

**PROPOSED RESIDENTIAL DEVELOPMENT, CROSS ROAD, DEAL (2243)
APPLICATION NUMBER DOV/21/01822
RESPONSE TO KENT COUNTY COUNCIL COMMENTS – FEBRUARY 2022**

Introduction

Eddisons have been instructed by Gladman Development Ltd to advise on the traffic and transportation issues relating to a proposed residential development on land to the west of Cross Road in Deal.

This note will consider and respond to formal comments made by Kent County Council (KCC), the local highway authority, on the planning application (ref: DOV/21/01822) which were included within the KCC letter to Dover District Council (DDC), the local planning authority, dated 1st February 2022.

This note will consider each point in turn under the following headings as they appear in the KCC letter to DDC:

- Traffic Regulation Orders
- Phase 1 Highway Works
- Cross Road/St Richards Road
- Footway Widths
- Traffic Impact
- Potential Pedestrian Improvements
- Passing Places

Traffic Regulation Orders

KCC have commented that the visibility splays at the proposed site access junction have been based on a 30mph speed along Cross Road and that currently the speed limit is national speed limit. This is correct.

To support the proposed visibility splays at the new junction, a speed survey was carried out along the northern section of Cross Road in November 2019 around 50 metres south of the current speed limit transition. The full survey is attached to this note as **Appendix 1** with a summary of the vehicular speed results across the 7 day survey is below:

- Northbound – average speed 27.2mph (85th percentile speed 33.3mph)
- Southbound – average speed 27.5mph (85th percentile speed 33.7mph)

As such, the current speed of vehicles along this section of Cross Road are commensurate with a 30mph speed. On that basis, there would be no requirement to amend the current speed limit as part of this particular application. The speed of vehicles would be further reduced if a 'gateway feature' were promoted as part of the application which the applicant is content to accept as a suitably worded planning condition.

Phase 1 Highway Works

KCC have questioned within their response the 'deliverability' of the works proposed, and conditioned, as part of the outline planning consent (App Ref: 20/01125), on an adjacent site, which included up to 100 new dwellings and a new point of access located to the north of the site off Cross Road. This application was subsequently approved subject to the delivery of those highway improvements.

The highway improvements were discussed at length with highway officers at KCC with a number of site visits including a committee site visit with members. The plans were detailed and underwent a thorough legal review to ensure that they were as accurate as possible. They were also based on a topographical survey to ensure that what was proposed could be delivered.

Whilst this particular planning application is a standalone site it is connected to the previous planning application App (Ref: 20/01125) and is made by the same applicant. The applicants are content to accept the same off site works condition that was appended to the previous planning application to ensure that the works on Station Road are delivered.

The drawing referenced in the planning consent Drawing Number 2243-F01 Revision O includes within it the extent of highway adoption and it is clear that all works can be accommodated within the current limit of adoption.

Traffic Impact

KCC have requested a formal assessment of the operation of the junction of Station Road and the A258 to the east of the site which will include the traffic likely to be generated from both the recently consented application and the current proposals.

The flows used for this are summarised below with their respective traffic flow figures listed next to each one:

- Surveyed Flows – Figures 1 (AM Peak) and 2 (PM Peak).
- Committed Development Flows – Figures 3 and 5 (AM Peak) and 4 and 6 (PM Peak).
- Base Flows – Figures 7 (AM Peak) and 8 (PM Peak).
- Distribution – Figures 9 (AM Peak) and 10 (PM Peak).
- Proposed Development Flows – Figures 11 (AM Peak) and 12 (PM Peak).
- With Development Flows – Figures 13 (AM Peak) and 14 (PM Peak).

The base and with development flows have then been used to assess the future operation of the junction using the JUNCTIONS9 programme. The peak hour assessments are summarised below in **Table 1** and included in full within **Appendix 2**.

Arm	Base				Base + Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue
Station Road	0.86	5	0.63	2	0.90	7	0.66	2
A258 RT	0.12	0	0.20	0	0.13	0	0.21	0

Table 1 - Summary of PICADY Results for A258/Station Road

As can be seen, the impact of the proposals at the junction will be minimal with negligible increases in the RFC value and the queue during even the busiest period of the day.

Cross Road/St Richards Road

KCC have raised the issue of the works to the junction of Cross Road and St Richards Road. These works are covered on Drawing Number 2243-F02 Revision I which forms part of Condition 29 of the consented adjacent site and can be carried over onto this particular site as the same condition.

Footway Widths

KCC have stated that a 1 metre wide footway is proposed which will increase the likelihood of two pedestrians meeting and one stepping into the carriageway.

One presumes that they are referring to the 1 metre wide new footway being proposed as part of the Station Road improvements to the south-east of the site. It must be noted that this is a new section of footway where one does not exist at present. The new section of footway covers a length of around 70 metres between the eastern edge of the adjacent consented site boundary and the junction with Sydney Road.

Beyond that to the east there are footways on both sides of Station Road and the station side of Station Drive that connect to Walmer Station.

In addition, the vast majority of the local amenities will be accessed via Cross Road to the north and east rather than Station Road to the south and south-east. Table 2, below, is based on Table 5.5 from the Transport Assessment and provides a summary of approximate distances from the centre of the site to the various local amenities. **Table 2**, though also adds the route from the site, ie either along Station Road (along the 70 metre long and 1 metre wide section of new footway) or Cross Road (avoiding Station Road).

Local Amenity	Route	Distance	Guidance Criteria	Meets with Guidance?
Tesco Express	Cross Road	500m	1,600m	YES
The Cooperative	Cross Road	1,000m	1,600m	YES
St Mary's Catholic Primary School	Cross Road	1,020m	3,200m	YES
Londis (Dover Road)	Station Road	1,080m	1,600m	YES
Walmer Pharmacy	Station Road	1,080m	1,600m	YES
Mill Hill Post Office	Cross Road	1,140m	1,600m	YES
The Downs C of E Primary School	Cross Road	1,200m	3,200m	YES
Parnham's Newsagents	Cross Road	1,460m	1,600m	YES
Goodwin Academy Secondary School	Cross Road	1,770m	4,800m	YES

Table 2 - Distance from Site to Local Facilities

As can be seen, the vast majority of local amenities will be accessed on foot via the Cross Road route to the north rather than the Station Road route to the south and south-east. This includes the two nearest convenience stores, the three local primary and secondary schools and the nearest Post Office.

The Cross Road route would also be improved as part of the consented adjacent site with crossing facilities over St Richards Road. This requirement can be covered as a condition for this particular application also.

KCC have also requested a multi-modal assessment using the TRICS database to establish the level of pedestrian traffic that might be generated by the proposed development. The latest TRICS database has been used for the following parameters:

- Private Housing.
- Sites of between 50 and 250 units.
- No Ireland or London sites.

The TRICS output in full is shown in **Appendix 3** and the resultant pedestrian trip generation is summarised in **Table 3** below.

Peak Period	Pedestrian Trip Rate (per unit)		Number of Trips		
	Arr	Dep	Arr	Dep	2-Way
AM Peak Hour	0.031	0.099	4	14	18
PM Peak Hour	0.046	0.026	6	4	10

Table 3 - Forecast Pedestrian Trip Generation of Proposed Residential Development

As can be seen, the number of pedestrian trips that are likely to be generated during even the busiest hours of the day would be no more than one every 3 minutes. Given that the vast majority of the local amenities would be accessed via Cross Road the level of new pedestrian traffic along Station Road would be very low ensuring that any conflict along the new section of footway along Station Road would be negligible.

Potential Pedestrian Improvements

KCC have stated that, in relation to the pedestrian routes to the nearby Londis and Tesco Express on Mill Hill, to the north of the site, that ‘pedestrian connectivity and improvements could be made’. There are already proposed improvements conditioned as part of the adjacent consented site which include improvements to the junction of Cross Road and St Richards Road, as shown on Drawing Number 2243-F02 Revision I.

Passing Places

The passing places and vehicular access arrangements shown on **Drawing Number 2243-F10** tie into the vehicular access arrangements for the consented site on the opposite side of Cross Road. The two applicants are the same and the condition requiring the vehicular access arrangements will be dependent on the consented site and the condition should reflect that.

Conclusions

This note has considered and responded to formal comments made by Kent County Council (KCC), the local highway authority, on the planning application (ref: DOV/21/01822) which were included within the KCC letter to Dover District Council (DDC), the local planning authority, dated 1st February 2022.

In summary, each matter raised by KCC has been considered and responded to fully and as such, there should be no highway objections to the proposals.

Enclosures

Figures 1 to 14

Appendix 1

Appendix 2

Appendix 3 – TRICS Output

FIGURES

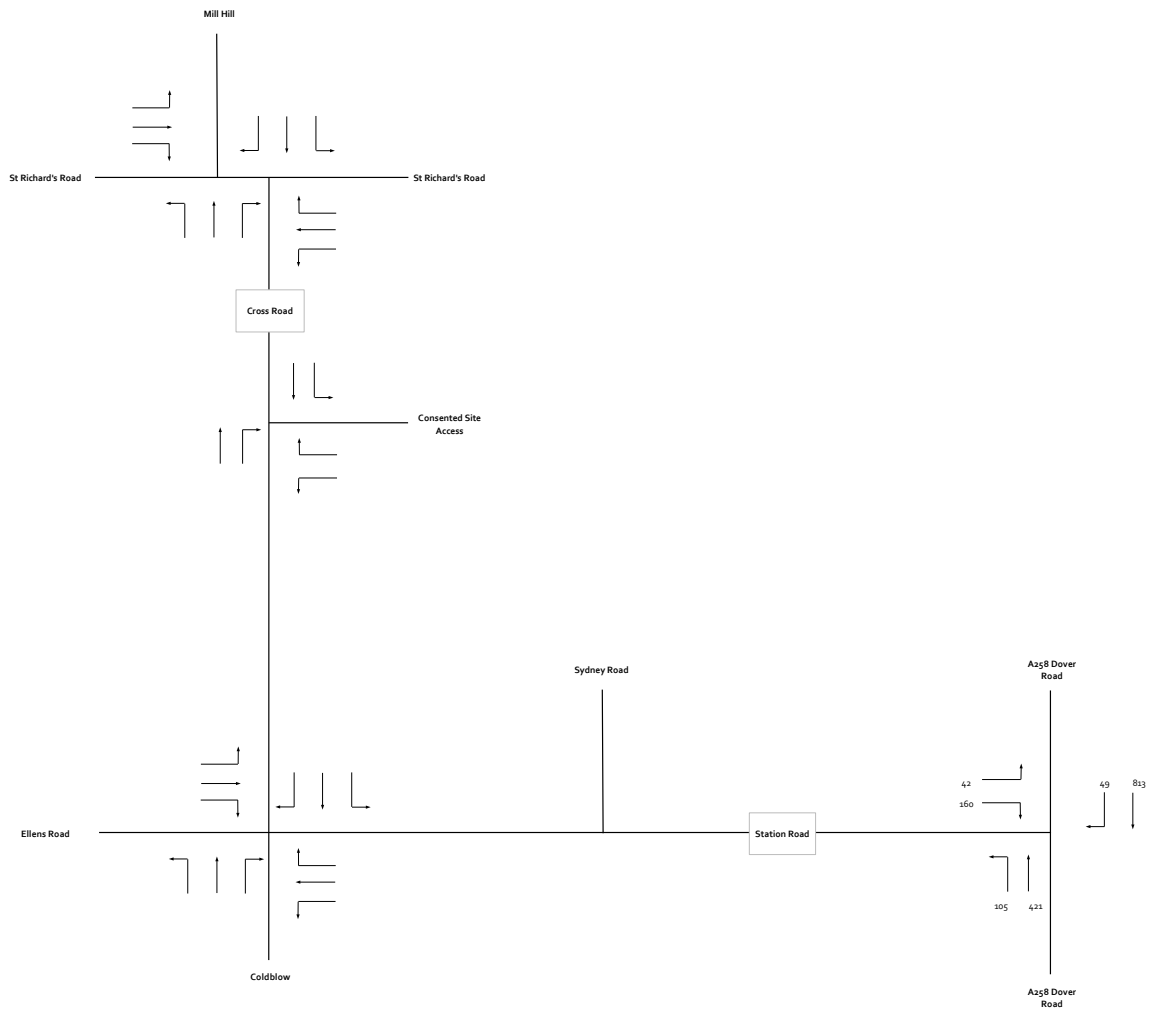


Figure 1 - 2019 Surveyed Flows - AM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

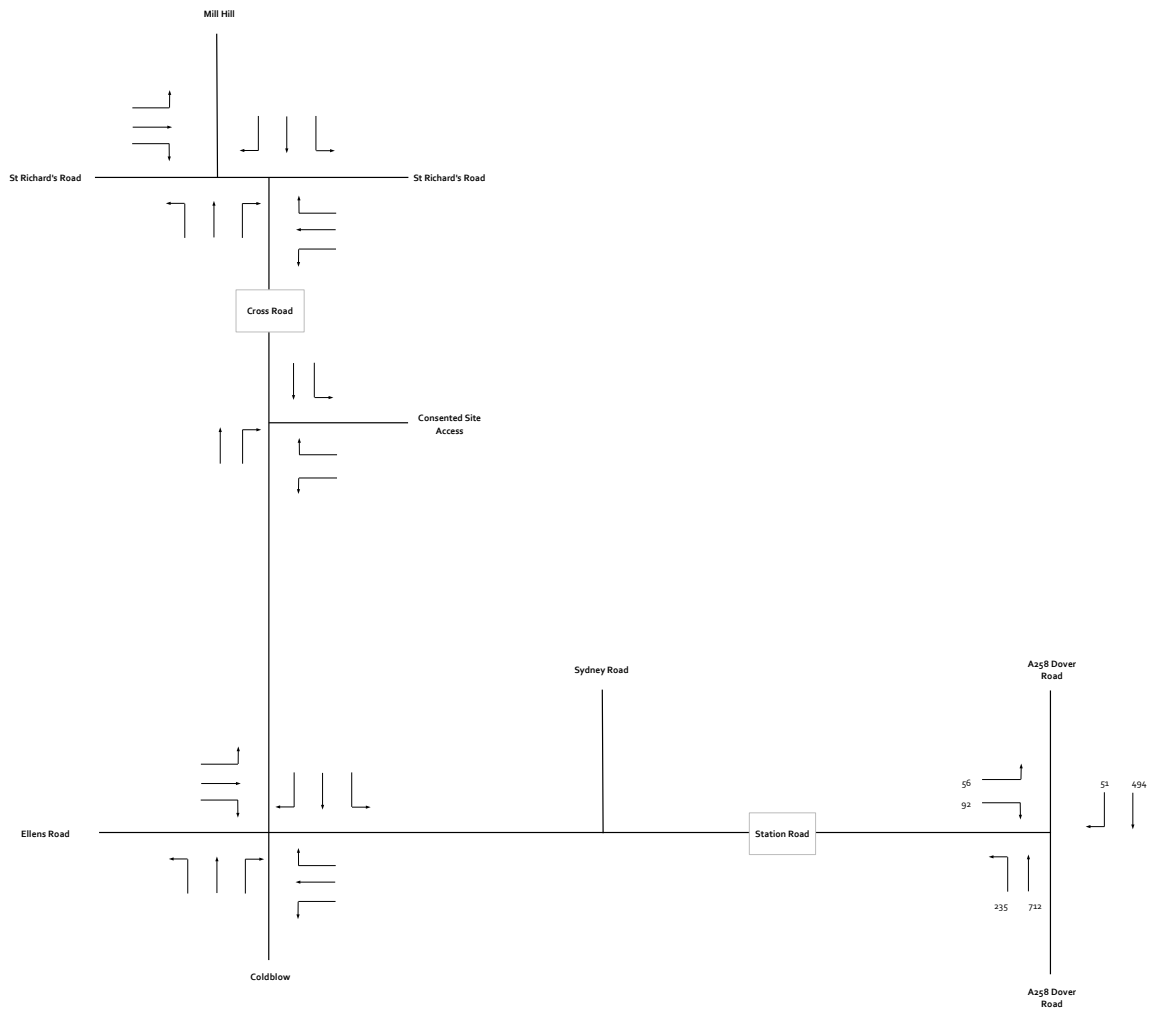


Figure 2 - 2019 Surveyed Flows - PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

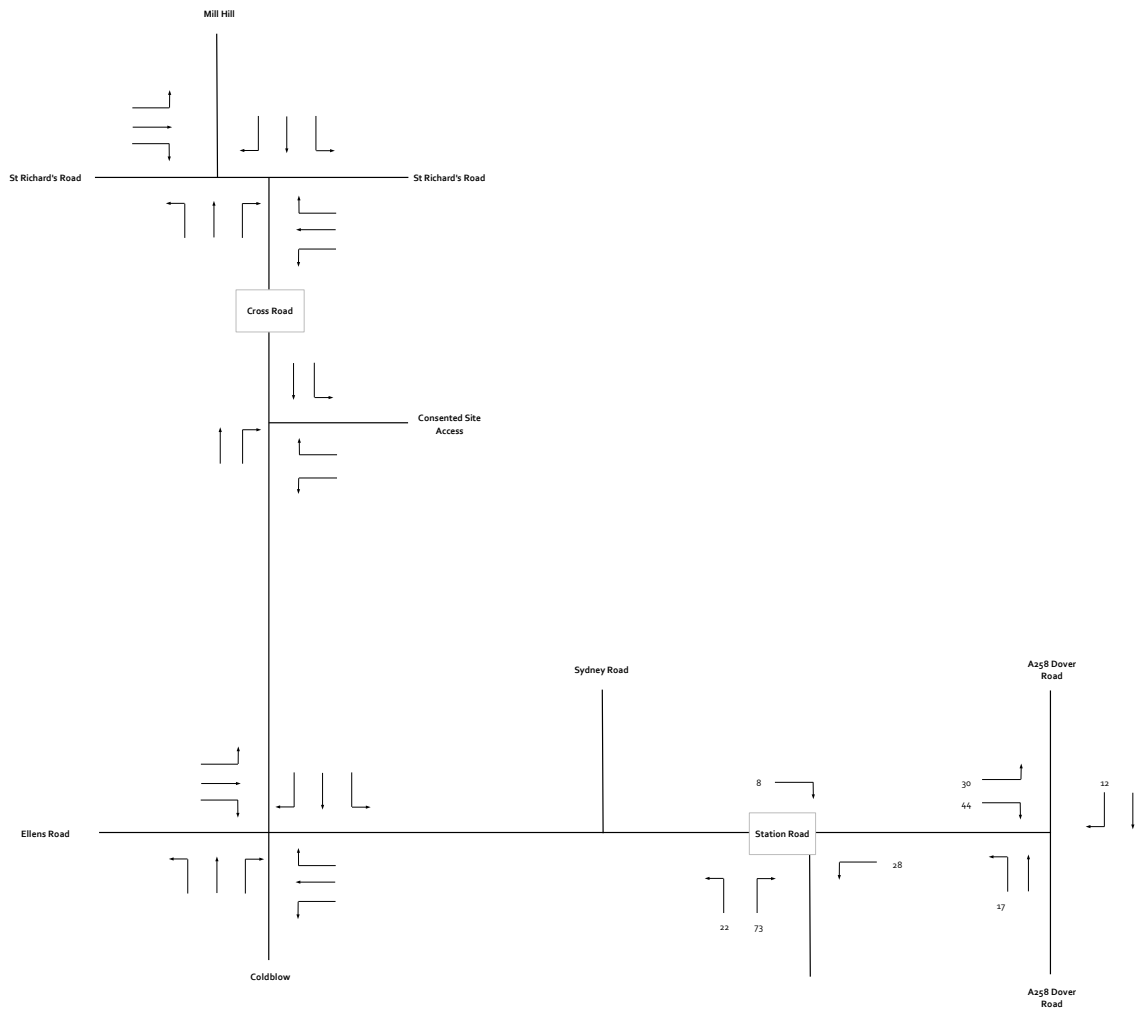


Figure 3 - Committed Development (App Ref No 14/00964) Trips - AM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

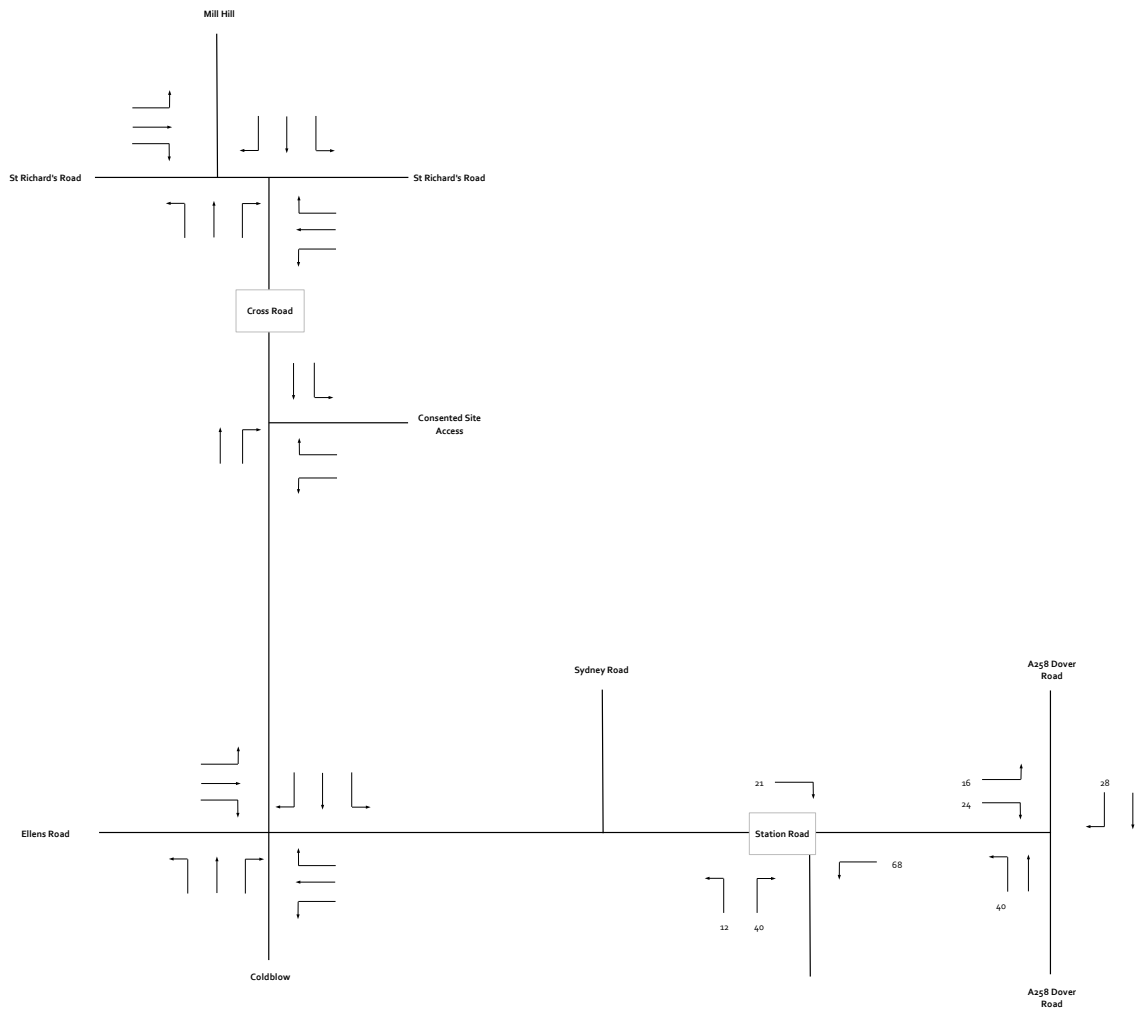


Figure 4 - Committed Development (App Ref No 14/00961) Trips - PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

