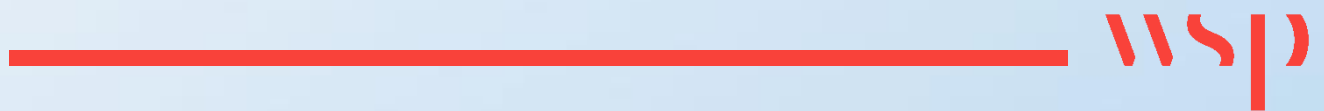


Appendix A

HCC PRE-APPLICATION LETTER



Mark Youngman
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County Hall
Pegs Lane
Hertford
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Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

North Hertfordshire District Council
Council Offices
Gernon Road
Letchworth Garden City
Hertfordshire
SG6 3JF

District ref: 21/00434/HYA
HCC ref: NH/5804/2021
HCC received: 18 March 2021
Area manager: Matthew Armstrong
Case officer: Roger Taylor

Location

LAND NORTH OF POUND FARM LONDON ROAD ST IPPOLYTS HITCHIN SG4 7NE

Application type

Full Application

Proposal

AMENDED PROPOSAL

Hybrid application for a residential development to provide a total of up to 84 dwellings together with associated access from London Road, including provision of a roundabout, associated parking, landscaping, open space and ancillary works comprising: Phase 1 - Application for full planning permission for the erection of 36 dwellings; Subsequent Phases - Application for outline planning permission all matters reserved except for access on the remaining part of the site for the erection of up to 48 dwellings. As amplified by amended plan ITL9262-GA-024 revision I contained within TA Received 12th March 2021

Decision

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

1. Prior to the commencement of the development (save for the enabling works for the construction of main access) hereby permitted the proposed roundabout access works shall be provided as identified on the 'in principle' roundabout access arrangement drawing number ITL9262-GA-024 revision I, and shall include proposed additional bus stops that are to be placed along the London Road as part of the application. These will need to be connected to the development's footways and provided with easy access kerbs real time screens and shelter as appropriate. The exact location of the bus stops and accommodating works such as additional footways, crossing points and markings will need to be agreed in conjunction with appropriate parties.

These facilities shall meet appropriate accessibility standards and be constructed as in accordance with Roads in Hertfordshire Highway Design Guide.

These works shall be secured and undertaken as part of the S278 works with the ultimate design being technically approved prior to commencement on site to the current specification of Hertfordshire County Council and to the local Planning Authority's satisfaction.

Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the public highway.

Reason: To ensure satisfactory development and in order to meet accessibility requirements for passenger services for the development in accordance with Roads in Hertfordshire 'A Guide for New Developments.(section 2 part 1 chapter 9 para 9.4) and to further encourage sustainable modes of transport. In accordance with Policies 5 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

2. Prior to the side roads (offsets from the principal access road) are first brought into use, vehicle to vehicle visibility splays of 2.4 metres by 23 metres to the both directions shall be provided and permanently maintained as defined on the visibility splay Drawing Number ITL9262-GA-019 revision I in conjunction with drawing number Drawing Number ITL9262-GA-019 revision H, there shall be no obstruction to visibility between 600 mm and 2.0 metres above the carriageway level. These measurements shall be taken from the intersection of the centre line of the permitted access with the edge of the carriageway of the highway respectively into the application site and from the intersection point along the edge of the carriageway.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan 4.

3. Prior to use the gradient of the principal access road shall be constructed not be steeper than 1 in 20.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policy 5, of Hertfordshire's Local Transport Plan 4

4. Prior to occupation of any dwellings within the development for which full planning permission has been granted, the following transport infrastructure shall be constructed in accordance with a detailed scheme to be agreed in writing with the Local Planning Authority in consultation with the Highway Authority:

The provision of a 3.0 footway/cycleway that includes a link to the development along the frontage of the site complete with raised platform across the eastern arm of the roundabout that links the nearest bus stop with the development, all details shall be submitted and approved in writing by the Highway Authority.

These works shall be secured and undertaken as part of the s278 works.

Reason: In order to meet accessibility requirements for passenger services for the development in accordance with Roads in Hertfordshire: Highway Design Guide 3rd Edition, and to further encourage sustainable modes of transport.

5. No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority.

Thereafter the construction of the development shall only be carried out in accordance with the approved Plan.

The Construction Management Plan of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan.

HIGHWAY INFORMATIVE

Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements.

Further information is available via the website

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

DESCRIPTION OF THE PROPOSAL

The application comprises of a Hybrid application for a residential development to provide a total of up to 84 dwellings together with associated access from London Road, including provision of a roundabout, associated parking, landscaping, open space and ancillary works comprising: Phase 1 - Application for full planning permission for the erection of 36 dwellings; Subsequent Phases - Application for outline planning permission all matters reserved except for access on the remaining part of the site for the erection of up to 48 dwellings. As amplified by amended plan ITL9262-GA-024 revision I contained within TA Received 12th March 2021

The site is referred to as Local Housing Allocation (HT2) in the emerging North Hertfordshire District Council Local Plan in which it is allocated to accommodate circa 84 new homes

The site is within the North Hertfordshire District Council area, located on land that is presently used for grazing adjacent to the London Road corridor to its western edge and has woodland including the Ippolitts Brook on the eastern side.

VEHICLE ACCESS

The proposed development would gain access from a compact roundabout that would be located along the London Road that is designated as the classified B656 Secondary Distributor Road subject to a speed limit restricted to 30mph. (all matters reserved except for access on the remaining part of the site for the erection of up to 48 dwellings).

The design of the compact roundabout has an inscribed circle diameter of 28m with the approach to London Road, the approach lanes flare out towards the roundabout give way lines and a raised table crossing across eastern access arm to the development which prioritises pedestrians and cyclists to cross the site access at grade.

The roundabout also has the following design criteria:

- 15m entry radii on the London Road approach arms;
- 12m entry radii on the site access approach arm;
- A 40m southern offset from the existing junction of Mill Lane;

The 3.0 m wide shared cyclist footways provide direct access from the site northwards towards existing bus stops along London Road; and the 'at grade' crossing on the eastern arm of the roundabout would help vulnerable users travelling past the development which aligns with the policy one of HCC's Local Transport Plan 4.

The introduction of the compact roundabout on London Road along with the traffic calming will encourage drivers to keep their speeds low and alert driver awareness that they are entering a built up area.

The road layout for the proposed development is a loop system with carriageway width of 5.5m, footways will be provided on both sides of the carriageway at 2m wide that links to the roundabout arm on the London Road, it is noted that a 20mph zone is intended for the development roads which would also be applied to the reserved matters application.

TRAFFIC CALMING

Details of the potential for traffic calming between the existing London Road/Broadmeadow Ride/Millfield Lane roundabout southwards to the junction of The Crescent have been considered.

The distance of carriageway affected is approximately 600 metres which involves the alteration of the existing road markings and the introduction of the traffic islands being part of the design.

The traffic calming measures are in conjunction with the introduction of the roundabout to supplement the speed reducing effect along the London Road and ensures that traffic speeds are appropriate for negotiating the junction.

These measures are provided along with the roundabout site access are shown on drawing number ITL9262-GA-024 revision I.

TECHNICAL AUDIT

The designs would have to be submitted to a scale of 1:200 to the highway authority and subjected to a Technical Audit with the ultimate design being technically approved prior to commencement of the s278 works on site.

The width of the main access road has been shown at 5.50 metres wide on the submitted drawings which would conform to the minimum width of an access road that would accommodate the waste collection vehicles in current use servicing the development. This width would support two-way traffic taking into account the passing of parked cars by waste collection vehicles for the scale of the development due to likely indiscriminate parking on the access roads.

Some of the principal access road may be considered to be an adoptable layout standard, nevertheless some areas may not be to an adoptable standard as there is a requirement that an adoptable road should be complete with a 2.0 m service strip each side or footway. The site internal layout will need to comply with 'Roads in Hertfordshire - Highway Design Guide' if the roads within the estate were to be adopted under a Section 38 Agreement.

The Developer should contact the Development Management Team at County Hall to obtain the requirements for the adoption process for the associated road works as part of the development. This should be carried out prior to any development work being carried out.

The accesses have an acceptable level of vehicle to vehicle inter-visibility from the junctions.

ROAD SAFETY AUDIT - Stage 1

A Stage 1 Road Safety Audit (RSA) of the proposed roundabout site access was undertaken by independent transport consultants (M&S Traffic) on Tuesday 6 October 2020, which was originally prepared for the mini roundabout design and subsequently an addendum prepared for the compact roundabout design this has been included in the Transport Assessment in Appendix G.

Existing Highway Conditions

The existing operational capacity has been modelled using industry accepted software packages ARCADY and PICADY and this method is acceptable.

Traffic Surveys

Highway consultants i-Transport commissioned a traffic survey to undertake classified vehicle turning count surveys at key junctions on the local highway network.

Following the transport scoping meeting with HCC, the following turning count surveys were undertaken on a 'neutral' weekday, 12 June 2018:

- ☐ London Road (B656) / Millfield Lane / Broadmeadow Ride – roundabout junction; and
- ☐ London Road (B656) / Blackhorse Lane / Newlands Lane – priority crossroads junction.

The surveys were carried out between the hours of 07:00-10:00 and 16:00-19:00 and revealed that that the network morning and evening peak travelling periods were between 07:45-08:45 and 17:00-18:00.

This was followed by an Automatic Traffic Counter (ATC) survey carried out over a seven-day period, during February 2018. The loop counter was sited along the London Road near to the proposed development access.

The speed survey indicated that, vehicles travel along London Road at above the speed limit travelling at 34.7 mph, with higher speeds recorded in the southbound direction compared to northbound traffic. The data is considered current and acceptable and suitable for use in the traffic impact analysis with the application local TEMPRO growth factors to be robust.

HIGHWAY SAFETY – vehicle to vehicle inter-visibility along the highway from the New Development

The vehicle to vehicle inter-visibility from the new roundabout complies with design guidance and are shown on Drawing Number ITL9262-GA-024 revision I and Drawing Number ITL9262-GA-019 revision H to accord with standard guidance criteria within Manual for Streets.

In view of the geometry of the horizontal alignment of the road layout, forward visibility around the radius corners within the development access roads conform to the sight stopping distance (SSD) criteria of Manual for Streets.

COLLISION DATA

Research carried out by HCC reveals that a total of three collisions were recorded along London Road in the vicinity of the development, two were slight that occurred in 2015, one in 2016 and one serious accident occurred on a Monday May 2018 at 16:57 and occurred at the crossroads junction of London Road/Waterdell Lane/Brookend Lane.

It does not appear to have any significant safety issues on the local highway network, it is not anticipated that the proposed development would have a significant impact upon existing collision rates in the vicinity of the site.

MANOEUVRABILITY WITHIN THE ROAD LAYOUT

EMMERGENCY VEHICLE ACCESS

The access arrangements would enable emergency vehicle access to within 45 metres from to all parts of the dwellings. A turning area has been included to enable any large vehicles such as Fire Tenders accessing the site to turn around and egress to the highway in forward gear. This adheres to guidelines as recommended in MfS, Roads in Hertfordshire; A Design Guide and Building Regulations 2010: Fire Safety Approved Document B Vol 1 – Dwellinghouses.

WASTE COLLECTION / RECYCLING

A waste collection vehicle has been tested with AutoTrack software with the current vehicle 12.1 m in length, this is shown in Drawing number ITL9262-GA-026 revision D, in conjunction with Drawing Number ITL9262-GA-014 revision M

Provision has been made for on-site bin-refuse stores within 30m of each dwelling and within 25m of the collection point. (MfS 6.7.2) the method of refuse collection must be confirmed as acceptable by North Herts refuse collection agency

To confirm that the geometry of the horizontal alignment of the road layout has sufficient capacity to accommodate two-way traffic for vehicles likely to serve the development a swept path analysis which

has been tested on the road layout drawing which demonstrates that a waste collection vehicle has sufficient room to access the principal access and side roads and shows that the layout would accommodate the manoeuvrability of waste collection vehicles at the new roundabout and internal road layout without encroaching over footways and private amenity areas.

The details of the above vehicle tracking would accommodate fire and rescue vehicles also needed for delivery and other emergency vehicles at the end of the cul-de-sacs, along the principal access road and the turning areas.

An articulated vehicle has been shown to negotiate the proposed site access roundabout north and southbound along London Road, this is shown in Drawing Number ITL9262-GA-026.

CONSTRUCTION TRAFFIC MANAGEMENT

Concerns over the impact that the volume of construction traffic travelling to the site, HCC has recommended a planning condition to prepare a Construction Traffic Management Plan, this would need implementing prior to commencement on site.

PUBLIC TRANSPORT

Bus Services

The nearest bus stops to the site are located along London Road 400 m to the north of the site entrance plated as New England Close, totalling the distance that the bus stops being approximately 575 m from the furthest dwelling.

The bus stops located south of the site plated as London Road Crossroads are further away at 785 m both sets of bus stops are served by the 304 and 314 bus services operated by Centrebus.

The 304 routes between Hitchin and St Albans via Kimpton and Wheathampstead and the 314 routes between Hitchin and Welwyn Garden City. The frequency of the bus services would be improved by the build out of future developments.

As a result of the existing bus stops being remotely located from the accessibility of residents living at the new development where the residents living furthest away would need to walk an initial distance of around 200 metres to get to the main road then a further 400 metres along London Road, a planning condition has been recommended that two bus stops are to be provided along the frontage of the site as part of the development, these should be located around 300 metres from the existing stops.

SUSTAINABLE TRANSPORT S106 FINANCIAL CONTRIBUTION

The initial payment of £96, 125 (ninety six thousand one hundred and twenty five pounds) of the Public Transport Contribution paid to the Council prior to the first occupation;

This contribution is to be index linked (SPONS) from the date of the s106 agreement to the date of payment. The contribution is to be set aside towards implementing sustainable transport measures, such providing improved links to Hitchin Railway Station and additional cycleway improvements along London road toward the Three Hens roundabout, whereby residents would use the improved links for commuting into town or the Railway Station.

Railway Station

The nearest railway station is Hitchin Railway Station, approx 3.0 km from the development that is served by the East Coast Mainline Great Northern services and Thameslink services between London King's Cross/Moorgate and Cambridge and Peterborough

WALKING AND CYCLING

Pedestrians have access to an extensive network of footways within the vicinity of the site with a footway on the eastern side of London Road along the frontage of the site that links to the footway north of the development and also leads from the development to the south where an uncontrolled crossing point exists across London Road at the junction with The Crescent, which includes a pedestrian refuge with keep left bollards, tactile paving and drop kerbs.

Further south is a signalised pedestrian crossing across London Road situated just north of the junction with Brookend Lane and Waterdell Lane and links to the local shop of St. Ippolyts Stores and the local Parish Village Hall.

There is a footway along the northern side of Brookend Lane off London Road, this provides pedestrian access from the site to the local school, St Ippolyts Primary School and St Ippolyts Church

Cycle access

The town centre and local facilities have a realistic access from the development by cycling albeit that there is no dedicated cycle lanes/ cycleways.

TRIP GENERATION

The trip generation for the proposed development has been calculated using trips rates derived from the industry-standard TRICS (version: 7.4.3) trip rate database, and these were agreed with HCC previously as part of the Transport Scoping discussions.

Given the proposal involves the provision of 84 units considering the TRICS software, the total peak generation of traffic would be 49 two-way vehicle movements during the morning peak travelling period (8:0 am to 9:0 am) 43 two-way vehicle movements in the evening peak travelling period (5:0 pm to 6:0 pm) the traffic generated equates to an average of one vehicle every 74 seconds and 84 seconds in the AM and PM peak travelling periods respectively. Taken into account that the development is located adjacent to a secondary distributor road the new traffic generation of vehicles is considered as an acceptable impact on the local highway network.

The above data has been considered by HCC as being acceptable in traffic generation terms.

In summary, the proposed development will generate:

- ☐ Circa 49 two-way vehicle movements in the morning peak travelling period and;
- ☐ Circa 43 two-way vehicle movements in the evening peak travelling period.

HIGHWAY CAPACITY ASSESSMENTS

Highway Impact

In conjunction with HCC the agreed capacity assessments have been undertaken at two existing junctions and the new site access in order to determine the cumulative impact of the development

proposal and traffic growth on the impact of the existing highway network, traffic furthest from the development will disperse and will be considered not to have a severe/material impact.

- ☐ The proposed site access with London Road;
- ☐ London Road / Millfield Lane / Broadmeadow Ride roundabout and;
- ☐ London Road / Blackhorse Lane / Newlands Road priority crossroads junction.

The operation of the above junctions were assessed using the latest edition of industry standard TRL Junctions 9 software for the assessment roundabout and priority junctions appropriate adjustments were made to reflect existing junction and traffic conditions by calibrating/validating queue results with traffic queue data collected onsite concurrently with traffic flows.

Priority junctions modelled with the software recording a Ratio of Flow to Capacity (RFC) in excess of 0.85 are approaching maximum capacity.

Junctions with approach arms in excess of 1.0 RFC exceeding maximum capacity. Traffic surveys previously recorded indicate that the morning and evening network peak hours are 07:45-08:45 and 17:00-18:00.

These traffic peak periods of 08:00-09:00 and 17:00-18:00 have been applied to the network peak hour traffic flows for the 'base with development' assessment scenarios, this was to provide a 'worst case' situation of the traffic impact on the highway network

The results of the capacity testing are shown within the Transport Assessment on Table 7.2: Table 7.3 and Table 7.4 that are also included in Appendix N of the TA

Table 7.3; The London Road/Millfield Lane/Broadmeadow Ride roundabout

The London Road/Millfield Lane/Broadmeadow Ride roundabout shows 2025 traffic with development, the assessment of the junction is forecast to operate well within capacity during both the morning and evening peak hours with the B656 London Road (S) direction PM Peak Period being 0.62 that is below the operational 0.85 RFCapacity and is forecast to continue to do so in the future year 2025

Table 7.5; Proposed Site Access with London Road Assessment Results 2025

The proposed roundabout shows capacity with development, the assessment of the junction would operate well within capacity during both the morning and evening peak hours with the B656 London Road (S) approach RFC PM Peak Period being 0.82 that is below the operational 0.85 RFCapacity and is forecast to continue to do so in the future year 2025

The compact roundabout site access arrangement will operate in the future year 2025 within capacity and with minimal queuing in the peak hours

COMMITTED DEVELOPMENTS

Transport scope

At the time of preparing the transport scope with HCC, no committed developments were identified, although any emerging Local Plan allocations are included within the Trip End Model Presentation Program (TEMPPro) background growth, detailed below.

The traffic surveys recorded were agreed with HCC to still be in date and thus suitable for a robust assessment included within the local TEMPro growth.

Traffic Growth

The traffic impacts have been assessed for a future year of 2025, five years following the estimated planning application submission.

In order to calculate background growth traffic up to a future year, local growth factors have been used, derived from TEMPRO software (version 7.2, NTM RTF Dataset), this has been confirmed to be acceptable during the scoping discussions with HCC.

The geographical area of 'North Hertfordshire 014', within which the site is located, was agreed to be used to calculate the relevant growth factors, and 'All area type' and 'All road type' have been selected.

The proposed TEMPRO growth factors used in the future year assessments are contained in Table 7.1, and the relevant data is included in Appendix M of the Transport Assessment

RESIDENTIAL TRAVEL PLAN - Framework Travel Plan (FTP)

An application for this scale of development required a Travel Plan, which has been prepared in accordance with the HCC Travel Plan Guidance for Business and Residential Development (2014). The measures, targets and monitoring contained within the Travel Plan shall be secured via a s106 agreement.

An in principle Framework Travel Plan (FTP) has been produced and contains a range of short, medium and long-term actions to increase the use of sustainable modes of travel and reduce the use of single-occupant vehicles.

The primary target is to reduce the number of single occupancy vehicles.

The FTP outlines that funding will be provided to HCC to cover the costs required for annual trip monitoring, and measures required to meet the targets. The amount of funding will be agreed with NHDC prior to the signing of the s106 Agreement.

A Travel Plan co-ordinator should also be nominated within the TP the TP will be the responsibility of the developer.

The FTP outlines a system for monitoring the FTP including, travel surveys, follow-up surveys will be agreed with NHDC/HCC prior to the signing of the s106 Agreement.

Overall, the draft FTP is considered to be adequate for the proposed development, and a Full FTP would be secured via a s106 Agreement.

The standard level of Travel Plan Evaluation and Support Contribution for residential, workplace, visitor and other Full Travel Plans is £1200 per year of Travel Plan implementation, as set out in Appendix D: Travel Plan Evaluation and Support Contributions. Contributions will be index-linked to RPI dated from May 2014 (date of first adoption of this guidance).

Note: The total Travel Plan Evaluation and Support Contribution of £6,000 is calculated at a rate of £1,200 per year for five years which covers the total build out time for the development.

“Travel Plan Guidance” means the County Council’s document entitled ‘Travel Plan Guidance’ (as current at the time of application) which can be found at <https://www.hertfordshire.gov.uk/travelplans>

NATIONAL AND LOCAL POLICIES

The government’s National Planning Policy Framework (NPPF, published 24 July 2018 subsequently revised in February 2019 under revision) advocates that the planning policies and decisions should consider whether:

- “the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people and:
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

The prime focus is to tackle congestion, providing safe and accessible transportation routes. It also establishes that it is essential to integrate land use and transport to create a sustainable community that can be fully utilised without the need of vehicular transport.

POLICY REVIEW

The applicant has also considered the following policy documents for the proposed development:

- I. National Planning Practice Guidance;
- II. Roads in Hertfordshire Highway Design Guide 3rd Edition;
- III. Relevant North Herts District Council core strategies relating to transport and parking requirements;
- V. Local Plan Policies and:
- VI. Local Transport Plan (LTP4)

SUMMARY

The impact of this development on the local highway network has been assessed and is shown to be acceptable subject to mitigation, this is to be secured via a s278 agreement for works to the roundabout provision and other highway improvements, Section 106 contributions towards sustainable transport improvement and a Framework Travel Plan. These requirements are summarised as follows:

S106 Agreement

A s106 agreement will be required to secure;

A Full Travel Plan, in accordance with HCC Travel Plan Guidance and:

Financial contributions towards improved bus services and facilities in accordance with HCC Planning Obligations Guidance.

S278 Agreement

A s278 highway agreement will be required to secure the proposed new roundabout, highway and transport improvements.

The anticipated trip generation assessed within the Transport Assessment in association with the scale of the development demonstrated that the impact of traffic does not result in a severe impact on the local highway network. This was carried out by undertaking a series of traffic impact assessments on the local highway network.

For robustness Pre-Covid traffic surveys have been taken with applying appropriate growth factors to allow for background traffic growth and the impacts of committed development on the local road network.

The surveys also included measurements of queue lengths to ensure that the traffic modelling is appropriately calibrated /validated to reflect existing traffic conditions.

