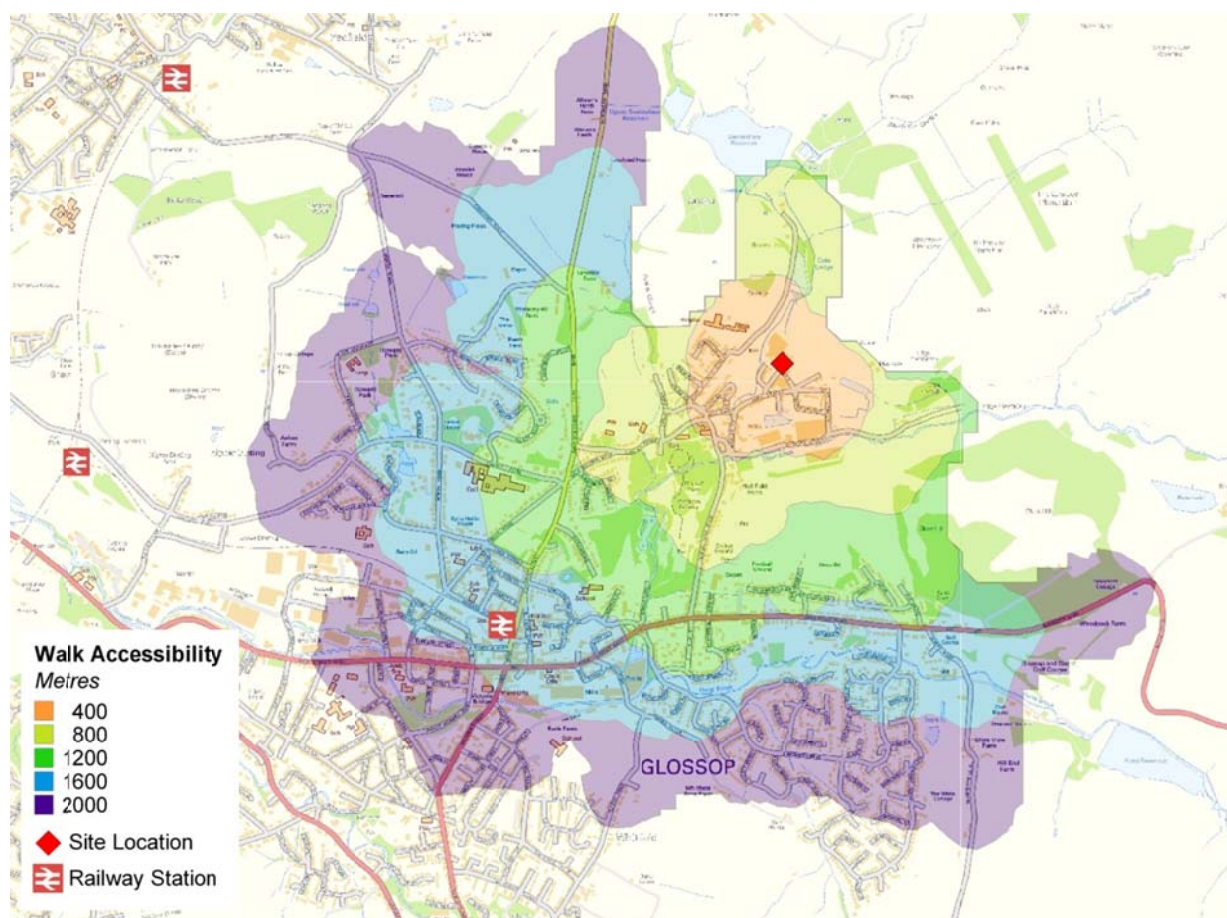
- 4.9 The investigations into multi-modal trips to and from the site have revealed that around nine trips will be made on foot during each peak hour. In addition, two trips per hour could be made on public transport, which in this case could either be by bus or train. The accessibility of the site is investigated further in the following Chapter.

