

Transport Statement

December 2022

The logo consists of a dark blue square with the letters 'EAS' in white, bold, sans-serif font centered within it.

EAS

Grange Paddock

Elmdon, Uttlesford CB11 4GR

BRD Tech Ltd

Document History

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The content of this report is based on information available as of 15/12/02022 the validity of the statements made may therefore vary over time as planning guidance / policies and the evidence base change.

Contents

1	Introduction	1	4	The Proposed Development	11
2	Policy Context	2		The Development Proposals	11
	Introduction	2		Site Access	11
	National Planning Policy Framework (NPPF) (2021)	2		Parking	12
	Uttlesford Local Plan 2005	4		Servicing	13
	Draft New Uttlesford Local Plan (Regulation 19 Publication)	5	5	Development Impact	14
	The Essex Local Transport Plan 2011	5		Trip Generation	14
	Essex County Council Parking Standards Design and Good Practice (2009)	6	6	Summary and Conclusions	15
	Development Management Policies (2011)	7		Summary	15
				Conclusion	15
3	Existing Site Assessment	8	7	Appendices	17
	Site Location and Local Facilities	8		Appendix: A - Location Plan	
	Bus	8		Appendix: B - Masterplan	
	The Local Road Network	9		Appendix: C - ATC Survey Data	
	Local Walking Environment	9		Appendix: D – Prow Map	
	The Local Cycling Environment	10		Appendix: E -Highway Improvements and Visibility Splay	
				Appendix: F - Parking Space Swept Path Analysis	
				Appendix: G - Servicing Swept Path Analysis	
				Appendix: H - TRICS Data	

1 Introduction

- 1.1 This Transport Statement has been prepared by EAS in support of an application by BRD Tech Ltd for the development of 18 houses on currently undeveloped agricultural land at Grange Paddock, Ickleton Road, Elmdon CB11 4GR. A location plan is included in Appendix A.
- 1.2 The 18 houses will be formed of 3 x two-bedroom, 6 x three-bedroom units, 5 x four-bedroom units, and 4 x five-bedroom units, of which 1 would be a bungalow (1 x 2 bedroom), 8 would be semidetached (6 x three bedroom and 2 x two bedroom) and 7 would be detached (4 x five bedroom). All 18 units would have associated parking. The site will be served by a new highway access point from Ickleton Road, a short distance west of its junction with Hollow Road. A masterplan for the proposed site is included at Appendix B.
- 1.3 The scope of this Transport Statement is in line with Best Practice Guidance and this document includes:
- Section 2 describes relevant transport policy;
 - Section 3 describes the local area including the existing facilities and transport network;
 - Section 4 describes the proposals including access, parking and servicing;
 - Section 5 describes the site sustainability and impact upon the local network; and
 - Section 6 provides a summary and conclusions.

2 Policy Context

Introduction

- 2.1 This section sets out the policy context. Development and growth are encouraged at national, regional and local level. How this is made sustainable in the longer term is by encouraging walking, cycling and public transport use.

National Planning Policy Framework (NPPF) (2021)

- 2.1 The revised National Planning Policy Framework ('NPPF') was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied.
- 2.2 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- 2.3 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

- 2.4 In respect of that, Paragraph 10 of the NPPF states:

"So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (original emphasis)."

- 2.5 Section 9 of the NPPF on Promoting Sustainable Transport state in paragraphs 104 and 105:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

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."

2.6 Paragraph 107, in relation to parking standards, states that the following should be taken into account:

- a) *"the accessibility of the development;*
- b) *the type, mix and use of development;*
- c) *the availability of and opportunities for public transport;*
- d) *local car ownership levels; and*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

2.7 Paragraph 108 adds that:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.8 Paragraphs 110 and 111 state that in assessing applications for development it should be ensured that:

"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, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- 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; 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.*

111. *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."*

2.9 Furthermore, paragraphs 112 and 113 continue:

"112. Within this context, applications for development should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

113. *All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed."*

Uttlesford Local Plan 2005

2.10 Uttlesford District Council made an application in July 2007 to save policies of the Uttlesford Local Plan (2005). All the policies except two, which relate to completed development sites in Takeley, have been saved.

2.11 Paragraph 3.7 states:

"The impact of development on the road network will be assessed and Traffic Impact Assessments may be required as part of applications for planning permissions. Improvements to the transport infrastructure will be sought where appropriate. The environmental impact of traffic arising from a development will similarly be assessed and Environmental Assessments may also be required. The cumulative impact of developments will also be taken into account."

2.12 Saved Policy GEN1 on Access states

Development will only be permitted if it meets all of the following criteria:

- a) *Access to the main road network must be capable of carrying the traffic generated by the development safely.*
- b) *The traffic generated by the development must be capable of being accommodated on the surrounding transport network.*
- c) *The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired.*
- d) *It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to have access.*
- e) *The development encourages movement by means other than driving a car."*

2.13 Saved Policy GEN6 on Infrastructure Provision to Support Development states that development will not be supported unless it makes provision at the appropriate time for community facilities, school capacity, public services, transport provision, drainage and other infrastructure that are made necessary by the proposed development. In localities where the cumulative impact of developments necessitates such provision, developers may be required to contribute to the costs of such provision by the relevant statutory authority.

2.14 Saved Policy GEN8 on Vehicle Parking Standards states:

Development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location, as set out in Supplementary Planning Guidance "Vehicle Parking Standards", a summary extract of which is reproduced in Appendix 1 to this Plan.

2.15 The parking guidance referred to was replaced in 2009 by Parking Standards Design and Good Practice, published by Essex County Council.

Draft New Uttlesford Local Plan (Regulation 19 Publication)

2.16 A draft new (Regulation 19) Uttlesford Local Plan was submitted to the Secretary of State in 2018 and its examination in public began in July 2019. However, after being found to be unsound by the planning inspector, along with significant local political pressure being made on various elements within this plan, it was withdrawn in April 2020.

2.17 A new local plan with an adoption target of 2023 was therefore recommended by the Uttlesford District Council Members.

The Essex Local Transport Plan 2011

2.18 The Essex Local Transport Plan was adopted in June 2011 and covers the transport vision of the County to identify priorities for transport investments and supporting other council schemes that would emerge over the life of the plan.

- 2.19 Policy 2 states that transport and land use planning will be used to locate new developments in areas that are accessible to key services by sustainable forms of transport, that sustainable transport is provided for, that there is effective travel planning and that new developments provide appropriate transport infrastructure in line with the County Council's Development Management Policies (see below).
- 2.20 Policy 8 states that the Council will promote the use of more sustainable forms of travel, support the use of low carbon technologies and ensure that the transport network operates efficiently to minimise CO₂ emissions from vehicles.
- 2.21 Policy 9 states that the Council will support and promote sustainable travel, require travel planning for proposed developments and promote access by sustainable means to railway stations and airports.
- 2.22 Policy 10 states that the Council will prioritise measures to reduce deaths and serious injuries on the roads, improve the safety of pedestrians, cyclists and other vulnerable groups and ensure that safety audits are carried out for proposed highway schemes or alterations to the highway.
- 2.23 Policies 14 and 15 aim to promote cycling and walking and integrating rights of way and walking and cycling networks to improve access to local services on foot and by cycle.
- 2.24 Appendix D, on page 185, sets out priorities for Local Centres in West Essex, including Uttlesford, as:
- *"Providing for and promoting access by sustainable modes of transport to development areas;*
 - *Improving passenger transport connections to and between the local centres, key services and Harlow;*
 - *Improving the attractiveness and usability of streets and public spaces;*
 - *Improving cycling and walking routes and promoting their greater use;*
 - *Improving connections to London, working with Transport for London to make best use of and manage access to Underground links; and*
 - *Improving links with surrounding rural areas."*

Essex County Council Parking Standards Design and Good Practice (2009)

- 2.25 Parking standards for C3 residential use comprise:
- *1 parking space per 1-bedroom dwelling*
 - *2 parking spaces for 2-bedroom dwellings or larger*
 - *0.25 unallocated visitor spaces per dwelling (rounded up to the nearest whole number)*
 - *1 secure covered cycle parking space per dwelling if no garage or secure area is provided within the curtilage of a dwelling*
 - *1 secure covered cycle parking space per 8 dwellings for visitors*

Development Management Policies (2011)

- 2.26 This Supplementary Planning Document was produced by Essex County Council and has is adopted by Uttlesford District Council.
- 2.27 Policy DM1 states that the Highway Authority will protect the highway network for the safe and efficient movement of people and goods by all modes of travel by ensuring that:
- i. *all proposals are assessed and determined in relation to the Development Management Route Hierarchy Policies (Policies DM2 – DM5);*
 - ii. *where vehicular access is accepted in principle; the number of access points will be kept to a minimum on roads designated within the Development Management Route Hierarchy;*
 - iii. *where access is accepted in principle, new access points will be designed and constructed in accordance with the current standards;*
 - iv. *where existing access is to be used, substandard accesses will be improved and/or upgraded in accordance with the current standards for the category of road;*
 - v. *all proposals are assessed and determined against current standards for the category of road having regard to the capacity, safety and geometry of the highway network;*
 - vi. *all proposals have safe and convenient access for sustainable transport modes commensurate to its location;*
 - vii. *proposals will not create a significant potential risk or be detrimental to the safety of the highway network."*
- 2.28 Policies DM2 to DM7 identify requirements for the location and design of accesses, as well as the design of internal access roads.
- 2.29 Policy DM8 regards parking standards, as noted above.
- 2.30 Policy DM9 requires developers to minimise the number of trips by private vehicles through provision of alternative transport modes and/or associated infrastructure.
- 2.31 Policy DM10 provides requirements for provision of Travel Plans.
- 2.32 Policy DM13 identifies requirements for Transport Statement and Transport Assessments.
- 2.33 Policy DM15 requires the developer to demonstrate a proposal will not have a detrimental impact on highway congestion.
- 2.34 Policies DM17 and DM18 deal with the securing of mitigation measures and of maintenance contributions for new infrastructure.
- 2.35 Policy DM20 requires the developer to agree with the Highway Authority the access arrangements for construction vehicles and the submission of a Construction Traffic Management Plan. Policy DM22 deals with damage to the highway resulting from development.

3 Existing Site Assessment

Site Location and Local Facilities

- 3.1 The existing site currently comprises undeveloped land situated between Ickleton Road to the south, Farm Drive to the west, and undeveloped land to the north and east. A location plan is contained at Appendix A. The existing site is currently used as a horse pasture.
- 3.2 There is an existing site access off Farm Drive, which is a private road. Farm Road is circa 4.5m in width and is an unmade road connecting few residential and farm properties to Ickleton Drive.
- 3.3 Elmdon village provides a few limited facilities, including bus stops, a church, a pub, a childminder, and a village. Further facilities are available at Ickleton and Great Chesterford, circa 5km and 6.5km from the site respectively, including a railway station, convenience store, doctors surgery, bakery and recreational ground.