The development is considered to be in accordance with both the National and local Policies. Therefore, the Highway Authority's formal recommendation is to grant approval subject to the recommended planning conditions and s106 Agreement (addressing Public Transport improvements and Travel Planning). The applicant will also need to enter into s278 & s38 Agreements with the Highway Authority which comprises of the design, construction, implementation and adoption of highway works within the existing public highway and adoptable highway works on third party land.

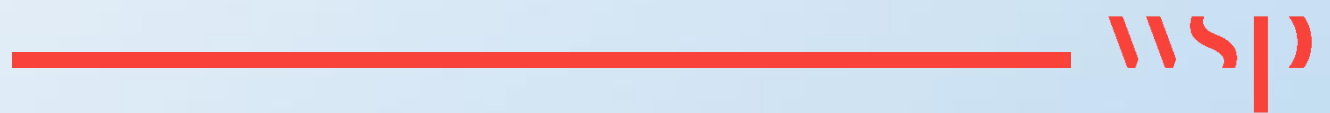
Signed

Roger Taylor

1st April 2021

Appendix B

2011 CENSUS DATA



Usual method of travel to work by region of workplace in Great Britain, 2023 [note 1] [note 7]

Department for Transport table code: TSGB0109

This worksheet contains 1 table.

With the exception of the last two columns in the table, figures in the table are presented as percentages of the number in employment.

Percentages may not sum to 100 due to rounding or suppressed data.

The penultimate column in the table provides the total number of those in employment, in thousands.

Shorthand is used in this table. [w] refers to where no data was recorded in the survey.

Shorthand is used in this table. [c] refers to suppressed data, where percentages are based on less than 3 individuals, and are therefore not shown.

The percentages in this table are estimates derived from the Labour Force Survey, and are therefore subject to sampling error.

Region of workplace	Car [note 2]	Motorcycle	Bicycle	Bus or coach	Rail: National rail	Rail: Other rail [note 3]	Walk	Other modes [note 4]	Number in employment, in thousands [note 5]	Unweighted sample size: individuals (number) [note 7]
North East	73	[c]	4	10	1	[c]	11	1	1,185	520
Tyne and Wear	69	[c]	4	14	2	[c]	9	[c]	552	229
Rest of North East	76	[w]	3	7	[c]	[w]	13	1	632	291
North West	72	1	2	7	4	1	13	1	3,515	1,081
Greater Manchester	66	[c]	3	10	4	3	13	1	1,357	331
Merseyside	66	[c]	[c]	13	7	[w]	12	[c]	575	135
Rest of North West	79	1	1	3	2	[w]	13	1	1,583	615
Yorkshire and The Humber	75	0	2	8	2	1	11	1	2,616	972
South Yorkshire	71	[c]	1	10	1	2	12	[c]	631	260
West Yorkshire	78	[w]	2	9	2	[w]	9	[c]	1,134	374
Rest of Yorkshire and The Humber	75	[c]	2	6	3	[c]	13	[c]	851	338
East Midlands	79	1	3	5	0	1	12	0	2,301	948
West Midlands	78	1	2	6	3	[c]	10	1	2,861	1,059
West Midlands (metropolitan county)	74	[c]	3	9	4	[c]	7	2	1,325	439
Rest of West Midlands	81	1	1	2	2	[w]	12	1	1,536	620
East of England	72	1	6	5	3	1	13	1	2,930	1,060
London	26	1	5	12	18	28	9	1	5,229	1,211
Central London	9	0	6	6	30	42	6	1	1,527	476
Rest of Inner London	17	1	9	14	17	29	11	2	1,639	339
Outer London	51	1	2	18	7	10	11	1	2,063	396
South East	73	1	4	5	4	1	13	1	4,527	1,535
South West	76	1	4	5	2	[c]	11	0	2,890	1,263
England	65	1	4	7	6	6	11	1	28,054	9,649
Wales	81	[c]	1	3	3	[c]	10	1	1,377	455
Scotland	69	[w]	1	12	4	1	13	1	2,652	878
Great Britain	66	1	3	7	5	5	11	1	32,083	10,982

Appendix C

PIA DATA



Full Confidential Accident Report

Date Produced: 02-Jun-25

Set Name (if saved) : 27383

Set Total : 19

Accident Details:

Acc Ref:	2020-410966463	1st / 2nd Rd:	5U44/12 5U1429/	Jun Detail:	T	Weather:	Fine	Num Cas:	1
Day of Week:	Mon	Parish:		Jun Control:	Giveway	Light:	Darklit	Num Peds:	1
Date:	20/07/2020 02:00:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	1
Acc Severity:	Slight	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npernox
U544 Waterdell Lane St Ippolyts J/w U1429 Waterdell Lane								On Site:	No

Following A Disagreement With Ped V1 Taxi Has Moved Off Trav Se On Waterdell Lane & Hit Leg Of Ped. V1 Fts

Easting: 519096 Northing: 226886

Casualty Details

Acc Ref:	2020-410966463	Cas Class:	Pedestri	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Unknown
Veh Ref:	1	Cas Age:	16	PSV Passenger:	No	Road User Class:	Pedestrians	Ped Location:	Elsewher
Cas Ref:	1	Cas Gender:	Male	Seat Belt:	Notapp	School Pupil:		Ped Work on Rd:	Unknown

Vehicle Details

Acc Ref:	154784	Manoeuvre:	Starting	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Notcon	Driver Age:	
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	Nw	Hit and Run:	Hit&run		
Veh Type:	Taxi	Junction:	Middle	Object off Cway	None	To:	Se	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Work	Driver Severity:	None		

Accident Details:

Acc Ref:	2020-410950620	1st / 2nd Rd:	A602/50 A602/51	Jun Detail:	R/bout	Weather:	Fine	Num Cas:	4
Day of Week:	Sat	Parish:		Jun Control:	Giveway	Light:	Darklit	Num Peds:	0
Date:	14/03/2020 22:15:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Slight	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npernox
A602 Stevenage Road Hitchin J/w A602 Hitchin Hill Rbt								On Site:	No

Both Vs Cars Trav West On Stevenage Road. V1 Slows For Rbt Ahead & O/s V2 Has Collided With Rear V1. V2 Fts

Easting: 518686

Northing: 228332

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 2	A	Tooclose	Speeding	Reckdriv			

Casualty Details

Acc Ref:	2020-410950620	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	1	Cas Age:	71	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Male	Seat Belt:	Unknown	School Pupil:		Ped Work on Rd:	Notped

Acc Ref:	2020-410950620	Cas Class:	Passenge	Car Passenger:	Frontsea	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	1	Cas Age:	49	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	2	Cas Gender:	Female	Seat Belt:	Unknown	School Pupil:		Ped Work on Rd:	Notped

Acc Ref:	2020-410950620	Cas Class:	Passenge	Car Passenger:	Rearseat	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	1	Cas Age:	13	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	3	Cas Gender:	Female	Seat Belt:	Unknown	School Pupil:		Ped Work on Rd:	Notped

Acc Ref:	2020-410950620	Cas Class:	Passenge	Car Passenger:	Rearseat	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	1	Cas Age:	8	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	4	Cas Gender:	Female	Seat Belt:	Unknown	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	154461	Manoeuvre:	Stopping	Skidding:	None	Impact Point:	Back	Driver Breath Test:	Notcon	Driver Age:	71
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Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	Sw	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Approach	Object off Cway	None	To:	Ne	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Other	Driver Severity:	Slight		
Acc Ref:		Manoeuvre:	Otakemov	Skidding:	None	Impact Point:	Offside	Driver Breath Test:	Notcon	Driver Age:	31
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	Sw	Hit and Run:	Hit&run		
Veh Type:	Car	Junction:	Approach	Object off Cway	None	To:	Ne	Driver Gender:	Unknown		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Other	Driver Severity:	None		

Accident Details:

Acc Ref: 2022-411235431	1st / 2nd Rd: A602/50 A602/51	Jun Detail: R/bout	Weather: Fine	Num Cas: 1
Day of Week: Fri	Parish:	Jun Control: Giveway	Light: Day	Num Peds: 1
Date: 01/07/2022 07:43:00	District: NHerts	Spec Conditions: None	Road Surface: Dry	Num Vehicles: 1
Acc Severity: Serious	Speed Limit: 30mph	C/way Hazard: None	C/way Type: Single	Ped Xing: Npercntr
A602 Stevenage Road Hitchin J/w A602 Hitchin Hill Rbt				On Site: Yes
V1 Car Trav West On Stevenage Road Has Pulled Into R/h Lane Approaching Rbt As Uk Ambulance In/h Lane & Collided With Ped Crossing C/way From V1 N/s Trav North In Front Of Ambulance				
Easting: 518683	Northing: 228335			

Casualty Details

Acc Ref: 2022-411235431	Cas Class: Pedestri	Car Passenger: No	Cas Severity: Serious	Ped Movement: Xnrmask
Veh Ref: 1	Cas Age: 29	PSV Passenger: No	Road User Class: Pedestrians	Ped Location: Elsewher
Cas Ref: 1	Cas Gender: Female	Seat Belt: Notapp	School Pupil:	Ped Work on Rd: Notapp

Vehicle Details

Acc Ref: 158584	Manoeuvre: Starting	Skidding: None	Impact Point: Front	Driver Breath Test: Negati	Driver Age: 32
Veh Ref: 1	Location: Carw	Object in Cway: None	From: E	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Approach	Object off Cway: None	To: W	Driver Gender: Male	
Foreign Veh:	Towing: None	velcwy No	J Purpose: Tofrowrk	Driver Severity: None	

Accident Details:

Acc Ref:	2020-410925517	1st / 2nd Rd:	A602/51 B656/31	Jun Detail:	R/bout	Weather:	Fine	Num Cas:	1
Day of Week:	Mon	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	20/01/2020 14:55:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Slight	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	R/bout	Ped Xing:	Npercntr
A602 Three Moorhens Rbt Hitchin J/w B656 London Road								On Site:	Yes

Both Vs Negotiating Rbt. V1 Car Has Changed Lane To Left To Leave Rbt Onto London Road Across Path V2 P/c & V2 Has Collided With N/s V1 Causing Rider V2 To Fall

Easting: 518674

Northing: 228309

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 2	B	Flookdri					

Casualty Details

Acc Ref:	2020-410925517	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	59	PSV Passenger:	No	Road User Class:	Cyclists	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Female	Seat Belt:	Notapp	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	154004	Manoeuvre:	Chglnlef	Skidding:	None	Impact Point:	Nearside	Driver Breath Test:	Negati	Driver Age:	19
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	Nw	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Lr/about	Object off Cway	None	To:	Se	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Other	Driver Severity:	None		
Acc Ref:		Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Notapp	Driver Age:	59
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	Nw	Hit and Run:	Nothtrun		
Veh Type:	Bicycle	Junction:	Middle	Object off Cway	None	To:	Se	Driver Gender:	Female		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Other	Driver Severity:	Slight		

Accident Details:

Acc Ref:	2020-410953467	1st / 2nd Rd:	A602/51 B656/32	Jun Detail:	R/bout	Weather:	Fine	Num Cas:	1
Day of Week:	Mon	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	25/05/2020 11:50:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Slight	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	R/bout	Ped Xing:	Npernox
A602 Stevenage Road Rbt Hitchin J/w B656 Hitchin Hill								On Site:	No
V2 Car Has Entered Rbt Trav South From Hitchin Hill & Collided With Rear Wheel Of V1 P/c Negotiating Rbt Trav East Across Jct									
Easting:	518642	Northing:	228363						

Casualty Details

Acc Ref:	2020-410953467	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	1	Cas Age:	52	PSV Passenger:	No	Road User Class:	Cyclists	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Male	Seat Belt:	Notapp	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	154598	Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Back	Driver Breath Test:	Notapp	Driver Age:	52
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	W	Hit and Run:	Nothtrun		
Veh Type:	Bicycle	Junction:	Middle	Object off Cway	None	To:	Se	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	Slight		
Acc Ref:		Manoeuvre:	Starting	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Notcon	Driver Age:	36
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	N	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Er/about	Object off Cway	None	To:	S	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	None		

Accident Details:

Acc Ref: 2020-410958035	1st / 2nd Rd: A602/51 B656/32	Jun Detail: R/bout	Weather: Rain	Num Cas: 1
Day of Week: Tue	Parish:	Jun Control: Giveway	Light: Day	Num Peds: 0
Date: 16/06/2020 18:35:00	District: NHerts	Spec Conditions: None	Road Surface: Wet	Num Vehicles: 2
Acc Severity: Slight	Speed Limit: 30mph	C/way Hazard: None	C/way Type: R/bout	Ped Xing: Npercntr
A602 Stevenage Road Rbt Hitchin J/w B656 Hitchin Hill				On Site: No

V1 Car Trav Sw On Hitchin Hill Has Entered Rbt & Collided With N/s V2 P/c Trav Se Across Jct Causing Rider V2 To Fall

Easting: 518647

Northing: 228361

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	B	Sun					

Casualty Details

Acc Ref: 2020-410958035	Cas Class: Driver	Car Passenger: No	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 2	Cas Age:	PSV Passenger: No	Road User Class: Cyclists	Ped Location: Notped
Cas Ref: 2	Cas Gender: Male	Seat Belt: Notapp	School Pupil:	Ped Work on Rd: Notped

Vehicle Details

Acc Ref: 154661	Manoeuvre: Ahead	Skidding: None	Impact Point: Front	Driver Breath Test: Notcon	Driver Age: 67
Veh Ref: 1	Location: Carw	Object in Cway: None	From: Ne	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Er/about	Object off Cway None	To: Sw	Driver Gender: Female	
Foreign Veh:	Towing; None	velcwy No	J Purpose: Unknown	Driver Severity: None	

Acc Ref:	Manoeuvre: Ahead	Skidding: None	Impact Point: Nearside	Driver Breath Test: Notapp	Driver Age:
Veh Ref: 2	Location: Carw	Object in Cway: None	From: W	Hit and Run: Nothtrun	
Veh Type: Bicycle	Junction: Middle	Object off Cway None	To: Se	Driver Gender: Male	
Foreign Veh:	Towing; None	velcwy No	J Purpose: Unknown	Driver Severity: Slight	

Accident Details:

Acc Ref:	2021-411037933	1st / 2nd Rd:	A602/51 A602/52	Jun Detail:	R/bout	Weather:	Fine	Num Cas:	3
Day of Week:	Fri	Parish:		Jun Control:	Giveway	Light:	Darklit	Num Peds:	0
Date:	16/04/2021 22:14:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Slight	Speed Limit:	50mph	C/way Hazard:	None	C/way Type:	R/bout	Ped Xing:	Npernox
A602 Hitchin Hill Rbt Hitchin J/v A602 Park Way								On Site:	Yes

Both Vs Cars. V2 Car Negotiating Rbt Has Been Hit To Rear By V1 Who Was Travelling The Wrong Way Around The Rbt

Easting: 518614

Northing: 228354

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Fatigue	Illegalt				

Casualty Details

Acc Ref:	2021-411037933	Cas Class:	Passenge	Car Passenger:	Rearseat	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	28	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Female	Seat Belt:	Unknown	School Pupil:		Ped Work on Rd:	Notped
Acc Ref:	2021-411037933	Cas Class:	Passenge	Car Passenger:	Rearseat	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	59	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	2	Cas Gender:	Female	Seat Belt:	Unknown	School Pupil:		Ped Work on Rd:	Notped
Acc Ref:	2021-411037933	Cas Class:	Passenge	Car Passenger:	Rearseat	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	28	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	3	Cas Gender:	Female	Seat Belt:	Unknown	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	156172	Manoeuvre:	Starting	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Negati	Driver Age:	41
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	W	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Er/about	Object off Cway	None	To:	E	Driver Gender:	Male		
Foreign Veh:		Towing:	None	velcwy	No	J Purpose:	Other	Driver Severity:	None		

Acc Ref:		Manoeuvre:	Stopping	Skidding:	None	Impact Point:	Back	Driver Breath Test:	Negati	Driver Age:	31
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	S	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Lr/about	Object off Cway	None	To:	N	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Other	Driver Severity:	None		

Accident Details:

Acc Ref:	2022-411233026	1st / 2nd Rd:	B656/26 5U180/1	Jun Detail:	T	Weather:	Fine	Num Cas:	1
Day of Week:	Tue	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	18/10/2022 08:54:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Slight	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npernox
B656 London Road St Ippolyts J/w U180 Sperberry Hill								On Site:	No-self

Both Vs Cars Trav North On London Road. V2 Waiting To Turn Right Into Sperberry Hill When V1 Attempted To Overtake V2 But Has Collided With Rear V2. V1 Fts

Easting: 519543 **Northing:** 226590

Casualty Details

Acc Ref:	2022-411233026	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	60	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Male	Seat Belt:	Unknown	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	158519	Manoeuvre:	Otakesta	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Notcon	Driver Age:	20
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	S	Hit and Run:	Hit&run		
Veh Type:	Car	Junction:	Approach	Object off Cway	None	To:	N	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	None		
Acc Ref:		Manoeuvre:	Waitrigh	Skidding:	None	Impact Point:	Back	Driver Breath Test:	Notcon	Driver Age:	60
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	S	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Approach	Object off Cway	None	To:	N	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	Slight		

Accident Details:

Acc Ref:	2023-411352067	1st / 2nd Rd:	B656/26 5U180/1	Jun Detail:	T	Weather:	Fine	Num Cas:	1
Day of Week:	Thu	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	13/07/2023 17:30:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Serious	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npernox
B656 London Road St Ippolyts J/w U180 Sperberry Hill								On Site:	Yes

V1 M/c 125cc Trav Se On London Road Has Collided With O/s V2 Car Turning Left Out Of Sperberry Hill To V1 N/s Across Path V1 Causing Rider V1 To Fall

Easting: 519547 Northing: 226590

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 2	A	Flookdri	Reckdriv				
V 2	B			Dissign			

Casualty Details

Acc Ref:	2023-411352067	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Serious	Ped Movement:	Notped
Veh Ref:	1	Cas Age:	21	PSV Passenger:	No	Road User Class:	Motorcyclists	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Male	Seat Belt:	Notapp	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	160042	Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Ntprov	Driver Age:	21
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	Nw	Hit and Run:	Nothtrun		
Veh Type:	Mc<=125	Junction:	Middle	Object off Cway	None	To:	Se	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Other	Driver Severity:	Serious		
Acc Ref:		Manoeuvre:	Turnleft	Skidding:	None	Impact Point:	Offside	Driver Breath Test:	Negati	Driver Age:	56
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	Ne	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Emain	Object off Cway	None	To:	Se	Driver Gender:	Female		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Other	Driver Severity:	None		

Accident Details:

Acc Ref:	2023-411356788	1st / 2nd Rd:	B656/26 5U180/1	Jun Detail:	T	Weather:	Fine	Num Cas:	1
Day of Week:	Thu	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	21/09/2023 08:45:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	3
Acc Severity:	Slight	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npernox
B656 London Road St Ippolyts Approx 10m Se J/w U180 Sperberry Hill								On Site:	Yes

All Vs Trav Se On London Road. V1 Taxi Has Slowed Down & V2 Car Has Collided With Rear V1. V3 Car Has Then Collided With Rear V2

Easting: 519550

Northing: 226579

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A					Stopping	
V 2	A	Flookdri		Misspeed			
V 3	A		Flookdri		Misspeed		

Casualty Details

Acc Ref:	2023-411356788	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	57	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Female	Seat Belt:	Wornnot	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	160079	Manoeuvre:	Stopping	Skidding:	None	Impact Point:	Back	Driver Breath Test:	Negati	Driver Age:	56
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	Nw	Hit and Run:	Nothtrun		
Veh Type:	Taxi	Junction:	Exit	Object off Cway	None	To:	Se	Driver Gender:	Male		
Foreign Veh:		Towing:	None	velcwy	No	J Purpose:	Work	Driver Severity:	None		
Acc Ref:		Manoeuvre:	Stopping	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Negati	Driver Age:	57
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	N	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Exit	Object off Cway	None	To:	Se	Driver Gender:	Female		
Foreign Veh:		Towing:	None	velcwy	No	J Purpose:	Tofrowrk	Driver Severity:	Slight		

Acc Ref:		Manoeuvre:	Stopping	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Negati	Driver Age:	24
Veh Ref:	3	Location:	Carw	Object in Cway:	None	From:	N	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Exit	Object off Cway	None	To:	Se	Driver Gender:	Female		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Tofrowrk	Driver Severity:	None		

Accident Details:

Acc Ref:	2024-411490832	1st / 2nd Rd:	B656/26 5U180/1	Jun Detail:	T	Weather:	Fine	Num Cas:	2
Day of Week:	Thu	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	25/07/2024 08:35:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	3
Acc Severity:	Slight	Speed Limit:	40mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npernox
B656 London Road St Ippolyts Approx 20m Sw J/w U180 Sperberry Hill								On Site:	Yes
All Vs Cars Trav North On London Road. V3 Waiting To Turn Right Into Sperberry Hill, V2 Waiting Behind V3. V1 Has Collided With Rear V2 Pushing V2 Into Rear V3									
Easting:	519550	Northing:	226568						

Casualty Details

Acc Ref:	2024-411490832	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	30	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Female	Seat Belt:	Wornnot	School Pupil:		Ped Work on Rd:	Notped
Acc Ref:	2024-411490832	Cas Class:	Passenge	Car Passenger:	Rearseat	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:		PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	2	Cas Gender:	Female	Seat Belt:	Wornnot	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	161621	Manoeuvre:	Ahead	Skidding:	Skidded	Impact Point:	Front	Driver Breath Test:	Notreq	Driver Age:	40
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	S	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Approach	Object off Cway	None	To:	N	Driver Gender:	Female		
Foreign Veh:		Towing:	None	velcwy	No	J Purpose:	Work	Driver Severity:	None		
Acc Ref:		Manoeuvre:	Waitahea	Skidding:	None	Impact Point:	Back	Driver Breath Test:	Notreq	Driver Age:	30
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	S	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Approach	Object off Cway	None	To:	N	Driver Gender:	Female		
Foreign Veh:		Towing:	None	velcwy	No	J Purpose:	Work	Driver Severity:	Slight		

Acc Ref:		Manoeuvre:	Waitrigh	Skiding:	None	Impact Point:	Back	Driver Breath Test:	Notreq	Driver Age:	
Veh Ref:	3	Location:	Carw	Object in Cway:	None	From:	S	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Approach	Object off Cway	None	To:	N	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Work	Driver Severity:	None		

Accident Details:

Acc Ref:	2020-410982809	1st / 2nd Rd:	B656/27 5U102/1	Jun Detail:	T	Weather:	Finewind	Num Cas:	2
Day of Week:	Fri	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	21/08/2020 16:55:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Slight	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npernox
B656 London Road St Ippolyts J/w U102 Mill Lane								On Site:	Yes

