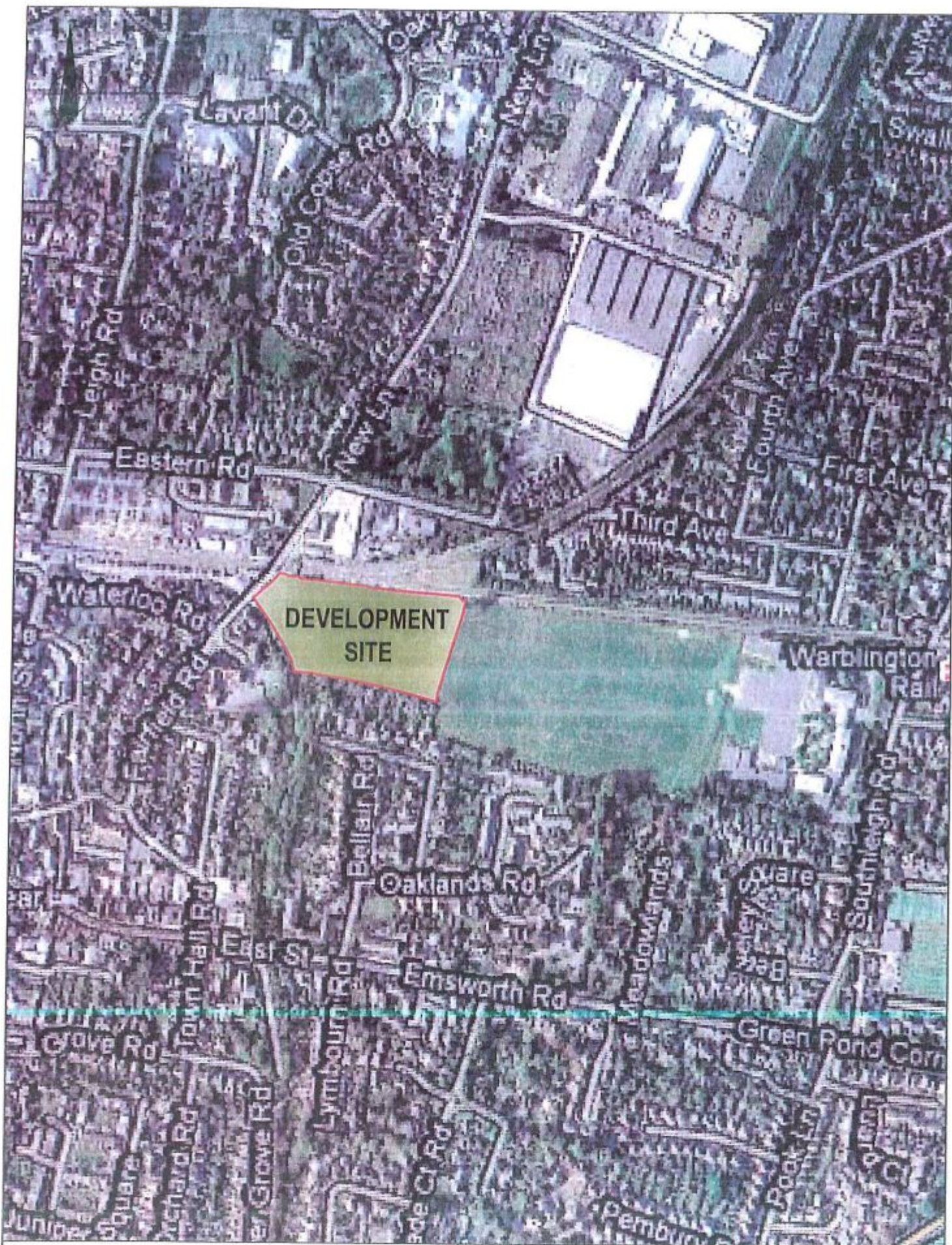


APPENDIX A
SITE LOCATION PLAN



Banners Gate

Civil, Structural & Transportation Engineers

Cavendish House, 10-11 Birmingham Street, Halesowen B63 3HN
Tel: 0121 687 1500 Fax: 0121 687 1501
E-mail: mail@bannersgate.com

BLOOR HOMES

LAND AT NEW LANE, HAVANT, HAMPSHIRE

LOCATION PLAN

1:5000

APPENDIX B

TRAFFIC FLOW DATA NEW LANE, MARCH 2011

Site No: 14564001

Grid Reference: SU72036,06524

New Lane, Havent (Barrier Sign)

