



The Prayer Rooms
55 Beardwood Brow
Blackburn
Transport Statement



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The Prayer Rooms

55 Beardwood Brow

Blackburn

Transport Statement

Project No: T170405
27 September 2017

Prepared by:

Approved by:

Yunus Jiva

Yunus Jiva

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Issue No: 2

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1. Introduction

1.1 Introduction

1.1.1 This Transport Statement has been prepared by the AZH Consultancy on behalf of the Beardwood Muslim Worship Group (the Applicant) to support a planning application for the proposed use of part of the residential property at 55 Beardwood Brow, Blackburn as a prayer facility.

1.1.2 This report has been prepared solely to assist in the transport considerations of the proposed development as described in this report and for the benefit and advantage of the Applicant only. No other considerations have been given to its suitability of use for any other purpose.

1.2 The Existing Site

1.2.1 The site is located at the intersection of Beardwood and Beardwood Brow as shown on Figure A1 in Appendix A. The property is a detached dwelling which currently stands vacant.

1.2.2 The predominant land use adjacent to the site is residential.

1.2.3 The layout of the immediate highway network is shown on Figure A1 and the wider highway network on Figure A3. Preston New Road which provides access to the principal and strategic road network is approximately 100m from the site access. From Preston New Road, access into the site is via Beardwood and then Beardwood Brow. Beardwood can be described as a local distributor road and Beardwood Brow as an access road of residential character. Beardwood Brow benefits from traffic calming measures.

1.3 Report Structure

1.3.1 Chapter 2 sets out briefly the proposed development and site layout.

1.3.2 Chapter 3 sets out the planning policy considerations which need to be addressed within this report.

1.3.3 Chapter 4 gives consideration to the access characteristics of the development.

1.3.4 This report brings together all these considerations within Chapter 5 providing a conclusion on whether there are any overwhelming reasons in transport and access terms which would deem this development unacceptable in the context of the development plan.

2. Development Proposals

2.1 Proposed Land Use

- 2.1.1 The planning proposals are to change part of the defined land use from residential (Class C3) to a prayer facility (Class D1).
- 2.1.2 The applicant intends to use the proposed facility as a prayer facility for the benefit of the immediate surrounding residential population.
- 2.1.3 The proposals therefore seek to convert 82sqm of the dwelling into dedicated prayer facilities.

2.2 Proposed Layout

- 2.2.1 The proposals are to retain the first floor for residential use as well as the kitchen and the dining room on the ground floor. The remainder of the ground floor will be utilised for the prayer facility. The proposed site layout is shown on Figure A1 attached in Appendix A and the development layout is attached in Appendix C.
- 2.2.2 The total prayer capacity of the two proposed prayer rooms if fully occupied would be between 20 and 30 people. One room of approximately 30sqm will be used as a prayer room for men and will be used mainly for the daily (5 times daily) prayers. The second room also of approximately 30sqm will be used as a ladies gathering space where ladies can come together for group study or to pray separately. The proposals will also provide 10sqm of wash room and toilet facilities and 12sqm of access foyer. The total floor area of the prayer facility will be 82sqm. No alterations are proposed to the external elevations of the building, except for the introduction of a new door at the side of the property which will provide access to the apartment. The existing front door will be used by the prayer facility.
- 2.2.3 Religious protocols between men and women adhered to in religious institutions means it is improbable that both rooms will be used at the same time.
- 2.2.4 There will be no provision for teaching facilities.

2.3 Proposed Catchment

- 2.3.1 The catchment area of the prayer room will be no more than 800m and is shown on Figure 3.

2.4 Proposed Access and Parking Provision

- 2.4.1 The primary pedestrian access into the building for the prayer facility will be via the existing entrance located at the front (primary face) of the property. A new door introduced to the side of the property will provide access to the first floor apartment.
- 2.4.2 Existing two-way vehicular access to the property is off Beardwood Brow. It is proposed to retain this vehicular access and introduce an exit only onto Beardwood as shown on Figure A1. The new Beardwood exit would be located centrally between the junctions of Beardwood Brow and Preston New Road.

- 2.4.3 The proposals include the provision of 11 car parking spaces (including a disabled bay) as well as a further bay within the existing garage.
- 2.4.4 There is a significant level of kerb-side parking available along the property frontage and along significant sections of Beardwood Brow and Beardwood. However, kerb-side parking outside the development will be less convenient than the provision that will be made within the site. All attendees of the facility will be discouraged from parking on the street.

3. Planning Policy

3.1.1 At local and national level there is recognition of the unsustainable increases in vehicular traffic and associated impact on congestion, public amenity and pollution levels. There is therefore at every level of transport and land use planning a strong emphasis on minimising the need to travel by unsustainable modes of transport. Where possible such an approach should ensure the needs of individuals are met without the dependence of motorised transport and where that is not always possible, every effort should be made to ensure any transport is undertaken by sustainable modes and when that is not possible to reduce the length of journeys and the number of private single occupancy vehicle trips.