Both Vs Cars Trav Se On London Road. V1 Slows To Turn Right Into Mill Lane & V2 Has Collided With Rear V1 Causing V2 To Overturn

Easting: 519140

Northing: 227576

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A			Poorindi			
V 2	A	Tooclose	Speeding				

Casualty Details

Acc Ref:	2020-410982809	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	1	Cas Age:	40	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Female	Seat Belt:	Wornnot	School Pupil:		Ped Work on Rd:	Notped

Acc Ref:	2020-410982809	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	19	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	2	Cas Gender:	Male	Seat Belt:	Wornnot	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	154987	Manoeuvre:	Waitrigh	Skidding:	None	Impact Point:	Back	Driver Breath Test:	Notreq	Driver Age:	40
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	Nw	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Approach	Object off Cway	None	To:	Se	Driver Gender:	Female		
Foreign Veh:		Towing:	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	Slight		

Acc Ref:		Manoeuvre:	Ahead	Skidding:	Overturn	Impact Point:	Front	Driver Breath Test:	Negati	Driver Age:	19
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	Nw	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Approach	Object off Cway	None	To:	Se	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	Slight		

Accident Details:

Acc Ref:	2022-411213469	1st / 2nd Rd:	B656/27 5U96/10	Jun Detail:	T	Weather:	Fine	Num Cas:	1
Day of Week:	Wed	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	24/08/2022 18:45:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Serious	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npernox
B656 London Road St Ippolyts J/w U96 The Crescent								On Site:	Yes

V1 Car Trav Se On London Road Has Turned Right Into The Crescent & Collided With O/s V2 M/c Over 500cc Trav Nw Causing Rider V2 To Fall

Easting: 519349

Northing: 227149

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A			Flookdri			
V 1	B	Badlites	Dissign		Illdrivr		

Casualty Details

Acc Ref:	2022-411213469	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Serious	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	60	PSV Passenger:	No	Road User Class:	Motorcyclists	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Male	Seat Belt:	Notapp	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	158221	Manoeuvre:	Turnrigh	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Notreq	Driver Age:	48
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	Nw	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Lmain	Object off Cway	None	To:	Sw	Driver Gender:	Female		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	None		
Acc Ref:		Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Offside	Driver Breath Test:	Ntprov	Driver Age:	60
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	Se	Hit and Run:	Nothtrun		
Veh Type:	Mc>500	Junction:	Middle	Object off Cway	None	To:	Nw	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	Serious		

Accident Details:

Acc Ref:	2022-411260993	1st / 2nd Rd:	B656/27 5U44/12	Jun Detail:	Crossrd	Weather:	Fine	Num Cas:	2
Day of Week:	Mon	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	03/10/2022 09:53:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Slight	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Nperpex
B656 London Road St Ippolyts Xrds J/w U44 Waterdell Lane								On Site:	Yes

Both Vs Cars. V2 Trav Nw On London Road Has Been Hit To N/s By V1 Trav Ne On Waterdell Lane Who Failed To Give Way At Xrdsejct

Easting: 519384

Northing: 227048

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Flookdri	Juncover				

Casualty Details

Acc Ref:	2022-411260993	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	1	Cas Age:	50	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Female	Seat Belt:	Wornnot	School Pupil:		Ped Work on Rd:	Notped
Acc Ref:	2022-411260993	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	41	PSV Passenger:	No	Road User Class:	Car Users	Ped Location:	Notped
Cas Ref:	2	Cas Gender:	Female	Seat Belt:	Wornnot	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	158838	Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Notreq	Driver Age:	50
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	Sw	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Emain	Object off Cway	None	To:	Ne	Driver Gender:	Female		
Foreign Veh:		Towing:	None	velcwy	No	J Purpose:	Work	Driver Severity:	Slight		
Acc Ref:		Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Notreq	Driver Age:	41
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	Se	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Middle	Object off Cway	None	To:	Nw	Driver Gender:	Female		
Foreign Veh:		Towing:	None	velcwy	Nearside	J Purpose:	Unknown	Driver Severity:	Slight		

Accident Details:

Acc Ref:	2023-411301116	1st / 2nd Rd:	B656/29 5U270/2	Jun Detail:	Crossrd	Weather:	Fine	Num Cas:	1
Day of Week:	Thu	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	13/04/2023 09:13:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Slight	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npernox
B656 London Road St Ippolyts Xrds J/w U270 Blackhorse Lane Hitchin								On Site:	Yes

V1 Car Trav Sw On Blackhorse Lane Has Entered Jct To Trav Straight Across Onto Newlands Lane & Collided With O/s V2 M/c Over 500cc Travw Nw Across Jet Causing Rider V2 To Fall

Easting: 518927

Northing: 227939

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Flookdri	Lostcont	Illdrivr			

Casualty Details

Acc Ref:	2023-411301116	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	45	PSV Passenger:	No	Road User Class:	Motorcyclists	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Male	Seat Belt:	Notapp	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	159513	Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Negati	Driver Age:	80
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	Ne	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Middle	Object off Cway	None	To:	Sw	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Other	Driver Severity:	None		

Acc Ref:		Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Offside	Driver Breath Test:	Negati	Driver Age:	45
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	Se	Hit and Run:	Nothtrun		
Veh Type:	Mc>500	Junction:	Middle	Object off Cway	None	To:	Nw	Driver Gender:	Male		
Foreign Veh:		Towing;	None	velcwy	No	J Purpose:	Work	Driver Severity:	Slight		

Accident Details:

Acc Ref: 2021-411067495	1st / 2nd Rd: B656/31	NONE	Jun Detail: Entrance	Weather: Fine	Num Cas: 1
Day of Week: Wed	Parish:		Jun Control: Giveway	Light: Day	Num Peds: 0
Date: 02/06/2021 19:21:00	District: NHerts		Spec Conditions: None	Road Surface: Dry	Num Vehicles: 2
Acc Severity: Serious	Speed Limit: 30mph		C/way Hazard: None	C/way Type: Single	Ped Xing: Npernox
B656 London Road Hitchin O/s No 57 & Approx 50m Se J/w U361 Bramshott Close					On Site: Yes

V2 P/c Trav Nw On London Road Has Collided With N/s V1 Car Turning Right Out Of No 57 To V2 O/s Across Path V2 Causing Rider To Fall

Easting: 518906

Northing: 227976

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Flookdri					
V 1	B		Reckdriv	Poorturn			

Casualty Details

Acc Ref: 2021-411067495	Cas Class: Driver	Car Passenger: No	Cas Severity: Serious	Ped Movement: Notped
Veh Ref: 2	Cas Age: 27	PSV Passenger: No	Road User Class: Cyclists	Ped Location: Notped
Cas Ref: 1	Cas Gender: Male	Seat Belt: Notapp	School Pupil:	Ped Work on Rd: Notped

Vehicle Details

Acc Ref: 156265	Manoeuvre: Turnrigh	Skidding: None	Impact Point: Nearside	Driver Breath Test: Negati	Driver Age: 28
Veh Ref: 1	Location: Carw	Object in Cway: None	From: Ne	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Emain	Object off Cway None	To: Nw	Driver Gender: Male	
Foreign Veh:	Towing; None	velcwy No	J Purpose: Other	Driver Severity: None	

Acc Ref:	Manoeuvre: Ahead	Skidding: None	Impact Point: Front	Driver Breath Test: Notapp	Driver Age: 27
Veh Ref: 2	Location: Carw	Object in Cway: None	From: Se	Hit and Run: Nothtrun	
Veh Type: Bicycle	Junction: Middle	Object off Cway None	To: Nw	Driver Gender: Male	
Foreign Veh:	Towing; None	velcwy No	J Purpose: Unknown	Driver Severity: Serious	

Accident Details:

Acc Ref:	2024-411537135	1st / 2nd Rd:	B656/31 5U270/2	Jun Detail:	T	Weather:	Fine	Num Cas:	2
Day of Week:	Sun	Parish:		Jun Control:	Giveway	Light:	Day	Num Peds:	0
Date:	11/08/2024 13:14:00	District:	NHerts	Spec Conditions:	None	Road Surface:	Dry	Num Vehicles:	2
Acc Severity:	Slight	Speed Limit:	30mph	C/way Hazard:	None	C/way Type:	Single	Ped Xing:	Npernox
B656 London Road Hitchin Xrds J/w U270 Blackhorse Lane								On Site:	Yes
V2 M/c Uk Cc Trav Se On London Road Has Collided With V1 Car Pulling Out Of Blackhorse Lane To V2 N/s Across Path V2 Causing Rider & Pillion Passenger To Fall									

Easting: 518930 Northing: 227943

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Dissign	Flookdri	Juncover	Juncrest		

Casualty Details

Acc Ref:	2024-411537135	Cas Class:	Driver	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	57	PSV Passenger:	No	Road User Class:	Motorcyclists	Ped Location:	Notped
Cas Ref:	1	Cas Gender:	Male	Seat Belt:	Notapp	School Pupil:		Ped Work on Rd:	Notped
Acc Ref:	2024-411537135	Cas Class:	Passenge	Car Passenger:	No	Cas Severity:	Slight	Ped Movement:	Notped
Veh Ref:	2	Cas Age:	58	PSV Passenger:	No	Road User Class:	Motorcyclists	Ped Location:	Notped
Cas Ref:	2	Cas Gender:	Female	Seat Belt:	Notapp	School Pupil:		Ped Work on Rd:	Notped

Vehicle Details

Acc Ref:	162119	Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Notreq	Driver Age:	27
Veh Ref:	1	Location:	Carw	Object in Cway:	None	From:	Ne	Hit and Run:	Nothtrun		
Veh Type:	Car	Junction:	Emain	Object off Cway	None	To:	Sw	Driver Gender:	Male		
Foreign Veh:		Towing:	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	None		
Acc Ref:		Manoeuvre:	Ahead	Skidding:	None	Impact Point:	Front	Driver Breath Test:	Notreq	Driver Age:	57
Veh Ref:	2	Location:	Carw	Object in Cway:	None	From:	Nw	Hit and Run:	Nothtrun		
Veh Type:	Mcuk	Junction:	Middle	Object off Cway	None	To:	Se	Driver Gender:	Male		
Foreign Veh:		Towing:	None	velcwy	No	J Purpose:	Unknown	Driver Severity:	Slight		

Accident Details:

Acc Ref: 2019-410919325	1st / 2nd Rd: B656/32 NONE	Jun Detail: Notjunct	Weather: Fine	Num Cas: 1
Day of Week: Wed	Parish:	Jun Control: Notjunct	Light: Day	Num Peds: 0
Date: 18/12/2019 11:20:00	District: NHerts	Spec Conditions: None	Road Surface: Dry	Num Vehicles: 2
Acc Severity: Slight	Speed Limit: 30mph	C/way Hazard: None	C/way Type: Single	Ped Xing: Npernox
B656 Hitchin Hill Hitchin Approx 95m Nw J/w U429 St Johns Road				On Site: Yes

V2 P/c Trav Se On Hitchin Hill Has Collided With Rear V1 Car Pulling Out From Stationary To V2 N/s Across Path V2 Causing Rider V2 To Fall

Easting: 518579

Northing: 228456

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Flookdri	Misspeed				

Casualty Details

Acc Ref: 2019-410919325	Cas Class: Driver	Car Passenger: No	Cas Severity: Slight	Ped Movement: Notped
Veh Ref: 2	Cas Age: 41	PSV Passenger: No	Road User Class: Cyclists	Ped Location: Notped
Cas Ref: 1	Cas Gender: Male	Seat Belt: Notapp	School Pupil:	Ped Work on Rd: Notped

Vehicle Details

Acc Ref: 153916	Manoeuvre: Starting	Skidding: None	Impact Point: Back	Driver Breath Test: Notreq	Driver Age: 64
Veh Ref: 1	Location: Carw	Object in Cway: None	From: Nw	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Notjunct	Object off Cway None	To: Se	Driver Gender: Female	
Foreign Veh:	Towing; None	velcwy No	J Purpose: Unknown	Driver Severity: None	
Acc Ref:	Manoeuvre: Ahead	Skidding: None	Impact Point: Front	Driver Breath Test: Notapp	Driver Age: 41
Veh Ref: 2	Location: Carw	Object in Cway: None	From: Nw	Hit and Run: Nothtrun	
Veh Type: Bicycle	Junction: Notjunct	Object off Cway None	To: Se	Driver Gender: Male	
Foreign Veh:	Towing; None	velewy No	J Purpose: Other	Driver Severity: Slight	

Accident Details:

Acc Ref: 2022-411227178	1st / 2nd Rd: B656/32 C26/130	Jun Detail: T	Weather: Fine	Num Cas: 1
Day of Week: Mon	Parish:	Jun Control: Giveway	Light: Day	Num Peds: 0
Date: 20/06/2022 12:53:00	District: NHerts	Spec Conditions: None	Road Surface: Dry	Num Vehicles: 2
Acc Severity: Serious	Speed Limit: 30mph	C/way Hazard: None	C/way Type: Single	Ped Xing: Npernox
B656 Hitchin Hill Hitchin J/w C26 Priory End				On Site: Yes

V2 Electric M/c Trav Nw On Hitchin Hill Has Collided With O/s V1 Car Turning Right Out Of Priory End To V2 N/s Across Path V2 Causing Rider V2 To Fall

Easting: 518525

Northing: 228502

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Flookdri		Misspeed			
V 1	B		Nervdriv				

Casualty Details

Acc Ref: 2022-411227178	Cas Class: Driver	Car Passenger: No	Cas Severity: Serious	Ped Movement: Notped
Veh Ref: 2	Cas Age: 56	PSV Passenger: No	Road User Class: Motorcyclists	Ped Location: Notped
Cas Ref: 1	Cas Gender: Female	Seat Belt: Notapp	School Pupil:	Ped Work on Rd: Notped

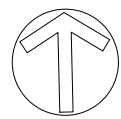
Vehicle Details

Acc Ref: 158335	Manoeuvre: Turnrigh	Skidding: None	Impact Point: Offside	Driver Breath Test: Negati	Driver Age: 85
Veh Ref: 1	Location: Carw	Object in Cway: None	From: S	Hit and Run: Nothtrun	
Veh Type: Car	Junction: Emain	Object off Cway None	To: Se	Driver Gender: Female	
Foreign Veh:	Towing; None	velcwy No	J Purpose: Other	Driver Severity: None	
Acc Ref:	Manoeuvre: Ahead	Skidding: None	Impact Point: Front	Driver Breath Test: Ntprov	Driver Age: 56
Veh Ref: 2	Location: Carw	Object in Cway: None	From: Se	Hit and Run: Nothtrun	
Veh Type: Mcel	Junction: Middle	Object off Cway None	To: Nw	Driver Gender: Female	
Foreign Veh:	Towing; None	velcwy No	J Purpose: Other	Driver Severity: Serious	

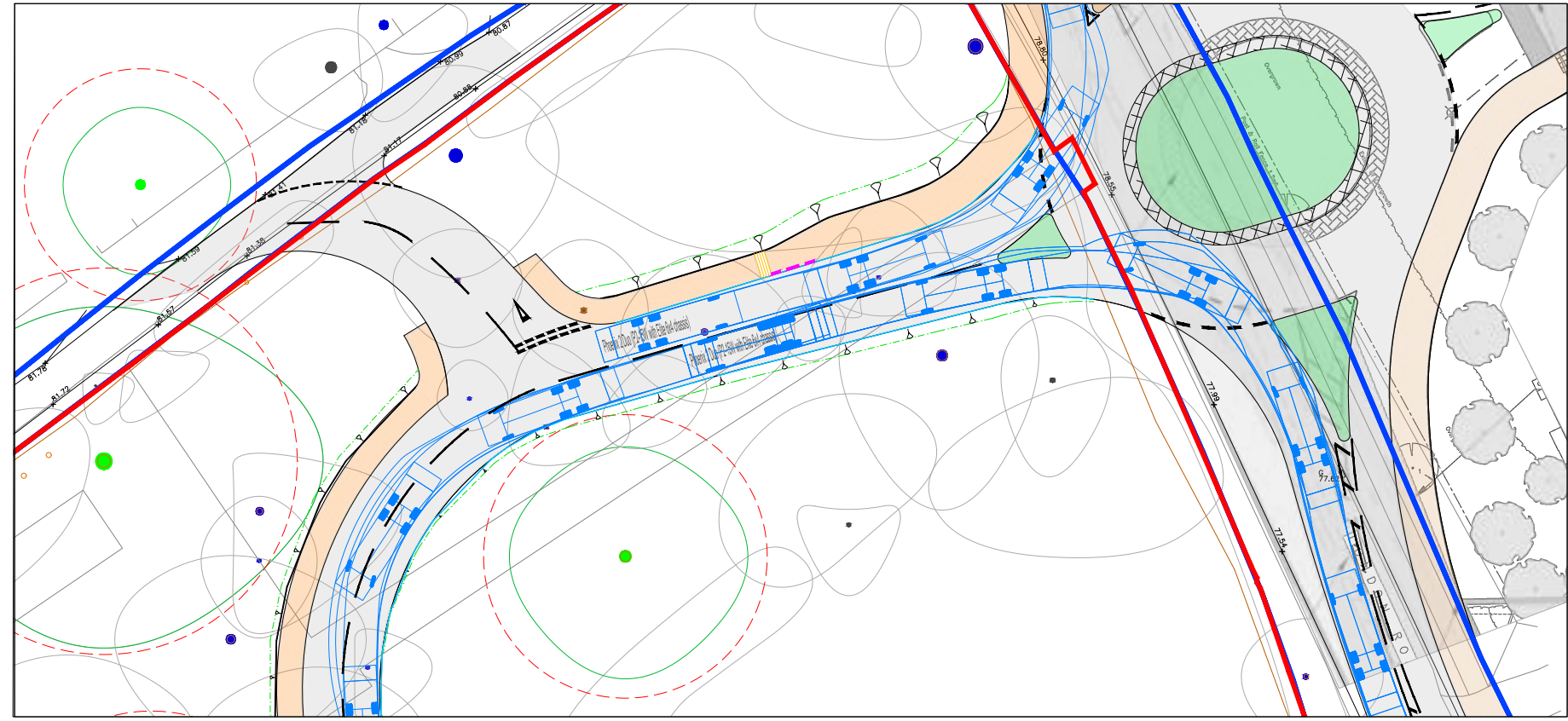
Appendix D

SITE ACCESS DRAWINGS

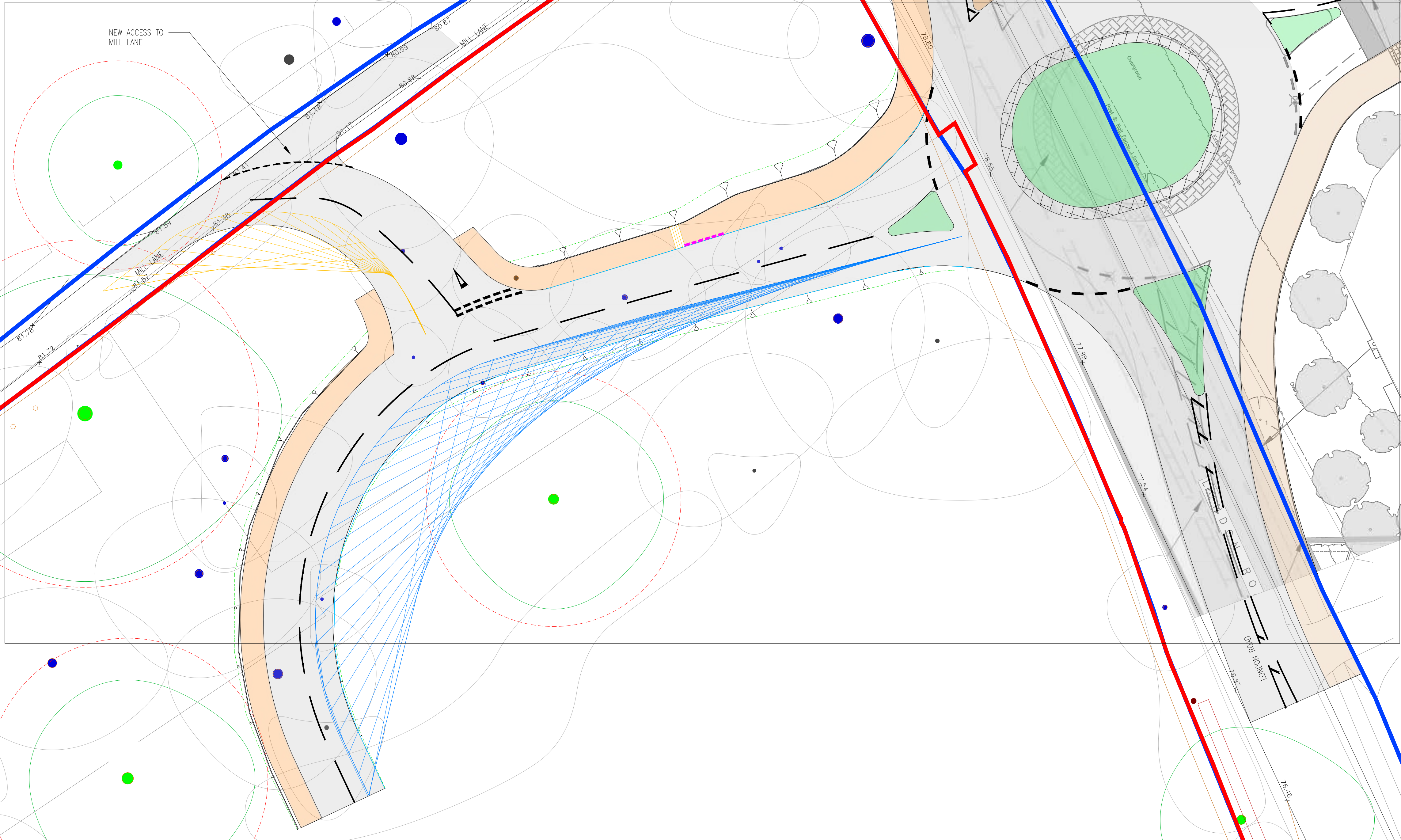




INSET 1: VEHICLE TRACKING (REFUSE VEHICLE TRACKING) FOR WESTERN ARM



REFER TO INSET 1



EXISTING MILL LANE TO BE STOPPED UP

ACCURACY DISCREPANCIES POSSIBLE DUE TO EASTERN ACCESS DESIGN BASED ON ITRANSPORT PDF DRAWING. REFER TO DRAWING ITL9262-CA-024.