Bus

- 3.4 The nearest bus stop to the site is located circa 450metres west of the site along Ickleton Road, giving access to the 444 bus service. To the east in Chrishall, the Pinkeneys bus stop can be accessed, providing access to both the 31 and 444 bus routes. To the northeast the Coploe Road bus stop can be accessed, providing access to broader interregional services including the 7, 101 and 132 routes.
- 3.5 Bus route 444 runs Monday to Friday (school days) between 07:30–16:25 with one bus in the morning and one in the afternoon. The service provides access to Barley, Heydon, Chrishall, Littlebury, Newport and Saffron Walden.
- 3.6 Bus route 31 runs Monday to Saturday between 10:15–18:15 with one bus in the morning and one in the afternoon. The service provides access to Addenrooke's Hospital Bus Station, Cambridge, Great Shelford, Newton, Chrishall, Great Chishill and Barley.
- 3.7 Route 7 is a bus service, operated by Stagecoach East which provides buses from 06:15am in the morning until 23:30pm in the evening Monday to Friday and provides access to Saffron Walden, Little Chesterford, Ickleton, Duxford, Pampisford, Sawston, Trumpington, and Cambridge.
- 3.8 Route 101 bus is operated by C G Myall & Son and not available for public use, this service runs on Tuesdays and serves Whittlesford, Duxford, Ickleton, Great Chesterford Train Station, Littlebury and Saffron Walden. The bus runs from 09:30–10:30 from Whittlesford to Saffron Walden and from Saffron Walden to Whittlesford at 11:44am–12:24pm on its return leg.
- 3.9 Route 132 is operated by CG Myall & Son and is a service that runs on a Sunday, this route serves Cambridge to Saffron Walden which begins at 10:05am and ends at 19:07pm, the service starting from Saffron Walden to Cambridge begins at 09:00am and ends at 18:00pm.

Rail

- 3.10 The nearest train station is situated at Great Chesterford circa 6.9km north-east of the site. The station is operated by Greater Anglia. The station is on the West Anglia Main Line, is preceded by Audley end and followed by Whittlesford Parkway.
- 3.11 The typical off-peak service is:
- 1 train per hour (tph) to London Liverpool Street
 - 1 tph to Cambridge North
- 3.12 During the peak hours, the service is increased to 2 tph in each direction. The station is also served by a small number of peak hour services to and from Ely.

The Local Road Network

- 3.13 Ickleton Road forming the southern boundary of the site is restricted to 30mph, providing direct vehicular access to a number of residential developments. The road has two marked lanes and is circa 6m in width for its entire duration.
- 3.14 Ickleton Road is circa 650m in length and is bound to the west by a T-junction with the High Street/Heydon Lane, and bound the east where the road merges with Quickset Road.
- 3.15 Heydon Lane is an un-kerbed country road with a carriageway width of circa 4.5 metres and is restricted to a speed limit of 30mph. There are bends present within proximity to the site as well as narrow verges with vegetation present on either side of the carriageway which enclose the carriageway. Sporadic residential frontages are also present off Hayden Lane.
- 3.16 Public Highways in Elmdon Village are subject to 30mph while the roads leaving the village change back to the national speed limit set by DfT (60 mph).
- 3.17 Two ATC speed surveys were commissioned, one on either side of the proposed access to the south-east of the site to establish the vehicle speeds travelling towards the site. The exact location of the ATCs is contained at Appendix C. The ATCs were undertaken between 22nd February to the 28th February 2021 and provided the following information:
- The 85th percentile speed of vehicles travelling eastbound was 33.3mph
 - The 85th percentile speed of vehicles travelling westbound was 40.1mph

Local Walking Environment

- 3.18 There is a footway provided along the entire southern perimeter of Ickleton Road.
- 3.19 A footway is also provided for circa 275m along the western perimeter of the High Street.
- 3.20 There are no footways along Hayden Lane or Quickset Road within the vicinity of the site.

- 3.21 There is a public right of way (PROW) footpath no.12 (Elmdon 7), which is located circa 130metres west of the site, and can be accessed via Ickleton Road. This footpath provides access to the east towards Littlebury Green.
- 3.22 The public footpaths offer off-road access to the surrounding areas and villages which existing residents and the local community can utilise to travel between destinations within a safer environment.
- 3.23 A map displaying the PROWs in the vicinity of the site is contained at Appendix D.



The Local Cycling Environment

- 3.24 There are no designated cycle routes present near the site which is typical within rural locations. However, further study of the ATC data shows relative low volume of traffic present along Ickleton Road. This means that the local roads do not carry an excessive number of vehicles, turs should be cyclist friendly and commonly used by local cyclists. Accident Data
- 3.25 A review of the CrashMap website was undertaken for the latest five-year period ending in 2021 and highlighted that there had been no reported incidents in close proximity of the site.

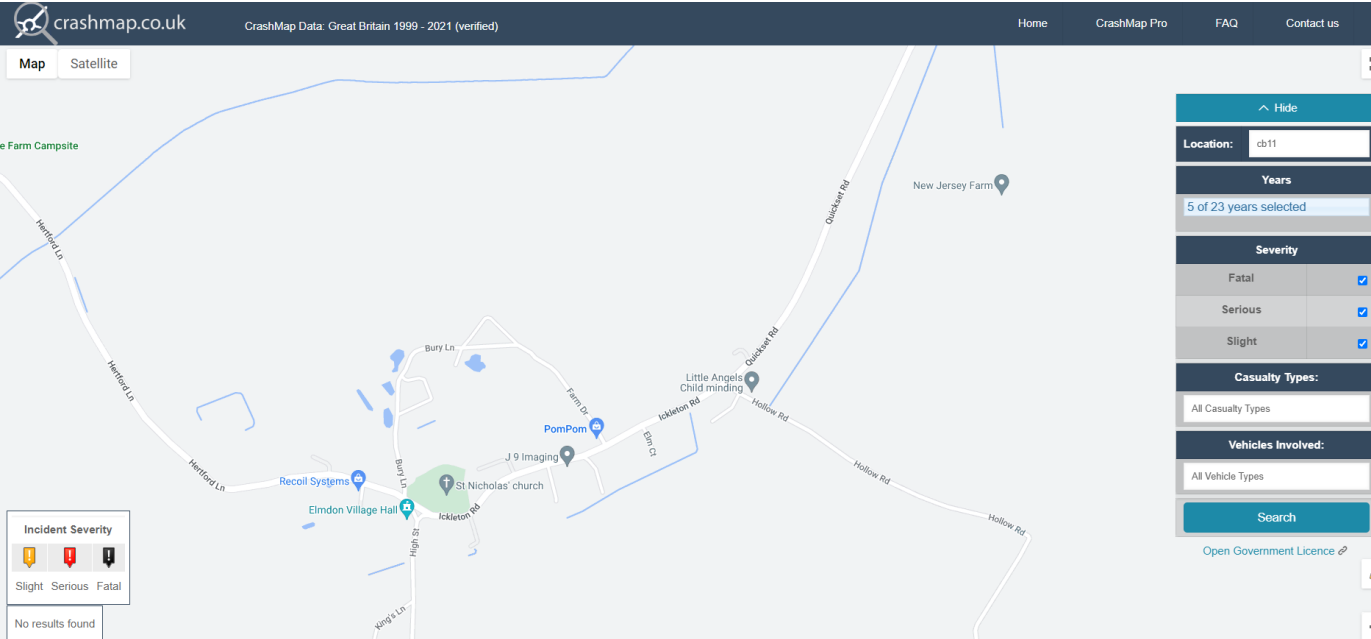


Figure 1 – CrashMap (source: )

4 The Proposed Development

The Development Proposals

- 4.1 A Masterplan Layout for the development is included in Appendix B. The proposals are for the development of 18 houses on currently undeveloped agricultural land at Grange Paddock, Ickleton Road, Elmdon CB11 4GR.

Site Access

- 4.2 The proposed development will provide vehicular access directly from Ickleton Road, adjacent to Hollow Road junction. The access point will be 6m wide with a 6m radii, and no height restriction. The access will utilise existing, access point leading to a private driveway to Alfreds Shott, a private residential dwelling. That access will be adapted to serve the development, as well as the existing dwelling.
- 4.3 85th percentile speeds have been evidenced through the ATC, recording a speed of 33.3mph for vehicles travelling eastbound, and 40.1mph for vehicles travelling westbound. Therefore, the following visibility splays are required based on the deceleration and reaction times of on-coming vehicles.
- 4.4 It has to be noted that the recorded speeds are above what they should be, which might be causing some potential issues with already used private access and the nearby junction. While there are no injury accidents, the client has informed us that there were multiple occasions where "close calls" took place on the junctions with their drive and with Hollow Road. Unfortunately, there are no official close call records and no statistics operate for those.
- 4.5 As the site access is located within area operating a 30-mph speed limit within area that is of strong urban character, with the houses surrounding the main road, a Manual for Streets Stopping Sight distances should be considered applicable. Therefore, the required visibility splays for the access should be 2.4 by 43 metres, as per MfS methodology for roads located in urban environments. While the recorded 85th percentile of traffic speed suggest that there is a general relaxation of speed limit in the area, it is strongly believed that this issue is working to the detriment of the local highway's safety and a stronger enforcement or secondary reminder of the lawful speed limit should address the speeding issue in the area.
- 4.6 The proposed access arrangement and visibility splays are contained in Appendix E. In addition to the improvements to the access and limitation to the vegetation within new visibility splay it is proposed to move existing "gateway feature" on Ickleton Road closer to the site along with a vehicle activated light up speed warning signs.
- 4.7 The proposed new gateway location would be placed on Ickleton Road approximately 75m east of the junction with Hollow Road. The new gateways would be brighter and located closer to the carriageway. It is also proposed to couple them with road narrowing without physical

buildouts allowing two-way traffic flow, which effectively will be limited to a use of paint and anti-skid surfacing to create a visual effect of road narrowing.



Figure 1: Examples of Gateway Features installed in Worcestershire (source: jacsuk.com)

- 4.8 The vehicle activated light up speed warning signs will be placed within 30 metre of the said junction in either direction. The proposed mitigation will be aimed at bringing the vehicle speeds down to within the prescribed limit with interactive message.
- 4.9 Appendix E also includes drawing showing the proposed location of the moved gateway feature and new vehicle activated signs. This is proposed as part of the off-site improvements aimed at increasing highway safety at the entrance to the village. The final location or the look of the proposed signage is to be confirmed with Local Highway Authority.

Parking

4.10 As mentioned above in Section 2 of this report, the Essex County Council Parking Standards Design and Good Practice (2009) sets out the parking standards for each land use. The table below shows the standards for C3: Dwellinghouses.

Use	Vehicle	Cycle	Powered two-wheeler	Disabled
	Minimum	Minimum	Minimum	Minimum
1 Bedroom	1 space per dwelling*	1 secure covered space per dwelling. None if garage or secure area is provided within curtilage of dwelling	N/A	N/A if parking is in curtilage of dwelling, otherwise as Visitor/unallocated
2+ Bedroom	2 spaces per dwelling*			

* Excluding garage if less than 7m x 3m internal dimension

Table 4.1: Parking standards for C3: Dwellinghouses developments (Essex CC, 2009)

4.11 The proposed development would therefore be required to provide a minimum of 36 car parking spaces, and 36 cycle parking space. Swept path analysis has been carried out to demonstrate that the proposed arrangement is suitable and is contained in Appendix F.

Servicing

4.12 Deliveries and refuse collection will be undertaken within the site boundary. A suitable turning head has been provided to allow the vehicles to turn and enter and exit in a forward gear. The swept path analysis for delivery vehicles and refuse collection vehicles is contained in Appendix G.

5 Development Impact

Trip Generation

- 5.1 A review of vehicular trips generated by privately owned houses was undertaken using the TRICS v7.7.3 database, based upon sites located within England, excluding Greater London, within Suburban or Edge of Town locations. Only multi-modal sites with 6 to 30 dwellings, undertaken within last 8 years and during weekdays were chosen for reference.
- 5.2 The database provided results for 12 sites, two of which were removed as the surveys were undertaken whilst COVID restrictions were in place.
- 5.3 A summary of the TRICS vehicle trip rate generation and likely vehicle trips generated is shown below in table 5.1, and the TRICS datasheets are included in Appendix H.