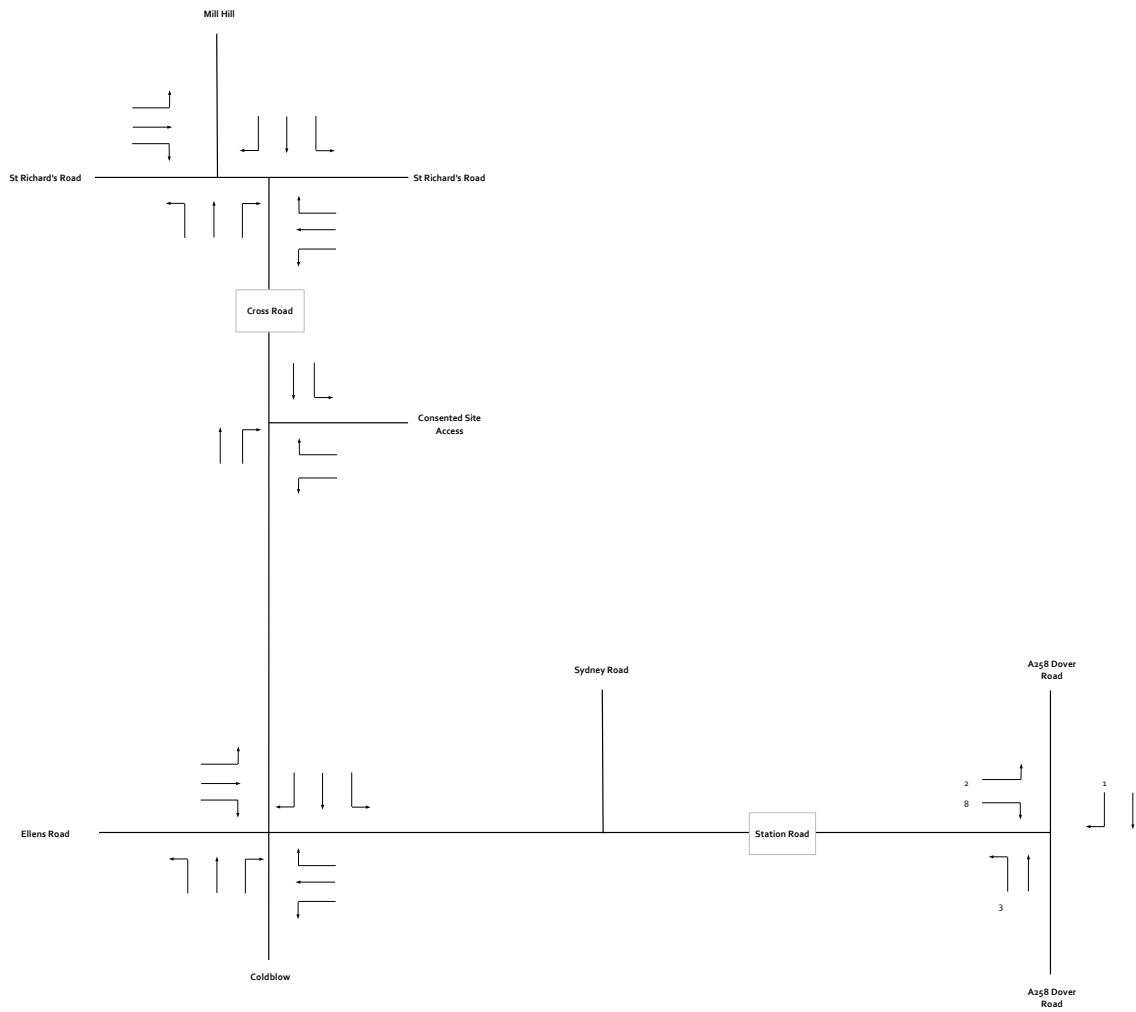


Figure 5 - Committed Development (App Ref No 20/02125) Trips - AM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

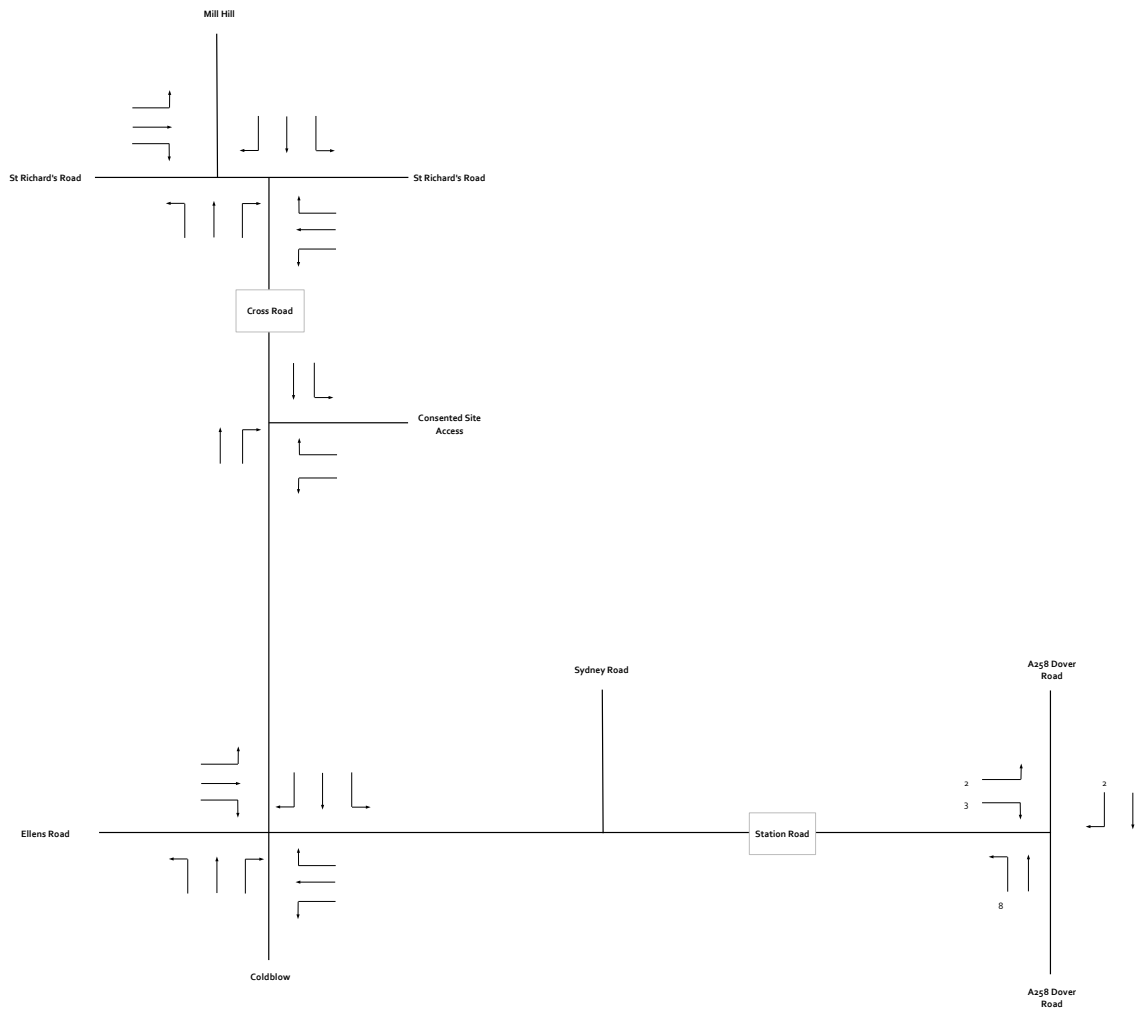


Figure 6 - Committed Development (App Ref No 20/05125) Trips - PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

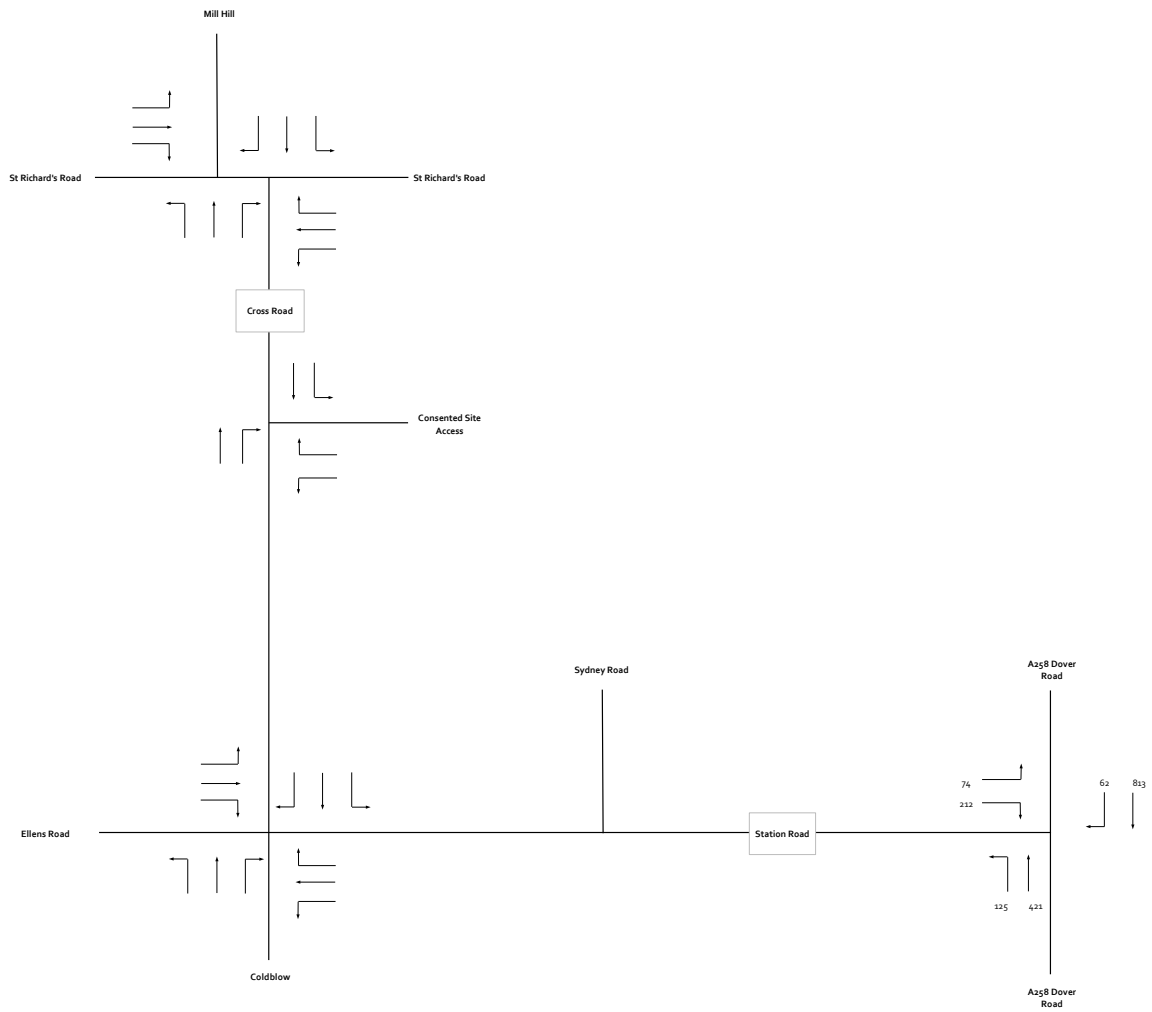


Figure 7 - Surveyed + Committed Development - AM Peak



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 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

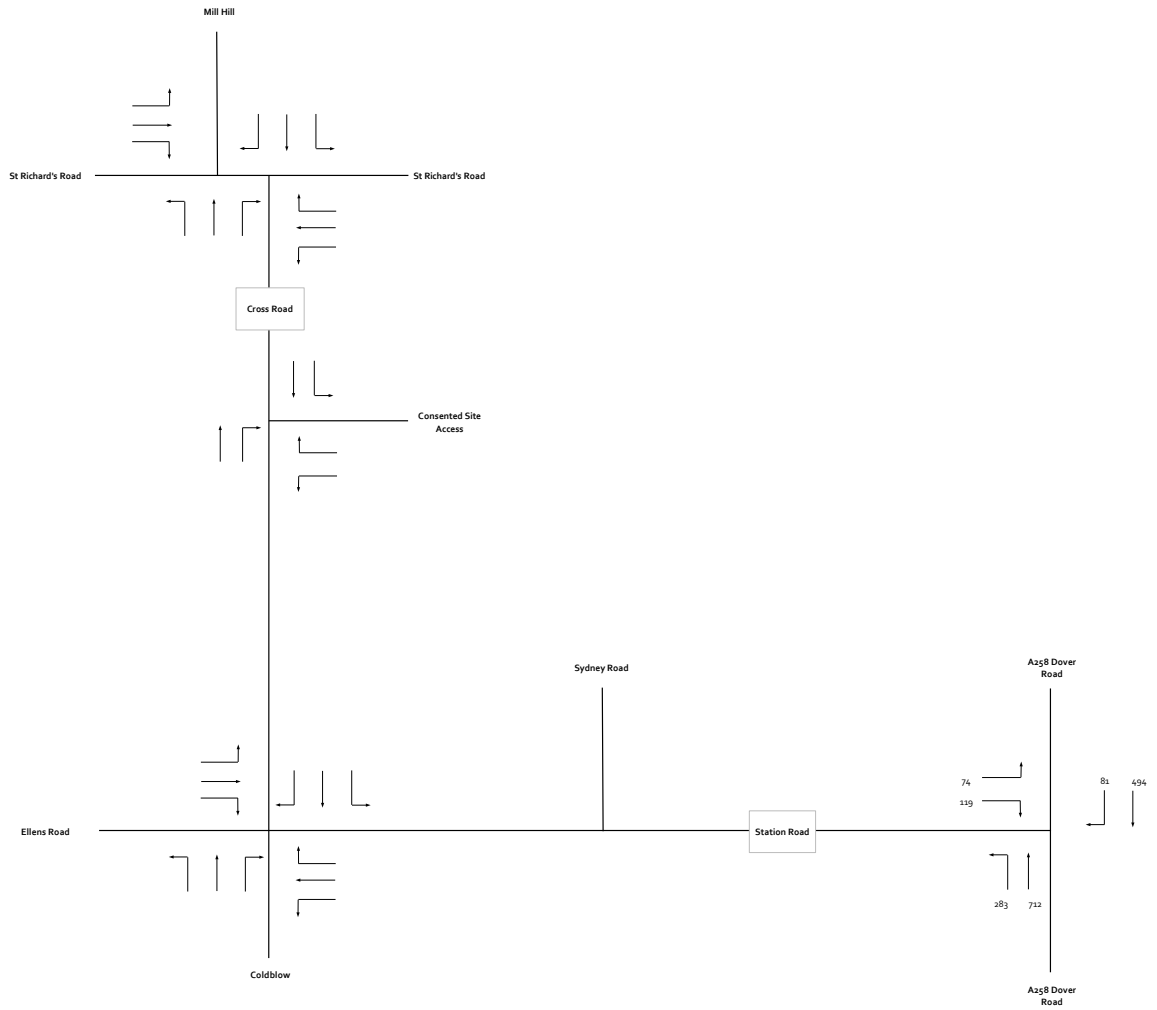


Figure 8 - Surveyed + Committed Development - PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

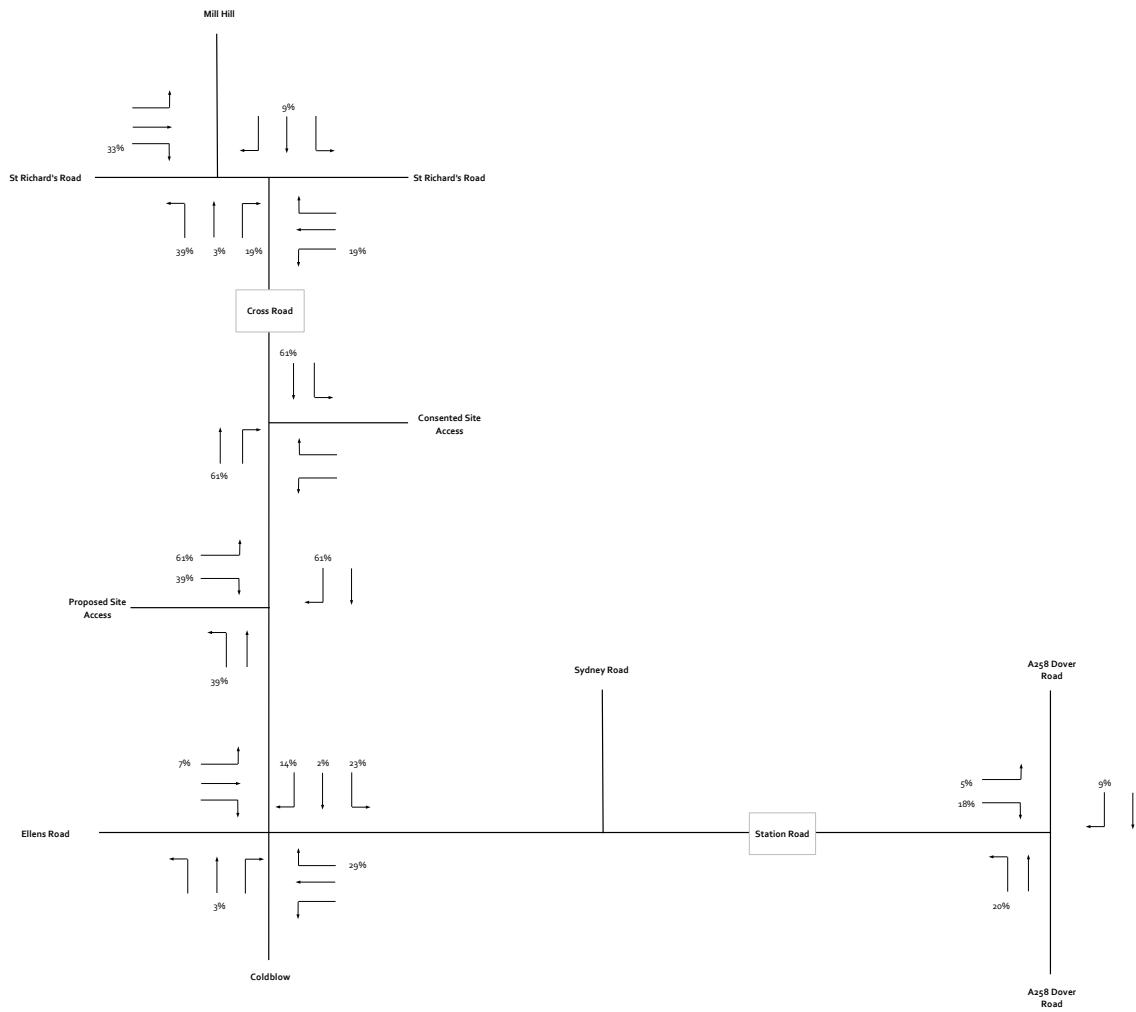


Figure 9 - Trip Distribution - AM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

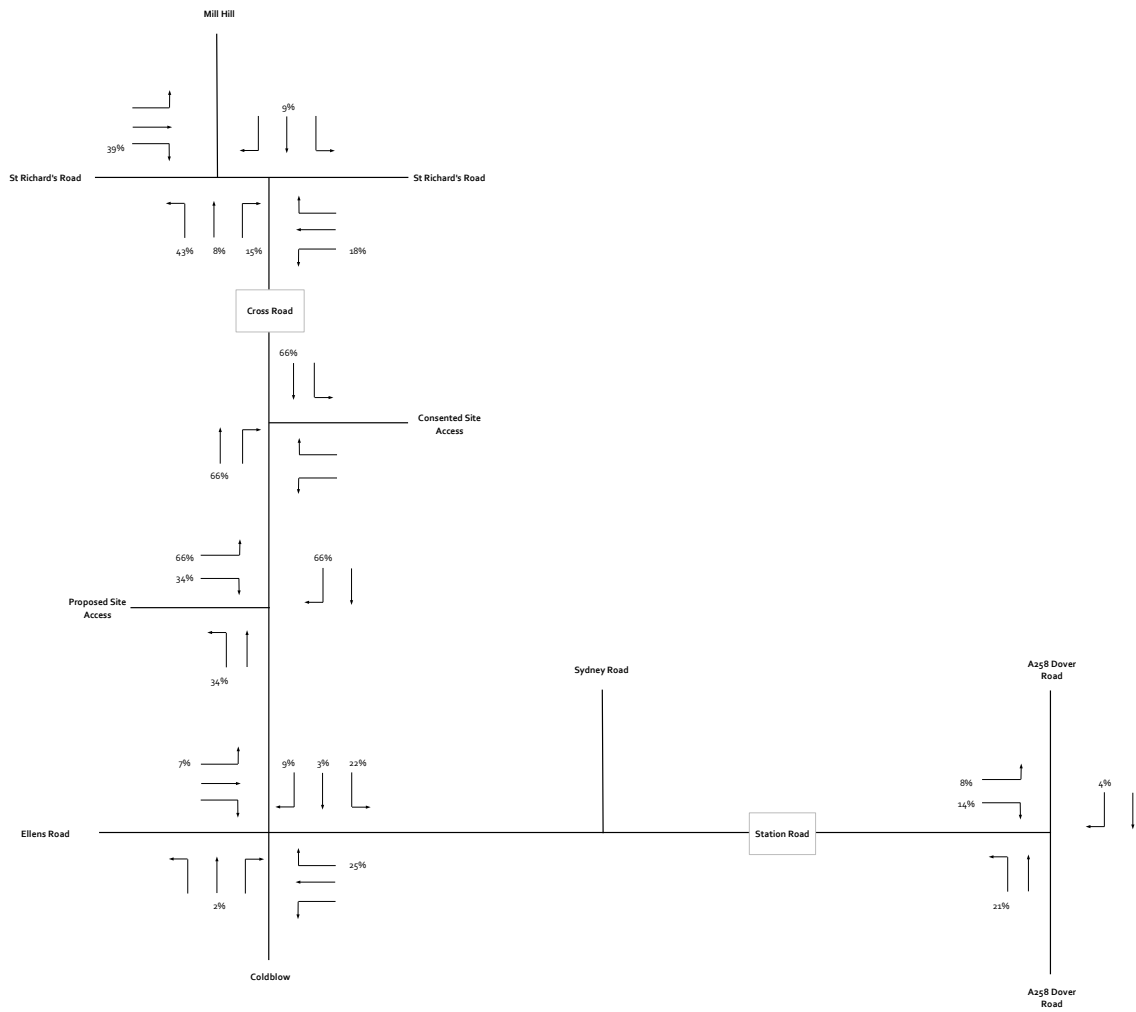


Figure 10 - Trip Distribution - PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

