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Acland Bracewell Ltd

Land at Whalley New Road, Billington
Transport Assessment

T1269 rev4

May 2011

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Acland Bracewell Ltd
Land at Whalley New Road, Billington
Transport Assessment

Document Control Sheet

Land at Whalley New Road, Billington

Transport Assessment

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1.0 Introduction

- 1.0.1 PSA Design Ltd has been commissioned by Acland Bracewell Ltd to prepare this Transport Assessment (TA) to support a Planning Application for a proposed residential development of 34 properties on land adjacent to Whalley New Road in Billington.
- 1.0.2 The purpose of this TA is to appraise Ribble Valley Borough Council, as the local Planning Authority (LPA) and Lancashire County Council as the Local Highway Authority (LHA) of the transport implications of the proposed development.
- 1.0.3 Prior to the preparation of this TA a site meeting was held in May 2009 between officers of the LHA and Acland Bracewell to discuss the development proposals and to establish any constraints that may be evident. At this meeting the LHA confirmed:
- No objection to the principle of the development of the site;
 - No requirement for a connecting road between Whalley Old Road / Painter Wood and Whalley New Road;
 - The site access onto Whalley New Road should be located approximately 20m from the eastern boundary of the site. The detail of the access arrangement onto Whalley New Road was subsequently agreed with the LHA;
 - The estate road should be 5.5m wide with 90m visibility splays;
 - No objection to 4 or 5 houses being accessed directly off Whalley Old Road / Painter Wood (No access is now proposed onto Painter Wood / Whalley Old Road)
- 1.0.4 The structure of this TA report is as follows:
- A description of the site location;
 - A description of the local highway network in the vicinity of the site and its accessibility by non car modes;
 - A description of the development proposals, including parking and trip generation;
 - A review of the transport implications of the development proposals; and
 - Summary and conclusions

2.0 Existing Conditions

Site Location

- 2.0.1 The location of the site is shown in Figure 1. It is situated in east Billington with direct access onto Whalley New Road (C548) which in turn provides access onto the A59 via the A59/A666 roundabout in the west and to Whalley and the A671/A59 in the east.
- 2.0.2 The site is shown in more detail on Figure 2. It is bounded to the north and south by Whalley New Road and Whalley Old Road / Painter Wood respectively; to the east by a public footpath which runs between the two roads and agricultural land to the west.
- 2.0.3 The site is currently undeveloped and is covered predominantly by grass with mature hedgerow and trees around the boundary. There are two existing field gate accesses onto Whalley New Road with a further field access onto Whalley Old Road / Painter Wood.

Local Highway Network

- 2.0.4 In the vicinity of the site, Whalley New Road is a single carriageway road some 8m in width, accommodating a 1m wide cycle lane along its northern edge and subject to 30mph speed limit. Just to the east of the site there is a kerbed build-out (some 2m in width) to protect on-street parking bays serving residential properties along the northern side of the road (see photographs).
- 2.0.5 Similarly immediately to the west of the site the carriageway narrows through a section of footway widening as it passes under the railway overbridge (see photographs).

Existing Traffic Flows

- 2.0.6 Historical traffic count data has been obtained from LCC for Whalley New Road and is included at Appendix 1. This data obtained from a 12 hour Manual Classified Count in 2007 in the vicinity of the site is summarised in the table below.

	AM Peak Hour	PM Peak Hour	12hr Daily Total
2007 Survey Data	730	728	6,569

Accident Data

- 2.07 By reference to the Lancashire County Council MARIO system, it has been established that there has been no personal injury accidents recorded on the road network in the vicinity of the site in the last 5 years

Accessibility by Non-Car Modes

Public Transport

- 2.08 The site is readily accessible by public transport with bus stops being within easy walking distance some 150m to the east of the site. The following bus services run along Whalley New Road past the site.

Service	Locations Served	Maximum Frequency
225	Bolton – Blackburn - Clitheroe	30 mins
280	Preston – Clitheroe – Gisburn - Skipton	120 mins
C25	Blackburn – Whalley - Clitheroe	5 per day
X80	Preston – Clitheroe – Gisburn - Skipton	4 per day

Whalley New Road - Bus Services and Frequencies

- 2.0.9 In addition, the following bus services call at Whalley Bus Station located to the north east of the site.

Service	Locations Served	Maximum Frequency
21/22/23/26/27/28/29	Clitheroe – Whalley – Burnley – Colne	Up to 2 per hour
231	Clitheroe – Whalley – Accrington	6 per day
241	Clitheroe – Whalley – Acc'ton – RBH	120 mins
X40	Whalley – Accrington - Manchester	1 per day

Whalley Bus Station - Bus Services and Frequencies

- 2.0.10 Given Billington's location, the site is reasonably served by bus as an alternative to travel by private car

Cycle

- 2.0.11 Regional Cycle Route No. 90 passes immediately to the north of the site running along Whalley New Road with Regional Cycle Route No. 91 running along Whalley Old Road / Painter Wood to the south. These cycle routes form part of the Ribble Valley Northern and Southern respectively. Both these on-road cycle routes ensure good access by cycle to/from the surrounding areas. In addition all the roads in the area are relatively lightly trafficked making them appropriate for cycling.