	AM Peak (08:0 – 09:00)		PM Peak (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.235	0.373	0.289	0.196
Likely Trips (18 dwellings) *	4	7	5	4

Table 5.1 TRICS Vehicle Trip Rates Privately Owned Houses *allow for rounding

- 5.4 Based on the TRICS data, shown in Tables 5.1, it is likely that the proposed 18 residential units use would generate 11 (4 in / 7 out) vehicle trips in the AM peak hour, and 9 (5 in / 4 out) vehicle trips in the PM peak hour. This amount of proposed vehicle trips generated would equate to a vehicle trip approximately every 5-7mins, and therefore would have an imperceptible impact on the local road network.

6 Summary and Conclusions

Summary

- 6.1 This Transport Statement has been prepared by EAS in support of an application by BRD Tech Ltd for the development of 18 houses on currently undeveloped agricultural land at Grange Paddock, Ickleton Road, Elmdon CB11 4GR.
- 6.2 The 18 houses will be formed of 3 x two-bedroom, 6 x three-bedroom units, 5 x four-bedroom units, and 4 x five-bedroom units, of which 1 would be a bungalow (1 x 2 bedroom), 8 would be semidetached (6 x three bedroom and 2 x two bedroom) and 7 would be detached (4 x five bedroom). All 18 units would have associated parking.
- 6.3 A review of the CrashMap website was undertaken for the latest five-year period ending in 2021 and highlighted that there have been no accidents within a close proximity to the proposed site.
- 6.4 Two ATC speed surveys were commissioned, one on either side of the access to establish the vehicle speeds travelling towards the site. The 85th percentile speed of vehicles travelling southbound was 33.3mph, and the 85th percentile speed of vehicles travelling westbound was 40.1mph.
- 6.5 A visibility splay of 2.4metres x 43metres can be achieved to both sides. The development proposal includes a set of off-site measures in form of moving and improving the village gateway and introducing vehicle activated signage to bring the speeds of vehicles entering the village within the prescribed limit of 30mph.
- 6.6 There are no designated cycle routes present near the site which is typical within rural locations. The ATC data demonstrated that Ickleton Road has a relatively low number of vehicle trips which would mean that nearby residents could easily use local road network.
- 6.7 The scheme proposes 41 car parking spaces which is in excess of the minimum requirements. The proposed development is required to provide a minimum of 36 car parking spaces, and 36 cycle parking space.
- 6.8 Deliveries and refuse collection will be undertaken within the site boundary. A suitable turning head has been provided to allow the vehicles to turn and enter and exit in a forward gear.
- 6.9 Based on the TRICS data it is estimated that the proposed 18 residential units would generate 11 (4 in / 7 out) vehicle trips in the AM peak hour, and 9 (5 in / 4 out) vehicle trips in the PM peak hour. This amount of proposed vehicle trips generated would equate to a vehicle trip approximately every 5-7mins, and therefore would have an imperceptible impact on the local road network.

Conclusion

- 6.10 The proposed development is compliant with national and local policies and will have negligible effect on the local highway network.
- 6.11 There are therefore no highways or transportation reason why the proposed development should not be granted planning consent.

7 Appendices

- Appendix: A - Location Plan
- Appendix: B - Masterplan
- Appendix: C - ATC Survey Data
- Appendix: D - PRow Map
- Appendix: E - Highway Improvements and Visibility Splay
- Appendix: F - Parking Space Swept Path Analysis
- Appendix: G - Servicing Swept Path Analysis
- Appendix: H - TRICS Data



Appendix: A - Location Plan



SITE LOCATION PLAN



Appendix: B - Masterplan



Appendix: C - ATC Survey Data





K&M TRAFFIC SURVEYS

SITE: ICKLETON WEST

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.037971, 0.137589

DIRECTION: EASTBOUND

SPEED LIMIT: 30

08 July 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	25.8	-
0600	8	0	0	2	2	3	1	0	0	0	0	0	0	0	0	0	30.6	-
0700	25	1	2	1	8	10	3	0	0	0	0	0	0	0	0	0	30	37.3
0800	34	0	2	8	10	9	5	0	0	0	0	0	0	0	0	0	28.9	37.1
0900	23	1	1	5	11	4	1	0	0	0	0	0	0	0	0	0	27.2	34
1000	23	0	1	8	8	5	1	0	0	0	0	0	0	0	0	0	27	33.6
1100	34	0	7	4	15	7	1	0	0	0	0	0	0	0	0	0	26.4	33.1
1200	16	0	1	4	7	3	1	0	0	0	0	0	0	0	0	0	27.7	33.2
1300	24	1	3	8	7	3	2	0	0	0	0	0	0	0	0	0	25.4	33.6
1400	20	0	1	1	9	9	0	0	0	0	0	0	0	0	0	0	29.9	35.3
1500	22	0	0	11	5	4	2	0	0	0	0	0	0	0	0	0	27.5	34
1600	27	0	1	5	13	4	3	1	0	0	0	0	0	0	0	0	29.6	37.6
1700	19	0	0	6	8	5	0	0	0	0	0	0	0	0	0	0	27.5	33.1
1800	21	0	3	6	8	4	0	0	0	0	0	0	0	0	0	0	25.9	32.7
1900	6	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	26.4	-
2000	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	26.7	-
2100	4	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	30.4	-
2200	5	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	28.4	-
2300	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.9	-
07-19	288	3	22	67	109	67	19	1	0	0	0	0	0	0	0	0	27.8	34
06-22	308	3	24	70	115	75	20	1	0	0	0	0	0	0	0	0	27.8	34
06-00	315	3	24	72	119	75	21	1	0	0	0	0	0	0	0	0	27.8	34
00-00	322	3	25	74	122	76	21	1	0	0	0	0	0	0	0	0	27.8	33.9

09 July 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	28.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	4	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	28.6	-
0600	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
0700	11	0	0	2	5	3	1	0	0	0	0	0	0	0	0	0	30.2	37.2
0800	15	0	5	3	5	2	0	0	0	0	0	0	0	0	0	0	23.3	30.7
0900	21	0	4	2	8	7	0	0	0	0	0	0	0	0	0	0	26.9	32.9
1000	31	1	3	10	12	3	1	1	0	0	0	0	0	0	0	0	25.6	31.8
1100	27	0	5	7	9	6	0	0	0	0	0	0	0	0	0	0	25.4	31.8
1200	19	0	0	8	9	2	0	0	0	0	0	0	0	0	0	0	25.7	30.1
1300	19	0	1	3	7	5	3	0	0	0	0	0	0	0	0	0	30.4	38.3
1400	8	1	1	1	5	0	0	0	0	0	0	0	0	0	0	0	23.9	-
1500	11	2	0	5	3	0	1	0	0	0	0	0	0	0	0	0	23.3	30
1600	14	1	0	7	3	3	0	0	0	0	0	0	0	0	0	0	25.2	31.6
1700	18	0	4	4	8	2	0	0	0	0	0	0	0	0	0	0	24.8	30.2
1800	9	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	27.1	-
1900	10	0	1	1	4	3	1	0	0	0	0	0	0	0	0	0	28	-
2000	10	0	0	3	3	4	0	0	0	0	0	0	0	0	0	0	27.8	-
2100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	5	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	24.1	-
07-19	203	5	23	56	78	34	6	1	0	0	0	0	0	0	0	0	26	31.9
06-22	227	5	24	64	85	41	7	1	0	0	0	0	0	0	0	0	26.1	31.9
06-00	232	6	24	65	88	41	7	1	0	0	0	0	0	0	0	0	26.1	31.9
00-00	238	6	25	66	90	42	8	1	0	0	0	0	0	0	0	0	26.1	32

10 July 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
0700	7	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	26.4	-
0800	15	0	3	5	4	3	0	0	0	0	0	0	0	0	0	0	25.5	32.8
0900	24	0	1	5	13	5	0	0	0	0	0	0	0	0	0	0	27.8	32.8
1000	43	1	2	16	20	4	0	0	0	0	0	0	0	0	0	0	25.5	30.5
1100	32	0	4	15	8	5	0	0	0	0	0	0	0	0	0	0	24.6	31.9
1200	15	0	1	7	6	1	0	0	0	0	0	0	0	0	0	0	24.4	28.7
1300	14	1	1	1	4	6	1	0	0	0	0	0	0	0	0	0	28.5	35.8
1400	14	0	0	6	5	1	2	0	0	0	0	0	0	0	0	0	27.5	37.4
1500	15	2	1	4	3	3	1	1	0	0	0	0	0	0	0	0	25.6	36.4
1600	17	1	1	2	10	3	0	0	0	0	0	0	0	0	0	0	25.6	35
1700	8	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	29.9	-
1800	14	0	0	2	9	2	1	0	0	0	0	0	0	0	0	0	28	31.8
1900	11	0	2	2	7	0	0	0	0	0	0	0	0	0	0	0	24.6	29.5
2000	5	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	32	-
2100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.7	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	218	5	15	65	89	38	5	1	0	0	0	0	0	0	0	0	26.2	32.2
06-22	237	5	17	70	98	40	6	1	0	0	0	0	0	0	0	0	26.2	32.3
06-00	237	5	17	70	98	40	6	1	0	0	0	0	0	0	0	0	26.2	32.3
00-00	239	5	17	71	99	40	6	1	0	0	0	0	0	0	0	0	26.2	32.2

11 July 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.4	-
0500	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	32.6	-
0600	13	0	0	2	5	6	0	0	0	0	0	0	0	0	0	0	30.4	34.2
0700	19	0	1	2	5	11	0	0	0	0	0	0	0	0	0	0	29.7	34.1
0800	39	0	2	9	16	11	1	0	0	0	0	0	0	0	0	0	27.9	33.6
0900	25	0	1	4	12	7	0	1	0	0	0	0	0	0	0	0	29.1	32.8
1000	22	1	1	4	10	5	1	0	0	0	0	0	0	0	0	0	28.1	35.2
1100	21	0	1	9	5	6	0	0	0	0	0	0	0	0	0	0	25.8	32.3
1200	16	0	2	4	7	3	0	0	0	0	0	0	0	0	0	0	26.3	33.3
1300	23	1	2	5	11	3	0	1	0	0	0	0	0	0	0	0	26.4	31.9
1400	18	0	2	5	8	2	1	0	0	0	0	0	0	0	0	0	26.8	34
1500	21	2	0	2	12	5	0	0	0	0	0	0	0	0	0	0	27	33.4
1600	17	0	2	1	12	2	0	0	0	0	0	0	0	0	0	0	26.6	29.7
1700	20	0	1	2	10	5	2	0	0	0	0	0	0	0	0	0	29.3	36.6
1800	18	0	2	6	7	2	1	0	0	0	0	0	0	0	0	0	27	32.2
1900	6	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	25.1	-
2000	7	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	27.7	-
2100	9	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	27.9	-
2200	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	27.6	-
2300	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	27.6	-
07-19	259	4	17	53	115	62	6	2	0	0	0	0	0	0	0	0	27.6	32.8
06-22	294	4	18	62	129	73	6	2	0	0	0	0	0	0	0	0	27.7	32.9
06-00	298	4	19	63	129	74	7	2	0	0	0	0	0	0	0	0	27.7	32.9
00-00	303	4	19	63	131	75	9	2	0	0	0	0	0	0	0	0	27.7	33.2

