



Proposed Residential Development, Chepstow Road, Raglan

Transport Statement Revision A

November 2017

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Proposed Residential Development, Chepstow Road, Raglan
Transport Statement Revision A

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Contents

1. Development Proposals	1
1.1 Introduction	1
1.2 Scope of the Study	1
2. Transport Evaluation	2
2.1 Existing Site	2
3. Public Transport	5
3.1 Bus and Rail	5
3.2 Pedestrian and Cycle Access	6
3.3 Collision Analysis	9
3.4 Trip Generation	9
3.5 Traffic Impact	11
4. National and Local policy	12
4.1 Policy Objectives for the Development	12
5. Transport Implementation Strategy	15
5.1 Parking	15
5.2 Site Access	15
6. Summary and Conclusions	17

Appendices

Appendix A - Chepstow Road Site Boundary Plan
Appendix B - Collision Data
Appendix C - TRICS Data
Appendix D - Traffic Flows
Appendix E - Chepstow Road Potential Site Entrance

1. Development Proposals

1.1 Introduction

1.1.1 Capita Real Estate & Infrastructure has been commissioned by Monmouthshire County Council (MCC) to produce a Transport Statement for a proposed residential development of 45 dwellings on agricultural land off Chepstow Road, Raglan.

1.1.2 The Transport Statement has been prepared in accordance with the Welsh Government's '*Technical Advice Note (TAN) 18: Transport (March 2007)*', and Department for Transport's '*Guidance on Transport Assessment: Chapter 3 Preparing a Transport Statement*'.

1.1.3 A Transport Statement is being undertaken as TAN 18 recommends that a full Transport Assessment is required for residential development with more than 100 dwellings. The proposal is therefore below the threshold needed for a Transport Assessment.

1.2 Scope of the Study

1.2.1 The key objectives of the Transport Statement are:

- To review the proposed development site and provide a detailed analysis of the existing transport infrastructure;
- To assess the proposed development based against national and local planning policies;
- To explore the opportunities for sustainable travel to and from the site by non-car modes, particularly pedestrians and cyclist
- To assess the development proposal in traffic and highway terms, including an examination of the Personal Injury Accident (PIA) statistics relevant to the site;
- To clearly establish a Transport Implementation Strategy (TIS) including the implementation of clear measures to integrate and alleviate the impact of the development in transportation terms; and

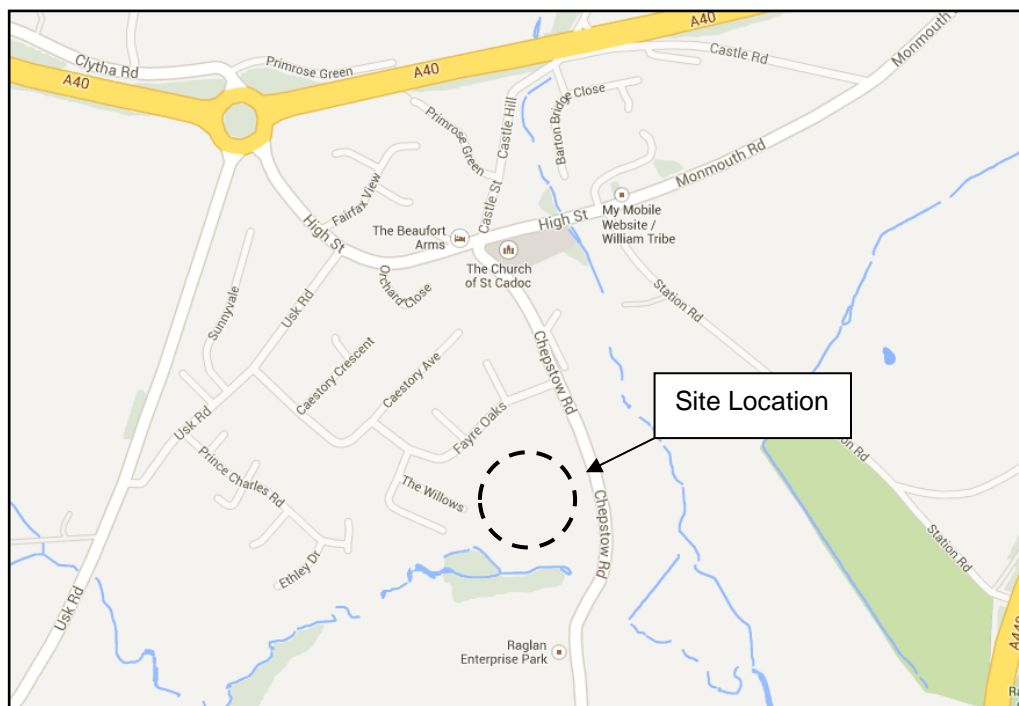
1.2.2 The purpose of this Transport Statement is therefore to provide an outline assessment of the impact of the proposed residential development on the local transport infrastructure. In line with the expectations of MCC and national guidance, sustainable modes of transport have been considered along with encompassing vehicle trips to and from the development site.

2. Transport Evaluation

2.1 Existing Site

2.1.1 The proposed site for 45 houses is located at the southern end of the suburban area of Raglan, to the south of Fayre Oaks (Derwen Deg) and to the west of Chepstow Road as shown in **Figure 1** and on the site boundary plan in **Appendix A**. Chepstow Road connects to the A40 to the north via High Street and Chepstow Road connects to the A449 to the south. Fayre Oaks (Derwen Deg) is a local distributor road into the suburban area of Raglan. The site is located on the edge of the village and the border of a predominantly rural area.

Figure 1. Chepstow Road Site Location



2.1.2 Raglan Surgery and Raglan VC Primary School are located to the north of the site and to the east of Chepstow Road. There is a church in the village, post office, police station, three public houses, food store, pharmacy, petrol filling station; small car sales, butchers and small clothes shop all comfortably within an 800m walking distance.

2.1.2 Chepstow Road is declassified to the south and a speed limit of 30mph comes into force to the north of Brookes Farm at the middle of the site’s extent, approximately 124m south of Fayre Oaks / Derwen Deg, as shown in **Photograph 1**.

Photograph 1. Chepstow Road Declassified Speed Limit to 30mph Location



2.1.3 There is a 20mph zone associated with Raglan VC Primary School to the north of the site with vertical traffic calming as shown in Photographs 2 and 3.

Photograph 2, 20mph zone on Chepstow Road



Photograph 3, vertical traffic calming on Chepstow Road



3. Public Transport

3.1 Bus and Rail

3.1.1 Approximately 230m from the site there is a bus stop (Beaufort Square) on High Street, to the west of Chepstow Road, for westbound journeys. Approximately 255m from the site there is a bus stop (St Cadoc’s Church) on High Street, to the east of Chepstow Road, for eastbound journeys. Both bus stops are all within comfortable walking distance from the site. The stops are serviced by routes 60 Stagecoach South Wales and 83 Phil Anslow. A summary of the frequency of these bus services is shown in **Table 1**.

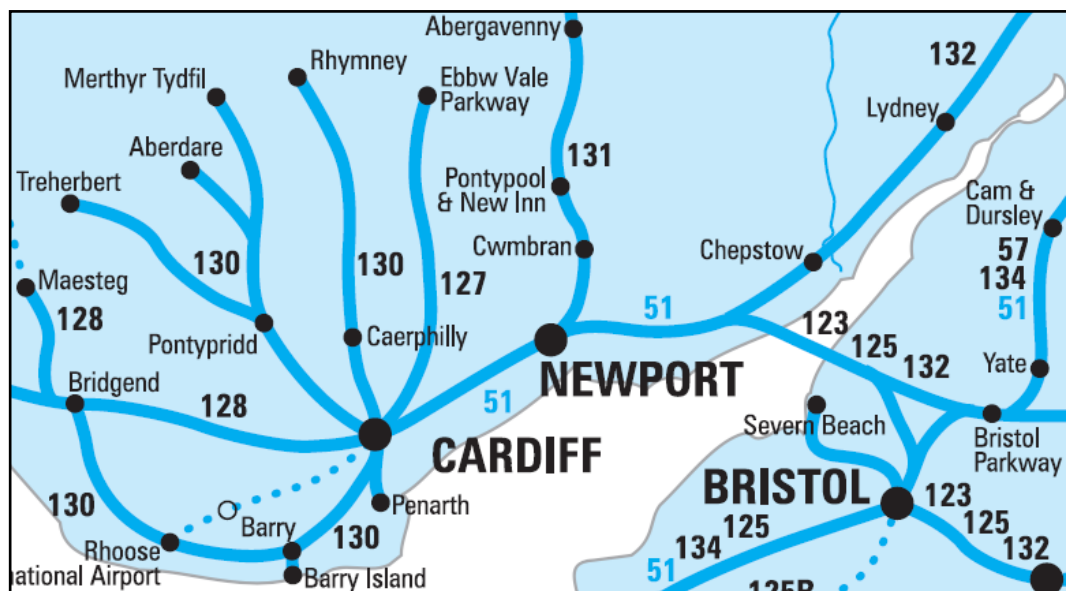
Table 1. Raglan Bus Services

Service	Route (Monday to Saturday)	First	Second	Frequency	Last	Number per day
60	Raglan to Newport	07:07	08:43	08:43 (every 2 hours) 15:43 (every hour)	17:51	8 per day
	Raglan To Monmouth	08:44	10:44	08:44 (every 2hours)	18:44	6 per day
83	Abergavenny To Monmouth	07:25	07:40	09:16, 11:16, 13:56 & 15:56 (actual)	17:56	7 per day
	Monmouth To Abergavenny	07:59	09:59	11:59, 14:39, 16:39, 17:15, 18:24 (actual)	19:15	8 per day

3.1.2 **Table 1** demonstrates that here is an adequate bus service to all major areas of employment, retail and leisure from Raglan and the proposed development.

3.1.3 There are railway stations at Abergavenny, Cwmbran, Chepstow and Newport the routes which form part of the national rail network are shown in **Figure 2**. These can be connected to using the bus services from Raglan

Figure 2. National Rail Network



3.2 Pedestrian and Cycle Access

- 3.2.1 There is an existing footway running along Chepstow Road on the highway running along the eastern boundary of the site, as shown in **Photograph 4**.

Photograph 4. Junction of Chepstow Road / Fayre Oaks/Derwen Deg Looking South.



- 3.2.2 There is existing footway provision on the western side of Chepstow Road continues from Fayre Oaks/Derwin Deg heading north toward the village as shown in **Photograph 5**.

Photograph 5. Junction of Chepstow Road / Fayre Oaks Looking North.



- 3.2.3 There is an existing footway provision on both sides on Chepstow Road from the entrance of Raglan Surgery, just to the north of Fayre Oaks/Derwin Deg, as shown in **Photograph 6**. There is an uncontrolled crossing point on Chepstow Road, just north of Fayre Oaks/Derwin Deg and just north of the entrance to Raglan Surgery. There is a road running parallel to Chepstow Road that is used by Raglan VC Primary School for school bus parking only.

Photograph 6. Footway on Chepstow Road North of Raglan Surgery



3.2.4 There is existing footway running on both sides of Chepstow road leading to Main Road as shown in **Photograph 7**.

Photograph 7. Footway on Northern End of Chepstow Road leading to Main Road



- 3.2.5 There are existing footways on both sides of Main Road leading to bus stops, the village and local facilities as shown on **Photograph 8**.

Photograph 8. Footways at Junction on Main Road / Chepstow Road



- 3.2.6 In summary there are existing pedestrian accesses to the village from the northern end of the proposed site boundary. Location of the site access at the northern end of the site will require provision of pedestrian footway from the access leading to Fayre Oaks / Derwin Deg.

3.3 Collision Analysis

- 3.3.1 Collision analysis of Police Stat 19 accident data has been carried out for the most recent data available over a five year period from 01/01/2012 to 01/01/2016. The scope of the assessment for the highway pertinent to the site is shown in **Appendix B**. During the five year period there were no accidents present. Therefore, there are no collisions or common causations in the study area to mitigate for with regard to the proposals.

3.4 Trip Generation

- 3.4.1 The Trip Rate Information Computer System (TRICS) can provide the average trip rate (50th percentile) and the 85th percentile (85th%ile), based on a series of traffic surveys at sites of a similar land use and size. The 85th%ile is preferable to Highway Authorities being the most robust prediction.

3.4.2 The TRICS query contained in **Appendix C** has resulted in 24 sites being identified in the range of sites with between 20 and 80 dwellings. The TRICS output shows the average trip rate and 85th percentile. From the average trip rates the peak hours of 08:00 - 09:00 and 17:00 - 18:00 are identified. These hours have been used to compile the average trip rate based on 24 sites and the 85th percentile TRICS output in **Appendix C**. The average TRICS trip rate by mode for the AM and PM residential development peak hours is shown in **Table 2**.

Table 2. TRICS Residential Average Trip Rates based on 24 sites

Time (Weekday)	Bicycle		Car		Taxi		OGV		PSV/Pedestrian/ Public Transport Users		Total Trips	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
08:00 – 09:00	0.001	0.028	0.139	0.352	0.006	0.006	0.002	0.001	0.01	0.01	0.158	0.397
17:00 – 18:00	0.026	0.005	0.318	0.145	0.002	0.001	0	0	0	0	0.346	0.151
Daily	0.109	0.103	2.077	2.105	0.036	0.034	0.019	0.019	0.004	0.004	2.245	2.265

3.4.3 The average TRICS trip generation for 45 houses for the AM and PM peak hours is shown in **Table 3**.

Table 3. TRICS Residential Average Trip Generation - 45 Houses

Time (Weekday)	Bicycle		Car		Taxi		OGV		PSV/Pedestrian/ Public Transport Users		Total Trips	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
08:00 – 09:00	0	1	6	16	0	0	0	0	0	0	6	17
17:00 – 18:00	1	0	14	7	0	0	0	0	0	0	15	7
Daily	5	5	93	95	2	2	1	1	0	0	101	103

3.4.4 The TRICS Residential 85th Percentile Trip Rate for the residential AM and PM peak hours is shown in **Table 4**.

Table 4. TRICS Residential 85th Percentile Trip Rate

Time (Weekday)	Arrival	Departure
08:00 – 09:00	0.189	0.529
17:00 – 18:00	0.478	0.25

3.4.5 The TRICS 85th Percentile Trip Generation for 45 houses for the AM and PM peak hours is shown in **Table 5**.

Table 5. TRICS Residential 85th Percentile Trip Generation – 45 Houses

Time (Weekday)	Arrival	Departure
08:00 – 09:00	9	24
17:00 – 18:00	22	11

- 3.4.6 The average trip generation for 45 houses will generate 6 vehicles arriving and 17 vehicles departing in the AM peak hour and 15 vehicles arriving and 7 vehicles departing in the PM peak hour, with a daily use of 101 trips arriving and 103 trips departing. The 85th percentile trip generation will generate 9 vehicles arriving and 24 vehicles departing in the AM peak hour and 22 vehicles arriving and 11 vehicles leaving in the PM peak hour. The results identify one vehicle arriving and one vehicle departing every two minutes in the peak hour.
- 3.4.7 Pedestrian and cycle trips are predicted to be minimal. However, to encourage these sustainable modes a safe route linking the site to the adjacent school and shops is proposed.

3.5 Traffic Impact

- 3.5.1 Chepstow Road is moderately trafficked with a week day average of 1,038 vehicles eastbound and 1,130 vehicles westbound, based on traffic surveys undertaken between the 7th to the 13th November 2017 (Appendix D). The average am weekday peak flow is 78 vehicles eastbound and 87 vehicles westbound. PM peak flows are 77 vehicles eastbound and 105 vehicles westbound.
- 3.5.2 Junction capacity assessments are not required for the low level of housing and minimal additional traffic flows on the highway network generated by this development. Onsite observations indicate that there are no significant capacity problems at adjacent junctions that require assessing.

4. National and Local policy

4.1 Policy Objectives for the Development

4.1.1 National, regional and local policies will be referred to throughout this section to assess the extent of their influence on the proposed development site. Relevant planning policies have been reviewed with specific emphasis, where applicable, to the development of new residential sites.

4.1.2 The following documentation has subsequently been reviewed:

- MCC Local Transport Plan (2015)
- Planning Policy Wales; Technical Advice Note 18:Transport (March 2007)
- MCC Adopted Local Development Plan (February 2014)
- Planning Policy Wales (2016)

Local Transport Plan (2010)

4.1.3 The aim of the Local Transport Plan (LTP) is to facilitate and support the development of a modern. Accessible. Integrated and sustainable transport system for South East Wales, which increases opportunity, promoted prosperity for all and protects the environments; where walking, cycling, public transport, and sustainable freight provide real travel alternatives.

Planning Policy Wales; Technical Advice Note 18: Transport (March 2007)

4.1.4 Planning Policy Wales TAN 18 was issued in March 2007 and deals specifically with transport issues.

4.1.5 Concerning the objectives and processes of this guidance, TAN 18 states the importance of integration between land-use planning and development of transport infrastructure for which this integration can help address key environmental concerns by (page 2; para. 2.3):

- Promoting resource and travel efficient settlement patterns;
- Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;
- Managing parking provision;
- Ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking / servicing;
- Encouraging the location of development near other related uses to encourage multi-purpose trips;
- Promoting cycling and walking;
- Supporting the provision of high quality, inclusive public transport;
- Promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;

- Encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and
- Ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.