3.2 National Planning Policy Context

3.2.1 The planning system requires planning applications to be determined in accordance with the development plan unless there are material considerations that would justify deviating from this position. Although the National Planning Policy Framework (the Framework) is guidance for local planning authorities when developing the Local Plan, it *'is a material consideration in planning decisions'* (Para 196). *'At the heart of the National Planning Framework is the presumption in favour of sustainable development, which should be seen as a golden thread running through both the plan-making (Local Plan) and decision-taking.'*

3.2.2 The Framework is a key part of the government's reforms which aims to simplify the planning system. The Framework should also be seen as guidance to local planning authorities and decision makers when making decisions on planning applications such as this one.

3.2.3 The planning system is key to supporting a sustainable environment by ensuring implementation of sustainable development. The Framework sets out the Government's views on how this is to be done by setting out policies which focus on the planning system supporting 'three dimensions' (page 2):

- economic – *'building a strong, responsive and competitive economy....by coordinating development requirements....'*
- social – *'supporting strong, vibrant and healthy communities....creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being'*, and
- environmental – *'contributing to protecting and enhancing our natural, built and historic environment; and as part of this.....use natural resources prudently..'*

3.2.4 The Framework also sets out 12 core planning principles (page 5) which should underpin both the plan and decision processes, including:

- *'not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;*
- *take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.'*

3.2.5 Paragraph 37 states:

'Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.'

3.2.6 Paragraph 70 states:

To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- *plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments*

3.3 Local Planning Policy Context

3.3.1 The Blackburn and Darwen (the Council) core strategy was adopted in 2011 and is the principle planning document on which planning decisions should be based including the determination of planning applications.

3.3.2 The Local Plan Part 2 was adopted in December 2015. Part 2 sets out as well as other objectives the development management policies which will be used in assessing planning applications.

3.3.3 The Council also publish Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance notes (SPGs) which provide further detail on the policies set out in the Core Strategy and Saved Local Plan.

3.3.4 The Council have published an SPD on 'Community & Other Uses Within Residential Areas' which provides guidance on the considerations that should be given for development proposals within residential areas including:

- *freedom from unduly intensive and intrusive activities;*
- *minimal disturbance of noise;*
- *freedom from other sources of nuisance.....;*
- *freedom from inappropriate levels or types of traffic.*

3.3.5 The guidance note sets out further details on the development of places of worship within residential areas. The guidance recognises the need for mosques to be located close to the community it serves (Page 5) and the need to balance any adverse impact from the proposals and the amenity of the local residents.

3.3.6 The guidance also requires the provision of off-street car parking giving an adopted standard of 1 car space per 10 square metres of gross floor area and 1 cycle space per 50 square metres of gross floor area. 10% of car parking spaces should be of a mobility standard (3.6m wide). The guidance recognises that many attending these facilities will come from the surrounding residential areas.

4. Access & Parking

4.1 Travel survey of similar developments

4.1.1 A survey was undertaken at a similar existing development at 7 Whinney Lane, Blackburn between 6th and 13th November 2016. Those attending the facility for prayers were surveyed over a period of 7 days, with each of the 35 weekly prayers being surveyed once. The facility at Whinney Lane has a floor area of 120sqm, 50% greater than that proposed at this development.

4.1.2 A summary of the survey data is attached in Appendix B. The survey recorded the mode of travel and the residential address of each of the respondents. The survey is summarised in Table 4.1 below.

Distance between prayer room and residential address of respondent	Mode of Travel (typical travel mode to each prayer session)	
	Walk	Car
0-100m	1	0
100-200m	2	0
200-300m	2	0
300-400m	1	0
400-500m	0	0
500-600m	0	0
Unknown/greater than 600m	1	1
TOTAL	7	1

Table 4.1 – Typical Travel mode choice of visitors to each prayer session.

4.1.3 Typically most visitors came from within a 400m catchment area, with on average 8-9 people coming to the facility at each prayer.