Vehicle Count Report

Week Begin: 01-Mar-11

Channel: Northbound

Time	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
Begin	01/03/11	02/03/11	03/03/11	04/03/11	05/03/11	06/03/11	07/03/11	Av	Av
00:00	0	4	2	0	11	10	7	3	5
01:00	0	1	1	2	7	5	0	1	2
02:00	0	1	2	3	0	2	0	1	1
03:00	0	0	0	0	0	2	1	0	0
04:00	0	1	2	1	2	1	1	1	1
05:00	0	7	8	11	5	1	10	7	6
06:00	0	15	10	16	7	1	12	11	9
07:00	0	49	37	42	14	10	44	34	28
08:00	87	82	84	89	23	16	85	85	67
09:00	66	72	73	63	59	21	65	68	60
10:00	71	66	79	93	78	50	0	62	62
11:00	61	84	71	67	108	52	0	57	63
12:00	82	90	76	76	115	53	0	65	70
13:00	93	96	94	94	89	45	0	75	73
14:00	79	78	77	75	74	54	0	62	62
15:00	92	90	91	107	74	40	0	76	71
16:00	93	90	83	86	59	43	0	70	65
17:00	94	85	92	89	47	33	0	72	63
18:00	50	52	61	63	52	15	0	45	42
19:00	31	28	36	49	39	28	0	29	30
20:00	18	26	34	41	30	17	0	24	24
21:00	17	17	23	37	13	13	0	19	17
22:00	20	15	18	12	21	10	0	13	14
23:00	9	6	12	15	13	4	0	8	8
12H,7-19	868	934	918	944	792	432	194	772	726
16H,6-22	934	1020	1021	1087	881	491	206	854	806
18H,6-24	963	1041	1051	1114	915	505	206	875	828
24H,0-24	963	1055	1066	1131	940	526	225	888	844
Am	08:00	11:00	08:00	10:00	11:00	11:00	08:00 -	-	
Peak	87	84	84	93	108	52	85	87	85
Pm	17:00	13:00	13:00	15:00	12:00	14:00	23:00 -	-	
Peak	94	96	94	107	115	54	0	78	80

AXIOM TRAFFIC LIMITED

Created at 12:01:55 on 8 Mar 2011

Site No: 14564001

Grid Reference: SU72036,06524

New Lane, Havent (Barrier Sign)

Vehicle Count Report

Week Begin: 01-Mar-11

Channel: Southbound

Time	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
Begin	01/03/11	02/03/11	03/03/11	04/03/11	05/03/11	06/03/11	07/03/11	Av	Av
00:00	0	5	2	3	7	9	1	2	4
01:00	0	1	1	0	6	3	2	1	2
02:00	0	0	0	0	1	2	0	0	0
03:00	0	0	0	0	1	1	0	0	0
04:00	0	2	2	1	3	0	2	1	1
05:00	0	10	6	3	5	1	5	5	4
06:00	0	13	13	12	5	6	13	10	9
07:00	0	40	44	51	13	13	40	35	29
08:00	109	110	98	101	40	22	107	105	84
09:00	58	73	70	80	71	31	77	72	66
10:00	82	72	68	69	95	54	0	58	63
11:00	92	94	84	93	105	58	0	73	75
12:00	96	77	84	101	157	85	0	72	86
13:00	82	76	71	76	181	66	0	61	79
14:00	94	95	87	135	67	39	0	82	74
15:00	67	94	67	134	42	48	0	72	65
16:00	89	92	95	99	43	42	0	75	66
17:00	63	93	109	66	50	31	0	66	59
18:00	55	58	46	52	62	34	0	42	44
19:00	37	38	36	48	42	24	0	32	32
20:00	10	26	32	27	21	16	0	19	19
21:00	15	15	25	25	14	11	0	16	15
22:00	15	12	10	13	7	7	0	10	9
23:00	11	10	5	6	15	3	0	6	7
12H,7-19	887	974	923	1057	926	523	224	813	788
16H,6-22	949	1066	1029	1169	1008	580	237	890	863
18H,6-24	975	1088	1044	1188	1030	590	237	906	879
24H,0-24	975	1106	1055	1195	1053	606	247	916	891
Am	08:00	08:00	08:00	08:00	11:00	11:00	08:00 -	-	
Peak	109	110	98	101	105	58	107	105	98
Pm	12:00	14:00	17:00	14:00	13:00	12:00	23:00 -	-	
Peak	96	95	109	135	181	85	0	87	100

AXIOM TRAFFIC LIMITED

Created at 12:01:55 on 8 Mar 2011

APPENDIX C
PROPOSED SITE LAYOUT

SCHEDULE

AFFORDABLE DWELLINGS

A	ONE BEDROOM FLATS	3
B	TWO BEDROOM FLATS	2
C1	TWO BEDROOM	2
C2	COACH HOUSE	1
D	TWO BEDROOM HOUSE	1
E	THREE BEDROOM HOUSE	3
F	FOUR BEDROOM HOUSE	3
	TOTAL AFFORDABLE :-	24