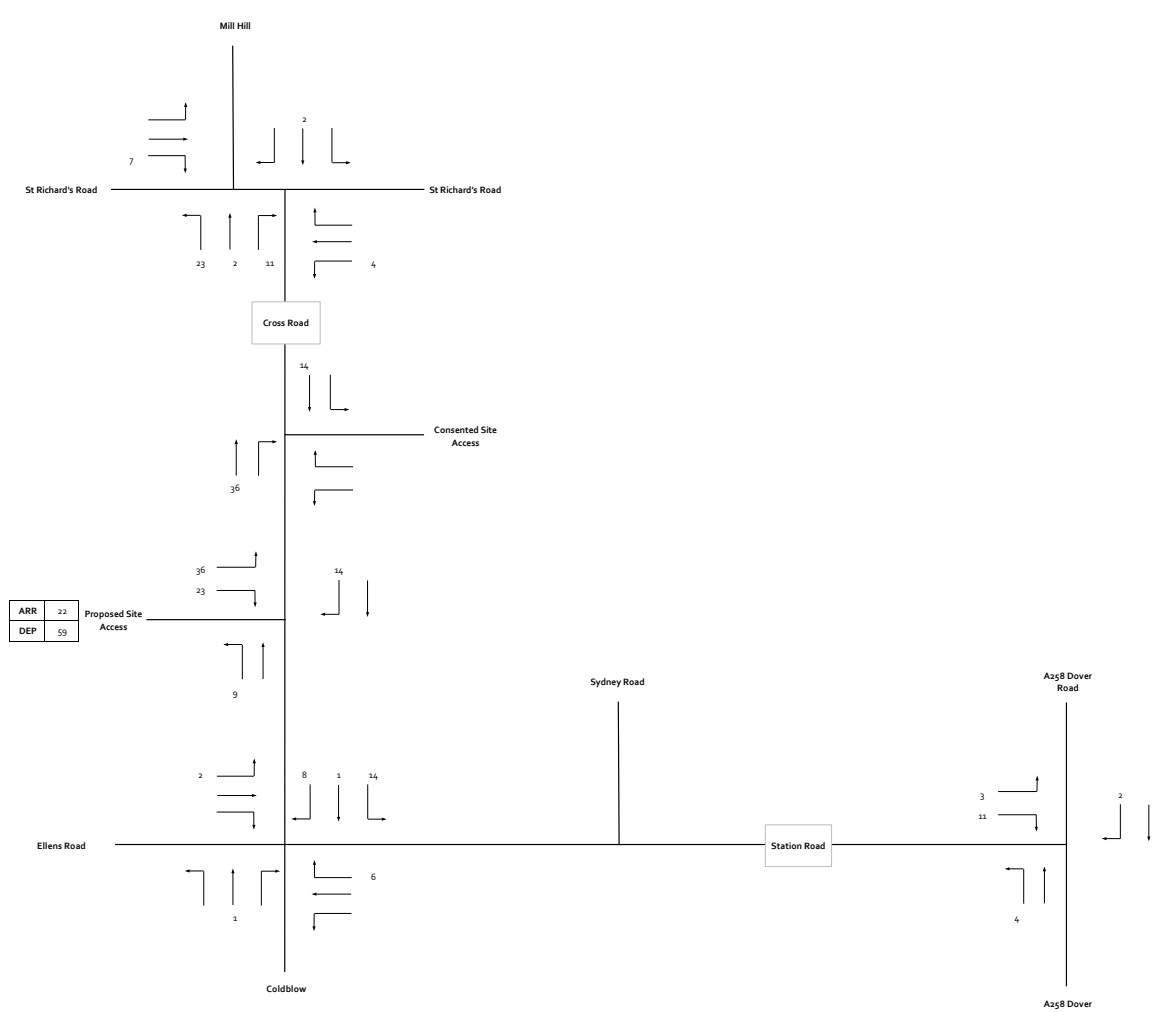


Figure 11 - Proposed Development Trips - AM Peak



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 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

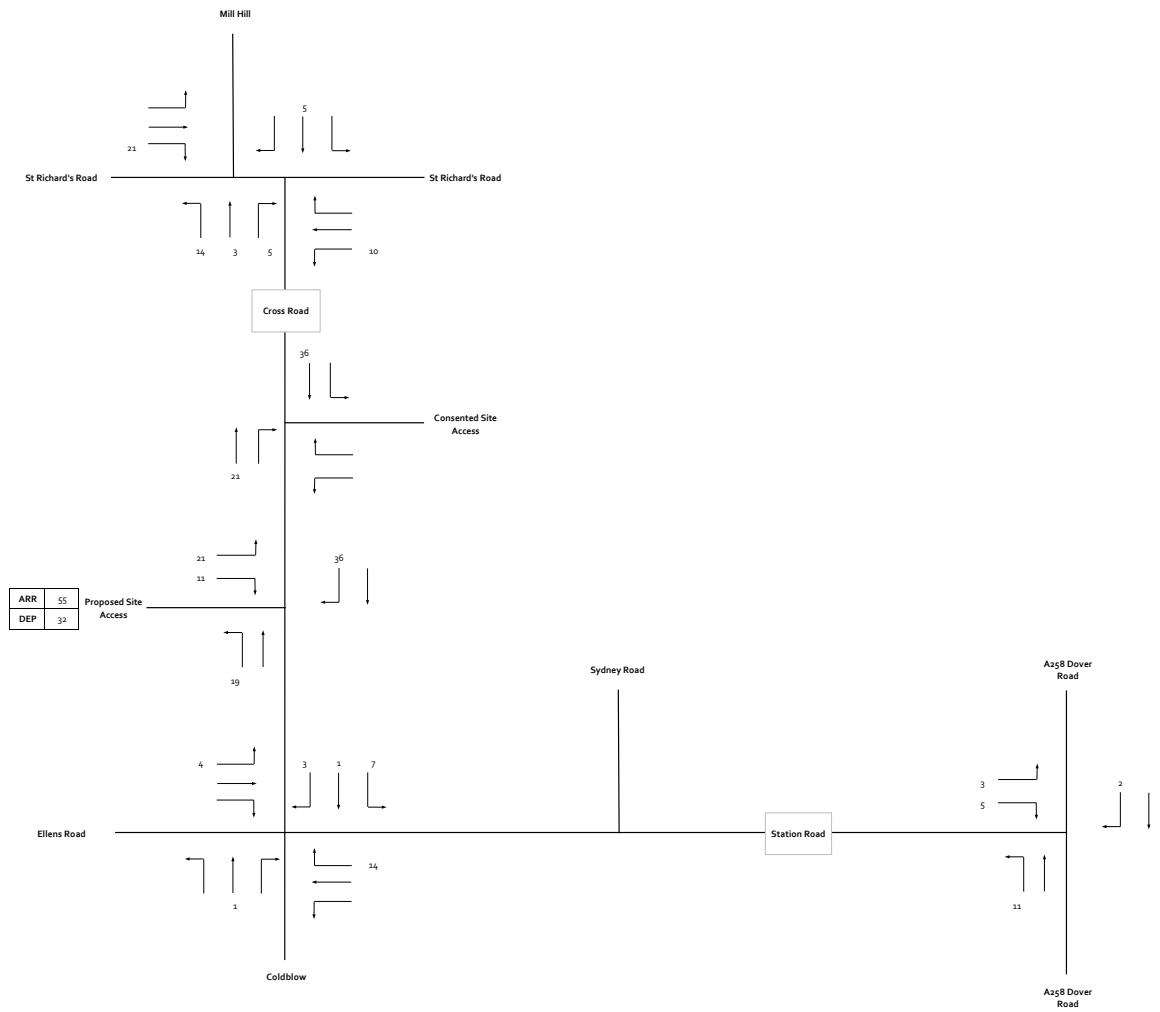


Figure 12 - Proposed Development Trips - PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

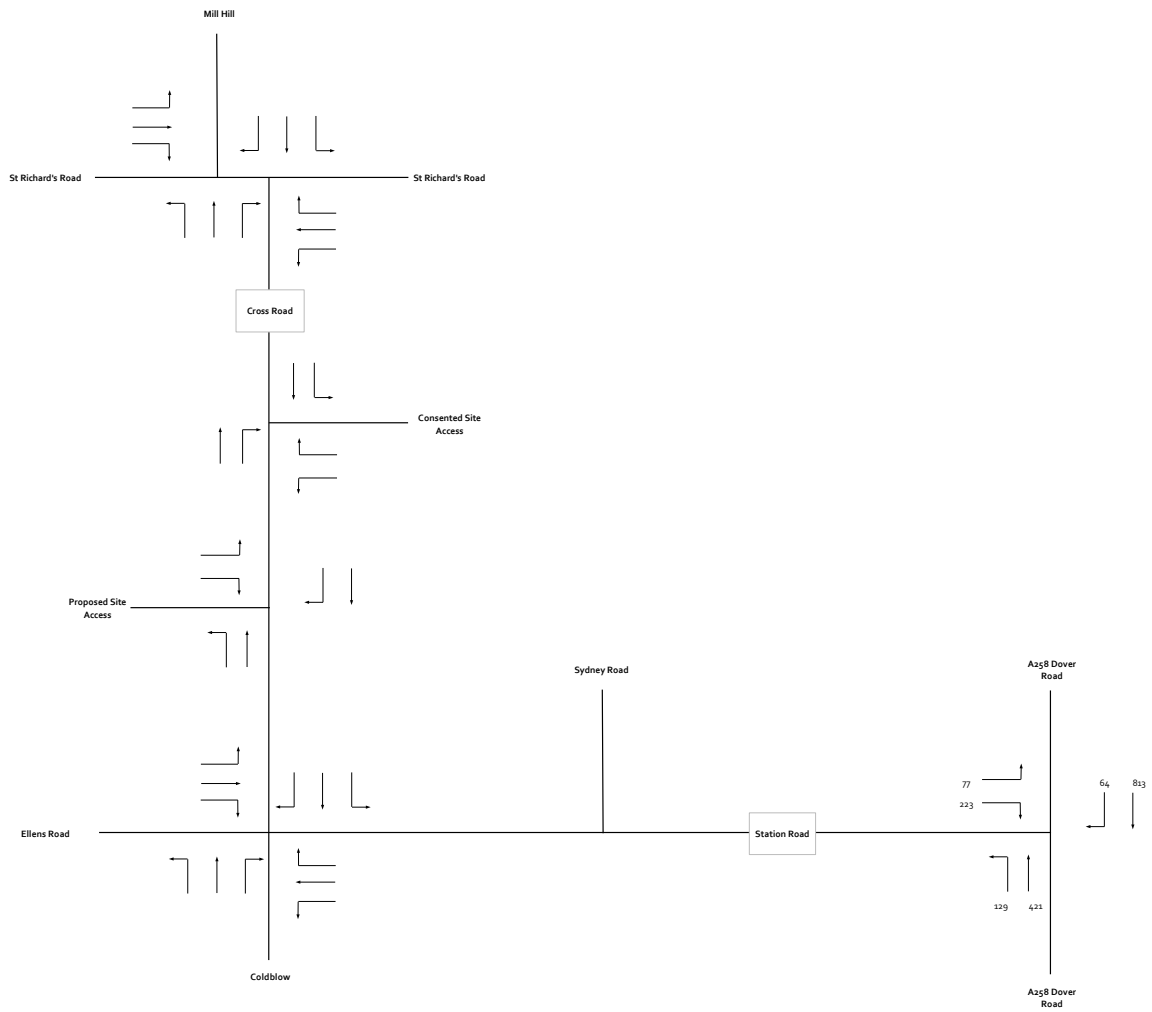


Figure 13 - Surveyed + Committed Development + With Development - AM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

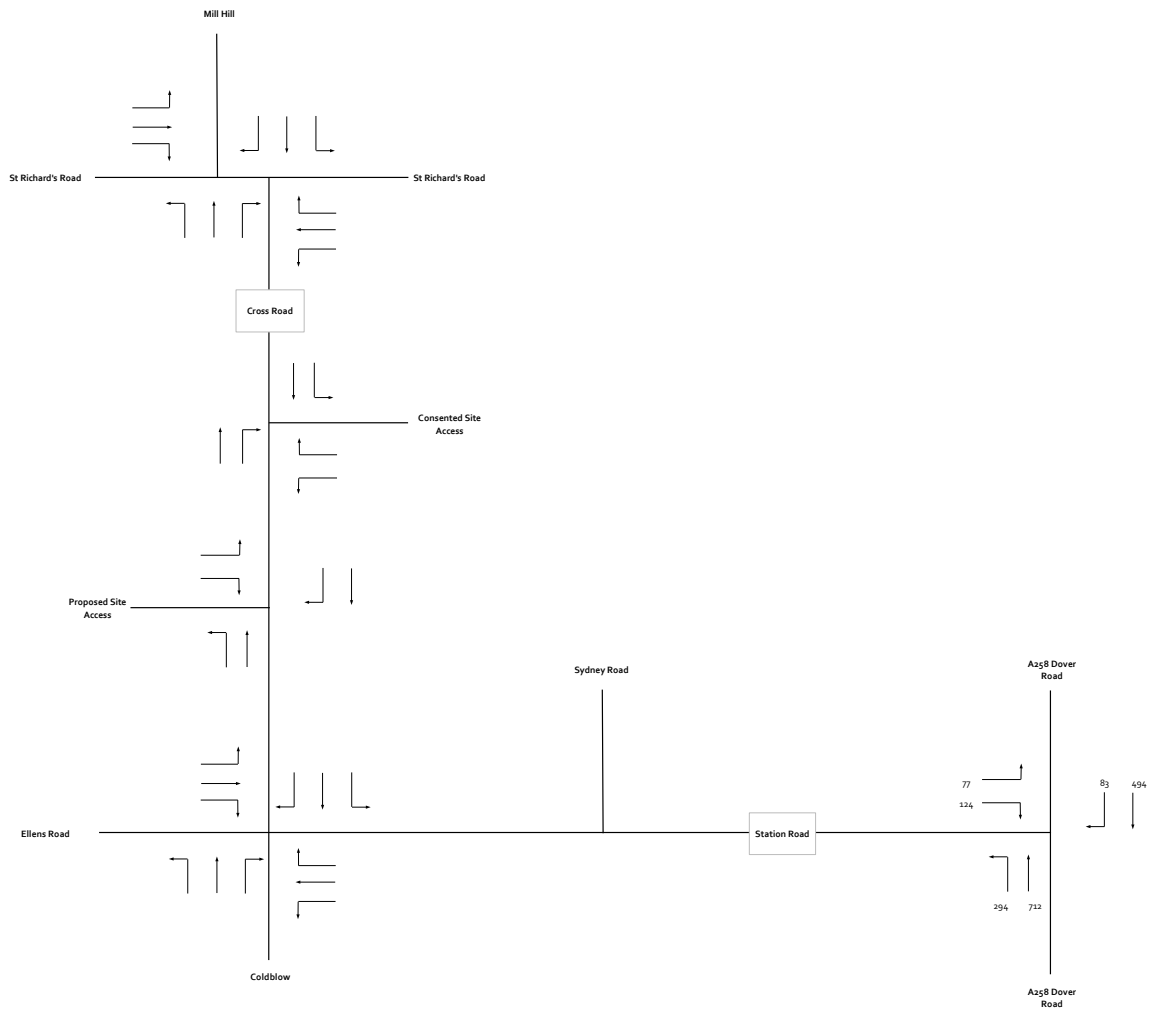


Figure 14 - Surveyed + Committed Development + With Development - PM Peak



Croft Transport Planning & Design
 Hill Quays
 9 Jordan Street
 Manchester
 M15 4PY

APPENDICES

APPENDIX 1

Deal ATC 1, Cross Road

Produced by Streetwise Services Ltd.

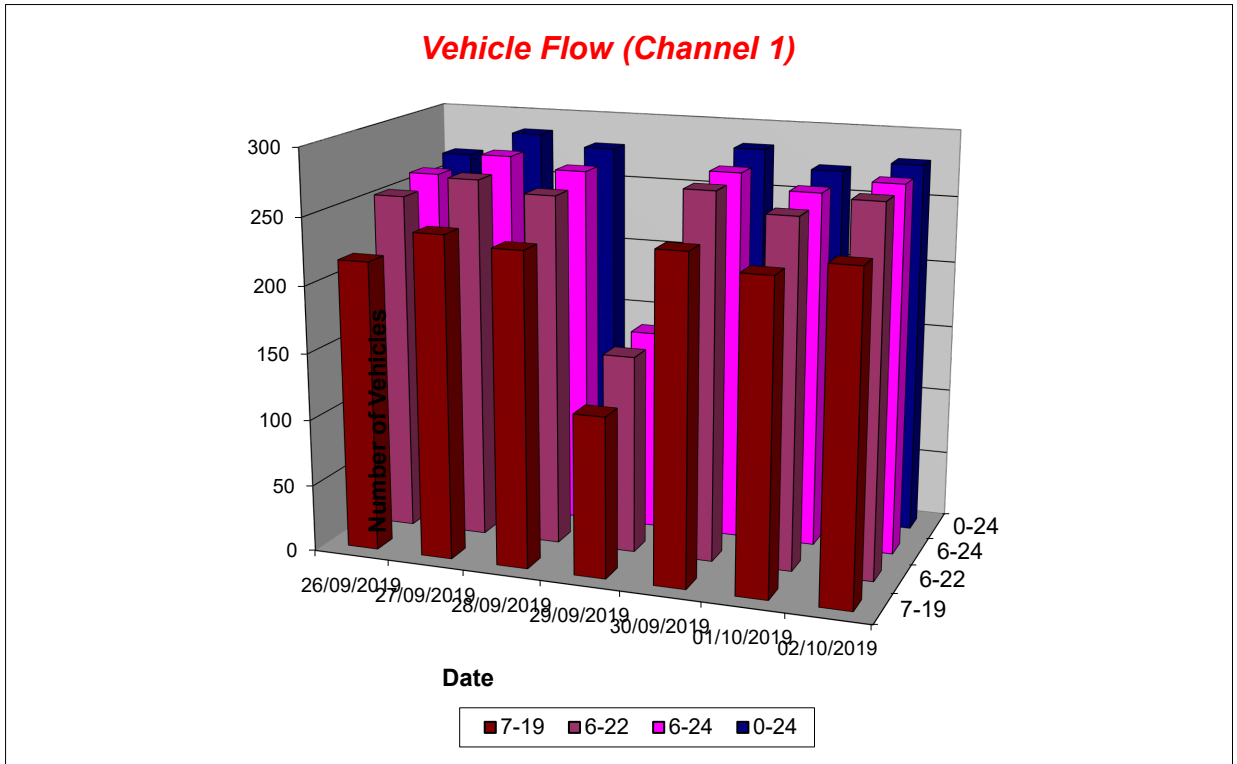


Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	26/09/2019 Thursday	27/09/2019 Friday	28/09/2019 Saturday	29/09/2019 Sunday	30/09/2019 Monday	01/10/2019 Tuesday	02/10/2019 Wednesday	5 Day Ave	7 Day Ave
1	0	3	2	0	2	1	1	1	1
2	0	0	1	0	0	0	0	0	0
3	0	0	1	1	0	0	0	0	0
4	0	0	0	0	0	0	1	0	0
5	2	1	1	1	3	1	1	2	1
6	4	4	3	0	3	4	1	3	3
7	8	7	2	3	6	8	8	7	6
8	21	20	10	3	16	26	19	20	16
9	28	28	13	7	30	36	33	31	25
10	14	19	38	7	19	14	13	16	18
11	13	21	25	14	20	21	22	19	19
12	15	14	28	12	17	14	21	16	17
13	16	18	21	13	18	15	24	18	18
14	10	24	30	16	15	12	16	15	18
15	24	19	12	11	18	13	18	18	16
16	18	13	14	6	27	23	25	21	18
17	15	22	9	15	32	23	22	23	20
18	19	21	11	7	16	21	15	18	16
19	24	22	23	9	14	12	13	17	17
20	11	8	11	16	16	11	12	12	12
21	6	6	5	3	7	7	10	7	6
22	12	8	10	6	2	3	2	5	6
23	6	4	5	3	2	4	2	4	4
24	1	4	3	0	1	2	0	2	2
7-19	217	241	234	120	242	230	241	234	218
6-22	254	270	262	148	273	259	273	266	248
6-24	261	278	270	151	276	265	275	271	254
0-24	267	286	278	153	284	271	279	277	260