4.2 Pedestrian Access

4.2.1 Table 3.2 of the Institute of Highways and Transportation publication *‘Providing for Journeys on Foot’* provides acceptable walking distances for town centres, commuting and ‘elsewhere’. The document gives a range of desirable walking distances ranging from 200m to a ‘preferred maximum’ of 2km depending on the nature of the journey. For other non defined uses the document gives a:

- ‘desirable’ walking distance of 400m,
- ‘acceptable’ walking distance of 800m, and a
- ‘preferred maximum’ walking distance of 1,200m

- 4.2.2 'The Manual for Streets' identifies walk-able neighbourhoods as those which have a range of facilities within a 10 minute walking distance, which with a typical walking speed of 1.4 meters per second would allow for a walking catchment of 840m similar to that indicated by 'Providing for Journeys on Foot'.
- 4.2.3 It is therefore reasonable to expect anybody visiting the prayer room and living within a 800m catchment to find walking to the facility a convenient mode by which to visit. This is borne out also by the Whinney Lane survey which indicated the majority of visitors come to the facility on foot.
- 4.2.4 The size and nature of the facility is always going to mean it is only attractive to those within close proximity as car borne individuals are able to travel to the nearby main mosques at St Silas's Road, Eldon Road or Bicknell Street (shown on Figure A2) which provide for a much larger congregation and are therefore considered to be the preferred places to worship. Figure A2 also indicates the likely catchment area of the proposals given these alternative facilities. The catchment area is considered to be limited to around 800m because:
- beyond this the alternative main mosques referred to above are likely to be closer; or
 - beyond 800m you are likely to be travelling by car and therefore prepared to travel that small additional distance by car to a main mosque; or
 - there are barriers to your travel such as principal highway routes or lack of cut-through pedestrian routes through residential areas.
- 4.3 Vehicular Access
- 4.3.1 The facility is not intended to provided for car borne visitors, a reality which given the small scale and convenience nature of the facility is supported by the Whinney Lane surveys summarised in Appendix B. However, a small number will arrive by car and there is a need to ensure car parking provision is available for them. The surveys summarised in Appendix B indicate typically 1 visitor in every 8 comes by car to this type of facility. For Whinney Lane with a typical turnout at each prayer session of 9 people was on average 1 return car trip at each prayer session. In order to provide a robust consideration, we have assumed the attendance at Beardwood Brow which will be of a small size to be of a similar level.
- 4.3.2 With a maximum capacity of the development of 30 people, the expected level of car born trips will typically be for 3-4. It should also be noted the surveys did not record shared car use and therefore the level of car trips and therefore car parking demand could be lower.
- 4.3.3 The existing access from Beardwood Brow will be retained and a exit only introduced onto Beardwood as shown of Figure A1.
- 4.3.4 Figure A3 shows the likely assignment of vehicular trips with Table 4.2 summarising the direction from which people will arrive to the development assuming a capacity of 30 people.
- 4.3.5 Preston New Road and Beardwood are principal routes designed to accommodate reasonable levels of traffic with limited direct vehicular access from frontage properties. These roads are not considered to be sensitive to the small increases in vehicular traffic proposed by this development.

4.3.6 Beardwood Brow is a residential access road. However, typically only one vehicle per prayer session is expected to arrive from this direction.

Direction	Arrival Route	Percentage Arrivals from this direction.	Total number of trips per prayer session	
			Car	Foot
North East	Beardwood	60	2	16
South East	Beardwood Brow	15	1	4
South West	Preston New Road south	10	1	3
North West	Preston New Road north	15	1	4
Totals			5	27

Table 4.2 – Distribution and Mode Split of worshippers

4.4 Parking

- 4.4.1 Given the capacity of the development, it is expected that parking demand will be no more than for 5 vehicles as presented in Table 4.2. This as a robust consideration assumes car born visitors will arrive in single occupancy vehicles.
- 4.4.2 Having established the parking demand from the development by comparison to another similar development, it is appropriate to consider the proposals in the context of adopted parking policies and guidance notes.
- 4.4.3 The proposal is for a local prayer facility, functionally similar to the prayer/worship element of a mosque/masjid, but with a much smaller catchment area. Larger masjids such as those on St Silas's Road, Eldon Road and Bicknell Street have a large catchment area in excess of 2-3km which extends as far as Lammack, Revidge and Beardwood.
- 4.4.4 This facility has a catchment area of no more than 800m due to its much smaller scale. Therefore most of its visitors live within a walking catchment. Never-the-less as the only parking standards available are for typical mosques/masjids, the proposals are compared below with those parking standards.
- 4.4.5 As referred to in Section 3 of this report the Council has published an SPD on 'Community and other Uses with Residential Areas' which states a parking provision of 1 parking space per 10 square meters of which 10% should be of a mobility standard. Planning policy for a residential property would define a 'bench mark' parking provision of 2 car parking spaces for the proposed three bedroom flat. The prayer rooms would have a total area of 82sqm requiring 8 spaces, policy requiring a further 2 for the residential element, defining a total policy requirement of 10 car parking spaces.
- 4.4.6 Figure A1 shows the proposed layout of the property with the provision of 11 car parking spaces for use by the prayer rooms and the flat of which 1 will be of a disability standard. A further bay is available within the garage, giving a total of 12.