OPEN MARKET DWELLINGS

G	TWO BEDROOM FLATS	12
H	THREE BEDROOM HOUSE	2
J	THREE BEDROOM HOUSE	2
K	THREE BEDROOM HOUSE	9
L	THREE BEDROOM HOUSE	4
M	(2.5 STOREY)	11
M1	THREE BEDROOM HOUSE	7
M2	THREE BEDROOM HOUSE	10
	TOTAL OPEN MARKET :-	55
	TOTAL DWELLINGS :-	79



Note:- Refer to James Blake Associates drawings for landscaping details

BLOOR HOMES
New Lane
Havant

Jan 2012
1:500 @ A2

Site Layout

NLH/SL01

NEW LANE, HAVANT

APPENDIX D

**STAGE 2 SAFETY AUDIT, EXCEPTION REPORT &
LETTER FROM TMS DATED 7 AUGUST 2006**

CLIENT:- HAMPSHIRE COUNTY COUNCIL

HIGHWAY ACCESS TO RESIDENTIAL DEVELOPMENT

WARBLINGTON SCHOOL

HAVANT

**ROAD SAFETY AUDIT
STAGE 2 REPORT**

March 2006

M B Projects Ltd.

Job No. 106.017

Issue: FINAL

CONTENTS

Page No.

1	INTRODUCTION	2
2	ITEMS RESULTING FROM THIS STAGE 2 AUDIT	3
3	AUDIT TEAM LEADERS STATEMENT	6
	APPENDIX A	7
	APPENDIX B	8

1. INTRODUCTION

- 1.1 This report results from a request by the design engineers, Hampshire County Council Engineering Consultancy, to undertake a Stage 2 Road Safety Audit on the detailed design of the highway access works to a proposed residential site off New Lane in Havant, Hampshire. This proposal comprises the introduction of a simple T-junction in New Lane just south of the level crossing to provide vehicular and pedestrian access to the site which will comprise 85 residential units. The object of this audit is to identify any existing road safety problems that would be exacerbated, or new problems that would be introduced, by the proposed works.
- 1.2 The audit was carried out during March 2006 and the site was visited during the morning of 6 March 2006 when weather conditions were dry and fine.
- 1.3 The audit team comprised Martin Brownsey and Ted Smith, Senior Highways Engineers specialising in Highway Safety and Traffic Engineering.
- 1.4 The terms of reference for this audit is the Department of Transport document HD19/03 Road Safety Audit. The checklists within have been used to conduct this audit, and the findings generally follow the order laid down in the lists.
- 1.5 The audit comprised an examination of the drawings and documents listed in Appendix A to this report.
- 1.6 Each problem identified has been given a location reference and these are shown on the location plan in Appendix B.
- 1.7 A Stage 1 Audit was undertaken by WS Atkins in October 2002, and the recommendations made have been reviewed as part of this audit.

2. ITEMS RESULTING FROM THIS STAGE 2 AUDIT

B1 GENERAL

B1.1 No Departures from Standards have been provided by the Design Organisation.

Recommendation

B2 LOCAL ALIGNMENT

B2.1 No problems identified in this category at this stage.

B3 JUNCTIONS

B3.1 **Problem** Location A (see location plan in Appendix B).
Summary: Traffic problems exacerbated by development

The recent traffic survey describes several existing traffic problems arising from the closure of the level crossing. Particularly in the morning peak long queues extend southwards past the Waterloo Road junction, causing congestion. The proposed development will generate significant additional movements and cause additional problems:

- New Lane just north of Waterloo Road is barely wide enough to permit two vehicles to pass, which might encourage a southbound vehicle from the site to bump up on to the footway to pass queuing northbound traffic.
- Two right turning vehicles (assuming the first has managed to exit into the yellow hatched area) waiting to exit out of the site will prevent a left-turner from exiting. Gate closures of up to 10 minutes have been recorded. Left turners are therefore likely to bump up the footway in order to exit rather than wait or drive up the right side of the road and attempt to turn left, which could be hazardous for pedestrians crossing the side road.
- A vehicle coming from the south, wishing to turn right into the site, might overtake queuing traffic and meet a left turning vehicle or cyclist exiting the site.
- A vehicle coming from the south, wishing to turn left into Waterloo Road, has been seen to overtake queuing traffic and could now meet a southbound vehicle or cyclist that has exited the site.
- Motorcycle conflicts in general

None of these problems were identified in the Stage 1 Audit, but all will potentially lead to vehicle/pedestrian or vehicle/vehicle or vehicle/cycle conflicts.

Recommendation An access serving this number of units would appear to be unsuitable in this location due to the likelihood of conflicts occurring. There would appear to be little scope for mitigating these problems through design.