DO NOT SCALE

NOTE:

1. THIS CONCEPT DRAWING IS PRODUCED WITHIN THE SCOPE OF OUR CLIENT BRIEF. UNDER THE CDM REGULATIONS, BASED ON THE INFORMATION AVAILABLE TO THE DESIGNER AT THE DATE BELOW, NO RESIDUAL RISKS HAVE BEEN IDENTIFIED. SHOULD THIS CONCEPT DRAWING ADVANCE TO THE PRELIMINARY DESIGN STAGE, THE DESIGNER WILL BE RESPONSIBLE FOR ENSURING THAT ADEQUATE INFORMATION IS ACQUIRED TO UNDERTAKE A MORE THOROUGH ASSESSMENT IN ACCORDANCE WITH THE REGULATIONS.

2. THIS DRAWING IS BASED ON INFORMATION EXTRACTED FROM ITRANSPORT PDF DRAWING ITL9262-CA-024. PLEASE BE AWARE THAT ACCURACY DISCREPANCIES MAY EXIST. THE DESIGN SHOULD BE TREATED WITH CAUTION AND VERIFIED ON SITE. UPDATES SHOULD BE MADE AS REQUIRED DURING THE DETAILED DESIGN PHASE.

KEY:

- PROTECTED CLASS A TREES
- PROTECTED CLASS A TREE ROOT PROTECTION ZONES
- NON PROTECTED TREES
- TITLE BOUNDARY
- HIGHWAY LAND BOUNDARY
- INDICATIVE PROPOSED GROUNDWORK EXTENTS FOR WESTERN ARM
- INDICATIVE PROPOSED HIGHWAY EXTENTS FOR WESTERN ARM
- PROPOSED FOOTWAY
- EXISTING FOOTWAY
- PROPOSED CARRIAGEWAY
- PROPOSED VEHICLE OVER-RUN
- PROPOSED CARRIAGEWAY VISIBILITY SPLAY FOR 30 MPH
- PROPOSED CARRIAGEWAY VISIBILITY SPLAY FOR 20 MPH
- PROPOSED DROPPED KERB
- PROPOSED CONDUITY TACTILE PAVING

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

P03	30/07/2025	CW	MINOR AMENDMENTS	DD	DD
P02	24/07/2025	PG	COMMENTS ADDRESSED	PG	DD
P01	04/07/2025	PG	FIRST ISSUE	PG	DD
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

S2 - FOR INFORMATION



Matrix House, Basing View, Basingstoke, Hampshire, RG21 4FF
T+ 44 (0) 1256 318 800, F+ 44 (0) 1256 318 700
wsp.com

CLIENT:

MARTIN GRANT HOMES

ARCHITECT:

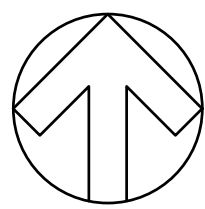
SITE/PROJECT:

MILL LANE, HITCHIN

TITLE:

PROPOSED SITE ACCESS ROUNDABOUT
- OPTION 2

SCALE @ A1:	CHECKED:	APPROVED:
1:200	AFG	DD
PROJECT NO:	DESIGNED:	DRAWN:
70056409	PG	PG
DRAWING NO:	DATE:	REV:
70056409-SK-006	July 25	P03
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- KEY:
- RED LINE BOUNDARY
 - TRUNK OF CLASS A PROTECTED TREES
 - TRUNK OF CLASS B TREE
 - TRUNK OF CLASS C TREE
 - 2.4 x 25m VISIBILITY SPLAY (20mph M15)

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

P01	17/09/2025	RDS	FIRST ISSUE	DDP	DDP
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



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wsp.com

CLIENT: MARTIN GRANT HOMES

ARCHITECT:

SITE/PROJECT: MILL LANE, HITCHIN

TITLE: PROPOSED MINOR ACCESS FROM MILL LANE

SCALE @ A1: 1:200	CHECKED: DDD	APPROVED: DDD
PROJECT NO: 70056409	DESIGNED: RDS	DRAWN: RDS
DATE: September 25	REV: P01	

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File name: Z:\GPR\PROJECTS\0004\XXX\UK\0041759.8839 - LONDON ROAD - HITCHIN\03 WPT\TRANSPORT DRAWINGS\70056409-SK-003.DWG, printed on 17 September 2025 15:04:28, by De Silva, Ryan

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Appendix E

TRICS OUTPUTS



Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 10 - 125 DWELLS

Actual Trip Rate Calculation Parameter Range: 0.21 - 8.11 DWELLS

Date Range: Minimum: 9/18/2014 Maximum: 9/17/2024

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Friday	12
Monday	14
Thursday	14
Tuesday	18
Wednesday	16

Main Location Types selected:

Edge of Town	32
Neighbourhood Centre (PPS6 Local Centre)	22
Suburban Area (PPS6 Out of Centre)	20

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	59
Servicing Vehicles Included	15

Population <1 Mile ranges selected:

1,000 or Less	3
1,001 to 5,000	16
10,001 to 15,000	16
15,001 to 20,000	10
20,001 to 25,000	6
25,001 to 50,000	5
5,001 to 10,000	18

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Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	18
25,001 to 50,000	15
250,001 to 500,000	3
5,000 or Less	3
5,001 to 25,000	12
50,001 to 75,000	12
500,001 or More	2
75,001 to 100,000	8

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	17
1.1 to 1.5	47
1.6 to 2.0	10

PTAL Rating:

No PTAL Present	74
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Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - Site area

Category: A - Number of dwellings

Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	EN	ENFIELD
		1 day
02	SOUTH EAST	
	CT	CENTRAL BEDFORDSHIRE
		1 day
	ES	EAST SUSSEX
		5 days
	EX	ESSEX
		1 day
	HC	HAMPSHIRE
		7 days
	HF	HERTFORDSHIRE
		1 day
	KC	KENT
		3 days
	SC	SURREY
		1 day
	WS	WEST SUSSEX
		4 days
03	SOUTH WEST	
	DC	DORSET
		1 day
	DV	DEVON
		2 days
	SD	SWINDON
		1 day
	SM	SOMERSET
		3 days
	TB	TORBAY
		1 day
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE
		1 day
	NF	NORFOLK
		6 days
	PB	PETERBOROUGH
		1 day
	SF	SUFFOLK
		2 days
05	EAST MIDLANDS	
	LE	LEICESTERSHIRE
		1 day
	NT	NOTTINGHAMSHIRE
		1 day
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
		1 day
	WM	WEST MIDLANDS
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
		2 days
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER
		3 days
	EC	CHESHIRE EAST
		1 day
09	NORTH	
	DH	DURHAM
		3 days
	IM	ISLE OF MAN
		5 days
10	WALES	
	PS	POWYS
		1 day
	VG	VALE OF GLAMORGAN
		1 day
11	SCOTLAND	
	HI	HIGHLAND
		1 day
12	CONNAUGHT	
	CS	SLIGO
		2 days
	LT	LEITRIM
		1 day
	RO	ROSCOMMON
		1 day
14	LEINSTER	
	LU	LOUTH
		1 day
15	GREATER DUBLIN	
	DL	DUBLIN
		2 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN	DONEGAL
		1 day
	MG	MONAGHAN
		1 day
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM
		1 day
	DE	DERRY
		1 day

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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:	DWELLS
Actual Range:	0.21 to 8.11 (units:*****)
Range Selected by User:	10 to 125 (units:*****)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/09/14 to 17/09/24

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:

Friday	12 days
Monday	14 days
Thursday	14 days
Tuesday	18 days
Wednesday	16 days

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

Selected survey types:

Manual count	74
Direction ATC Count	0

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	32 days
Neighbourhood Centre (PPS6 Local Centre)	22 days
Suburban Area (PPS6 Out of Centre)	20 days

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	56 days
Village	18 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	59 days
Servicing vehicles Included	15 days

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LIST OF SITES relevant to selection parameters:

Site 1:	AC-03-A-04	Site area (sqm):	0.5
Development Name:	TOWN HOUSES	No of Dwellings:	24
Location:	NORTHWICH	Housing density:	47
Postcode:	CW9 8RZ	Total Bedrooms:	92
Main Location Type:	Suburban Area	Survey Date:	6/6/2019
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	N/A		
Site 2:	AC-03-A-05	Site area (sqm):	0.91
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	40
Location:	NORTHWICH	Housing density:	74
Postcode:	CW8 4WA	Total Bedrooms:	102
Main Location Type:	Neighbourhood Centre	Survey Date:	4/30/2021
Sub Location Type:	Village	Survey Day:	Friday
PTAL:	N/A		
Site 3:	AC-03-A-06	Site area (sqm):	6.8
Development Name:	DETACHED HOUSES	No of Dwellings:	99
Location:	NEAR CHESTER	Housing density:	217
Postcode:	CH3 7QJ	Total Bedrooms:	311
Main Location Type:	Neighbourhood Centre	Survey Date:	4/29/2022
Sub Location Type:	Village	Survey Day:	Friday
PTAL:	N/A		
Site 4:	AN-03-A-10	Site area (sqm):	3.5
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	87
Location:	ANTRIM	Housing density:	215
Postcode:	BT41 4NZ	Total Bedrooms:	288
Main Location Type:	Suburban Area	Survey Date:	6/7/2024
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	N/A		
Site 5:	CA-03-A-07	Site area (sqm):	1.19
Development Name:	MIXED HOUSES	No of Dwellings:	32
Location:	NEAR ELY	Housing density:	72
Postcode:	CB6 2GE	Total Bedrooms:	92
Main Location Type:	Neighbourhood Centre	Survey Date:	5/27/2021
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	N/A		
Site 6:	CS-03-A-03	Site area (sqm):	1.2
Development Name:	MIXED HOUSES	No of Dwellings:	30
Location:	STRANDHILL	Housing density:	59
Postcode:		Total Bedrooms:	90
Main Location Type:	Neighbourhood Centre	Survey Date:	10/27/2016
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	N/A		
Site 7:	CS-03-A-04	Site area (sqm):	1.68
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	63
Location:	STRANDHILL	Housing density:	196
Postcode:		Total Bedrooms:	213
Main Location Type:	Neighbourhood Centre	Survey Date:	10/27/2016
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	N/A		
Site 8:	CT-03-A-03	Site area (sqm):	3.69
Development Name:	MIXED HOUSES	No of Dwellings:	73
Location:	STOTFOLD	Housing density:	227
Postcode:	SG5 4TB	Total Bedrooms:	231
Main Location Type:	Edge of Town	Survey Date:	6/27/2023
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		

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Site 9:	DC-03-A-10	Site area (sqm):	1.4
Development Name:	MIXED HOUSES	No of Dwellings:	26
Location:	GILLINGHAM	Housing density:	55
Postcode:	SP8 4JS	Total Bedrooms:	77
Main Location Type:	Edge of Town	Survey Date:	11/9/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		
Site 10:	DE-03-A-04	Site area (sqm):	1.6
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	38
Location:	COLERAINE	Housing density:	97
Postcode:	BT51 3FD	Total Bedrooms:	116
Main Location Type:	Edge of Town	Survey Date:	5/19/2022
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	N/A		
Site 11:	DH-03-A-01	Site area (sqm):	0.9
Development Name:	SEMI DETACHED	No of Dwellings:	50
Location:	BISHOP AUCKLAND	Housing density:	87
Postcode:	DL14 6RH	Total Bedrooms:	150
Main Location Type:	Suburban Area	Survey Date:	3/28/2017
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 12:	DH-03-A-02	Site area (sqm):	4.03
Development Name:	MIXED HOUSES	No of Dwellings:	125
Location:	BISHOP AUCKLAND	Housing density:	124
Postcode:	DL14 9UG	Total Bedrooms:	423
Main Location Type:	Neighbourhood Centre	Survey Date:	3/27/2017
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 13:	DH-03-A-03	Site area (sqm):	5.603
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	57
Location:	DURHAM	Housing density:	190
Postcode:	DH1 1HD	Total Bedrooms:	169
Main Location Type:	Edge of Town	Survey Date:	10/19/2018
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	N/A		
Site 14:	DL-03-A-10	Site area (sqm):	2.9
Development Name:	SEMI DETACHED & DETACHED	No of Dwellings:	65
Location:	MALAHIDE	Housing density:	213
Postcode:	K36 P798	Total Bedrooms:	219
Main Location Type:	Edge of Town	Survey Date:	6/20/2018
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		
Site 15:	DL-03-A-11	Site area (sqm):	0.39
Development Name:	SEMI-DETACHED HOUSES	No of Dwellings:	19
Location:	DUBLIN	Housing density:	40
Postcode:		Total Bedrooms:	57
Main Location Type:	Suburban Area	Survey Date:	5/19/2021
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		
Site 16:	DN-03-A-04	Site area (sqm):	4.15
Development Name:	SEMI-DETACHED	No of Dwellings:	83
Location:	LETTERKENNY	Housing density:	182
Postcode:		Total Bedrooms:	257
Main Location Type:	Edge of Town	Survey Date:	9/26/2014
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	N/A		

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Site 17:	DV-03-A-02	Site area (sqm):	4.04
Development Name:	HOUSES & BUNGALOWS	No of Dwellings:	116
Location:	HONITON	Housing density:	261
Postcode:	EX14 1JB	Total Bedrooms:	306
Main Location Type:	Suburban Area	Survey Date:	9/25/2015
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	N/A		
Site 18:	DV-03-A-03	Site area (sqm):	2.02
Development Name:	TERRACED & SEMI DETACHED	No of Dwellings:	70
Location:	HONITON	Housing density:	116
Postcode:	EX14 2DF	Total Bedrooms:	208
Main Location Type:	Suburban Area	Survey Date:	9/28/2015
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 19:	EC-03-A-06	Site area (sqm):	0.73
Development Name:	TERRACED HOUSES	No of Dwellings:	24
Location:	MACCLESFIELD	Housing density:	32
Postcode:	SK10 2NS	Total Bedrooms:	72
Main Location Type:	Edge of Town	Survey Date:	11/24/2014
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 20:	EN-03-A-01	Site area (sqm):	0.71
Development Name:	TERRACED & SEMI-DETACHED	No of Dwellings:	32
Location:	COCKFOSTERS	Housing density:	44
Postcode:	EN4 8FS	Total Bedrooms:	108
Main Location Type:	Edge of Town	Survey Date:	11/24/2021
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	1B		
Site 21:	ES-03-A-09	Site area (sqm):	1.5
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	47
Location:	NEWHAVEN	Housing density:	197
Postcode:	BN9 9FF	Total Bedrooms:	143
Main Location Type:	Edge of Town	Survey Date:	3/13/2023
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 22:	ES-03-A-11	Site area (sqm):	4.34
Development Name:	MIXED HOUSES	No of Dwellings:	105
Location:	RINGMER	Housing density:	275
Postcode:	BN8 5LQ	Total Bedrooms:	292
Main Location Type:	Neighbourhood Centre	Survey Date:	9/28/2023
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	N/A		
Site 23:	ES-03-A-12	Site area (sqm):	8.11
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	123
Location:	HORAM	Housing density:	359
Postcode:	TN21 9DZ	Total Bedrooms:	398
Main Location Type:	Neighbourhood Centre	Survey Date:	10/3/2023
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	N/A		
Site 24:	ES-03-A-13	Site area (sqm):	1.7
Development Name:	DETACHED HOUSES	No of Dwellings:	36
Location:	HEATHFIELD	Housing density:	103
Postcode:	TN21 0UW	Total Bedrooms:	135
Main Location Type:	Edge of Town	Survey Date:	3/18/2024
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		

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Site 25:	ES-03-A-14	Site area (sqm):	3.4
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	120
Location:	NEAR EASTBOURNE	Housing density:	244
Postcode:	BN24 5GD	Total Bedrooms:	339
Main Location Type:	Edge of Town	Survey Date:	4/30/2024
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 26:	EX-03-A-03	Site area (sqm):	3.6
Development Name:	MIXED HOUSES	No of Dwellings:	123
Location:	RAYLEIGH	Housing density:	297
Postcode:	SS6 9TU	Total Bedrooms:	357
Main Location Type:	Edge of Town	Survey Date:	9/27/2021
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 27:	HC-03-A-21	Site area (sqm):	1.2
Development Name:	TERRACED & SEMI-DETACHED	No of Dwellings:	39
Location:	BASINGSTOKE	Housing density:	98
Postcode:	RG24 9AF	Total Bedrooms:	134
Main Location Type:	Edge of Town	Survey Date:	11/13/2018
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 28:	HC-03-A-22	Site area (sqm):	1.69
Development Name:	MIXED HOUSES	No of Dwellings:	40
Location:	NEAR EASTLEIGH	Housing density:	101
Postcode:	SO50 6JL	Total Bedrooms:	114
Main Location Type:	Edge of Town	Survey Date:	10/31/2018
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		
Site 29:	HC-03-A-23	Site area (sqm):	1.4
Development Name:	HOUSES & FLATS	No of Dwellings:	62
Location:	LIPHOOK	Housing density:	136
Postcode:	GU30 7TG	Total Bedrooms:	205
Main Location Type:	Suburban Area	Survey Date:	11/19/2019
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 30:	HC-03-A-28	Site area (sqm):	5.97
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	125
Location:	WATERLOOVILLE	Housing density:	323
Postcode:	PO8 9WN	Total Bedrooms:	359
Main Location Type:	Edge of Town	Survey Date:	11/8/2021
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 31:	HC-03-A-31	Site area (sqm):	2.17
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	44
Location:	LIPHOOK	Housing density:	113
Postcode:	GU30 7WU	Total Bedrooms:	125
Main Location Type:	Edge of Town	Survey Date:	10/7/2022
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	N/A		
Site 32:	HC-03-A-32	Site area (sqm):	3.29
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	105
Location:	FARNHAM	Housing density:	253
Postcode:	GU9 9GD	Total Bedrooms:	278
Main Location Type:	Neighbourhood Centre	Survey Date:	6/29/2023
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	N/A		

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Site 33:	HC-03-A-37	Site area (sqm):	3.46
Development Name:	MIXED HOUSES	No of Dwellings:	50
Location:	FLEET	Housing density:	103
Postcode:	GU52 0AF	Total Bedrooms:	143
Main Location Type:	Edge of Town	Survey Date:	3/27/2024
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		
Site 34:	HF-03-A-07	Site area (sqm):	6.32
Development Name:	MIXED HOUSES & BUNGALOWS	No of Dwellings:	92
Location:	POTTERS BAR	Housing density:	318
Postcode:	EN6 2EE	Total Bedrooms:	280
Main Location Type:	Suburban Area	Survey Date:	3/25/2024
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 35:	HI-03-A-14	Site area (sqm):	1.48
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	40
Location:	INVERNESS	Housing density:	89
Postcode:	IV3 8LX	Total Bedrooms:	121
Main Location Type:	Suburban Area	Survey Date:	3/23/2016
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		
Site 36:	IM-03-A-01	Site area (sqm):	2.12
Development Name:	MIXED HOUSES	No of Dwellings:	31
Location:	COLBY	Housing density:	81
Postcode:	IM9 1TQ	Total Bedrooms:	137
Main Location Type:	Neighbourhood Centre	Survey Date:	5/21/2024
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	N/A		
Site 37:	IM-03-A-02	Site area (sqm):	1.61
Development Name:	MIXED HOUSES	No of Dwellings:	27
Location:	KIRK MICHAEL	Housing density:	54
Postcode:	IM6 1HT	Total Bedrooms:	106
Main Location Type:	Neighbourhood Centre	Survey Date:	5/23/2024
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	N/A		
Site 38:	IM-03-A-03	Site area (sqm):	6.99
Development Name:	MIXED HOUSES	No of Dwellings:	111
Location:	COLBY	Housing density:	198
Postcode:	IM9 4LN	Total Bedrooms:	364
Main Location Type:	Neighbourhood Centre	Survey Date:	5/21/2024
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	N/A		
Site 39:	IM-03-A-04	Site area (sqm):	2.3
Development Name:	MIXED HOUSES	No of Dwellings:	73
Location:	DOUGLAS	Housing density:	115
Postcode:	IM2 1JS	Total Bedrooms:	219
Main Location Type:	Suburban Area	Survey Date:	5/20/2024
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 40:	IM-03-A-05	Site area (sqm):	2.19
Development Name:	MIXED HOUSES	No of Dwellings:	45
Location:	CASTLETOWN	Housing density:	55
Postcode:	IM9 1TQ	Total Bedrooms:	175
Main Location Type:	Edge of Town	Survey Date:	5/21/2024
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		

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Site 41:	KC-03-A-03	Site area (sqm):	1.38
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	51
Location:	ASHFORD	Housing density:	110
Postcode:	TN24 0FR	Total Bedrooms:	157
Main Location Type:	Suburban Area	Survey Date:	7/14/2016
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	N/A		
Site 42:	KC-03-A-04	Site area (sqm):	4.31
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	110
Location:	AYLESFORD	Housing density:	195
Postcode:	ME20 6FN	Total Bedrooms:	330
Main Location Type:	Edge of Town	Survey Date:	9/22/2017
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	N/A		
Site 43:	KC-03-A-10	Site area (sqm):	3.91
Development Name:	MIXED HOUSES	No of Dwellings:	106
Location:	STAPLEHURST	Housing density:	258
Postcode:	TN12 0GT	Total Bedrooms:	311
Main Location Type:	Edge of Town	Survey Date:	5/9/2023
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 44:	LE-03-A-02	Site area (sqm):	3.297
Development Name:	DETACHED & OTHERS	No of Dwellings:	85
Location:	IBSTOCK	Housing density:	363
Postcode:	LE67 6PG	Total Bedrooms:	308
Main Location Type:	Neighbourhood Centre	Survey Date:	6/28/2018
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	N/A		
Site 45:	LT-03-A-01	Site area (sqm):	4.48
Development Name:	SEMI-DETACHED & DETACHED	No of Dwellings:	90
Location:	CARRICK-ON-SHANNON	Housing density:	186
Postcode:		Total Bedrooms:	342
Main Location Type:	Suburban Area	Survey Date:	4/24/2015
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	N/A		
Site 46:	LU-03-A-01	Site area (sqm):	3.67
Development Name:	TERRACED & SEMI-DETACHED	No of Dwellings:	111
Location:	DROGHEDA	Housing density:	317
Postcode:		Total Bedrooms:	340
Main Location Type:	Neighbourhood Centre	Survey Date:	9/21/2021
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 47:	MG-03-A-01	Site area (sqm):	3.3
Development Name:	SEMI-DETACHED HOUSES	No of Dwellings:	49
Location:	MONAGHAN	Housing density:	194
Postcode:		Total Bedrooms:	195
Main Location Type:	Suburban Area	Survey Date:	10/12/2021
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 48:	NF-03-A-03	Site area (sqm):	0.63
Development Name:	DETACHED HOUSES	No of Dwellings:	10
Location:	THETFORD	Housing density:	37
Postcode:	IP24 1EY	Total Bedrooms:	40
Main Location Type:	Edge of Town	Survey Date:	9/16/2015
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		

