



Extension to Belmont Castle Nursing Home
Portsdown Hill Road, Bedhampton

Transport Assessment

For

LRH Homes

Document Control Sheet

Transport Assessment

Belmont Castle/Bedhampton

LRH Homes

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
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1.0 Introduction

- 1.1 LRH Homes has instructed Motion to consider the highways and transport implications of a proposed extension to an existing care home situated on Portsdown Hill Road to the west of Bedhampton, Havant. The existing care home comprises 40 bedrooms for residents and is provided with 28 car parking spaces. Access to the site is achieved via separate entry and exit junctions onto Portsdown Hill Road.
- 1.2 The site has been the subject of a previous planning consent for a proposed extension (planning reference 06/52710/008). This consent has now expired and a new application is being made in support of the current proposals for a new building comprising 36 bedrooms. It is proposed to provide an additional six car parking spaces as part of this application. In addition, provision is included for staff cycle parking.
- 1.3 This Transport Assessment has been prepared to accompany the planning application. The report demonstrates that the proposed development can be accessed safely via the existing access and egress junctions onto Portsdown Hill Road. In addition, the report shows that the proposed extension will not result in significant additional traffic movements or a material increase in car parking demand.
- 1.4 The remainder of this report is divided into four sections. Following this introduction, Section 2 contains a review of relevant policy while Section 3 provides a description of the site and local area. Section 4 sets out the proposals and assesses their impact in terms of trip attraction, parking demand and servicing. Our summary and conclusions are provided in Section 5.

2.0 Policy

Introduction

Overview

- 2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework – March 2012; and,
- ▶ Havant Borough Core Strategy – March 2011.

National Planning Policy Guidance

- 2.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012, and replaces the previous national planning policies that were set out in the various Planning Policy Guidance Notes/Statements. With regard to transport, the NPPF replaces policy contained within PPG13 (Transport).
- 2.3 The NPPF sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances. In this regard, paragraph 32 of the NPPF states:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of 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 impacts of the development."*

- 2.4 In promoting sustainable transport, the document identifies at paragraph 29 that:

"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."

- 2.5 Moreover, paragraph 30 states that:

"In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport."

- 2.6 Furthermore, paragraph 32 states that:

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

Havant Borough Core Strategy

- 2.7 The Havant Borough Core Strategy is the principal document in the council's Local Plan. It covers the Borough of Havant, setting out the spatial planning strategy for the area up to 2026. The policies that are used in determining planning applications and some development management policies are set out within the Core Strategy.
- 2.8 The Core Strategy sets out policy with regard to new developments in DM12, stating that:

"New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

- ▶ *Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contribution in accordance with the Hampshire County Council Transport Contributions Policy.*
- ▶ *The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications."*

2.9 Policy DM13 relates to car and cycle parking for residential development and states that:

"Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document."

2.10 Table 6 of the Residential Parking and Cycle Provision Supplementary Planning Document (SPD) gives parking and cycle provision standards for older people's housing. The standards for nursing and rest homes are summarised in Table 2.1.

Car Parking	Cycle Parking
1 space per 4 residents, and, 1 space per staff	1 long stay cycle space per 6 staff 1 loop/hoop per 4 units

Table 2.1: Car and Cycle Parking Provision

Summary

2.11 The remaining sections of this report demonstrate how the proposed development complies with relevant national and local transport planning policy in that safe and suitable access can be achieved for all modes of transport, the site is accessible and parking is provided in accordance with the appropriate standards.

3.0 Existing Conditions

Site Overview

- 3.1 The site is currently in operation as a care home with 40 bedrooms for residents. There are typically 15 to 17 staff present at the care home during the day in the existing situation.

Access and Parking

- 3.2 The site currently has two points of access onto Portsdown Hill Road. The more westerly access operates as an entry only with the access to the east being used for exiting vehicles.
- 3.3 There are currently 28 car parking spaces on the site. These are for use by staff and visitors.

Highway Network

- 3.4 Belmont Castle is located on the northern side of Portsdown Hill Road (B2177) to the west of Bedhampton. Portsdown Hill Road links Havant and Bedhampton in the east with Drayton and Purbrook to the west. Portsdown Hill Road is approximately 6.8 metres wide in the vicinity of the site. It has footways on both sides and is street lit. The road is subject to a speed limit of 30 miles per hour.
- 3.5 In a wider context, the A3 runs in a north–south direction to the immediate east of the site. To the south the A3 joins the A27 which provides links to Chichester to the east and Fareham to the west.

Road Safety

- 3.6 In accordance with Department for Transport guidance, Personal Injury Accident data for the most recently available five-year period has been obtained, from the Hampshire Constabulary, for the highway network in the vicinity of the site. The full reports are included in [Appendix A](#).
- 3.7 During the study period there were nine accidents recorded. Of these, eight resulted in slight injury and one resulted in a serious injury. A review of the accident reports shows that the serious accident resulted when a juvenile cyclist travelling along the footway rode straight across a junction and into a car approaching the junction. The remaining accidents all listed types of driver behaviour as a contributory factor. There is no apparent pattern to the remaining accidents which would suggest an inherent road safety issue.

Baseline Traffic Conditions

- 3.8 In order to establish traffic speeds on Portsdown Hill Road adjacent to the site, automatic traffic counters (ATCs) were put in place. These recorded traffic volumes and speeds over a week long period from 21st January to 28th January 2014. Full results of the ATCs are included in [Appendix B](#).
- 3.9 The results of the survey indicated an 85th percentile speed of 34.4 miles per hour eastbound and 35.6 miles per hour westbound.

Accessibility

- 3.10 The nearest bus stops to the site are located in Bedhampton approximately 700 metres to the east of the site. These stops are served by the 21 and 23 bus routes. The routes and service frequencies are summarised in Table 3.1.

Service	Route	Weekday Frequency	Sunday Frequency
21	Havant – Leigh Park – Farlington – Anchorage Park – Copnor – Portsmouth	2 each hour	Hourly
23	Leigh Park – Havant – Cosham – Commercial Road – Southsea	Every 10 minutes	2 each hour

Table 3.1: Bus Routes and Frequencies

4.0 Proposed Development

- 4.1 The proposed development comprises a new building with 36 bedrooms and associated ancillary space. It is anticipated that the number of staff typically present on-site during the day will increase to 25 with the development.

Trip Attraction

- 4.2 In order to assess the likely increase in vehicular traffic attraction to the site, reference has been made to the TRICS database of surveys. This analysis has looked at care homes within England only. The TRICS output reports are included as **Appendix C**. The trip rates are summarised in Table 4.1.

	Arrivals	Departures
Morning Peak (08:00 – 09:00)	0.081	0.069
Evening Peak (17:00 – 18:00)	0.045	0.069
Daily (07:00 – 19:00)	0.960	0.976

Table 4.1: Care Home Trip Rates per Resident

- 4.3 The existing and anticipated vehicular trips calculated using these trip rates are summarised in Table 4.2.

	Existing (40 residents)		Proposed (76 residents)	
	Arrivals	Departures	Arrivals	Departures
Morning Peak (08:00 – 09:00)	3	3	6	5
Evening Peak (17:00 – 18:00)	2	3	3	5
Daily (07:00 – 19:00)	38	39	73	74

Table 4.2: Existing and Anticipated Vehicular Trips

- 4.4 It can be seen from Table 4.2 that the site does not currently attract a significant level of traffic. The proposed extension will result in a minor increase in vehicular trips during the peak periods over that which is already experienced at the site. This will be up to five additional trips during the morning peak, five during the evening peak and approximately seventy over the course of a day.
- 4.5 When considered against average baseline traffic flows on Portsdown Hill Road of 8,503 vehicles per weekday (07:00 to 19:00), this represents an immaterial impact and is significantly below the indicative threshold for transport assessments of thirty two-way peak hour trips as described in the Department for Transport publication '*Guidance on Transport Assessment*'. As such, it is considered that the proposed development will not result in a significant impact.

Parking Strategy

- 4.6 There are currently 28 car parking spaces on-site to serve staff and visitors at Belmont Castle. It is proposed as part of this application to provide an additional six spaces resulting in a total provision of 34 spaces which will be shared between both the existing and proposed buildings. This is in compliance with the parking standards for residential development as set out in the Havant SPD on parking which sets out a maximum provision of one space per four residents plus one space per member of staff.
- 4.7 In addition it is proposed to provide cycle parking for staff in the form of a lockable bike store.

Access and Servicing Strategy

- 4.8 To assess the adequacy of the existing access arrangements and ATC was installed on Portsdown Hill Road as described in section 3. This demonstrated 85th percentile speeds of 34.4 miles per hour eastbound and 35.6 miles per hour westbound. Using the methodology set out within Manual for Streets this equates to a visibility splay requirement of 2.4 metres by 59 metres.

- 4.9 It is proposed to maintain access to the site via the existing entry and exit onto Portsdown Hill Road. Adequate sightlines of 2.4 x 59 metres can be achieved from both access points as demonstrated on drawing 140111-01 which is included as [Appendix D](#), although in reality sight lines in excess of this are available. As such, notwithstanding the in/out arrangement of the access points, both accesses achieve an appropriate level of visibility and can accommodate the anticipated minor increase in vehicular traffic without prejudicing safety on the adjoining highway.
- 4.10 It is envisaged that servicing of the care home will continue to be undertaken as in the existing situation and as such it is not anticipated that this will have any impact on highways.

5.0 Summary and Conclusions

- 5.1 The proposed development comprises the construction of a new extension to the existing care home. The extension will provide an additional 36 bedrooms for Belmont Castle. Belmont Castle is located on Portsdown Hill Road, to the west of Bedhampton, Havant. It is proposed that an additional six car parking spaces will be provided as part of the development and staff cycle parking will also be provided.
- 5.2 This Transport Assessment has considered the proposals with regard to relevant transport planning policy and in accordance with best practice in undertaking transport assessments.
- 5.3 This Assessment has demonstrated the following:
- ▶ the proposals are not expected to attract a material increase in vehicular trips to the site;
 - ▶ any minor increase in traffic associated with the development can be accommodated within the existing highway network without prejudicing the free flow of traffic on the neighbouring highway;
 - ▶ sufficient car and cycle parking is provided on-site to cater for the existing and proposed use; and,
 - ▶ appropriate and safe access and egress can be achieved via the existing access junctions onto Portsdown Hill Road.
- 5.4 On this basis it is considered that the development proposals are acceptable and will not prejudice road safety or the free flow of traffic on the neighbouring highway. As such, it is concluded that there are no highway or transport reasons on which to resist this application.