B3.2 Problem Location B (see location plan in Appendix B).

Summary: Difficulty left-turning into side road

The width of the side road into the site is shown as 5.5m, and New Lane 5m at this point. Concern arises that if vehicles are queuing to exit the site road, a large van for example might have difficulty making the left turn in. Queuing back on to the crossing would be very hazardous, as would over-running the footway.

Recommendation The width of the side road to be locally widened to accommodate turning movements of likely vehicles.

B3.3 Problem Location C (see location plan in Appendix B).

Summary: Ensuring visibility splay is suitable for vehicle speeds

It is noted that the visibility splay from the proposed side road is shown as 33m x 4.5m to accord with a 20mph zone, although no speed reducing measures are present, such that vehicles may be traveling faster.

Recommendation Check what visibility splay can be provided for a 2.4m set back distance, to allow for faster vehicle speeds on New Lane.

B4 NON-MOTOR VEHICLE PROVISION

B4.1 Problem Location D (see location plan in Appendix B).

Summary: Cyclists on footways

Running northwest-southeast adjacent to the site is a shared surface (Hayling Billy Cycleroute). Cycles from the development may well be tempted to gain access to the shared surface by using the footway.

Recommendation Review the need for a short connecting cycleway link into the site in order to minimise pedestrian/cycle conflicts.

B4.2 Problem **Location E** (see location plan in Appendix B).
Summary: **Stationary vehicle obstructs pedestrians**

A significant pedestrian flow along the New Lane footway was observed. Concern arises that a vehicle waiting to turn right out of the side road during closed gates will obstruct the dropped crossing point.

Recommendation Exact location of dropped kerbing to be reviewed, balancing desire line and a waiting vehicle.

B5 SIGNS AND LIGHTING

B5.1 Problem **Location F** (see location plan in Appendix B).
Summary: **Operation of Keep Clear area**

The 'Keep Clear' marking as shown, introduced following the Stage 1 Audit, will not assist a right-turning vehicle to exit from the site in queuing conditions.

Recommendation To do so, the stop line would need to be about where the 'Clear' wording is, and the area in front yellow-hatched out. This advanced hatch area could also benefit waiting cyclists.

B5.2 Problem **Location G** (see location plan in Appendix B).
Summary: **Missing road marking**

A sign to diag no. 602 is proposed at the site access.

Recommendation This sign requires to be accompanied by a triangle road marking to diag 1023.

3. AUDIT TEAM LEADERS STATEMENT

I certify that this audit has been carried out in accordance with HD19/03.

AUDIT TEAM LEADER:

Name: MARTIN G BROWNSEY BSc DipEM MICE CEng

Position: Director

Organisation: MB Projects Ltd

Address: Farthings, Grants Lane, Oxted, Surrey, RH8 0RH

Signed:

M. Brownsey

Date:

15.03.06

AUDIT TEAM MEMBER:

Name: TED SMITH

Position: Traffic Safety Consultant

Address: 1A The Parade, East Wittering, Chichester, West Sussex, PO20 8BN

APPENDIX A

LIST OF DRAWINGS AND DOCUMENTS EXAMINED IN THIS AUDIT

Drawing No.	Scale	Description
--------------------	--------------	--------------------