- 4.4.7 Only bays 1 to 5 will be used before 8am or after 10pm in order to reduce any possible noise impact (see Environmental Noise Assessment by AB Acoustics) on the adjacent property at 53 Beardwood Brow.

5. Conclusions

5.1 The Considerations

5.1.1 I am an independent consultant specialising in providing Transport Planning advice to the property development sector. Prior to practicing under the name of AZH Consulting I headed the Manchester office of Colin Buchanan & Partners and before that I headed the Development Planning team at WSP's Salford office.

5.1.2 I have been undertaking transport studies for development proposals and assisting planning applications for largely private sector clients for over twenty years. I have extensive experience in preparing transport and infrastructure strategies for major employment, retail, residential and mixed-use developments. I have acted in the capacity of an expert witness at planning inquiries and local plan inquiries.

5.1.3 I have prepared this report in support of proposals at 55 Beardwood Brow, Blackburn to convert part of the ground floor of a larger detached house into a prayer facility for local residents. The remaining upper floor and part of the ground floor would be retained for residential use. I have applied my experience and provided my professional opinion after undertaking a survey of the site and the surrounding areas for the purposes of preparing this report.

5.1.4 Within this report I have given consideration to the likely impact, if any, from the proposals on the surrounding highways. In doing so I have compared the proposals with a scenario in which the proposals are not implemented and the site is occupied again within a land use allowed under the existing planning approvals.

5.2 Development Impact

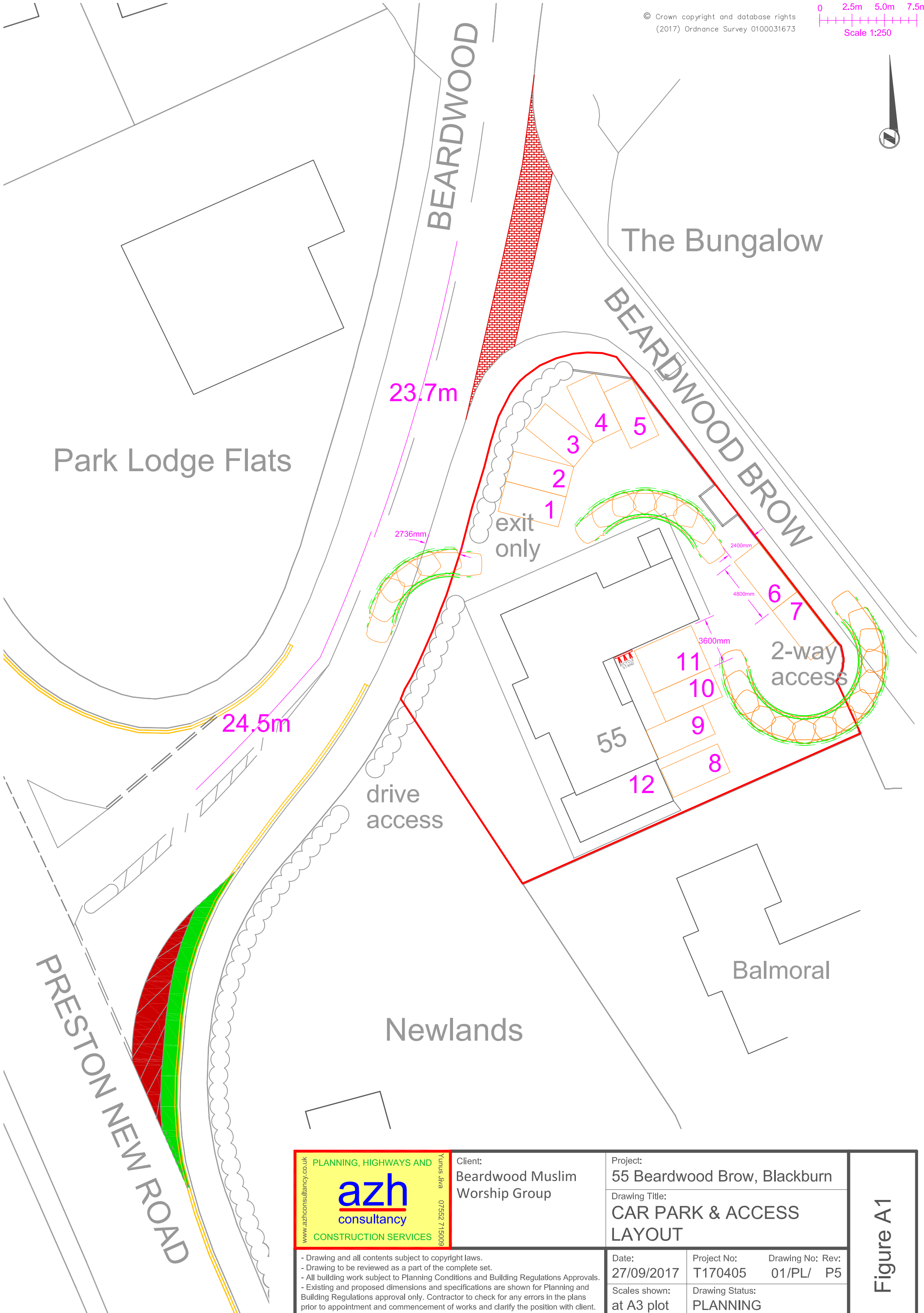
5.2.1 The proposals are to provide a small prayer facility for the Muslim population around the Beardwood area of Blackburn, that will allow local residents to pray within a congregational environment as recommended by their religion. The alternative, if this development is not approved would be to visit the nearest main mosques at St Silas's Road, Eldon Road or Bicknell Street.