Deal ATC 1, Cross Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	26/09/2019 Thursday	27/09/2019 Friday	28/09/2019 Saturday	29/09/2019 Sunday	30/09/2019 Monday	01/10/2019 Tuesday	02/10/2019 Wednesday
1	-	29.7	25.5	-	34.2	15.5	33.0
2	-	-	25.5	-	-	-	-
3	-	-	43.0	33.0	-	-	-
4	-	-	-	-	-	-	33.0
5	38.0	38.0	25.5	25.5	27.2	33.0	38.0
6	29.9	31.8	28.0	-	30.5	34.2	25.5
7	27.4	25.9	29.2	26.3	27.6	25.5	28.0
8	27.6	28.8	27.8	22.2	28.2	26.6	28.7
9	26.9	27.7	27.6	27.6	29.2	27.9	28.8
10	26.0	27.1	26.7	30.5	25.4	28.2	28.8
11	26.8	30.3	28.2	26.8	27.5	25.7	27.7
12	25.7	24.4	25.9	27.6	26.1	28.2	27.3
13	26.6	26.8	28.1	27.8	26.6	27.0	25.2
14	26.0	25.0	26.7	26.9	24.7	25.1	25.5
15	27.4	26.8	26.5	28.0	24.2	28.8	23.3
16	23.5	27.2	28.2	28.0	27.5	25.5	27.1
17	26.5	29.1	28.6	27.8	25.9	26.4	27.7
18	30.8	26.0	26.0	27.6	26.8	25.6	27.0
19	29.0	26.0	28.3	23.3	26.6	27.6	27.6
20	26.6	27.4	26.0	30.2	31.1	25.0	25.7
21	25.1	29.7	25.5	25.5	23.7	30.1	29.0
22	25.3	29.2	30.5	30.1	26.8	30.5	25.5
23	24.7	29.2	33.0	25.5	25.5	29.2	25.5
24	25.5	27.4	31.3	-	15.5	29.2	-
10-12	26.2	27.9	27.0	27.1	26.9	26.7	27.5
14-16	25.7	27.0	27.4	28.0	26.2	26.7	25.5
0-24	27.0	27.4	27.5	27.6	26.9	27.0	27.2

7 Day Ave 27.2

85th Percentile

Hr Ending	26/09/2019 Thursday	27/09/2019 Friday	28/09/2019 Saturday	29/09/2019 Sunday	30/09/2019 Monday	01/10/2019 Tuesday	02/10/2019 Wednesday
1	-	38.6	26.3	-	43.1	15.7	33.2
2	-	-	25.8	-	-	-	-
3	-	-	43.0	33.4	-	-	-
4	-	-	-	-	-	-	33.3
5	38.7	38.5	25.8	25.8	33.2	33.1	38.1
6	43.5	43.3	33.4	-	34.0	38.1	26.1
7	33.6	26.1	33.3	38.9	38.1	25.8	33.2
8	33.3	33.6	33.9	26.1	33.4	33.1	33.9
9	33.3	33.3	34.0	33.6	33.4	33.0	33.1
10	33.8	33.3	33.4	33.4	33.5	33.5	38.4
11	33.0	38.8	33.3	38.1	33.2	33.7	33.3
12	33.8	33.8	33.2	33.6	33.5	33.5	33.9
13	33.8	33.6	33.2	33.7	33.3	33.8	26.3
14	38.7	26.5	33.6	33.9	33.6	33.1	25.8
15	33.0	33.9	33.4	43.8	26.0	33.2	26.2
16	25.9	33.2	33.4	38.0	33.2	33.7	33.3
17	26.6	33.7	33.7	33.5	33.9	33.5	33.1
18	33.8	34.0	33.3	33.9	38.7	25.9	33.0
19	38.4	33.2	33.6	25.9	33.5	38.1	33.3
20	34.0	33.5	33.2	33.7	38.4	33.7	33.8
21	33.9	43.1	25.7	26.0	25.6	38.9	33.3
22	33.1	34.0	38.6	43.5	38.8	43.5	25.7
23	33.9	33.7	38.1	26.0	26.0	33.1	26.0
24	25.9	33.0	43.5	-	16.3	33.8	-
10-12	33.5	38.6	33.9	33.4	33.6	33.4	33.3
14-16	33.8	33.1	33.3	38.4	33.8	33.5	33.3
0-24	33.1	33.1	33.8	33.3	33.0	33.5	33.0

7 Day Ave 33.3

Deal ATC 1, Cross Road

Produced by Streetwise Services Ltd.



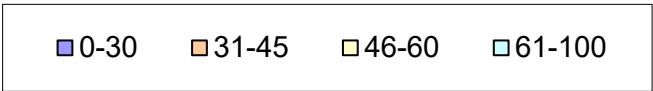
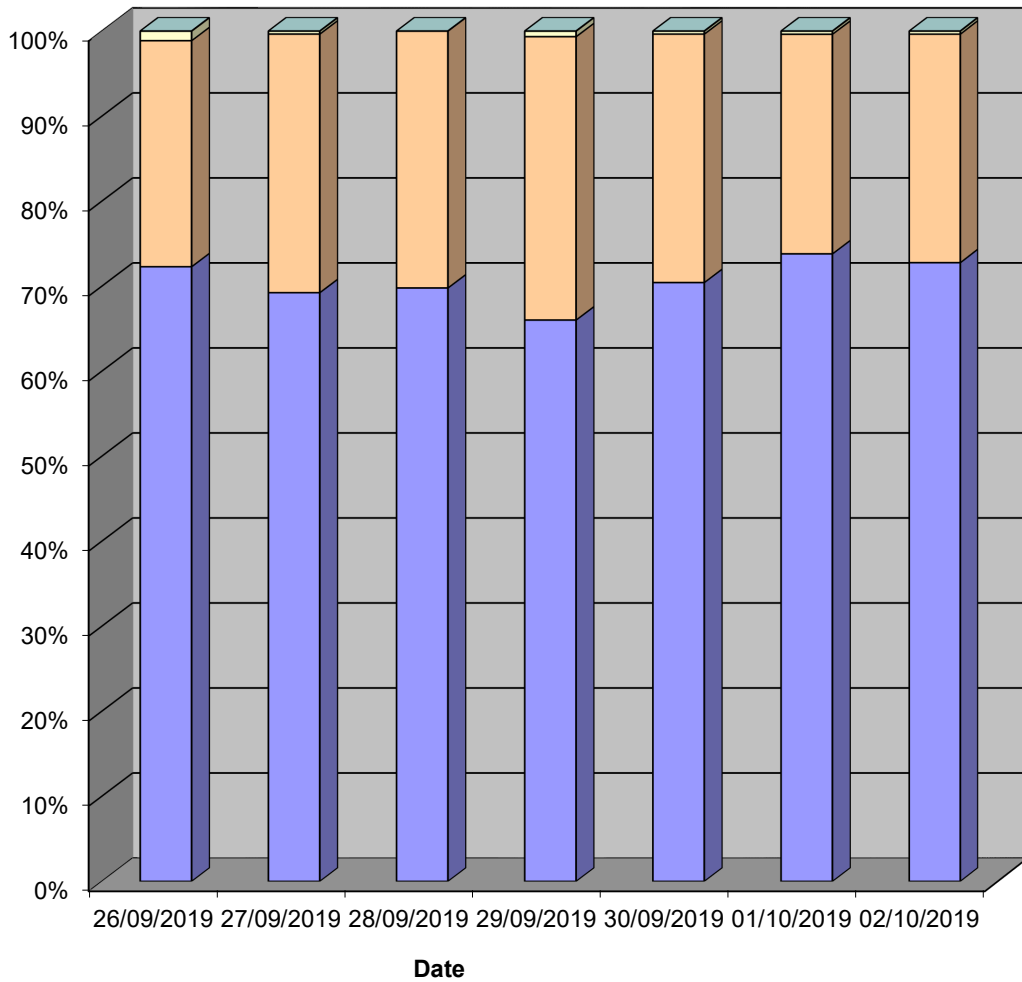
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	26/09/2019 Thursday	27/09/2019 Friday	28/09/2019 Saturday	29/09/2019 Sunday	30/09/2019 Monday	01/10/2019 Tuesday	02/10/2019 Wednesday
0-30	193	198	194	101	200	200	203
31-45	71	87	84	51	83	70	75
46-60	3	1	0	1	1	1	1
61-100	0	0	0	0	0	0	0
TOTAL	267	286	278	153	284	271	279

Speed Summary (MPH)



Deal ATC 1, Cross Road

Produced by Streetwise Services Ltd.



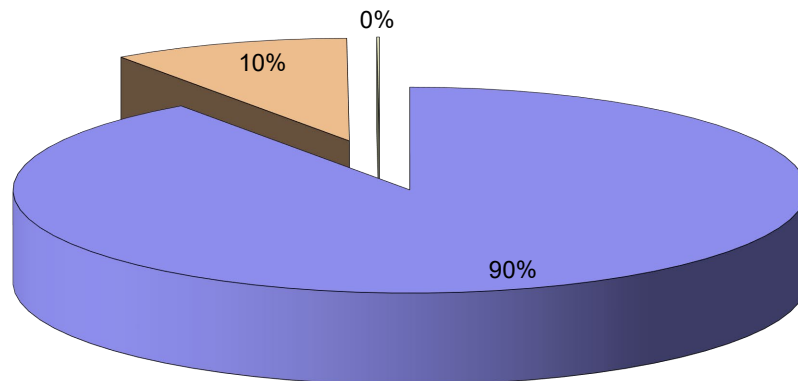
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
26/09/2019				
7-19	199	18	0	217
6-22	233	21	0	254
6-24	239	22	0	261
0-24	243	24	0	267
27/09/2019				
7-19	210	30	1	241
6-22	238	31	1	270
6-24	245	32	1	278
0-24	251	34	1	286
28/09/2019				
7-19	221	13	0	234
6-22	247	15	0	262
6-24	255	15	0	270
0-24	262	16	0	278
29/09/2019				
7-19	112	8	0	120
6-22	138	10	0	148
6-24	141	10	0	151
0-24	142	11	0	153
30/09/2019				
7-19	212	30	0	242
6-22	242	31	0	273
6-24	245	31	0	276
0-24	252	32	0	284
01/10/2019				
7-19	198	31	1	230
6-22	225	33	1	259
6-24	231	33	1	265
0-24	236	34	1	271
02/10/2019				
7-19	218	23	0	241
6-22	249	24	0	273
6-24	251	24	0	275
0-24	254	25	0	279
Average				
7-19	196	22	0	218
6-22	225	24	0	248
6-24	230	24	0	254
0-24	234	25	0	260

Total Vehicle Class Distribution



Deal ATC 1, Cross Road

Produced by Streetwise Services Ltd.

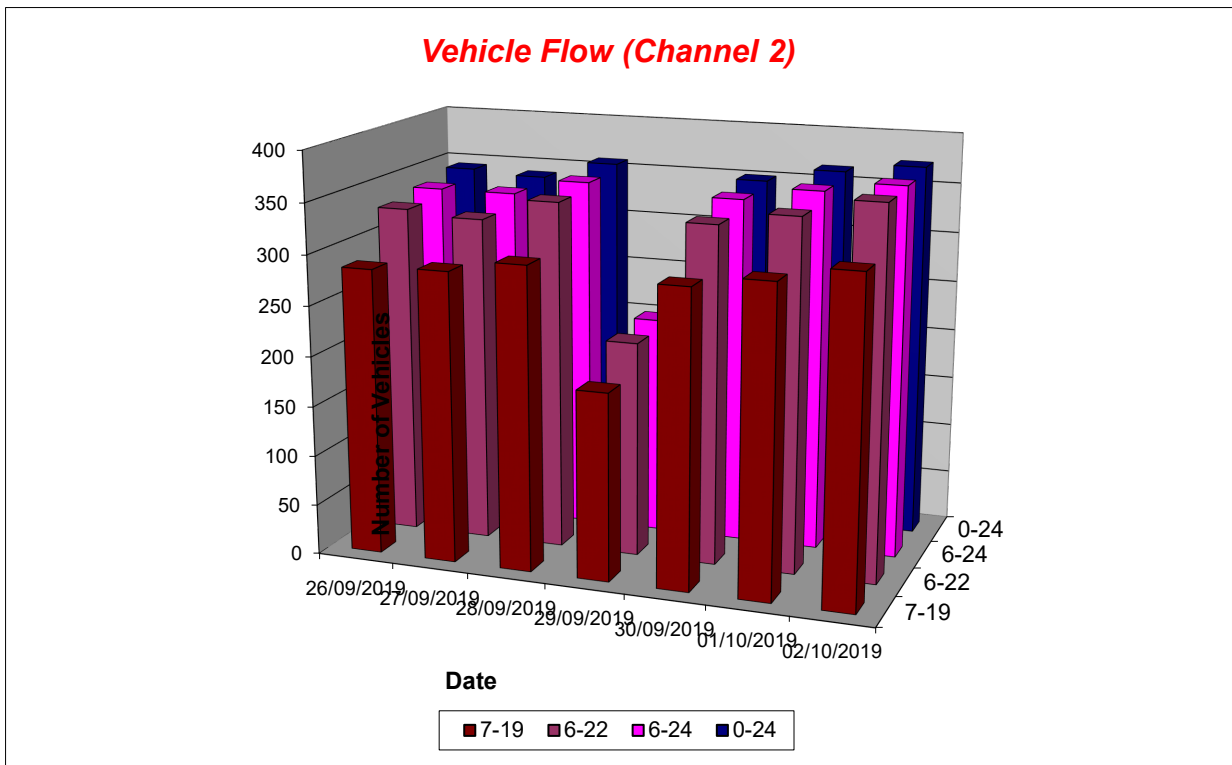


Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	26/09/2019 Thursday	27/09/2019 Friday	28/09/2019 Saturday	29/09/2019 Sunday	30/09/2019 Monday	01/10/2019 Tuesday	02/10/2019 Wednesday	5 Day Ave	7 Day Ave
1	0	1	4	1	1	2	2	1	2
2	1	1	1	1	1	1	0	1	1
3	0	0	0	2	1	0	0	0	0
4	1	0	0	0	0	0	0	0	0
5	1	1	1	0	0	0	0	0	0
6	5	1	0	0	2	3	3	3	2
7	5	7	1	1	10	9	8	8	6
8	16	17	11	3	19	19	19	18	15
9	25	25	19	7	21	29	27	25	22
10	21	16	31	8	21	16	14	18	18
11	23	26	28	15	15	20	16	20	20
12	16	18	20	13	22	20	34	22	20
13	23	21	35	26	25	17	19	21	24
14	16	18	30	20	20	24	30	22	23
15	20	25	30	25	28	18	34	25	26
16	25	27	19	13	23	24	32	26	23
17	39	31	25	27	34	50	37	38	35
18	29	37	28	11	36	39	36	35	31
19	32	28	25	18	29	28	21	28	26
20	24	13	17	16	11	19	16	17	17
21	7	4	16	6	11	12	17	10	10
22	8	11	11	5	10	4	6	8	8
23	4	5	5	2	5	7	2	5	4
24	3	7	1	2	5	3	0	4	3
7-19	285	289	301	186	293	304	319	298	282
6-22	329	324	346	214	335	348	366	340	323
6-24	336	336	352	218	345	358	368	349	330
0-24	344	340	358	222	350	364	373	354	336



Deal ATC 1, Cross Road

Produced by Streetwise Services Ltd.



Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	26/09/2019 Thursday	27/09/2019 Friday	28/09/2019 Saturday	29/09/2019 Sunday	30/09/2019 Monday	01/10/2019 Tuesday	02/10/2019 Wednesday
1	-	33.0	31.1	43.0	33.0	20.5	33.0
2	38.0	38.0	25.5	25.5	33.0	25.5	-
3	-	-	-	29.2	33.0	-	-
4	33.0	-	-	-	-	-	-
5	15.5	25.5	25.5	-	-	-	-
6	27.0	25.5	-	-	33.0	25.5	28.0
7	30.0	29.1	25.5	25.5	27.8	29.4	25.5
8	26.1	27.3	26.2	18.8	27.5	26.4	26.0
9	27.6	25.8	27.5	29.8	28.7	25.9	27.0
10	26.1	29.9	28.1	26.4	26.3	27.5	27.1
11	25.8	28.5	28.6	29.3	26.7	27.8	26.4
12	26.6	25.8	29.8	24.7	25.0	27.8	27.6
13	26.9	25.3	28.7	26.3	28.6	28.4	28.8
14	26.8	26.8	25.5	28.0	26.1	27.1	29.5
15	28.0	26.8	26.9	27.8	26.7	24.8	25.9
16	25.2	26.0	26.6	25.9	25.2	27.1	27.7
17	27.2	27.5	27.5	30.1	26.4	26.8	26.4
18	28.9	27.1	28.9	28.5	26.4	29.7	27.5
19	28.2	29.2	25.8	25.8	28.1	27.0	27.3
20	29.5	27.4	27.4	28.2	29.4	28.0	27.5
21	26.9	34.9	33.8	29.7	29.4	30.5	31.1
22	26.4	26.2	31.6	29.5	27.0	30.5	32.2
23	32.4	28.5	30.5	29.2	28.0	28.7	31.8
24	33.8	27.6	33.0	38.0	24.0	24.7	-
10-12	26.1	27.4	29.1	27.2	25.7	27.8	27.2
14-16	26.4	26.4	26.8	27.1	26.0	26.1	26.8
0-24	27.4	27.3	28.0	27.8	27.1	27.5	27.6

7 Day Ave 27.5

85th Percentile

Hr Ending	26/09/2019 Thursday	27/09/2019 Friday	28/09/2019 Saturday	29/09/2019 Sunday	30/09/2019 Monday	01/10/2019 Tuesday	02/10/2019 Wednesday
1	-	33.5	33.3	43.2	33.3	26.2	33.8
2	38.5	38.4	25.7	25.5	33.4	25.9	-
3	-	-	-	33.7	33.4	-	-
4	33.2	-	-	-	-	-	-
5	16.4	26.3	26.0	-	-	-	-
6	33.6	26.3	-	-	33.9	26.2	33.7
7	33.8	33.7	25.7	26.0	33.1	33.1	33.4
8	26.4	33.7	26.3	26.1	33.6	33.8	26.0
9	33.3	34.0	33.4	33.2	33.3	33.7	33.2
10	33.5	33.3	33.9	26.5	33.1	33.5	33.2
11	33.1	33.5	33.5	33.7	38.2	33.2	33.5
12	33.6	33.4	38.2	26.3	33.1	33.2	33.4
13	33.4	33.7	38.7	33.4	33.4	33.3	33.1
14	34.0	33.2	26.2	33.9	34.0	33.8	33.3
15	38.1	33.4	33.6	33.7	33.5	33.1	33.6
16	26.4	26.0	33.8	33.1	33.5	33.5	33.8
17	33.6	33.8	33.2	38.6	34.0	33.8	33.5
18	33.3	33.5	38.8	33.7	33.2	38.8	33.2
19	33.1	33.4	25.9	25.9	33.4	33.3	33.9
20	38.5	33.5	39.0	33.4	33.4	34.0	38.4
21	43.2	43.2	48.1	38.4	33.3	38.8	38.3
22	26.5	33.6	38.1	38.3	33.5	38.7	43.8
23	38.1	33.5	43.8	34.0	38.1	33.9	38.2
24	43.0	33.7	33.4	38.8	38.5	33.9	-
10-12	33.3	33.9	33.5	33.7	34.0	33.4	33.4
14-16	33.5	33.4	33.1	33.4	33.6	33.1	33.2
0-24	33.9	33.3	33.1	33.7	33.9	34.0	33.9

7 Day Ave 33.7

Deal ATC 1, Cross Road

Produced by Streetwise Services Ltd.



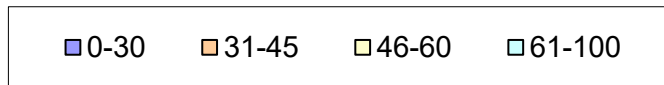
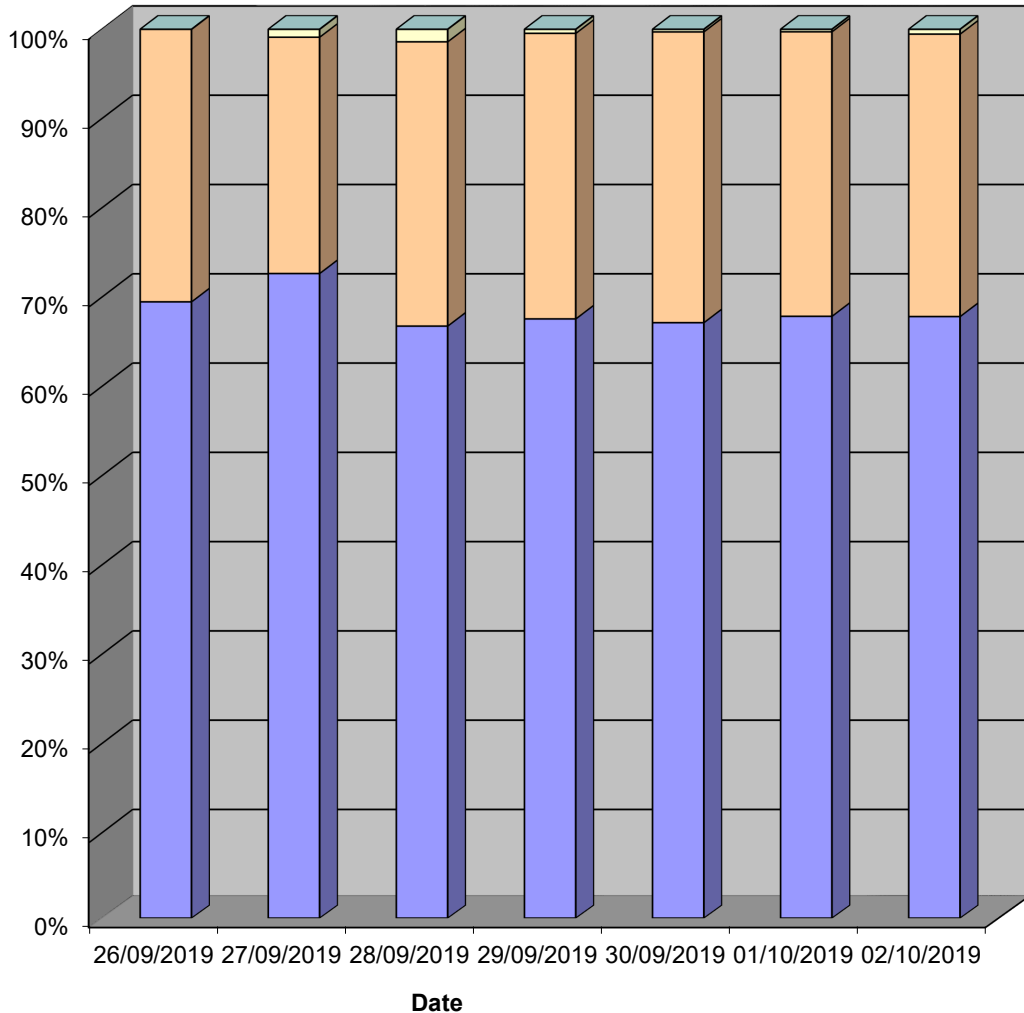
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	26/09/2019 Thursday	27/09/2019 Friday	28/09/2019 Saturday	29/09/2019 Sunday	30/09/2019 Monday	01/10/2019 Tuesday	02/10/2019 Wednesday
0-30	239	247	239	150	235	247	253
31-45	105	90	114	71	114	116	118
46-60	0	3	5	1	1	1	2
61-100	0	0	0	0	0	0	0
TOTAL	344	340	358	222	350	364	373

Speed Summary (MPH)



Deal ATC 1, Cross Road

Produced by Streetwise Services Ltd.