- 2.0.12 In relation to cycling, PPG13 recognises that cycling can substitute car trips, particularly for journeys under 5km. Such a catchment area takes in a wide area around the proposed site as shown on Figure 3. As well as the whole of Billington and Whalley, the cycle catchment also includes other centres such as Great Harwood and Read.

Pedestrians

- 2.0.13 In the vicinity of the site, Whalley New Road has footways that provide good access for pedestrians to/from local facilities. In addition safe pedestrian access will be provided from the site to the existing pedestrian facilities.
- 2.0.14 With consideration of walking distances, the Institute of Highways and Transportation (IHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests that around 80% of walk journeys and walk stages in urban areas are less than 1 mile with the average length of a walk journey being just 1km (0.6 miles). Planning Policy Guidance Note 13 'Transport' (PPG13) also recognises that walking is the most important mode of travel at the local level, and has the greatest potential to replace car trips for distances up to 2 kilometres

- 2.0.15 The distance that people are prepared to walk depends somewhat on the journey purpose. The IHT guidance also provides 'suggested acceptable walking distances'. The walking thresholds presented in **Table 1** are suggested:

	Town Centre	Commuting, school & sightseeing	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Table 1: Suggested Acceptable Walking Distances

- 2.0.16 For residents commuting, PPG13 and the above table indicates that the potential walk catchment is up to 2km from the Site. The potential 2 km catchment area is indicated in Figure 4 and clearly shows that all of Billington and Whalley facilities are within walking distance of the site.
- 2.0.17 The walk distance to existing bus stops is also clearly important in determining the accessibility of a Site. While the IHT Guidelines do not advise on walk distances specifically in relation to public transport, a walk distance of up to 400 metres to a bus stop is generally considered to represent a desirable level of provision. As described above, the nearest bus stops are located on Whalley New Road some 150 metres from the site access. It is therefore concluded that the Site sits well within the desirable limit for access by bus.

LCC Accessibility Questionnaire

- 2.0.18 The LCC Accessibility Questionnaire for residential developments has been completed and show that the site ranks as medium accessibility (Appendix 2) This indicates that the site is readily accessible by non-car modes of travel and located within a reasonable distance of existing facilities.

3.0 Policy Considerations

- 3.0.1 In addition to examining the physical context in which the site fits, it is important to also consider the external policies into which the development must sit. This section provides a simple overview of transport policies relevant to the development. The current agenda for providing transport access is clearly moving away from one of providing significant new highway capacity. Instead, policies have been adopted and confirmed in PPG13 and the Transport White Paper that seek to encourage more sustainable modes rather than the car.

Transport White Paper

- 3.0.2 The thrust of the White Paper is one of sustainability and the integration of transport systems and modes. The main aim of the White Paper is to increase choice by improving sustainable transport alternatives, and this recognises that building more roads and/or extensive widening of roads is not the only solution to accommodate growth. Indeed, the White Paper states that any future guidance on the use of planning conditions will "shift the emphasis when improving off-site transport facilities away from catering for car traffic to providing for public transport and cycling and walking."

National Planning Policy Guidance (PPG)

- 3.0.3 PPG13 sets out Government policy on planning issues and, in particular, sets out guidance on providing realistic alternatives to the private car and locating and designing the site to reduce the need to travel. The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level to:

- promote more sustainable transport choices, and
- reduce the need to travel, especially by car.

- 3.0.4 This will help to ensure that the planning system plays its part in the Government's strategy on sustainable development, including promoting social inclusion in both urban and rural areas and revitalising towns and cities as places to live and work.

Lancashire Local Transport Plan (LTP) 2006-2011

3.0.5 The current Lancashire LTP sets out the Council's proposals and programmes for expenditure on transport for the period 2006 to 2011. The plan describes the strategy for addressing the problems of transport relating to environment, safety, economy, accessibility and integration. The following list summarises the seven key objectives from Lancashire County Council's LTP:

- To reduce road casualties
- To improve access to jobs and services
- To improve air quality
- To improve the condition of transport infrastructure
- To reduce delays on journeys
- To increase journeys by bus and rail

3.0.6 The draft Local Transport Plan 2011 – 2021 was considered by Cabinet Members on Thursday 3rd March. It was resolved that the Local Transport Plan for Lancashire be endorsed for approval by Full Council on 26th May 2011. The draft Local Transport Plan identifies the challenges, lists the transport goals and sets priorities for the next ten year period. The strategy will be supported by 3 year rolling implementation plans which detail the schemes and measures to be introduced to support the priorities. These will be published shortly

Ribble Valley Local Plan

3.0.7 The Ribble Valley Local Plan was adopted in June 1998 and covers the period mid-1991 to mid-2006. In relation to transport the Council attaches considerable importance to ensuring that new development allows for less environmentally damaging forms of travel. This includes walking, cycling and the use of public transport. Major land user proposals should be located close to existing town centres and public transport routes to minimise the need to travel, especially by car.