## 5.0 SUSTAINABILITY

### Walking

- 5.1 The site is located approximately 1.5km north-east of Glossop Town Centre. Within the town centre there are a good range of everyday facilities including:
- Pubs;
  - Pharmacies;
  - GP surgery;
  - Library;
  - Post Office;
  - Restaurants;
  - Banks;
  - Coffee shops/cafes;
  - Hairdressers/beauty salons;
  - Leisure Centre;
  - Estate agents;
  - Travel Agents; and
  - A range of other shops such as home improvement stores, specialist food shops, bookshops, pet shops, bakery and butchers.
- 5.2 The nearest Primary School is All Saints Catholic Primary School on Church Street, which is 600m to the west from the site and would take around 7 minutes to walk to. The next nearest Primary School is the Duke of Norfolk C of E Primary School, located 1.2km to the south-west of the site. Glossopdale Community College is located approximately 1.2km to the west of the site. Both of these would take around 15 minutes to walk to.
- 5.3 The railway station is located 1.4km from the site in the centre of Glossop. This would take approximately 17 minutes to walk to.
- 5.4 Accession software has been used to plot an actual walk distance of 2,000m from the site, which is the preferred maximum walk distance set out in the Institute of Highways & Transportation IHT guidelines. The accession plan is shown below as **Figure 3**.

**Figure 3 – Walk Accessibility**



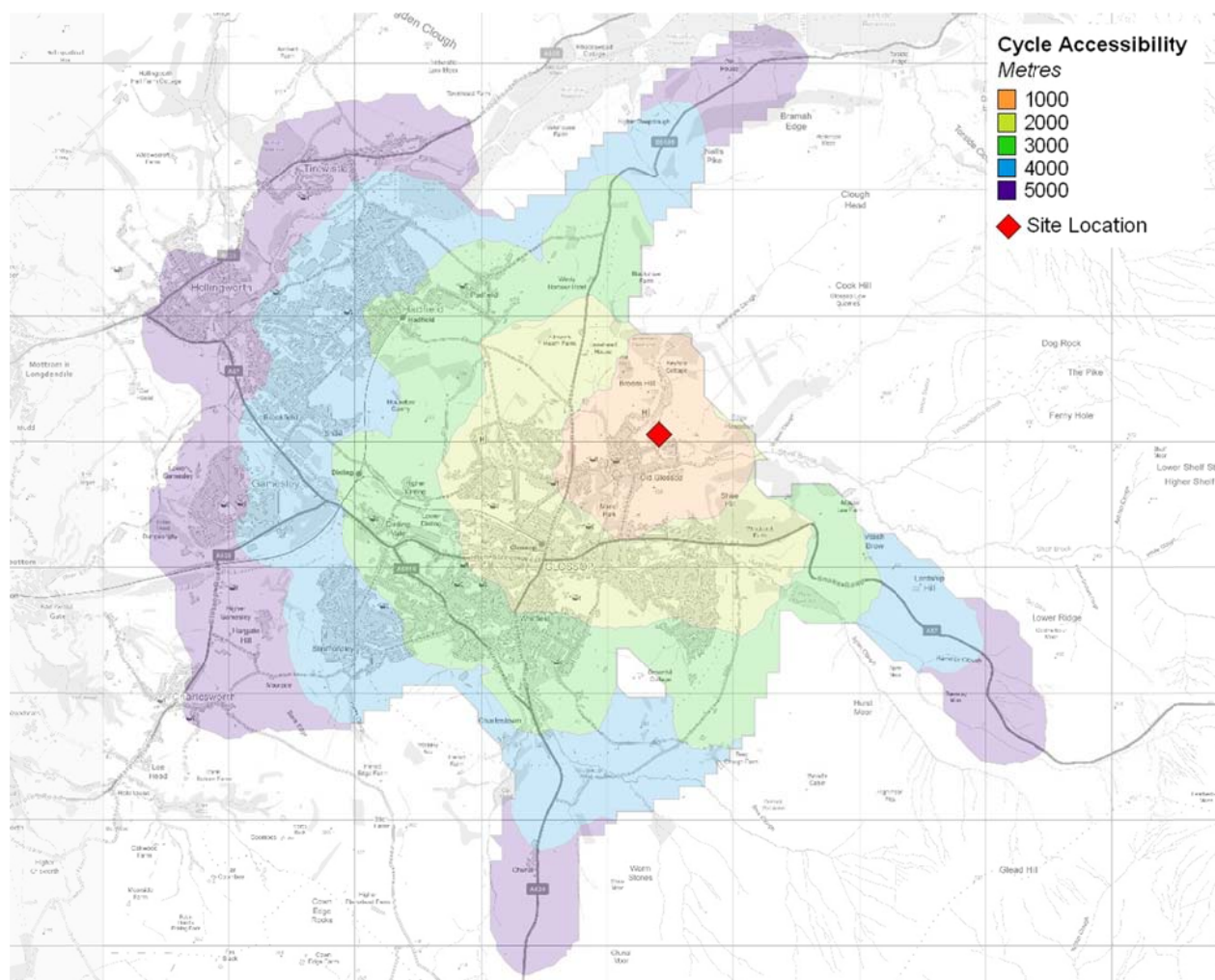
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- 5.5 There are a wide range of facilities available within 2km of the site including numerous education facilities, recreation, leisure and a good range of shops. The close proximity of these facilities means that walking is a viable alternative to the private car for day to day activities including commuting to work and school.