12 July 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	33.9	-
0600	8	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	31.3	-
0700	21	1	1	4	10	5	0	0	0	0	0	0	0	0	0	0	26.9	33.5
0800	28	1	2	12	8	4	1	0	0	0	0	0	0	0	0	0	25.7	34.1
0900	20	1	0	5	7	7	0	0	0	0	0	0	0	0	0	0	27.7	34
1000	30	0	3	3	17	7	0	0	0	0	0	0	0	0	0	0	27.6	34.1
1100	26	3	2	6	13	2	0	0	0	0	0	0	0	0	0	0	24.1	30.4
1200	15	0	0	6	3	5	1	0	0	0	0	0	0	0	0	0	28.8	36.5
1300	17	0	1	4	11	1	0	0	0	0	0	0	0	0	0	0	25.5	30.1
1400	17	0	1	3	8	3	2	0	0	0	0	0	0	0	0	0	28	37
1500	17	0	2	1	9	4	1	0	0	0	0	0	0	0	0	0	27.6	34.4
1600	17	0	0	4	9	2	2	0	0	0	0	0	0	0	0	0	29	33.7
1700	19	1	1	3	10	3	1	0	0	0	0	0	0	0	0	0	26.8	34.5
1800	16	0	0	6	5	4	1	0	0	0	0	0	0	0	0	0	27.8	33.9
1900	11	0	0	4	6	1	0	0	0	0	0	0	0	0	0	0	26	31.2
2000	7	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	32.7	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
2300	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	30	-
07-19	243	7	13	57	110	47	9	0	0	0	0	0	0	0	0	0	27	33.9
06-22	269	7	13	62	120	57	10	0	0	0	0	0	0	0	0	0	27.2	33.5
06-00	274	7	13	65	121	58	10	0	0	0	0	0	0	0	0	0	27.2	33.6
00-00	279	7	13	65	123	60	11	0	0	0	0	0	0	0	0	0	27.3	33.9

13 July 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.2	-
0500	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	33.2	-
0600	9	0	1	1	2	5	0	0	0	0	0	0	0	0	0	0	28.8	-
0700	31	0	0	10	12	8	1	0	0	0	0	0	0	0	0	0	28.2	33.8
0800	33	0	3	6	16	5	3	0	0	0	0	0	0	0	0	0	27.7	33.2
0900	25	1	0	7	13	3	1	0	0	0	0	0	0	0	0	0	27	31.6
1000	25	0	2	8	14	1	0	0	0	0	0	0	0	0	0	0	25.6	30.5
1100	23	0	1	8	12	2	0	0	0	0	0	0	0	0	0	0	25.6	29.4
1200	19	0	2	5	6	5	1	0	0	0	0	0	0	0	0	0	27.2	35.4
1300	22	0	3	6	8	3	2	0	0	0	0	0	0	0	0	0	26.5	33.7
1400	16	0	1	2	7	6	0	0	0	0	0	0	0	0	0	0	29.3	35.1
1500	16	0	2	7	4	3	0	0	0	0	0	0	0	0	0	0	24.8	31.8
1600	23	0	0	5	7	9	2	0	0	0	0	0	0	0	0	0	30.1	34.7
1700	27	0	1	6	10	8	2	0	0	0	0	0	0	0	0	0	29.1	34.7
1800	12	1	0	4	3	4	0	0	0	0	0	0	0	0	0	0	26	34.6
1900	14	0	2	5	2	3	2	0	0	0	0	0	0	0	0	0	26.8	38.9
2000	8	0	1	5	1	1	0	0	0	0	0	0	0	0	0	0	24	-
2100	4	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	28.8	-
2200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.4	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-
07-19	272	2	15	74	112	57	12	0	0	0	0	0	0	0	0	0	27.4	33.4
06-22	307	2	19	86	119	66	15	0	0	0	0	0	0	0	0	0	27.3	33.4
06-00	310	2	19	87	120	67	15	0	0	0	0	0	0	0	0	0	27.3	33.4
00-00	314	2	19	87	121	68	17	0	0	0	0	0	0	0	0	0	27.4	33.5

14 July 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.3	-
0500	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	26	-
0600	11	0	1	2	4	1	3	0	0	0	0	0	0	0	0	0	29.2	39.7
0700	22	0	1	2	12	6	1	0	0	0	0	0	0	0	0	0	29	33.4
0800	34	0	2	8	15	5	4	0	0	0	0	0	0	0	0	0	28.1	35
0900	26	1	2	4	11	7	0	1	0	0	0	0	0	0	0	0	27.4	33.2
1000	24	1	0	6	7	9	1	0	0	0	0	0	0	0	0	0	28.3	34.5
1100	23	0	2	4	9	7	1	0	0	0	0	0	0	0	0	0	28.3	34.8
1200	21	1	1	4	11	4	0	0	0	0	0	0	0	0	0	0	26.8	33.7
1300	19	0	0	3	13	3	0	0	0	0	0	0	0	0	0	0	28.4	33.4
1400	15	0	0	3	9	3	0	0	0	0	0	0	0	0	0	0	28.8	33.5
1500	19	0	4	1	12	2	0	0	0	0	0	0	0	0	0	0	25.3	30.4
1600	21	0	0	5	10	6	0	0	0	0	0	0	0	0	0	0	27.9	33.8
1700	18	0	3	3	3	8	1	0	0	0	0	0	0	0	0	0	28.8	35.8
1800	20	0	1	9	6	4	0	0	0	0	0	0	0	0	0	0	25.2	31.5
1900	12	0	1	5	4	1	1	0	0	0	0	0	0	0	0	0	25.3	31.8
2000	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	25	-
2100	6	0	1	0	1	3	0	1	0	0	0	0	0	0	0	0	33.1	-
2200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.7	-
07-19	262	3	16	52	118	64	8	1	0	0	0	0	0	0	0	0	27.7	33.6
06-22	295	3	19	61	129	69	12	2	0	0	0	0	0	0	0	0	27.8	33.8
06-00	297	3	19	62	130	69	12	2	0	0	0	0	0	0	0	0	27.7	33.8
00-00	303	3	19	64	132	70	13	2	0	0	0	0	0	0	0	0	27.8	33.8

Grand Total

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	1998	30	137	490	818	431	85	7	0	0	0	0	0	0	0	0	27.3	33.3

K&M TRAFFIC SURVEYS

SITE: QUICKSET EAST

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.038468, 0.138691

DIRECTION: WESTBOUND

SPEED LIMIT: 30

08 July 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	28.49	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.85	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	28.56	-
0700	10	0	0	0	0	0	3	1	0	3	2	1	0	0	0	0	42.21	-
0800	12	0	2	1	0	0	1	1	0	4	2	1	0	0	0	0	37.03	45.612
0900	22	0	1	2	0	0	4	2	6	2	2	1	2	2	0	0	39.27	45.99
1000	25	0	3	2	1	1	8	2	6	2	0	0	0	0	0	0	30.52	38.493
1100	20	0	4	2	0	3	2	2	4	3	0	0	0	0	0	0	28.21	39.186
1200	16	0	0	2	0	2	7	2	1	1	1	0	0	0	0	0	32.55	37.863
1300	12	0	0	0	0	0	3	1	3	2	3	0	0	0	0	0	41.3	43.407
1400	14	0	0	1	0	0	3	0	1	6	1	1	1	1	0	0	42.28	48.636
1500	20	0	0	1	1	0	3	5	5	3	2	0	0	0	0	0	38.15	41.139
1600	25	0	1	2	0	0	1	2	7	6	4	2	0	0	0	0	40.32	44.352
1700	24	0	1	1	2	0	10	5	2	2	0	1	0	0	0	0	33.46	39.06
1800	24	0	2	1	0	1	6	6	5	2	1	0	0	0	0	0	34.23	38.241
1900	16	0	0	0	1	0	9	3	2	1	0	0	0	0	0	0	33.88	37.296
2000	18	0	1	0	0	2	13	0	1	1	0	0	0	0	0	0	30.24	31.185
2100	6	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	29.47	-
2200	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	28.28	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	224	0	14	15	4	7	51	29	40	36	18	7	3	3	0	0	35.98	42.651
06-22	266	0	15	16	5	10	78	32	44	38	18	7	3	3	0	0	35.28	41.769
06-00	268	0	15	16	5	10	80	32	44	38	18	7	3	3	0	0	35.21	41.706
00-00	271	0	15	16	5	11	82	32	44	38	18	7	3	3	0	0	35.14	41.643

09 July 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	32.69	-
0100	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	32.2	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.63	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35.7	-
0600	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	40.95	-
0700	5	0	0	1	0	0	0	0	3	0	1	0	0	0	0	0	37.45	-
0800	8	0	0	2	0	0	2	2	0	1	1	0	0	0	0	0	31.99	-
0900	15	0	0	2	0	0	2	3	4	1	2	1	0	0	0	0	38.22	45.045
1000	25	0	2	3	3	1	3	4	5	4	0	0	0	0	0	0	31.29	39.816
1100	27	0	0	1	1	0	11	1	6	4	2	1	0	0	0	0	37.66	41.643
1200	23	0	0	3	0	0	6	8	3	1	0	2	0	0	0	0	35	39.186
1300	18	0	0	2	1	0	7	4	2	0	2	0	0	0	0	0	32.62	38.556
1400	17	0	1	2	0	0	2	6	1	2	3	0	0	0	0	0	35.21	43.281
1500	23	0	3	1	1	5	5	5	1	1	1	0	0	0	0	0	28.28	34.839
1600	30	1	3	3	4	4	12	1	2	0	0	0	0	0	0	0	24.99	30.429
1700	18	0	1	0	0	3	11	1	1	1	0	0	0	0	0	0	29.96	34.335
1800	15	0	0	0	0	1	8	5	0	1	0	0	0	0	0	0	34.16	33.768
1900	5	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	28.7	-
2000	6	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	34.72	-
2100	4	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	37.31	-
2200	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	35.84	-
2300	6	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	31.85	-
07-19	224	1	10	20	10	14	69	40	28	16	12	4	0	0	0	0	32.41	38.871
06-22	242	1	10	20	10	15	78	44	31	17	12	4	0	0	0	0	32.55	38.556
06-00	252	1	10	20	10	15	84	48	31	17	12	4	0	0	0	0	32.62	38.493
00-00	258	1	10	20	11	15	88	49	31	17	12	4	0	0	0	0	32.55	38.493

10 July 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	37.17	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.16	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34.86	-
0700	3	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	25.69	-
0800	6	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	27.23	-
0900	19	0	1	5	1	0	0	5	2	2	2	1	0	0	0	0	32.13	43.218
1000	28	0	2	9	1	3	1	7	2	0	2	0	1	0	0	0	28	37.611
1100	17	0	0	5	3	0	3	3	1	2	0	0	0	0	0	0	27.93	37.548
1200	23	0	1	6	1	0	2	5	3	2	3	0	0	0	0	0	32.13	43.029
1300	15	0	1	1	0	2	5	2	3	1	0	0	0	0	0	0	31.71	37.737
1400	21	0	2	2	0	2	6	1	2	1	4	0	1	0	0	0	33.6	43.785
1500	20	0	2	2	0	0	8	3	1	2	1	0	0	1	0	0	32.76	39.816
1600	15	0	0	0	0	0	7	5	2	1	0	0	0	0	0	0	35.98	38.43
1700	17	0	1	0	4	2	7	1	2	0	0	0	0	0	0	0	27.79	34.965
1800	12	0	1	0	2	0	5	1	2	1	0	0	0	0	0	0	31.15	37.863
1900	10	0	0	0	1	1	1	3	3	0	0	1	0	0	0	0	35.84	-
2000	10	0	0	0	0	0	0	0	6	3	1	0	0	0	0	0	43.61	-
2100	5	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	35.56	-
2200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34.79	-
2300	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	36.4	-
07-19	196	0	13	31	12	9	47	36	20	12	12	1	2	0	0	0	30.94	39.06
06-22	222	0	13	31	13	10	50	42	30	15	13	2	2	0	0	0	31.85	39.123
06-00	225	0	13	31	13	10	51	43	30	16	13	2	2	0	0	0	31.92	39.186
00-00	229	0	13	31	13	10	52	45	31	16	13	2	2	0	0	0	31.99	39.123