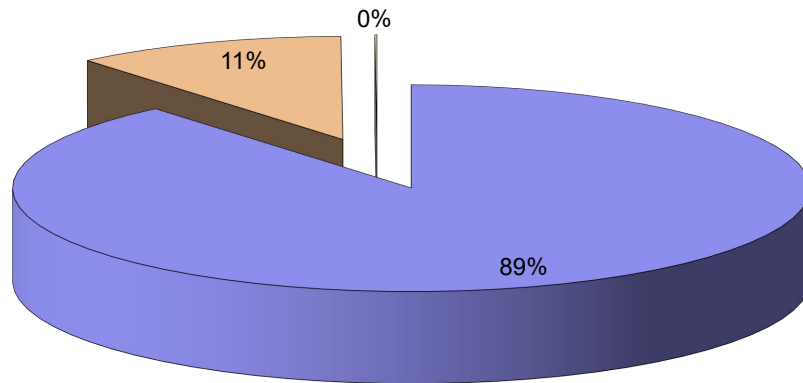
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
26/09/2019				
7-19	247	37	1	285
6-22	286	42	1	329
6-24	293	42	1	336
0-24	297	45	2	344
27/09/2019				
7-19	252	37	0	289
6-22	282	42	0	324
6-24	294	42	0	336
0-24	297	43	0	340
28/09/2019				
7-19	281	20	0	301
6-22	325	21	0	346
6-24	330	22	0	352
0-24	336	22	0	358
29/09/2019				
7-19	169	17	0	186
6-22	197	17	0	214
6-24	201	17	0	218
0-24	205	17	0	222
30/09/2019				
7-19	246	47	0	293
6-22	286	49	0	335
6-24	296	49	0	345
0-24	300	50	0	350
01/10/2019				
7-19	266	38	0	304
6-22	304	44	0	348
6-24	314	44	0	358
0-24	320	44	0	364
02/10/2019				
7-19	283	36	0	319
6-22	328	38	0	366
6-24	330	38	0	368
0-24	335	38	0	373
Average				
7-19	249	33	0	282
6-22	287	36	0	323
6-24	294	36	0	330
0-24	299	37	0	336

Total Vehicle Class Distribution



Deal ATC 1, Cross Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

	26/09/2019 Thursday	27/09/2019 Friday	28/09/2019 Saturday	29/09/2019 Sunday	30/09/2019 Monday	01/10/2019 Tuesday	02/10/2019 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	267	286	278	193	284	271	279	277	260
Mean Speed	27.0	27.4	27.5	27.6	28.9	27.0	27.2	27.4	27.2
85%ile Speed	33.1	33.1	33.8	33.3	33.0	33.5	33.0	33.1	33.3
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channel 2 - Southbound

	26/09/2019 Thursday	27/09/2019 Friday	28/09/2019 Saturday	29/09/2019 Sunday	30/09/2019 Monday	01/10/2019 Tuesday	02/10/2019 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	344	340	358	222	350	364	373	354	336
Mean Speed	27.4	27.3	28.0	27.8	27.1	27.5	27.6	27.4	27.5
85%ile Speed	33.9	33.3	33.1	33.7	33.9	34.0	33.9	33.8	33.7
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channels 1+2 - Northbound & Southbound

	26/09/2019 Thursday	27/09/2019 Friday	28/09/2019 Saturday	29/09/2019 Sunday	30/09/2019 Monday	01/10/2019 Tuesday	02/10/2019 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	611	626	636	375	634	635	652	632	596
Mean Speed	27.2	27.4	27.8	27.7	27.0	27.3	27.4	27.2	27.4
85%ile Speed	33.5	33.2	33.4	33.5	33.5	33.8	33.5	33.5	33.5
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer
1	Light Goods Vehicle	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer	6	Rigid 3 Axle HGV + 1 Axle Semi-Trailer
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer	7	Artic. 2 Axle Tractor + 1 Axle Semi-Trailer
2	Rigid 2 Axle Heavy Goods Vehicle	8	Artic. 2 Axle Tractor + 2 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	9	Artic. 2 Axle Tractor + 3 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	10	Artic. 3 Axle Tractor + 1 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	10	Artic. 3 Axle Tractor + 2 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	11	Artic. 3 Axle Tractor + 3 Axle Semi-Trailer
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer	12	Bus or Coach, 2 Axle
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer	12	Bus or Coach, 3 Axle
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer	13	Vehicle with 7 or more Axles

Deal ATC 1, Cross Road

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

	26/09/2019 Thursday	27/09/2019 Friday	28/09/2019 Saturday	29/09/2019 Sunday	30/09/2019 Monday	01/10/2019 Tuesday	02/10/2019 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	184	195	235	121	190	165	190	185	183
Mean Speed	27.1	28.3	28.5	27.7	26.5	27.5	28.0	27.5	27.7
85%ile Speed	34.2	34.7	33.4	33.8	32.5	33.4	31.4	33.2	33.3
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channel 2 - Southbound

	26/09/2019 Thursday	27/09/2019 Friday	28/09/2019 Saturday	29/09/2019 Sunday	30/09/2019 Monday	01/10/2019 Tuesday	02/10/2019 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	235	230	275	174	240	227	254	237	234
Mean Speed	28.1	28.6	28.5	28.9	28.4	27.1	28.6	28.2	28.3
85%ile Speed	33.9	33.1	33.9	32.8	34.2	32.8	35.2	33.8	33.7
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Channels 1+2 - Northbound & Southbound

	26/09/2019 Thursday	27/09/2019 Friday	28/09/2019 Saturday	29/09/2019 Sunday	30/09/2019 Monday	01/10/2019 Tuesday	02/10/2019 Wednesday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	419	425	510	295	430	392	444	422	416
Mean Speed	27.6	28.5	28.5	28.3	27.4	27.3	28.3	27.8	28.0
85%ile Speed	34.0	33.9	33.6	33.3	33.4	33.1	33.3	33.5	33.5
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	0	0
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	0	0
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

APPENDIX 2

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: A258 Dover Road - Station Road.j9
 Path: Z:\projects\2243 Cross Road, Deal\Picady
 Report generation date: 22/02/2022 16:31:12

- »2019 Surveyed Flows, AM
- »2019 Surveyed Flows, PM
- »2019 Surveyed + Comm Development, AM
- »2019 Surveyed + Comm Development, PM
- »2019 Surveyed + Comm Development + Proposed Development, AM
- »2019 Surveyed + Comm Development + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2019 Surveyed Flows								
Stream B-AC	1.5	28.01	0.61	D	0.9	20.97	0.46	C
Stream C-AB	0.1	6.75	0.10	A	0.2	8.60	0.12	A
2019 Surveyed + Comm Development								
Stream B-AC	5.3	70.95	0.88	F	1.7	31.58	0.63	D
Stream C-AB	0.2	6.76	0.12	A	0.3	8.92	0.20	A
2019 Surveyed + Comm Development + Proposed Development								
Stream B-AC	7.4	95.11	0.90	F	1.9	34.51	0.66	D
Stream C-AB	0.2	6.76	0.13	A	0.3	8.98	0.21	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A258 Dover Road - Station Road
Location	Deal
Site number	
Date	22/02/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	2243
Enumerator	EDD\
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Surveyed Flows	AM	FLAT	08:00	09:00	60	15	✓
D2	2019 Surveyed Flows	PM	FLAT	17:00	18:00	60	15	✓
D3	2019 Surveyed + Comm Development	AM	FLAT	08:00	09:00	60	15	✓
D4	2019 Surveyed + Comm Development	PM	FLAT	17:00	18:00	60	15	✓
D5	2019 Surveyed + Comm Development + Proposed Development	AM	FLAT	08:00	09:00	60	15	✓
D6	2019 Surveyed + Comm Development + Proposed Development	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 Surveyed Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A258 Dover Road (S)		Major
B	Station Road		Minor
C	A258 Dover Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.70			100.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.80	30	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	536	0.090	0.228	0.144	0.326
B-C	686	0.097	0.246	-	-
C-B	632	0.227	0.227	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Surveyed Flows	AM	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	526	100.000
B		FLAT	✓	202	100.000
C		FLAT	✓	882	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A	B	C
A	0	105	421
B	100	0	42
C	813	49	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.61	28.01	1.5	D	202	202
C-AB	0.10	6.75	0.1	A	58	58
C-A					806	806
A-B					105	105
A-C					421	421

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	202	51	330	0.611	196	0.0	1.5	25.833	D
C-AB	58	14	591	0.096	58	0.0	0.1	6.741	A
C-A	806	201			806				
A-B	105	28			105				
A-C	421	105			421				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	202	51	330	0.612	202	1.5	1.5	27.903	D
C-AB	56	14	591	0.096	56	0.1	0.1	6.747	A
C-A	806	201			806				
A-B	105	26			105				
A-C	421	105			421				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	202	51	330	0.612	202	1.5	1.5	27.986	D
C-AB	56	14	591	0.096	56	0.1	0.1	6.749	A
C-A	806	201			806				
A-B	105	26			105				
A-C	421	105			421				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	202	51	330	0.612	202	1.5	1.5	28.013	D
C-AB	56	14	591	0.096	56	0.1	0.1	6.749	A
C-A	806	201			806				
A-B	105	26			105				
A-C	421	105			421				

2019 Surveyed Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019 Surveyed Flows	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	947	100.000
B		FLAT	✓	148	100.000
C		FLAT	✓	545	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	235	712
	B	92	0	58
	C	494	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.46	20.97	0.9	C	148	148
C-AB	0.12	8.60	0.2	A	58	58
C-A					487	487
A-B					235	235
A-C					712	712

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	37	320	0.463	145	0.0	0.8	20.207	C
C-AB	58	15	478	0.122	58	0.0	0.2	8.571	A
C-A	487	122			487				
A-B	235	59			235				
A-C	712	178			712				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	37	320	0.463	148	0.8	0.8	20.945	C
C-AB	58	15	478	0.122	58	0.2	0.2	8.595	A
C-A	487	122			487				
A-B	235	59			235				
A-C	712	178			712				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	37	320	0.463	148	0.8	0.9	20.952	C
C-AB	58	15	478	0.122	58	0.2	0.2	8.595	A
C-A	487	122			487				
A-B	235	59			235				
A-C	712	178			712				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	37	320	0.463	148	0.9	0.9	20.965	C
C-AB	58	15	478	0.122	58	0.2	0.2	8.596	A
C-A	487	122			487				
A-B	235	59			235				
A-C	712	178			712				

2019 Surveyed + Comm Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		12.18	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2019 Surveyed + Comm Development	AM	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	546	100.000
B		FLAT	✓	286	100.000
C		FLAT	✓	875	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	125	421
	B	212	0	74
	C	813	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.86	70.95	5.3	F	286	286
C-AB	0.12	6.76	0.2	A	74	74
C-A					801	801
A-B					125	125
A-C					421	421

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	286	72	334	0.857	289	0.0	4.2	47.948	E
C-AB	74	19	608	0.122	73	0.0	0.2	6.741	A
C-A	801	200			801				
A-B	125	31			125				
A-C	421	105			421				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	286	72	333	0.858	283	4.2	4.8	65.873	F
C-AB	74	19	608	0.122	74	0.2	0.2	6.756	A
C-A	801	200			801				
A-B	125	31			125				
A-C	421	105			421				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	286	72	333	0.858	285	4.8	5.1	69.287	F
C-AB	74	19	608	0.122	74	0.2	0.2	6.759	A
C-A	801	200			801				
A-B	125	31			125				
A-C	421	105			421				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	286	72	333	0.858	285	5.1	5.3	70.950	F
C-AB	74	19	608	0.122	74	0.2	0.2	6.756	A
C-A	801	200			801				
A-B	125	31			125				
A-C	421	105			421				

2019 Surveyed + Comm Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2019 Surveyed + Comm Development	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	995	100.000
B		FLAT	✓	193	100.000
C		FLAT	✓	575	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	283	712
	B	119	0	74
	C	494	81	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.63	31.58	1.7	D	193	193
C-AB	0.20	8.92	0.3	A	101	101
C-A					474	474
A-B					283	283
A-C					712	712

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	48	307	0.629	187	0.0	1.6	28.676	D
C-AB	101	25	505	0.199	99	0.0	0.3	8.889	A
C-A	474	119			474				
A-B	283	71			283				
A-C	712	178			712				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	48	307	0.629	193	1.6	1.6	31.408	D
C-AB	101	25	505	0.199	101	0.3	0.3	8.920	A
C-A	474	119			474				
A-B	283	71			283				
A-C	712	178			712				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	48	307	0.629	193	1.6	1.6	31.536	D
C-AB	101	25	505	0.199	101	0.3	0.3	8.923	A
C-A	474	119			474				
A-B	283	71			283				
A-C	712	178			712				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	48	307	0.629	193	1.6	1.7	31.581	D
C-AB	101	25	505	0.199	101	0.3	0.3	8.921	A
C-A	474	119			474				
A-B	283	71			283				
A-C	712	178			712				

2019 Surveyed + Comm Development + Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		16.82	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2019 Surveyed + Comm Development + Proposed Development	AM	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	550	100.000
B		FLAT	✓	300	100.000
C		FLAT	✓	877	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	129	421
	B	223	0	77
	C	813	64	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.90	95.11	7.4	F	300	300
C-AB	0.13	6.76	0.2	A	77	77
C-A					800	800
A-B					129	129
A-C					421	421

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	300	75	332	0.903	279	0.0	5.3	55.377	F
C-AB	77	19	610	0.126	76	0.0	0.2	6.745	A
C-A	800	200			800				
A-B	129	32			129				
A-C	421	105			421				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	300	75	332	0.904	295	5.3	6.4	83.171	F
C-AB	77	19	610	0.126	77	0.2	0.2	6.764	A
C-A	800	200			800				
A-B	129	32			129				
A-C	421	105			421				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	300	75	332	0.904	298	6.4	7.0	90.801	F
C-AB	77	19	610	0.126	77	0.2	0.2	6.764	A
C-A	800	200			800				
A-B	129	32			129				
A-C	421	105			421				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	300	75	332	0.904	298	7.0	7.4	95.109	F
C-AB	77	19	610	0.126	77	0.2	0.2	6.764	A
C-A	800	200			800				
A-B	129	32			129				
A-C	421	105			421				

2019 Surveyed + Comm Development + Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2019 Surveyed + Comm Development + Proposed Development	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	1006	100.000
B		FLAT	✓	201	100.000
C		FLAT	✓	577	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	294	712
	B	124	0	77
	C	494	83	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.66	34.51	1.9	D	201	201
C-AB	0.21	8.98	0.3	A	104	104
C-A					473	473
A-B					294	294
A-C					712	712

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	201	50	305	0.659	194	0.0	1.7	30.750	D
C-AB	104	26	506	0.206	103	0.0	0.3	8.927	A
C-A	473	118			473				
A-B	294	74			294				
A-C	712	178			712				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	201	50	305	0.659	201	1.7	1.8	34.245	D
C-AB	104	26	506	0.206	104	0.3	0.3	8.982	A
C-A	473	118			473				
A-B	294	74			294				
A-C	712	178			712				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	201	50	305	0.659	201	1.8	1.9	34.435	D
C-AB	104	26	506	0.206	104	0.3	0.3	8.983	A
C-A	473	118			473				
A-B	294	74			294				
A-C	712	178			712				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	201	50	305	0.659	201	1.9	1.9	34.508	D
C-AB	104	26	506	0.206	104	0.3	0.3	8.981	A
C-A	473	118			473				
A-B	294	74			294				
A-C	712	178			712				

APPENDIX 3

Calculation Reference: AUDIT-851401-190220-0237

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	KC KENT	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	2 days
11	SCOTLAND	
	FA FALKIRK	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
	LT LEITRIM	1 days
	MA MAYO	1 days
14	LEINSTER	
	WC WICKLOW	1 days
15	GREATER DUBLIN	
	DL DUBLIN	3 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	3 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	4 days
	AR ARMAGH	1 days
	DO DOWN	1 days

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

Secondary 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: Number of dwellings
Actual Range: 50 to 248 (units:)
Range Selected by User: 50 to 250 (units:)

Parking Spaces Range: Selected: 12 to 1726 Actual: 12 to 1726

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 20/11/18

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	11 days
Tuesday	9 days
Wednesday	6 days
Thursday	9 days
Friday	9 days

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

Selected survey types:

Manual count	44 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:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	16
Edge of Town	19
Neighbourhood Centre (PPS6 Local Centre)	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	36
Village	3
No Sub Category	5

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	44 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 1 mile:

1,000 or Less	2 days
1,001 to 5,000	14 days
5,001 to 10,000	7 days
10,001 to 15,000	12 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	15 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	8 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	4 days
500,001 or More	2 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	9 days
1.1 to 1.5	31 days
1.6 to 2.0	4 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	4 days
No	40 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	43 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	AN-03-A-06 SEMI -DET. GLENMOUNT ROAD NEWTOWNABBEY		ANTRIM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 132 <i>Survey date: THURSDAY 10/06/10</i>		<i>Survey Type: MANUAL</i>
2	AN-03-A-07 SEMI DETACHED/TERRACED HOUSING CASTLE WAY ANTRIM		ANTRIM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 55 <i>Survey date: TUESDAY 20/12/11</i>		<i>Survey Type: MANUAL</i>
3	AN-03-A-08 HOUSES & FLATS BALLINDERRY ROAD LISBURN		ANTRIM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 204 <i>Survey date: TUESDAY 29/10/13</i>		<i>Survey Type: MANUAL</i>
4	AN-03-A-09 DETACHED & SEMI -DETACHED SLOEFIELD DRIVE CARRICKFERGUS		ANTRIM
	Edge of Town No Sub Category Total Number of dwellings: 151 <i>Survey date: WEDNESDAY 12/10/16</i>		<i>Survey Type: MANUAL</i>
5	AR-03-A-01 MIXED HOUSES BIRCHDALE MANOR LURGAN		ARMAGH
	Edge of Town Residential Zone Total Number of dwellings: 153 <i>Survey date: TUESDAY 15/06/10</i>		<i>Survey Type: MANUAL</i>
6	CA-03-A-06 MIXED HOUSES CRAFT'S WAY NEAR CAMBRIDGE BAR HILL		CAMBRI DGESHI RE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 207 <i>Survey date: FRIDAY 22/06/18</i>		<i>Survey Type: MANUAL</i>
7	CB-03-A-05 DETACHED/TERRACED HOUSING MACADAM WAY PENRITH		CUMBRIA
	Edge of Town Centre Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 21/06/16</i>		<i>Survey Type: MANUAL</i>
8	CS-03-A-04 DETACHED & SEMI -DETACHED R292 STRANDHILL		SLIGO
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 63 <i>Survey date: THURSDAY 27/10/16</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	CV-03-A-02 R212 DUBLIN ROAD CAVAN KILLYNEBBER Edge of Town No Sub Category	DETACHED & SEMI DETACHED	CAVAN
	Total Number of dwellings:	80	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
10	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
11	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND	MIXED HOUSES	DURHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total Number of dwellings:	125	
	Survey date: MONDAY	27/03/17	Survey Type: MANUAL
12	DL-03-A-03 RAHENY ROAD DUBLIN RAHENY	TERRACED/SEMI -DET.	DUBLIN
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total Number of dwellings:	206	
	Survey date: TUESDAY	20/04/10	Survey Type: MANUAL
13	DL-03-A-06 UPPER KILMACUD ROAD DUBLIN DUNDRUM	DETACHED	DUBLIN
	Edge of Town Residential Zone		
	Total Number of dwellings:	147	
	Survey date: FRIDAY	30/04/10	Survey Type: MANUAL
14	DL-03-A-07 CASTLE DAWSON DUBLIN BLACKROCK	SEMI DET./TERRACED	DUBLIN
	Edge of Town Centre Residential Zone		
	Total Number of dwellings:	56	
	Survey date: MONDAY	26/09/11	Survey Type: MANUAL
15	DN-03-A-03 THE GRANGE LETTERKENNY GLENCAR IRISH	DETACHED/SEMI -DETACHED	DONEGAL
	Edge of Town Residential Zone		
	Total Number of dwellings:	50	
	Survey date: MONDAY	01/09/14	Survey Type: MANUAL
16	DN-03-A-04 GORTLEE ROAD LETTERKENNY GORTLEE	SEMI -DETACHED	DONEGAL
	Edge of Town Residential Zone		
	Total Number of dwellings:	83	
	Survey date: FRIDAY	26/09/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	DN-03-A-05 GORTLEE ROAD LETTERKENNY GORTLEE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 146 <i>Survey date: WEDNESDAY 03/09/14</i>	DETACHED/SEMI -DETACHED	DONEGAL	<i>Survey Type: MANUAL</i>
18	DO-03-A-03 OLD MILL HEIGHTS BELFAST DUNDONALD Edge of Town Residential Zone Total Number of dwellings: 79 <i>Survey date: WEDNESDAY 23/10/13</i>	DETACHED/SEMI DETACHED	DOWN	<i>Survey Type: MANUAL</i>
19	DV-03-A-02 MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>	HOUSES & BUNGALOWS	DEVON	<i>Survey Type: MANUAL</i>
20	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>	TERRACED & SEMI DETACHED	DEVON	<i>Survey Type: MANUAL</i>
21	ES-03-A-03 SHEPHAM LANE POLEGATE Edge of Town Residential Zone Total Number of dwellings: 212 <i>Survey date: MONDAY 11/07/16</i>	MIXED HOUSES & FLATS	EAST SUSSEX	<i>Survey Type: MANUAL</i>
22	ES-03-A-04 NEW LYDD ROAD CAMBER Edge of Town Residential Zone Total Number of dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i>	MIXED HOUSES & FLATS	EAST SUSSEX	<i>Survey Type: MANUAL</i>
23	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL Edge of Town Residential Zone Total Number of dwellings: 97 <i>Survey date: MONDAY 27/11/17</i>	DETACHED & SEMI -DETACHED	ESSEX	<i>Survey Type: MANUAL</i>
24	FA-03-A-02 ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 161 <i>Survey date: WEDNESDAY 29/05/13</i>	MIXED HOUSES	FALKIRK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