Appendix A

Personal Injury Accident Data

Accidents between dates 01/11/2008 and 31/10/2013 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("MC Portsdown Hill
Road, Bedhampton")

Selected Polygon:MC Portsdown Hill Road, Bedhampton

090402079 12/09/2009 Time 1100 Vehicles 2 Casualties 1 Slight
E:469986 N: 106572 First Road: B 2177 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 (CAR) TRAVELLING NORTHEAST ALONG B2177 PORTSDOWN HILL ROAD, ENTERS RBT AT J/W
MAYLANDS ROAD. VEHICLE 2 (CAR) TRAVELLING SOUTHEAST ALONG MAYLANDS ROAD ENTERS RBT,
FAILING TO GIVE WAY TO VEHICLE 1 ALREADY NEGOTIATING RBT.

Occurred on B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH MAYLANDS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 19 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Starting
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates 01/11/2008 and 31/10/2013 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("MC Portsdown Hill
Road, Bedhampton")

090402141 14/09/2009 Time 1600 Vehicles 2 Casualties 1 Serious
E:470031 N: 106565 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 2177
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Vehicle travelling along pavement	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 (CAR) TRAVELLING NORTH ON BROOKSIDE ROAD APPROACHED JUNCTION WITH B2177
BEDHAMPTON HILL WHEN VEHICLE 2 (PEDAL CYCLE) WHICH WAS TRAVELLING NORTH EAST ON THE
PAVEMENT OF BEDHAMPTON HILL, RODE STRAIGHT ACROSS THE JUNCTION OF BROOKSIDE ROAD INT
Occurred on BROOKSIDE ROAD AT THE JUNCTION WITH B2177 BEDHAMPTON ROAD, HAVANT,
HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from S to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
9 No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 13 Male
Not hit and run Breath test Not applicable
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 13 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/11/2008 and 31/10/2013 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("MC Portsdown Hill
Road, Bedhampton")

090457270 21/10/2009 Time 0845 Vehicles 2 Casualties 1 Slight
E:469864 N: 106531 First Road: B 2117 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING EAST ALONG PORTSDOWN HILL ROAD, VEH 1 (M/CYCLE) TRAVELLING BEHIND
VEH 2. BOTH VEHICLES SLOWING TO A STOP. VEH 1 SKIDDED UPON BRAKING ON OIL/WET DRAIN
COVER AND COLLIDED WITH THE REAR OF VEH 2.

Occurred on B2177 PORTSDOWN HILL ROAD OUTSIDE HOUSE NO 1B, BEDHAMPTON, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Nearside Age of Driver 16 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 16 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/11/2008 and 31/10/2013 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("MC Portsdown Hill
Road, Bedhampton")

100440941 17/10/2010 Time 1428 Vehicles 2 Casualties 1 Slight
E:469873 N: 106533 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) REVERSED N FROM DRIVEWAY OF NUMBER 1C ONTO B2177 PORTSDOWN HILL ROAD INTO
PATH OF VEH 2 (M/CYCLE) TRAVELLING W ALONG B2177 PORTSDOWN HILL ROAD. VEH 2 TOOK
AVOIDING ACTION AND RIDER FELL FROM VEH.

Occurred on B2177 PORTSDOWN HILL ROAD OUTSIDE 1C, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Reversing
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Female
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 61 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/11/2008 and 31/10/2013 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("MC Portsdown Hill
Road, Bedhampton")

100496193 23/11/2010 Time 1440 Vehicles 3 Casualties 1 Slight
E:469525 N: 106434 First Road: (M) 3 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Slip Road Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Swerved	Vehicle 1	
4th:			
5th:			
6th:			

VEH 2 (VAN) TRAV N ALONG A3(M) IN LANE 2, TRIES TO MOVE INTO LANE 1 TO ALLOW VEH 1 (CAR) TO
OVERTAKE. VEH 1 ATTEMPTS TO UNDERTAKE VEH 2. VEH 1 SWERVES TO AVOID VEH 2 AND ENTERS ON
SLIP, STRIKING VEH 3 (CAR) TRAV N CAUSING IT TO VEER ACROSS CARRIAGEWA

Occurred on A(M)3 NORTHBOUND AT JUNCTION WITH A(M)3 ON SLIP, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Overtaking nearside
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle: 3
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Changing lane to left
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Non-stop, not hit Breath test Driver not contacted
Left hand drive:

Accidents between dates 01/11/2008 and 31/10/2013 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("MC Portsdown Hill
Road, Bedhampton")

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	S	to N	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Entering from slip road	No skidding, jack-knifing or overturning	
Hit object in road	None	First impact	Nearside
O/S onto cent res		Off road:	None
Not hit and run		Age of Driver	46
Breath test	Negative		Female
		Left hand drive:	

Casualty Reference:	1	Vehicle:	3	Age:	46	Female	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable	Cycle helmet:							

Accidents between dates 01/11/2008 and 31/10/2013 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("MC Portsdown Hill Road, Bedhampton")

110203470 17/05/2011 Time 0600 Vehicles 2 Casualties 2 Slight
E:469986 N: 106563 First Road: B 2177 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2177
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Junction overshoot	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG B2177 PORTSDOWN HILL ROAD WAS STRUCK ON THE OFFSIDE BY VEH 2 (CAR) WHICH WAS APPROACHING FROM THE RIGHT.

Occurred on B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH B2177 BEDHAMPTON HILL ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 52 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Casualty Reference: 2 Vehicle: 1 Age: 22 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Front seat

Vehicle Reference 2 Car Going ahead right bend
Vehicle movement from SW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates 01/11/2008 and 31/10/2013 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("MC Portsdown Hill
Road, Bedhampton")

110497304 24/11/2011 Time 1553 Vehicles 2 Casualties 1 Slight
E:469754 N: 106499 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N EXITED THE HAVANT RETAIL PARK AND TURNED RIGHT INTO B2177
PORTSDOWN HILL ROAD INTO THE PATH OF VEH 2 (CAR) TRAVELLING W. VEH 2 ATTEMPTED BRAKING
BUT COLLIDED WITH THE OFFSIDE OF VEH 1.

Occurred on B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH HAVANT RETAIL PARK, HAVANT,
HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Female
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/11/2008 and 31/10/2013 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("MC Portsdown Hill
Road, Bedhampton")

130070276 23/02/2013 Time 2100 Vehicles 1 Casualties 1 Slight
E:469551 N: 106442 First Road: (M) 3 Road Type Slip road
Speed limit: 70 Junction Detail: Slip Road Give way or controlled A(M) 3
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: Any animal in carriageway (except
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG THE A3(M) ENTRED THE A3(M) OFFSLIP THEN SWERVED TO AVOID A
FOX IN THE ROAD LOST CONTROL AND COLLIDED ON ITS OFFSIDE WITH THE BARRIER AND
OVERTURNED.

Occurred on A3(M) SOUTBOUND AT JUNCTION WITH THE A(M) OFFSLIP, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway Skidded and overturned
Location at impact Entering from slip road First impact Offside Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
O/S Age of Driver 34 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 34 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/11/2008 and 31/10/2013 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("MC Portsdown Hill Road, Bedhampton")

090235990 01/06/2009 Time 1950 Vehicles 2 Casualties 2 Slight
E:470001 N: 106571 First Road: B 2177 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Following too close	Vehicle 2	
4th:			
5th:			
6th:			

BOTH VEHS TRAVELLING SOUTHEAST ALONG MAYLANDS ROAD AND TURNING LEFT ONTO B2177 BEDHAMPTON ROAD ON ROUNDABOUT. VEH 2 (CAR) FAILED TO BRAKE IN TIME AND COLLIDED WITH REAR OF VEH 1 (CAR) WHICH HAD SLOWED.

Occurred on B2177 BEDHAMPTON ROAD AT JUNCTION WITH MAYLANDS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from N to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Car Stopping
Vehicle movement from N to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 40 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:
Back seat

Casualty Reference: 2 Vehicle: 2 Age: 20 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:
Back seat

Accidents between dates 01/11/2008 and 31/10/2013 (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("MC Portsdown Hill Road, Bedhampton")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	6	6
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	1	0	1
Horses & other	0	0	0	0
Total	0	1	8	9

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	5	5
Passenger	0	0	3	3
Motorcycle rider	0	0	2	2
Cyclist	0	1	0	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	10	11

Appendix B

Automatic Traffic Count Data

VEHICLE CLASSIFICATION AND SPEED SURVEY – PORTSDOWN HILL ROAD

DATASETS:

Site: [Bedhampton] Portsdown Hill Road

Direction: 8 - East bound A>B, West bound B>A. Lane: 0

Survey Duration: 12:43 Monday 20 January 2014 => 12:02 Thursday 30 January 2014

File: Bedhampton30Jan2014.EC0 (Plus)

Identifier: CA77GGMK MC56-L5 [MC55] (c)Microcom 19Oct04

Algorithm: Advanced.

PROFILE:

Filter time: 00:00 Tuesday 21 January 2014 => 00:00 Tuesday 28 January 2014

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 80 mph.

Direction: East (bound) / West (bound).

Headway: All.

Scheme: ARX Cycles.

Name: Factory default profile.

Method: Vehicle classification.

Units: Non-Metric (ft, mi, f/s, mph, lb, ton).

DEFINITIONS / ABBREVIATIONS*

Time - Time period commencing. (1-hour summaries given).

Total - Total number of vehicles counted in time period.

RunTot - Running or cumulative total of vehicles over survey period.

Vbin

30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).

35

Mean - Mean speed.

Vmin - Minimum speed.

Vmax - Maximum speed.

n> PSL 30 - Number of vehicles exceeding Posted Speed Limit (30 mph).

%> PSL 30 - Percentage of vehicles exceeding Posted Speed Limit (30 mph).

vpp 30 - 35th percentile speed.

*Not all definitions may be used in a single report.