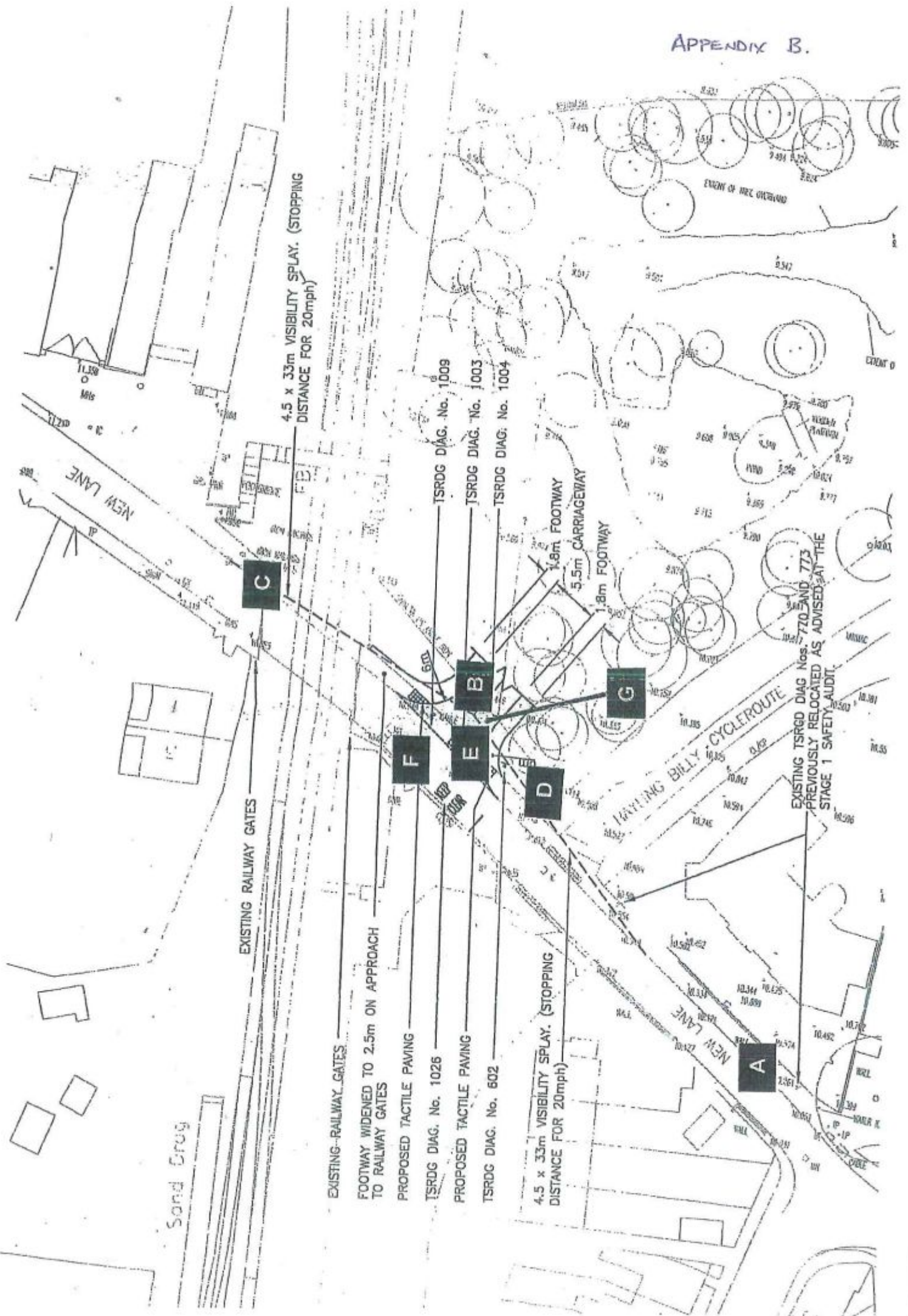
Hampshire County Council

17/C428/1/004 B	1:500	'T' junction Access on to New Lane
-----------------	-------	------------------------------------

Documents:

Traffic Survey and Observations	MVA	Feb 2006
Stage 1 Road Safety Audit	W.S.Atkins Ltd	October 2002
Letter from Railtrack to MVA dated 2.08.2002		

APPENDIX B.





NOTE

To: Terry Williams,
Head of Engineering
Consultancy

From: James Rennie
Senior Engineer, Highways

Copies to: Rachel Williams

Ext: 7753

Date: 4 May 2006

Ref: 17/C428/1/100

Warblington School – Proposed highway access onto New Lane Stage 2 Safety Audit – Exception Report

Further to our meeting of 4 April 2006 regarding the above Stage 2 Safety Audit carried out by M B Projects Ltd, please find attached comments on that report requesting an exception from the Stage 2 Audit. The Reference numbers referred to below refer to the Final Issue report dated March 2006.

B3.1 The carriageway width at this location is a little over 4.1m wide. It is an existing situation of which there is no evidence at present that any over running of the footway occurs. If anything, it is felt that as the northbound vehicles would be stationary it would be easier for a southbound vehicle to pass without the fear of two opposing vehicles clashing.

- This potentially hazardous manoeuvre would be impossible to design against. It would of course be possible to erect bollards on the footway to deter vehicles from mounting the footway if this situation became apparent.
- This potentially hazardous manoeuvre would be impossible to design against without installing a central island on New Lane. The width of New Lane would make this impossible to implement.
- As described, this scenario is an existing situation. It is felt to be unjustified to attach this comment to the proposed t-junction. This potentially hazardous manoeuvre would be impossible to design against.
- Motorcycle conflicts in general would appear to be an irrelevant comment to the proposed 'T' junction on New Lane.

Comments on Recommendation to B3.1:

The number of units would seem to be irrelevant as the conflicts described could possibly occur with just one or two vehicles. HD 19/03, Clause 2.14, states "*strategic decisions on matters such as route choice, junction type, standard provision and Departures from Standards already reflect the best balance of a number of factors including road safety. Recommendations requiring major changes in these areas are unlikely to be acceptable when balanced with other aspects of the scheme and the Audit Team should not make such proposals*". In this case it is felt that the capacity issues raised should not form part of the Safety Audit.