“The inter-relationships between land use planning and transport are complex and varied. The development of land is dependent, in part, upon transport infrastructure and services to function efficiently. By influencing the location, scale, density and mix of land uses and new development, land use planning can help to reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle or use public transport” (page 3; para. 2.4).

MCC Adopted Local Development Plan (2014)

- 4.1.6 The existing MCC Local Development Plan (LDP) was adopted on the 27th February 014 and covers the 10-year period from 2011 to 2021.
- 4.1.7 Sustainable development is recognised as a key guiding principle underpinning the strategy of the LDP and it is subsequently stated (Part 4; page 43):

“The LDP encourages development towards an integrated, sustainable and safe transport system, where possible reducing the need to travel, and enhancing the opportunities for walking, cycling and public transport as alternative modes to car travel. This is considered important to assist in reducing the impact of travel on the environment, encouraging more sustainable and healthy lifestyles and also encouraging more sustainable commuting, given the long travel to work distances prevalent in Monmouthshire”.

- 4.1.8 In line with this sustainable approach, the LDP proposes to allow for 4,500 dwellings over the plan period 2011 – 2021. “The spatial strategy of the LDP is to focus development in those locations that provide the best opportunities for achieving sustainable development, which offer a choice of transport modes and contribute towards the development of a sustainable transport network. The Plan also proposes an appropriate amount of development in the County’s rural areas, with a focus on those rural towns and villages that have the best access to public transport and services. However, it is recognised that many people are likely to continue to use their cars, particularly in rural areas where there is often no realistic alternative to car travel” (Page 86; para 5.127).

Planning Policy Wales (2016)

- 4.1.9 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government and is supplemented by a series of technical advice notes.
- 4.1.10 Transport guidance within the document is outlined in Chapter 8 whereby the Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps tackle the causes of climate change by encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel. This will be achieved through integration:

- Within and between different types of transport;
- Between transport measures and land use planning;
- Between transport measures and policies to protect and improve the environment; and
- Between transport measures and policies for education, health, social inclusion and wealth creation.

4.1.11 The important link between effective transport provision and land use planning is highlighted by the following series of aspirations including:

- Reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
- Locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
- Improving accessibility by walking, cycling and public transport;
- Ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- Supporting the provision of high quality public transport;
- Supporting traffic management measures;
- Promoting sustainable transport options for freight and commerce;
- Supporting sustainable travel options in rural areas;
- Supporting necessary infrastructure improvements; and
- Ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.

4.1.12 Emphasis is placed on the promotion of walking and cycling, and the support of public transport facilities to reduce trips made car. This approach is further supported under the PPW Housing section in chapter 9 of the report stating that Local Authorities should support 'development that is easily accessible by public transport, cycling and walking, although in rural areas required development might not be able to achieve all accessibility criteria in all circumstances' (PPW; 9.1.2; p131).

5. Transport Implementation Strategy

5.1 Parking

- 5.1.1 There are no parking restrictions in the vicinity of the site and no apparent on-street parking of any significance occurs.
- 5.1.2 Parking for residential development has been determined using MCCs Parking Standards, adopted in 2013. The parking standards are based (and in some instances replicate) Wales Parking Standard 2008 prepared by the County Surveyor Society. The guidance states that the car parking provision is a maximum and should only be exceeded if it can be demonstrated that there is a need for the additional parking.
- 5.1.3 The standards provide four zones for the Monmouthshire area with varying parking requirements. For residential development the parking requirements are the same for developments in all zones.
- 5.1.4 The parking requirements for the Chepstow Road residential proposal would be 1 space per bedroom (maximum requirement 3 spaces) for residents and 1 space per 5 units for visitors.

5.2 Site Access

- 5.2.1 The site plan (**Appendix A**) indicates the extents of the site, but does not provide any indication of the exact location of the proposed access; this is to be located off Chepstow Road, as per the 14th August 2012 planning application as contained in **Appendix E**.
- 5.2.2 Chepstow Road appears relatively level and straight where the development land abuts the highway, and appropriate visibility standards are achievable in accordance with Manual for Streets (MfS). A speed survey, on the approach from the south, was carried out to ascertain the relevant minimum visibility requirements (Appendix D). 85th percentile speeds per day, recorded in November 2017 range between 25.9 and 27.1 miles per hour in an eastbound direction. In the westbound direction the 85th percentile speeds are 28.2 to 30.9 miles per hour. The proposed access connects onto a road with a 30mph speed limit and will become part of the built up area of Raglan. Therefore, in accordance with Manual for Streets a 43 meter visibility splay is shown in Appendix E which also indicates a splay of 2.4 x 90 meters is possible as per TAN18 where road traffic speed is not known.

Photograph's 9 and 10 Visibility Splay at Chepstow Road



- 5.2.3 Chepstow Road is relatively narrow and it is required that it is widened in the vicinity of the proposed site access to ensure safe vehicle movements. The location of the junction will be located such that it does not hazardously interact with the Fayre Oaks / Derwin Deg junction or any other access as shown in **Appendix E**. The proposed junction (development access) will be designed in accordance with Monmouthshire Highways Design Standards, with a view to accommodate all anticipated vehicle types.
- 5.2.4 Appropriate highway drainage and street lighting provision in the area should also be provided. This will require further investigation at detailed design stage.
- 5.2.5 A suitable pedestrian access from the development northwards to the Fayre Oaks / Derwin Deg junction will be provided as part of the development, linking into the existing footway provision.
- 5.2.6 In the vicinity of the site access there is currently a school warning sign, and solar powered SLOW / ARAF vehicle activated sign. The location of both signs will be considered possibly resulting in relocation for a short distance as part of an overall traffic sign and road marking scheme. This will be identified at detailed design stage and a Stage 1 Road Safety Audit undertaken.

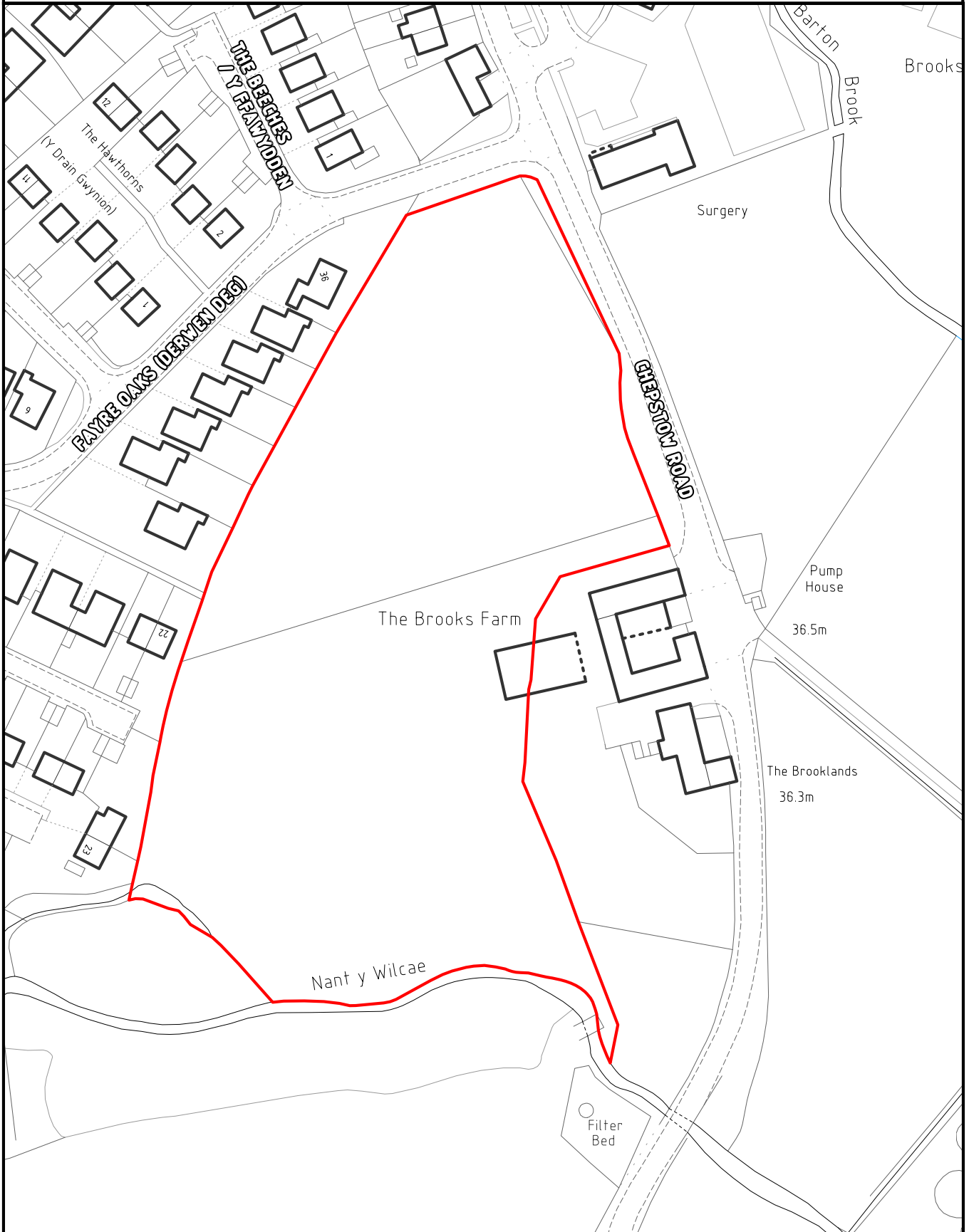
6. Summary and Conclusions

- 6.1.1 This transport statement has assessed the impact of the proposal for 45 residential dwellings to be located on land to the west of Chepstow Road, Raglan. There are no existing safety issues identified in the area. Pedestrian and cycle access has been considered and the site is attractive for non-car borne trips to local facilities. The site will generate low traffic volumes that will have insignificant impact at the access or at junctions in Raglan.
- 6.1.2 The proposals are in line with policy by supporting sustainable travel options in rural areas and locating the development near to other related uses to encourage multipurpose trips. This TS proposes linkage to the pedestrian infrastructure connecting to local facilities and to frequent public transport services. These proposals will encourage less car borne journey to that on foot and with opportunities for increased cycle use.

Appendix A

Chepstow Road Site Boundary Plan

Chepstow Road, Raglan



Details

Details of the plan

Rev No.

Drawn by
Griffiths.RO

Scale
1:3000

Date
7/17/2013

File Pathname / Project / Drawing No.

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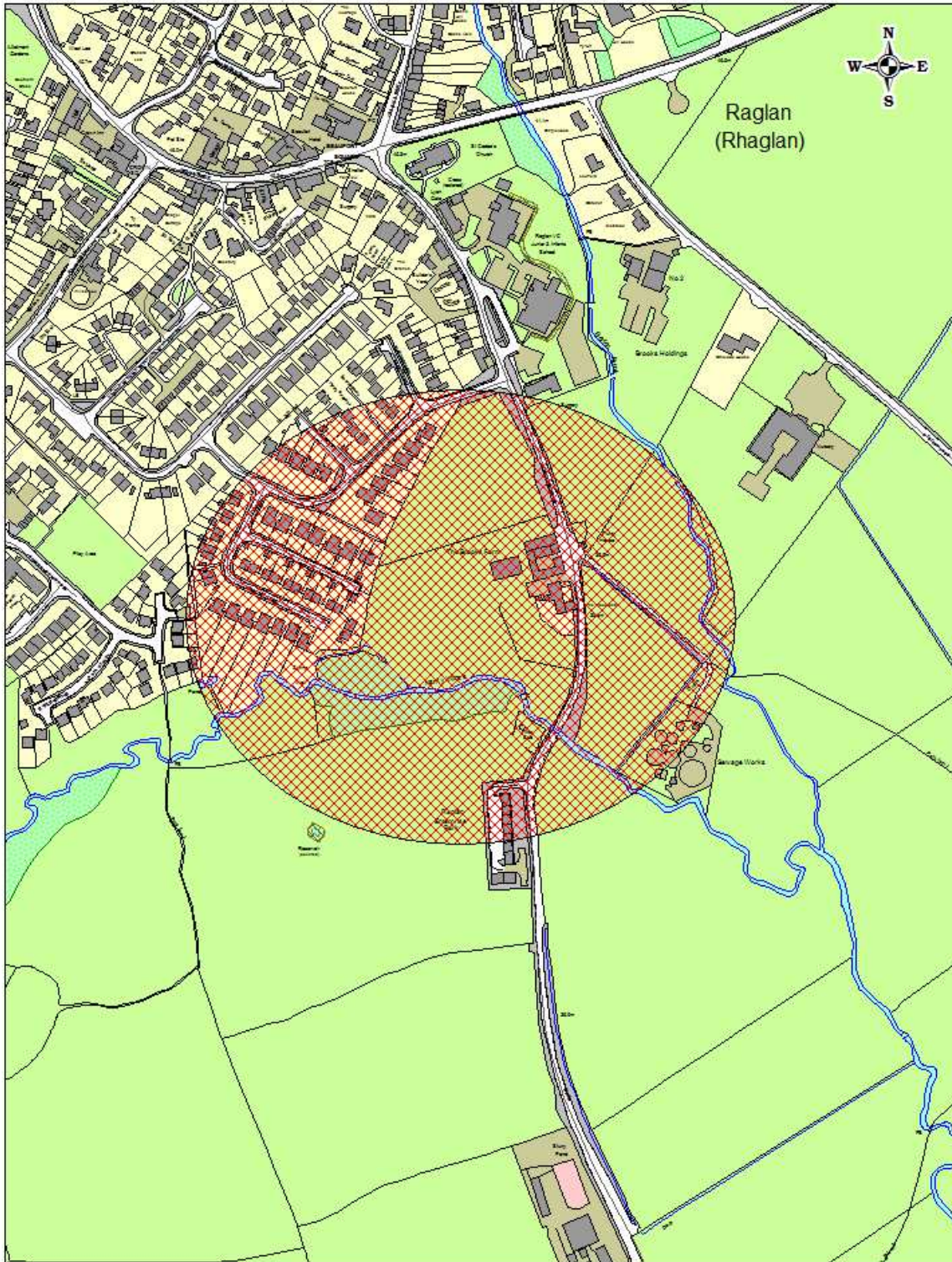
Monmouthshire County Council
County Hall
Cwmbran
NP44 2XH

www.monmouthshire.gov.uk/maps



Appendix B

Collision Data



	CHEPSTOW ROAD, RAGLAN NO RECORDED INJURY COLLISIONS WITHIN THE SHADED POLYGON	SCALE 1 : 3950
	01/01/2012 and 31/12/2016	DATE 05/10/2017
	- Crown copyright. All rights reserved Heddlu Gwent Police Licence No. 01020C 2017	DRAWING No. DRAWN BY S. PRICE

Appendix C

TRICS Data

Calculation Reference: AUDIT-504502-170719-0711

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 21 to 71 (units:)
 Range Selected by User: 20 to 80 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

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	6 days
Tuesday	5 days
Wednesday	8 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	24 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	13
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	1

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	22
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C1	1 days
C3	23 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	6 days
10,001 to 15,000	5 days
15,001 to 20,000	4 days
20,001 to 25,000	2 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:

5,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	20 days

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

Travel Plan:

Yes	3 days
No	21 days

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

PTAL Rating:

No PTAL Present	24 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-09 GREYSTOKE ROAD HURDSFIELD MACCLESFIELD Edge of Town Residential Zone Total Number of dwellings: 24 Survey date: MONDAY 24/11/14	TERRACED HOUSES	CESHIRE	Survey Type: MANUAL
2	DC-03-A-08 HURSTDENE ROAD CASTLE LANE WEST BOURNEMOUTH Edge of Town Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 24/03/14	BUNGALOWS	DORSET	Survey Type: MANUAL
3	DV-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: WEDNESDAY 30/09/15	TERRACED HOUSES	DEVON	Survey Type: MANUAL
4	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15	TERRACED & SEMI DETACHED	DEVON	Survey Type: MANUAL
5	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11	PRIVATE HOUSING	EAST SUSSEX	Survey Type: MANUAL
6	FA-03-A-01 MANDELA AVENUE FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: THURSDAY 30/05/13	SEMI-DETACHED/TERRACED	FALKIRK	Survey Type: MANUAL
7	GM-03-A-10 BUTT HILL DRIVE PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings: 29 Survey date: WEDNESDAY 12/10/11	DETACHED/SEMI	GREATER MANCHESTER	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-18 CANADA WAY	HOUSES & FLATS	HAMPSHIRE
	LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 Survey date: TUESDAY 29/11/16		Survey Type: MANUAL
9	HI-03-A-14 KING BRUDE ROAD	SEMI-DETACHED & TERRACED	HIGHLAND
	SCORGUIE INVERNESS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 40 Survey date: WEDNESDAY 23/03/16		Survey Type: MANUAL
10	LN-03-A-03 ROOKERY LANE	SEMI DETACHED	LINCOLNSHIRE
	BOULTHAM LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 Survey date: TUESDAY 18/09/12		Survey Type: MANUAL
11	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS	NORFOLK
	CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12		Survey Type: MANUAL
12	NY-03-A-07 CRAVEN WAY	DETACHED & SEMI DET.	NORTH YORKSHIRE
	BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: 23 Survey date: TUESDAY 18/10/11		Survey Type: MANUAL
13	NY-03-A-08 NICHOLAS STREET	TERRACED HOUSES	NORTH YORKSHIRE
	YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 Survey date: MONDAY 16/09/13		Survey Type: MANUAL
14	NY-03-A-09 GRAMMAR SCHOOL LANE	MIXED HOUSING	NORTH YORKSHIRE
	NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 16/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		RIPON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	71	
		Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
16	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	23	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
17	PK-03-A-01	DETAC. & BUNGALOWS		PERTH & KINROSS
		TULLYLUMB TERRACE		
		GORNHILL		
		PERTH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	36	
		Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
18	PS-03-A-02	DETACHED/SEMI-DETACHED		POWYS
		GUNROG ROAD		
		WELSHPOOL		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	28	
		Survey date: MONDAY	11/05/15	Survey Type: MANUAL
19	SC-03-A-04	DETACHED & TERRACED		SURREY
		HIGH ROAD		
		BYFLEET		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	71	
		Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
20	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
		SANDCROFT		
		SUTTON HILL		
		TELFORD		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	54	
		Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
21	SM-03-A-01	DETACHED & SEMI		SOMERSET
		WEMBDON ROAD		
		NORTHFIELD		
		BRIDGWATER		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	33	
		Survey date: THURSDAY	24/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date: WEDNESDAY		18/09/13	Survey Type: MANUAL
23	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		48	
	Survey date: WEDNESDAY		18/04/12	Survey Type: MANUAL
24	WY-03-A-01	MIXED HOUSING		WEST YORKSHIRE
	SPRING VALLEY CRESCENT			
	BRAMLEY			
	LEEDS			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		46	
	Survey date: WEDNESDAY		21/09/16	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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	41	0.079	24	41	0.308	24	41	0.387
08:00 - 09:00	24	41	0.158	24	41	0.397	24	41	0.555
09:00 - 10:00	24	41	0.158	24	41	0.173	24	41	0.331
10:00 - 11:00	24	41	0.122	24	41	0.137	24	41	0.259
11:00 - 12:00	24	41	0.156	24	41	0.152	24	41	0.308
12:00 - 13:00	24	41	0.152	24	41	0.143	24	41	0.295
13:00 - 14:00	24	41	0.162	24	41	0.163	24	41	0.325
14:00 - 15:00	24	41	0.145	24	41	0.189	24	41	0.334
15:00 - 16:00	24	41	0.231	24	41	0.145	24	41	0.376
16:00 - 17:00	24	41	0.303	24	41	0.173	24	41	0.476
17:00 - 18:00	24	41	0.346	24	41	0.151	24	41	0.497
18:00 - 19:00	24	41	0.233	24	41	0.134	24	41	0.367
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.245			2.265			4.510

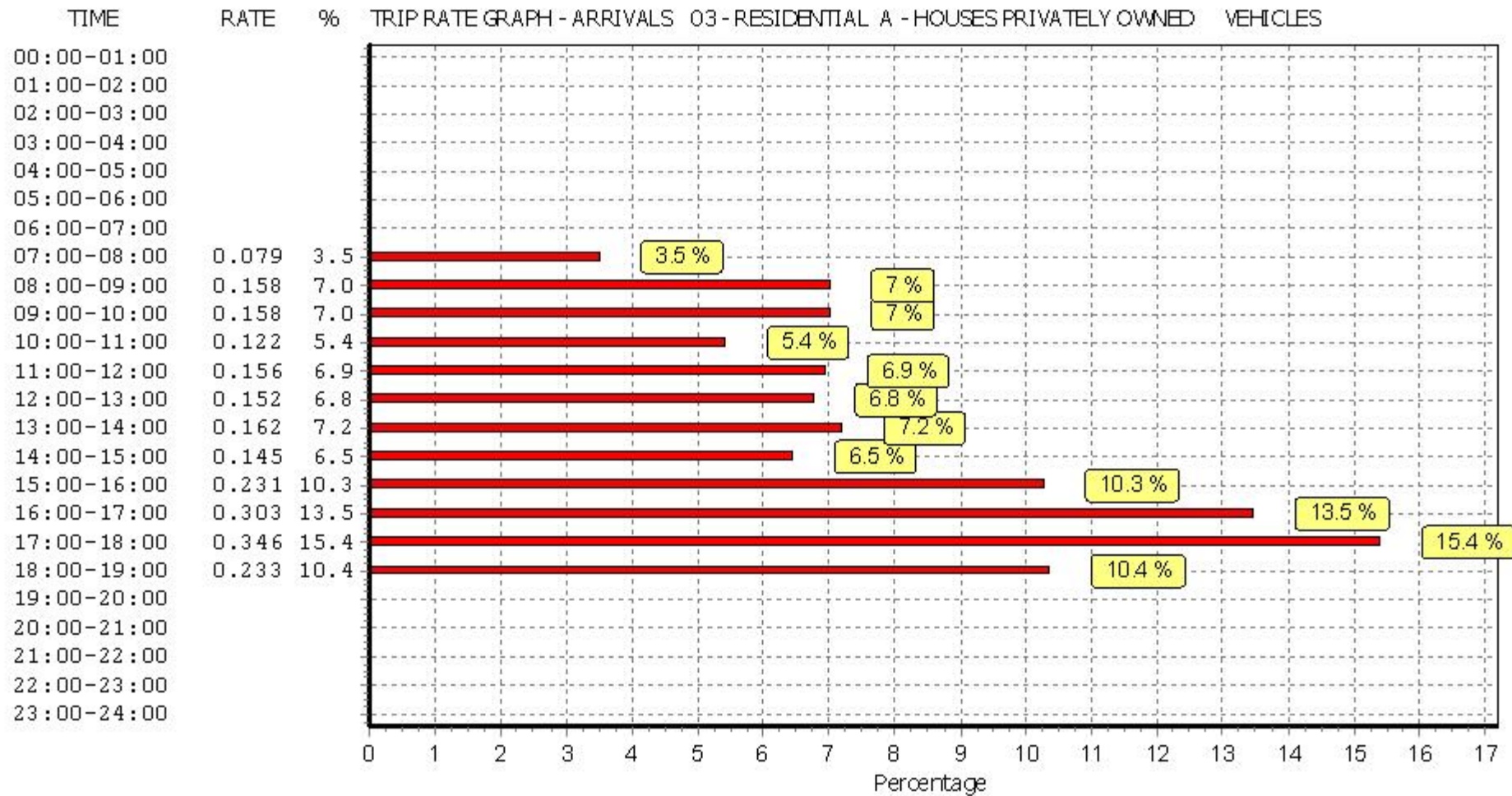
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

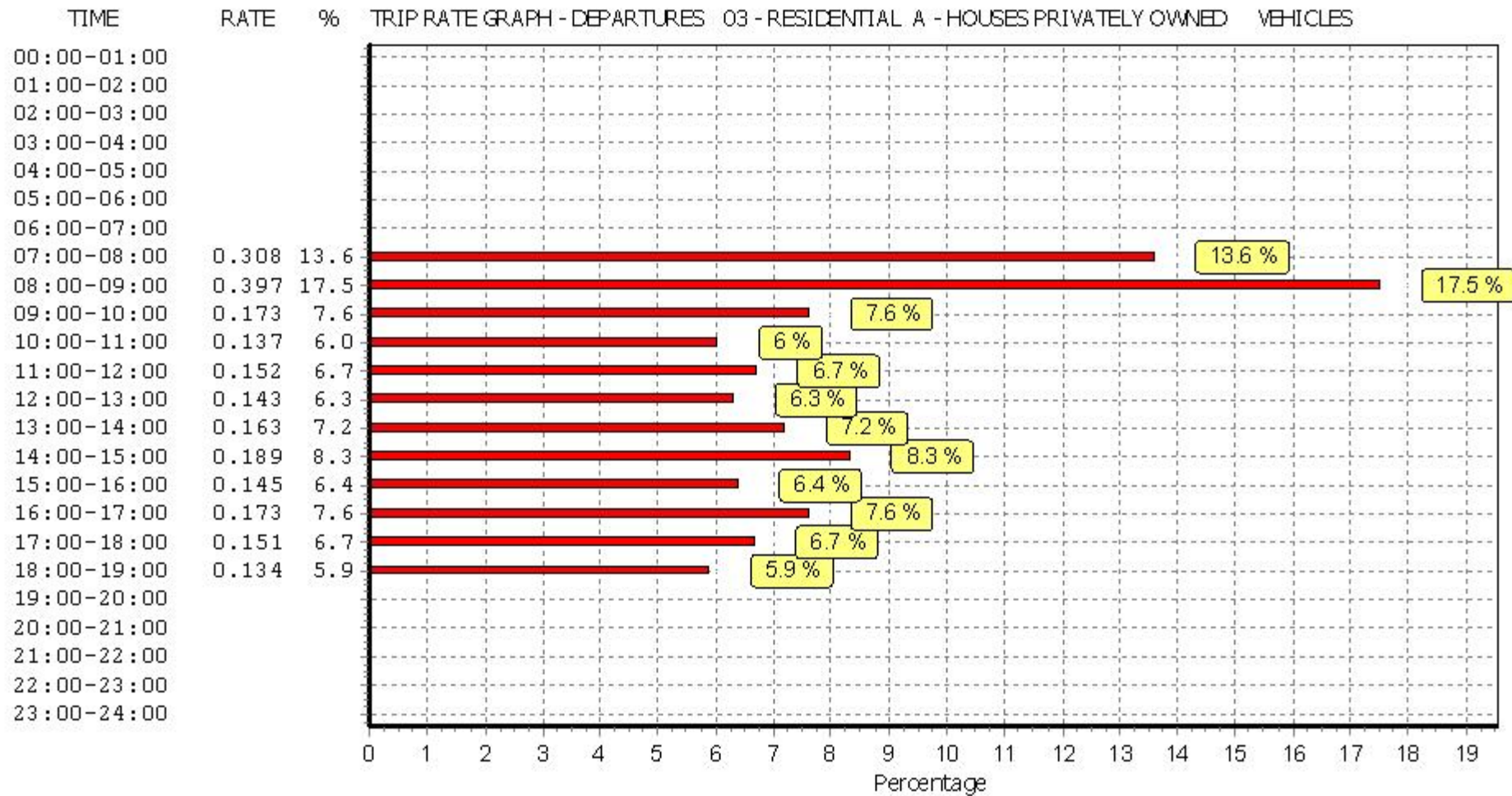
Parameter summary

Trip rate parameter range selected: 21 - 71 (units:)
 Survey date date range: 01/01/09 - 29/11/16
 Number of weekdays (Monday-Friday): 24
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

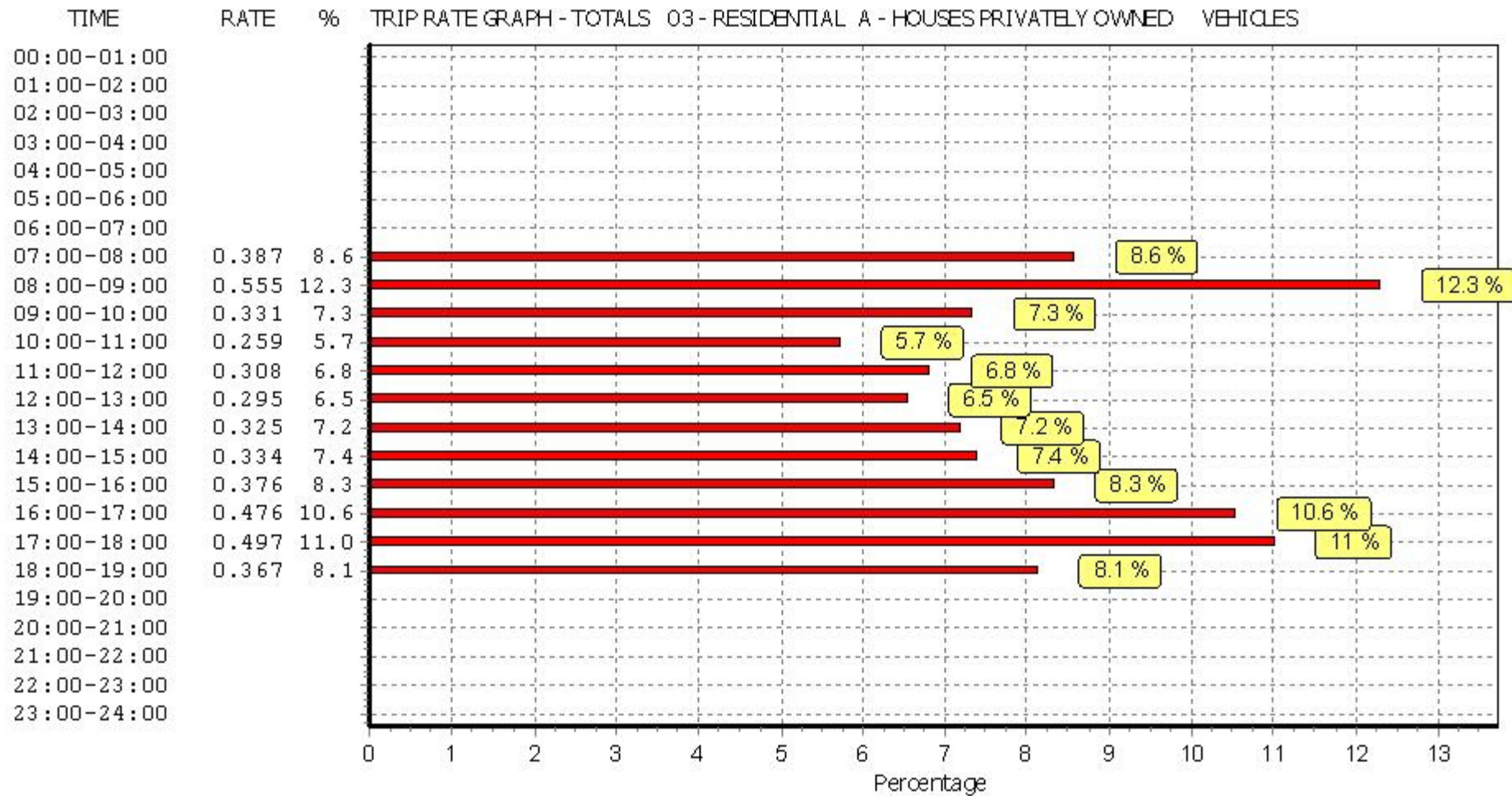
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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



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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	41	0.004	24	41	0.004	24	41	0.008
08:00 - 09:00	24	41	0.006	24	41	0.006	24	41	0.012
09:00 - 10:00	24	41	0.004	24	41	0.004	24	41	0.008
10:00 - 11:00	24	41	0.001	24	41	0.001	24	41	0.002
11:00 - 12:00	24	41	0.003	24	41	0.003	24	41	0.006
12:00 - 13:00	24	41	0.002	24	41	0.002	24	41	0.004
13:00 - 14:00	24	41	0.003	24	41	0.002	24	41	0.005
14:00 - 15:00	24	41	0.002	24	41	0.002	24	41	0.004
15:00 - 16:00	24	41	0.003	24	41	0.004	24	41	0.007
16:00 - 17:00	24	41	0.004	24	41	0.002	24	41	0.006
17:00 - 18:00	24	41	0.002	24	41	0.001	24	41	0.003
18:00 - 19:00	24	41	0.002	24	41	0.003	24	41	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.034			0.070