### Cycling

- 5.6 An actual cycle distance of 5km from the site has been plotted using Accession software and this is shown in **Figure 4**. The area covered by this cycle distance includes the whole of Glossop and surrounding areas such as Hadfield, Tintwistle and Dinting. The nearest supermarket and a small retail park are located just over 2km from the site, along the A57. Further west there are some small industrial estates which may offer employment opportunities within 5km of the site.

**Figure 4 – Cycle Accessibility**



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## Public Transport

- 5.7 The nearest bus stop to the site is located on Shepley Street and is served by route 390. This is a circular service, which runs every 30 minutes Monday to Saturday between Old Glossop, Glossop and Whitfield and also runs as a hail and ride service on Hope Street, to the south of the site. A plan showing the bus service routes is included at **Appendix 3**. Further bus services are available from the A57 High Street East, around 1km from the site.
- 5.8 A summary of the bus services is shown below in **Table 5.1** for each of the bus routes near to the site.

**Table 5.1- Bus service summary**

Service No	Route	Maximum Frequency
<b>Hope Street</b>		
<b>390</b>	Old Glossop – Glossop – Whitfield	30 minutes (Mon – Sat) No service on Sundays
<b>A57 High Street East / Sheffield Road</b>		
<b>236</b>	Glossop – Hadfield – Mottram – Aston-Under-Lyne	Hourly (Mon – Sun)
<b>237</b>	Glossop – Hadfield – Mottram – Aston-Under-Lyne	30 minutes (Mon – Sat) Hourly (Sunday)
<b>393</b>	Glossop – Padfield – Shirebrook Park	Hourly (Mon – Sat) No service Sundays

Source: Derbyshire County Council

- 5.9 The bus services have a frequency of up to every 30 minutes passing the site and run through the day. In addition bus services from High Street East provide a combined total of four services per hour into Glossop Town Centre and link to the railway station and to the nearby schools.
- 5.10 Trains from Glossop run to Hadfield and Manchester Piccadilly every 30 minutes. The journey to Manchester takes around 40 minutes.
- 5.11 A plan showing the area which can be covered by a 60 minute journey by public transport is shown below in **Figure 5**. The plan shows that it is just possible to reach Manchester City Centre within 60 minutes which includes the journey time to the station. The area shown demonstrates that commuting from the site by public transport is a viable alternative to the private car.



**Public Transport Accessibility**  
Minutes

- 10
- 20
- 30
- 40
- 50
- 60

◆ Site Location

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## **6.0 SUMMARY & CONCLUSIONS**

- 6.1 This Transport Statement has investigated the highway and transport implications of developing land between Hope Street and Shepley Street for up to 30 houses.
- 6.2 The proposal for up to 30 residential dwellings could generate a total of 18 two-way traffic movements in the busiest peak hour. This represents a net reduction of 15 vehicles in the morning peak hour and a reduction of nine vehicles in the evening peak hour when compared to the potential traffic generation of the industrial unit on the site. In addition, the re-use of the factory could generate significant additional trips by HGV, which would not occur if the residential development goes ahead.
- 6.3 This level of traffic does not create a material impact on the local highway network and there will be no capacity issues arising as a result of the additional dwellings.
- 6.4 The site has been demonstrated to be within a sustainable location with a very good range of facilities such as schools, health facilities and shops within 1.5km of the site. There are alternatives to commuting by the private car by using either the bus or train to access the wider area.
- 6.5 For the reasons set out above, there are no highway, traffic or transport reasons to withhold consent for residential development on this site.