- B3.2** It is agreed that queuing traffic potentially stopping on the level crossing must be avoided and that the existing situation is not compromised. The attached plan showing the AutoTRACK swept paths demonstrates that a large van could still pass a stationary vehicle waiting to exit the development site. Therefore the proposed 'T' junction should have a limited impact on the safe operation of the level crossing.

Comments on Recommendation to B3.2:

The width of the entrance bellmouth has been increased to allow to accommodate turning movements of vehicles.

- B3.3** Following the Safety Audit, a speed and volume count over a 7 day period was carried out. The results returned an 85%ile speed of 25.1mph. Therefore the visibility splay was adjusted to 4.5m x 45m in accordance with the stopping sight distance for 25mph. A copy of the speed count data has been attached to this note for reference.

Comments on Recommendation to B3.3:

In addition to the 4.5m x 45m visibility splay being added to the drawing, a 2.4m x 70m visibility splay has been added to demonstrate the available visibility.

- B4.1** The development brief has a footway/cycle link between the development and the Hayling Billy footway/cycle route.
- B4.2** The location of the proposed tactile paving and crossing point is felt to be in the most appropriate location given the desire line. No real advantage can be seen by moving the crossing point further into the development to avoid a vehicle waiting to turn right.
- B5.1** The 'Keep Clear' shown on the northbound lane is not intended to assist vehicles turning right out of the development but to assist vehicles turning left. It is recognised that New Lane is narrow and the road markings will allow vehicles to utilise both sides of the carriageway while exiting the proposed development site when the railway gates are closed.

It is felt that the recommendation to move the stop line for the level crossing further south will only be ignored as it would make the stop line in excess of 15m from the railway gates. Cyclists already have a 4m long area between the stop line and the railway gates.

- B5.2** Agreed, Diagram No. 1023 has been added to the drawing.

Having considered the contents of the above exception report, if you agree with the contents would you please complete and sign the attached Safety Audit Arbitration Report accordingly.

Regards,

James



Hampshire
County Council

Safety Audit Arbitration report

Scheme: Warblington School – Proposed Highway Access

Job Number: A107

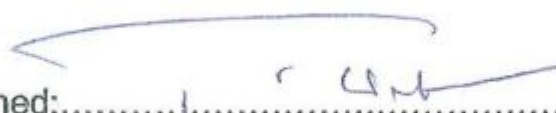
File reference: 17/C428/1/100

Feasibility (F)* Preliminary (1)* Detailed (2)* As-Built (3)*

*Delete as appropriate

Having considered the contents of the safety audit report and the exception report for the above scheme presented to me.

My decision is that the scheme proceeds as described in paragraphs B1 and B2 of the safety audit report, and paragraphs B3.1 to B5.2 of the exception report.

Signed:.....

Name(print):.....Terry Williams.....

Position:.....Head of Engineering Consultancy.....

Tel No:.....01962 847046.....Date:.....18/05/06.....

James Rennie
Engineering Consultancy
Hampshire County Council
Environment Department
The Castle Winchester
SO23 8UD

7th August 2006

Dear James,

Highway Access to Residential Development, New Lane, Havant

Safety Audit Stage 2

I refer to the Stage 2 Road Safety Audit prepared by MB Projects Ltd and the Exception Report prepared by yourself and would comment (*in italics*) on each problem as follows:-

Problem B3.1

It is possible that any of the events described could occur but it would not be unique to New Lane.

- New Lane just north of Waterloo Road is barely wide enough to permit two vehicles to pass, which might encourage a southbound vehicle from the site to bump up on the footway to pass queuing northbound traffic.

This could occur at any time that the gates are open. It is an existing problem caused by the road width, not the site access.

- Two right turning vehicles waiting to exit out of the site will prevent a left-turner from exiting. Left turners are likely to bump up the footway in order to exit rather than wait or drive up the right side of the road and attempt to turn left, which could be hazardous for pedestrians crossing the side road.

The extra road width proposed in the response to Problem B3.2 together with increasing the radii to 10m would allow at least one left turner to get out. The suggestion that drivers would drive along the wrong side of the road to pass a vehicle waiting to turn right is far-fetched but probably relatively safe as transgressing drivers do tend to take more care.

ENVIRONMENT DEPARTMENT	
10 AUG 2006	
PASSED TO	SEEN
E. J. Co.	
DE. J.	



Vanguard Centre
University of Warwick Science Park
Sir William Lyons Road
Coventry CV4 7EZ

Tel: 024 7669 0900
Fax: 024 7669 0274
Email: info@tmsconsultancy.co.uk
Website: www.tmsconsultancy.co.uk



SPECIALISTS
IN ROAD SAFETY
AND TRAFFIC
MANAGEMENT

- A vehicle coming from the south, wishing to turn right into the site, might overtake queuing traffic and meet a left turning vehicle or cyclist exiting the site.