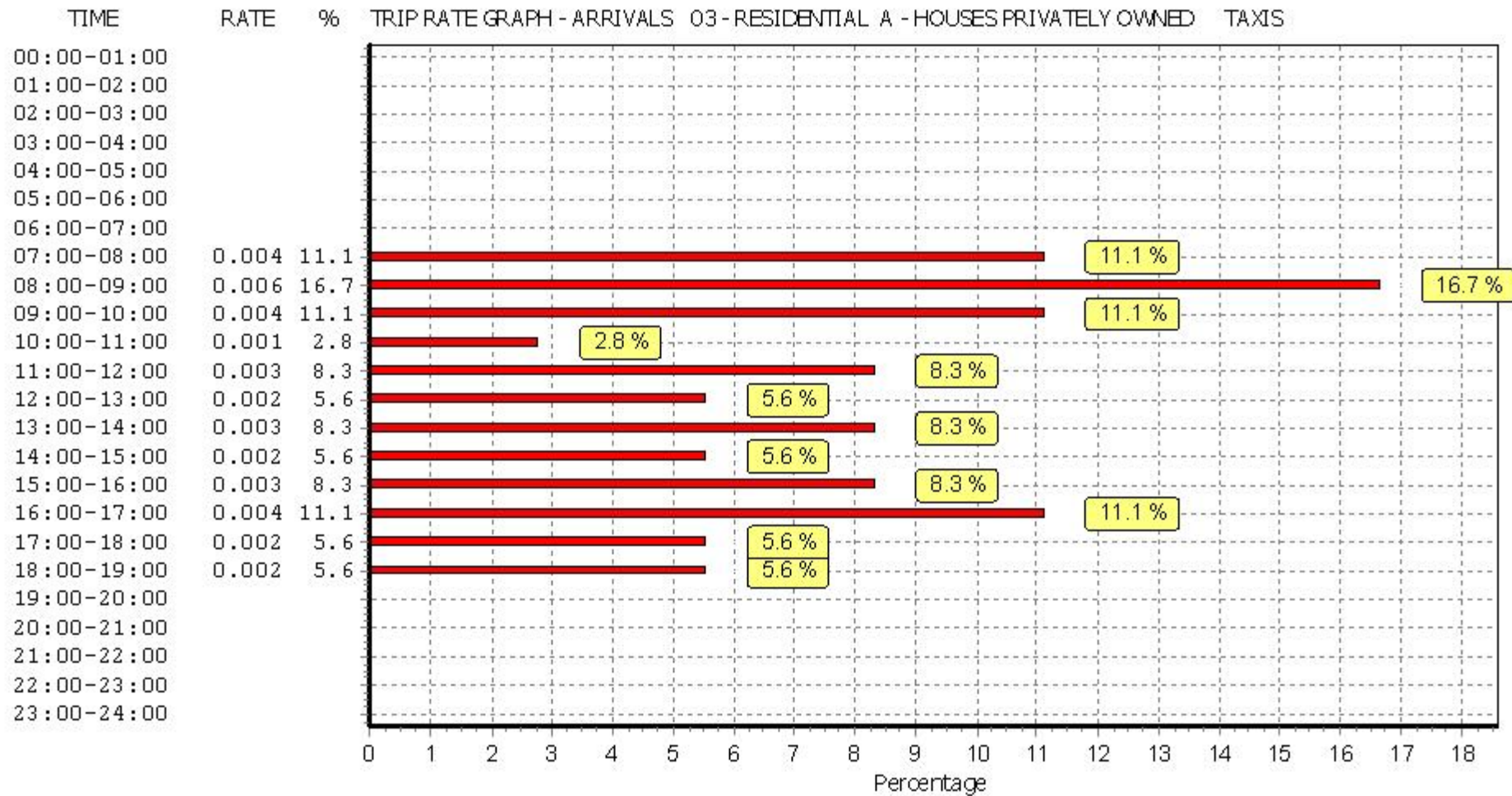
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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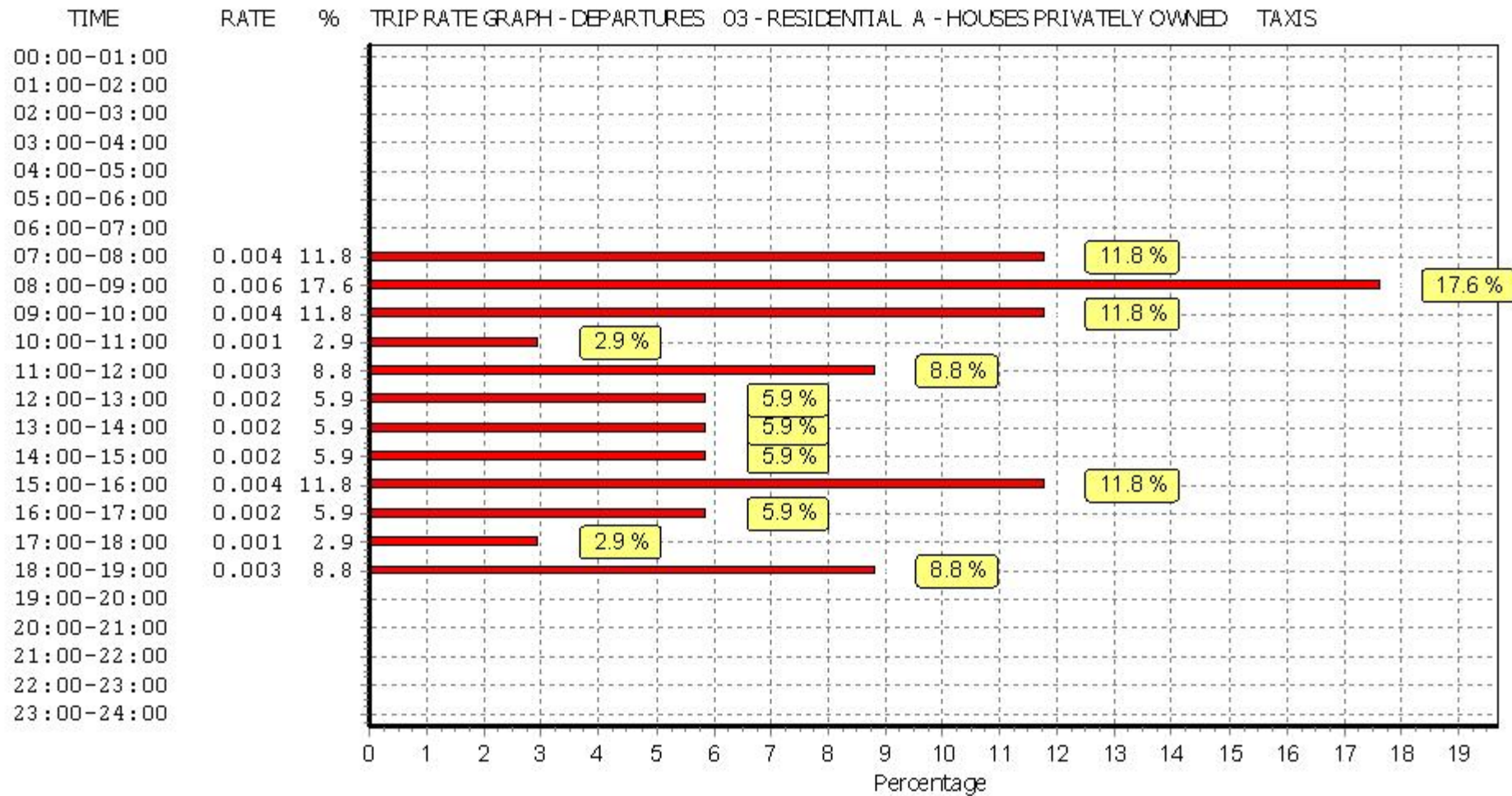
Parameter summary

Trip rate parameter range selected: 21 - 71 (units:)
 Survey date date range: 01/01/09 - 29/11/16
 Number of weekdays (Monday-Friday): 24
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

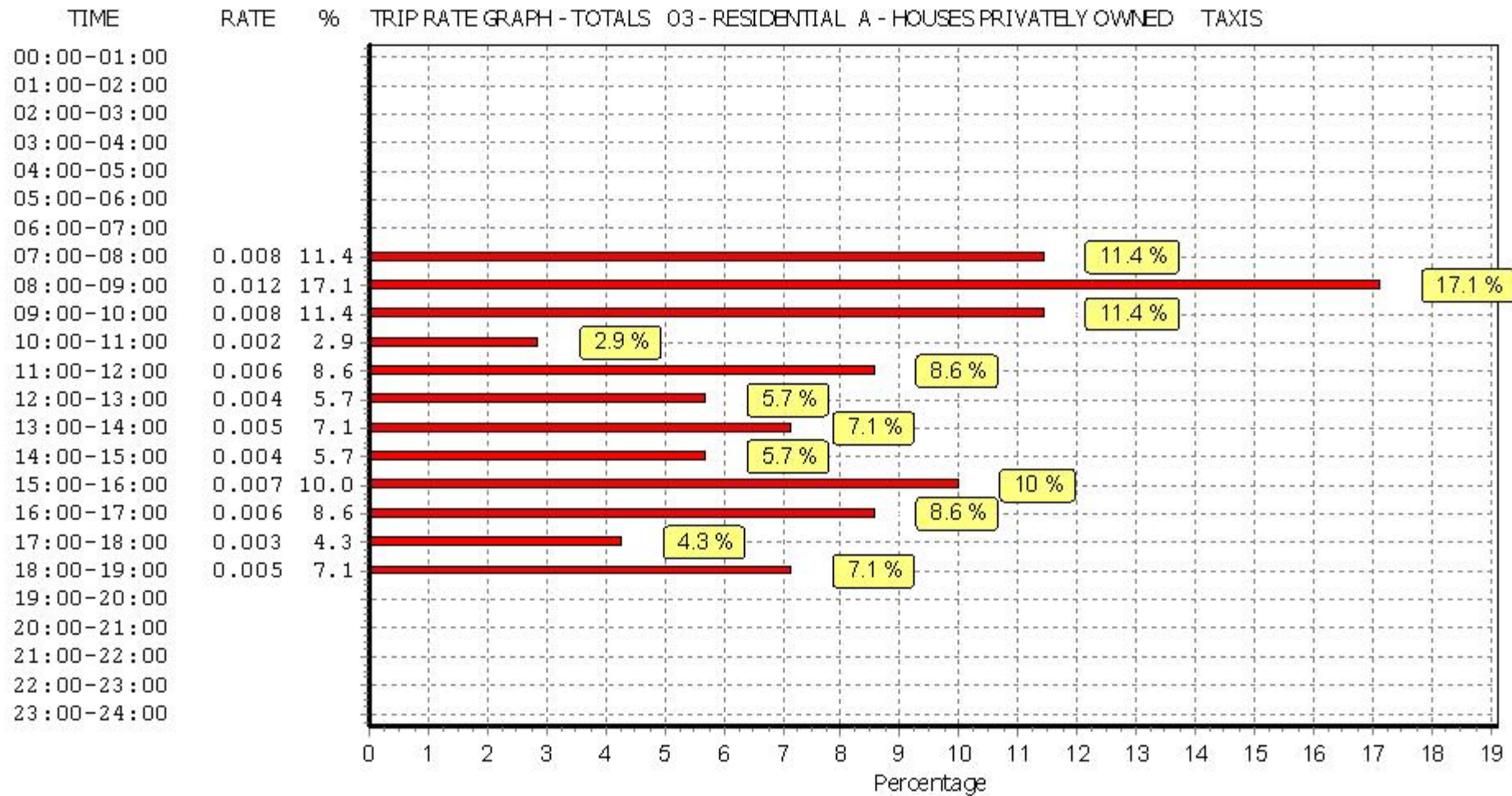
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	41	0.000	24	41	0.000	24	41	0.000
08:00 - 09:00	24	41	0.002	24	41	0.001	24	41	0.003
09:00 - 10:00	24	41	0.004	24	41	0.005	24	41	0.009
10:00 - 11:00	24	41	0.001	24	41	0.001	24	41	0.002
11:00 - 12:00	24	41	0.004	24	41	0.002	24	41	0.006
12:00 - 13:00	24	41	0.001	24	41	0.002	24	41	0.003
13:00 - 14:00	24	41	0.003	24	41	0.002	24	41	0.005
14:00 - 15:00	24	41	0.001	24	41	0.002	24	41	0.003
15:00 - 16:00	24	41	0.002	24	41	0.002	24	41	0.004
16:00 - 17:00	24	41	0.001	24	41	0.002	24	41	0.003
17:00 - 18:00	24	41	0.000	24	41	0.000	24	41	0.000
18:00 - 19:00	24	41	0.000	24	41	0.000	24	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.019			0.038

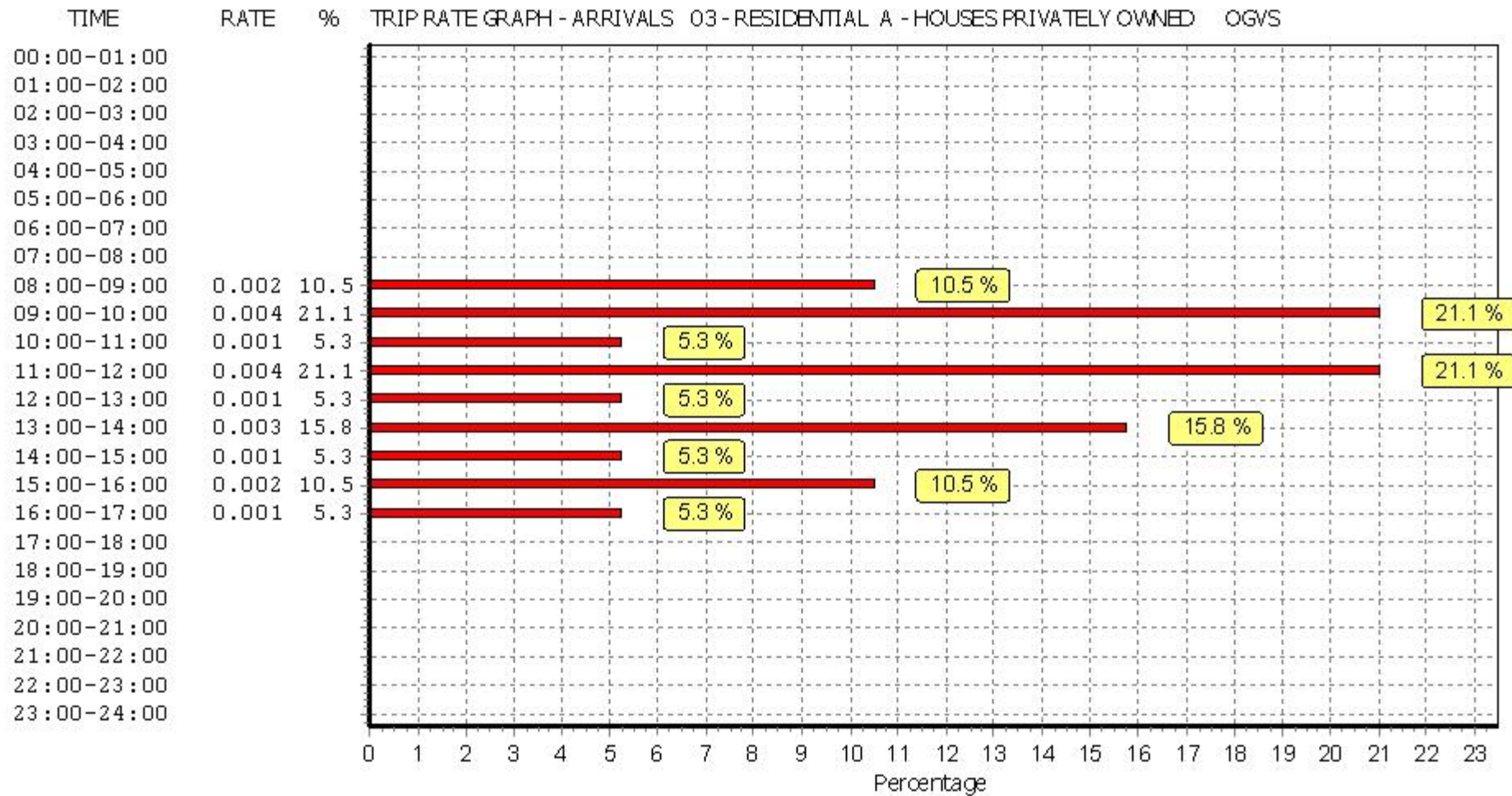
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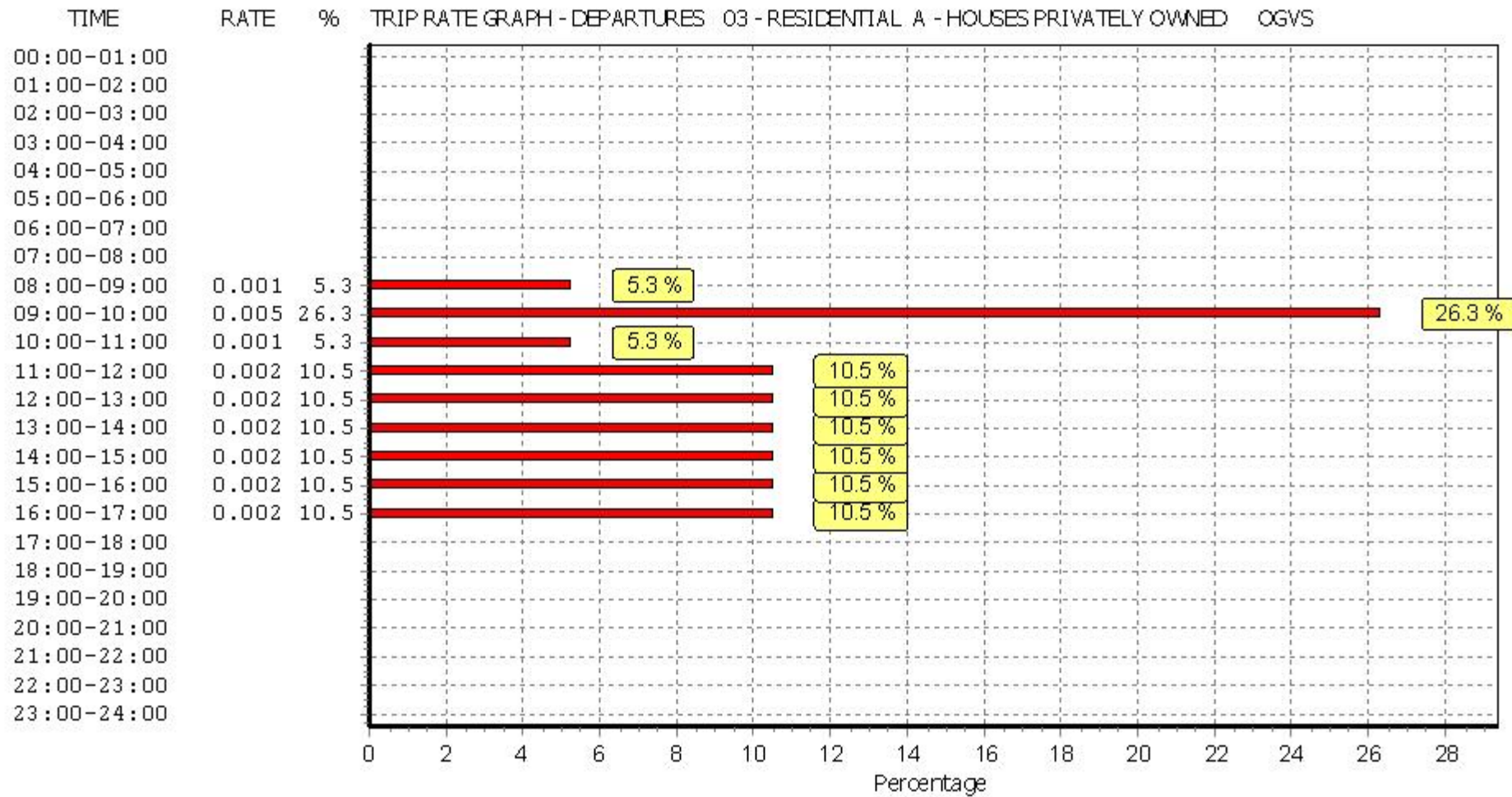
Parameter summary