5.2.2 The proposals have been compared to a similar existing development at Whinney Lane which is 50% larger than the one proposed here. This comparison would suggest the proposals will typically generate 8-9 trips per prayer session. Of the 8-9 people expected to use the prayer facility at any one time, one possibly two people may arrive by car. Parking demand is therefore expect to be for no more than 2 vehicles. However, parking standards would reflect a parking provision for 8 vehicles plus another two for the retained residential element. A total provision for 12 cars including the garage is made within the site. The proposals will ensure no cars will be displaced onto the highway and that parking standards set out in the 'Supplementary Planning Document-Community & Other Uses Within Residential Areas' are met.

5.2.3 A travel survey at Whinney Lane established this development will have travel characteristics typical of local community facilities and is therefore expected to have a catchment area of around 800m, Those outside this area are more likely to use the main mosques at St Silas's Road, Eldon Road or Bicknell Street as they would be closer, more convenient or otherwise more attractive due to their principal status.

- 5.2.4 The surveys and the analysis presented within this report reflect the role of this prayer room compared to the main mosques as that comparable to the relationship between major supermarkets and local shops. The main mosque is the destination of choice for everybody, especially for the main weekly prayers. However, the local prayer room provides a local facility which is practical and convenient for visiting daily on a more regular basis.
- 5.2.5 The provision of smaller satellite locations supports the community by providing greater opportunities to visit especially for those without private transport, but also reduces overall trip journey lengths in particular by unsustainable motorised private vehicles. It is therefore suggested that the proposals will reduce the number of trips and length of private vehicle trips made by its congregation by providing a local facility within walking distance.
- 5.2.6 As well as reducing the impact on the environment, the proposals will reduce the economic cost on the local community of travel and provide a facility to those without cars which would otherwise not be available to them. The proposals therefore promote the 'three dimensions' of economic, social and environmental provision set out in the National Planning Policy Framework. Also in line with the core principles of the Framework, the nature of the proposed facility will support the provision of local cultural facilities which will meet the needs of the local community delivering local services and a sustainable community.
- 5.2.7 The location of the site is ideal in that it is located central to the population it will serve and it is on the junction of principal routes, thereby minimising the impact on residential roads and residential properties.
- 5.2.8 This report has analysed the travel characteristics of those who will visit this facility and considered these travel demands in the context of local and national planning policies. I believe this development meets the requirements of these policies in terms of community and social need as far as transport is concerned; in that it reduces the need to travel and there is no material detriment to any member of the public in terms of amenity or safety. My considerations therefore lead me to believe that this development is acceptable in terms of the development plan and there are no material transport reasons not to allow implementation of this development.