4.0 Development Proposals

Proposed Development

- 4.0.1 The site is to be developed to provide 34 residential properties as illustrated on the Site Layout Plan. It is envisaged that a proportion of the properties will be 'affordable housing'.
- 4.0.2 In terms of access, it is proposed that there will be an access junction created onto Whalley New Road.

Trip Generation

- 4.0.3 In order to quantify the potential trip generation attributable to the residential development, the TRICS database has been interrogated for the category of "Residential – Mixed Private / Non-private Housing" to reflect the nature of the development. The resulting TRICS output is included at Appendix 3 and summarised below.

Time Period	In	Out	Total
AM Peak	0.122	0.249	0.371
PM Peak	0.255	0.156	0.411
Day (7am to 7pm)	1.769	1.809	3.578

Trip Generation Rates (per dwelling) – Housing

Time Period	In	Out	Total
AM Peak	4	8	13
PM Peak	9	5	14
Day (7am to 7pm)	60	62	122

Trip Generation (34 Dwellings) – Housing

- 4.0.4 It can be seen from the table above, that it is estimated that the development proposals will generate up to 14 two-way vehicle movements in the peak hours with around 122 movements over the day.
- 4.0.5 To put this trip generation into context, the Department for Transport, Guidance on Transport Assessment states:

'Appendix B provides thresholds below which formal assessment may not be needed, and above which the preparation of a TA (Transport Statement) or TA (Transport Assessment) would be appropriate. The thresholds in Appendix B are based upon scenarios which would typically generate 30 two-way peak hour vehicle trips. Whilst there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause detrimental impact it a useful point of reference from which to commence discussions.'

- 4.0.6 These guidelines intimate that trip generation below **30 vehicles per hour** is unlikely to result in a material or significant impact which would necessitate the production of a transport statement or transport assessment.
- 4.0.7 It is therefore considered that the generation of up to 14 vehicles in the Peak Hour and 122 over the day is unlikely to have a material impact on the local highway network particularly when compared to the existing levels of traffic on Whalley New Road (i.e. 730 in the peak hour and 6,569 over the day). There should be no impact on Whalley Old Road / Painter Wood

Parking

- 4.0.8 Parking will be provided in accordance with current standards and guidelines

Access

- 4.0.9 Drawing T1269/02 rev C illustrates the proposed site entrance which entails a slight narrowing of the main carriageway way in order to provide the requested visibility splays (i.e. 2.4m x 90m) and avoiding the mature trees along the site boundary. It should be noted that such visibility splays would be in excess of those that would be required by the document 'Manual for Streets'. The proposed narrowing is consistent with the existing road narrowings along Whalley New Road and would potentially have a traffic calming effect on through traffic.