Trip rate parameter range selected: 21 - 71 (units:)
 Survey date date range: 01/01/09 - 29/11/16
 Number of weekdays (Monday-Friday): 24
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

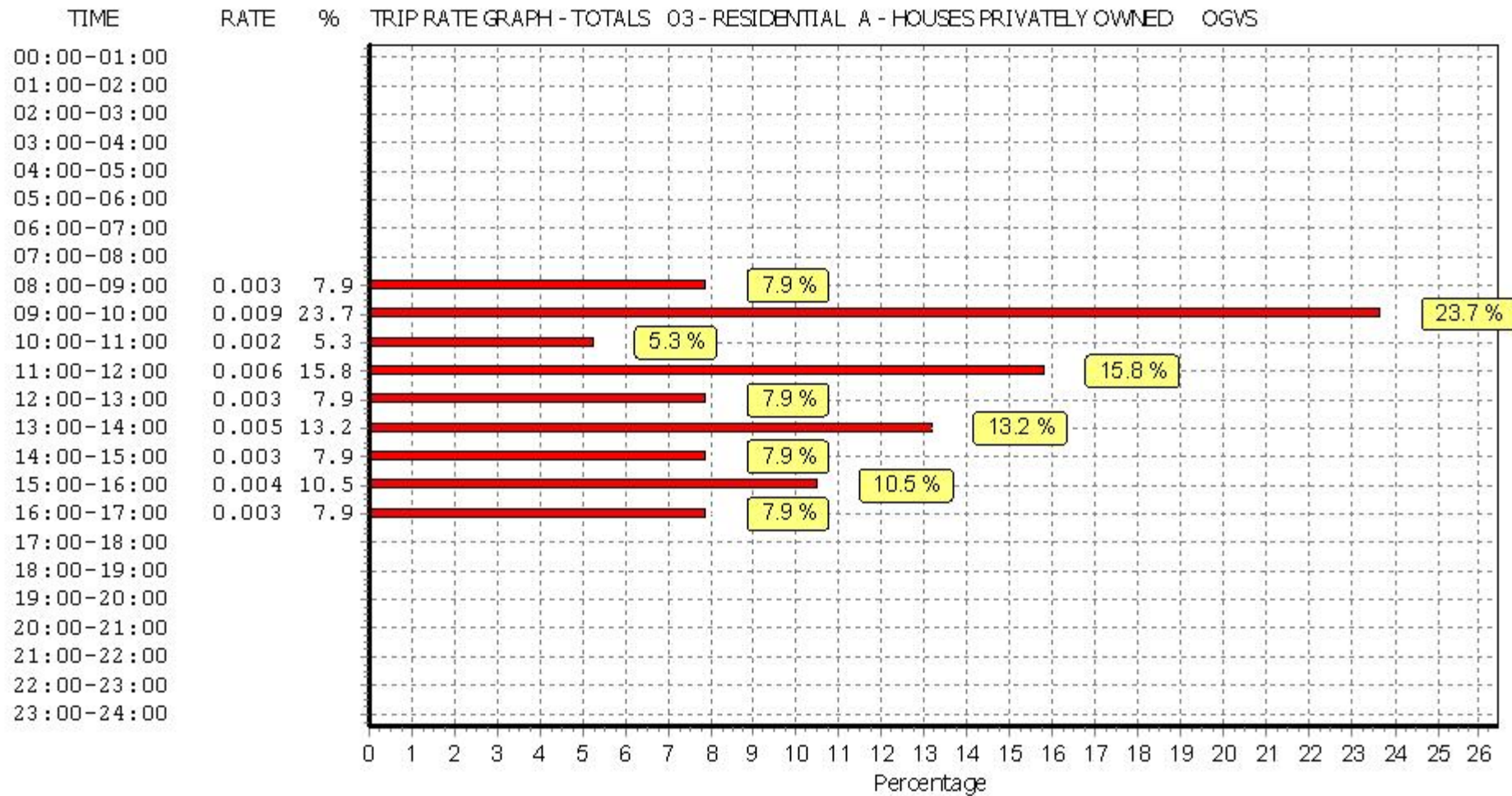
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	41	0.000	24	41	0.000	24	41	0.000
08:00 - 09:00	24	41	0.001	24	41	0.001	24	41	0.002
09:00 - 10:00	24	41	0.000	24	41	0.000	24	41	0.000
10:00 - 11:00	24	41	0.000	24	41	0.000	24	41	0.000
11:00 - 12:00	24	41	0.002	24	41	0.002	24	41	0.004
12:00 - 13:00	24	41	0.000	24	41	0.000	24	41	0.000
13:00 - 14:00	24	41	0.000	24	41	0.000	24	41	0.000
14:00 - 15:00	24	41	0.001	24	41	0.001	24	41	0.002
15:00 - 16:00	24	41	0.000	24	41	0.000	24	41	0.000
16:00 - 17:00	24	41	0.000	24	41	0.000	24	41	0.000
17:00 - 18:00	24	41	0.000	24	41	0.000	24	41	0.000
18:00 - 19:00	24	41	0.000	24	41	0.000	24	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

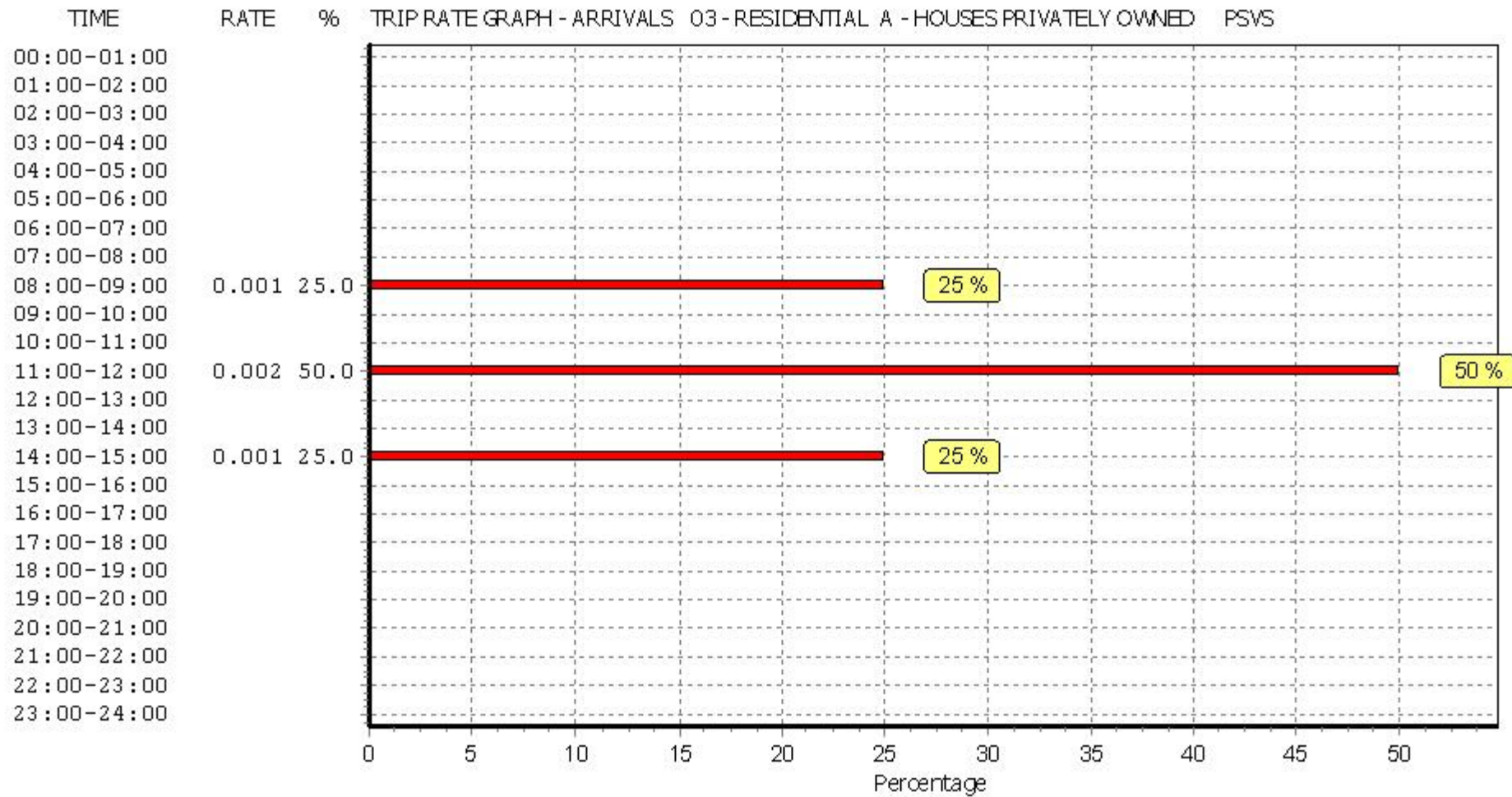
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

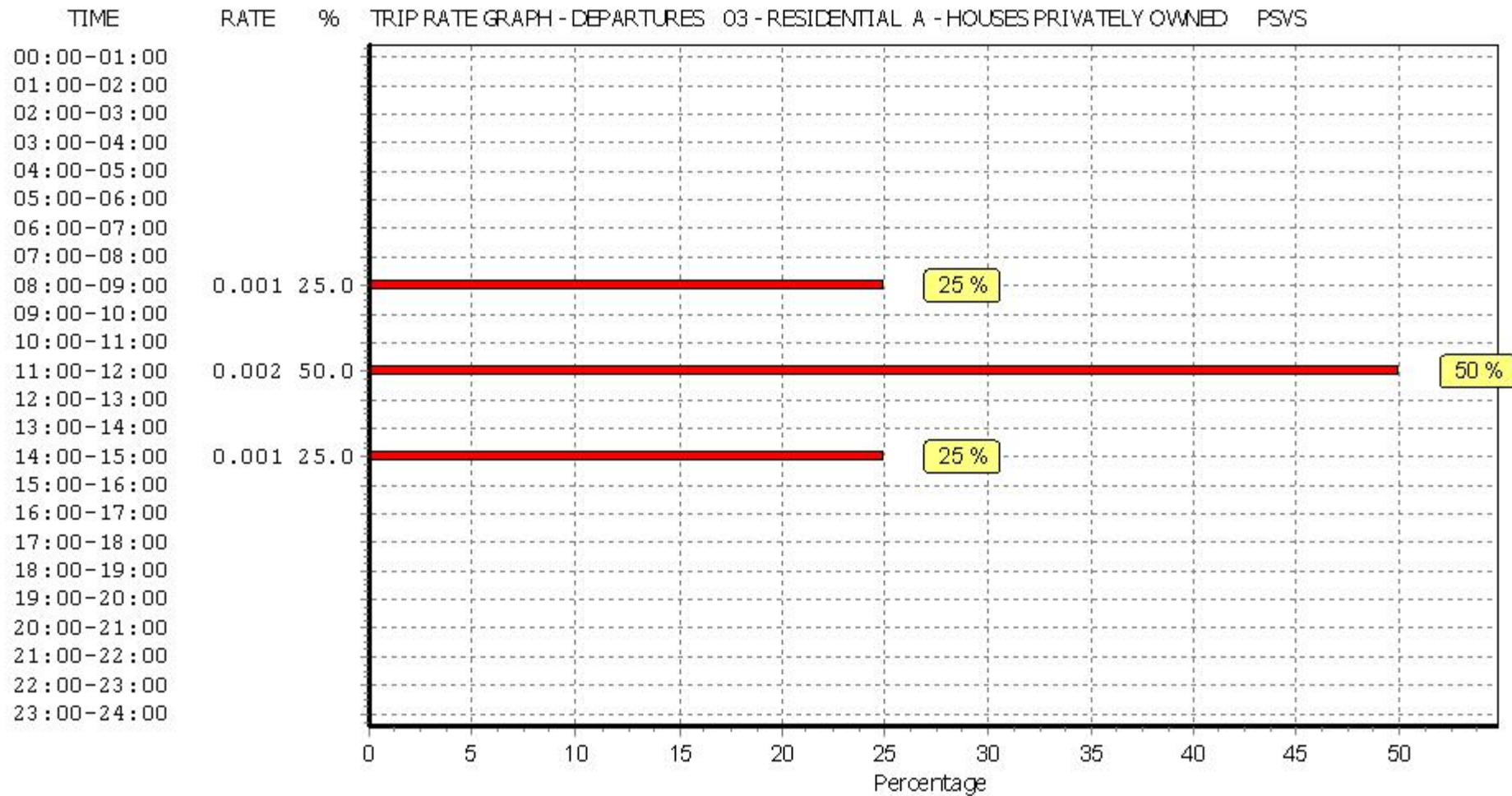
Parameter summary

Trip rate parameter range selected: 21 - 71 (units:)
 Survey date date range: 01/01/09 - 29/11/16
 Number of weekdays (Monday-Friday): 24
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

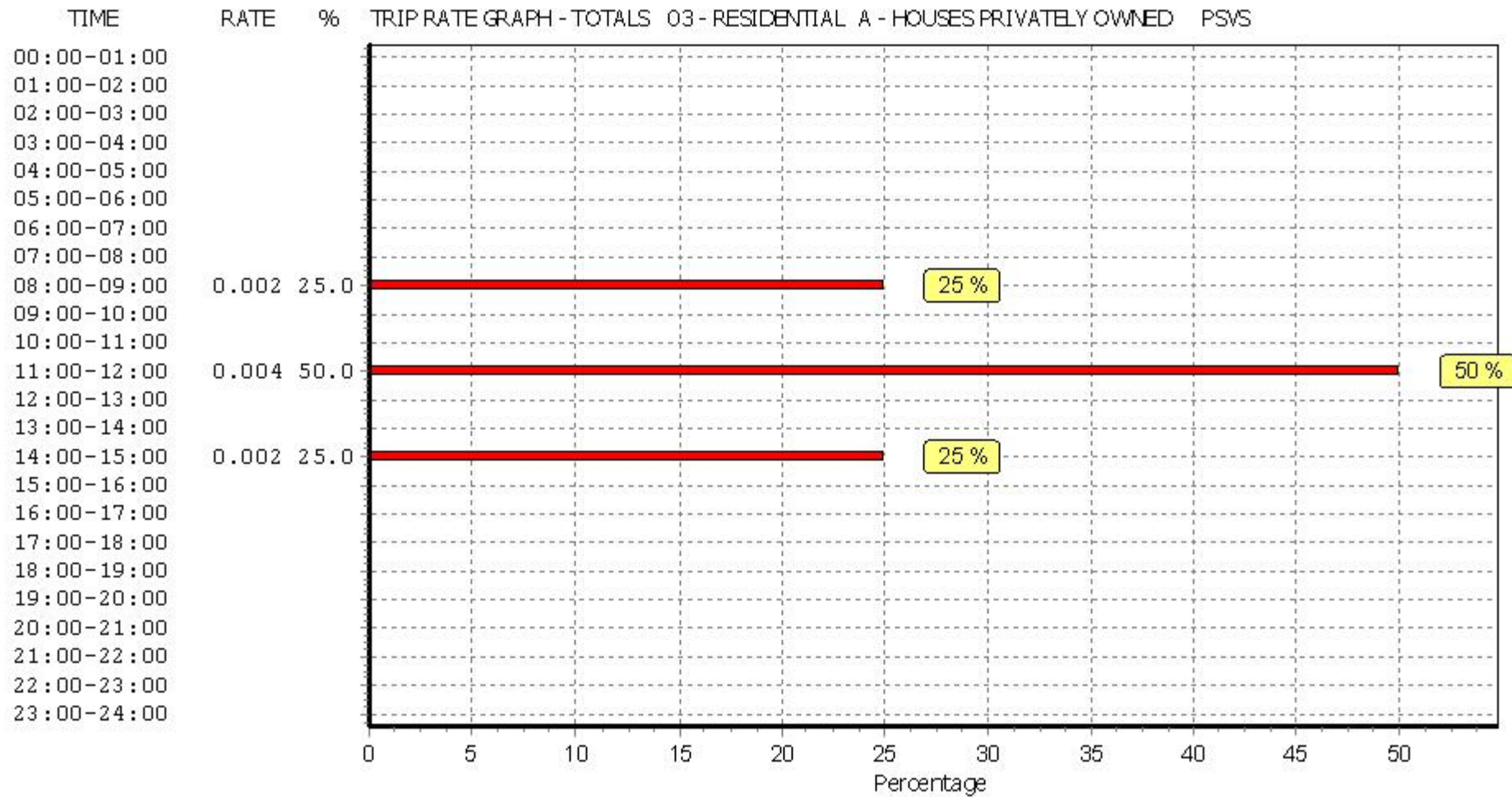
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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