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Site 49:	NF-03-A-25	Site area (sqm):	3.1
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	55
Location:	GORLESTON-ON-SEA	Housing density:	127
Postcode:	NR31 9BG	Total Bedrooms:	171
Main Location Type:	Edge of Town	Survey Date:	9/21/2021
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 50:	NF-03-A-27	Site area (sqm):	3.69
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	93
Location:	NEAR NORWICH	Housing density:	248
Postcode:	NR13 4TN	Total Bedrooms:	282
Main Location Type:	Neighbourhood Centre	Survey Date:	9/16/2021
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	N/A		
Site 51:	NF-03-A-35	Site area (sqm):	5.34
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	116
Location:	NORWICH	Housing density:	351
Postcode:	NR6 7FA	Total Bedrooms:	384
Main Location Type:	Edge of Town	Survey Date:	9/28/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		
Site 52:	NF-03-A-37	Site area (sqm):	1.64
Development Name:	MIXED HOUSES	No of Dwellings:	44
Location:	DEREHAM	Housing density:	132
Postcode:	NR20 3TY	Total Bedrooms:	141
Main Location Type:	Edge of Town	Survey Date:	9/27/2022
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 53:	NF-03-A-51	Site area (sqm):	1.03
Development Name:	SEMI-DETACHED	No of Dwellings:	34
Location:	NORWICH	Housing density:	61
Postcode:	NR1 2HJ	Total Bedrooms:	101
Main Location Type:	Suburban Area	Survey Date:	9/13/2022
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 54:	NT-03-A-08	Site area (sqm):	1.61
Development Name:	DETACHED HOUSES	No of Dwellings:	36
Location:	HUCKNALL	Housing density:	85
Postcode:	NG15 8JN	Total Bedrooms:	144
Main Location Type:	Edge of Town	Survey Date:	10/18/2021
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 55:	NY-03-A-13	Site area (sqm):	0.3
Development Name:	TERRACED HOUSES	No of Dwellings:	10
Location:	CATTERICK GARRISON	Housing density:	19
Postcode:	DL9 4SB	Total Bedrooms:	32
Main Location Type:	Suburban Area	Survey Date:	5/10/2017
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		
Site 56:	NY-03-A-14	Site area (sqm):	2.9
Development Name:	DETACHED & BUNGALOWS	No of Dwellings:	45
Location:	RIPON	Housing density:	166
Postcode:	HG4 1EJ	Total Bedrooms:	153
Main Location Type:	Edge of Town	Survey Date:	5/18/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		

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Site 57:	PB-03-A-04	Site area (sqm):	1.71
Development Name:	DETACHED HOUSES	No of Dwellings:	28
Location:	PETERBOROUGH	Housing density:	98
Postcode:	PE1 4AW	Total Bedrooms:	94
Main Location Type:	Suburban Area	Survey Date:	10/17/2016
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 58:	PS-03-A-02	Site area (sqm):	0.81
Development Name:	DETACHED/SEMI-DETACHED	No of Dwellings:	28
Location:	WELSHPOOL	Housing density:	65
Postcode:	SY21 7HX	Total Bedrooms:	84
Main Location Type:	Suburban Area	Survey Date:	5/11/2015
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 59:	RO-03-A-04	Site area (sqm):	1.92
Development Name:	SEMI DET. & BUNGALOWS	No of Dwellings:	39
Location:	ROSCOMMON	Housing density:	86
Postcode:		Total Bedrooms:	100
Main Location Type:	Suburban Area	Survey Date:	9/26/2014
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	N/A		
Site 60:	SC-03-A-11	Site area (sqm):	5.82
Development Name:	MIXED HOUSES	No of Dwellings:	96
Location:	FARNHAM	Housing density:	252
Postcode:	GU9 0AX	Total Bedrooms:	272
Main Location Type:	Edge of Town	Survey Date:	5/14/2024
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	N/A		
Site 61:	SD-03-A-01	Site area (sqm):	1.16
Development Name:	SEMI DETACHED	No of Dwellings:	27
Location:	SWINDON	Housing density:	122
Postcode:	SN2 7HT	Total Bedrooms:	91
Main Location Type:	Suburban Area	Survey Date:	9/22/2016
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	N/A		
Site 62:	SF-03-A-05	Site area (sqm):	1.15
Development Name:	DETACHED HOUSES	No of Dwellings:	18
Location:	BURY ST EDMUNDS	Housing density:	75
Postcode:	IP33 2SN	Total Bedrooms:	78
Main Location Type:	Edge of Town	Survey Date:	9/9/2015
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		
Site 63:	SF-03-A-06	Site area (sqm):	2.68
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	38
Location:	KENTFORD	Housing density:	35
Postcode:	CB8 7UU	Total Bedrooms:	129
Main Location Type:	Neighbourhood Centre	Survey Date:	9/22/2017
Sub Location Type:	Village	Survey Day:	Friday
PTAL:	N/A		
Site 64:	SM-03-A-01	Site area (sqm):	1.4
Development Name:	DETACHED & SEMI	No of Dwellings:	33
Location:	BRIDGWATER	Housing density:	131
Postcode:	TA6 7PL	Total Bedrooms:	107
Main Location Type:	Edge of Town	Survey Date:	9/24/2015
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	N/A		

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Site 65:	SM-03-A-02	Site area (sqm):	2.87
Development Name:	MIXED HOUSES	No of Dwellings:	42
Location:	NEAR TAUNTON	Housing density:	142
Postcode:	TA3 5FG	Total Bedrooms:	160
Main Location Type:	Neighbourhood Centre	Survey Date:	9/25/2018
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	N/A		
Site 66:	SM-03-A-03	Site area (sqm):	2.65
Development Name:	MIXED HOUSES	No of Dwellings:	41
Location:	NEAR TAUNTON	Housing density:	118
Postcode:	TA3 5FB	Total Bedrooms:	137
Main Location Type:	Neighbourhood Centre	Survey Date:	9/25/2018
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	N/A		
Site 67:	TB-03-A-01	Site area (sqm):	1.25
Development Name:	TERRACED HOUSES	No of Dwellings:	37
Location:	TORQUAY	Housing density:	103
Postcode:	TQ1 3HR	Total Bedrooms:	111
Main Location Type:	Suburban Area	Survey Date:	9/30/2015
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		
Site 68:	VG-03-A-01	Site area (sqm):	0.21
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	12
Location:	BARRY	Housing density:	28
Postcode:	CF63 2RE	Total Bedrooms:	36
Main Location Type:	Edge of Town	Survey Date:	5/8/2017
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 69:	WK-03-A-04	Site area (sqm):	2.425
Development Name:	DETACHED HOUSES	No of Dwellings:	49
Location:	KENILWORTH	Housing density:	137
Postcode:	CV8 2TN	Total Bedrooms:	195
Main Location Type:	Edge of Town	Survey Date:	9/27/2019
Sub Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	N/A		
Site 70:	WM-03-A-04	Site area (sqm):	1.1
Development Name:	TERRACED HOUSES	No of Dwellings:	39
Location:	COVENTRY	Housing density:	45
Postcode:	CV5 6DZ	Total Bedrooms:	111
Main Location Type:	Neighbourhood Centre	Survey Date:	11/21/2016
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	N/A		
Site 71:	WS-03-A-07	Site area (sqm):	3.25
Development Name:	BUNGALOWS	No of Dwellings:	57
Location:	NEAR HORSHAM	Housing density:	108
Postcode:	RH13 0TR	Total Bedrooms:	118
Main Location Type:	Neighbourhood Centre	Survey Date:	10/19/2017
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	N/A		
Site 72:	WS-03-A-14	Site area (sqm):	2.83
Development Name:	MIXED HOUSES	No of Dwellings:	117
Location:	LITTLEHAMPTON	Housing density:	284
Postcode:	BN17 7PL	Total Bedrooms:	371
Main Location Type:	Edge of Town	Survey Date:	10/20/2021
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	N/A		

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Site 73:	WS-03-A-16	Site area (sqm):	1.9
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	58
Location:	BRACKLESHAM BAY	Housing density:	132
Postcode:	PO20 8JE	Total Bedrooms:	158
Main Location Type:	Neighbourhood Centre	Survey Date:	11/9/2022
Sub Location Type:	Village	Survey Day:	Wednesday
PTAL:	N/A		
Site 74:	WS-03-A-25	Site area (sqm):	2.4
Development Name:	PRIVATE HOUSES & FLATS	No of Dwellings:	65
Location:	WOODGATE	Housing density:	155
Postcode:	PO20 3SU	Total Bedrooms:	153
Main Location Type:	Neighbourhood Centre	Survey Date:	9/18/2024
Sub Location Type:	Village	Survey Day:	Wednesday
PTAL:	N/A		

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 ***** DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.154	0.387	0.541
17:00-18:00	0.331	0.174	0.505
00:00-00:00	2.716	2.692	5.408

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	74	60	0.069	0.267	0.336
08:00-09:00	74	60	0.154	0.387	0.541
09:00-10:00	74	60	0.152	0.186	0.338
10:00-11:00	74	60	0.130	0.160	0.290
11:00-12:00	74	60	0.142	0.154	0.296
12:00-13:00	74	60	0.170	0.163	0.333
13:00-14:00	74	60	0.170	0.168	0.338
14:00-15:00	74	60	0.176	0.193	0.369
15:00-16:00	74	60	0.271	0.193	0.464
16:00-17:00	74	60	0.278	0.172	0.450
17:00-18:00	74	60	0.331	0.174	0.505
18:00-19:00	74	60	0.266	0.162	0.428
19:00-20:00	1	32	0.188	0.125	0.313
20:00-21:00	1	32	0.219	0.188	0.407
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			2.716	2.692	5.408

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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Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Parameter Summary:

Trip rate parameter range selected:	10 - 125 (units: DWELLS)
Survey date date range:	26/09/2014 - 18/09/2024
Number of weekdays (Monday-Friday):	74
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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

Total People

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 ***** DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.239	0.820	1.059
17:00-18:00	0.562	0.303	0.865
00:00-00:00	4.636	4.577	9.213

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	74	60	0.110	0.455	0.565
08:00-09:00	74	60	0.239	0.820	1.059
09:00-10:00	74	60	0.245	0.319	0.564
10:00-11:00	74	60	0.207	0.265	0.472
11:00-12:00	74	60	0.226	0.245	0.471
12:00-13:00	74	60	0.271	0.261	0.532
13:00-14:00	74	60	0.271	0.266	0.537
14:00-15:00	74	60	0.290	0.292	0.582
15:00-16:00	74	60	0.608	0.346	0.954
16:00-17:00	74	60	0.524	0.295	0.819
17:00-18:00	74	60	0.562	0.303	0.865
18:00-19:00	74	60	0.459	0.272	0.731
19:00-20:00	1	32	0.312	0.188	0.500
20:00-21:00	1	32	0.312	0.250	0.562
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			4.636	4.577	9.213

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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Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Parameter Summary:

Trip rate parameter range selected:	10 - 125 (units: DWELLS)
Survey date date range:	26/09/2014 - 18/09/2024
Number of weekdays (Monday-Friday):	74
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	74	60	0.004	0.009	0.013
08:00-09:00	74	60	0.006	0.015	0.021
09:00-10:00	74	60	0.002	0.005	0.007
10:00-11:00	74	60	0.004	0.003	0.007
11:00-12:00	74	60	0.002	0.003	0.005
12:00-13:00	74	60	0.004	0.002	0.006
13:00-14:00	74	60	0.003	0.003	0.006
14:00-15:00	74	60	0.004	0.001	0.005
15:00-16:00	74	60	0.010	0.007	0.017
16:00-17:00	74	60	0.007	0.005	0.012
17:00-18:00	74	60	0.009	0.007	0.016
18:00-19:00	74	60	0.007	0.005	0.012
19:00-20:00	1	32	0.000	0.000	0.000
20:00-21:00	1	32	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.062	0.065	0.127

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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Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Parameter Summary:

Trip rate parameter range selected:	10 - 125 (units: DWELLS)
Survey date date range:	26/09/2014 - 18/09/2024
Number of weekdays (Monday-Friday):	59
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	74	60	0.001	0.001	0.002
08:00-09:00	74	60	0.001	0.001	0.002
09:00-10:00	74	60	0.000	0.000	0.000
10:00-11:00	74	60	0.000	0.000	0.000
11:00-12:00	74	60	0.000	0.000	0.000
12:00-13:00	74	60	0.000	0.000	0.000
13:00-14:00	74	60	0.000	0.000	0.000
14:00-15:00	74	60	0.000	0.000	0.000
15:00-16:00	74	60	0.001	0.001	0.002
16:00-17:00	74	60	0.001	0.000	0.001
17:00-18:00	74	60	0.001	0.001	0.002
18:00-19:00	74	60	0.000	0.000	0.000
19:00-20:00	1	32	0.000	0.000	0.000
20:00-21:00	1	32	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.005	0.004	0.009

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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Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Parameter Summary:

Trip rate parameter range selected:	10 - 125 (units: DWELLS)
Survey date date range:	26/09/2014 - 14/05/2024
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	74	60	0.002	0.001	0.003
08:00-09:00	74	60	0.003	0.003	0.006
09:00-10:00	74	60	0.003	0.002	0.005
10:00-11:00	74	60	0.004	0.004	0.008
11:00-12:00	74	60	0.002	0.003	0.005
12:00-13:00	74	60	0.002	0.002	0.004
13:00-14:00	74	60	0.002	0.002	0.004
14:00-15:00	74	60	0.000	0.001	0.001
15:00-16:00	74	60	0.001	0.002	0.003
16:00-17:00	74	60	0.000	0.000	0.000
17:00-18:00	74	60	0.001	0.001	0.002
18:00-19:00	74	60	0.000	0.000	0.000
19:00-20:00	1	32	0.000	0.000	0.000
20:00-21:00	1	32	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.020	0.021	0.041

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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Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Parameter Summary:

Trip rate parameter range selected:	10 - 125 (units: DWELLS)
Survey date date range:	26/09/2014 - 18/09/2024
Number of weekdays (Monday-Friday):	49
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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

Taxis

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	74	60	0.003	0.003	0.006
08:00-09:00	74	60	0.005	0.005	0.010
09:00-10:00	74	60	0.004	0.003	0.007
10:00-11:00	74	60	0.004	0.004	0.008
11:00-12:00	74	60	0.001	0.002	0.003
12:00-13:00	74	60	0.002	0.002	0.004
13:00-14:00	74	60	0.004	0.004	0.008
14:00-15:00	74	60	0.002	0.002	0.004
15:00-16:00	74	60	0.005	0.005	0.010
16:00-17:00	74	60	0.004	0.004	0.008
17:00-18:00	74	60	0.004	0.003	0.007
18:00-19:00	74	60	0.004	0.004	0.008
19:00-20:00	1	32	0.000	0.000	0.000
20:00-21:00	1	32	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.042	0.041	0.083

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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Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Parameter Summary:

Trip rate parameter range selected:	10 - 125 (units: DWELLS)
Survey date date range:	26/09/2014 - 18/09/2024
Number of weekdays (Monday-Friday):	54
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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

Cars

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	74	60	0.053	0.227	0.280
08:00-09:00	74	60	0.125	0.346	0.471
09:00-10:00	74	60	0.122	0.159	0.281
10:00-11:00	74	60	0.097	0.127	0.224
11:00-12:00	74	60	0.113	0.124	0.237
12:00-13:00	74	60	0.138	0.131	0.269
13:00-14:00	74	60	0.135	0.133	0.268
14:00-15:00	74	60	0.145	0.160	0.305
15:00-16:00	74	60	0.238	0.162	0.400
16:00-17:00	74	60	0.246	0.149	0.395
17:00-18:00	74	60	0.292	0.152	0.444
18:00-19:00	74	60	0.240	0.144	0.384
19:00-20:00	1	32	0.156	0.094	0.250
20:00-21:00	1	32	0.219	0.188	0.407
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			2.319	2.296	4.615

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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Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Parameter Summary:

Trip rate parameter range selected:	10 - 125 (units: DWELLS)
Survey date date range:	26/09/2014 - 18/09/2024
Number of weekdays (Monday-Friday):	74
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	74	60	0.011	0.033	0.044
08:00-09:00	74	60	0.018	0.029	0.047
09:00-10:00	74	60	0.023	0.021	0.044
10:00-11:00	74	60	0.024	0.023	0.047
11:00-12:00	74	60	0.023	0.024	0.047
12:00-13:00	74	60	0.027	0.026	0.053
13:00-14:00	74	60	0.026	0.026	0.052
14:00-15:00	74	60	0.025	0.027	0.052
15:00-16:00	74	60	0.023	0.021	0.044
16:00-17:00	74	60	0.024	0.017	0.041
17:00-18:00	74	60	0.033	0.015	0.048
18:00-19:00	74	60	0.020	0.011	0.031
19:00-20:00	1	32	0.000	0.000	0.000
20:00-21:00	1	32	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.277	0.273	0.550

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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Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Parameter Summary:

Trip rate parameter range selected:	10 - 125 (units: DWELLS)
Survey date date range:	26/09/2014 - 18/09/2024
Number of weekdays (Monday-Friday):	74
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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

Motorcycles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	74	60	0.000	0.002	0.002
08:00-09:00	74	60	0.001	0.002	0.003
09:00-10:00	74	60	0.001	0.000	0.001
10:00-11:00	74	60	0.001	0.001	0.002
11:00-12:00	74	60	0.002	0.001	0.003
12:00-13:00	74	60	0.001	0.002	0.003
13:00-14:00	74	60	0.002	0.002	0.004
14:00-15:00	74	60	0.002	0.003	0.005
15:00-16:00	74	60	0.002	0.002	0.004
16:00-17:00	74	60	0.002	0.002	0.004
17:00-18:00	74	60	0.002	0.001	0.003
18:00-19:00	74	60	0.002	0.001	0.003
19:00-20:00	1	32	0.031	0.031	0.062
20:00-21:00	1	32	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.049	0.050	0.099

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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Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Parameter Summary:

Trip rate parameter range selected:	10 - 125 (units: DWELLS)
Survey date date range:	25/09/2015 - 21/05/2024
Number of weekdays (Monday-Friday):	39
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	74	60	0.082	0.357	0.439
08:00-09:00	74	60	0.179	0.614	0.793
09:00-10:00	74	60	0.185	0.244	0.429
10:00-11:00	74	60	0.159	0.206	0.365
11:00-12:00	74	60	0.177	0.194	0.371
12:00-13:00	74	60	0.215	0.210	0.425
13:00-14:00	74	60	0.212	0.213	0.425
14:00-15:00	74	60	0.223	0.238	0.461
15:00-16:00	74	60	0.436	0.260	0.696
16:00-17:00	74	60	0.415	0.231	0.646
17:00-18:00	74	60	0.465	0.240	0.705
18:00-19:00	74	60	0.367	0.221	0.588
19:00-20:00	1	32	0.219	0.188	0.407
20:00-21:00	1	32	0.312	0.250	0.562
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			3.646	3.666	7.312

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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Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Parameter Summary:

Trip rate parameter range selected:	10 - 125 (units: DWELLS)
Survey date date range:	26/09/2014 - 18/09/2024
Number of weekdays (Monday-Friday):	74
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	74	60	0.023	0.054	0.077
08:00-09:00	74	60	0.051	0.143	0.194
09:00-10:00	74	60	0.054	0.055	0.109
10:00-11:00	74	60	0.035	0.049	0.084
11:00-12:00	74	60	0.040	0.041	0.081
12:00-13:00	74	60	0.043	0.040	0.083
13:00-14:00	74	60	0.048	0.046	0.094
14:00-15:00	74	60	0.053	0.046	0.099
15:00-16:00	74	60	0.130	0.072	0.202
16:00-17:00	74	60	0.078	0.055	0.133
17:00-18:00	74	60	0.065	0.051	0.116
18:00-19:00	74	60	0.062	0.043	0.105
19:00-20:00	1	32	0.094	0.000	0.094
20:00-21:00	1	32	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.776	0.695	1.471

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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Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Parameter Summary:

Trip rate parameter range selected:	10 - 125 (units: DWELLS)
Survey date date range:	26/09/2014 - 18/09/2024
Number of weekdays (Monday-Friday):	74
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	74	60	0.001	0.036	0.037
08:00-09:00	74	60	0.003	0.046	0.049
09:00-10:00	74	60	0.004	0.015	0.019
10:00-11:00	74	60	0.008	0.008	0.016
11:00-12:00	74	60	0.006	0.007	0.013
12:00-13:00	74	60	0.009	0.009	0.018
13:00-14:00	74	60	0.007	0.004	0.011
14:00-15:00	74	60	0.010	0.007	0.017
15:00-16:00	74	60	0.029	0.007	0.036
16:00-17:00	74	60	0.024	0.004	0.028
17:00-18:00	74	60	0.022	0.005	0.027
18:00-19:00	74	60	0.023	0.002	0.025
19:00-20:00	1	32	0.000	0.000	0.000
20:00-21:00	1	32	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.146	0.150	0.296

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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Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Parameter Summary:

Trip rate parameter range selected:	10 - 125 (units: DWELLS)
Survey date date range:	26/09/2014 - 18/09/2024
Number of weekdays (Monday-Friday):	60
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	74	60	0.001	0.021	0.022
08:00-09:00	74	60	0.003	0.034	0.037
09:00-10:00	74	60	0.004	0.012	0.016
10:00-11:00	74	60	0.007	0.007	0.014
11:00-12:00	74	60	0.005	0.007	0.012
12:00-13:00	74	60	0.008	0.008	0.016
13:00-14:00	74	60	0.006	0.004	0.010
14:00-15:00	74	60	0.008	0.007	0.015
15:00-16:00	74	60	0.026	0.005	0.031
16:00-17:00	74	60	0.017	0.003	0.020
17:00-18:00	74	60	0.013	0.004	0.017
18:00-19:00	74	60	0.012	0.002	0.014
19:00-20:00	1	32	0.000	0.000	0.000
20:00-21:00	1	32	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.110	0.114	0.224

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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Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Parameter Summary:

Trip rate parameter range selected:	10 - 125 (units: DWELLS)
Survey date date range:	26/09/2014 - 18/09/2024
Number of weekdays (Monday-Friday):	55
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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

Coach Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	74	60	0.000	0.002	0.002
08:00-09:00	74	60	0.000	0.001	0.001
09:00-10:00	74	60	0.000	0.000	0.000
10:00-11:00	74	60	0.000	0.000	0.000
11:00-12:00	74	60	0.000	0.000	0.000
12:00-13:00	74	60	0.001	0.000	0.001
13:00-14:00	74	60	0.000	0.000	0.000
14:00-15:00	74	60	0.000	0.000	0.000
15:00-16:00	74	60	0.002	0.001	0.003
16:00-17:00	74	60	0.001	0.000	0.001
17:00-18:00	74	60	0.001	0.001	0.002
18:00-19:00	74	60	0.000	0.000	0.000
19:00-20:00	1	32	0.000	0.000	0.000
20:00-21:00	1	32	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.005	0.005	0.010

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.