**S|C|P**

## **APPENDIX 1**

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : C - INDUSTRIAL UNIT  
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	FI FIFE	1 days
	HI HIGHLAND	1 days

## Filtering Stage 2 selection:

Parameter: Gross floor area  
 Actual Range: 1068 to 4900 (units: sqm)  
 Range Selected by User: 500 to 5000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 14/10/10

Selected survey days:

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Industrial Zone	7
Commercial Zone	1
Village	1

OFF-LINE VERSION SCP Mount Street Manchester

Licence No: 726001

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	9	2404	0.120	9	2404	0.023	9	2404	0.143
07:30 - 08:00	9	2404	0.351	9	2404	0.028	9	2404	0.379
08:00 - 08:30	9	2404	0.254	9	2404	0.042	9	2404	0.296
08:30 - 09:00	9	2404	0.273	9	2404	0.102	9	2404	0.375
09:00 - 09:30	9	2404	0.134	9	2404	0.083	9	2404	0.217
09:30 - 10:00	9	2404	0.134	9	2404	0.102	9	2404	0.236
10:00 - 10:30	9	2404	0.116	9	2404	0.116	9	2404	0.232
10:30 - 11:00	9	2404	0.097	9	2404	0.074	9	2404	0.171
11:00 - 11:30	9	2404	0.092	9	2404	0.079	9	2404	0.171
11:30 - 12:00	9	2404	0.065	9	2404	0.074	9	2404	0.139
12:00 - 12:30	9	2404	0.065	9	2404	0.111	9	2404	0.176
12:30 - 13:00	9	2404	0.097	9	2404	0.148	9	2404	0.245
13:00 - 13:30	9	2404	0.106	9	2404	0.111	9	2404	0.217
13:30 - 14:00	9	2404	0.125	9	2404	0.074	9	2404	0.199
14:00 - 14:30	9	2404	0.116	9	2404	0.074	9	2404	0.190
14:30 - 15:00	9	2404	0.083	9	2404	0.083	9	2404	0.166
15:00 - 15:30	9	2404	0.055	9	2404	0.120	9	2404	0.175
15:30 - 16:00	9	2404	0.097	9	2404	0.116	9	2404	0.213
16:00 - 16:30	9	2404	0.088	9	2404	0.171	9	2404	0.259
16:30 - 17:00	9	2404	0.046	9	2404	0.323	9	2404	0.369
17:00 - 17:30	9	2404	0.023	9	2404	0.342	9	2404	0.365
17:30 - 18:00	9	2404	0.018	9	2404	0.199	9	2404	0.217
18:00 - 18:30	8	2092	0.000	8	2092	0.060	8	2092	0.060
18:30 - 19:00	8	2092	0.006	8	2092	0.048	8	2092	0.054
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.561			2.703			5.264

Parameter summary

Trip rate parameter range selected:	1068 - 4900 (units: sqm)
Survey date date range:	01/01/04 - 14/10/10
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0



**S|C|P**

## **APPENDIX 2**

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	2 days
	GS GLOUCESTERSHIRE	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	3 days
10	WALES	
	CF CARDIFF	1 days
	CP CAERPHILLY	1 days
	WR WREXHAM	1 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days
	FI FIFE	1 days
	HI HIGHLAND	2 days
	PK PERTH & KINROSS	1 days

Filtering Stage 2 selection:

Parameter:	Number of dwellings
Actual Range:	10 to 99 (units: )
Range Selected by User:	10 to 100 (units: )

Public Transport Provision:

Selection by:	Include all surveys
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Date Range:	01/01/04 to 18/11/11
-------------	----------------------

Selected survey days:

Monday	10 days
Tuesday	8 days
Wednesday	5 days
Thursday	5 days
Friday	5 days

Selected survey types:

Manual count	33 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	14
Edge of Town	16
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	26
No Sub Category	7

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL 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	33	49	0.073	33	49	0.256	33	49	0.329
08:00 - 09:00	33	49	0.176	33	49	0.391	33	49	0.567
09:00 - 10:00	33	49	0.192	33	49	0.219	33	49	0.411
10:00 - 11:00	33	49	0.168	33	49	0.190	33	49	0.358
11:00 - 12:00	33	49	0.195	33	49	0.191	33	49	0.386
12:00 - 13:00	33	49	0.210	33	49	0.174	33	49	0.384
13:00 - 14:00	33	49	0.203	33	49	0.211	33	49	0.414
14:00 - 15:00	33	49	0.214	33	49	0.217	33	49	0.431
15:00 - 16:00	33	49	0.273	33	49	0.216	33	49	0.489
16:00 - 17:00	33	49	0.343	33	49	0.212	33	49	0.555
17:00 - 18:00	33	49	0.373	33	49	0.222	33	49	0.595
18:00 - 19:00	33	49	0.265	33	49	0.182	33	49	0.447
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:			2.685				2.681	5.366	