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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	41	0.003	24	41	0.021	24	41	0.024
08:00 - 09:00	24	41	0.001	24	41	0.028	24	41	0.029
09:00 - 10:00	24	41	0.001	24	41	0.008	24	41	0.009
10:00 - 11:00	24	41	0.003	24	41	0.010	24	41	0.013
11:00 - 12:00	24	41	0.002	24	41	0.003	24	41	0.005
12:00 - 13:00	24	41	0.007	24	41	0.008	24	41	0.015
13:00 - 14:00	24	41	0.009	24	41	0.004	24	41	0.013
14:00 - 15:00	24	41	0.006	24	41	0.004	24	41	0.010
15:00 - 16:00	24	41	0.018	24	41	0.002	24	41	0.020
16:00 - 17:00	24	41	0.024	24	41	0.004	24	41	0.028
17:00 - 18:00	24	41	0.026	24	41	0.005	24	41	0.031
18:00 - 19:00	24	41	0.009	24	41	0.006	24	41	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.103			0.212

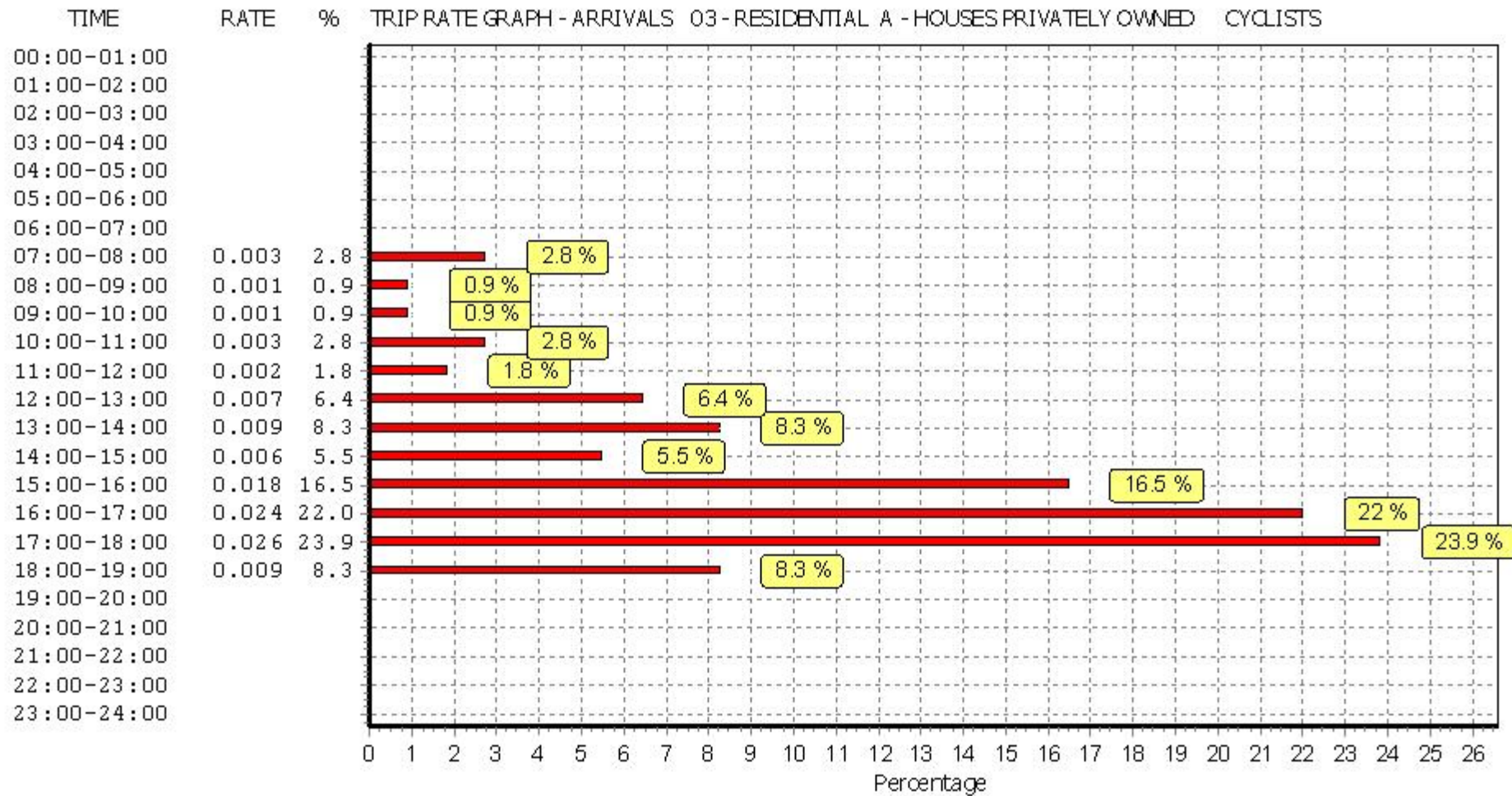
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

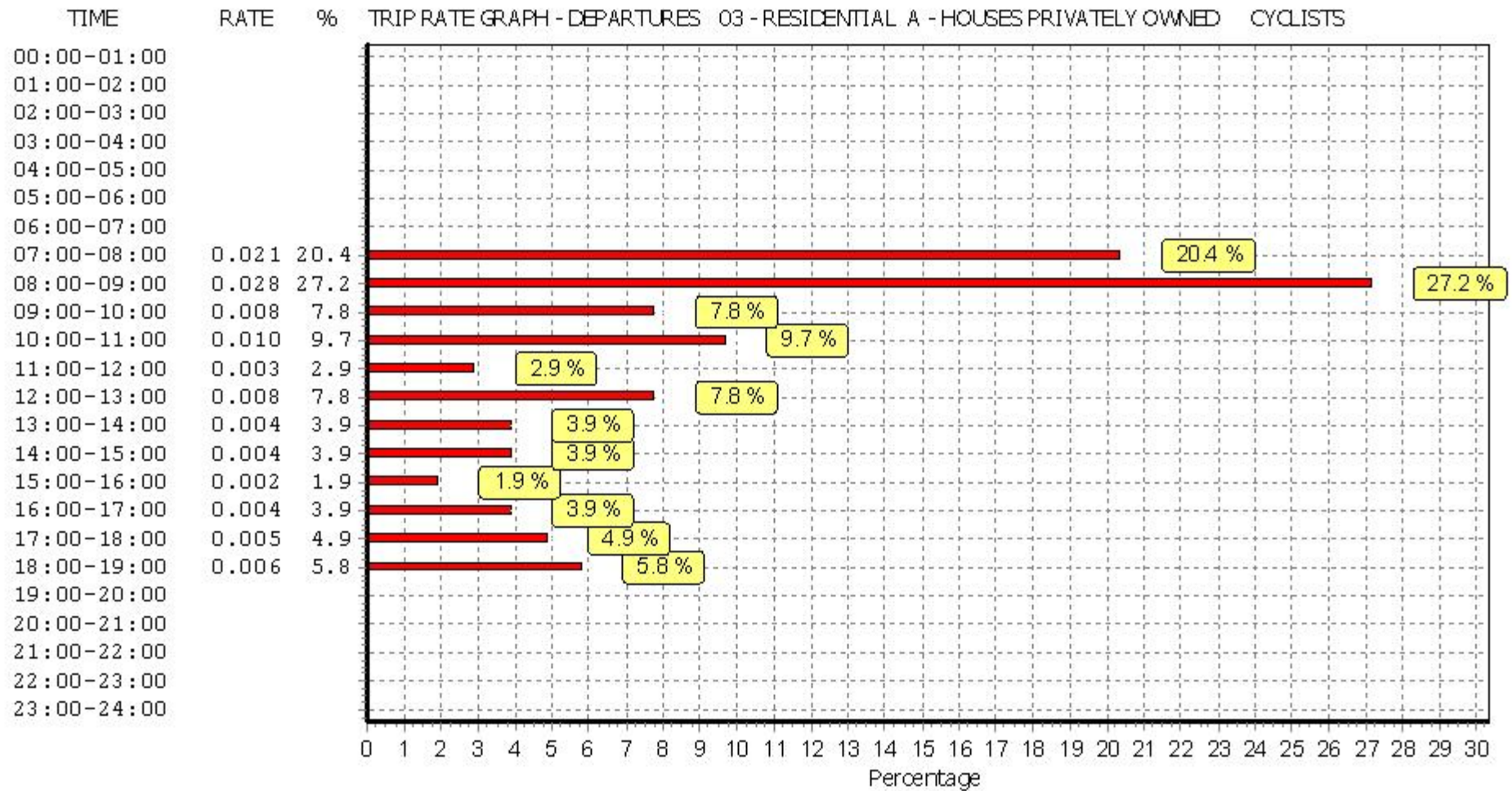
Parameter summary

Trip rate parameter range selected: 21 - 71 (units:)
 Survey date date range: 01/01/09 - 29/11/16
 Number of weekdays (Monday-Friday): 24
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

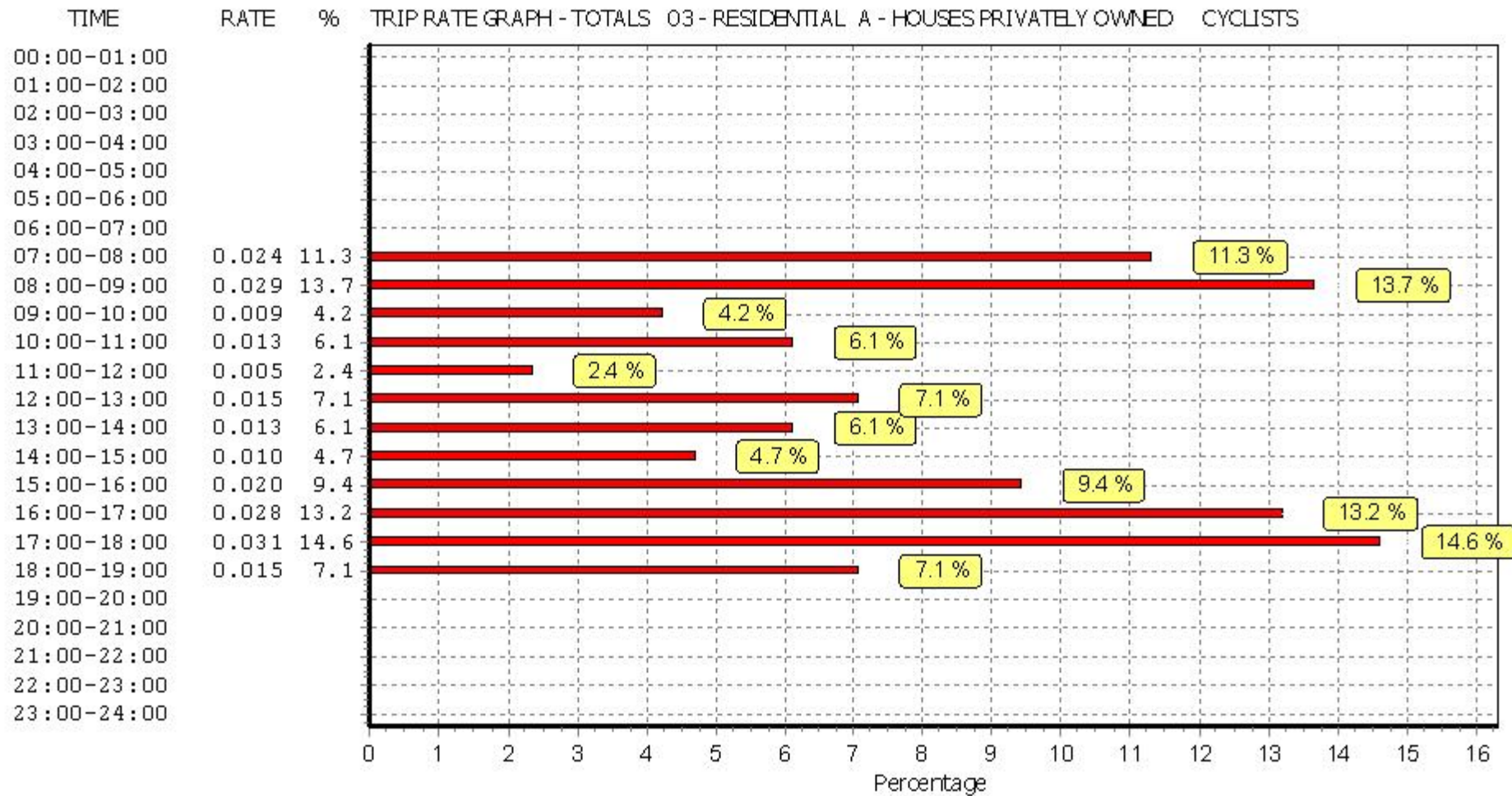
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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



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



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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 21 to 71 (units:)
 Range Selected by User: 20 to 80 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

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	6 days
Tuesday	5 days
Wednesday	8 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	13
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	2

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	22
Village	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C1	1 days
C3	24 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	7 days
10,001 to 15,000	5 days
15,001 to 20,000	4 days
20,001 to 25,000	2 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:

5,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	20 days

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

Travel Plan:

Yes	3 days
No	22 days

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

PTAL Rating:

No PTAL Present	25 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-09 GREYSTOKE ROAD HURDSFIELD MACCLESFIELD Edge of Town Residential Zone Total Number of dwellings: 24 Survey date: MONDAY 24/11/14	TERRACED HOUSES	CESHIRE	Survey Type: MANUAL
2	DC-03-A-08 HURSTDENE ROAD CASTLE LANE WEST BOURNEMOUTH Edge of Town Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 24/03/14	BUNGALOWS	DORSET	Survey Type: MANUAL
3	DV-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: WEDNESDAY 30/09/15	TERRACED HOUSES	DEVON	Survey Type: MANUAL
4	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15	TERRACED & SEMI DETACHED	DEVON	Survey Type: MANUAL
5	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11	PRIVATE HOUSING	EAST SUSSEX	Survey Type: MANUAL
6	FA-03-A-01 MANDELA AVENUE FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: THURSDAY 30/05/13	SEMI-DETACHED/TERRACED	FALKIRK	Survey Type: MANUAL
7	GM-03-A-10 BUTT HILL DRIVE PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings: 29 Survey date: WEDNESDAY 12/10/11	DETACHED/SEMI	GREATER MANCHESTER	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-18 CANADA WAY	HOUSES & FLATS	HAMPSHIRE
	LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 Survey date: TUESDAY 29/11/16		Survey Type: MANUAL
9	HI-03-A-14 KING BRUDE ROAD	SEMI-DETACHED & TERRACED	HIGHLAND
	SCORGUIE INVERNESS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 40 Survey date: WEDNESDAY 23/03/16		Survey Type: MANUAL
10	LN-03-A-03 ROOKERY LANE	SEMI DETACHED	LINCOLNSHIRE
	BOULTHAM LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 Survey date: TUESDAY 18/09/12		Survey Type: MANUAL
11	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS	NORFOLK
	CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12		Survey Type: MANUAL
12	NY-03-A-07 CRAVEN WAY	DETACHED & SEMI DET.	NORTH YORKSHIRE
	BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: 23 Survey date: TUESDAY 18/10/11		Survey Type: MANUAL
13	NY-03-A-08 NICHOLAS STREET	TERRACED HOUSES	NORTH YORKSHIRE
	YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 Survey date: MONDAY 16/09/13		Survey Type: MANUAL
14	NY-03-A-09 GRAMMAR SCHOOL LANE	MIXED HOUSING	NORTH YORKSHIRE
	NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 16/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		RIPON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	71	
		Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
16	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	23	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
17	PK-03-A-01	DETAC. & BUNGALOWS		PERTH & KINROSS
		TULLYLUMB TERRACE		
		GORNHILL		
		PERTH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	36	
		Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
18	PS-03-A-02	DETACHED/SEMI-DETACHED		POWYS
		GUNROG ROAD		
		WELSHPOOL		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	28	
		Survey date: MONDAY	11/05/15	Survey Type: MANUAL
19	SC-03-A-04	DETACHED & TERRACED		SURREY
		HIGH ROAD		
		BYFLEET		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	71	
		Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
20	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
		SANDCROFT		
		SUTTON HILL		
		TELFORD		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	54	
		Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
21	SM-03-A-01	DETACHED & SEMI		SOMERSET
		WEMBDON ROAD		
		NORTHFIELD		
		BRIDGWATER		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	33	
		Survey date: THURSDAY	24/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date: WEDNESDAY		18/09/13	Survey Type: MANUAL
23	TW-03-A-03	MIXED HOUSES		TYNE & WEAR
	STATION ROAD			
	BACKWORTH			
	NEAR NEWCASTLE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of dwellings:		33	
	Survey date: FRIDAY		13/11/15	Survey Type: MANUAL
24	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		48	
	Survey date: WEDNESDAY		18/04/12	Survey Type: MANUAL
25	WY-03-A-01	MIXED HOUSING		WEST YORKSHIRE
	SPRING VALLEY CRESCENT			
	BRAMLEY			
	LEEDS			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		46	
	Survey date: WEDNESDAY		21/09/16	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.