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Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Parameter Summary:

Trip rate parameter range selected:	10 - 125 (units: DWELLS)
Survey date date range:	23/03/2016 - 14/05/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

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

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	74	60	0.000	0.012	0.012
08:00-09:00	74	60	0.000	0.011	0.011
09:00-10:00	74	60	0.000	0.003	0.003
10:00-11:00	74	60	0.000	0.001	0.001
11:00-12:00	74	60	0.000	0.000	0.000
12:00-13:00	74	60	0.000	0.001	0.001
13:00-14:00	74	60	0.002	0.000	0.002
14:00-15:00	74	60	0.001	0.001	0.002
15:00-16:00	74	60	0.001	0.000	0.001
16:00-17:00	74	60	0.005	0.000	0.005
17:00-18:00	74	60	0.008	0.000	0.008
18:00-19:00	74	60	0.011	0.000	0.011
19:00-20:00	1	32	0.000	0.000	0.000
20:00-21:00	1	32	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.028	0.029	0.057

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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Audit Code: 8dba217a-2f67-403b-9c2e-fd51a6fa44e3

Parameter Summary:

Trip rate parameter range selected:	10 - 125 (units: DWELLS)
Survey date date range:	28/09/2015 - 30/04/2024
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

Appendix F

TRAFFIC DATA



Advanced Transport Research

Report Id - CustomList-781
Site Name - 16159-001
Description - B656 london road [30m]
Direction - North

31 January 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JSL 30	JSL% 30	JSL1 ACPO 35	JSL1% ACPO 35	JSL2 45 DFT	JSL2% 45 DFT
1200	147	0	138	0	9	0	0	0	0	0	0	0	1200	0	0	0	0	19	56	47	20	5	0	0	0	0	0	35.3	40.7	128	87.07	72	48.98	5	3.401
1300	194	2	170	0	18	2	1	0	0	0	0	1	1300	0	0	1	0	24	76	68	14	7	3	1	0	0	0	35.3	39.4	169	87.11	93	47.94	11	5.67
1400	209	1	192	0	13	3	0	0	0	0	0	0	1400	0	0	0	0	6	27	102	55	14	3	2	0	0	0	33.8	37.9	176	84.21	74	35.41	5	2.392
1500	325	3	288	2	24	7	0	1	0	0	0	0	1500	0	0	1	1	57	157	87	16	6	0	0	0	0	0	33.6	37.8	266	81.85	109	33.54	6	1.846
1600	630	4	601	0	21	2	1	0	1	0	0	0	1600	0	0	0	0	6	185	315	107	16	1	0	0	0	0	31.9	36.1	439	69.68	124	19.68	1	0.159
1700	665	6	634	3	20	2	0	0	0	0	0	0	1700	1	2	2	31	168	356	94	15	5	0	0	1	0	0	31.7	35.2	461	69.32	105	15.79	6	0.902
1800	498	2	485	0	10	0	0	1	0	0	0	0	1800	0	0	1	1	97	265	109	21	3	1	0	0	0	0	33.1	37	399	80.12	134	26.91	4	0.803
1900	149	1	141	0	4	1	1	0	0	1	0	0	1900	0	0	0	0	28	61	36	19	2	3	0	0	0	0	34.9	40.4	121	81.21	60	40.27	5	3.356
2000	59	0	56	0	2	1	0	0	0	0	0	0	2000	0	0	0	0	8	25	13	9	2	1	0	0	0	0	35.6	41.8	51	86.44	25	42.37	3	5.085
2100	57	0	53	0	4	0	0	0	0	0	0	0	2100	0	0	0	1	9	20	18	4	2	3	0	0	0	0	35.5	41	47	82.46	27	47.37	5	8.772
2200	30	1	29	0	0	0	0	0	0	0	0	0	2200	0	1	0	0	1	9	13	2	1	1	2	0	0	0	37.8	44.5	28	93.33	19	63.33	4	13.33
2300	36	0	36	0	0	0	0	0	0	0	0	0	2300	0	1	0	0	4	11	14	4	1	1	0	0	0	0	35.3	40.9	31	86.11	20	55.56	2	5.556
07-19	2648	18	2508	5	115	16	8	1	1	1	0	1	07-19	1	2	5	48	577	1127	557	116	30	6	1	1	0	0	32.8	36.9	2038	76.39	711	26.65	38	1.420
06-22	2933	19	2758	5	125	18	4	1	1	1	1	1	06-22	1	2	5	46	622	1434	624	148	36	13	1	1	0	0	33.1	37.2	2257	76.95	823	28.06	51	1.739
06-00	2999	20	2823	5	125	18	4	1	1	1	1	1	06-00	1	4	5	46	627	1454	651	154	38	15	3	1	0	0	33.1	37.3	2316	77.23	862	28.74	57	1.901
00-00	2999	20	2823	5	125	18	4	1	1	1	1	1	00-00	1	4	5	46	627	1454	651	154	38	15	3	1	0	0	33.1	37.3	2316	77.23	862	28.74	57	1.901

01 February 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JSL 30	JSL% 30	JSL1 ACPO 35	JSL1% ACPO 35	JSL2 45 DFT	JSL2% 45 DFT	
0000	8	0	8	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	1	1	1	2	2	0	1	0	0	0	42.8	-	7	87.5	6	75	3	37.5	
0100	5	0	5	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	1	0	3	1	0	0	0	0	0	0	35.3	-	4	80	4	80	0	0	
0200	4	0	4	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	1	1	2	0	1	0	0	0	0	0	36.3	-	3	75	2	50	1	25	
0300	4	0	4	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	1	1	0	1	1	0	0	0	0	0	38.9	-	3	75	2	50	1	25	
0400	6	1	5	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	1	1	2	1	1	0	0	0	0	41.7	-	6	100	5	83.33	2	33.33	
0500	17	0	17	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	5	3	4	4	2	1	0	0	0	0	37.5	45.9	14	73.68	11	57.89	3	15.79	
0600	60	0	51	0	7	1	1	0	0	0	0	0	0600	0	0	0	0	2	14	25	15	4	0	0	0	0	0	37.8	42.9	58	96.67	44	73.33	4	6.667	
0700	189	5	170	1	13	0	0	0	0	0	0	0	0700	0	2	5	5	21	69	59	22	6	0	0	0	0	0	34.3	40	156	82.54	87	46.03	6	3.175	
0800	413	2	388	3	14	2	3	0	0	0	1	0	0800	1	1	11	41	85	174	70	27	3	0	0	0	0	0	31.6	37.1	274	65.34	100	24.21	0	0.729	
0900	289	1	270	0	12	4	0	0	0	0	0	0	0900	1	1	1	2	46	114	85	30	5	4	0	0	0	0	34.5	39.7	238	82.35	124	42.91	9	3.114	
1000	194	1	186	0	6	0	0	0	0	0	0	0	1000	0	0	0	0	12	88	71	20	3	0	0	0	0	0	35.3	39.3	182	93.81	94	48.45	3	1.546	
1100	165	0	143	0	18	0	1	1	0	0	0	0	1100	0	0	0	0	13	84	45	20	3	0	0	0	0	0	34.8	39.9	152	92.12	68	41.71	3	1.918	
1200	170	4	154	0	10	0	1	1	0	0	0	0	1200	0	4	0	0	2	29	46	53	29	3	4	0	0	0	35	41.1	135	79.41	89	52.35	7	4.118	
1300	179	1	164	0	12	1	0	1	0	0	0	0	1300	0	0	0	3	26	67	57	17	5	4	0	0	0	0	35.2	39.9	150	83.8	83	46.37	9	5.028	
1400	214	1	203	1	7	0	1	1	0	0	0	0	1400	0	0	0	2	26	80	80	20	5	1	0	0	0	0	35.2	39.7	186	86.92	106	49.53	6	2.804	
1500	320	1	294	0	23	0	0	0	0	0	0	0	1500	0	0	0	0	34	145	101	34	4	2	0	0	0	0	34.9	39.4	286	39.38	141	44.06	6	1.875	
1600	571	0	545	1	24	1	0	0	0	0	0	0	1600	0	2	3	18	151	273	108	15	1	0	0	0	0	0	31.9	36.2	397	69.53	124	21.72	1	0.175	
1700	641	5	622	3	9	2	0	0	0	0	0	0	1700	1	2	4	20	186	336	80	12	0	0	0	0	0	0	31.3	34.7	428	66.77	92	14.35	0	0	
1800	534	2	517	0	13	2	0	0	0	0	0	0	1800	1	1	2	8	114	300	91	15	1	1	0	0	0	0	32.4	35.8	408	76.4	108	20.23	2	0.376	
1900	220	1	216	0	3	0	0	0	0	0	0	0	1900	0	0	0	1	44	102	57	15	1	0	0	0	0	0	33.5	37.4	175	79.55	73	33.18	1	0.455	
2000	78	0	74	0	1	3	0	0	0	0	0	0	2000	0	0	0	0	2	34	28	13	1	0	0	0	0	0	36	40.2	76	97.44	42	53.85	1	1.282	
2100	60	0	58	1	1	0	0	0	0	0	0	0	2100	0	0	0	0	8	19	23	6	1	3	0	0	0	0	35.9	40.5	52	86.67	33	55	4	6.667	
2200	40	0	40	0	0	0	0	0	0	0	0	0	2200	0	0	0	0	2	8	12	9	4	4	1	0	0	0	40.5	48.6	38	95	30	75	9	22.5	
2300	24	0	23	0	1	0	0	0	0	0	0	0	2300	0	0	0	0	1	7	5	6	3	2	0	0	0	0	39.4	46.4	23	95.83	16	66.67	5	20.83	
07-19	3879	24	3656	12	161	13	6	4	0	2	1	0	07-19	4	13	26	101	743	1776	900	261	39	16	0	0	0	0	0	33.2	37.8	2992	77.13	1216	31.35	55	1.418
06-22	4297	25	4055	13	173	17	7	4	0	2	1	0	06-22	4	13	26	102	799	1845	1033	310	46	19	0	0	0	0	0	33.3	38	3353	78.03	1408	32.77	66	1.513
06-00	4361	26	4118	13	174	17	7	4	0	2	1	0	06-00	4	13	26	102	802	1960	1056	325	53	25	1	0	0	0	0	33.4	38.2	3414	78.28	1454	33.34	79	1.812
00-00	4407	26	4161	13	176	17	7	4	0	2	1	0	00-00	4	13	26	102	811	1967	1060	335	60	27	2	0	0	0	0	33.5	38.3	3451	78.31	1484	33.67	89	2.02

02 February 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7
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Advanced Transport Research

Report Id - CustomList-781

Site Name - 16159-001

Description - B656 london road [30m]

Direction - North															0600	0	0	0	0	8	3	2	1	2	0	0	0	0	0	32.8	42.7	8	50	5	31.25	2	12.5
0700	45	1	40	0	4	0	0	0	0	0	0	0	0	0	0700	0	0	0	0	7	10	16	8	4	0	0	0	0	0	36.5	42.3	38	84.44	28	62.22	4	8.889
0800	110	1	98	3	7	0	0	1	0	0	0	0	0	0	0800	1	0	0	2	17	28	39	17	2	4	0	0	0	0	35.4	41.4	90	81.82	62	56.36	6	5.455
0900	177	1	166	1	9	0	0	0	0	0	0	0	0	0	0900	0	0	0	0	25	83	50	15	3	1	0	0	0	0	34.5	38.7	152	85.88	69	38.98	4	2.26
1000	177	1	168	0	6	0	0	0	0	0	1	0	0	0	1000	0	0	0	2	33	76	46	13	3	2	0	0	0	0	33.7	38.7	140	79.1	64	36.16	5	2.825
1100	226	1	217	0	8	0	0	0	0	0	0	0	0	0	1100	4	0	0	0	20	79	96	25	0	2	0	0	0	0	35	39.4	202	89.38	123	54.42	2	0.885
1200	221	0	215	0	6	0	0	0	0	0	0	0	0	0	1200	0	0	0	2	27	89	82	17	3	1	0	0	0	0	34.8	38.6	192	86.88	103	46.61	4	1.81
1300	206	2	193	0	10	1	0	0	0	0	0	0	0	0	1300	0	1	0	2	5	31	89	58	15	4	1	0	0	0	33.9	38.9	167	81.07	79	37.86	5	2.427
1400	185	1	178	0	2	3	0	1	0	0	0	0	0	0	1400	0	0	0	1	9	91	60	18	5	1	0	0	0	0	35.7	39.3	175	84.59	84	45.41	6	3.243
1500	203	0	199	0	1	3	0	0	0	0	0	0	0	0	1500	0	0	1	0	26	81	77	14	4	0	0	0	0	0	34.7	38.6	176	86.7	95	46.8	4	1.97
1600	199	0	194	0	3	1	0	1	0	0	0	0	0	0	1600	0	0	0	3	27	86	59	22	1	1	0	0	0	0	34.4	39.3	169	84.92	83	41.71	2	1.005
1700	135	0	130	0	5	0	0	0	0	0	0	0	0	0	1700	0	0	0	2	39	43	39	10	1	1	0	0	0	0	33.5	38.7	94	69.63	51	37.78	2	1.481
1800	97	0	96	0	1	1	0	0	0	0	0	0	0	0	1800	0	0	0	0	19	36	33	7	2	0	0	0	0	0	34.2	38.5	78	80.41	42	43.3	2	2.062
1900	111	0	108	0	2	1	0	0	0	0	0	0	0	0	1900	0	0	0	2	15	36	44	10	4	0	0	0	0	0	35.2	39.7	94	84.68	58	52.25	4	3.604
2000	69	0	69	0	0	0	0	0	0	0	0	0	0	0	2000	0	0	0	0	7	29	21	10	1	1	0	0	0	0	35.8	41	62	89.86	33	47.83	2	2.899
2100	55	0	55	0	0	0	0	0	0	0	0	0	0	0	2100	0	0	0	0	9	27	18	0	1	0	0	0	0	0	33.6	38.8	46	83.64	19	34.55	1	1.518
2200	45	0	45	0	0	0	0	0	0	0	0	0	0	0	2200	0	0	0	1	10	18	14	2	0	0	0	0	0	0	33.3	37.1	34	75.56	16	35.56	0	0
2300	66	0	66	0	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	2	32	18	12	0	0	2	0	0	0	0	31.3	35.8	32	48.48	14	21.21	2	3.03
07-19	1861	9	1894	4	62	8	8	3	9	0	1	07-19	5	1	5	17	280	791	655	181	32	14	0	0	0	0	0	0	0	34.6	39.2	1673	84.48	862	44.52	46	2.322
06-22	2232	9	2138	6	66	9	0	3	0	0	1	06-22	5	1	5	19	319	886	740	202	40	15	0	0	0	0	0	0	0	34.6	39.3	1883	84.36	997	44.67	55	2.464
06-00	2343	9	2249	6	66	9	0	3	0	0	1	06-00	5	1	5	22	361	922	766	204	40	17	0	0	0	0	0	0	0	34.5	39.2	1949	83.18	1027	43.83	57	2.433
00-00	2388	10	2289	6	69	10	0	3	0	0	1	00-00	5	1	5	23	363	935	775	214	47	20	0	0	0	0	0	0	0	34.6	39.3	1991	83.38	1056	44.22	67	2.806

04 February 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35	JSL1% 35	JSL2 45	JSL2% 45	
0000	12	0	12	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	1	5	2	3	1	0	0	0	0	0	0	36.2	44.5	11	91.67	6	50	1	8.333
0100	12	0	12	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	3	1	4	1	0	0	0	0	0	0	0	30.9	38.7	6	50	5	41.67	0	0
0200	9	0	8	0	1	0	0	0	0	0	0	0	0200	0	0	0	0	4	4	0	1	0	0	0	0	0	0	0	30	-	5	55.56	1	11.11	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	30.1	-	1	25	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	28.9	-	2	33.33	0	0	0	0
0500	6	0	5	0	1	0	0	0	0	0	0	0	0500	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	31.5	-	3	50	2	33.33	0	0
0600	9	0	9	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	1	4	4	0	0	0	0	0	0	0	0	29	-	4	44.44	0	0	0	0
0700	32	0	32	0	0	0	0	0	0	0	0	0	0700	0	0	0	3	10	10	8	1	0	0	0	0	0	0	0	31.5	38.3	19	59.38	9	28.13	0	0
0800	40	0	38	0	1	1	0	0	0	0	0	0	0800	0	0	0	3	16	11	9	0	1	0	0	0	0	0	0	31.1	37.1	21	52.5	10	25	1	2.1
0900	112	0	108	0	3	0	0	0	0	0	0	0	0900	0	0	0	2	36	49	22	3	0	0	0	0	0	0	0	31.9	36	74	66.07	25	22.32	0	0
1000	148	0	146	1	0	0	0	0	0	0	0	0	1000	0	0	0	1	39	72	24	9	2	1	0	0	0	0	32.8	37	108	72.97	36	24.32	3	2.027	
1100	180	3	174	1	2	0	0	0	0	0	0	0	1100	0	1	1	1	2	50	85	31	8	1	0	0	0	0	32.1	36.1	125	69.44	40	22.22	1	0.556	
1200	201	1	194	1	5	0	0	0	0	0	0	0	1200	0	0	1	5	56	96	31	9	2	0	1	0	0	0	32.4	36.8	139	69.15	43	21.39	1	1.493	
1300	185	2	181	0	1	1	0	0	0	0	0	0	1300	0	0	0	1	22	74	66	18	3	1	0	0	0	0	35	39.3	162	87.57	88	47.57	4	2.162	
1400	161	5	152	1	2	0	0	0	0	0	0	0	1400	1	1	0	0	22	65	52	17	3	0	0	0	0	0	34.4	39.7	137	85.09	72	44.72	3	1.853	
1500	160	2	154	0	2	2	0	0	0	0	0	0	1500	0	0	0	0	26	62	52	14	5	1	0	0	0	0	34.8	39.4	125	82.45	5	134	62	5	
1600	133	0	127	1	4	0	0	0	0	0	0	1	1600	0	0	0	0	1	42	36	33	16	5	0	0	0	0	33.7	40.3	90	67.67	54	40.6	5	3.759	
1700	117	0	114	0	2	1	0	0	0	0	0	0	1700	0	0	0	0	20	60	22	11	4	0	0	0	0	0	34	39.2	97	83.91	37	31.62	4	3.419	
1800	86	0	83	0	2	1	0	0	0	0	0	0	1800	0	0	0	0	2	12	22	32	13	4	1	0	0	0	35.8	40.8	72	83.72	50	58.14	5	5.814	
1900	73	0	71	0	2	2	0	0	0	0	0	0	1900	0	0	0	0	1	10	14	26	19	2	1	0	0	0	36.3	41.9	62	84.53	48	65.75	3	4.11	
2000	67	0	63	0	4	0	0	0	0	0	0	0	2000	0	0	0	0	1	10	15	21	15	4	1	0	0	0	36.6	42.2	56	83.58	41	61.19	5	7.463	
2100	35	2	31	0	2	0	0	0	0	0	0	0	2100	0	0	0	0	1	6	8	11	6	0	3	0	0	0	37.5	43.2	28	80	20	57.14	3	8.571	
2200	17	0	17	0	0	0	0	0	0	0	0	0	2200	0	0	0	0	4	6	4	2	1	0	0	0	0	0	35.5	41.6	13	76.47	7	41.18	1	5.882	
2300	8	0	8	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	34.3	-	7	87.5	4	50	0	0
07-19	1555	14	1503	6	24	5	2	0	0	0	0	1	07-19	2	2	2	2	20	351	642	382	119	30	4	1	0	0	0	33.5	38.5	1178	75.6	536	34.47	35	2.251
06-22	1739	16	1677	6	32	5	0	0	0	0	0	1	06-22	2	2	2	2	24	381	663	440	159	36	9	1	0	0	0	33.8	39	1328	76.37	645	37.98	48	2.648
06-00	1764	16	1702	6	32	5	0	2	2	2	2	2	06-00	2	2	2	2	24	386	692	447	161	42	9	1	0	0	0	33.8	39	1348	76.42	654	37.47	47	2.644
00-00	1813	17	1748	6	34	5	2	0	0	0	0	1	00-00	2	2	2	2	28	403	706	454	168	38	9	1	0	0	0	33.8	39	1376	75.9	670	36.96	48	2.645

Advanced Transport Research

Report Id - CustomList-781

Site Name - 16159-001

Description - B656 london road [30m]

Direction - North																																			
0800	446	3	416	0	23	4	0	0	0	0	0	0800	0	0	0	10	96	217	99	20	4	0	0	0	0	0	32.9	36.7	340	76.23	123	27.58	4	0.897	
0900	256	0	240	0	12	3	1	0	0	0	0	0900	0	0	0	1	44	101	91	14	4	1	0	0	0	0	34.4	38.8	211	82.42	110	42.97	5	1.953	
1000	184	1	169	1	8	5	0	0	0	0	0	1000	1	0	0	3	36	96	34	8	6	0	0	0	0	0	33.1	37.7	144	78.26	48	26.09	6	3.261	
1100	191	2	173	0	11	2	2	0	1	0	0	1100	1	3	1	4	26	90	51	10	5	0	0	0	0	0	33.7	38.2	156	81.68	66	34.55	5	2.618	
1200	196	2	183	0	5	2	4	0	0	0	0	1200	0	1	0	1	42	89	53	10	0	0	0	0	0	0	32.9	37.2	152	77.55	63	32.14	0	0	
1300	170	2	153	0	10	4	1	0	0	0	0	1300	0	0	1	2	23	77	46	20	0	1	0	0	0	0	34.4	39.4	144	84.71	67	39.41	1	0.588	
1400	200	2	182	1	11	3	1	0	0	0	0	1400	0	0	0	1	23	111	51	11	3	0	0	0	0	0	33.8	37.4	176	88	65	32.5	3	1.5	
1500	297	0	272	0	20	3	0	0	1	1	0	1500	0	0	0	2	48	133	78	24	10	0	0	0	0	0	34.3	39.2	247	83.16	114	38.38	12	4.04	
1600	520	2	486	2	26	3	0	1	0	0	0	1600	0	0	0	2	129	278	85	22	2	2	0	0	0	0	32.5	36	389	74.81	111	21.35	4	0.769	
1700	672	3	651	0	14	3	0	1	0	0	0	1700	0	2	1	5	147	406	98	11	2	0	0	0	0	0	32.2	35.3	517	76.93	111	16.52	2	0.298	
1800	466	3	448	1	11	1	1	1	0	0	0	1800	1	1	0	5	120	244	85	9	1	0	0	0	0	0	32.2	35.7	339	72.75	95	20.39	1	0.215	
1900	133	0	129	0	1	3	0	0	0	0	0	1900	0	0	0	0	14	55	50	8	5	1	0	0	0	0	35.1	39.1	119	89.47	64	48.12	6	4.511	
2000	80	0	75	0	4	1	0	0	0	0	0	2000	0	0	0	2	9	37	19	8	5	0	0	0	0	0	34.8	40.5	69	86.25	32	40	5	6.25	
2100	65	0	64	0	1	0	0	0	0	0	0	2100	0	0	0	1	13	18	12	0	3	0	0	0	0	0	35.5	41	51	78.46	33	50.77	3	4.615	
2200	39	0	37	0	2	0	0	0	0	0	0	2200	0	0	0	5	11	12	5	4	1	1	0	0	0	0	37.8	45.6	34	87.18	23	58.97	6	15.38	
2300	18	0	18	0	0	0	0	0	0	0	0	2300	0	0	0	0	3	7	5	1	2	0	0	0	0	0	36.1	41.3	15	83.33	8	44.44	2	11.11	
07-19	3771	22	3538	5	156	34	10	4	2	0	0	07-19	4	8	4	37	754	1922	819	177	39	5	2	0	0	0	0	33.1	37.1	2964	78.6	1042	27.63	46	1.22
06-22	4116	24	3858	5	170	39	14	4	2	0	0	06-22	6	8	4	41	794	2046	930	224	52	9	2	0	0	0	0	33.3	37.5	3263	79.28	1217	29.57	63	1.531
06-00	4173	24	3913	5	172	39	14	4	2	0	0	06-00	6	8	4	41	802	2064	947	230	58	10	3	0	0	0	0	33.3	37.7	3312	79.37	1248	29.81	71	1.701
00-00	4228	24	3962	5	176	39	14	4	2	0	2	00-00	6	8	5	41	809	2078	965	236	65	12	3	0	0	0	0	33.4	37.7	3359	79.45	1281	30.3	80	1.892