#### Parameter summary

Trip rate parameter range selected: 10 - 99 (units: )  
Survey date range: 01/01/04 - 18/11/11  
Number of weekdays (Monday-Friday): 33  
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  
MULTI-MODAL 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	33	49	0.010	33	49	0.021	33	49	0.031
08:00 - 09:00	33	49	0.009	33	49	0.024	33	49	0.033
09:00 - 10:00	33	49	0.004	33	49	0.004	33	49	0.008
10:00 - 11:00	33	49	0.007	33	49	0.006	33	49	0.013
11:00 - 12:00	33	49	0.006	33	49	0.005	33	49	0.011
12:00 - 13:00	33	49	0.007	33	49	0.006	33	49	0.013
13:00 - 14:00	33	49	0.005	33	49	0.004	33	49	0.009
14:00 - 15:00	33	49	0.009	33	49	0.004	33	49	0.013
15:00 - 16:00	33	49	0.012	33	49	0.006	33	49	0.018
16:00 - 17:00	33	49	0.023	33	49	0.028	33	49	0.051
17:00 - 18:00	33	49	0.025	33	49	0.012	33	49	0.037
18:00 - 19:00	33	49	0.014	33	49	0.009	33	49	0.023
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:			0.131				0.129	0.260	

#### Parameter summary

Trip rate parameter range selected: 10 - 99 (units: )  
Survey date date range: 01/01/04 - 18/11/11  
Number of weekdays (Monday-Friday): 33  
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  
MULTI-MODAL PEDESTRIANS  
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	33	49	0.030	33	49	0.067	33	49	0.097
08:00 - 09:00	33	49	0.065	33	49	0.224	33	49	0.289
09:00 - 10:00	33	49	0.064	33	49	0.074	33	49	0.138
10:00 - 11:00	33	49	0.042	33	49	0.069	33	49	0.111
11:00 - 12:00	33	49	0.068	33	49	0.064	33	49	0.132
12:00 - 13:00	33	49	0.057	33	49	0.050	33	49	0.107
13:00 - 14:00	33	49	0.061	33	49	0.064	33	49	0.125
14:00 - 15:00	33	49	0.059	33	49	0.069	33	49	0.128
15:00 - 16:00	33	49	0.164	33	49	0.090	33	49	0.254
16:00 - 17:00	33	49	0.125	33	49	0.071	33	49	0.196
17:00 - 18:00	33	49	0.105	33	49	0.077	33	49	0.182
18:00 - 19:00	33	49	0.090	33	49	0.070	33	49	0.160
19:00 - 20:00	1	29	0.069	1	29	0.034	1	29	0.103
20:00 - 21:00	1	29	0.034	1	29	0.000	1	29	0.034
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:			1.033				1.023	2.056	

#### Parameter summary

Trip rate parameter range selected: 10 - 99 (units: )  
Survey date date range: 01/01/04 - 18/11/11  
Number of weekdays (Monday-Friday): 33  
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  
MULTI-MODAL PUBLIC TRANSPORT USERS  
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	33	49	0.004	33	49	0.012	33	49	0.016
08:00 - 09:00	33	49	0.014	33	49	0.038	33	49	0.052
09:00 - 10:00	33	49	0.012	33	49	0.009	33	49	0.021
10:00 - 11:00	33	49	0.005	33	49	0.005	33	49	0.010
11:00 - 12:00	33	49	0.007	33	49	0.010	33	49	0.017
12:00 - 13:00	33	49	0.004	33	49	0.012	33	49	0.016
13:00 - 14:00	33	49	0.006	33	49	0.010	33	49	0.016
14:00 - 15:00	33	49	0.014	33	49	0.009	33	49	0.023
15:00 - 16:00	33	49	0.022	33	49	0.014	33	49	0.036
16:00 - 17:00	33	49	0.018	33	49	0.011	33	49	0.029
17:00 - 18:00	33	49	0.022	33	49	0.005	33	49	0.027
18:00 - 19:00	33	49	0.006	33	49	0.004	33	49	0.010
19:00 - 20:00	1	73	0.000	1	73	0.000	1	73	0.000
20:00 - 21:00	1	73	0.000	1	73	0.000	1	73	0.000
21:00 - 22:00	1	73	0.000	1	73	0.000	1	73	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:			0.134	0.139			0.273		

#### Parameter summary

Trip rate parameter range selected: 10 - 99 (units: )  
Survey date range: 01/01/04 - 18/11/11  
Number of weekdays (Monday-Friday): 33  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys manually removed from selection: 0

**S|C|P**

## **APPENDIX 3**

# Glossop