Transport Impact

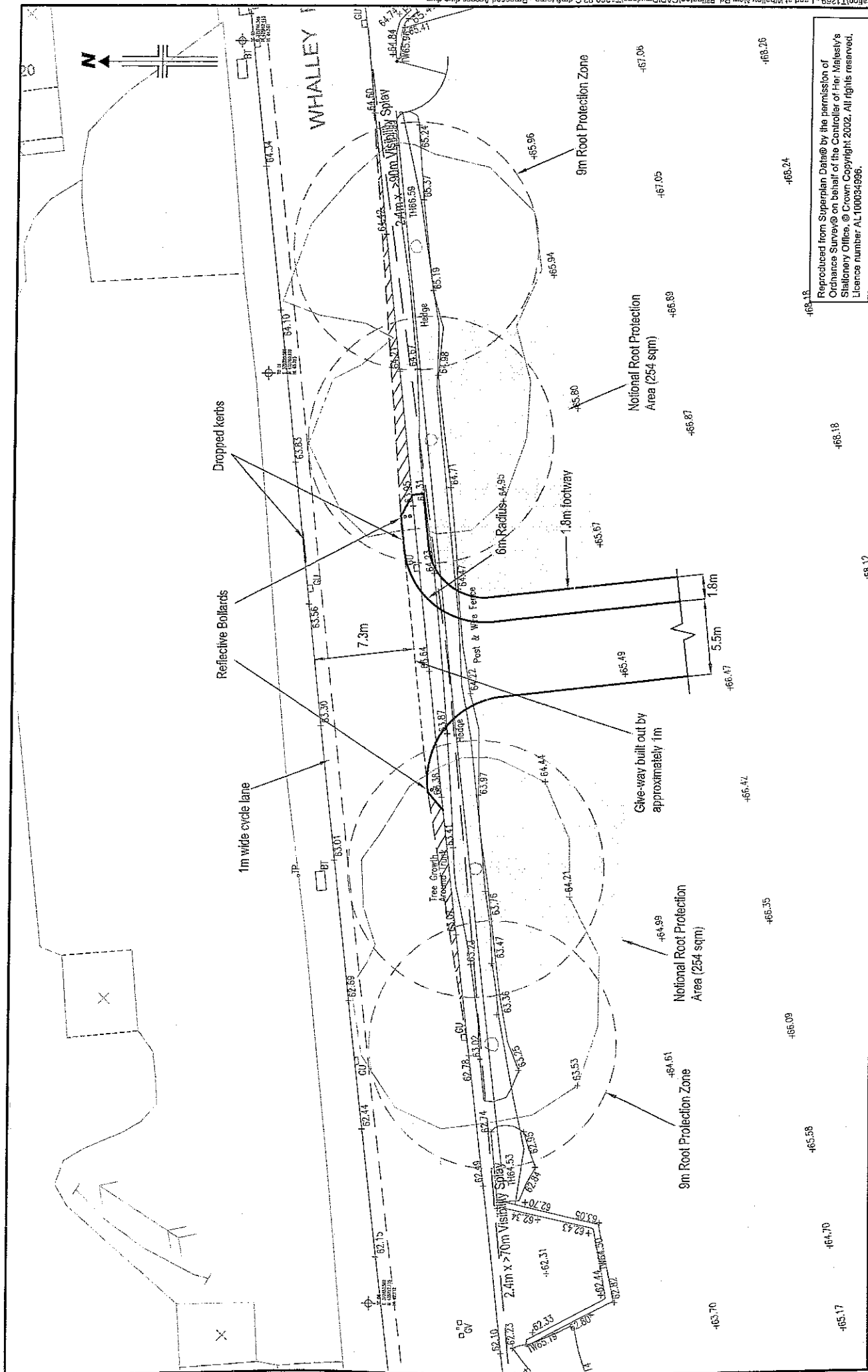
- 4.0.10 It is considered that the level of trip generation from the proposed development will have no material impact on the operation of the local or strategic road network. No junction capacity analysis is therefore required within the Transport Assessment. Similar, the projected levels of trip generation are unlikely to affect the existing safety record in the vicinity of the site.

5.0 Summary and Conclusions

5.0 1 This Transport Assessment has considered the transport implications of a proposed residential development on the land at Whalley New Road, Billington. The information presented can be summarised as follows:

- **Site Description** – The site is situated in east Billington with existing accesses onto both Whalley New Road (to the north) and Whalley Old Road / Painter Wood (to the south) - the former providing good vehicular access to the strategic road network (i.e. the A59). It is bounded to the east by a public footpath and to the west, by agricultural land. The site is currently undeveloped and is covered predominantly by grass with mature hedgerow and trees around the boundary. Access to and from the site by public transport, cycle and by foot is relatively good and therefore these modes provide an alternative to travel by private car.
- **Proposed Development** - The site is to be developed to provide 34 residential properties as illustrated on the Site Layout Plan. It is envisaged that a proportion of the properties will be 'affordable housing'. In terms of access, it is proposed that there will be an access junction created onto Whalley New Road to serve the site.
- **Transport Impact** – The traffic likely to be generated by the proposals is relatively low (up to 14 two-way movements per hour in the peak periods) and, as such, would have no material impact on the operation or safety record of the local road network in the vicinity of the site.