07 February 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 ACPO	JSL1% 35	JSL2 45	JSL2% 45	
0000	10	0	9	0	1	0	0	0	0	0	0	0	0000	0	0	0	0	5	1	2	0	0	0	0	0	0	35.3	-	5	50	4	40	2	20	
0100	4	0	3	0	1	0	0	0	0	0	0	0	0100	0	0	0	0	1	1	1	1	0	0	0	0	0	36.1	-	3	75	2	50	0	0	
0200	4	0	2	0	2	0	0	0	0	0	0	0	0200	0	0	0	1	0	2	1	0	1	0	0	0	0	37.8	-	3	75	3	75	1	25	
0300	2	0	1	1	1	0	0	0	0	0	0	0	0300	0	1	0	0	1	0	0	0	1	0	0	0	0	35.3	-	1	50	1	50	0	0	
0400	4	1	3	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	2	2	0	0	0	0	0	0	40.6	-	4	100	4	100	0	0	
0500	22	0	18	0	4	0	0	0	0	0	0	0	0500	0	0	0	0	4	7	6	4	0	1	0	0	0	35.8	42.4	18	81.82	11	50	1	4.545	
0600	61	2	46	0	17	2	3	0	0	0	0	0	0600	7	2	0	0	6	18	27	7	0	0	0	0	0	34.8	39.8	53	86.89	65	57.38	1	1.639	
0700	189	3	169	0	13	4	0	0	0	0	0	0	0700	3	54	61	2	2	0	61	27	0	0	0	0	0	34.4	40	153	80.85	89	47.09	1	0.529	
0800	439	2	415	1	12	7	1	0	0	0	0	0	0800	1	0	1	12	104	178	119	20	4	0	0	0	0	32.8	37.6	321	73.12	143	32.57	4	0.911	
0900	194	0	182	0	10	1	1	0	0	0	0	0	0900	0	0	0	0	29	99	49	14	2	1	0	0	0	34.1	38.8	105	85.05	66	34.02	3	1.546	
1000	175	0	164	1	9	0	1	0	0	0	0	0	1000	0	0	2	1	31	74	50	13	4	0	0	0	0	34.2	39.1	141	80.57	67	38.29	4	2.286	
1100	172	2	161	1	8	0	0	0	0	0	0	0	1100	0	1	0	3	19	72	59	12	5	1	0	0	0	34.5	38.6	149	86.63	77	44.77	6	3.488	
07-19	1169	7	1091	3	52	8	7	1	0	0	0	0	07-19	2	3	3	17	215	487	338	86	16	2	0	0	0	0	33.7	38.6	929	79.47	442	37.81	18	1.54
06-22	1230	9	1137	3	59	10	10	1	0	0	0	1	06-22	4	3	3	17	221	505	365	93	16	3	0	0	0	0	33.8	38.6	982	79.84	477	38.78	18	1.546
06-00	1230	9	1137	3	59	10	10	1	0	0	0	1	06-00	4	3	3	17	221	506	365	93	16	3	0	0	0	0	33.8	38.6	982	79.84	477	38.78	18	1.545
00-00	1276	10	1173	3	68	10	10	1	0	0	1	0	00-00	4	3	3	17	233	514	378	101	17	6	0	0	0	0	33.9	38.8	1016	79.62	502	39.34	23	1.803

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 ACPO	JSL1% 35	JSL2 45	JSL2% 45
0000	9	0	9	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	1	2	2	2	1	0	0	0	0	39.7	-	8	84.13	6	68.25	2	25.4
0100	6	0	5	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	1	1	2	1	0	0	0	0	0	36.1	-	4	76.92	3	61.54	1	12.82
0200	5	0	4	0	1	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	1	1	0	0	0	0	0	0	34.9	-	3	75	2	50	0	9.375
0300	3	0	3	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	1	1	0	1	0	0	0	0	0	34.2	-	2	65.22	1	34.78	0	8.696
0400	6	1	5	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	1	1	2	1	1	0	0	0	0	38	-	5	84.09	4	63.64	1	18.18
0500	16	0	14	0	2	0	0	0	0	0	0	0	0500	0	0	0	0	3	4	4	3	2	1	0	0	0	0	37.4	45.8	13	82.88	9	57.66	3	16.22
0600	38	1	38	0	6	1	3	0	0	0	0	0	0600	1	0	1	0	4	13	19	3	0	0	0	0	0	0	36.3	41.6	44	89.47	31	63.45	5	8.848
0700	142	3	130	1	8	0	1	0	0	0	0	0	0700	0	1	1	2	22	52	43	17	3	1	0	0	0	0	34.4	39.9	116	81.51	64	45.03	4	2.513
0800	318	2	299	1	13	2	1	0	0	0	0	0	0800	1	0	2	11	63	135	85	18	3	1	0	0	0	0	33	37.7	242	79.91	106	33.94	4	1.211
0900	213	1	11	214	0	0	1	1	1	0	0	0	0900	1	0	1	2	104	68	37	184	34	1	0	0	0	0	34.7	30.4	162	78.4	123	3	0.037	
1000	176	1	166	0	0	0	0	0	1	1	29	79	1000	0	0	0	1	1	29	79	49	14	3	0	0	0	0	34.1	38.9	145	82.62	67	37.94	4	2.031
1100	181	2	166	1	10	1	1	0	1	0	0	0	1100	1	1	1	0	1	26	77	58	15	3	1	0	0	0	34.2	38.6	153	84.51	76	42.13	3	1.739
1200	184	2	172	0	10	0	0	0	0	0	0	0	1200	1	0	1	0	29	50	29	34	9	0	0	0	0	0	34.7	34.9	147	80.69	79	38.22	4	4.033
1300	190	2	173	0	12	1	0	0	0	0	0	0	1300	0	0	0	0	29	79	57	16	4	2	0	0	0	0	34.5	39.1	158	83.08	79	42.13	3	6.008
1400	206	2	191	1	9	1	1	0	0	0	0	0	1400	0	0	0	1	2	29	93	58	17	0	0	0	0	0	34.1	38.6	172	83.68	79	38.26	4	1.946
1500	287	2	266	1	16	2	0	0	0	0	0	0	1500	0	0	1	1	45	129	83	22	5	1	0	0	0	0	34.2	38.7	241	83.7	112	38.82	7	2.334
1600	457	2	432	1	20	1	2	1	116	219	91	0	1600	0	0	1	1	116	219	91	36	12	0	0	0	0	0	34.3	38.2	421	83.1	112	24.46	3	0.944
1700	500	4	482	1	12	2	0	0	0	0	0	0	1700	0	0	1	1	10	131	262	75	15	2	0	0	0	0	32	35.5	356	70.9	93	18.62	3	0.543
1800	580	2	369	0	8	1	0	0	0	0	0	0	1800	0	0	0	3	4	79	197	78	15	3	0	0	0	0	32.8	36.6	294	77.28	97	25.5	4	1.053
1900	136	0	136	0	0	0	0	0	0	0	0	0	1900	0	0	0	0	1	56	44	1	0	0	0	0	0	0	34.2	34.2	120	78.32	64	45.03	0	0
2000	73	0	70	0	0	2	1	0	0	0	0	0	2000	0	0	0	0	0	10	26	22	11	3	1	0	0	0	35.6	40.9	63	85.71	38	49.71	3	4.697
2100	55	1	52	0	0	2	0	0	0	0	0	0	2100	0	0	0	0	0	18	17	8	2	2	0	0	0	0	35.9	41	46	83.33	27	49.14	4	7.552
2200	36	0	35	0	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	5	11	11	4	2	1	1	0	0	36.5	43.2	30	84.4	19	53.36	3	9.6
2300	27	0	27	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	8	7	5	42	2	2	7	5	0	36.5	43.2	30	84.4	19	53.36	3	9.6
07-19	3254	22	3064	7	134	15	7	2	1	1	1	1	07-19	3	7	11	46	640	1502	795	202	38	10	1	0	0	0	33.6	37.8	2547	76.26	1045	32.11	49	1.961
06-22	3573	23	3362	8	146	17	10	2	1	1	1	1	06-22	4	7	11	48	685	1615	897	243	49	14	1	0	0	0	33.6	38.1	2819	78.89	1240	33.69	64	1.795
06-30	3604	23	3424	8	147	17	10	2	1	1	1	1	06-30	4	7	11	48	686	1614	895	243	49	14	1	0	0	0	33.6	38.2	2869	79.91	1238	33.75	70	3.077
06-00	3681	24	3464	8	150	18	10	2	1	1	2	0	06-00	4	7	11	49	704	1643	925	258	57	18	2	0	0	0	33.6	38.3	2905	79.93	1262	34.28	78	2.115

Advanced Transport Research

Report Id - CustomList-781
Site Name - 16159-001
Description - B656 london road [30m]
Direction - South

31 January 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JSL 30	JSL% 30	JSL1 ACPO 35	JSL1% ACPO 35	JSL2 45 DFT	JSL2% 45 DFT	
1200	190	1	167	1	18	0	2	0	0	0	1		1200	0	0	0	5	32	86	52	11	3	1	0	0	0	0	33.8	37.9	153	80.53	67	35.26	4	2.105	
1300	178	3	168	0	4	1	1	0	0	0	0		1300	0	0	1	0	17	85	47	22	5	1	0	0	0	0	34.8	40.3	160	89.89	75	42.13	6	3.371	
1400	186	2	170	3	10	0	2	0	0	0	0		1400	0	0	0	1	30	87	56	10	1	1	0	0	0	0	34	38.3	155	83.33	68	36.56	2	1.075	
1500	244	1	216	1	20	2	4	0	0	0	0		1500	0	0	1	0	33	110	68	27	5	0	0	0	0	0	34.8	39.3	210	86.07	100	40.98	5	2.049	
1600	291	1	273	1	14	0	2	0	0	0	0		1600	0	0	0	4	67	119	81	13	5	2	0	0	0	0	33.6	38.3	220	75.6	101	34.71	7	2.405	
1700	329	1	316	0	11	1	0	0	0	0	0		1700	0	0	0	0	47	142	100	34	4	2	0	0	0	0	34.6	39.3	282	85.71	140	42.55	6	1.824	
1800	209	1	205	0	3	0	0	0	0	0	0		1800	0	0	0	1	27	91	51	24	13	2	0	0	0	0	35.4	41.5	181	86.6	90	43.06	15	7.177	
1900	132	4	119	2	4	0	0	0	0	3	0		1900	0	1	1	0	17	42	48	17	5	1	0	0	0	0	35.4	40.7	113	85.61	71	53.79	6	4.545	
2000	66	0	63	0	3	0	0	0	0	0	0		2000	0	0	0	0	8	23	17	13	5	0	0	0	0	0	36.3	42.5	58	87.88	35	53.03	5	7.576	
2100	54	1	52	0	0	0	0	0	0	1	0		2100	0	0	0	0	8	21	15	6	2	2	0	0	0	0	35.7	40.8	46	85.19	25	46.3	4	7.407	
2200	39	0	38	0	1	0	0	0	0	0	0		2200	0	0	0	0	4	10	16	4	4	1	0	0	0	0	37.1	43.2	35	89.74	25	64.1	5	12.82	
2300	24	0	23	0	0	1	0	0	0	0	0		2300	0	0	1	0	4	8	5	3	3	0	0	0	0	0	34.9	44.2	19	79.17	11	45.83	3	12.5	
07-19	1627	8	1515	6	80	4	11	0	8	0	2		07-19	8	0	2	11	253	720	455	141	36	9	0	8	0	0	0	34.4	39.2	1361	83.65	641	39.4	45	2.766
06-22	1879	14	1749	8	87	4	11	0	4	0	2		06-22	0	1	3	11	296	806	535	177	48	12	0	0	0	0	0	34.6	39.4	1578	83.98	772	41.09	60	3.193
06-00	1942	14	1810	8	88	5	11	0	4	0	2		06-00	0	1	4	11	294	824	556	184	55	13	0	0	0	0	0	34.6	39.5	1632	84.04	808	41.61	68	3.502
00-00	1942	14	1810	8	88	5	11	0	4	0	2		00-00	0	1	4	11	294	824	556	184	55	13	0	0	0	0	0	34.6	39.5	1632	84.04	808	41.61	68	3.502

01 February 2018

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JSL 30	JSL% 30	JSL1 ACPO 35	JSL1% ACPO 35	JSL2 45 DFT	JSL2% 45 DFT	
0000	12	0	11	0	1	0	0	0	0	0	0		0000	0	0	1	0	2	1	2	4	1	1	0	0	0	0	37.1	48.1	9	75	8	66.67	2	16.67	
0100	3	0	3	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	1	1	1	0	0	0	0	48.2	0	3	100	3	100	2	66.67	
0200	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	0	0	0	0	
0300	3	0	3	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	2	1	0	0	0	0	0	0	39	0	3	100	3	100	0	0	
0400	8	1	7	0	0	0	0	0	0	0	0		0400	0	0	0	0	2	2	3	1	0	0	0	0	0	0	38.7	6	75	6	75	1	12.5		
0500	33	0	31	0	2	0	0	0	0	0	0		0500	0	0	0	1	0	1	9	16	4	2	0	0	0	0	41.5	46.3	32	96.97	31	93.94	6	18.18	
0600	262	3	235	0	23	0	1	0	0	0	0		0600	0	0	0	1	9	69	125	43	9	5	1	0	0	0	37.3	41.6	252	96.18	183	69.85	15	5.725	
0700	761	3	705	2	43	2	2	3	0	1	0		0700	0	0	0	3	165	387	169	29	6	2	0	0	0	0	33	37	593	77.92	206	27.07	8	1.051	
0800	634	2	608	3	19	1	1	0	0	0	0		0800	1	0	9	32	136	284	144	24	3	1	0	0	0	0	32.3	37.1	456	71.92	172	27.13	4	0.631	
0900	325	1	287	4	31	4	1	0	0	0	0		0900	0	0	0	8	61	112	101	34	7	2	0	0	0	0	34.4	39.4	256	78.77	144	44.31	9	2.769	
1000	206	2	179	0	20	1	3	0	1	0	0		1000	0	0	2	2	26	86	53	27	8	2	0	0	0	0	35	40.8	176	85.44	90	43.69	10	4.854	
1100	193	1	173	1	16	0	2	0	0	0	0		1100	0	0	1	2	18	87	66	11	7	1	0	0	0	0	34.7	38.5	172	83.12	85	44.04	8	4.148	
1200	211	0	185	1	20	2	1	1	0	1	0		1200	0	0	0	0	24	91	69	22	3	2	0	0	0	0	35	39.5	187	88.63	96	45.5	5	2.37	
1300	183	0	164	1	15	1	2	0	0	0	0		1300	0	0	0	5	28	62	60	24	4	0	0	0	0	0	34.8	40.2	150	81.97	88	48.09	4	2.186	
1400	194	1	173	2	16	0	2	0	0	0	0		1400	0	0	0	0	10	80	72	22	6	3	0	1	0	0	36.2	40.3	184	94.85	104	53.61	10	5.155	
1500	225	1	201	1	18	1	3	1	0	1	0		1500	0	0	1	0	28	79	82	24	1	2	0	0	0	0	34.4	38.9	188	85.56	109	48	4	3.333	
1600	326	2	303	0	13	0	6	0	2	0	0		1600	0	0	1	0	51	141	98	30	4	1	0	0	0	0	34.4	38.9	274	84.05	133	40.8	5	1.534	
1700	372	1	360	0	11	0	0	0	0	0	0		1700	0	0	1	10	40	140	144	32	4	1	0	0	0	0	34.4	38.8	321	86.29	181	48.66	5	1.344	
1800	223	1	228	0	18	0	0	0	0	0	0		1800	0	0	0	0	25	105	77	21	3	0	0	0	0	0	34.4	38.1	206	86.41	101	43.35	3	2.288	
1900	153	1	147	0	5	0	0	0	0	0	0		1900	0	0	1	0	19	58	55	16	3	1	0	0	0	0	35.3	39.8	133	85.63	75	49.02	4	2.614	
2000	103	1	98	0	4	0	0	0	0	0	0		2000	0	0	0	0	13	39	30	15	6	0	0	0	0	0	35.7	41	90	87.38	51	49.51	6	5.825	
2100	65	1	63	0	1	0	0	0	0	0	0		2100	0	1	0	0	5	22	26	7	3	1	0	0	0	0	35.8	41.3	59	90.77	37	56.92	4	6.154	
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2300	20	1	19	0	0	0	0	0	0	0	0		2300	0	0	0	0	1	7	4	7	1	0	0	0	0	0	37.3	41.5	19	95	12	60	1	5	
07-19	3863	14	3566	11	225	8	26	6	4	3	0		07-19	2	0	15	71	612	1654	1135	300	66	17	0	1	0	0	0	34	38.6	3163	81.88	1509	39.06	74	1.916
06-22	4446	20	4109	11	258	8	27	6	4	3	0		06-22	2	1	16	72	658	1842	1371	381	77	24	1	1	0	0	0	34.3	38.9	3697	83.15	1855	41.72	103	2.317
06-00	4499	21	4160	11	259	8	27	6	4	3	0		06-00	2	1	16	72	661	1863	1383	384	80	24	1	1	0	0	0	34.3	38.9	3747	83.29	1884	41.88	107	2.378
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02 February 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	V
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Advanced Transport Research

Report Id - CustomList-781
Site Name - 16159-001
Description - B656 london road [30m

Direction - South		0600 - 0700																0700 - 0800																0800 - 0900																0900 - 1000																1000 - 1100																1100 - 1200																1200 - 1300																1300 - 1400																1400 - 1500																1500 - 1600																1600 - 1700																1700 - 1800																1800 - 1900																1900 - 2000																2000 - 2100																2100 - 2200																2200 - 2300																2300 - 2400																2400 - 2500																2500 - 2600																2600 - 2700																2700 - 2800																2800 - 2900																2900 - 3000																3000 - 3100																3100 - 3200																3200 - 3300																3300 - 3400																3400 - 3500																3500 - 3600																3600 - 3700																3700 - 3800																3800 - 3900																3900 - 4000																4000 - 4100																4100 - 4200																4200 - 4300																4300 - 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0900	118	2	116	0	0	0	0	0	0	0	0	0900	0	0	18	50	26	40	0	0	0	0	0	0	0	0	36.8	45.5	48	6.78	43.68	8	6.78	43.68	8	6.78	
1000	144	2	138	0	1	3	0	0	0	0	0	1000	0	0	0	27	52	42	16	5	2	0	0	0	0	0	35.1	40.3	117	81.25	65	41.4	7	86.14	7	86.14	
1100	187	6	177	0	4	0	0	0	0	0	0	1100	0	3	2	2	23	90	50	10	0	0	0	0	0	0	34	38.3	157	83.96	67	45.83	7	3.743	7	3.743	
1200	240	4	225	0	9	0	0	0	0	0	0	1200	0	0	0	3	3	24	109	69	21	7	4	0	0	0	34.8	39.6	210	87.5	101	42.08	11	4.983	11	4.983	
1300	206	2	194	2	0	0	0	0	0	0	0	1300	0	29	83	68	30	30	130	30	0	0	0	0	0	0	34.8	39.6	177	84.92	94	45.83	6	2.913	6	2.913	
1400	182	4	171	3	4	0	0	0	0	0	0	1400	0	0	0	2	14	85	61	20	0	0	0	0	0	0	34.8	39	166	91.21	81	50.51	0	0	0	0	
1500	155	4	148	0	0	0	0	0	0	0	0	1500	0	1	4	23	49	47	21	7	0	0	0	0	0	0	35.4	41.2	127	81.94	78	54.32	10	6.452	10	6.452	
1600	138	2	136	0	0	0	0	0	0	0	0	1600	0	12	43	54	34	14	5	0	0	0	0	0	0	0	34.2	41.2	122	81.41	71	57.25	6	3.445	6	3.445	
1700	110	1	103	0	6	0	0	0	0	0	0	1700	0	0	0	0	17	40	37	14	1	0	1	0	0	0	35.1	39.9	93	84.55	53	48.88	2	1.818	2	1.818	
1800	90	0	88	1	1	0	0	0	0	0	0	1800	0	0	0	0	13	33	25	14	5	0	0	0	0	0	35.7	42.6	77	85.56	44	48.89	5	5.556	5	5.556	
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2200	16	0	15	0	1	0	0	0	0	0	0	2200	0	0	0	0	4	2	5	3	1	1	0	0	0	0	37.2	45.2	12	75	10	62.5	2	12.5	2	12.5	
2300	15	0	15	0	0	0	0	0	0	0	0	2300	0	0	0	0	2	6	5	2	0	0	0	0	0	0	35.6	41.5	29	86.67	17	45.67	1	6.667	1	6.667	
07-19	1651	30	1562	8	46	0	1	2	0	1	1	07-19	0	5	9	19	208	657	500	185	50	14	2	2	0	0	0	35	40.1	1410	75.4	753	45.61	68	41.11	68	41.11
06-22	1803	31	1740	8	51	0	1	0	2	0	1	06-22	0	5	10	20	232	722	547	217	61	17	2	2	0	0	0	35.1	40.3	1568	85.45	846	45.1	82	46.99	82	46.99
06-20	1769	31	1708	8	54	0	1	0	2	0	1	06-20	0	5	10	20	238	738	556	222	63	18	2	2	0	0	0	35.2	40.3	1583	85.37	849	45.1	82	46.99	82	46.99
06-20	1926	31	1825	8	57	0	1	2	0	1	1	06-20	0	5	10	21	244	742	573	241	68	18	2	2	0	0	0	35.2	40.5	1646	85.46	904	46.94	90	46.94	90	46.94