Is this the above left-turning vehicle that cannot get out? Transgressing drivers tend to make sure that their route is clear before carrying out manoeuvres. At worst, two vehicles will meet face to face and have to wait until the gates open and the queue clears.

- A vehicle coming from the south, wishing to turn left into Waterloo Road, has been seen to overtake queuing traffic and could now meet a southbound vehicle or cyclist that has exited the site.

Is this the above southbound vehicle that cannot get out? It is difficult to see how the vehicle will get through the queue into Waterloo Road, but this has been observed by the Safety Auditors and the Traffic Counters. Transgressing drivers tend to make sure that their route is clear before carrying out manoeuvres. At worst, two vehicles will meet face to face and have to wait until the gates open and the queue clears.

- Motorcycle conflicts in general.

This is a general problem with motorcycles and queues. Motorcyclists overtaking a queue tend to take care.

Problem B3.2

You have addressed this problem.

Problem B3.3

You have addressed this problem.

Problem B4.1

You have addressed this problem. This also addresses the concerns with regard to cyclists expressed in Problem B3.1

Problem B4.2

- A significant pedestrian flow along the New Lane footway was observed. Concern arises that a vehicle waiting to turn right out of the side road during closed gates will obstruct the dropped crossing point.

If it's the two right turning and one left turning vehicles of Problem B3.1, it is difficult to decide how far into the side road to move the crossing. Leaving the crossing as shown allows able-bodied pedestrians to cross in front of the first

vehicle or between vehicles. Mobility impaired pedestrians needing the dropped kerbs will be able to cross in front of the first vehicle.

Problem B5.1

You have addressed this problem.

Problem B5.2

You have addressed this problem.

Whilst the Safety Auditors have covered all bases, the level of risk is low and your response to the audit and the Arbitrator's decision are reasonable.