CAPITA SYMONDS PRESTON NEW ROAD BLACKBURN

Licence No: 504502

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: DEPARTURES Time Range: 17:00-18:00

15th Percentile = No. 21 PS-03-A-02 Dep: 0.071

85th Percentile = No. 5 CH-03-A-09 Dep: 0.250

Median Values

Arrivals: 0.243

Departures: 0.135

Totals: 0.378

Mean Values

Arrivals: 0.348

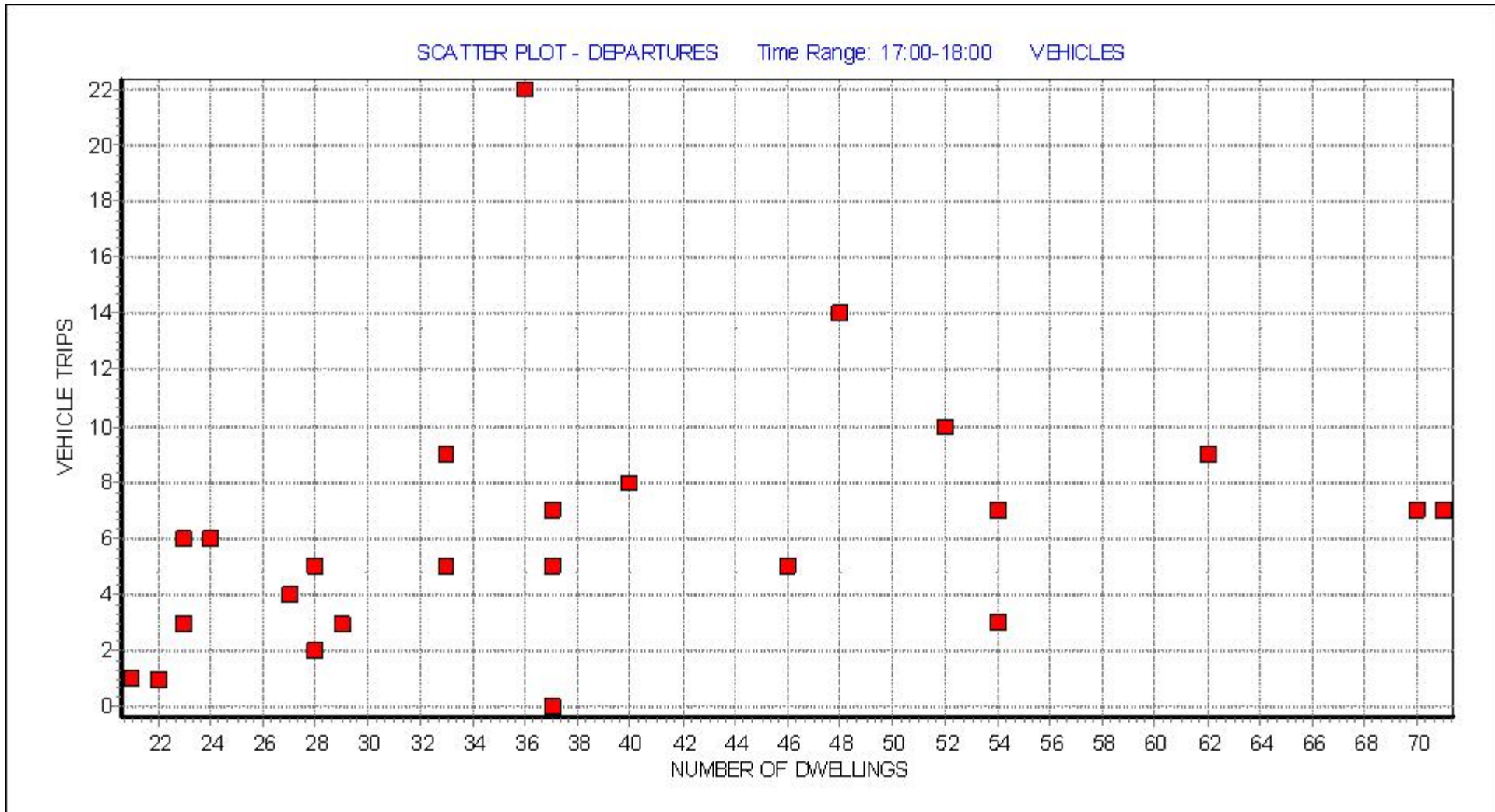
Departures: 0.161

Totals: 0.509

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	PK-03-A-01	DETAC. & BUNGA	PERTH	PERTH & KINROSS	36	Wed	11/05/11	0.639	0.611	1.250	3.36
2	WS-03-A-05	TERRACED & FLA	SHOREHAM BY SEA	WEST SUSSEX	48	Wed	18/04/12	0.458	0.292	0.750	2.75
3	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.333	0.273	0.606	4.00
4	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.478	0.261	0.739	1.96
5	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.500	0.250	0.750	1.33
6	HI-03-A-14	SEMI-DETACHED	INVERNESS	HIGHLAND	40	Wed	23/03/16	0.425	0.200	0.625	2.23
7	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.269	0.192	0.461	2.60
8	DV-03-A-01	TERRACED HOUSE	TORQUAY	DEVON	37	Wed	30/09/15	0.297	0.189	0.486	2.78
9	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.107	0.179	0.286	4.68
10	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.333	0.152	0.485	3.97
11	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.407	0.148	0.555	2.37
12	HC-03-A-18	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	29/11/16	0.355	0.145	0.500	2.19
13	FA-03-A-01	SEMI-DETACHED/	FALKIRK	FALKIRK	37	Thu	30/05/13	0.243	0.135	0.378	1.41
14	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.609	0.130	0.739	6.26
15	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	1.17
16	WY-03-A-01	MIXED HOUSING	LEEDS	WEST YORKSHIRE	46	Wed	21/09/16	0.043	0.109	0.152	1.26
17	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.448	0.103	0.551	2.79
18	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.371	0.100	0.471	1.66
19	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.479	0.099	0.578	0.83
20	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.366	0.099	0.465	2.49
21	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.107	0.071	0.178	2.32
22	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.278	0.056	0.334	1.13
23	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.286	0.048	0.334	1.14
24	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.273	0.045	0.318	1.09
25	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.351	0.000	0.351	1.59

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 21 to 71 (units:)
 Range Selected by User: 20 to 80 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

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	6 days
Tuesday	5 days
Wednesday	8 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	13
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	2

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	22
Village	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C1	1 days
C3	24 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	7 days
10,001 to 15,000	5 days
15,001 to 20,000	4 days
20,001 to 25,000	2 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:

5,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	20 days

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

Travel Plan:

Yes	3 days
No	22 days

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

PTAL Rating:

No PTAL Present	25 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-09 GREYSTOKE ROAD HURDSFIELD MACCLESFIELD Edge of Town Residential Zone Total Number of dwellings: 24 Survey date: MONDAY 24/11/14	TERRACED HOUSES	CESHIRE	Survey Type: MANUAL
2	DC-03-A-08 HURSTDENE ROAD CASTLE LANE WEST BOURNEMOUTH Edge of Town Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 24/03/14	BUNGALOWS	DORSET	Survey Type: MANUAL
3	DV-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: WEDNESDAY 30/09/15	TERRACED HOUSES	DEVON	Survey Type: MANUAL
4	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15	TERRACED & SEMI DETACHED	DEVON	Survey Type: MANUAL
5	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11	PRIVATE HOUSING	EAST SUSSEX	Survey Type: MANUAL
6	FA-03-A-01 MANDELA AVENUE FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: THURSDAY 30/05/13	SEMI-DETACHED/TERRACED	FALKIRK	Survey Type: MANUAL
7	GM-03-A-10 BUTT HILL DRIVE PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings: 29 Survey date: WEDNESDAY 12/10/11	DETACHED/SEMI	GREATER MANCHESTER	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-18 CANADA WAY	HOUSES & FLATS	HAMPSHIRE
	LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 Survey date: TUESDAY 29/11/16		Survey Type: MANUAL
9	HI-03-A-14 KING BRUDE ROAD	SEMI-DETACHED & TERRACED	HIGHLAND
	SCORGUIE INVERNESS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 40 Survey date: WEDNESDAY 23/03/16		Survey Type: MANUAL
10	LN-03-A-03 ROOKERY LANE	SEMI DETACHED	LINCOLNSHIRE
	BOULTHAM LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 Survey date: TUESDAY 18/09/12		Survey Type: MANUAL
11	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS	NORFOLK
	CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12		Survey Type: MANUAL
12	NY-03-A-07 CRAVEN WAY	DETACHED & SEMI DET.	NORTH YORKSHIRE
	BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: 23 Survey date: TUESDAY 18/10/11		Survey Type: MANUAL
13	NY-03-A-08 NICHOLAS STREET	TERRACED HOUSES	NORTH YORKSHIRE
	YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 Survey date: MONDAY 16/09/13		Survey Type: MANUAL
14	NY-03-A-09 GRAMMAR SCHOOL LANE	MIXED HOUSING	NORTH YORKSHIRE
	NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 16/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		RIPON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	71	
		Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
16	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	23	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
17	PK-03-A-01	DETAC. & BUNGALOWS		PERTH & KINROSS
		TULLYLUMB TERRACE		
		GORNHILL		
		PERTH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	36	
		Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
18	PS-03-A-02	DETACHED/SEMI-DETACHED		POWYS
		GUNROG ROAD		
		WELSHPOOL		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	28	
		Survey date: MONDAY	11/05/15	Survey Type: MANUAL
19	SC-03-A-04	DETACHED & TERRACED		SURREY
		HIGH ROAD		
		BYFLEET		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	71	
		Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
20	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
		SANDCROFT		
		SUTTON HILL		
		TELFORD		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	54	
		Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
21	SM-03-A-01	DETACHED & SEMI		SOMERSET
		WEMBDON ROAD		
		NORTHFIELD		
		BRIDGWATER		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	33	
		Survey date: THURSDAY	24/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date: WEDNESDAY		18/09/13	Survey Type: MANUAL
23	TW-03-A-03	MIXED HOUSES		TYNE & WEAR
	STATION ROAD			
	BACKWORTH			
	NEAR NEWCASTLE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of dwellings:		33	
	Survey date: FRIDAY		13/11/15	Survey Type: MANUAL
24	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		48	
	Survey date: WEDNESDAY		18/04/12	Survey Type: MANUAL
25	WY-03-A-01	MIXED HOUSING		WEST YORKSHIRE
	SPRING VALLEY CRESCENT			
	BRAMLEY			
	LEEDS			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		46	
	Survey date: WEDNESDAY		21/09/16	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.

CAPITA SYMONDS PRESTON NEW ROAD BLACKBURN

Licence No: 504502

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: ARRIVALS Time Range: 17:00-18:00

15th Percentile = No. 21 FA-03-A-01 Arr: 0.243

85th Percentile = No. 5 NY-03-A-07 Arr: 0.478

Median Values

Arrivals: 0.351

Departures: 0.000

Totals: 0.351

Mean Values

Arrivals: 0.348

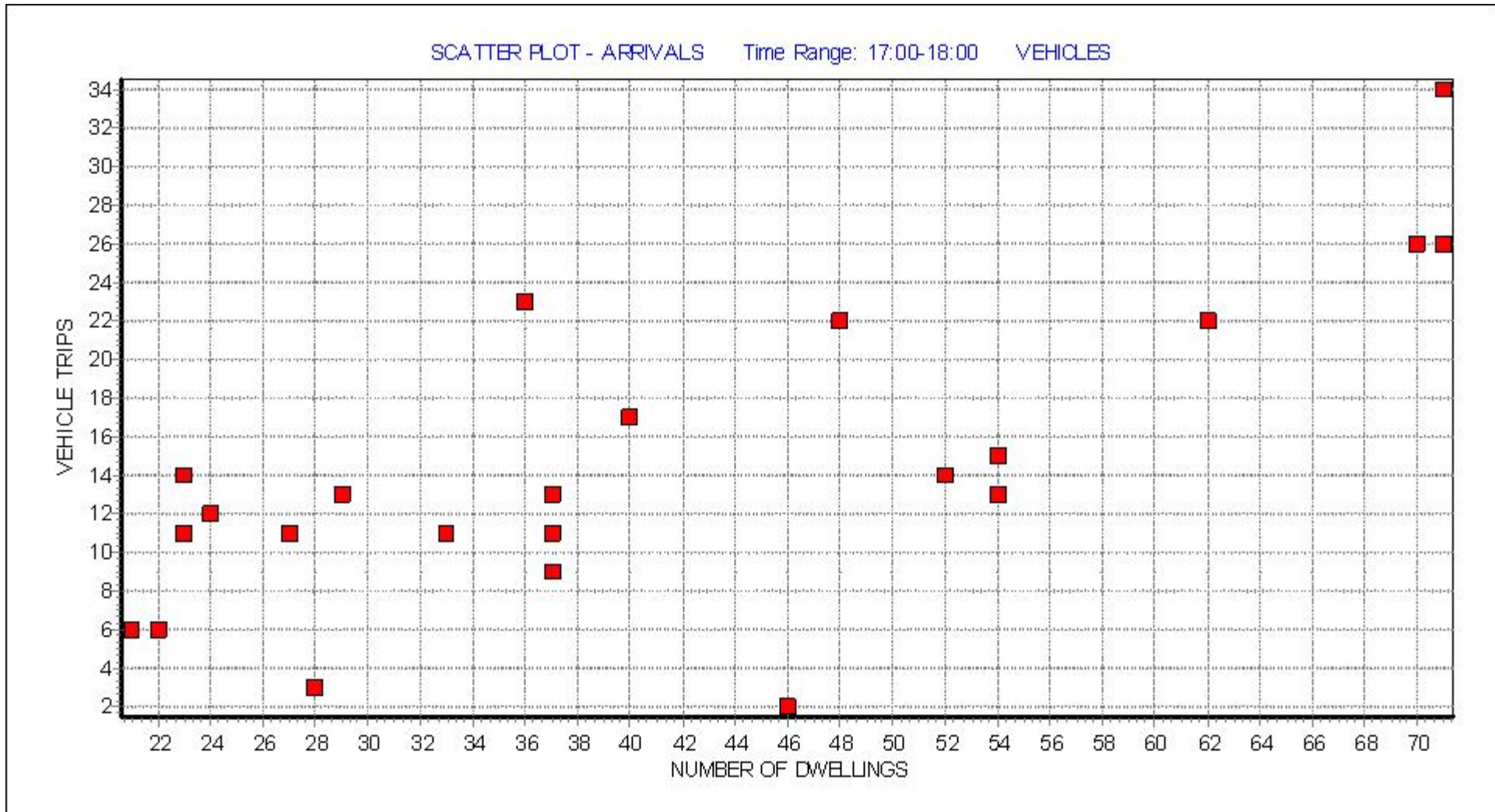
Departures: 0.161

Totals: 0.509

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	PK-03-A-01	DETAC. & BUNGA	PERTH	PERTH & KINROSS	36	Wed	11/05/11	0.639	0.611	1.250	3.36
2	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.609	0.130	0.739	6.26
3	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.500	0.250	0.750	1.33
4	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.479	0.099	0.578	0.83
5	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.478	0.261	0.739	1.96
6	WS-03-A-05	TERRACED & FLA	SHOREHAM BY SEA	WEST SUSSEX	48	Wed	18/04/12	0.458	0.292	0.750	2.75
7	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.448	0.103	0.551	2.79
8	HI-03-A-14	SEMI-DETACHED	INVERNESS	HIGHLAND	40	Wed	23/03/16	0.425	0.200	0.625	2.23
9	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.407	0.148	0.555	2.37
10	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.371	0.100	0.471	1.66
11	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.366	0.099	0.465	2.49
12	HC-03-A-18	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	29/11/16	0.355	0.145	0.500	2.19
13	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.351	0.000	0.351	1.59
14	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.333	0.273	0.606	4.00
15	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.333	0.152	0.485	3.97
16	DV-03-A-01	TERRACED HOUSE	TORQUAY	DEVON	37	Wed	30/09/15	0.297	0.189	0.486	2.78
17	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.286	0.048	0.334	1.14
18	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.278	0.056	0.334	1.13
19	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.273	0.045	0.318	1.09
20	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.269	0.192	0.461	2.60
21	FA-03-A-01	SEMI-DETACHED/	FALKIRK	FALKIRK	37	Thu	30/05/13	0.243	0.135	0.378	1.41
22	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	1.17
23	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.107	0.179	0.286	4.68
24	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.107	0.071	0.178	2.32
25	WY-03-A-01	MIXED HOUSING	LEEDS	WEST YORKSHIRE	46	Wed	21/09/16	0.043	0.109	0.152	1.26