05 February 2018

[illegible]

06 February 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp	PSL	PSL30	PSL1	PSL15	PSL2	PSL25
														Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO	ACPO
0000	9	0	7	0	1	0	0	0	0	1	0	0	0000	0	0	15	20	1	0	0	5	0	7	0	0	0	0	38.2	8	88.9	0	6.667	1	11.11	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	1	1	1	0	0	0	0	43.1	3	100	3	3.33	3	100	0	
0200	3	0	3	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	1	1	1	0	1	0	0	38.7	3	100	2	66.67	1	33.33	0	
0300	2	0	2	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	2	1	0	0	0	0	41.6	1	50	100	1	50	100	0	
0400	7	1	6	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	2	2	0	3	0	0	0	0	40.9	7	100	5	71.43	3	42.86	82.61	
0500	23	0	19	0	4	0	0	0	0	0	0	0	0500	0	0	0	1	0	3	4	8	6	1	0	0	0	41.1	47.6	22	95.65	19	82.61	7	30.43	
0600	34	1	34	0	0	0	2	0	0	0	0	0	0600	1	7	11	6	0	12	11	6	18	5	2	0	0	34.9	42.2	34.2	60.51	24	64.86	24	64.86	
0700	914	3	848	48	1	0	0	0	0	0	0	0	0700	3	7	75	3	228	435	165	19	2	0	0	0	0	31.5	362	68.05	187	26	30.26	36.26	30.26	

Advanced Transport Research

Report Id - CustomList-781

Site Name - 16159-001

Description - B656 london road [30m]

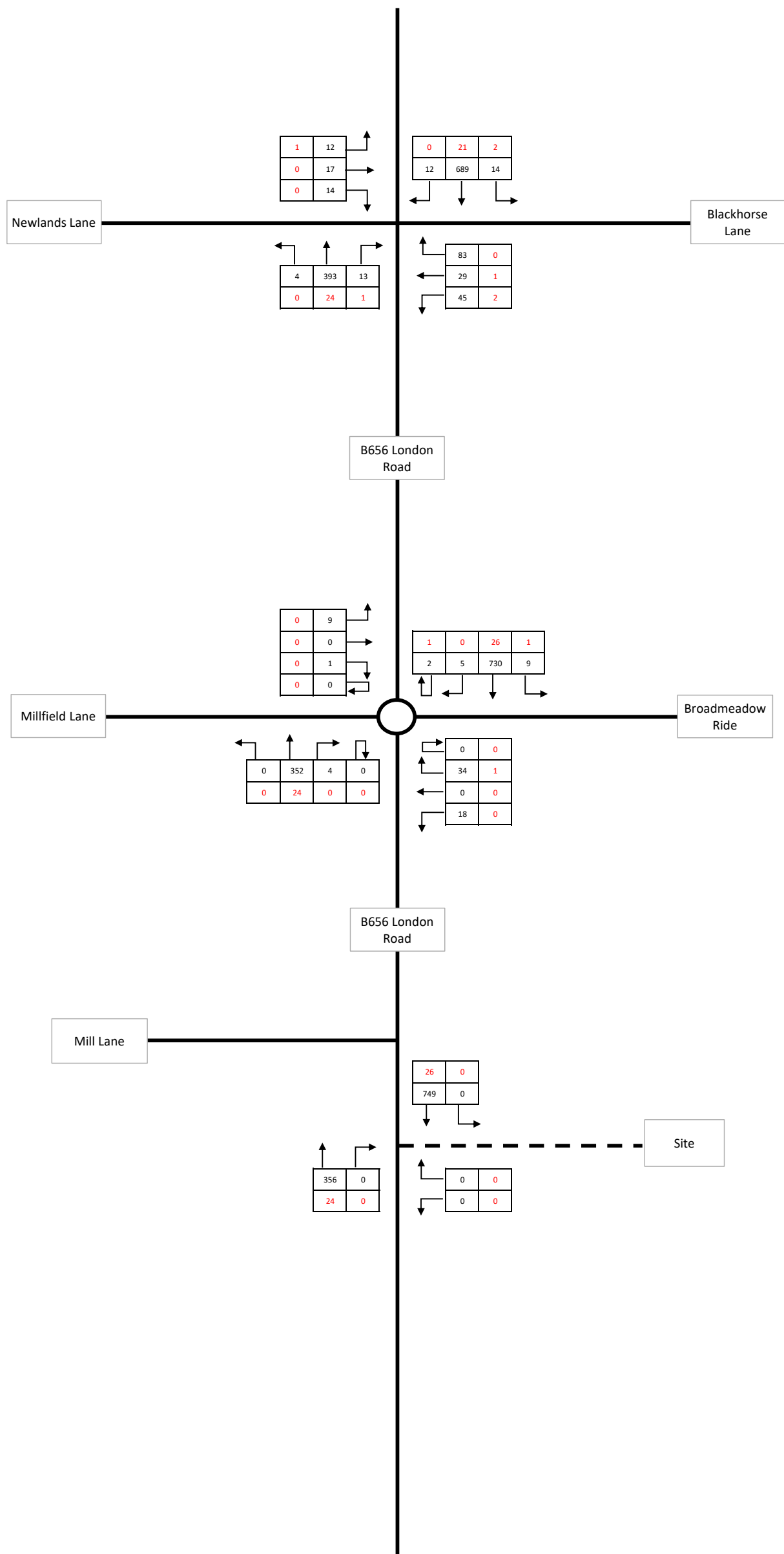
Direction - South																																		
0800	853	5	810	6	24	0	4	2	0	2	0	0800	0	0	2	10	280	417	124	17	3	0	0	0	0	0	31.6	35.5	561	65.77	144	16.88	3	0.352
0900	420	0	390	0	26	0	3	1	0	0	0	0900	0	0	1	4	53	202	118	36	6	0	0	0	0	34.3	38.5	362	86.19	160	38.1	6	1.429	
1000	237	0	216	0	18	0	2	0	1	0	0	1000	0	0	0	1	29	98	86	20	3	0	0	0	0	34.7	39.1	207	87.34	109	45.99	3	1.266	
1100	228	2	199	0	21	1	5	0	0	0	0	1100	0	0	0	2	38	111	56	18	2	1	0	0	0	33.7	37.9	188	82.46	77	33.77	3	1.316	
1200	221	1	205	0	12	0	3	0	0	0	0	1200	0	0	0	3	28	95	73	18	3	1	0	0	0	34.6	39.3	190	85.97	95	42.99	4	1.810	
1300	199	2	176	0	18	1	2	0	0	0	0	1300	0	0	0	2	17	103	52	20	4	1	0	0	0	34.9	39.6	180	90.45	77	38.69	5	2.513	
1400	218	1	193	0	20	1	0	0	1	1	1	1400	0	0	0	1	25	93	73	20	4	2	0	0	0	34.7	39	192	88.07	99	45.41	6	2.752	
1500	261	0	247	3	7	0	4	0	0	0	0	1500	0	0	0	1	34	108	98	17	2	0	1	0	0	34.7	38.6	126	86.59	118	45.21	3	1.149	
1600	304	2	285	0	14	0	3	0	0	0	0	1600	0	0	1	2	30	111	115	17	7	1	0	0	0	34.8	38.7	271	89.14	140	46.05	8	2.632	
1700	333	1	324	0	6	0	1	1	0	0	0	1700	0	2	0	0	33	153	106	32	6	1	0	0	0	34.8	39	298	89.49	145	43.54	7	2.102	
1800	267	2	260	1	3	0	0	0	0	0	1	1800	0	0	1	2	28	94	104	31	6	1	0	0	0	35.5	39.9	236	88.39	142	53.18	7	2.622	
1900	146	2	138	0	6	0	0	0	0	0	0	1900	0	1	1	1	24	56	43	14	3	3	0	0	0	34.6	39.6	119	81.51	63	43.15	6	4.11	
2000	82	1	78	0	3	0	0	0	0	0	0	2000	0	1	1	2	12	25	29	6	5	1	0	0	0	34.8	40	66	80.49	41	50	6	7.317	
2100	75	0	71	0	4	0	0	0	0	0	0	2100	0	0	0	2	9	26	25	7	5	1	0	0	0	35.6	41.6	64	85.33	38	50.67	6	8	
2200	35	0	34	0	1	0	0	0	0	0	0	2200	0	0	0	0	6	7	12	7	3	0	0	0	0	37.1	43.5	29	82.86	22	62.86	3	8.571	
2300	14	0	13	0	1	0	0	0	0	0	0	2300	0	0	0	0	2	4	3	3	1	1	0	0	0	38	44.9	12	85.71	8	57.14	2	14.29	
07-19	4455	19	4153	16	217	8	28	7	2	3	2	07-19	7	9	30	61	815	2040	1170	265	48	9	1	0	0	0	33.4	38	3533	79.3	1493	33.51	58	1.302
06-22	5110	23	4754	16	264	9	30	7	2	3	2	06-22	7	11	32	66	888	2258	1396	352	79	19	2	0	0	0	33.7	38.5	4106	80.35	1848	36.16	100	1.957
06-00	5159	23	4801	16	266	9	30	7	2	3	2	06-00	7	11	32	66	896	2269	1411	362	83	20	2	0	0	0	33.8	38.5	4147	80.38	1878	36.4	105	2.036
00-00	5206	24	4841	16	271	9	30	7	3	3	2	00-00	7	11	33	67	896	2277	1420	376	95	22	2	0	0	0	33.8	38.6	4192	80.52	1915	36.78	119	2.286

07 February 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 ACPO	JSL1% ACPO	JSL2 DFT	JSL2% DFT
0000	9	0	6	0	3	0	0	0	0	0	0	0	0000	0	0	0	1	0	2	2	3	1	0	0	0	0	0	38.8	0	8	88.89	6	66.67	1	11.11
0100	4	0	3	0	1	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	1	1	0	0	0	0	0	0	40.3	4	100	4	100	1	25	
0200	5	0	4	0	1	0	0	0	0	0	0	0	0200	0	0	1	0	0	0	1	1	1	0	0	0	0	0	35.3	4	80	3	60	1	20	
0300	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	0	0	0	0	
0400	7	1	6	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	1	3	1	1	1	0	0	0	0	40.8	7	100	6	85.71	2	28.57	
0500	31	0	25	0	6	0	0	0	0	0	0	0	0500	0	0	0	1	0	1	6	11	5	6	1	0	0	0	44	51	30	96.77	29	93.55	12	38.71
0600	307	2	284	0	19	0	0	0	0	0	0	0	0600	0	0	0	1	6	11	6	13	4	0	0	0	0	36.9	41.6	300	91.72	186	90.59	17	53.97	
0700	786	4	731	3	45	0	1	1	0	1	0	0	0700	0	0	2	11	173	393	176	27	4	0	0	0	0	32.8	36.7	600	76.34	207	26.34	4	0.509	
0800	750	6	708	2	28	0	3	0	2	0	1	0	0800	0	0	6	19	157	322	212	32	2	0	0	0	0	33	37.4	568	75.73	246	32.8	2	0.267	
0900	319	2	283	2	25	1	4	0	1	1	0	0	0900	0	0	0	0	23	172	94	22	7	1	0	0	0	34.8	39.1	296	92.79	124	38.87	8	2.508	
1000	216	1	189	2	21	0	2	0	1	0	0	0	1000	0	0	0	1	100	73	16	5	0	1	0	0	34.9	38.8	195	90.28	95	43.98	6	2.778		
1100	210	0	192	0	17	0	1	0	0	0	0	0	1100	0	0	0	0	17	99	66	22	5	0	1	0	0	35.2	39.7	193	91.9	94	44.76	6	2.857	
07-19	2281	13	2103	9	136	1	11	1	4	2	1	07-19	0	0	8	30	391	1086	621	119	23	1	2	0	0	0	0	33.6	37.7	1852	81.19	766	33.58	26	1.14
06-22	2988	15	2387	9	157	1	11	1	4	2	1	06-22	0	8	31	397	1200	729	180	36	5	2	0	0	0	0	34	38.3	2152	83.15	952	36.79	49	1.662	
06-00	2988	15	2387	9	157	1	11	1	4	2	1	06-00	0	8	31	397	1200	729	180	36	5	2	0	0	0	0	34	38.3	2152	83.15	952	36.79	49	1.662	
00-00	2644	16	2431	9	168	1	11	1	4	2	1	00-00	0	9	33	397	1205	743	197	45	12	3	0	0	0	0	34.1	38.5	2205	83.4	1000	37.82	60	2.269	

Virtual Day (7)

Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp	85s	JPSL 30	JPSL% 30	JSL1 ACPO	JSL1% ACPO	JSL2 DFT	JSL2% DFT
0000	13	0	12	0	1	0	0	0	0	0	0	0	0000	0	0	0	0	0	1	3	3	4	1	1	0	0	0	37.3	43.9	11	85.71	8	61.54	2	12.09		
0100	6	0	5	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	1	2	2	1	0	0	0	0	0	39.4	6	95.12	5	82.93	1	21.95			
0200	3	0	3	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	2	1	0	0	0	0	0	38.7	3	91.67	3	79.17	0	12.5			
0300	3	0	3	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	1	1	1	0	0	0	0	0	0	37.5	3	90.91	2	54.55	0	13.64			
0400	7	1	6	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	1	1	2	1	1	1	0	0	0	40.2	6	89.58	5	78.92	2	25			
0500	22	0	19	0	3	0	0	0	0	0	0	0	0500	0	0	0	1	0	2	6	8	4	2	0	0	0	0	41.3	47.3	21	95.54	20	88.54	6	24.84		
0600	215	2	194	0	19	0	1	0	0	0	0	0	0600	0	0	0	1	12	68	81	39	10	4	0	0	0	37	42.2	202	93.9	134	62.4	15	6.963			
0700	586	2	545	3	31	1	1	1	0	0	0	0	0700	1	1	4	9	123	286	135	22	5	1	0	0	0	32.8	37	448	76.47	162	27.72	5	0.927			
0800	558	4	525	3	21	0	2	0	0	0	0	0	0800	0	0	4	15	137	257	118	22	3	1	0	0	0	32.4	36.9	401	71.87	144	25.83	4	0.666			
0900	276	1	275	1	0	0	0	0	0	0	0	0	0900	0	0	2	12	47	94	19	10	3	0	0	0	0	32.7	36.9	401	71.87	144	25.83	4	0.666			
1000	210	2	189	1	16	1	2	0	0	0	0	0	1000	0	0	1	1	25	84	70	20	5	0	0	0	34.8	39.4	182	86.41	98	46.4	7	3.329				
1100	204	2	186	0	14	0	2	0	0	0	0	0	1100	0	0	0	2	26	94	57	18	4	0	0	0	34.5	39	175	85.85	81	39.57	6	2.752				
1200	213	1	15	1	194	1	0	0	0	0	0	0	1200	0	0	1	2	31	67	83	35	8	0	0	0	34.7	38.9	182	85.85	81	39.57	6	2.752				
1300	197	2	181	1	10	0	1	0	0	0	0	0	1300	0	0	0	0	23	85	60	19	5	0	0	0	34.7	39.6	170	85.86	85	43.24	6	3.031				
1400	204	2	186	2	12	0	0	0	0	0	0	0	1400	0	0	1	24	91	65	18	0	0	0	0	0	34.7	39.1	179	87.6	88	43.1	5	2.246				
1500	223	2	206	1	11	0	0	0	0	0	0	0	1500	0	0	0	2	27	91	74	23	4	1	0	0	34.9	39.4	194	86.76	102	45.84	5	2.262				
1600	246	2	245	1	12	0	0	0	0	0	0	0	1600	0	0	0	2	114	39	29	404	39	0	0	0	34.8	39	424	85.39	110	47.4	7	4.476				
1700	273	1	264	0	7	0	0	0	0	0	0	0	1700	0	0	1	0	32	109	96	27	4	0	0	0	34.7	39.2	237	86.75	128	48.61	5	1.937				
1800	192	1	187	1	3	0	0	0	0	0	0	0	1800	0	0	1	3	24	84	57	20	0	0	0	0	34.9	39.7	166	86.81	83	43.07	6	3.353				
1900	120	1	119	0	0	0	0	0	0	0	0	0	1900	0	0	0	0	50	38	19	0	0	0	0	0	34.9	39.7	159	86.84	78	45.01	6	2.911				
2000	75	1	71	0	3	0	0	0	0	0	0	0	2000	0	0	0	1	9	27	23	11	3	1	0	0	35.4	40.8	65	86.48	38	50.1	3	5.71				
2100	56	0	54	0	1	0	0	0	0	0	0	0	2100	0	0	0	0	6	18	18	8	0	0	0	0	36.4	42.4	49	88.43	31	56.04	3	8.474				
2200	35	0	34	0	0	0	0	0	0	0	0	0	2200	0	0	0	0	3	11	12	6	2	0	0	0	36.9	42.9	32	90.65	21	59.35	3	8.943				
2300	35	0	34	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	4	8	6	2	2	1	0	0	37	43.2	24	91.85	21	59.35	3	8.943				
00-29	3426	20	3187	14	176	4	18	3	2	2	1	0	07-19	2	3	12	45	550	1513	975	258	152	15	1	1	0	34.4	38.8	2815	85.12	1302	73.99	68	1.948			
00-22	3903	23	3630	14	204	5	19	3	2	2	1	0	06-22	2	4	13	47	597	1676	1136	351	72	23	2	1	0	34.3	39	3240	83.02	1655	40.06	97	2.818			
00-26	3962	24	3687	14	205	5	19	3	2	2	1	0	07-09	2	4	13	47	598	1685	1144	354	174	16	2	1	0	34.3	39	3292	83.02	1655	40.06	97	2.818			
00-40	4017	25	3735	14	211	5	19	3	2	2	1	0	00-20	2	4	14	48	607	1703	1169	358	83	27	2	1	0	34.4	39.1	3343	83.21	1639	40.08	113	2.818			



KEY

500 = TOTAL VEHICLES

25 = HGVs

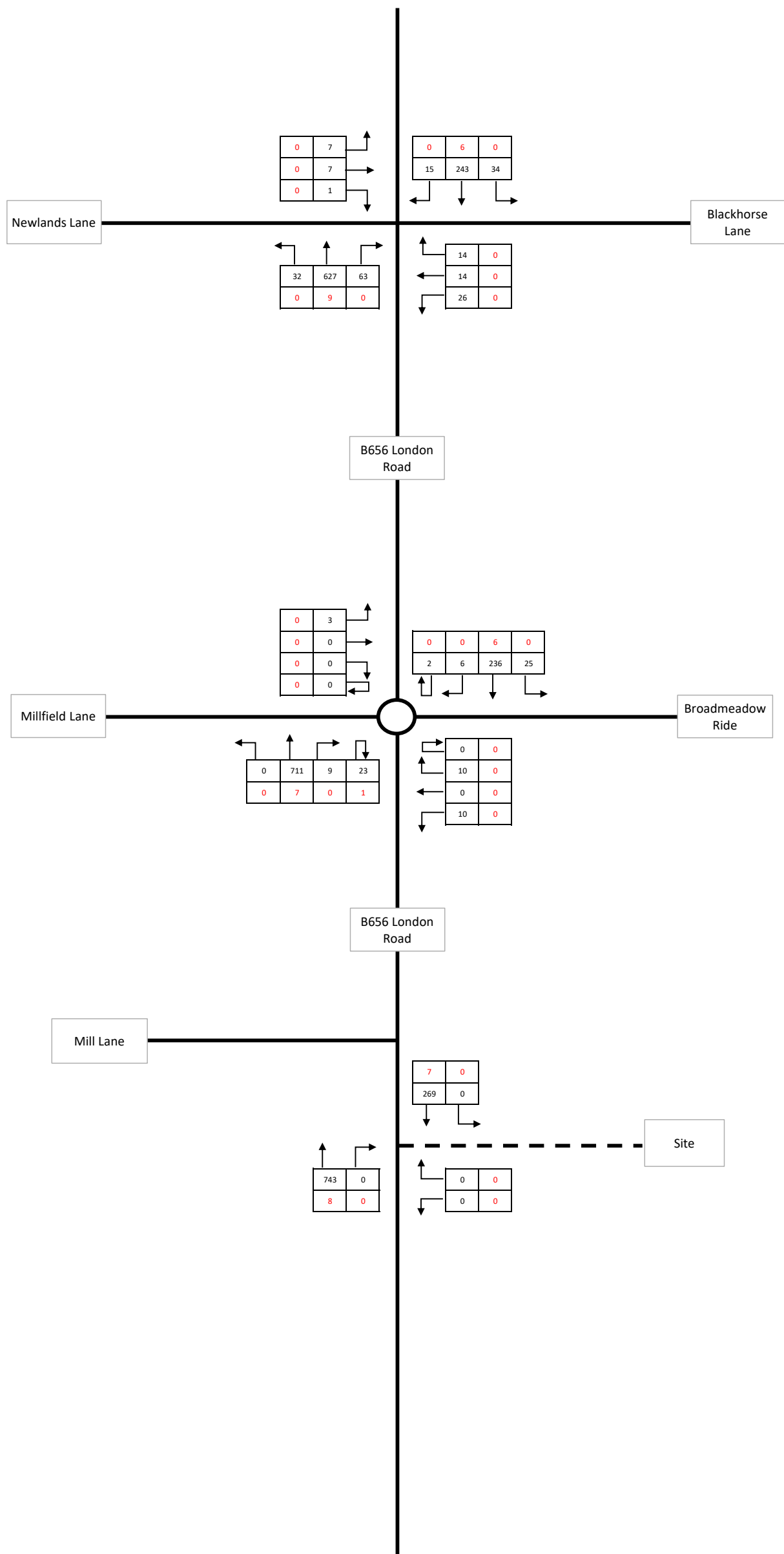


85 Gresham Street, London,
EC2V 7NQ
Tel: 020 3705 9215

Pounds Fields, Hitchin

Figure 1.1

2018 Observed Traffic Flows - AM Peak Hour (0745 - 0845)



KEY

500 = TOTAL VEHICLES

25 = HGVs



85 Gresham Street, London,
EC2V 7NQ
Tel: 020 3705 9215

Pounds Fields, Hitchin

Figure 1.2

2018 Observed Traffic Flows - PM Peak Hour (1700 - 1800)



Matrix House
Basing View
Basingstoke, Hampshire
RG21 4FF

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