11 July 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38.85	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0700	11	0	0	1	0	0	1	2	4	2	0	1	0	0	0	0	39.48	43.722
0800	21	0	0	0	0	0	2	3	8	3	2	0	2	1	0	0	43.61	49.329
0900	18	0	0	1	1	0	7	3	0	5	1	0	0	0	0	0	35.98	42.714
1000	14	0	0	1	0	0	0	9	2	1	1	0	0	0	0	0	37.87	39.123
1100	22	0	2	0	0	0	6	5	5	3	0	1	0	0	0	0	35.84	39.312
1200	15	0	0	0	0	1	3	2	5	1	3	0	0	0	0	0	40.11	43.092
1300	18	0	0	0	0	0	1	3	6	3	3	1	0	1	1	0	43.82	45.297
1400	21	0	0	2	0	0	7	4	4	2	2	0	0	0	0	0	35.63	40.698
1500	10	0	0	0	0	0	4	0	2	0	3	1	0	0	0	0	42.14	-
1600	27	0	0	0	1	0	5	7	7	3	4	0	0	0	0	0	38.92	43.848
1700	29	0	1	0	1	0	5	4	11	5	2	0	0	0	0	0	38.57	40.761
1800	11	0	1	1	0	0	2	4	0	1	2	0	0	0	0	0	35	44.1
1900	16	0	3	3	0	0	2	3	2	2	0	0	1	0	0	0	29.96	41.643
2000	21	0	0	0	0	1	8	3	6	1	1	1	0	0	0	0	38.01	41.769
2100	10	0	0	0	0	1	5	2	1	1	0	0	0	0	0	0	34.65	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	36.54	-
07-19	217	0	4	6	3	1	43	46	54	29	23	4	2	2	0	0	38.85	42.903
06-22	264	0	7	9	3	3	58	54	63	33	24	5	3	2	0	0	38.08	42.84
06-00	266	0	7	9	3	3	58	56	63	33	24	5	3	2	0	0	38.08	42.777
00-00	267	0	7	9	3	3	58	57	63	33	24	5	3	2	0	0	38.08	42.777

12 July 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37.17	-
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35.49	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26.39	-
0500	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	40.74	-
0600	5	0	1	0	0	0	0	0	1	1	1	1	0	0	0	0	41.16	-
0700	12	0	0	1	0	1	2	2	2	0	1	2	0	0	0	0	40.32	49.581
0800	23	0	0	1	1	0	5	3	4	5	4	0	0	0	0	0	38.99	44.163
0900	21	0	1	0	0	1	1	4	3	8	1	2	0	0	0	0	40.81	42.903
1000	16	0	0	1	2	0	1	3	6	1	0	1	0	0	0	0	37.45	43.344
1100	13	0	0	2	0	1	1	1	4	2	1	0	0	0	0	0	38.29	44.604
1200	19	0	0	3	0	0	1	2	7	1	3	2	0	0	0	0	39.2	46.62
1300	12	0	0	0	0	0	3	1	2	2	1	3	0	0	0	0	42.91	49.896
1400	12	0	0	0	0	0	1	3	2	3	2	0	1	0	0	0	43.54	47.25
1500	15	0	0	0	0	1	4	5	3	2	0	0	0	0	0	0	37.31	40.005
1600	20	0	0	0	0	0	2	4	7	4	3	0	0	0	0	0	41.58	43.533
1700	28	0	0	1	2	0	9	3	7	5	0	1	0	0	0	0	36.12	39.69
1800	26	0	1	2	0	2	7	7	4	2	0	1	0	0	0	0	33.67	37.485
1900	12	0	0	1	1	0	2	0	5	3	0	0	0	0	0	0	36.19	41.202
2000	13	0	0	0	0	0	3	6	2	2	0	0	0	0	0	0	37.8	40.761
2100	5	0	0	1	0	1	3	0	0	0	0	0	0	0	0	0	25.06	-
2200	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	33.53	-
2300	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	28.84	-
07-19	217	0	2	11	5	6	37	30	38	51	35	16	12	1	0	0	38.71	43.092
06-22	252	0	3	13	6	7	45	32	44	59	41	17	13	1	0	0	38.29	42.588
06-00	258	0	3	13	6	7	49	34	46	59	41	17	13	1	0	0	38.15	42.399
00-00	263	0	3	13	6	7	51	34	48	60	41	17	13	1	0	0	38.08	42.21

13 July 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	42.49	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	36.26	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	48.44	-
0700	8	0	0	0	1	3	0	2	0	0	2	0	0	0	0	0	33.25	-
0800	19	0	0	1	0	1	1	2	9	3	2	0	0	0	0	0	39.34	40.824
0900	18	0	0	0	0	0	1	7	4	3	2	1	0	0	0	0	41.3	46.116
1000	19	0	0	0	1	0	5	5	4	3	1	0	0	0	0	0	37.45	40.383
1100	14	0	0	3	0	0	1	5	1	3	1	0	0	0	0	0	34.93	40.572
1200	13	0	0	0	0	0	4	2	1	3	2	0	0	1	0	0	41.44	46.557
1300	14	0	0	0	0	0	2	4	3	1	3	1	0	0	0	0	41.37	44.226
1400	14	0	0	0	0	1	4	3	1	1	2	2	0	0	0	0	39.34	46.935
1500	22	0	0	0	1	0	1	7	8	1	3	1	0	0	0	0	40.53	43.155
1600	14	0	1	0	0	0	6	1	2	3	1	0	0	0	0	0	36.75	42.273
1700	29	0	0	1	1	0	5	12	3	5	2	0	0	0	0	0	37.17	40.572
1800	22	0	1	2	1	0	4	3	5	3	3	0	0	0	0	0	35.77	42.399
1900	28	0	1	5	3	2	5	7	4	1	0	0	0	0	0	0	29.54	36.162
2000	17	0	0	0	0	1	9	3	3	1	0	0	0	0	0	0	33.81	37.044
2100	10	0	1	0	1	1	6	0	1	0	0	0	0	0	0	0	27.23	-
2200	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	41.09	-
2300	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	41.93	-
07-19	206	0	2	7	5	5	34	53	41	29	24	5	0	1	0	0	38.36	42.462
06-22	263	0	4	12	9	9	54	63	50	31	24	6	0	1	0	0	36.75	40.824
06-00	268	0	4	12	9	9	54	64	52	33	24	6	0	1	0	0	36.82	40.824
00-00	270	0	4	12	9	9	54	65	53	33	24	6	0	1	0	0	36.89	40.824

14 July 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	41.37
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.27
0600	5	0	0	0	1	0	1	0	1	1	0	1	0	0	0	0	0	37.87
0700	9	0	0	0	1	0	2	1	2	1	1	0	1	0	0	0	0	39.83
0800	12	0	1	0	1	0	1	2	2	1	1	2	0	1	0	0	0	40.25
0900	25	0	0	1	1	2	5	8	5	0	2	1	0	0	0	0	0	35.77
1000	21	0	0	1	0	0	7	3	4	2	1	2	1	0	0	0	0	38.64
1100	18	0	3	3	0	0	5	5	2	0	0	0	0	0	0	0	0	28.14
1200	33	0	5	6	3	2	5	5	1	4	2	0	0	0	0	0	0	28
1300	18	0	0	0	1	1	5	6	3	0	2	0	0	0	0	0	0	35.98
1400	14	0	2	0	0	1	4	2	3	0	0	1	1	0	0	0	0	33.88
1500	16	0	0	0	0	0	3	9	1	0	1	0	2	0	0	0	0	40.74
1600	24	0	1	0	0	1	7	8	1	3	2	1	0	0	0	0	0	36.75
1700	30	0	0	0	1	0	11	6	9	1	2	0	0	0	0	0	0	36.61
1800	24	0	0	0	2	0	4	5	9	3	0	0	0	1	0	0	0	38.22
1900	21	0	1	2	2	1	8	3	3	0	1	0	0	0	0	0	0	30.94
2000	14	0	0	0	0	1	3	4	1	3	2	0	0	0	0	0	0	38.85
2100	3	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	38.78
2200	9	0	0	0	0	1	3	3	1	1	0	0	0	0	0	0	0	34.58
2300	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	37.45
07-19	244	0	12	11	10	7	59	60	42	15	14	7	5	2	0	0	0	35.42
06-22	287	0	13	13	13	9	73	67	47	19	17	9	5	2	0	0	0	35.35
06-00	298	0	13	13	13	10	76	72	48	20	17	9	5	2	0	0	0	35.35
00-00	300	0	13	13	13	11	76	72	49	20	17	9	5	2	0	0	0	35.35

Grand Total

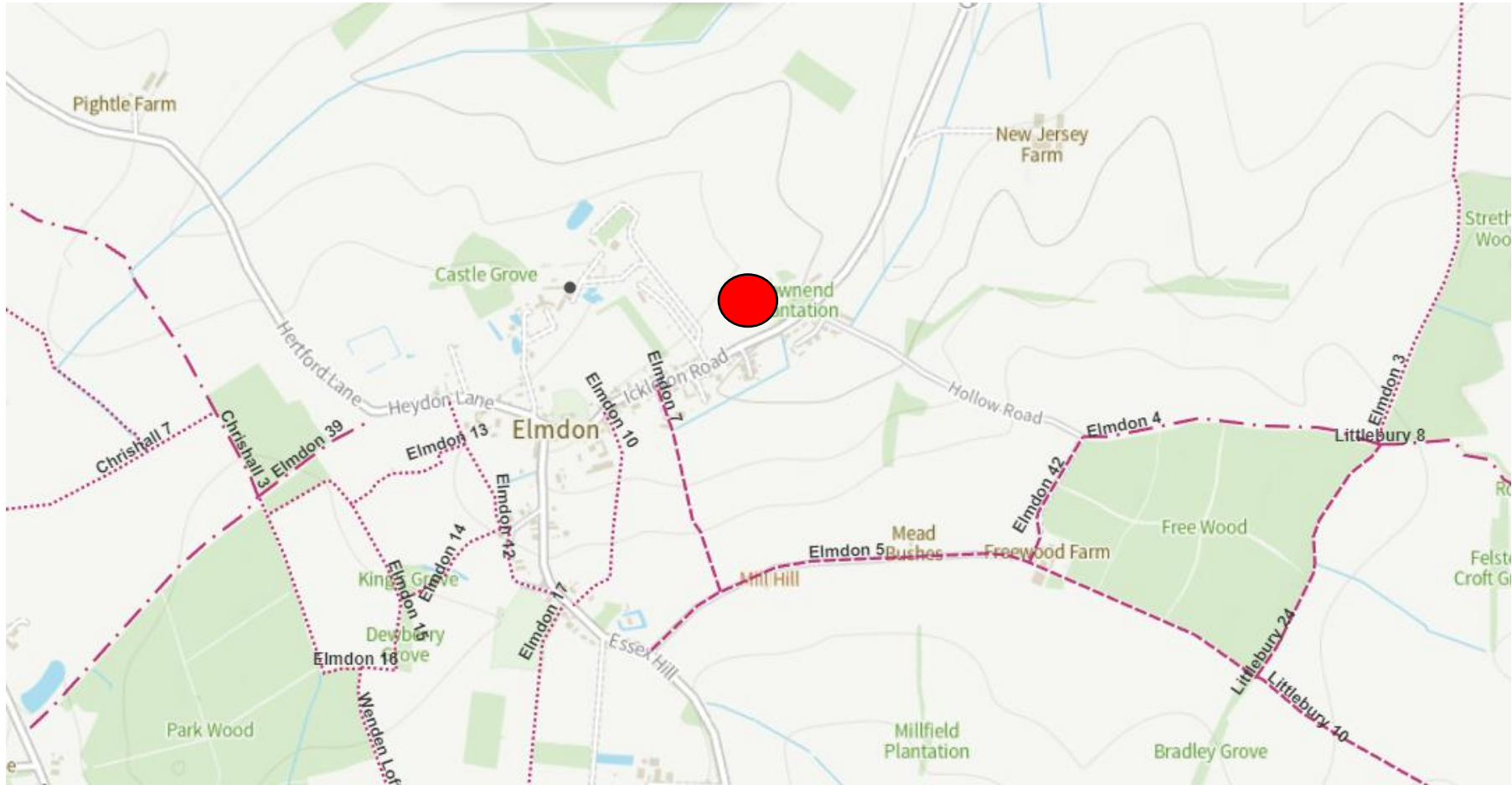
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--	1858	1	65	114	60	66	461	368	331	198	125	46	14	9	0	0	35.49	40.76