VEHICLE CLASSES

- | | | |
|----|---------------|---|
| 1 | Bicycle | |
| 2 | Motor Cycle | |
| 3 | Car / Van | (cars and vans - without trailer). |
| 4 | Car / Van (T) | (cars and vans towing trailer). |
| 5 | R2 / Bus | (HGV / bus 2-axle rigid). |
| 6 | R3 / Bus | (HGV / bus 3-axle rigid). |
| 7 | R4 | (HGV 4-axle rigid). |
| 8 | A3 | (HGV 3-axle articulated). |
| 9 | A4 | (HGV 4-axle articulated). |
| 10 | A5 | (HGV 5-axle articulated). |
| 11 | A6 | (HGV 6-axle articulated). |
| 12 | A6 [2] | (HGV 6-axle articulated comprising two trailers). |
| 13 | A7 [2] | (HGV 7 + axle articulated comprising two trailers). |

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Tue 21 Time	January Total	2014 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	16	16	0	0	14	0	1	0	0	0	1	0	0	0	0	26.6	35.2	43.4	13	81.3	41.8
0100	9	25	0	0	8	0	1	0	0	0	0	0	0	0	0	16	33.2	45.7	7	77.8	-
0200	6	31	0	0	5	0	1	0	0	0	0	0	0	0	0	12.6	34.8	51.4	5	83.3	-
0300	6	37	0	1	5	0	0	0	0	0	0	0	0	0	0	26.8	39.4	65.4	5	83.3	-
0400	6	43	0	0	4	0	2	0	0	0	0	0	0	0	0	30.4	33.6	38	6	100	-
0500	33	76	0	0	27	0	6	0	0	0	0	0	0	0	0	25.5	36.1	56.4	28	84.8	41.6
0600	99	175	2	0	84	0	11	1	0	1	0	0	0	0	0	12.1	31	46.8	53	53.5	37.8
0700	309	484	2	7	274	7	18	0	1	0	0	0	0	0	0	9.6	27.2	58.6	110	35.6	32.4
0800	512	996	0	6	471	4	29	0	0	0	2	0	0	0	0	6.9	27.7	78.4	213	41.6	33.6
0900	264	1260	1	2	241	2	16	0	0	1	0	1	0	0	0	9.6	28.3	41.1	118	44.7	33.6
1000	205	1465	1	2	187	1	11	2	0	0	0	1	0	0	0	11.8	29.4	41.6	107	52.2	34.2
1100	209	1674	4	0	189	3	12	0	0	0	1	0	0	0	0	13.7	29.9	47.8	109	52.2	34.7
1200	221	1895	0	1	205	1	13	0	1	0	0	0	0	0	0	10.1	28.1	41.1	100	45.2	33.3
1300	273	2168	1	6	246	4	13	2	1	0	0	0	0	0	0	13.1	29.2	45.4	129	47.3	33.3
1400	260	2428	1	4	228	1	21	1	2	2	0	0	0	0	0	13.4	29.4	43.4	135	51.9	34
1500	379	2807	2	3	344	4	25	0	1	0	0	0	0	0	0	7.9	27.4	70.4	142	37.5	34
1600	505	3312	3	12	452	8	26	0	1	0	1	1	1	0	0	4.9	25.1	40.6	118	23.4	31.5
1700	600	3912	4	5	558	4	25	0	4	0	0	0	0	0	0	6.9	24.7	47.7	128	21.3	30.9
1800	282	4194	4	4	265	0	9	0	0	0	0	0	0	0	0	14.5	28.6	41.5	121	42.9	33.6
1900	162	4356	2	2	153	0	3	1	1	0	0	0	0	0	0	14.1	29.2	51.4	66	40.7	34.4
2000	137	4493	0	1	130	0	5	0	0	0	0	0	1	0	0	14.9	31.2	49	77	56.2	36
2100	92	4585	0	1	86	0	4	1	0	0	0	0	0	0	0	14.3	32	45.3	60	65.2	38.5
2200	54	4639	0	0	51	2	0	1	0	0	0	0	0	0	0	21.5	33.3	48.1	40	74.1	38.3
2300	31	4670	1	2	27	0	1	0	0	0	0	0	0	0	0	13	31.1	43.1	18	58.1	37.1
07-19	4019	4670	23	52	3660	39	218	5	11	3	4	3	1	0	0	4.9	27.4	78.4	1530	38.1	33.1
06-22	4509	4670	27	56	4113	39	241	8	12	4	4	3	2	0	0	4.9	27.8	78.4	1786	39.6	33.6
06-00	4594	4670	28	58	4191	41	242	9	12	4	4	3	2	0	0	4.9	27.8	78.4	1844	40.1	33.8
00-00	4670	4670	28	59	4254	41	253	9	12	4	5	3	2	0	0	4.9	28	78.4	1908	40.9	33.8

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Wed 22 Time	January Total	2014 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	11	4681	0	0	11	0	0	0	0	0	0	0	0	0	0	27.8	36.4	43.9	10	90.9	37.8
0100	6	4687	0	0	5	0	1	0	0	0	0	0	0	0	0	23.9	31.1	35.6	4	66.7	-
0200	7	4694	0	0	7	0	0	0	0	0	0	0	0	0	0	25.6	30	32.8	3	42.9	-
0300	6	4700	0	0	6	0	0	0	0	0	0	0	0	0	0	26	30.4	37.6	2	33.3	-
0400	4	4704	0	0	2	0	1	0	1	0	0	0	0	0	0	24.1	31.6	45.5	1	25	-
0500	36	4740	0	0	31	0	5	0	0	0	0	0	0	0	0	20.3	34.4	52.6	29	80.6	38
0600	100	4840	1	1	91	1	6	0	0	0	0	0	0	0	0	13.2	32.5	55.3	68	68	39.1
0700	317	5157	2	7	285	3	17	1	2	0	0	0	0	0	0	5.9	27.1	42.8	119	37.5	34
0800	562	5719	1	6	512	8	31	1	3	0	0	0	0	0	0	4.5	26.8	44.5	185	32.9	33.1
0900	276	5995	0	2	250	2	20	2	0	0	0	0	0	0	0	12.7	29.5	43.5	126	45.7	35.1
1000	245	6240	0	1	214	2	25	0	1	0	2	0	0	0	0	12.2	28.3	39.1	93	38	32.9
1100	240	6480	2	0	224	1	13	0	0	0	0	0	0	0	0	11.8	29.5	41.8	119	49.6	33.8
1200	254	6734	0	3	233	2	15	1	0	0	0	0	0	0	0	13.5	29.8	67.5	131	51.6	33.8
1300	295	7029	3	3	268	2	18	0	1	0	0	0	0	0	0	14	29.7	43.3	153	51.9	34.2
1400	282	7311	0	4	256	2	16	3	0	0	0	0	1	0	0	10.1	29	43.7	130	46.1	34.4
1500	372	7683	0	3	347	1	16	1	0	2	2	0	0	0	0	6	27.1	57	136	36.6	32.7
1600	495	8178	3	10	456	3	20	0	2	0	0	1	0	0	0	7.2	25.9	42	139	28.1	32.4
1700	583	8761	4	10	540	8	17	1	0	0	1	0	2	0	0	4.1	24.6	40.7	139	23.8	31.5
1800	274	9035	3	3	259	1	7	1	0	0	0	0	0	0	0	8	28.3	48.2	120	43.8	33.6
1900	190	9225	1	4	178	0	7	0	0	0	0	0	0	0	0	15.6	30.2	48.1	106	55.8	35.1
2000	112	9337	0	2	106	0	3	0	1	0	0	0	0	0	0	20	31.1	48.5	63	56.3	36
2100	98	9435	0	1	94	0	3	0	0	0	0	0	0	0	0	14.7	31	46.1	58	59.2	36.7
2200	67	9502	0	1	63	0	2	1	0	0	0	0	0	0	0	18	32.6	66.3	41	61.2	38.9
2300	37	9539	0	0	34	0	2	1	0	0	0	0	0	0	0	16.5	31	45.1	24	64.9	35.6
07-19	4195	9539	18	52	3844	35	215	11	9	2	5	1	3	0	0	4.1	27.5	67.5	1590	37.9	33.3
06-22	4695	9539	20	60	4313	36	234	11	10	2	5	1	3	0	0	4.1	27.9	67.5	1885	40.1	33.8
06-00	4799	9539	20	61	4410	36	238	13	10	2	5	1	3	0	0	4.1	28	67.5	1950	40.6	33.8
00-00	4869	9539	20	61	4472	36	245	13	11	2	5	1	3	0	0	4.1	28	67.5	1999	41.1	34

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Thu 23 Time	January Total	2014 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	20	9559	0	0	17	0	3	0	0	0	0	0	0	0	0	22.5	33.8	47.5	12	60	40
0100	16	9575	0	1	15	0	0	0	0	0	0	0	0	0	0	18.7	30.6	46.2	8	50	34.9
0200	5	9580	0	0	3	0	2	0	0	0	0	0	0	0	0	35.5	42.7	56	5	100	-
0300	3	9583	0	0	2	0	1	0	0	0	0	0	0	0	0	27.7	31.5	33.7	2	66.7	-
0400	5	9588	0	0	5	0	0	0	0	0	0	0	0	0	0	31.1	35.3	39.8	5	100	-
0500	33	9621	0	1	24	0	7	1	0	0	0	0	0	0	0	22.7	37.1	50.6	29	87.9	43.8
0600	101	9722	0	1	90	0	8	1	1	0	0	0	0	0	0	15.6	32.7	61	70	69.3	38.5
0700	301	10023	3	5	270	3	18	0	1	1	0	0	0	0	0	10.2	28.1	56.5	130	43.2	33.8
0800	517	10540	1	6	482	9	17	0	2	0	0	0	0	0	0	6.9	26	41.1	173	33.5	32.4
0900	257	10797	0	4	238	2	8	3	1	0	0	0	1	0	0	4.7	21.6	39.9	54	21	31.1
1000	222	11019	0	1	206	1	13	1	0	0	0	0	0	0	0	10.8	30.2	44.9	128	57.7	34.9
1100	210	11229	0	3	191	2	10	1	1	0	2	0	0	0	0	2.9	26.7	38	76	36.2	33.1
1200	229	11458	0	2	207	2	15	1	1	0	0	0	1	0	0	11.6	29.6	47.8	120	52.4	34.7
1300	238	11696	1	0	219	3	13	2	0	0	0	0	0	0	0	9.8	29.7	76.6	135	56.7	34.7
1400	305	12001	2	5	279	2	15	0	0	1	1	0	0	0	0	11.5	28	44	122	40	33.1
1500	349	12350	1	2	326	1	18	0	1	0	0	0	0	0	0	8.7	29.3	43.2	174	49.9	33.8
1600	507	12857	4	14	452	8	23	0	5	0	1	0	0	0	0	6.7	25.8	51.9	134	26.4	31.3
1700	575	13432	2	10	545	5	10	2	0	0	1	0	0	0	0	5.4	25.3	40.4	114	19.8	30.9
1800	261	13693	1	2	245	6	5	2	0	0	0	0	0	0	0	12.4	28.8	42.4	123	47.1	33.6
1900	165	13858	1	0	160	0	3	0	0	1	0	0	0	0	0	12.6	30	44.4	86	52.1	33.6
2000	138	13996	0	1	134	0	3	0	0	0	0	0	0	0	0	20.7	33	48.8	100	72.5	37.4
2100	78	14074	0	2	70	0	6	0	0	0	0	0	0	0	0	21.3	34.5	56.6	67	85.9	38.5
2200	65	14139	1	1	58	0	3	0	1	0	1	0	0	0	0	14.5	31.9	49.8	44	67.7	36.9
2300	39	14178	0	0	35	0	2	1	0	0	1	0	0	0	0	18.8	33.8	47.2	28	71.8	39.1
07-19	3971	14178	15	54	3660	44	165	12	12	2	5	0	2	0	0	2.9	27.1	76.6	1483	37.3	33.1
06-22	4453	14178	16	58	4114	44	185	13	13	3	5	0	2	0	0	2.9	27.6	76.6	1806	40.6	33.6
06-00	4557	14178	17	59	4207	44	190	14	14	3	7	0	2	0	0	2.9	27.7	76.6	1878	41.2	33.6
00-00	4639	14178	17	61	4273	44	203	15	14	3	7	0	2	0	0	2.9	27.9	76.6	1939	41.8	33.8