25	HC-03-A-20 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 <i>Survey date: TUESDAY 20/11/18</i>		<i>Survey Type: MANUAL</i>
26	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>		<i>Survey Type: MANUAL</i>
27	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total Number of dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i>		<i>Survey Type: MANUAL</i>
28	LT-03-A-01 ARD NA SI CARRICK-ON-SHANNON ATTIRORY	SEMI-DETACHED & DETACHED	LEITRIM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 90 <i>Survey date: FRIDAY 24/04/15</i>		<i>Survey Type: MANUAL</i>
29	MA-03-A-01 N26 STATION ROAD BALLINA	SEMI-DET. & TERRACED	MAYO
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 74 <i>Survey date: FRIDAY 15/07/11</i>		<i>Survey Type: MANUAL</i>
30	NE-03-A-03 STATION ROAD SCUNTHORPE	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings: 180 <i>Survey date: TUESDAY 20/05/14</i>		<i>Survey Type: MANUAL</i>
31	NF-03-A-02 DEREHAM ROAD NORWICH	HOUSES & FLATS	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 <i>Survey date: MONDAY 22/10/12</i>		<i>Survey Type: MANUAL</i>
32	NY-03-A-06 HORSEFAIR BOROUGHBRIDGE	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 <i>Survey date: FRIDAY 14/10/11</i>		<i>Survey Type: MANUAL</i>
33	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 <i>Survey date: MONDAY 16/09/13</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

34	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON	HOUSES AND FLATS	NORTH YORKSHIRE
	Edge of Town No Sub Category Total Number of dwellings: 71 <i>Survey date: TUESDAY 17/09/13</i>		<i>Survey Type: MANUAL</i>
35	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED	SURREY
	Edge of Town Residential Zone Total Number of dwellings: 71 <i>Survey date: THURSDAY 23/01/14</i>		<i>Survey Type: MANUAL</i>
36	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED/TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>		<i>Survey Type: MANUAL</i>
37	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 248 <i>Survey date: WEDNESDAY 22/11/17</i>		<i>Survey Type: MANUAL</i>
38	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 <i>Survey date: WEDNESDAY 18/09/13</i>		<i>Survey Type: MANUAL</i>
39	WC-03-A-01 STATION ROAD WICKLOW CORPORATION MURRAGH	DETACHED HOUSES	WICKLOW
	Edge of Town No Sub Category Total Number of dwellings: 50 <i>Survey date: MONDAY 28/05/18</i>		<i>Survey Type: MANUAL</i>
40	WM-03-A-05 COUNDON ROAD COVENTRY	TERRACED & DETACHED	WEST MIDLANDS
	Edge of Town Centre Residential Zone Total Number of dwellings: 89 <i>Survey date: MONDAY 21/11/16</i>		<i>Survey Type: MANUAL</i>
41	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 151 <i>Survey date: THURSDAY 11/12/14</i>		<i>Survey Type: MANUAL</i>

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
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	44	111	0.061	44	111	0.229	44	111	0.290
08:00 - 09:00	44	111	0.123	44	111	0.369	44	111	0.492
09:00 - 10:00	44	111	0.155	44	111	0.202	44	111	0.357
10:00 - 11:00	44	111	0.131	44	111	0.157	44	111	0.288
11:00 - 12:00	44	111	0.141	44	111	0.154	44	111	0.295
12:00 - 13:00	44	111	0.173	44	111	0.156	44	111	0.329
13:00 - 14:00	44	111	0.175	44	111	0.173	44	111	0.348
14:00 - 15:00	44	111	0.170	44	111	0.189	44	111	0.359
15:00 - 16:00	44	111	0.238	44	111	0.175	44	111	0.413
16:00 - 17:00	44	111	0.274	44	111	0.166	44	111	0.440
17:00 - 18:00	44	111	0.340	44	111	0.182	44	111	0.522
18:00 - 19:00	44	111	0.263	44	111	0.179	44	111	0.442
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.337			2.404			4.741

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.*

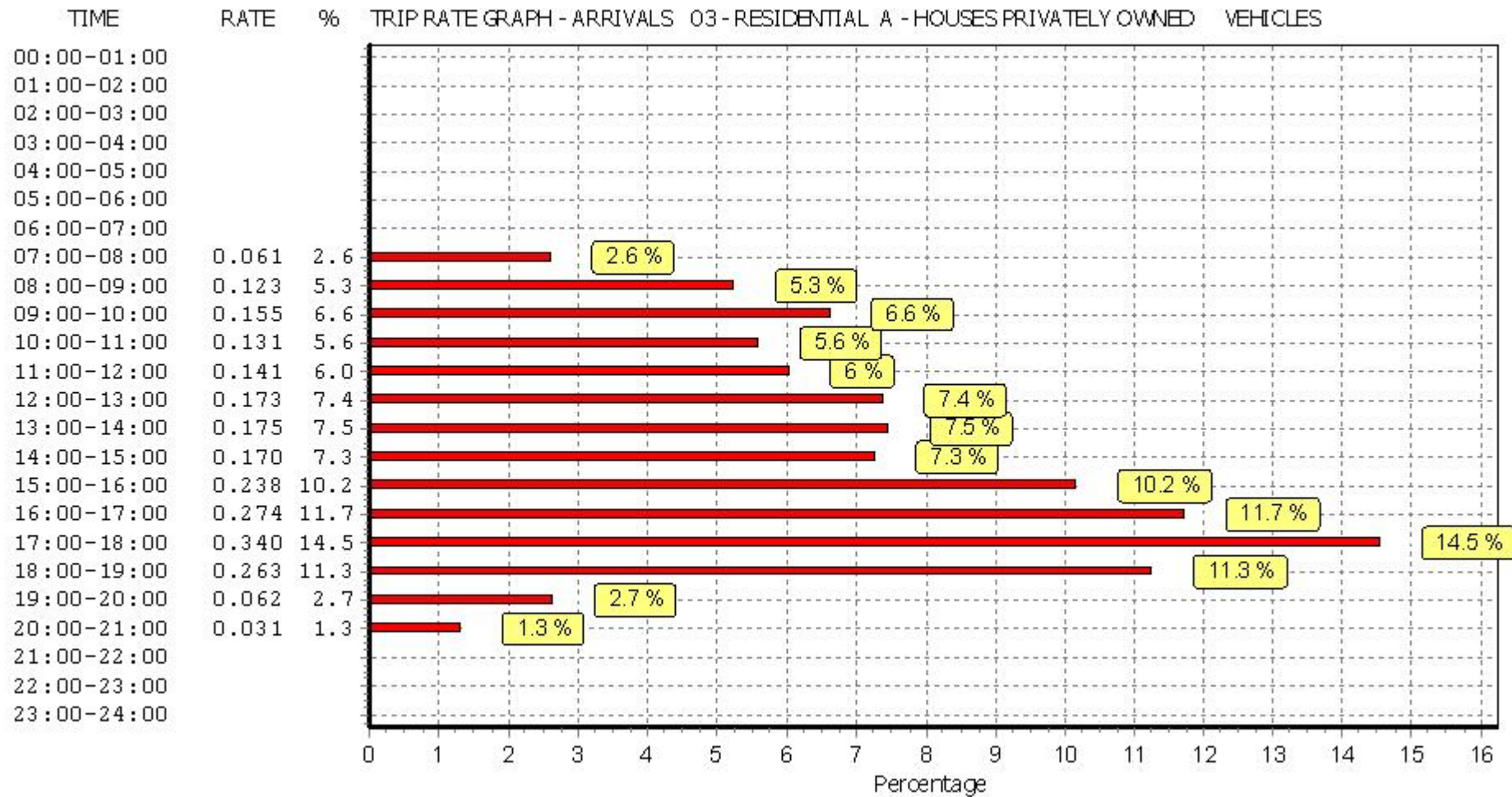
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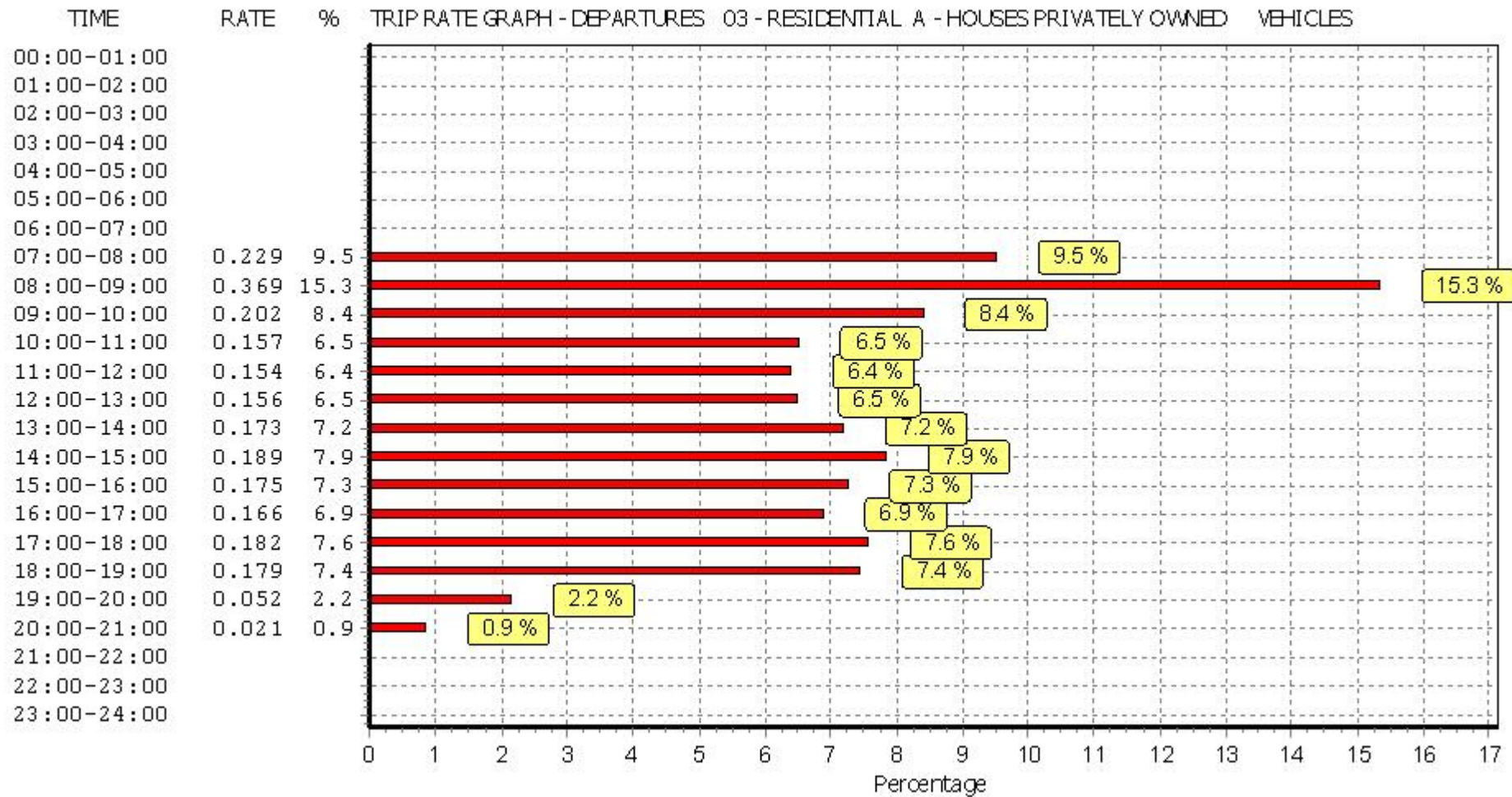
Parameter summary

Trip rate parameter range selected:	50 - 248 (units:)
Survey date date range:	01/01/10 - 20/11/18
Number of weekdays (Monday-Friday):	44
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	2

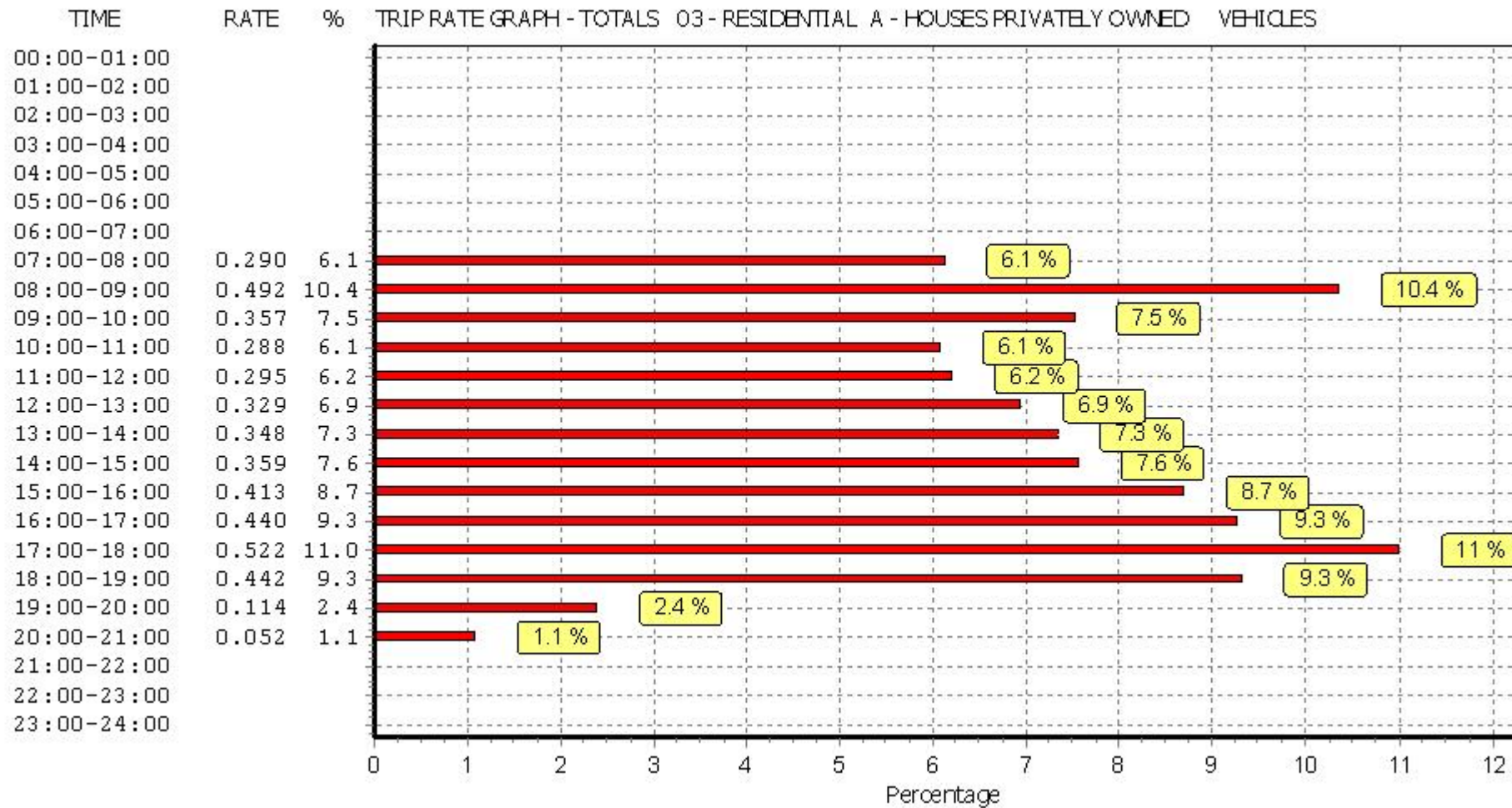
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

TAXI S

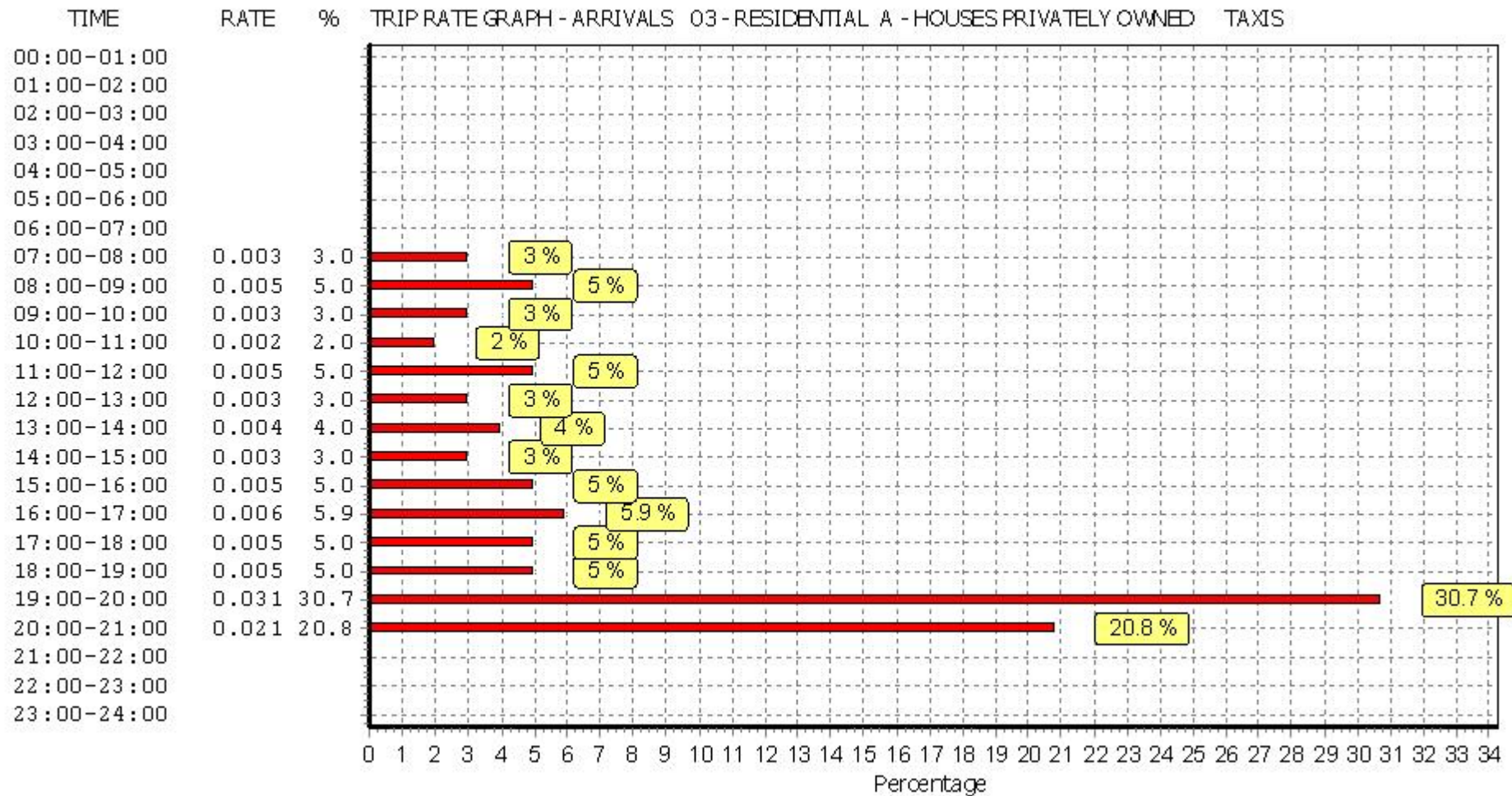
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

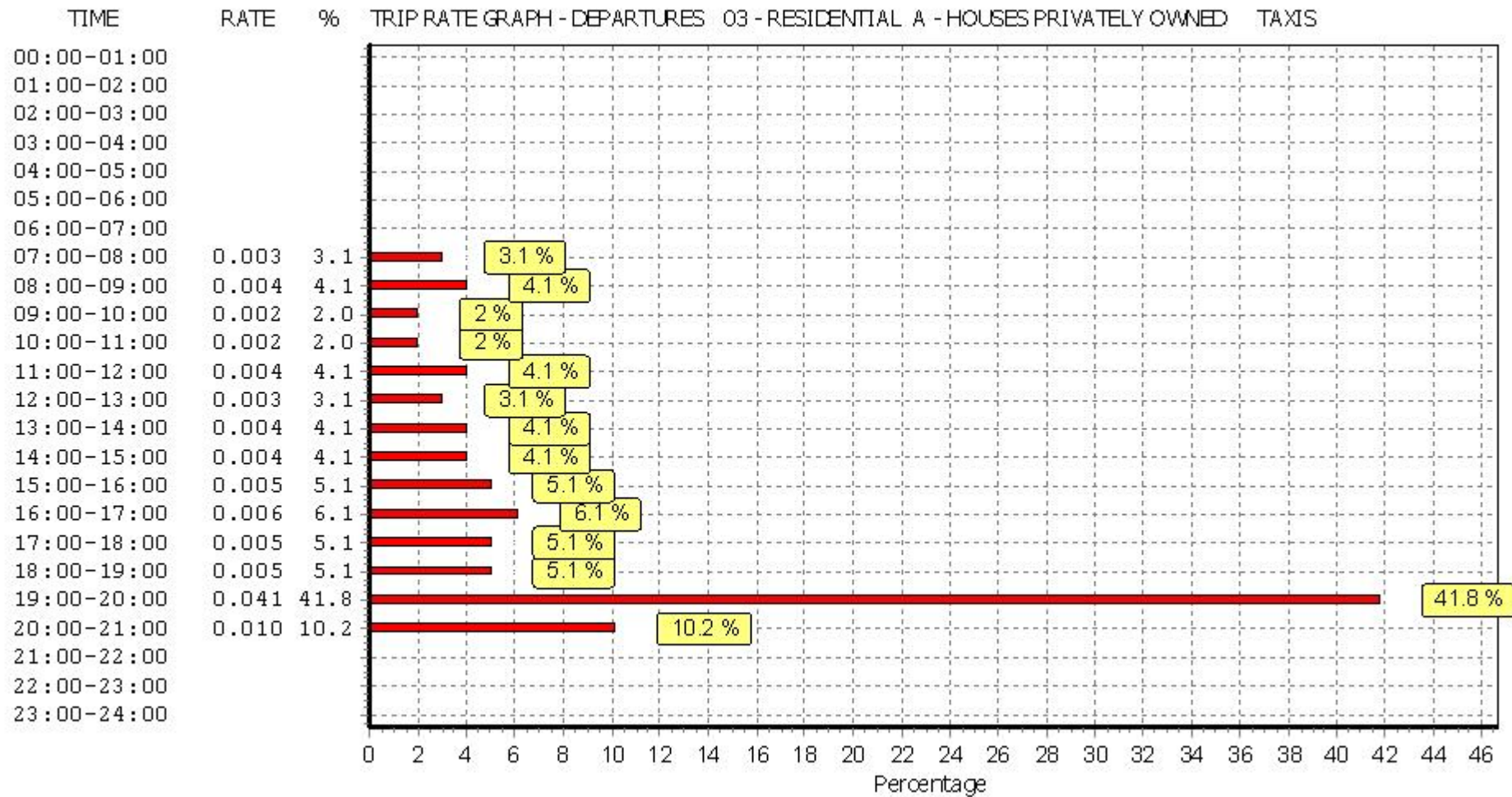
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	44	111	0.003	44	111	0.003	44	111	0.006
08:00 - 09:00	44	111	0.005	44	111	0.004	44	111	0.009
09:00 - 10:00	44	111	0.003	44	111	0.002	44	111	0.005
10:00 - 11:00	44	111	0.002	44	111	0.002	44	111	0.004
11:00 - 12:00	44	111	0.005	44	111	0.004	44	111	0.009
12:00 - 13:00	44	111	0.003	44	111	0.003	44	111	0.006
13:00 - 14:00	44	111	0.004	44	111	0.004	44	111	0.008
14:00 - 15:00	44	111	0.003	44	111	0.004	44	111	0.007
15:00 - 16:00	44	111	0.005	44	111	0.005	44	111	0.010
16:00 - 17:00	44	111	0.006	44	111	0.006	44	111	0.012
17:00 - 18:00	44	111	0.005	44	111	0.005	44	111	0.010
18:00 - 19:00	44	111	0.005	44	111	0.005	44	111	0.010
19:00 - 20:00	1	97	0.031	1	97	0.041	1	97	0.072
20:00 - 21:00	1	97	0.021	1	97	0.010	1	97	0.031
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.101			0.098			0.199

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.