APPENDIX A



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Worship Group

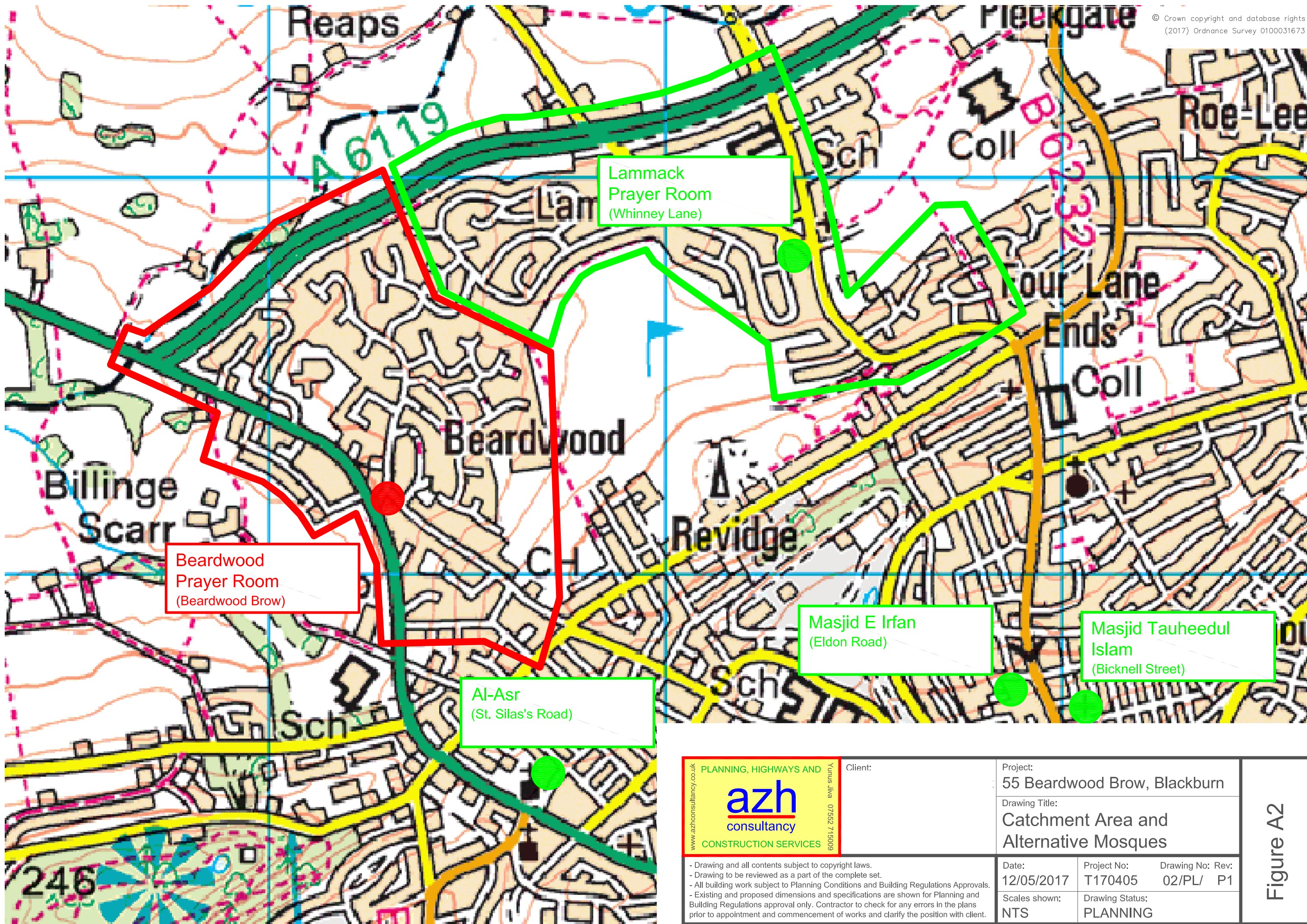
Project:
55 Beardwood Brow, Blackburn
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**CAR PARK & ACCESS
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at A3 plot

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Drawing No: Rev:
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Drawing Status:
PLANNING

Figure A1



Beardwood
Prayer Room
(Beardwood Brow)

Lammack
Prayer Room
(Whinney Lane)

Al-Asr
(St. Silas's Road)

Masjid E Irfan
(Eldon Road)

Masjid Tauheedul
Islam
(Bicknell Street)

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Client:

Project:
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Drawing Title:
Catchment Area and
Alternative Mosques