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Fri 24 Time	January Total	2014 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	16	14194	0	1	15	0	0	0	0	0	0	0	0	0	0	14.7	39.1	59.2	14	87.5	45.4
0100	10	14204	0	1	7	0	1	0	0	0	0	0	1	0	0	31.2	38.6	50.4	10	100	-
0200	5	14209	0	0	4	0	1	0	0	0	0	0	0	0	0	25.7	32.3	37.9	3	60	-
0300	7	14216	0	0	6	0	1	0	0	0	0	0	0	0	0	25.6	30.4	50.3	1	14.3	-
0400	7	14223	0	0	5	0	2	0	0	0	0	0	0	0	0	24.8	38.4	62.4	6	85.7	-
0500	26	14249	0	2	18	0	6	0	0	0	0	0	0	0	0	22.5	34.1	51.6	19	73.1	38.9
0600	87	14336	0	1	72	2	10	2	0	0	0	0	0	0	0	13.6	33.2	52.3	60	69	40
0700	289	14625	1	6	262	3	14	1	1	0	1	0	0	0	0	8	28.2	61.9	118	40.8	35.3
0800	502	15127	0	4	465	9	23	1	0	0	0	0	0	0	0	8.4	26.4	41.9	163	32.5	32.9
0900	258	15385	0	2	238	0	18	0	0	0	0	0	0	0	0	12.7	30	72.7	126	48.8	35.1
1000	222	15607	0	1	199	1	18	2	0	1	0	0	0	0	0	8.4	29.9	61.2	132	59.5	34.4
1100	230	15837	2	1	210	2	13	1	1	0	0	0	0	0	0	12.3	29.3	58.5	118	51.3	34.9
1200	271	16108	2	6	242	1	16	2	1	0	0	0	1	0	0	12.1	29.4	58.4	134	49.4	34.4
1300	306	16414	1	1	285	0	19	0	0	0	0	0	0	0	0	13.4	29.7	51.1	149	48.7	34
1400	332	16746	0	6	305	2	19	0	0	0	0	0	0	0	0	10.1	28.8	42	143	43.1	33.1
1500	400	17146	2	4	359	4	26	0	3	0	0	0	0	1	1	5.6	28	44.9	154	38.5	33.1
1600	510	17656	0	8	486	2	14	0	0	0	0	0	0	0	0	9.9	27.8	55.9	183	35.9	32.9
1700	455	18111	1	5	425	4	19	0	1	0	0	0	0	0	0	8.4	28.8	42.2	229	50.3	33.8
1800	273	18384	1	4	262	0	5	0	0	1	0	0	0	0	0	12	28.7	47.9	119	43.6	33.8
1900	129	18513	1	1	123	0	2	2	0	0	0	0	0	0	0	14.7	30.5	53.9	71	55	35.3
2000	117	18630	0	0	111	0	5	1	0	0	0	0	0	0	0	13.5	31.2	43.6	73	62.4	35.8
2100	66	18696	0	0	60	0	5	1	0	0	0	0	0	0	0	19.5	32	44.9	46	69.7	35.6
2200	56	18752	0	0	50	0	5	1	0	0	0	0	0	0	0	16.6	32.6	46.1	36	64.3	38.7
2300	51	18803	0	0	51	0	0	0	0	0	0	0	0	0	0	21	31.1	53	29	56.9	35.3
07-19	4048	18803	10	48	3738	28	204	7	7	2	1	0	1	1	1	5.6	28.5	72.7	1768	43.7	33.8
06-22	4447	18803	11	50	4104	30	226	13	7	2	1	0	1	1	1	5.6	28.8	72.7	2018	45.4	34.2
06-00	4554	18803	11	50	4205	30	231	14	7	2	1	0	1	1	1	5.6	28.9	72.7	2083	45.7	34.2
00-00	4625	18803	11	54	4260	30	242	14	7	2	1	0	2	1	1	5.6	29	72.7	2136	46.2	34.4

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Sat 25 Time	January Total	2014 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	28	18831	0	1	25	0	2	0	0	0	0	0	0	0	0	19.1	34.9	51.1	23	82.1	39.6
0100	20	18851	0	0	19	0	1	0	0	0	0	0	0	0	0	25.3	33.1	40.2	13	65	38.9
0200	16	18867	0	0	15	0	1	0	0	0	0	0	0	0	0	26.9	35	50.1	10	62.5	46.1
0300	6	18873	0	0	6	0	0	0	0	0	0	0	0	0	0	24.4	48.7	65.7	5	83.3	-
0400	3	18876	0	0	3	0	0	0	0	0	0	0	0	0	0	33.4	38.4	44.4	3	100	-
0500	14	18890	0	0	12	0	1	1	0	0	0	0	0	0	0	29.1	35.3	45.7	13	92.9	41.8
0600	29	18919	0	2	25	0	1	1	0	0	0	0	0	0	0	16.1	35.7	47.3	25	86.2	42.5
0700	82	19001	0	2	71	0	9	0	0	0	0	0	0	0	0	13.7	30.8	55.7	47	57.3	38.9
0800	131	19132	1	1	117	1	10	1	0	0	0	0	0	0	0	11.6	30.5	43.5	69	52.7	36.2
0900	159	19291	5	1	141	1	6	1	3	0	0	0	0	1	0	13.2	30.8	57.5	86	54.1	37.8
1000	228	19519	2	2	213	2	7	0	1	0	1	0	0	0	0	15.2	30	44.4	126	55.3	35.6
1100	265	19784	5	4	246	0	9	0	0	0	0	0	0	0	1	9.3	29.7	51.1	141	53.2	35.3
1200	274	20058	2	5	260	1	4	0	2	0	0	0	0	0	0	9.7	29.7	44.3	132	48.2	35.1
1300	271	20329	3	10	252	1	5	0	0	0	0	0	0	0	0	13.3	29.9	43.6	143	52.8	34.7
1400	276	20605	1	9	256	5	4	0	0	0	0	0	1	0	0	11.7	30.5	40.4	167	60.5	35.8
1500	283	20888	6	8	256	3	8	0	2	0	0	0	0	0	0	13.3	30	48	151	53.4	34.7
1600	253	21141	2	4	238	2	7	0	0	0	0	0	0	0	0	13.7	30.2	48	147	58.1	34.7
1700	144	21285	0	0	140	1	3	0	0	0	0	0	0	0	0	13.5	31.2	45.4	96	66.7	35.6
1800	127	21412	0	1	124	0	2	0	0	0	0	0	0	0	0	21.1	32.3	46	86	67.7	37.4
1900	95	21507	1	0	91	0	2	1	0	0	0	0	0	0	0	19.5	31.8	47.5	67	70.5	36
2000	62	21569	1	1	59	0	1	0	0	0	0	0	0	0	0	14.2	32.7	47.8	50	80.6	37.6
2100	56	21625	0	0	55	0	1	0	0	0	0	0	0	0	0	16.8	33.3	47.8	41	73.2	39.1
2200	63	21688	0	0	60	0	2	1	0	0	0	0	0	0	0	20.4	32.9	52.2	47	74.6	38.5
2300	68	21756	0	0	66	0	2	0	0	0	0	0	0	0	0	23	34.6	49.8	52	76.5	40.3
07-19	2493	21756	27	47	2314	17	74	2	8	0	1	0	1	1	1	9.3	30.3	57.5	1391	55.8	35.6
06-22	2735	21756	29	50	2544	17	79	4	8	0	1	0	1	1	1	9.3	30.5	57.5	1574	57.6	35.8
06-00	2866	21756	29	50	2670	17	83	5	8	0	1	0	1	1	1	9.3	30.7	57.5	1673	58.4	36
00-00	2953	21756	29	51	2750	17	88	6	8	0	1	0	1	1	1	9.3	30.8	65.7	1740	58.9	36.2

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Sun 26 Time	January Total	2014 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	40	21796	0	2	38	0	0	0	0	0	0	0	0	0	0	15.7	32.5	42	26	65	38.3
0100	24	21820	0	0	24	0	0	0	0	0	0	0	0	0	0	25	31.6	43.9	14	58.3	34.7
0200	16	21836	0	1	14	0	1	0	0	0	0	0	0	0	0	27.4	35.2	44.9	14	87.5	42.5
0300	9	21845	0	0	8	0	1	0	0	0	0	0	0	0	0	29.8	39.8	51.3	8	88.9	-
0400	2	21847	0	0	2	0	0	0	0	0	0	0	0	0	0	31.3	32.6	34	2	100	-
0500	4	21851	0	0	3	0	1	0	0	0	0	0	0	0	0	39.3	42	44.3	4	100	-
0600	10	21861	1	0	8	0	1	0	0	0	0	0	0	0	0	22.2	34.9	61.2	8	80	-
0700	37	21898	0	1	33	0	3	0	0	0	0	0	0	0	0	11.3	30.9	51.9	20	54.1	39.4
0800	58	21956	1	0	49	2	3	2	1	0	0	0	0	0	0	16.2	30.7	45	31	53.4	37.8
0900	94	22050	1	1	88	1	3	0	0	0	0	0	0	0	0	11.9	31.4	43.2	57	60.6	36.9
1000	148	22198	1	0	139	1	4	3	0	0	0	0	0	0	0	18.8	30.7	45.8	86	58.1	35.8
1100	163	22361	2	2	151	1	5	2	0	0	0	0	0	0	0	15	31.4	47.1	109	66.9	36.5
1200	215	22576	0	1	202	2	8	2	0	0	0	0	0	0	0	13.8	30.8	50.1	122	56.7	36.2
1300	188	22764	0	1	180	1	3	3	0	0	0	0	0	0	0	16.3	31.3	43.7	122	64.9	35.8
1400	189	22953	1	2	181	1	4	0	0	0	0	0	0	0	0	15.1	31.4	52	119	63	35.8
1500	176	23129	0	1	171	1	3	0	0	0	0	0	0	0	0	18.5	32	43.1	126	71.6	36.7
1600	150	23279	1	0	139	3	4	1	2	0	0	0	0	0	0	15.7	31.2	43.8	91	60.7	36.5
1700	140	23419	0	1	137	0	1	1	0	0	0	0	0	0	0	16.2	32.1	45.7	100	71.4	37.4
1800	92	23511	0	1	87	0	1	2	1	0	0	0	0	0	0	15.9	32.7	46.7	63	68.5	38.5
1900	72	23583	0	1	71	0	0	0	0	0	0	0	0	0	0	15.1	32.4	42.5	53	73.6	38
2000	97	23680	0	2	92	0	1	1	1	0	0	0	0	0	0	13.7	34.8	60.3	81	83.5	38.9
2100	52	23732	0	0	51	0	0	1	0	0	0	0	0	0	0	21.2	33.5	50.1	41	78.8	37.1
2200	36	23768	0	0	34	0	2	0	0	0	0	0	0	0	0	21.8	32.8	45	24	66.7	39.1
2300	26	23794	0	2	23	0	1	0	0	0	0	0	0	0	0	18.8	31.7	40.9	16	61.5	38.7
07-19	1650	23794	7	11	1557	13	42	16	4	0	0	0	0	0	0	11.3	31.4	52	1046	63.4	36.5
06-22	1881	23794	8	14	1779	13	44	18	5	0	0	0	0	0	0	11.3	31.7	61.2	1229	65.3	36.9
06-00	1943	23794	8	16	1836	13	47	18	5	0	0	0	0	0	0	11.3	31.7	61.2	1269	65.3	36.9
00-00	2038	23794	8	19	1925	13	50	18	5	0	0	0	0	0	0	11.3	31.8	61.2	1337	65.6	36.9