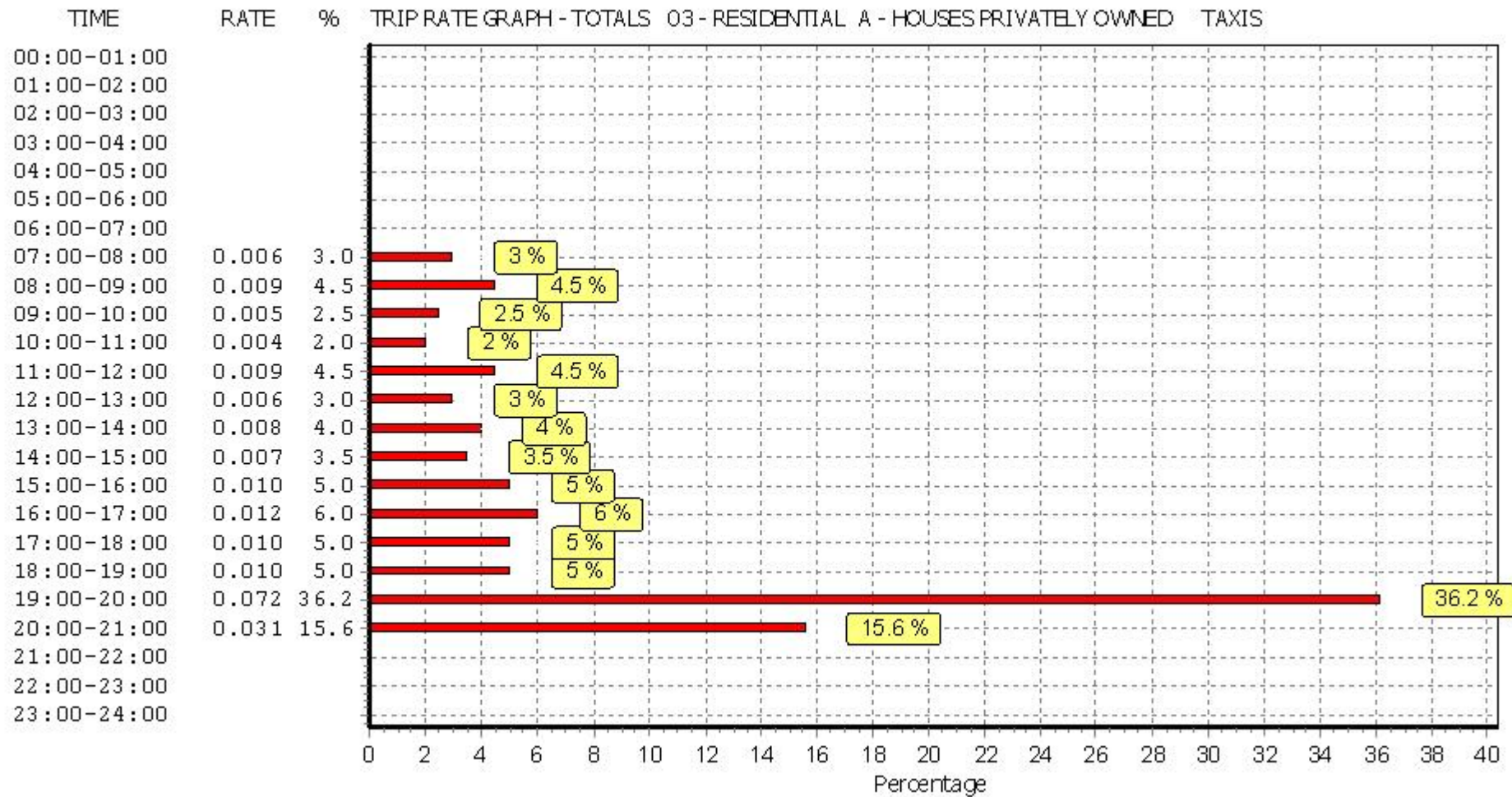
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

OGVS

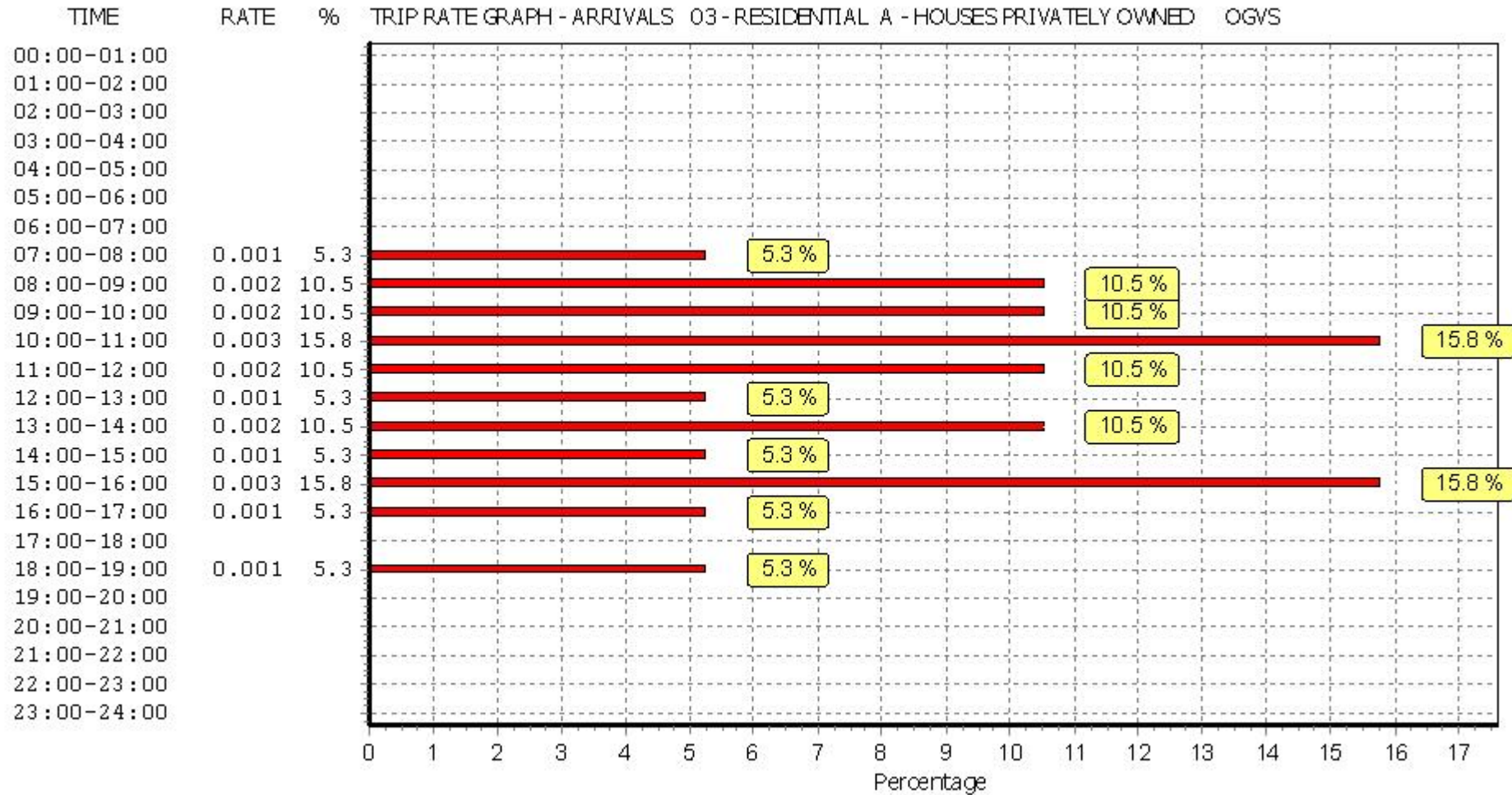
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

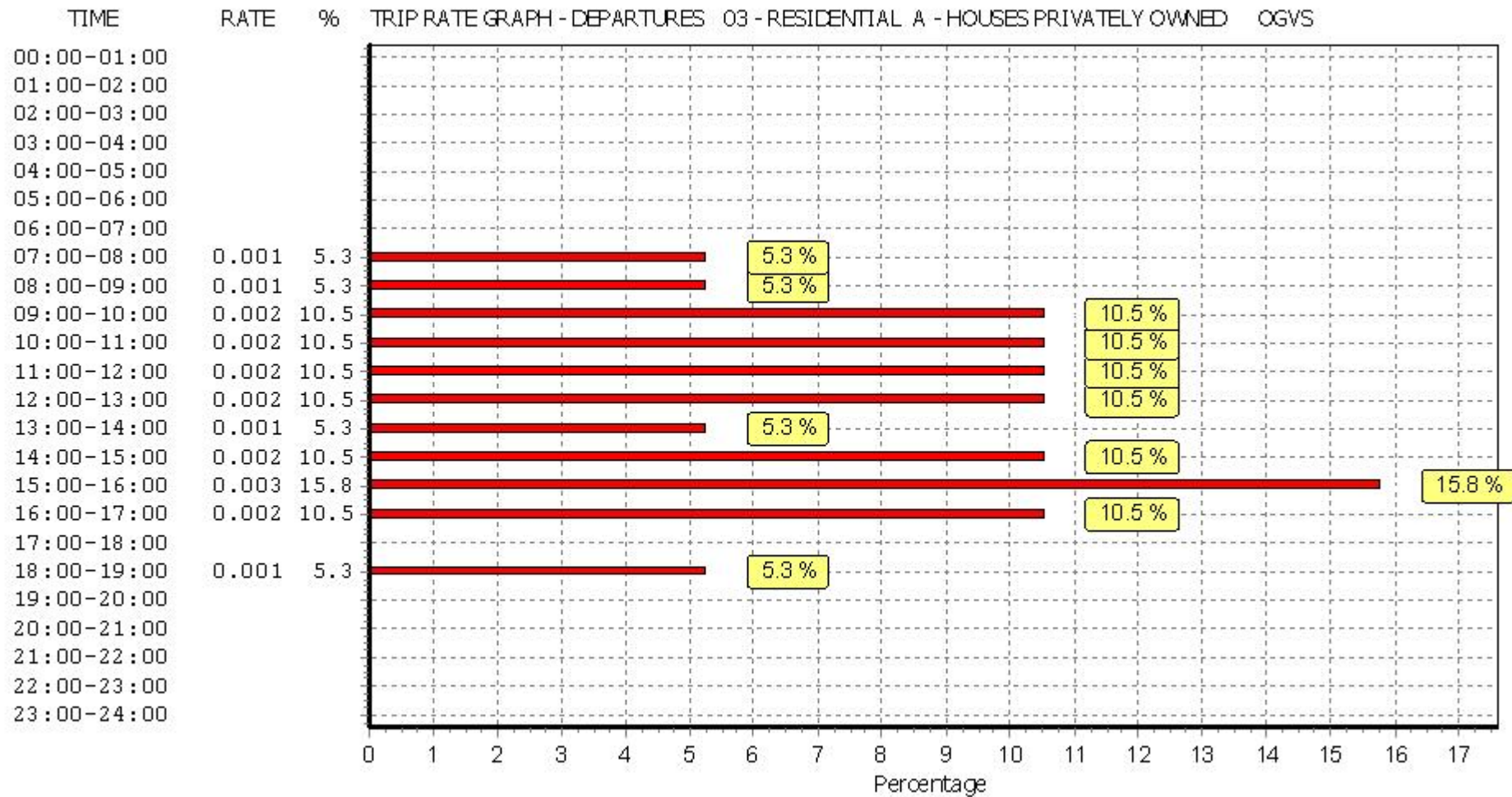
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	44	111	0.001	44	111	0.001	44	111	0.002
08:00 - 09:00	44	111	0.002	44	111	0.001	44	111	0.003
09:00 - 10:00	44	111	0.002	44	111	0.002	44	111	0.004
10:00 - 11:00	44	111	0.003	44	111	0.002	44	111	0.005
11:00 - 12:00	44	111	0.002	44	111	0.002	44	111	0.004
12:00 - 13:00	44	111	0.001	44	111	0.002	44	111	0.003
13:00 - 14:00	44	111	0.002	44	111	0.001	44	111	0.003
14:00 - 15:00	44	111	0.001	44	111	0.002	44	111	0.003
15:00 - 16:00	44	111	0.003	44	111	0.003	44	111	0.006
16:00 - 17:00	44	111	0.001	44	111	0.002	44	111	0.003
17:00 - 18:00	44	111	0.000	44	111	0.000	44	111	0.000
18:00 - 19:00	44	111	0.001	44	111	0.001	44	111	0.002
19:00 - 20:00	1	97	0.000	1	97	0.000	1	97	0.000
20:00 - 21:00	1	97	0.000	1	97	0.000	1	97	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.019			0.038

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.

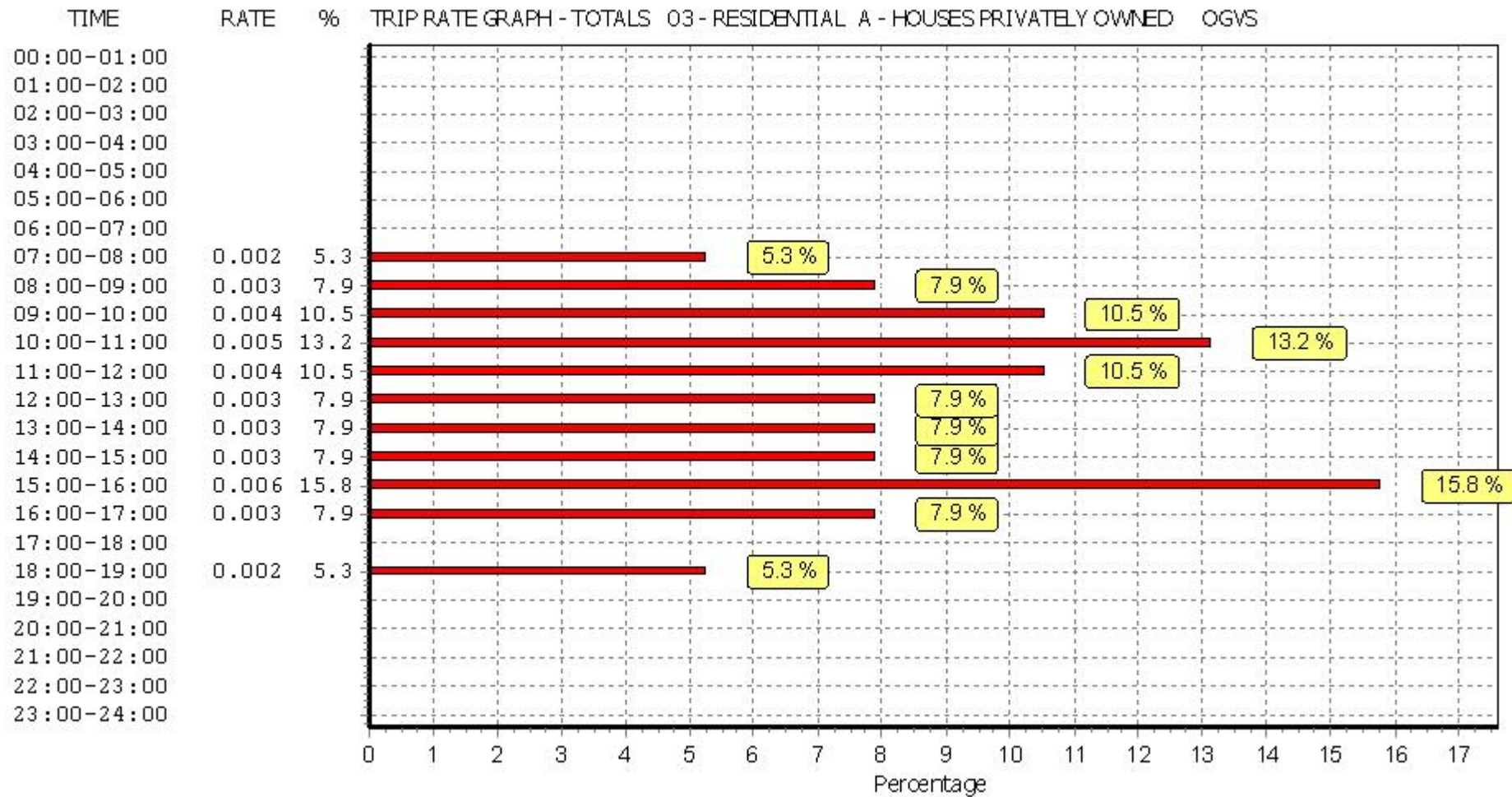
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

PSVS

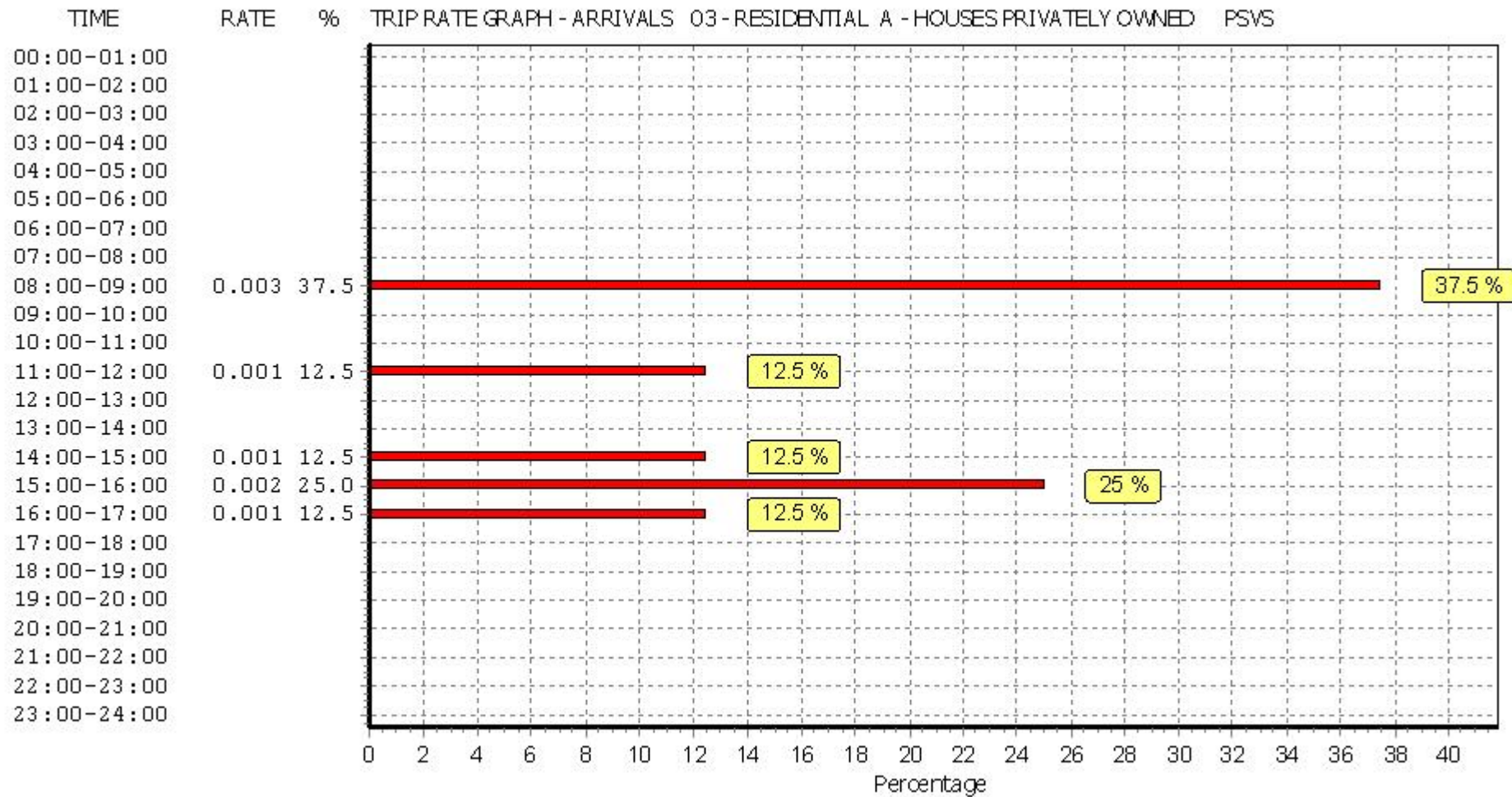
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