Appendix: D – Prow Map



PRoW Map

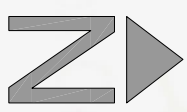


 Proposed Site Location



Appendix: E -Highway Improvements and Visibility Splay





VISIBILITY SPLAYS ACHIEVABLE
(2.4M X 43.0M)
IN ACCORDANCE WITH MFS GUIDANCE

VISIBILITY SPLAYS ACHIEVABLE
(2.4M X 43.0M)
IN ACCORDANCE WITH MFS GUIDANCE

REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

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Unit 23, The Millings, Stanstead Abbots, Hertfordshire, SG12 8HG
Tel: 01920 871777

CLIENT:

ARCHITECT:

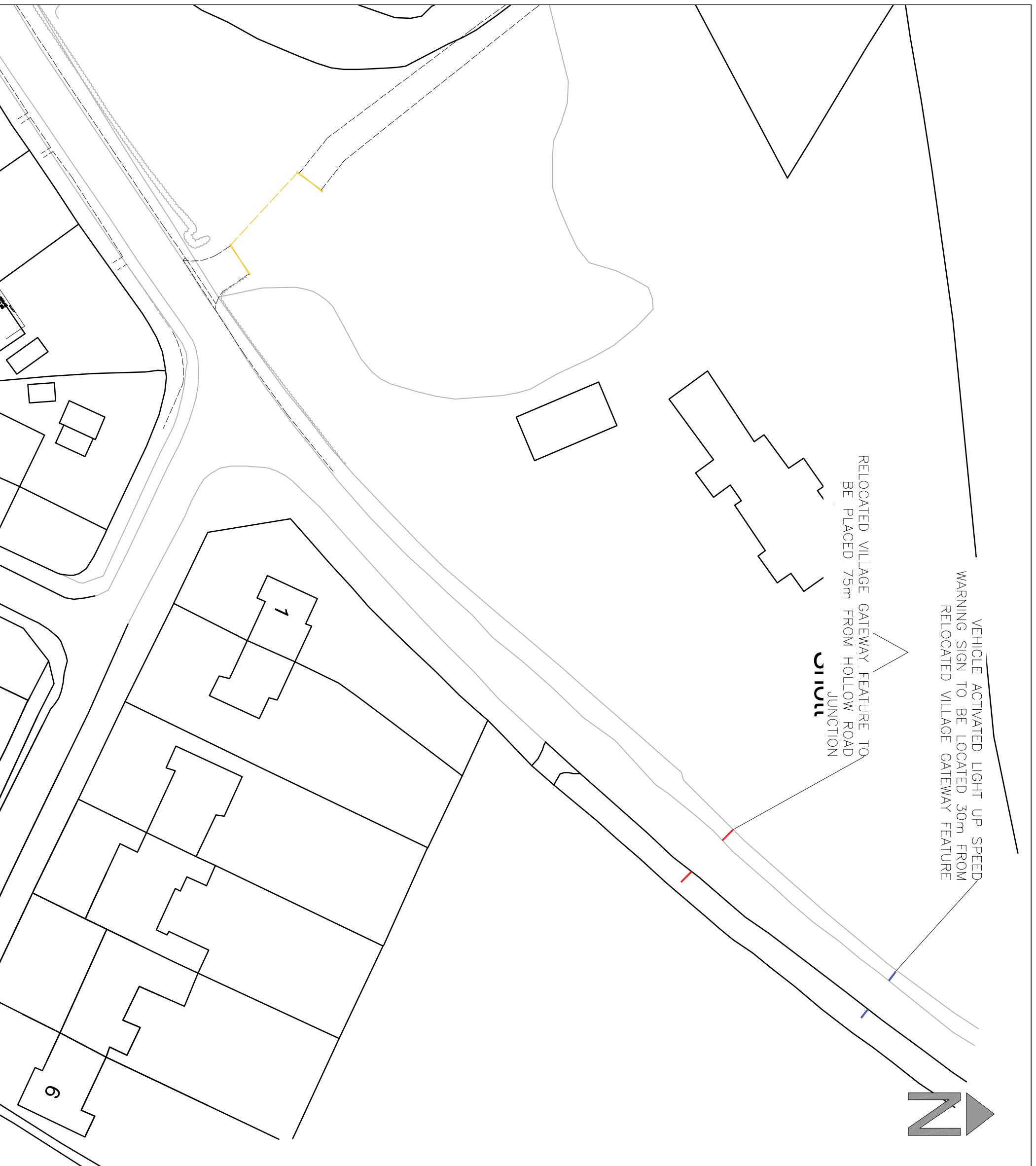
PROJECT:

GRANGE PADDOCK, ELMOND
UTTLESFORD

TITLE:

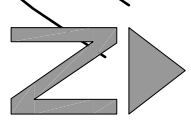
VISIBILITY SPLAY

SCALE @ A3	DESIGN/DRAWN:	DATE:
1:500	TS	16/12/2022
PROJECT No:	DRAWING No:	
4068	SK09	



VEHICLE ACTIVATED LIGHT UP SPEED
WARNING SIGN TO BE LOCATED 30m FROM
RELOCATED VILLAGE GATEWAY FEATURE

RELOCATED VILLAGE GATEWAY FEATURE TO
BE PLACED 75m FROM HOLLOW ROAD
JUNCTION



KEY:

- RELOCATED VILLAGE GATEWAY FEATURE
- VEHICLE ACTIVATED LIGHT UP SPEED WARNING SIGN

REV	DATE	BY	DESCRIPTION	CHK	APP

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Tel: 01920 871777



CLIENT:

ARCHITECT:

PROJECT:

GRANGE PADDOCK, ELMOND
UTTLESFORD

TITLE:

SIGN LOCATIONS

SCALE @ AS	DESIGN/DRAWN:	DATE:
1:500	TS	16/12/2022
PROJECT No:	DRAWING No:	
4068	SK 10	

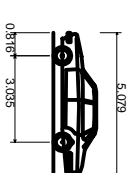
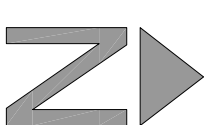


Appendix: F - Parking Space Swept Path Analysis





Shott



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m

REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

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Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG
 Tel: 01920 871777

CLIENT:

ARCHITECT:

PROJECT:

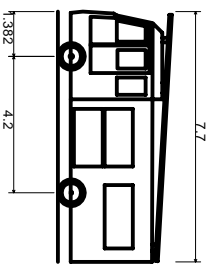
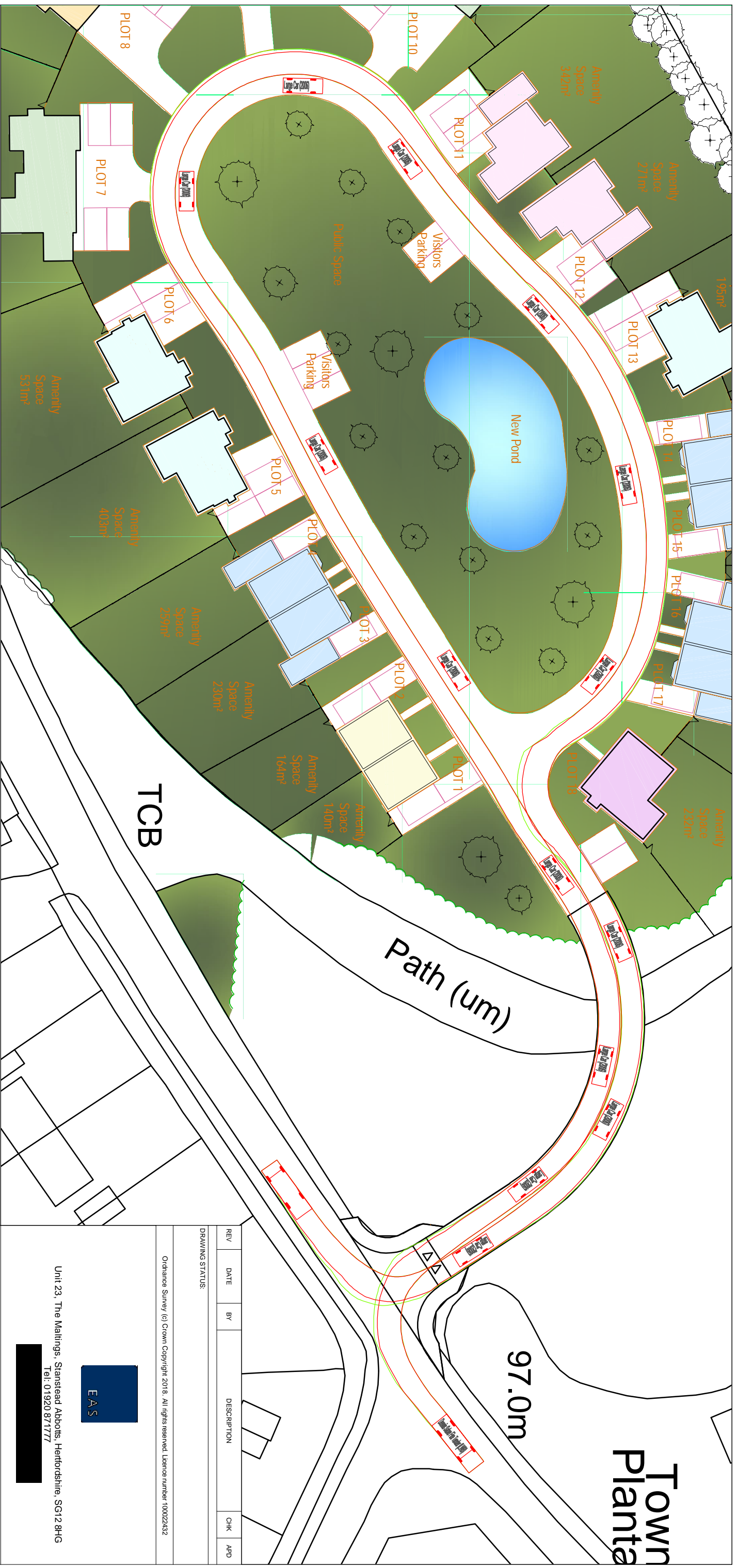
GRANGE PADDOCKS, ICKLETON ROAD,
 ELMOND, UTTLESFORD DC

TITLE:

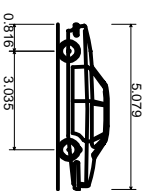
ACCESS POINT SWEPT PATH ANALYSIS

SCALE @ A3	DESIGN/DRAWN:	DATE:
1:500	TS	08/11/2022
PROJECT No:	DRAWING No:	
3934	SK03	

Appendix: G - Servicing Swept Path Analysis

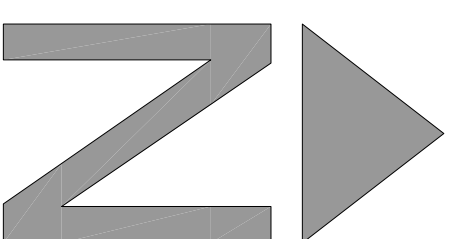


Dennis Sabre Fire Tender (LWB)
 Overall Length 7.7
 Overall Width 1.382
 Min Body Ground Clearance 4.2
 Track Width
 Lock to lock time
 Kerb to Kerb Turning Radius