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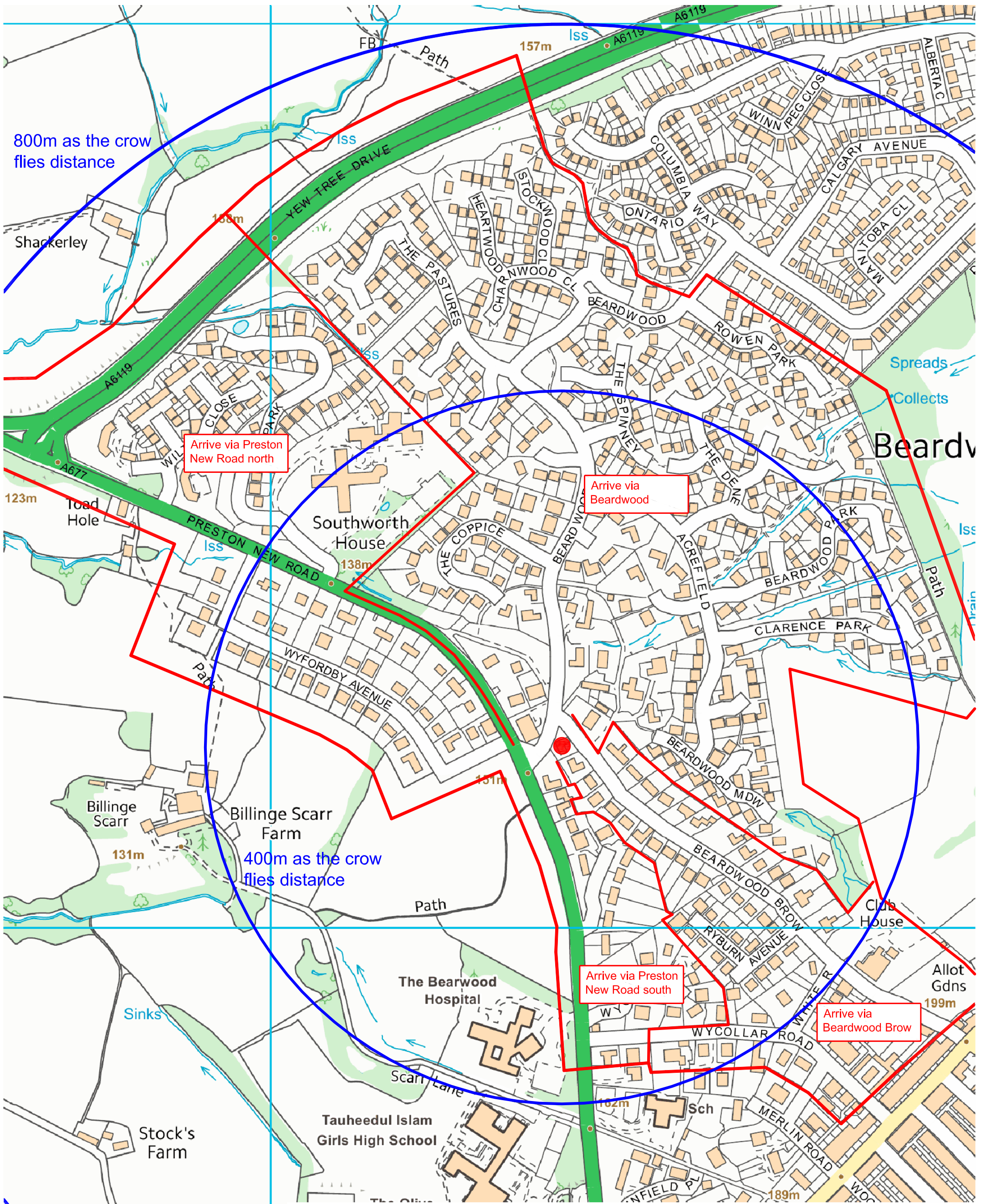
Project No:
T170405

Drawing No: Rev:
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Figure A2



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Project:
 55 Beardwood Brow, Blackburn

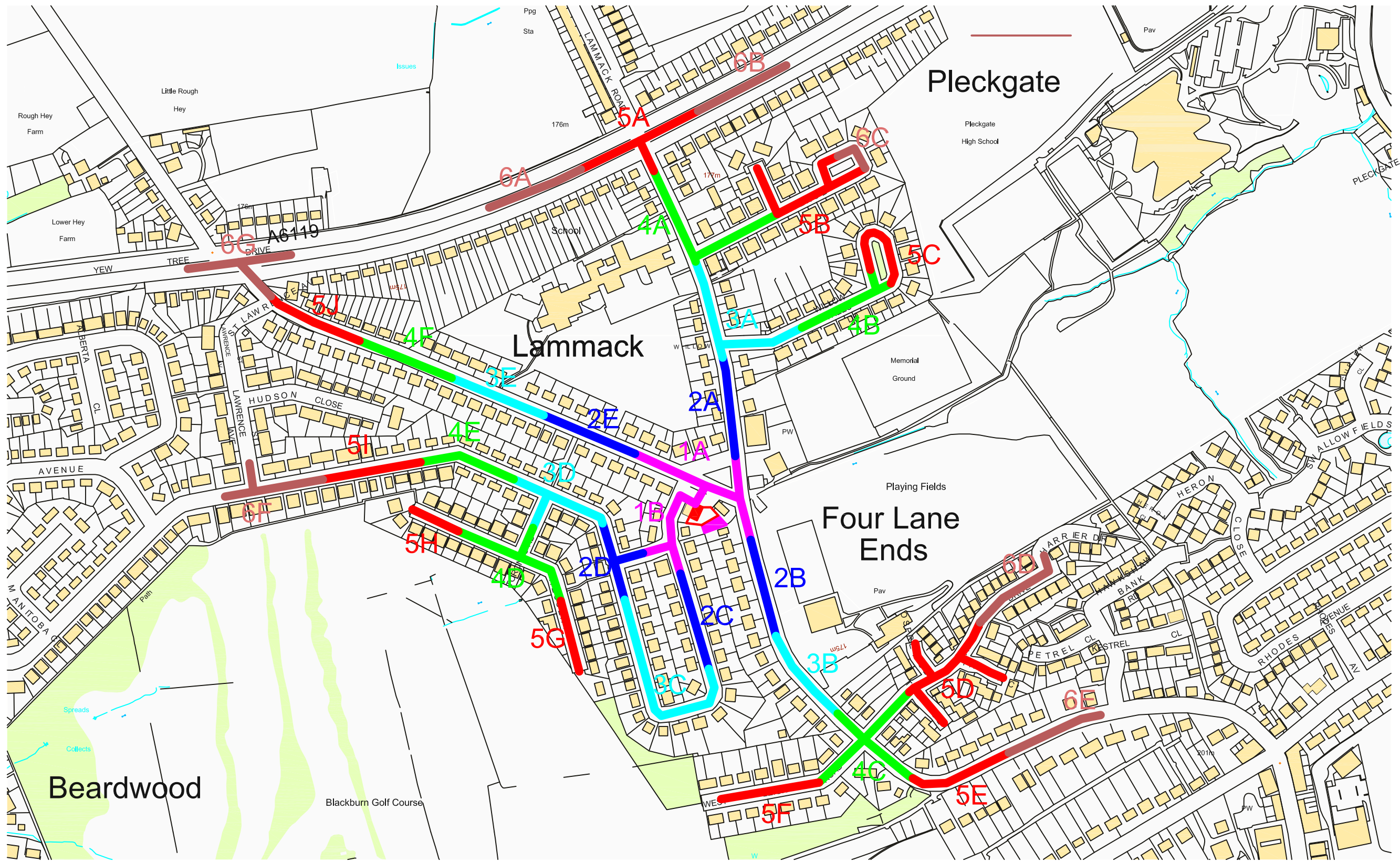
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Figure A3