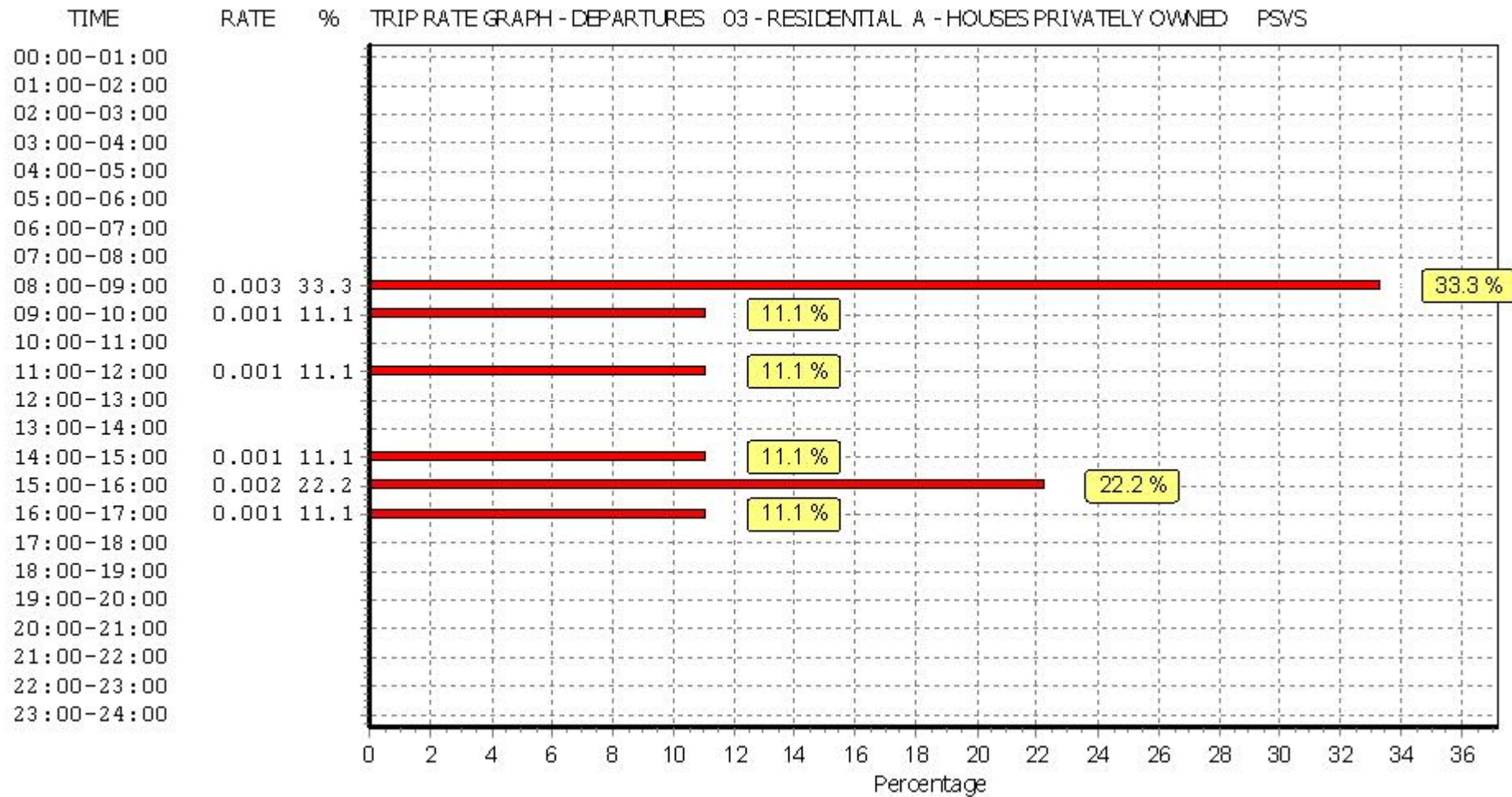
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	44	111	0.000	44	111	0.000	44	111	0.000
08:00 - 09:00	44	111	0.003	44	111	0.003	44	111	0.006
09:00 - 10:00	44	111	0.000	44	111	0.001	44	111	0.001
10:00 - 11:00	44	111	0.000	44	111	0.000	44	111	0.000
11:00 - 12:00	44	111	0.001	44	111	0.001	44	111	0.002
12:00 - 13:00	44	111	0.000	44	111	0.000	44	111	0.000
13:00 - 14:00	44	111	0.000	44	111	0.000	44	111	0.000
14:00 - 15:00	44	111	0.001	44	111	0.001	44	111	0.002
15:00 - 16:00	44	111	0.002	44	111	0.002	44	111	0.004
16:00 - 17:00	44	111	0.001	44	111	0.001	44	111	0.002
17:00 - 18:00	44	111	0.000	44	111	0.000	44	111	0.000
18:00 - 19:00	44	111	0.000	44	111	0.000	44	111	0.000
19:00 - 20:00	1	97	0.000	1	97	0.000	1	97	0.000
20:00 - 21:00	1	97	0.000	1	97	0.000	1	97	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.009			0.017

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.

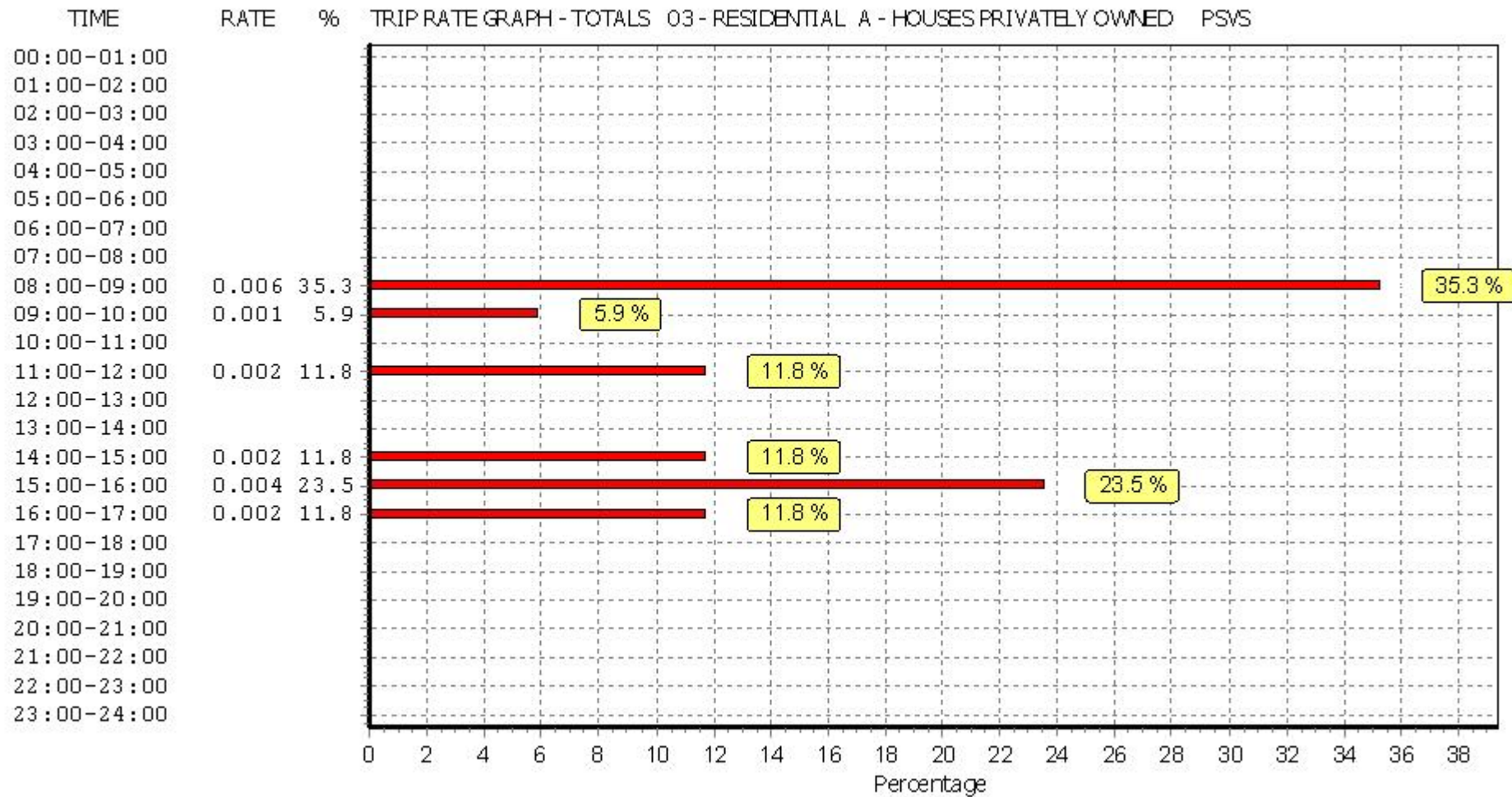
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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

CYCLISTS

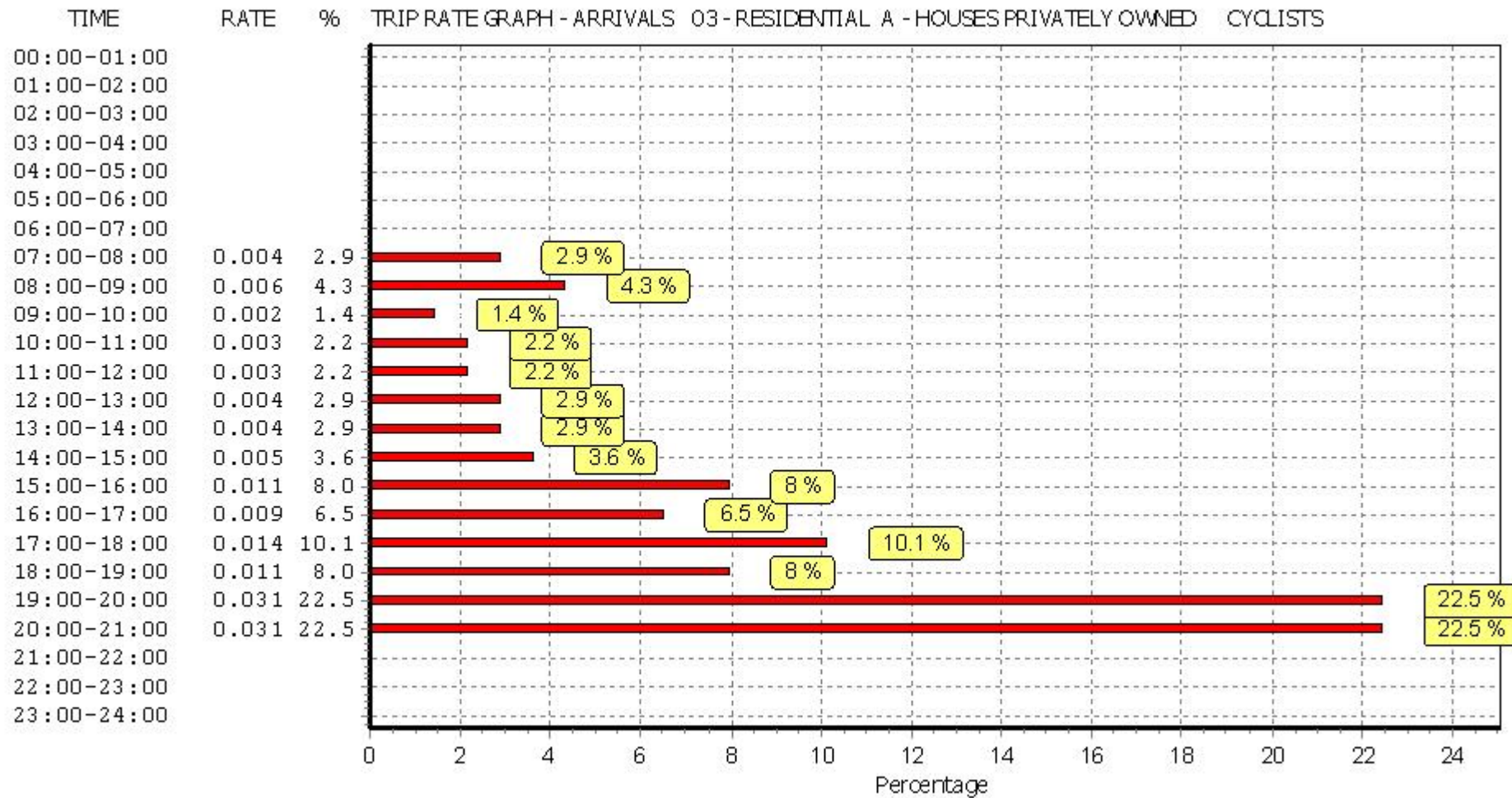
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

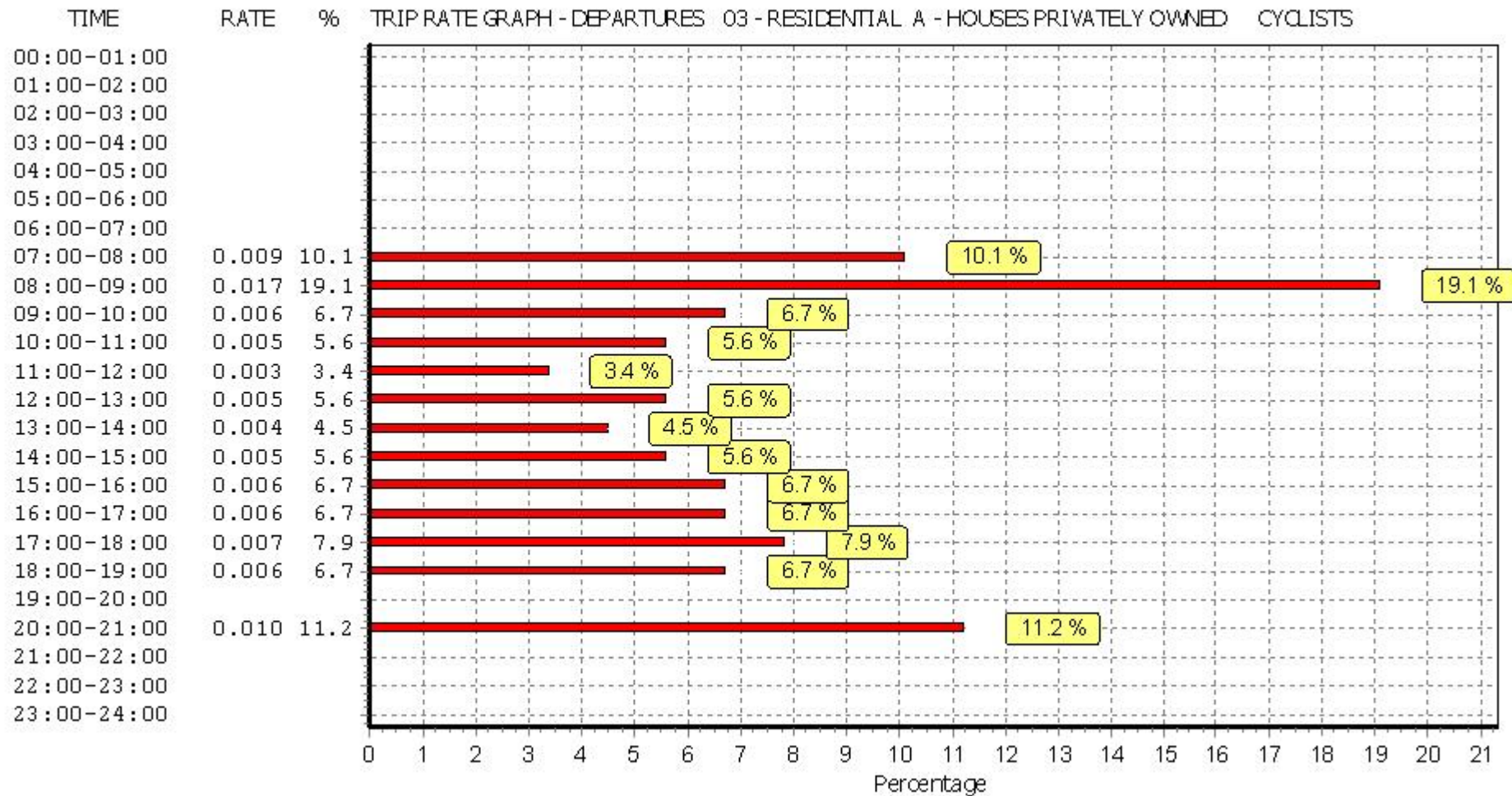
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	44	111	0.004	44	111	0.009	44	111	0.013
08:00 - 09:00	44	111	0.006	44	111	0.017	44	111	0.023
09:00 - 10:00	44	111	0.002	44	111	0.006	44	111	0.008
10:00 - 11:00	44	111	0.003	44	111	0.005	44	111	0.008
11:00 - 12:00	44	111	0.003	44	111	0.003	44	111	0.006
12:00 - 13:00	44	111	0.004	44	111	0.005	44	111	0.009
13:00 - 14:00	44	111	0.004	44	111	0.004	44	111	0.008
14:00 - 15:00	44	111	0.005	44	111	0.005	44	111	0.010
15:00 - 16:00	44	111	0.011	44	111	0.006	44	111	0.017
16:00 - 17:00	44	111	0.009	44	111	0.006	44	111	0.015
17:00 - 18:00	44	111	0.014	44	111	0.007	44	111	0.021
18:00 - 19:00	44	111	0.011	44	111	0.006	44	111	0.017
19:00 - 20:00	1	97	0.031	1	97	0.000	1	97	0.031
20:00 - 21:00	1	97	0.031	1	97	0.010	1	97	0.041
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.138			0.089			0.227

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.

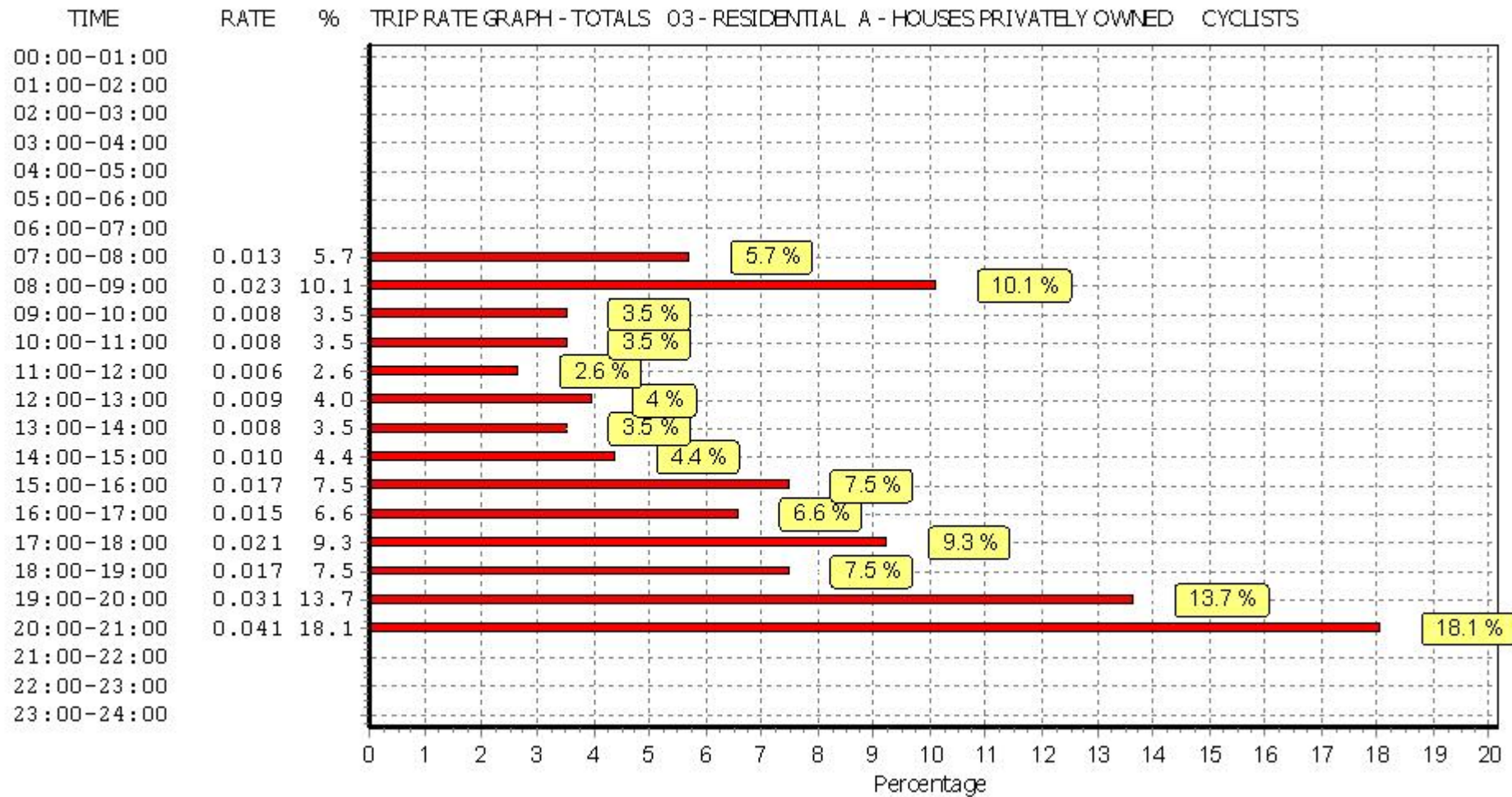
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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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