Large Car (2006)
 Overall Length 5.079
 Overall Width 0.8318
 Min Body Ground Clearance 3.1035
 Max Track Width
 Lock to lock time
 Kerb to Kerb Turning Radius

5.079m
 1.872m
 1.525m
 0.310m
 1.831m
 4.00s
 5.900m



REV	DATE	BY	DESCRIPTION	CHK	APP

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 Tel: 01920 871777

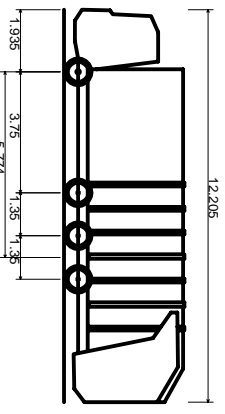
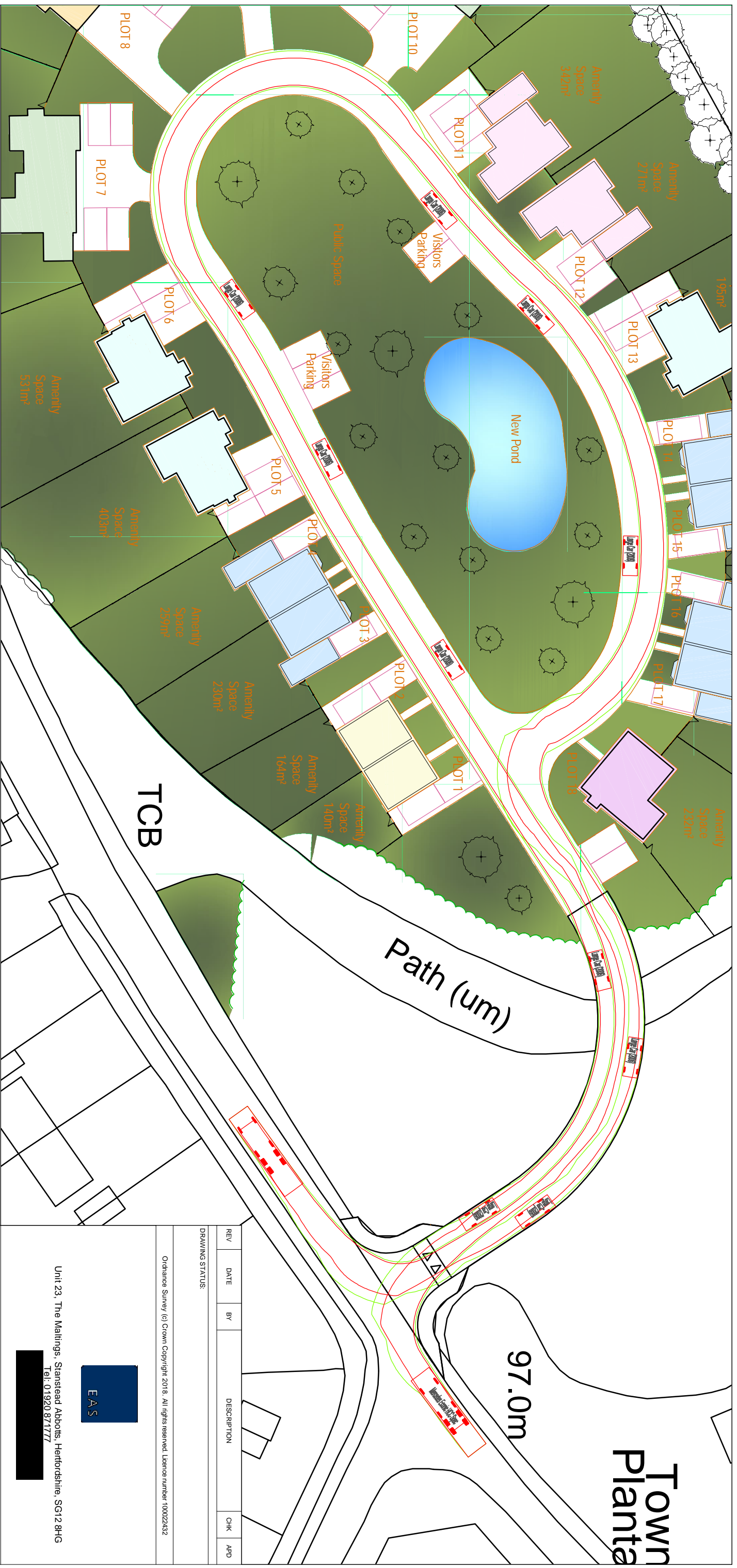

CLIENT:
 ARCHITECT:

PROJECT:
 GRANGE PADDOCKS, ICKLEDON ROAD,
 ELMDON, UTTLESFORD DC

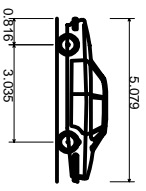
TITLE:
 FIRE TENDER SWEPT PATH ANALYSIS
 WITH PASSING POINTS

SCALE @ AS	DESIGN/DRAWN:	DATE:
1:500	TS	08/11/2022

PROJECT No:	DRAWING No:
3934	SK04

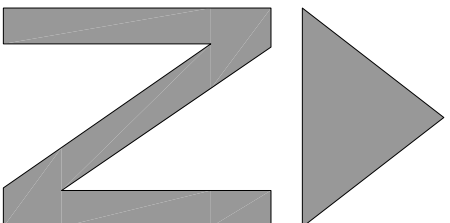


Mercedes Econic HCC Spec
 Overall Length 12.206m
 Overall Width 3.750m
 Min Body Height 1.350m
 Max Track Width 5.774m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 11.250m



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Min Body Height 0.816m
 Max Track Width 3.035m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m

5.079m
 1.872m
 0.816m
 3.035m
 4.00s
 5.900m



REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

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CLIENT: Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG
 Tel: 01920 871777

ARCHITECT:

PROJECT: GRANGE PADDOCKS, ICKLETON ROAD,
 ELMDON, UTTLESFORD DC

TITLE: RESUSE VEHICLE SWEEP PATH ANALYSIS
 WITH PASSING POINTS

SCALE @ A3: 1:500

DESIGN/DRAWN: TS

DATE: 08/11/2022

PROJECT No: 3934

DRAWING No: SK05



Appendix: H - TRICS Data



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	
	MW MEDWAY	1 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	EC CHESHIRE EAST	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: 10 to 28 (units:)
 Range Selected by User: 6 to 30 (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: 01/01/14 to 06/06/22

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	4 days
Wednesday	3 days
Thursday	3 days

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

Selected survey types:

Manual count	10 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	6

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:

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.

Secondary Filtering selection:

Use Class:

C3 10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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:

5,001 to 10,000	1 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 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	1 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
125,001 to 250,000	3 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	3 days
1.1 to 1.5	7 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	2 days
No	8 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 10 days

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	TOWN HOUSES 24 <i>06/06/19</i>	CHESHIRE WEST & CHESTER <i>Survey Type: MANUAL</i>
2	BC-03-A-02 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	BUNGALOWS 28 <i>24/03/14</i>	BOURNEMOUTH CHRISTCHURCH & POOLE <i>Survey Type: MANUAL</i>
3	EC-03-A-06 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED HOUSES 24 <i>24/11/14</i>	CHESHIRE EAST <i>Survey Type: MANUAL</i>
4	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES 19 <i>06/06/22</i>	MEDWAY <i>Survey Type: MANUAL</i>
5	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 10 <i>16/09/15</i>	NORFOLK <i>Survey Type: MANUAL</i>
6	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	TERRACED HOUSES 10 <i>10/05/17</i>	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>
7	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	DETACHED HOUSES 28 <i>17/10/16</i>	PETERBOROUGH <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>			
9	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i>			
10	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 16 <i>Survey date: THURSDAY 22/05/14</i>			

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-A-04	Covid restrictions in place
KC-03-A-09	Covid restrictions in place

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.66

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									
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	10	20	0.123	10	20	0.260	10	20	0.383
08:00 - 09:00	10	20	0.235	10	20	0.373	10	20	0.608
09:00 - 10:00	10	20	0.147	10	20	0.191	10	20	0.338
10:00 - 11:00	10	20	0.206	10	20	0.196	10	20	0.402
11:00 - 12:00	10	20	0.186	10	20	0.196	10	20	0.382
12:00 - 13:00	10	20	0.216	10	20	0.255	10	20	0.471
13:00 - 14:00	10	20	0.245	10	20	0.206	10	20	0.451
14:00 - 15:00	10	20	0.216	10	20	0.206	10	20	0.422
15:00 - 16:00	10	20	0.284	10	20	0.275	10	20	0.559
16:00 - 17:00	10	20	0.299	10	20	0.260	10	20	0.559
17:00 - 18:00	10	20	0.289	10	20	0.196	10	20	0.485
18:00 - 19:00	10	20	0.216	10	20	0.147	10	20	0.363
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.662			2.761			5.423

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.

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Parameter summary

Trip rate parameter range selected:	10 - 28 (units:)
Survey date range:	01/01/14 - 06/06/22
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 shown. 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 TAXIS

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									
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	10	20	0.000	10	20	0.000	10	20	0.000
08:00 - 09:00	10	20	0.010	10	20	0.010	10	20	0.020
09:00 - 10:00	10	20	0.000	10	20	0.000	10	20	0.000
10:00 - 11:00	10	20	0.010	10	20	0.010	10	20	0.020
11:00 - 12:00	10	20	0.000	10	20	0.000	10	20	0.000
12:00 - 13:00	10	20	0.005	10	20	0.000	10	20	0.005
13:00 - 14:00	10	20	0.005	10	20	0.010	10	20	0.015
14:00 - 15:00	10	20	0.000	10	20	0.000	10	20	0.000
15:00 - 16:00	10	20	0.005	10	20	0.005	10	20	0.010
16:00 - 17:00	10	20	0.000	10	20	0.000	10	20	0.000
17:00 - 18:00	10	20	0.000	10	20	0.000	10	20	0.000
18:00 - 19:00	10	20	0.005	10	20	0.005	10	20	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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 OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
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	10	20	0.000	10	20	0.000	10	20	0.000
08:00 - 09:00	10	20	0.010	10	20	0.010	10	20	0.020
09:00 - 10:00	10	20	0.005	10	20	0.005	10	20	0.010
10:00 - 11:00	10	20	0.015	10	20	0.005	10	20	0.020
11:00 - 12:00	10	20	0.000	10	20	0.005	10	20	0.005
12:00 - 13:00	10	20	0.000	10	20	0.000	10	20	0.000
13:00 - 14:00	10	20	0.005	10	20	0.005	10	20	0.010
14:00 - 15:00	10	20	0.000	10	20	0.000	10	20	0.000
15:00 - 16:00	10	20	0.000	10	20	0.000	10	20	0.000
16:00 - 17:00	10	20	0.000	10	20	0.000	10	20	0.000
17:00 - 18:00	10	20	0.005	10	20	0.005	10	20	0.010
18:00 - 19:00	10	20	0.000	10	20	0.000	10	20	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.035			0.075