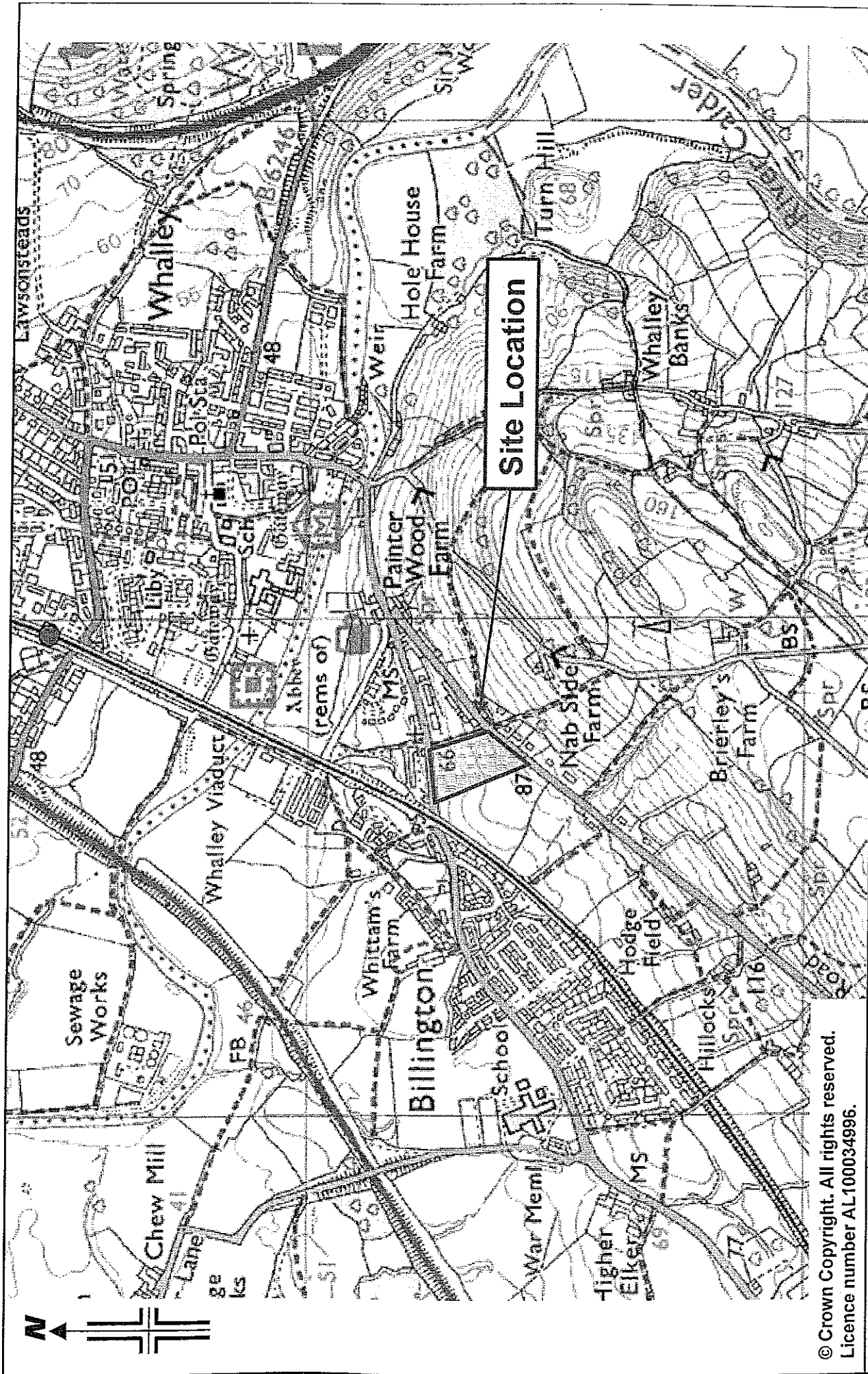
5.0 2 In light of the above, it is concluded that the proposed development would not have a significant impact in terms of highway safety and traffic impact.



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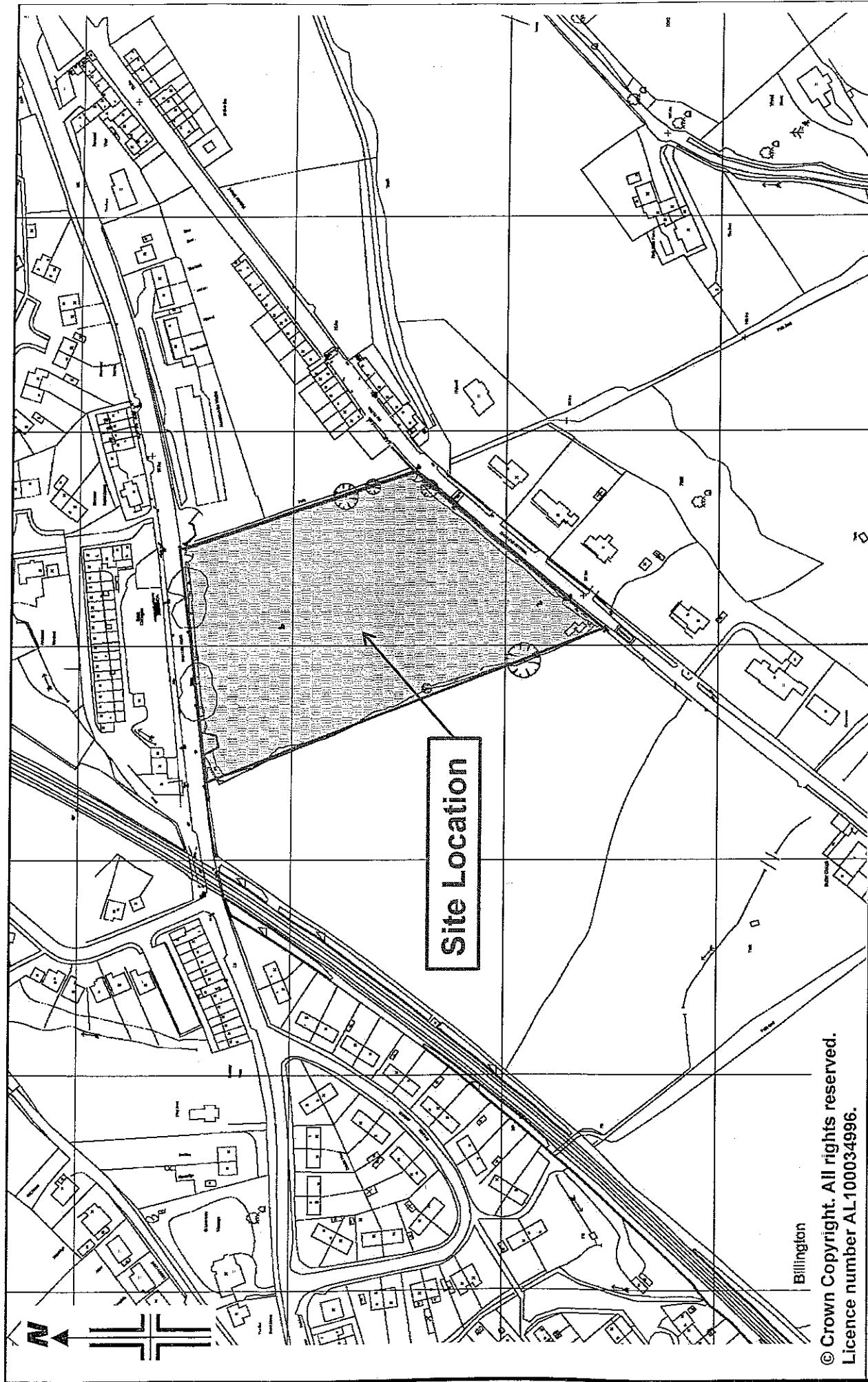
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				Job	Whalley New Road, Billington				Drawn					
				Title	Proposed Access Arrangement				Check					
									Appr.			Scale	1:250 @ A3	
Rev.													A B C	