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Mon 27 Time	January Total	2014 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	16	23810	0	0	13	0	1	1	1	0	0	0	0	0	0	24.5	37.9	45.2	14	87.5	44.7
0100	15	23825	0	0	14	0	1	0	0	0	0	0	0	0	0	18.8	33.3	49.5	10	66.7	39.4
0200	8	23833	0	0	6	0	2	0	0	0	0	0	0	0	0	24.8	29.2	34.9	3	37.5	-
0300	0	23833	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	7	23840	0	0	4	0	1	2	0	0	0	0	0	0	0	38.3	43.1	50.2	7	100	-
0500	23	23863	0	0	22	0	1	0	0	0	0	0	0	0	0	24.1	35.8	51.4	18	78.3	43.4
0600	91	23954	2	2	74	0	12	0	0	1	0	0	0	0	0	12.7	31.6	53	55	60.4	38.5
0700	342	24296	2	5	311	3	21	0	0	0	0	0	0	0	0	9	26.9	40.9	108	31.6	32.7
0800	492	24788	1	3	461	7	16	1	2	0	1	0	0	0	0	7.6	27.1	56.8	166	33.7	32.9
0900	254	25042	0	0	234	1	18	0	0	0	0	0	1	0	0	12	28	46.3	96	37.8	33.3
1000	197	25239	1	2	180	1	11	0	1	0	1	0	0	0	0	9.1	24.7	40.6	20	10.2	29.1
1100	211	25450	1	3	188	1	16	0	1	0	1	0	0	0	0	5.2	27.4	39.3	74	35.1	32.2
1200	256	25706	0	4	235	1	14	0	1	0	0	0	1	0	0	10.5	29.4	44.2	125	48.8	34.2
1300	283	25989	1	1	261	3	10	0	4	1	0	0	2	0	0	14.4	28.8	39.8	127	44.9	33.1
1400	251	26240	0	6	228	0	14	1	0	1	1	0	0	0	0	12.4	29	51.8	108	43	33.6
1500	361	26601	0	1	339	1	18	1	0	0	1	0	0	0	0	11	28	40.8	163	45.2	33.6
1600	471	27072	2	11	434	6	14	0	1	0	3	0	0	0	0	6.2	27.1	69.9	162	34.4	32.9
1700	539	27611	2	5	512	5	14	0	1	0	0	0	0	0	0	4.3	24.2	43.4	101	18.7	30.4
1800	271	27882	2	5	249	2	11	1	1	0	0	0	0	0	0	13.1	28.6	52.3	124	45.8	33.8
1900	166	28048	3	2	155	0	5	1	0	0	0	0	0	0	0	14	30.6	52.7	89	53.6	36
2000	118	28166	1	4	109	0	4	0	0	0	0	0	0	0	0	18.1	32.3	75.2	74	62.7	37.4
2100	89	28255	1	0	87	0	1	0	0	0	0	0	0	0	0	15.9	31	42.4	53	59.6	35.3
2200	61	28316	0	2	57	0	1	0	1	0	0	0	0	0	0	18.7	33.6	49	45	73.8	40.7
2300	23	28339	0	2	20	0	1	0	0	0	0	0	0	0	0	18.5	34	49.6	17	73.9	40
07-19	3928	28339	12	46	3632	31	177	4	12	2	8	0	4	0	0	4.3	27.2	69.9	1374	35	32.9
06-22	4392	28339	19	54	4057	31	199	5	12	3	8	0	4	0	0	4.3	27.7	75.2	1645	37.5	33.3
06-00	4476	28339	19	58	4134	31	201	5	13	3	8	0	4	0	0	4.3	27.8	75.2	1707	38.1	33.3
00-00	4545	28339	19	58	4193	31	207	8	14	3	8	0	4	0	0	4.3	27.9	75.2	1759	38.7	33.6
Total																					
	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
	28339	28339	132	363	26127	212	1288	83	71	14	27	4	14	2	2	2.9	28.7	78.4	12818	45.2	34.4

Benchmark Data Collection Ltd

Tue 21 Time	January Total	2014 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	8	8	0	0	8	0	0	0	0	0	0	0	0	0	0	23	32.6	40.6	6	75	-
0100	7	15	0	0	7	0	0	0	0	0	0	0	0	0	0	17	35.1	45.2	6	85.7	-
0200	2	17	0	0	2	0	0	0	0	0	0	0	0	0	0	35.1	36.2	37.4	2	100	-
0300	4	21	0	0	3	0	1	0	0	0	0	0	0	0	0	23.5	31.7	35.9	3	75	-
0400	9	30	0	1	5	0	2	0	0	0	1	0	0	0	0	20.2	29.9	43	3	33.3	-
0500	26	56	0	2	24	0	0	0	0	0	0	0	0	0	0	16.7	33.7	46	19	73.1	42.3
0600	120	176	1	4	105	0	10	0	0	0	0	0	0	0	0	8	31.1	44.6	73	60.8	37.6
0700	464	640	0	5	442	0	15	0	2	0	0	0	0	0	0	15.6	29.7	58.6	226	48.7	34.7
0800	671	1311	0	9	641	2	12	3	2	0	1	0	1	0	0	6.9	29.6	46.9	342	51	33.8
0900	288	1599	0	1	275	0	10	0	1	0	1	0	0	0	0	13.8	30.4	43.5	151	52.4	36.7
1000	229	1828	0	2	202	0	20	3	1	0	0	1	0	0	0	8.8	30.1	51.2	123	53.7	36
1100	242	2070	0	1	222	1	15	1	1	1	0	0	0	0	0	15.2	29.3	44.6	120	49.6	35.3
1200	271	2341	0	2	252	0	15	2	0	0	0	0	0	0	0	13.4	29.3	45.7	124	45.8	35.3
1300	308	2649	0	8	286	1	11	2	0	0	0	0	0	0	0	6.9	29.4	46.4	152	49.4	34.7
1400	340	2989	0	6	314	1	19	0	0	0	0	0	0	0	0	8.9	30.4	44.2	199	58.5	35.6
1500	340	3329	0	3	318	1	16	0	1	1	0	0	0	0	0	13.5	29.6	70.4	172	50.6	34.9
1600	515	3844	2	12	470	1	25	4	1	0	0	0	0	0	0	1.7	28.6	45.8	237	46	33.8
1700	480	4324	0	4	462	3	11	0	0	0	0	0	0	0	0	13.8	28.9	45.6	210	43.8	34
1800	286	4610	0	2	278	1	3	0	2	0	0	0	0	0	0	14.5	30.5	48.4	165	57.7	36.2
1900	192	4802	0	0	185	0	7	0	0	0	0	0	0	0	0	11.2	30.5	47.1	118	61.5	36
2000	105	4907	1	0	100	0	3	0	1	0	0	0	0	0	0	6	31.7	49.8	72	68.6	38
2100	76	4983	0	0	74	0	2	0	0	0	0	0	0	0	0	18	33	51.6	58	76.3	38
2200	54	5037	0	1	52	0	0	0	0	0	1	0	0	0	0	18.2	32.3	66.7	38	70.4	37.8
2300	21	5058	0	0	21	0	0	0	0	0	0	0	0	0	0	19.5	31.1	41.1	14	66.7	36.5
07-19	4434	5058	2	55	4162	11	172	15	11	2	2	1	1	0	0	1.7	29.6	70.4	2221	50.1	34.7
06-22	4927	5058	4	59	4626	11	194	15	12	2	2	1	1	0	0	1.7	29.7	70.4	2542	51.6	35.1
06-00	5002	5058	4	60	4699	11	194	15	12	2	3	1	1	0	0	1.7	29.8	70.4	2594	51.9	35.1
00-00	5058	5058	4	63	4748	11	197	15	12	2	4	1	1	0	0	1.7	29.8	70.4	2633	52.1	35.1