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 PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
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	10	20	0.000	10	20	0.000	10	20	0.000
08:00 - 09:00	10	20	0.010	10	20	0.010	10	20	0.020
09:00 - 10:00	10	20	0.000	10	20	0.000	10	20	0.000
10:00 - 11:00	10	20	0.000	10	20	0.000	10	20	0.000
11:00 - 12:00	10	20	0.000	10	20	0.000	10	20	0.000
12:00 - 13:00	10	20	0.000	10	20	0.000	10	20	0.000
13:00 - 14:00	10	20	0.000	10	20	0.000	10	20	0.000
14:00 - 15:00	10	20	0.000	10	20	0.000	10	20	0.000
15:00 - 16:00	10	20	0.010	10	20	0.010	10	20	0.020
16:00 - 17:00	10	20	0.000	10	20	0.000	10	20	0.000
17:00 - 18:00	10	20	0.000	10	20	0.000	10	20	0.000
18:00 - 19:00	10	20	0.000	10	20	0.000	10	20	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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 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									
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	10	20	0.020	10	20	0.025	10	20	0.045
08:00 - 09:00	10	20	0.000	10	20	0.029	10	20	0.029
09:00 - 10:00	10	20	0.005	10	20	0.000	10	20	0.005
10:00 - 11:00	10	20	0.000	10	20	0.005	10	20	0.005
11:00 - 12:00	10	20	0.000	10	20	0.010	10	20	0.010
12:00 - 13:00	10	20	0.015	10	20	0.005	10	20	0.020
13:00 - 14:00	10	20	0.015	10	20	0.010	10	20	0.025
14:00 - 15:00	10	20	0.005	10	20	0.005	10	20	0.010
15:00 - 16:00	10	20	0.025	10	20	0.000	10	20	0.025
16:00 - 17:00	10	20	0.010	10	20	0.000	10	20	0.010
17:00 - 18:00	10	20	0.005	10	20	0.010	10	20	0.015
18:00 - 19:00	10	20	0.005	10	20	0.000	10	20	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.105			0.099			0.204

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

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									
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	10	20	0.147	10	20	0.328	10	20	0.475
08:00 - 09:00	10	20	0.255	10	20	0.525	10	20	0.780
09:00 - 10:00	10	20	0.157	10	20	0.235	10	20	0.392
10:00 - 11:00	10	20	0.245	10	20	0.275	10	20	0.520
11:00 - 12:00	10	20	0.221	10	20	0.225	10	20	0.446
12:00 - 13:00	10	20	0.250	10	20	0.294	10	20	0.544
13:00 - 14:00	10	20	0.289	10	20	0.250	10	20	0.539
14:00 - 15:00	10	20	0.284	10	20	0.235	10	20	0.519
15:00 - 16:00	10	20	0.382	10	20	0.353	10	20	0.735
16:00 - 17:00	10	20	0.407	10	20	0.338	10	20	0.745
17:00 - 18:00	10	20	0.431	10	20	0.275	10	20	0.706
18:00 - 19:00	10	20	0.304	10	20	0.167	10	20	0.471
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.372			3.500			6.872

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

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									
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	10	20	0.025	10	20	0.064	10	20	0.089
08:00 - 09:00	10	20	0.078	10	20	0.167	10	20	0.245
09:00 - 10:00	10	20	0.054	10	20	0.054	10	20	0.108
10:00 - 11:00	10	20	0.064	10	20	0.098	10	20	0.162
11:00 - 12:00	10	20	0.064	10	20	0.064	10	20	0.128
12:00 - 13:00	10	20	0.054	10	20	0.064	10	20	0.118
13:00 - 14:00	10	20	0.069	10	20	0.083	10	20	0.152
14:00 - 15:00	10	20	0.088	10	20	0.049	10	20	0.137
15:00 - 16:00	10	20	0.142	10	20	0.132	10	20	0.274
16:00 - 17:00	10	20	0.054	10	20	0.020	10	20	0.074
17:00 - 18:00	10	20	0.054	10	20	0.059	10	20	0.113
18:00 - 19:00	10	20	0.054	10	20	0.029	10	20	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.800			0.883			1.683

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 BUS/TRAM PASSENGERS

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									
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	10	20	0.020	10	20	0.015	10	20	0.035
08:00 - 09:00	10	20	0.010	10	20	0.029	10	20	0.039
09:00 - 10:00	10	20	0.000	10	20	0.005	10	20	0.005
10:00 - 11:00	10	20	0.015	10	20	0.010	10	20	0.025
11:00 - 12:00	10	20	0.005	10	20	0.005	10	20	0.010
12:00 - 13:00	10	20	0.010	10	20	0.015	10	20	0.025
13:00 - 14:00	10	20	0.005	10	20	0.000	10	20	0.005
14:00 - 15:00	10	20	0.000	10	20	0.005	10	20	0.005
15:00 - 16:00	10	20	0.005	10	20	0.010	10	20	0.015
16:00 - 17:00	10	20	0.005	10	20	0.000	10	20	0.005
17:00 - 18:00	10	20	0.015	10	20	0.015	10	20	0.030
18:00 - 19:00	10	20	0.015	10	20	0.000	10	20	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.105			0.109			0.214

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 RAIL PASSENGERS

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									
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	10	20	0.000	10	20	0.005	10	20	0.005
08:00 - 09:00	10	20	0.000	10	20	0.000	10	20	0.000
09:00 - 10:00	10	20	0.000	10	20	0.000	10	20	0.000
10:00 - 11:00	10	20	0.000	10	20	0.000	10	20	0.000
11:00 - 12:00	10	20	0.000	10	20	0.000	10	20	0.000
12:00 - 13:00	10	20	0.000	10	20	0.005	10	20	0.005
13:00 - 14:00	10	20	0.000	10	20	0.000	10	20	0.000
14:00 - 15:00	10	20	0.000	10	20	0.000	10	20	0.000
15:00 - 16:00	10	20	0.005	10	20	0.000	10	20	0.005
16:00 - 17:00	10	20	0.000	10	20	0.000	10	20	0.000
17:00 - 18:00	10	20	0.005	10	20	0.000	10	20	0.005
18:00 - 19:00	10	20	0.000	10	20	0.000	10	20	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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 COACH PASSENGERS

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									
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	10	20	0.000	10	20	0.000	10	20	0.000
08:00 - 09:00	10	20	0.000	10	20	0.010	10	20	0.010
09:00 - 10:00	10	20	0.000	10	20	0.000	10	20	0.000
10:00 - 11:00	10	20	0.000	10	20	0.000	10	20	0.000
11:00 - 12:00	10	20	0.000	10	20	0.000	10	20	0.000
12:00 - 13:00	10	20	0.000	10	20	0.000	10	20	0.000
13:00 - 14:00	10	20	0.000	10	20	0.000	10	20	0.000
14:00 - 15:00	10	20	0.000	10	20	0.000	10	20	0.000
15:00 - 16:00	10	20	0.010	10	20	0.000	10	20	0.010
16:00 - 17:00	10	20	0.000	10	20	0.000	10	20	0.000
17:00 - 18:00	10	20	0.000	10	20	0.000	10	20	0.000
18:00 - 19:00	10	20	0.000	10	20	0.000	10	20	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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

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									
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	10	20	0.020	10	20	0.020	10	20	0.040
08:00 - 09:00	10	20	0.010	10	20	0.039	10	20	0.049
09:00 - 10:00	10	20	0.000	10	20	0.005	10	20	0.005
10:00 - 11:00	10	20	0.015	10	20	0.010	10	20	0.025
11:00 - 12:00	10	20	0.005	10	20	0.005	10	20	0.010
12:00 - 13:00	10	20	0.010	10	20	0.020	10	20	0.030
13:00 - 14:00	10	20	0.005	10	20	0.000	10	20	0.005
14:00 - 15:00	10	20	0.000	10	20	0.005	10	20	0.005
15:00 - 16:00	10	20	0.020	10	20	0.010	10	20	0.030
16:00 - 17:00	10	20	0.005	10	20	0.000	10	20	0.005
17:00 - 18:00	10	20	0.020	10	20	0.015	10	20	0.035
18:00 - 19:00	10	20	0.015	10	20	0.000	10	20	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.125			0.129			0.254

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

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.66

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									
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	10	20	0.211	10	20	0.436	10	20	0.647
08:00 - 09:00	10	20	0.343	10	20	0.760	10	20	1.103
09:00 - 10:00	10	20	0.216	10	20	0.294	10	20	0.510
10:00 - 11:00	10	20	0.324	10	20	0.387	10	20	0.711
11:00 - 12:00	10	20	0.289	10	20	0.304	10	20	0.593
12:00 - 13:00	10	20	0.328	10	20	0.382	10	20	0.710
13:00 - 14:00	10	20	0.377	10	20	0.343	10	20	0.720
14:00 - 15:00	10	20	0.377	10	20	0.294	10	20	0.671
15:00 - 16:00	10	20	0.569	10	20	0.495	10	20	1.064
16:00 - 17:00	10	20	0.475	10	20	0.358	10	20	0.833
17:00 - 18:00	10	20	0.510	10	20	0.358	10	20	0.868
18:00 - 19:00	10	20	0.377	10	20	0.196	10	20	0.573
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.396			4.607			9.003

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 CARS

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									
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	10	20	0.103	10	20	0.235	10	20	0.338
08:00 - 09:00	10	20	0.157	10	20	0.309	10	20	0.466
09:00 - 10:00	10	20	0.113	10	20	0.147	10	20	0.260
10:00 - 11:00	10	20	0.147	10	20	0.157	10	20	0.304
11:00 - 12:00	10	20	0.167	10	20	0.181	10	20	0.348
12:00 - 13:00	10	20	0.172	10	20	0.206	10	20	0.378
13:00 - 14:00	10	20	0.176	10	20	0.142	10	20	0.318
14:00 - 15:00	10	20	0.196	10	20	0.172	10	20	0.368
15:00 - 16:00	10	20	0.230	10	20	0.225	10	20	0.455
16:00 - 17:00	10	20	0.275	10	20	0.235	10	20	0.510
17:00 - 18:00	10	20	0.255	10	20	0.181	10	20	0.436
18:00 - 19:00	10	20	0.196	10	20	0.137	10	20	0.333
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.187			2.327			4.514

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 LGVS

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									
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	10	20	0.020	10	20	0.025	10	20	0.045
08:00 - 09:00	10	20	0.044	10	20	0.029	10	20	0.073
09:00 - 10:00	10	20	0.029	10	20	0.039	10	20	0.068
10:00 - 11:00	10	20	0.034	10	20	0.025	10	20	0.059
11:00 - 12:00	10	20	0.020	10	20	0.010	10	20	0.030
12:00 - 13:00	10	20	0.039	10	20	0.049	10	20	0.088
13:00 - 14:00	10	20	0.059	10	20	0.049	10	20	0.108
14:00 - 15:00	10	20	0.020	10	20	0.029	10	20	0.049
15:00 - 16:00	10	20	0.039	10	20	0.034	10	20	0.073
16:00 - 17:00	10	20	0.025	10	20	0.025	10	20	0.050
17:00 - 18:00	10	20	0.020	10	20	0.015	10	20	0.035
18:00 - 19:00	10	20	0.015	10	20	0.000	10	20	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.364			0.329			0.693

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

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									
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	10	20	0.000	10	20	0.000	10	20	0.000
08:00 - 09:00	10	20	0.005	10	20	0.005	10	20	0.010
09:00 - 10:00	10	20	0.000	10	20	0.000	10	20	0.000
10:00 - 11:00	10	20	0.000	10	20	0.000	10	20	0.000
11:00 - 12:00	10	20	0.000	10	20	0.000	10	20	0.000
12:00 - 13:00	10	20	0.000	10	20	0.000	10	20	0.000
13:00 - 14:00	10	20	0.000	10	20	0.000	10	20	0.000
14:00 - 15:00	10	20	0.000	10	20	0.005	10	20	0.005
15:00 - 16:00	10	20	0.000	10	20	0.000	10	20	0.000
16:00 - 17:00	10	20	0.000	10	20	0.000	10	20	0.000
17:00 - 18:00	10	20	0.010	10	20	0.000	10	20	0.010
18:00 - 19:00	10	20	0.000	10	20	0.000	10	20	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.010			0.025

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.