FIGURES



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	Job Whalley New Road, Billington		Date 21.12.09		Rev	
	Title Regional Location Plan		Scale NTS			



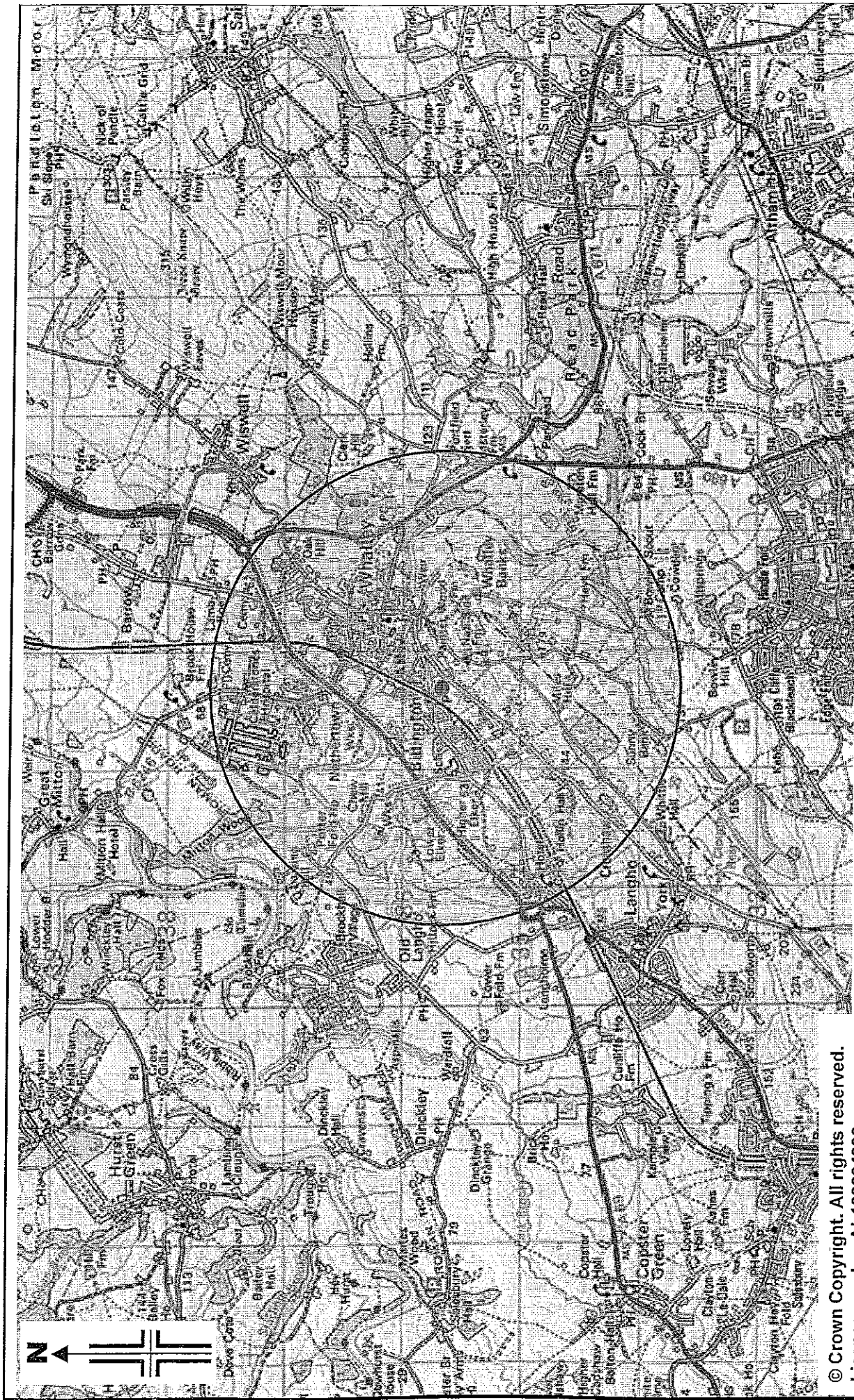
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	Job	Whalley New Road, Billington		Checked		Scale	NTS				
	Title	Site Location Plan		Approved				Rev			