APPENDIX B



Notes:

- 0-100M catchment
- 100-200M catchment
- 200-300M catchment
- 300-400M catchment
- 400-500M catchment
- 500-600M catchment

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Client:
Lammack Community Foundation

Project:
7 Whinney Lane, Blackburn

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Plan Showing Walking Catchment Areas

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Rev: C
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PLANNING

Figure B1

Table 1 - Summary of Congregational Survey

No.	Initials	Walking Catchment Area	7 DAY TOTALS										Totals		Average Per Prayer	
			Fajr		Zhur		Asr		Magrib		Isha		Walk	Car	Walk	Car
			Walk	Car	Walk	Car	Walk	Car	Walk	Car	Walk	Car	Walk	Car	Walk	Car
44	IR	1A							1							
52	ZM	1A							1							
45	IP	1B			1		1		4		2					
24	ZB	1B			5		6		6		2					
29	HB	1B	1				1				1		32	0	0.9	0.0
31	R	2A			1				2		1					
8	R	2A	1													
13	DL	2B	7		1	1	6		5		4					
36	F	2B									1					
37	S	2B									1					
53	HK	2B							1	1	1	1				
10	SM	2B	2													
25	IM	2B	3		1											
7	MU	2C	1								1					
47	MP	2C							1		1					
33	UI	2D							1							
60	MHI	2D	1				1									
9	SB	2D	1								1					
30	SB	2D	3						2		3					
12	IR	2E	4						1				60	3	1.7	0.1
11	ZP	3A	3	1					1		1					
34	MP	3A	4		1		2		4		4					
35	SI	3B									1					
59	SI	3B									1					
42	IM	3C									1					
18	HS	3C	1		1				1							
61	ML	3C					1		1		3					
14	SP	3D	6		4		7		6		4					
39	J	3D									1					
46	JP	3D									2					
20	AP	3D			1				1		1	1				
26	MA	3E	1		1				1		2					
27	EB	3E			1		1						71	2	2.0	0.1
5	AA	4B	2	1												
50	AM	4C					2		3	1	1					
4	AP	4C	2	1							2					
15	I	4C	6													
16	AI	4C	1		1		3		3							
28	IR	4C									1					
55	KJ	4F	1	1									28	4	0.8	0.1
6	A	5C	1													
22	JD	5E		2	3		2	1	1	1	3	2				
51	TU	5E							1							
1	NU	5F		1												
2	AP	5F		1												
3	MU	5F		1									11	9	0.3	0.3
17	PM	6E	3		1		3						7	0	0.2	0.0
19	AD	X	1			1										
32	A	X	2					1		2		2				
38	UI	X							3	1	3					
23	YP	X				1	1		1		1					
49	MZ	X		4		1		1		2	2					
40	EB	X		2						3		2				
43	E	X				1										
21	KY	X			3		4		4		5					
57	NY	X							1							
54	MP	X							1							
58	M	X							1							
56	YP															
41	A															
48	Not Used												33	24	0.9	0.7
Total congregation			58	15	26	5	41	3	59	11	58	8	242	42		
Average daily			8.3	2.1	3.7	0.7	5.9	0.4	8.4	1.6	8.3	1.1			6.9	1.2

APPENDIX C