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Wed 22 Time	January Total	2014 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	12	5070	0	0	12	0	0	0	0	0	0	0	0	0	0	19.4	31.9	39.3	9	75	36.2
0100	5	5075	0	0	4	0	1	0	0	0	0	0	0	0	0	25.4	29.8	32.3	4	80	-
0200	2	5077	0	0	1	0	1	0	0	0	0	0	0	0	0	19.6	27.1	34.6	1	50	-
0300	5	5082	0	0	4	0	1	0	0	0	0	0	0	0	0	23.3	38.5	55.1	4	80	-
0400	7	5089	0	1	5	0	1	0	0	0	0	0	0	0	0	28.5	39	58.5	5	71.4	-
0500	30	5119	0	1	27	0	1	1	0	0	0	0	0	0	0	19	34.2	46.8	21	70	42.3
0600	116	5235	0	5	106	0	5	0	0	0	0	0	0	0	0	18.8	32.5	52.8	80	69	37.8
0700	447	5682	0	4	424	1	16	1	1	0	0	0	0	0	0	12	29.5	44.3	227	50.8	34.7
0800	638	6320	1	6	606	1	23	1	0	0	0	0	0	0	0	4.5	29.5	44.5	330	51.7	34.4
0900	313	6633	0	1	277	6	25	1	2	0	0	1	0	0	0	10.6	30.5	42.1	192	61.3	35.8
1000	233	6866	0	2	215	1	12	1	0	1	1	0	0	0	0	14.3	29.7	43	122	52.4	35.6
1100	233	7099	0	0	219	1	11	1	0	1	0	0	0	0	0	5.7	30.4	45.7	147	63.1	36.5
1200	286	7385	0	5	268	1	10	1	1	0	0	0	0	0	0	14	29.5	52	147	51.4	35.1
1300	283	7668	0	3	257	3	18	2	0	0	0	0	0	0	0	12	30.1	47.2	164	58	35.6
1400	322	7990	0	2	304	2	12	0	1	1	0	0	0	0	0	11.6	29.2	47.7	143	44.4	34.7
1500	379	8369	1	7	353	2	16	0	0	0	0	0	0	0	0	3.2	28	47	174	45.9	35.1
1600	486	8855	0	10	453	1	19	1	2	0	0	0	0	0	0	9	29.2	42.4	231	47.5	34.2
1700	586	9441	2	5	566	0	10	0	1	0	0	0	2	0	0	5.2	28.1	42.9	233	39.8	32.7
1800	305	9746	0	1	295	0	8	1	0	0	0	0	0	0	0	8.6	30.5	45.1	185	60.7	36.2
1900	169	9915	0	3	164	0	2	0	0	0	0	0	0	0	0	16.5	30.4	43.7	90	53.3	36
2000	107	10022	0	0	105	0	2	0	0	0	0	0	0	0	0	13	30.7	50.4	64	59.8	36.7
2100	129	10151	0	0	125	0	2	1	1	0	0	0	0	0	0	16.2	31.4	48.5	82	63.6	37.8
2200	64	10215	0	0	60	0	3	0	0	0	1	0	0	0	0	18.8	31.6	46.2	39	60.9	38.3
2300	38	10253	0	1	37	0	0	0	0	0	0	0	0	0	0	17.1	28.3	44.9	16	42.1	35.8
07-19	4511	10253	4	46	4237	19	180	10	8	3	1	1	2	0	0	3.2	29.4	52	2295	50.9	34.9
06-22	5032	10253	4	54	4737	19	191	11	9	3	1	1	2	0	0	3.2	29.6	52.8	2611	51.9	35.1
06-00	5134	10253	4	55	4834	19	194	11	9	3	2	1	2	0	0	3.2	29.6	52.8	2666	51.9	35.1
00-00	5195	10253	4	57	4887	19	199	12	9	3	2	1	2	0	0	3.2	29.6	58.5	2710	52.2	35.1

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Thu 23 Time	January Total	2014 RunTot	Westbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			Bicycle	Motor Cycle	Van	Van (T)	Bus	Bus						[2]	[2]				30	30	85
0000	16	10269	0	0	14	0	2	0	0	0	0	0	0	0	0	16.5	28.9	43.9	8	50	38.9
0100	10	10279	0	0	8	0	1	1	0	0	0	0	0	0	0	25.9	32	42.5	6	60	-
0200	2	10281	0	0	2	0	0	0	0	0	0	0	0	0	0	22.3	36.8	51.3	1	50	-
0300	3	10284	0	0	0	0	2	0	0	0	1	0	0	0	0	29.1	31.8	36.4	1	33.3	-
0400	6	10290	0	1	4	0	0	0	1	0	0	0	0	0	0	21.4	31.3	42.4	3	50	-
0500	28	10318	0	1	25	0	2	0	0	0	0	0	0	0	0	21.6	35.7	49.6	24	85.7	41.8
0600	121	10439	0	4	106	0	7	2	1	0	0	1	0	0	0	12.7	32.3	61	81	66.9	38.7
0700	449	10888	0	3	421	0	23	1	0	0	0	0	1	0	0	11.6	29.8	56.5	244	54.3	35.1
0800	691	11579	0	9	659	3	15	4	1	0	0	0	0	0	0	9.2	29	41.1	332	48	33.8
0900	293	11872	1	5	271	1	12	3	0	0	0	0	0	0	0	7	26.9	41.1	93	31.7	32.2
1000	261	12133	0	1	246	2	8	1	1	0	2	0	0	0	0	11.3	29.3	43.6	131	50.2	34.7
1100	271	12404	0	2	251	2	12	3	0	0	1	0	0	0	0	10	28.8	46.2	116	42.8	34.9
1200	274	12678	0	0	256	1	16	0	1	0	0	0	0	0	0	16.8	30.4	54.1	163	59.5	35.8
1300	272	12950	0	2	256	0	14	0	0	0	0	0	0	0	0	9.7	29.9	76.6	149	54.8	36
1400	343	13293	0	2	321	1	16	2	0	1	0	0	0	0	0	9.1	30	40.9	202	58.9	35.3
1500	356	13649	0	2	326	0	24	1	2	0	1	0	0	0	0	10.9	30.1	43.3	194	54.5	35.6
1600	504	14153	0	6	481	0	14	1	1	0	0	0	1	0	0	1.3	29.1	48.9	256	50.8	34.2
1700	597	14750	0	6	569	1	20	0	0	0	0	0	1	0	0	9.1	28.5	43.4	258	43.2	33.8
1800	339	15089	1	6	325	0	7	0	0	0	0	0	0	0	0	16.5	30	50.6	181	53.4	35.1
1900	197	15286	0	3	190	0	3	1	0	0	0	0	0	0	0	16.2	31.4	44	129	65.5	36.2
2000	148	15434	0	0	144	0	4	0	0	0	0	0	0	0	0	14.8	31.7	51.1	85	57.4	37.6
2100	100	15534	0	2	94	1	3	0	0	0	0	0	0	0	0	16.7	32.6	47.5	67	67	38.7
2200	75	15609	0	3	65	0	3	2	1	0	1	0	0	0	0	16.2	30.7	46.1	45	60	36.5
2300	38	15647	0	1	36	0	1	0	0	0	0	0	0	0	0	17.5	33.1	48.5	27	71.1	40.7
07-19	4650	15647	2	44	4382	11	181	16	6	1	4	0	3	0	0	1.3	29.3	76.6	2319	49.9	34.7
06-22	5216	15647	2	53	4916	12	198	19	7	1	4	1	3	0	0	1.3	29.6	76.6	2681	51.4	35.1
06-00	5329	15647	2	57	5017	12	202	21	8	1	5	1	3	0	0	1.3	29.6	76.6	2753	51.7	35.1
00-00	5394	15647	2	59	5070	12	209	22	9	1	6	1	3	0	0	1.3	29.6	76.6	2796	51.8	35.1

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Fri 24 Time	January Total	2014 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	16	15663	0	1	15	0	0	0	0	0	0	0	0	0	0	21.8	35.8	53.9	12	75	42.7
0100	8	15671	0	0	5	0	2	0	0	0	1	0	0	0	0	21	28.9	35.5	3	37.5	-
0200	4	15675	0	0	2	0	2	0	0	0	0	0	0	0	0	21.7	31.2	42.4	2	50	-
0300	5	15680	0	0	4	0	1	0	0	0	0	0	0	0	0	24.3	33.1	41.8	4	80	-
0400	9	15689	0	1	5	0	2	0	0	0	1	0	0	0	0	7.5	31.8	49	5	55.6	-
0500	23	15712	0	2	20	0	1	0	0	0	0	0	0	0	0	26.6	37.2	53.2	20	87	44.5
0600	123	15835	0	2	114	0	7	0	0	0	0	0	0	0	0	18.4	32.4	50.9	78	63.4	37.8
0700	401	16236	0	5	377	3	16	0	0	0	0	0	0	0	0	13.2	30.7	61.9	247	61.6	35.8
0800	598	16834	0	9	562	4	20	2	0	0	1	0	0	0	0	2.7	29.2	46.2	297	49.7	34
0900	280	17114	0	1	257	1	17	2	0	2	0	0	0	0	0	11.1	29.3	72.7	133	47.5	35.3
1000	251	17365	0	1	239	0	11	0	0	0	0	0	0	0	0	16	31.8	61.2	168	66.9	36.7
1100	231	17596	0	1	221	0	8	1	0	0	0	0	0	0	0	13.1	30.4	58.5	134	58	35.8
1200	291	17887	0	5	273	2	11	0	0	0	0	0	0	0	0	10.3	28.9	58.4	130	44.7	34.7
1300	339	18226	0	6	314	1	17	0	1	0	0	0	0	0	0	13	30.1	48.5	172	50.7	36
1400	302	18528	0	2	284	1	14	1	0	0	0	0	0	0	0	10.3	30.2	44.1	176	58.3	35.6
1500	417	18945	0	2	389	0	20	1	2	0	1	0	2	0	0	14.1	30.2	48.4	241	57.8	34.7
1600	534	19479	0	2	507	0	25	0	0	0	0	0	0	0	0	9.5	29.6	55.9	282	52.8	33.8
1700	475	19954	0	3	460	0	10	1	0	1	0	0	0	0	0	11.8	29.9	43.4	271	57.1	34.4
1800	263	20217	0	2	257	0	4	0	0	0	0	0	0	0	0	13.1	31.2	45.3	168	63.9	36.7
1900	155	20372	0	1	149	0	5	0	0	0	0	0	0	0	0	17.4	31.5	43	108	69.7	36.2
2000	119	20491	0	0	117	0	2	0	0	0	0	0	0	0	0	17.9	32.3	44.4	85	71.4	36.7
2100	90	20581	0	1	84	0	5	0	0	0	0	0	0	0	0	12.9	30.3	47.1	51	56.7	36.5
2200	78	20659	0	0	76	0	2	0	0	0	0	0	0	0	0	18.3	29.5	48.1	37	47.4	35.3
2300	46	20705	0	1	43	0	2	0	0	0	0	0	0	0	0	18.7	33	53.9	32	69.6	39.8
07-19	4382	20705	0	39	4140	12	173	8	3	3	2	0	2	0	0	2.7	30	72.7	2419	55.2	35.1
06-22	4869	20705	0	43	4604	12	192	8	3	3	2	0	2	0	0	2.7	30.2	72.7	2741	56.3	35.3
06-00	4993	20705	0	44	4723	12	196	8	3	3	2	0	2	0	0	2.7	30.2	72.7	2810	56.3	35.3
00-00	5058	20705	0	48	4774	12	204	8	3	3	4	0	2	0	0	2.7	30.3	72.7	2856	56.5	35.3