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			Job	Whalley New Road, Billington									
			Title	5km Isopachyte		Approved	Scale	NTS					
						Checked	GS						
			Drawn					Rev					



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	Job		Whalley New Road, Billington		Checked		21.12.09		Figure 4			
	Title		2km Isopachyte		Approved		Scale		NTS		Rev	

APPENDIX 1– Traffic Count Data – Whalley New Road

Location: Whalley Road, East of rail bridge Billington
 Grid Ref: 372711/435753
 Date: 19/09/2007
 Direction: Eastbound

Time	PCL	MCL	CAR	LGV	MGV	R2X	R3X	R4X	A3+4X	A5X	A6X	BUS	TOTAL
0700	1	3	185	22	2	2	2	0	0	0	0	7	224
0800	0	1	303	48	1	7	0	0	0	0	0	17	377
0900	0	0	249	38	7	2	1	0	0	0	0	13	310
1000	0	1	192	35	7	5	0	0	1	0	0	4	245
1100	0	0	154	30	5	5	0	0	0	0	0	4	198
1200	0	0	175	32	3	1	0	2	0	0	1	6	220
1300	0	1	158	29	4	2	0	0	2	0	0	3	199
1400	0	1	188	32	2	2	0	0	1	0	0	5	231
1500	1	0	230	35	3	2	0	3	0	0	0	18	292
1600	1	4	247	30	2	0	0	1	0	0	0	11	296
1700	1	1	288	31	0	0	0	0	0	0	1	1	323
1800	2	0	289	15	0	0	1	0	0	0	0	5	312
Total	6	12	2658	377	36	28	4	6	4	0	2	94	3227

Direction: Westbound

Time	PCL	MCL	CAR	LGV	MGV	R2X	R3X	R4X	A3+4X	A5X	A6X	BUS	TOTAL
0700	4	3	182	16	2	1	2	0	0	0	0	8	218
0800	1	6	281	38	2	2	3	0	0	0	0	20	353
0900	0	0	207	40	4	5	1	0	0	0	0	8	265
1000	0	1	160	28	2	1	1	1	0	0	0	4	198
1100	0	0	158	30	5	2	2	0	0	0	0	3	200
1200	0	0	186	42	4	4	0	1	0	0	0	4	241
1300	2	1	209	32	6	1	0	0	1	0	0	3	255
1400	0	3	190	31	3	2	0	0	0	0	0	6	235
1500	0	0	281	22	1	1	1	0	0	0	0	16	322
1600	0	5	325	38	2	0	0	1	0	0	1	6	378
1700	0	1	368	32	0	0	0	1	0	0	0	3	405
1800	2	1	243	20	2	1	0	0	0	0	0	3	272
Total	9	21	2790	369	33	20	10	4	1	0	1	84	3342

Location: Whalley Road, East of rail bridge Billington
 Grid Ref: 372711/435753
 Date: 20/09/2006
 Direction: Eastbound

Time	PCL	MCL	CAR	LGV	MGV	R2X	R3X	R4X	A3+4X	A5X	A6X	BUS	TOTAL
0700	3	4	179	23	6	2	1	0	0	0	1	2	221
0800	1	0	310	38	8	4	1	2	0	0	0	18	382
0900	2	1	217	24	8	0	1	1	1	0	2	10	267
1000	2	0	187	31	6	1	3	2	0	0	0	3	235
1100	1	0	171	33	0	1	3	0	1	0	0	3	213
1200	3	1	216	24	1	3	0	2	1	0	1	5	257
1300	4	0	210	21	4	5	1	1	0	0	1	4	251
1400	2	2	228	14	3	1	0	1	0	0	2	4	257
1500	4	5	349	29	5	3	0	0	0	1	0	19	415
1600	7	3	289	39	4	0	2	0	0	1	0	9	354
1700	1	5	349	30	3	1	0	0	0	0	0	3	392
1800	8	1	299	18	3	3	0	0	0	0	0	3	335
Total	38	22	3004	324	51	24	12	9	3	2	7	83	3579