Yours sincerely,



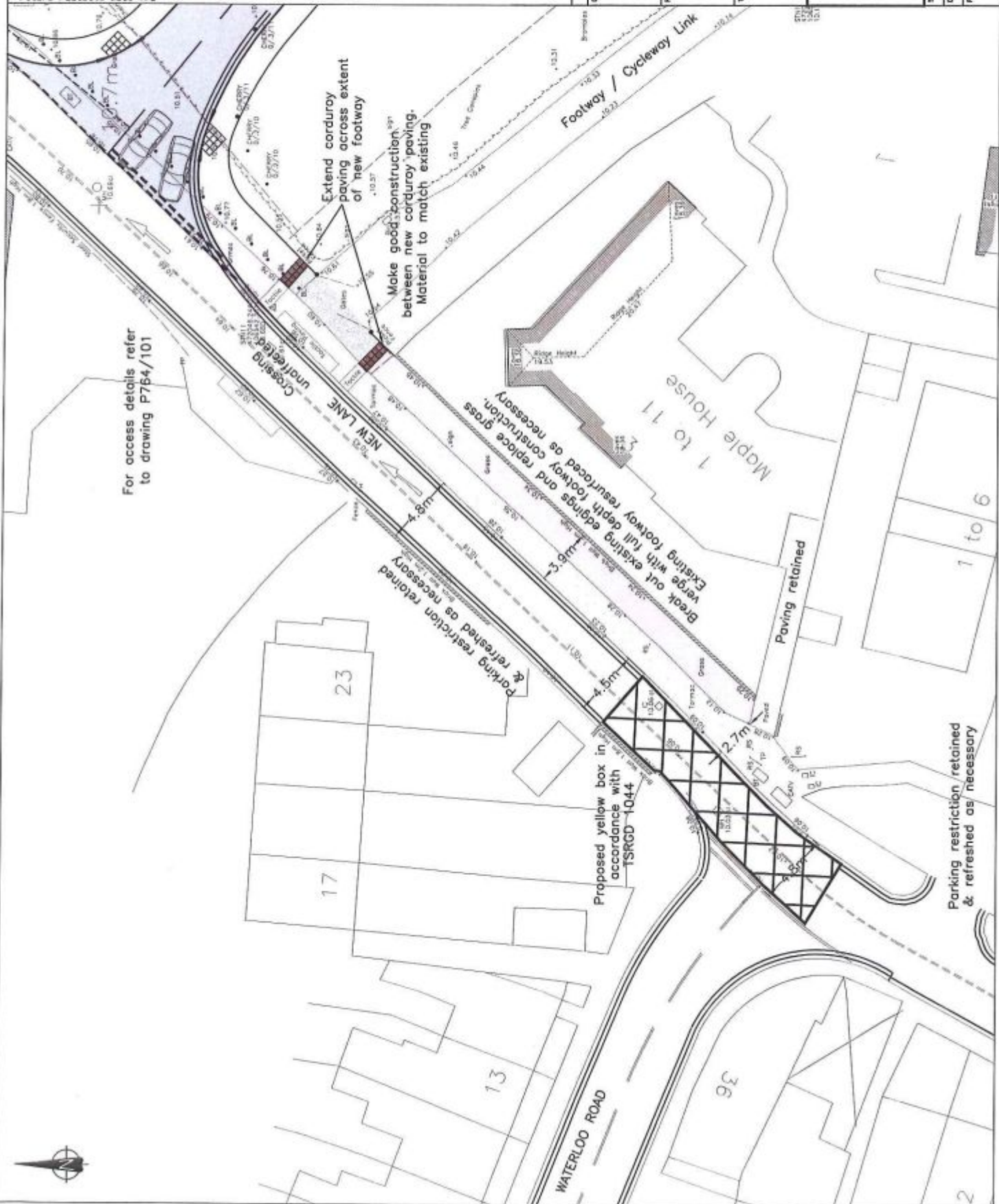
Jack Simpson
TMS Consultancy

APPENDIX E

**PROPOSED ACCESS ARRANGEMENTS
(DRAWING P764/101)**

APPENDIX F

**PROPOSED YELLOW BOX JUNCTION
AND FOOTWAY IMPROVEMENTS
(DRAWING P764/102B)**



For access details refer to drawing P764/101

The Contractor is to agree and verify in consultation with the authority whether all existing and proposed footways are to be widened to the proposed width. The Contractor is to agree and verify in consultation with the authority whether all existing and proposed footways are to be widened to the proposed width. The Contractor is to agree and verify in consultation with the authority whether all existing and proposed footways are to be widened to the proposed width.

B		Widened footway width	25/01/12	DA
A		Area of yellow box constructed	11/11/11	BB
Rev	Description	Date	By	
0	Blank			
BLOOR HOMES				
LAND AT NEW LANE HAVANT, HAMPSHIRE				
PROPOSED YELLOW BOX JUNCTION & WIDENED FOOTWAY LINK				
CHL Structural & Transportation Engineers Cannock House, 10-11 Birmingham Street, Wolverhampton BUL 3AH Tel: 0121 407 1500 Fax: 0121 407 1501 E-mail: info@chle.co.uk				
Scale	1:250	A3	Drawn	DJA
Date	Apr 11	Checked	NRV	
File	P764	Drawing		P764/102B

APPENDIX G

EXTRACT FROM TRICS DATABASE
HOUSES PRIVATELY OWNED

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02 SOUTH EAST		
BD	BEDFORDSHIRE	2 days
HF	HERTFORDSHIRE	1 days
SC	SURREY	1 days
03 SOUTH WEST		
CW	CORNWALL	2 days
DC	DORSET	1 days
GS	GLOUCESTERSHIRE	1 days
04 EAST ANGLIA		
SF	SUFFOLK	1 days
06 WEST MIDLANDS		
SH	SHROPSHIRE	1 days
ST	STAFFORDSHIRE	1 days
WM	WEST MIDLANDS	2 days
WO	WORCESTERSHIRE	2 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
NY	NORTH YORKSHIRE	2 days
08 NORTH WEST		
CH	CHESHIRE	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Range: 10 to 138 (units;)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 05/09/10

Selected survey days:

Monday	1 days
Tuesday	6 days
Wednesday	4 days
Thursday	4 days
Friday	3 days

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	15

Selected Location Sub Categories:

Residential Zone	15
No Sub Category	3

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

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	18	65	0.070	18	65	0.292	18	65	0.362
08:00 - 09:00	18	65	0.175	18	65	0.385	18	65	0.560
09:00 - 10:00	18	65	0.178	18	65	0.233	18	65	0.411
10:00 - 11:00	18	65	0.172	18	65	0.200	18	65	0.372
11:00 - 12:00	18	65	0.184	18	65	0.181	18	65	0.365
12:00 - 13:00	18	65	0.208	18	65	0.187	18	65	0.395
13:00 - 14:00	18	65	0.206	18	65	0.190	18	65	0.396
14:00 - 15:00	18	65	0.189	18	65	0.193	18	65	0.382
15:00 - 16:00	18	65	0.284	18	65	0.226	18	65	0.510
16:00 - 17:00	18	65	0.310	18	65	0.199	18	65	0.509
17:00 - 18:00	18	65	0.341	18	65	0.220	18	65	0.561
18:00 - 19:00	18	65	0.291	18	65	0.218	18	65	0.509
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.608			2.724			5.332

Parameter summary

Trip rate parameter range selected: 10 - 138 (units:)
 Survey date range: 01/01/02 - 05/09/10
 Number of weekdays (Monday-Friday): 18
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0