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Sat 25 Time	January Total	2014 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	39	20744	0	1	38	0	0	0	0	0	0	0	0	0	0	17.7	32.1	44.5	26	66.7	40.7
0100	16	20760	0	0	16	0	0	0	0	0	0	0	0	0	0	18.9	33.3	42.1	12	75	40.9
0200	3	20763	0	0	3	0	0	0	0	0	0	0	0	0	0	25.9	37.8	44.1	2	66.7	-
0300	3	20766	0	0	3	0	0	0	0	0	0	0	0	0	0	22.2	29.2	42.5	1	33.3	-
0400	11	20777	0	1	10	0	0	0	0	0	0	0	0	0	0	23.3	36.6	53.4	8	72.7	42.5
0500	15	20792	0	0	14	0	1	0	0	0	0	0	0	0	0	21.7	33.5	45.9	9	60	40
0600	28	20820	0	2	23	0	3	0	0	0	0	0	0	0	0	23	36.9	51.3	25	89.3	42.1
0700	78	20898	0	0	73	0	4	0	0	0	1	0	0	0	0	12.6	32.5	55.4	56	71.8	37.8
0800	110	21008	0	2	98	0	9	0	0	0	0	0	1	0	0	17.1	33.3	46.8	79	71.8	40.5
0900	186	21194	0	2	179	1	4	0	0	0	0	0	0	0	0	14	31.5	50	126	67.7	36.9
1000	266	21460	0	5	250	2	8	0	0	0	0	0	1	0	0	12.1	30.2	48	155	58.3	35.8
1100	296	21756	0	7	284	0	3	0	0	0	2	0	0	0	0	12.4	29.8	46.4	147	49.7	35.6
1200	312	22068	0	5	294	0	13	0	0	0	0	0	0	0	0	13.9	31.1	45.2	189	60.6	36.7
1300	319	22387	1	7	303	1	7	0	0	0	0	0	0	0	0	8.8	30.5	46.9	191	59.9	35.8
1400	334	22721	0	5	325	0	4	0	0	0	0	0	0	0	0	14.2	31.3	54.4	212	63.5	36.2
1500	302	23023	0	2	291	1	7	0	0	0	1	0	0	0	0	14.9	31.1	50.7	194	64.2	36.2
1600	257	23280	0	2	248	1	4	1	1	0	0	0	0	0	0	12.6	29.8	48.4	141	54.9	35.6
1700	206	23486	0	1	202	0	3	0	0	0	0	0	0	0	0	11	31.6	52.6	136	66	36.5
1800	149	23635	0	3	145	1	0	0	0	0	0	0	0	0	0	12.1	32.6	53.6	105	70.5	38
1900	128	23763	0	1	127	0	0	0	0	0	0	0	0	0	0	18.5	32.1	45.8	91	71.1	36.7
2000	69	23832	0	1	66	0	2	0	0	0	0	0	0	0	0	19.5	31.9	43.7	43	62.3	37.6
2100	72	23904	0	0	72	0	0	0	0	0	0	0	0	0	0	17.6	31.7	44.8	49	68.1	37.1
2200	69	23973	0	2	67	0	0	0	0	0	0	0	0	0	0	19.5	31.7	54.9	47	68.1	37.4
2300	58	24031	0	0	57	0	1	0	0	0	0	0	0	0	0	10.4	31.4	47.9	38	65.5	36.5
07-19	2815	24031	1	41	2692	7	66	1	1	0	4	0	2	0	0	8.8	31	55.4	1731	61.5	36.5
06-22	3112	24031	1	45	2980	7	71	1	1	0	4	0	2	0	0	8.8	31.1	55.4	1939	62.3	36.7
06-00	3239	24031	1	47	3104	7	72	1	1	0	4	0	2	0	0	8.8	31.1	55.4	2024	62.5	36.7
00-00	3326	24031	1	49	3188	7	73	1	1	0	4	0	2	0	0	8.8	31.2	55.4	2082	62.6	36.7

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Sun 26 Time	January Total	2014 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	44	24075	0	0	44	0	0	0	0	0	0	0	0	0	0	17.1	27.8	45.6	17	38.6	33.8
0100	17	24092	0	1	14	0	2	0	0	0	0	0	0	0	0	14.4	32.5	48.4	11	64.7	39.1
0200	13	24105	0	0	12	0	1	0	0	0	0	0	0	0	0	20.5	32.4	41.3	9	69.2	37.6
0300	14	24119	0	1	11	0	1	1	0	0	0	0	0	0	0	19.9	33.3	47	7	50	45.2
0400	4	24123	0	2	2	0	0	0	0	0	0	0	0	0	0	33.2	36.5	40.5	4	100	-
0500	13	24136	0	0	11	0	2	0	0	0	0	0	0	0	0	25.6	36.8	48	11	84.6	47.4
0600	10	24146	0	0	10	0	0	0	0	0	0	0	0	0	0	21.1	35	43.1	8	80	-
0700	41	24187	0	0	40	0	1	0	0	0	0	0	0	0	0	19.7	32.2	58.7	28	68.3	36.9
0800	50	24237	0	1	46	1	2	0	0	0	0	0	0	0	0	16.5	33.4	44.6	37	74	41.2
0900	100	24337	0	1	95	0	4	0	0	0	0	0	0	0	0	10.4	31.9	49.4	69	69	37.4
1000	171	24508	0	0	167	0	4	0	0	0	0	0	0	0	0	16.2	31.2	44	105	61.4	36.9
1100	200	24708	0	0	195	1	2	1	1	0	0	0	0	0	0	13.6	31	51.1	125	62.5	37.6
1200	234	24942	0	0	229	0	5	0	0	0	0	0	0	0	0	14.6	32.2	46	169	72.2	37.1
1300	225	25167	0	1	221	0	3	0	0	0	0	0	0	0	0	17.6	32.2	50.4	162	72	36.9
1400	229	25396	0	1	223	1	3	0	0	1	0	0	0	0	0	17	31.8	49.8	169	73.8	36.5
1500	192	25588	0	2	186	0	4	0	0	0	0	0	0	0	0	16.4	31.8	46.9	134	69.8	37.1
1600	205	25793	0	1	201	1	2	0	0	0	0	0	0	0	0	15.1	31.4	47.1	140	68.3	36.7
1700	147	25940	0	2	141	0	4	0	0	0	0	0	0	0	0	13.3	31.2	47.2	87	59.2	36.7
1800	136	26076	0	0	130	0	5	1	0	0	0	0	0	0	0	17.9	32	49.4	90	66.2	38.5
1900	114	26190	0	2	110	0	2	0	0	0	0	0	0	0	0	11.6	33.6	46.2	95	83.3	38.7
2000	86	26276	0	0	86	0	0	0	0	0	0	0	0	0	0	20.8	31.8	48.8	56	65.1	38.5
2100	53	26329	0	0	52	0	1	0	0	0	0	0	0	0	0	19	32.7	48.8	34	64.2	39.8
2200	50	26379	0	2	46	0	1	1	0	0	0	0	0	0	0	15.6	30.6	53.2	26	52	37.1
2300	19	26398	0	0	19	0	0	0	0	0	0	0	0	0	0	19.6	30.7	48.1	11	57.9	39.1
07-19	1930	26398	0	9	1874	4	39	2	1	1	0	0	0	0	0	10.4	31.7	58.7	1315	68.1	37.1
06-22	2193	26398	0	11	2132	4	42	2	1	1	0	0	0	0	0	10.4	31.9	58.7	1508	68.8	37.4
06-00	2262	26398	0	13	2197	4	43	3	1	1	0	0	0	0	0	10.4	31.8	58.7	1545	68.3	37.4
00-00	2367	26398	0	17	2291	4	49	4	1	1	0	0	0	0	0	10.4	31.8	58.7	1604	67.8	37.4

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Mon 27 Time	January Total	2014 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	15	26413	0	1	14	0	0	0	0	0	0	0	0	0	0	17.5	28.2	39.1	5	33.3	36.9
0100	7	26420	0	0	4	0	3	0	0	0	0	0	0	0	0	26.2	33.1	37.5	4	57.1	-
0200	10	26430	0	0	9	0	1	0	0	0	0	0	0	0	0	17.3	26.5	37.4	3	30	-
0300	5	26435	0	0	4	0	1	0	0	0	0	0	0	0	0	25.6	31.4	37.6	4	80	-
0400	6	26441	0	1	4	0	1	0	0	0	0	0	0	0	0	25.8	31.5	39	2	33.3	-
0500	23	26464	0	0	21	0	2	0	0	0	0	0	0	0	0	21.3	34.8	44.9	21	91.3	39.4
0600	120	26584	0	2	109	0	9	0	0	0	0	0	0	0	0	12.5	32.2	48	72	60	39.4
0700	468	27052	0	4	440	2	22	0	0	0	0	0	0	0	0	11.6	29.7	49.3	235	50.2	34.7
0800	711	27763	1	10	669	5	24	0	2	0	0	0	0	0	0	6.2	29.6	56.8	360	50.6	34.4
0900	307	28070	0	7	280	1	19	0	0	0	0	0	0	0	0	7.7	27.2	44.6	129	42	33.6
1000	254	28324	0	1	240	1	11	0	1	0	0	0	0	0	0	6.4	20.1	33.2	12	4.7	25.3
1100	229	28553	1	0	213	3	12	0	0	0	0	0	0	0	0	10.8	25.2	41.6	47	20.5	31.1
1200	261	28814	0	4	240	1	16	0	0	0	0	0	0	0	0	10.2	30.2	43.4	147	56.3	35.6
1300	275	29089	0	6	249	1	14	1	3	1	0	0	0	0	0	13.3	30.6	55.5	154	56	36.5
1400	279	29368	0	2	251	3	21	1	1	0	0	0	0	0	0	15.9	28.9	48.2	142	50.9	34
1500	313	29681	0	1	291	2	16	0	0	0	1	0	2	0	0	13.9	29.6	50.4	158	50.5	34.9
1600	470	30151	0	7	439	1	20	1	1	0	1	0	0	0	0	7	29	69.9	227	48.3	34.7
1700	526	30677	1	3	500	1	19	2	0	0	0	0	0	0	0	0.8	27.9	40.8	202	38.4	32.7
1800	286	30963	0	6	269	0	11	0	0	0	0	0	0	0	0	12.5	29.3	46.2	140	49	34
1900	185	31148	0	2	181	0	2	0	0	0	0	0	0	0	0	11.9	30	42.8	109	58.9	35.6
2000	102	31250	0	0	100	0	2	0	0	0	0	0	0	0	0	17.5	31.9	44.6	73	71.6	37.6
2100	84	31334	0	2	78	0	3	0	1	0	0	0	0	0	0	12.7	32.3	45.9	61	72.6	37.6
2200	49	31383	0	0	49	0	0	0	0	0	0	0	0	0	0	19.8	32.4	54.8	36	73.5	36
2300	26	31409	0	1	25	0	0	0	0	0	0	0	0	0	0	10.3	29.8	49.2	13	50	39.1
07-19	4379	31409	3	51	4081	21	205	5	8	1	2	0	2	0	0	0.8	28.5	69.9	1953	44.6	34
06-22	4870	31409	3	57	4549	21	221	5	9	1	2	0	2	0	0	0.8	28.7	69.9	2268	46.6	34.4
06-00	4945	31409	3	58	4623	21	221	5	9	1	2	0	2	0	0	0.8	28.8	69.9	2317	46.9	34.4
00-00	5011	31409	3	60	4679	21	229	5	9	1	2	0	2	0	0	0.8	28.8	69.9	2356	47	34.7
Total Time	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
--	31409	31409	14	353	29637	86	1160	67	44	11	22	3	12	0	0	0.8	30	76.6	17037	54.2	35.6

Appendix C

TRICS Output Report

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : L - CARE HOME
 VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HO HOUNSLOW	1 days
02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

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

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
 Actual Range: 9 to 62 (units:)
 Range Selected by User: 9 to 62 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 13/12/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	5

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

Selected Location Sub Categories:

Residential Zone	6
------------------	---

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.