Direction: Westbound

Time	PCL	MCL	CAR	LGV	MGV	R2X	R3X	R4X	A3+4X	A5X	A6X	BUS	TOTAL
0700	4	1	212	20	4	6	3	2	0	1	3	10	266
0800	2	2	325	23	3	3	2	2	0	0	1	16	379
0900	0	2	203	26	6	5	0	2	0	0	2	5	251
1000	0	0	201	26	4	0	1	2	0	1	0	3	238
1100	1	0	179	32	5	0	1	1	0	0	0	3	222
1200	0	0	227	35	5	3	1	2	0	0	0	3	276
1300	5	0	234	14	3	2	0	0	0	1	0	3	262
1400	2	1	248	10	3	5	1	1	0	0	0	6	277
1500	2	2	344	15	5	1	2	1	0	0	0	16	388
1600	1	5	336	26	7	1	0	0	0	0	0	8	384
1700	6	3	401	23	1	2	1	1	0	0	0	3	441
1800	1	2	309	16	3	1	0	0	0	0	1	4	337
Total	24	18	3219	266	49	29	12	14	0	3	7	80	3721

Acland Bracewell Ltd
Land at Whalley New Road, Billington
Transport Assessment

APPENDIX 2 – Accessibility Questionnaire

Table G - Accessibility Questionnaire (Residential)

Site description: Land at Whalley New Road, Billington					
Application reference:					
Access type	Criteria	Criteria scores	Score	Sub score	
Walking Distance from centre of site to facilities using a safe, direct route	Distance to nearest bus stop	<200m	5	3	
		<400m	3		
		<500m	1		
		>500m	0		
	Distance to nearest railway station	<400m	3	0	
		<800m	2		
		>800-1000m	1		
	Distance to nearest Primary School	<200m	5	0	
		<400m	3		
		<600m	1		
		>600m	0		
	Distance to nearest Food shop	<200m	5	0	
		<400m	3		
		<600m	1		
		>600m	0		
Cycling distance from centre of site	Proximity to defined on or off-road cycle route	<100m	3	3	
		<500m	2		
		<1km	1		
	Distance to nearest Secondary School	<400m	3	1	
		<600m	2		
		<1km	1		
		>1km	0		
	Distance to nearest town centre	<1km	3	3	
		<3km	2		
		<4km	1		
	Distance to nearest business park or employment concentration	<1km	3	2	
		<3km	2		
		<4km	1		
	Public transport	Bus frequency from nearest bus (Mon-Sat daytime)	Urban/suburban		5
			15 minutes or less	5	
30 minutes or less			3		
>30 minutes			1		
Rural including villages					
Hourly or less			5		
2 hourly or less			3		
1 or more per day			1		
Train frequency from nearest (Mon-Sat daytime)			30 minutes or less	3	
		30-59 minutes	2		
	Hourly	1			
Accessibility to other basic services	Accessibility to other basic services (GP, Post Office, Library, Bank and Pub)	At least 3 within 400m	5	1	
		At least 3 within 800m	3		
		At least 3 within 1.5 km	1		
	Accessibility to Play Area or Park	<200m	5	5	
		<400m	3		
		<600m	1		
TOTAL AGGREGATE SCORE				24	

Accessibility level High 35-48 Medium 20-35 Low Less than 20

APPENDIX 3 – TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : M - MIXED PRIVATE/NON-PRIVATE HOUSING

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	NH NEWHAM	1 days
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
	RE READING	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	2 days
	DH DURHAM	1 days
10	WALES	
	CM CARMARTHENSHIRE	1 days
	WR WREXHAM	1 days
11	SCOTLAND	
	FA FALKIRK	2 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
14	LEINSTER	
	KK KILKENNY	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 14 to 1412 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 13/05/09

Selected survey days:

Monday	6 days
Tuesday	3 days
Wednesday	8 days
Thursday	5 days
Friday	3 days

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	11
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	14
Built-Up Zone	4
Village	2
No Sub Category	4

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

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	25	158	0.056	25	158	0.161	25	158	0.217
08:00 - 09:00	25	158	0.122	25	158	0.249	25	158	0.371
09:00 - 10:00	25	158	0.127	25	158	0.147	25	158	0.274
10:00 - 11:00	25	158	0.097	25	158	0.116	25	158	0.213
11:00 - 12:00	25	158	0.116	25	158	0.113	25	158	0.229
12:00 - 13:00	25	158	0.131	25	158	0.120	25	158	0.251
13:00 - 14:00	25	158	0.129	25	158	0.128	25	158	0.257
14:00 - 15:00	25	158	0.135	25	158	0.132	25	158	0.267
15:00 - 16:00	25	158	0.193	25	158	0.156	25	158	0.349
16:00 - 17:00	25	158	0.211	25	158	0.159	25	158	0.370
17:00 - 18:00	25	158	0.255	25	158	0.156	25	158	0.411
18:00 - 19:00	25	158	0.197	25	158	0.172	25	158	0.369
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:			1.769			1.809			3.578

Parameter summary

Trip rate parameter range selected: 14 - 1412 (units:)
 Survey date range: 01/01/00 - 13/05/09
 Number of weekdays (Monday-Friday): 25
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0