Filtering Stage 3 selection:

Use Class:

C2

5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000

1 days

10,001 to 15,000

1 days

20,001 to 25,000

1 days

25,001 to 50,000

3 days

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

Population within 5 miles:

75,001 to 100,000

1 days

125,001 to 250,000

3 days

250,001 to 500,000

2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

4 days

1.1 to 1.5

2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	BU-05-L-01	CARE HOME		BUCKINGHAMSHIRE
	BELVOIR AVENUE			
	BLETCHLEY			
	MILTON KEYNES			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	9		
	Survey date: FRIDAY	11/11/11		Survey Type: MANUAL
2	DH-05-L-01	CARE CENTRE		DURHAM
	TRINITY MEWS			
	PIERREMONT			
	DARLINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	35		
	Survey date: WEDNESDAY	10/11/10		Survey Type: MANUAL
3	DS-05-L-01	CARE HOME		DERBYSHIRE
	DOUGLAS STREET			
	ROSE HLL			
	DERBY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:	43		
	Survey date: THURSDAY	14/07/11		Survey Type: MANUAL
4	HO-05-L-01	CARE HOME		HOUNSLOW
	ST JOHNS ROAD			
	ISLEWORTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	62		
	Survey date: TUESDAY	15/05/12		Survey Type: MANUAL
5	NR-05-L-01	CARE HOME & HOSPITAL		NORTHAMPTONSHIRE
	ST MATTHEWS PARADE			
	KINGSLEY PARK			
	NORTHAMPTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	58		
	Survey date: MONDAY	24/11/08		Survey Type: MANUAL
6	WY-05-L-01	CARE HOME		WEST YORKSHIRE
	NORTH PARK ROAD			
	BRADFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	40		
	Survey date: THURSDAY	13/12/12		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME
VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	41	0.138	6	41	0.073	6	41	0.211
08:00 - 09:00	6	41	0.081	6	41	0.069	6	41	0.150
09:00 - 10:00	6	41	0.093	6	41	0.045	6	41	0.138
10:00 - 11:00	6	41	0.101	6	41	0.045	6	41	0.146
11:00 - 12:00	6	41	0.085	6	41	0.089	6	41	0.174
12:00 - 13:00	6	41	0.073	6	41	0.109	6	41	0.182
13:00 - 14:00	6	41	0.117	6	41	0.093	6	41	0.210
14:00 - 15:00	6	41	0.069	6	41	0.109	6	41	0.178
15:00 - 16:00	6	41	0.065	6	41	0.109	6	41	0.174
16:00 - 17:00	6	41	0.040	6	41	0.121	6	41	0.161
17:00 - 18:00	6	41	0.045	6	41	0.069	6	41	0.114
18:00 - 19:00	6	41	0.053	6	41	0.045	6	41	0.098
19:00 - 20:00	5	38	0.101	5	38	0.063	5	38	0.164
20:00 - 21:00	5	38	0.026	5	38	0.085	5	38	0.111
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.087			1.124			2.211

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.

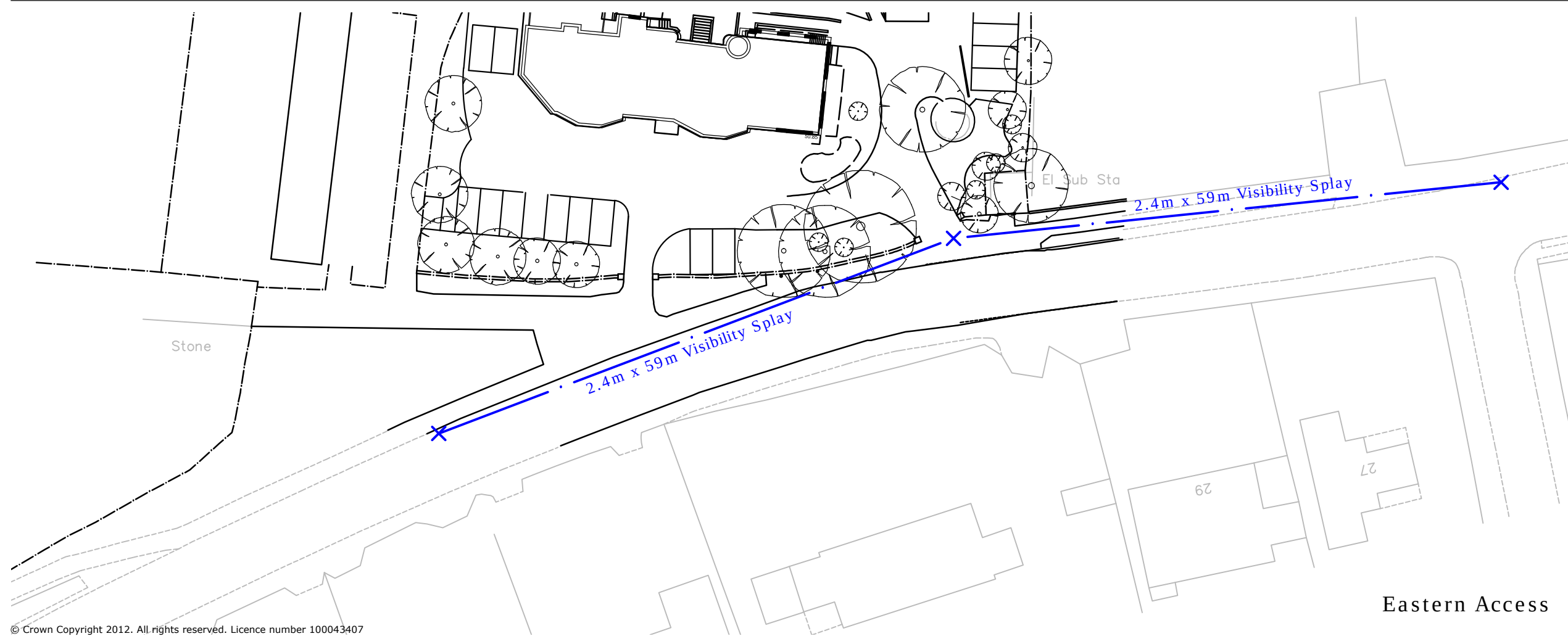
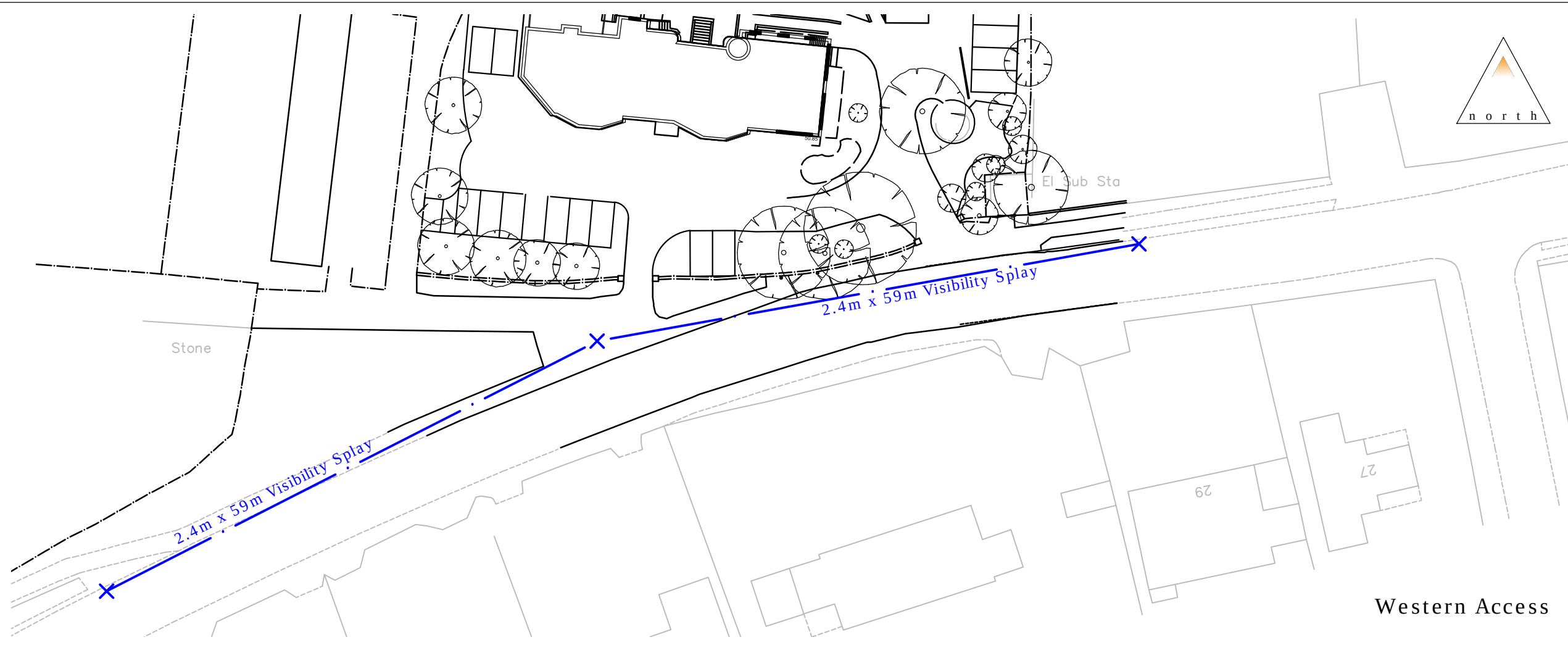
Parameter summary

Trip rate parameter range selected: 9 - 62 (units:)
 Survey date range: 01/01/05 - 13/12/12
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix D

Motion Drawing 140111-01



232 High Street
Guildford
Surrey
GU1 3JF
T: 01483 531 300

25 Floral Street
Covent Garden
London
WC2E 9DS
T: 020 7031 8141

www.motion-uk.co.uk

Project:
Portsmouth Hill Rd, Bedhampton

Title:
Visibility Splays

Scale: 1:250 (@ A3)

Drawing:
140111-01

Revision:
-