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m² GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 21 to 71 (units:)
 Range Selected by User: 20 to 80 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

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	6 days
Tuesday	5 days
Wednesday	8 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	13
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	2

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	22
Village	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C1	1 days
C3	24 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	7 days
10,001 to 15,000	5 days
15,001 to 20,000	4 days
20,001 to 25,000	2 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:

5,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	20 days

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

Travel Plan:

Yes	3 days
No	22 days

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

PTAL Rating:

No PTAL Present	25 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-09 GREYSTOKE ROAD HURDSFIELD MACCLESFIELD Edge of Town Residential Zone Total Number of dwellings: 24 Survey date: MONDAY 24/11/14	TERRACED HOUSES	CESHIRE	Survey Type: MANUAL
2	DC-03-A-08 HURSTDENE ROAD CASTLE LANE WEST BOURNEMOUTH Edge of Town Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 24/03/14	BUNGALOWS	DORSET	Survey Type: MANUAL
3	DV-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: WEDNESDAY 30/09/15	TERRACED HOUSES	DEVON	Survey Type: MANUAL
4	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15	TERRACED & SEMI DETACHED	DEVON	Survey Type: MANUAL
5	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11	PRIVATE HOUSING	EAST SUSSEX	Survey Type: MANUAL
6	FA-03-A-01 MANDELA AVENUE FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: THURSDAY 30/05/13	SEMI-DETACHED/TERRACED	FALKIRK	Survey Type: MANUAL
7	GM-03-A-10 BUTT HILL DRIVE PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings: 29 Survey date: WEDNESDAY 12/10/11	DETACHED/SEMI	GREATER MANCHESTER	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-18 CANADA WAY	HOUSES & FLATS	HAMPSHIRE
	LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 Survey date: TUESDAY 29/11/16		Survey Type: MANUAL
9	HI-03-A-14 KING BRUDE ROAD	SEMI-DETACHED & TERRACED	HIGHLAND
	SCORGUIE INVERNESS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 40 Survey date: WEDNESDAY 23/03/16		Survey Type: MANUAL
10	LN-03-A-03 ROOKERY LANE	SEMI DETACHED	LINCOLNSHIRE
	BOULTHAM LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 Survey date: TUESDAY 18/09/12		Survey Type: MANUAL
11	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS	NORFOLK
	CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12		Survey Type: MANUAL
12	NY-03-A-07 CRAVEN WAY	DETACHED & SEMI DET.	NORTH YORKSHIRE
	BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: 23 Survey date: TUESDAY 18/10/11		Survey Type: MANUAL
13	NY-03-A-08 NICHOLAS STREET	TERRACED HOUSES	NORTH YORKSHIRE
	YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 Survey date: MONDAY 16/09/13		Survey Type: MANUAL
14	NY-03-A-09 GRAMMAR SCHOOL LANE	MIXED HOUSING	NORTH YORKSHIRE
	NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 16/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		RIPON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	71	
		Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
16	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	23	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
17	PK-03-A-01	DETAC. & BUNGALOWS		PERTH & KINROSS
		TULLYLUMB TERRACE		
		GORNHILL		
		PERTH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	36	
		Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
18	PS-03-A-02	DETACHED/SEMI-DETACHED		POWYS
		GUNROG ROAD		
		WELSHPOOL		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	28	
		Survey date: MONDAY	11/05/15	Survey Type: MANUAL
19	SC-03-A-04	DETACHED & TERRACED		SURREY
		HIGH ROAD		
		BYFLEET		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	71	
		Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
20	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
		SANDCROFT		
		SUTTON HILL		
		TELFORD		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	54	
		Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
21	SM-03-A-01	DETACHED & SEMI		SOMERSET
		WEMBDON ROAD		
		NORTHFIELD		
		BRIDGWATER		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	33	
		Survey date: THURSDAY	24/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date: WEDNESDAY		18/09/13	Survey Type: MANUAL
23	TW-03-A-03	MIXED HOUSES		TYNE & WEAR
	STATION ROAD			
	BACKWORTH			
	NEAR NEWCASTLE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of dwellings:		33	
	Survey date: FRIDAY		13/11/15	Survey Type: MANUAL
24	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		48	
	Survey date: WEDNESDAY		18/04/12	Survey Type: MANUAL
25	WY-03-A-01	MIXED HOUSING		WEST YORKSHIRE
	SPRING VALLEY CRESCENT			
	BRAMLEY			
	LEEDS			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		46	
	Survey date: WEDNESDAY		21/09/16	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.

CAPITA SYMONDS PRESTON NEW ROAD BLACKBURN

Licence No: 504502

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: DEPARTURES Time Range: 08:00-09:00

15th Percentile = No. 21 NY-03-A-08 Dep: 0.286

85th Percentile = No. 5 DV-03-A-03 Dep: 0.529

Median Values

Arrivals: 0.056

Departures: 0.389

Totals: 0.445

Mean Values

Arrivals: 0.162

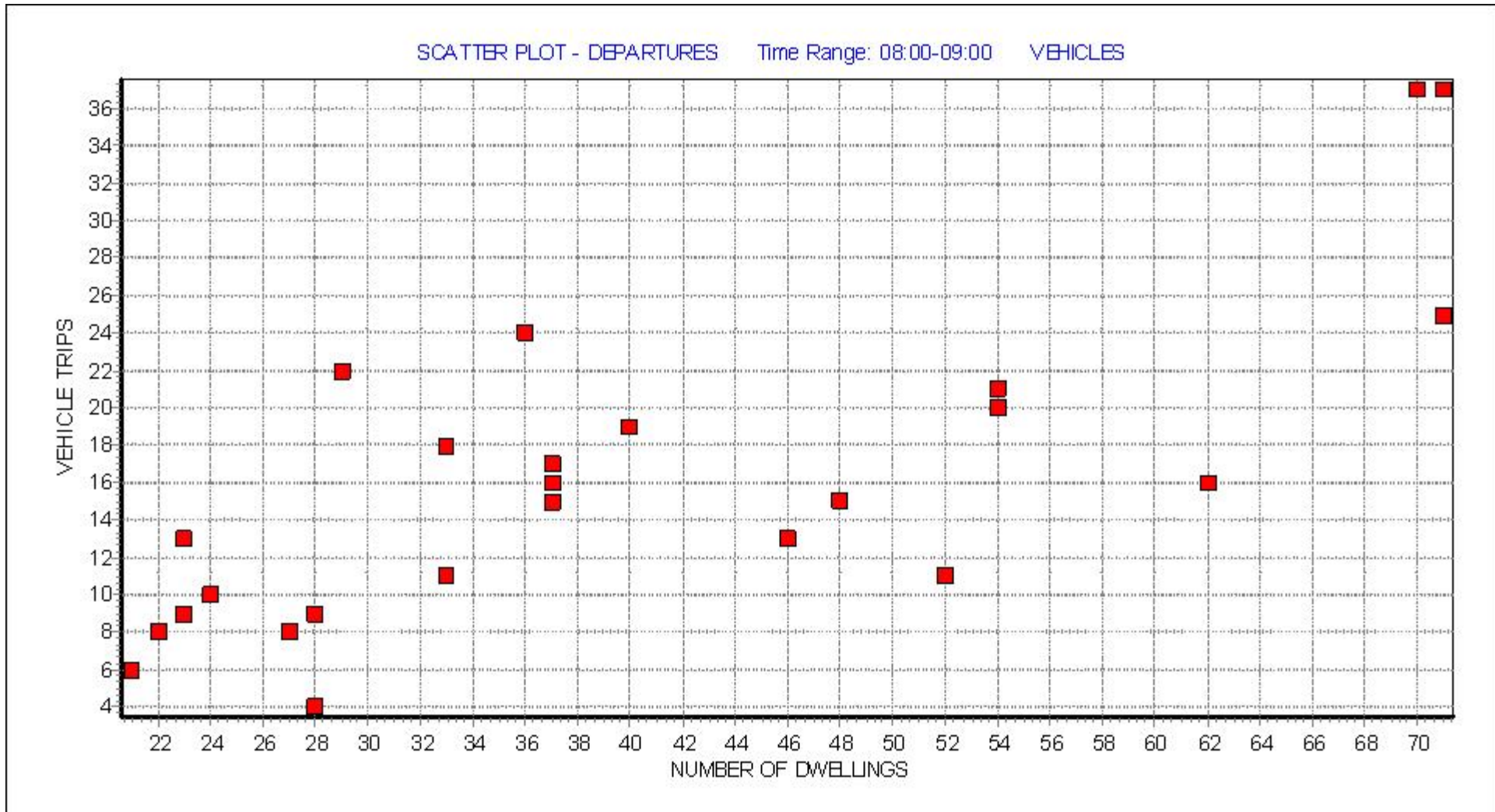
Departures: 0.403

Totals: 0.566

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.138	0.759	0.897	2.79
2	PK-03-A-01	DETAC. & BUNGA	PERTH	PERTH & KINROSS	36	Wed	11/05/11	0.861	0.667	1.528	3.36
3	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.000	0.565	0.565	6.26
4	TW-03-A-03	MIXED HOUSES	NEAR NEWCASTLE	TYNE & WEAR	33	Fri	13/11/15	0.212	0.545	0.757	4.00
5	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.086	0.529	0.615	1.66
6	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.183	0.521	0.704	0.83
7	HI-03-A-14	SEMI-DETACHED	INVERNESS	HIGHLAND	40	Wed	23/03/16	0.125	0.475	0.600	2.23
8	DV-03-A-01	TERRACED HOUSE	TORQUAY	DEVON	37	Wed	30/09/15	0.162	0.459	0.621	2.78
9	FA-03-A-01	SEMI-DETACHED/	FALKIRK	FALKIRK	37	Thu	30/05/13	0.189	0.432	0.621	1.41
10	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.250	0.417	0.667	1.33
11	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.081	0.405	0.486	1.59
12	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.087	0.391	0.478	1.96
13	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.056	0.389	0.445	1.13
14	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.130	0.370	0.500	1.17
15	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.045	0.364	0.409	1.09
16	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.141	0.352	0.493	2.49
17	SM-03-A-01	DETACHED & SEM	BRIDGWATER	SOMERSET	33	Thu	24/09/15	0.182	0.333	0.515	3.97
18	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.179	0.321	0.500	2.32
19	WS-03-A-05	TERRACED & FLA	SHOREHAM BY SEA	WEST SUSSEX	48	Wed	18/04/12	0.104	0.313	0.416	2.75
20	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.148	0.296	0.444	2.37
21	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.048	0.286	0.334	1.14
22	WY-03-A-01	MIXED HOUSING	LEEDS	WEST YORKSHIRE	46	Wed	21/09/16	0.217	0.283	0.500	1.26
23	HC-03-A-18	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	29/11/16	0.081	0.258	0.339	2.19
24	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.173	0.212	0.385	2.60
25	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.179	0.143	0.322	4.68

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 21 to 71 (units:)
 Range Selected by User: 20 to 80 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

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	6 days
Tuesday	5 days
Wednesday	8 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	13
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	2

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	22
Village	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C1	1 days
C3	24 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	7 days
10,001 to 15,000	5 days
15,001 to 20,000	4 days
20,001 to 25,000	2 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:

5,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	20 days

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

Travel Plan:

Yes	3 days
No	22 days

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

PTAL Rating:

No PTAL Present	25 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-09 GREYSTOKE ROAD HURDSFIELD MACCLESFIELD Edge of Town Residential Zone Total Number of dwellings: 24 Survey date: MONDAY 24/11/14	TERRACED HOUSES	CESHIRE	Survey Type: MANUAL
2	DC-03-A-08 HURSTDENE ROAD CASTLE LANE WEST BOURNEMOUTH Edge of Town Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 24/03/14	BUNGALOWS	DORSET	Survey Type: MANUAL
3	DV-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: WEDNESDAY 30/09/15	TERRACED HOUSES	DEVON	Survey Type: MANUAL
4	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 Survey date: MONDAY 28/09/15	TERRACED & SEMI DETACHED	DEVON	Survey Type: MANUAL
5	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11	PRIVATE HOUSING	EAST SUSSEX	Survey Type: MANUAL
6	FA-03-A-01 MANDELA AVENUE FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: THURSDAY 30/05/13	SEMI-DETACHED/TERRACED	FALKIRK	Survey Type: MANUAL
7	GM-03-A-10 BUTT HILL DRIVE PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings: 29 Survey date: WEDNESDAY 12/10/11	DETACHED/SEMI	GREATER MANCHESTER	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-18 CANADA WAY	HOUSES & FLATS	HAMPSHIRE
	LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 Survey date: TUESDAY 29/11/16		Survey Type: MANUAL
9	HI-03-A-14 KING BRUDE ROAD	SEMI-DETACHED & TERRACED	HIGHLAND
	SCORGUIE INVERNESS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 40 Survey date: WEDNESDAY 23/03/16		Survey Type: MANUAL
10	LN-03-A-03 ROOKERY LANE	SEMI DETACHED	LINCOLNSHIRE
	BOULTHAM LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 Survey date: TUESDAY 18/09/12		Survey Type: MANUAL
11	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS	NORFOLK
	CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12		Survey Type: MANUAL
12	NY-03-A-07 CRAVEN WAY	DETACHED & SEMI DET.	NORTH YORKSHIRE
	BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: 23 Survey date: TUESDAY 18/10/11		Survey Type: MANUAL
13	NY-03-A-08 NICHOLAS STREET	TERRACED HOUSES	NORTH YORKSHIRE
	YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 Survey date: MONDAY 16/09/13		Survey Type: MANUAL
14	NY-03-A-09 GRAMMAR SCHOOL LANE	MIXED HOUSING	NORTH YORKSHIRE
	NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 16/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD		
		RIPON		
		Edge of Town		
		No Sub Category		
		Total Number of dwellings:	71	
		Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
16	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
		HORSEFAIR		
		BOROUGHBRIDGE		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	23	
		Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
17	PK-03-A-01	DETAC. & BUNGALOWS		PERTH & KINROSS
		TULLYLUMB TERRACE		
		GORNHILL		
		PERTH		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	36	
		Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
18	PS-03-A-02	DETACHED/SEMI-DETACHED		POWYS
		GUNROG ROAD		
		WELSHPOOL		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	28	
		Survey date: MONDAY	11/05/15	Survey Type: MANUAL
19	SC-03-A-04	DETACHED & TERRACED		SURREY
		HIGH ROAD		
		BYFLEET		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	71	
		Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
20	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
		SANDCROFT		
		SUTTON HILL		
		TELFORD		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	54	
		Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
21	SM-03-A-01	DETACHED & SEMI		SOMERSET
		WEMBDON ROAD		
		NORTHFIELD		
		BRIDGWATER		
		Edge of Town		
		Residential Zone		
		Total Number of dwellings:	33	
		Survey date: THURSDAY	24/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date: WEDNESDAY		18/09/13	Survey Type: MANUAL
23	TW-03-A-03	MIXED HOUSES		TYNE & WEAR
	STATION ROAD			
	BACKWORTH			
	NEAR NEWCASTLE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of dwellings:		33	
	Survey date: FRIDAY		13/11/15	Survey Type: MANUAL
24	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		48	
	Survey date: WEDNESDAY		18/04/12	Survey Type: MANUAL
25	WY-03-A-01	MIXED HOUSING		WEST YORKSHIRE
	SPRING VALLEY CRESCENT			
	BRAMLEY			
	LEEDS			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		46	
	Survey date: WEDNESDAY		21/09/16	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.

CAPITA SYMONDS PRESTON NEW ROAD BLACKBURN

Licence No: 504502

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: ARRIVALS Time Range: 08:00-09:00

15th Percentile = No. 21 HC-03-A-18 Arr: 0.081

85th Percentile = No. 5 FA-03-A-01 Arr: 0.189

Median Values

Arrivals: 0.141

Departures: 0.352

Totals: 0.493

Mean Values

Arrivals: 0.162

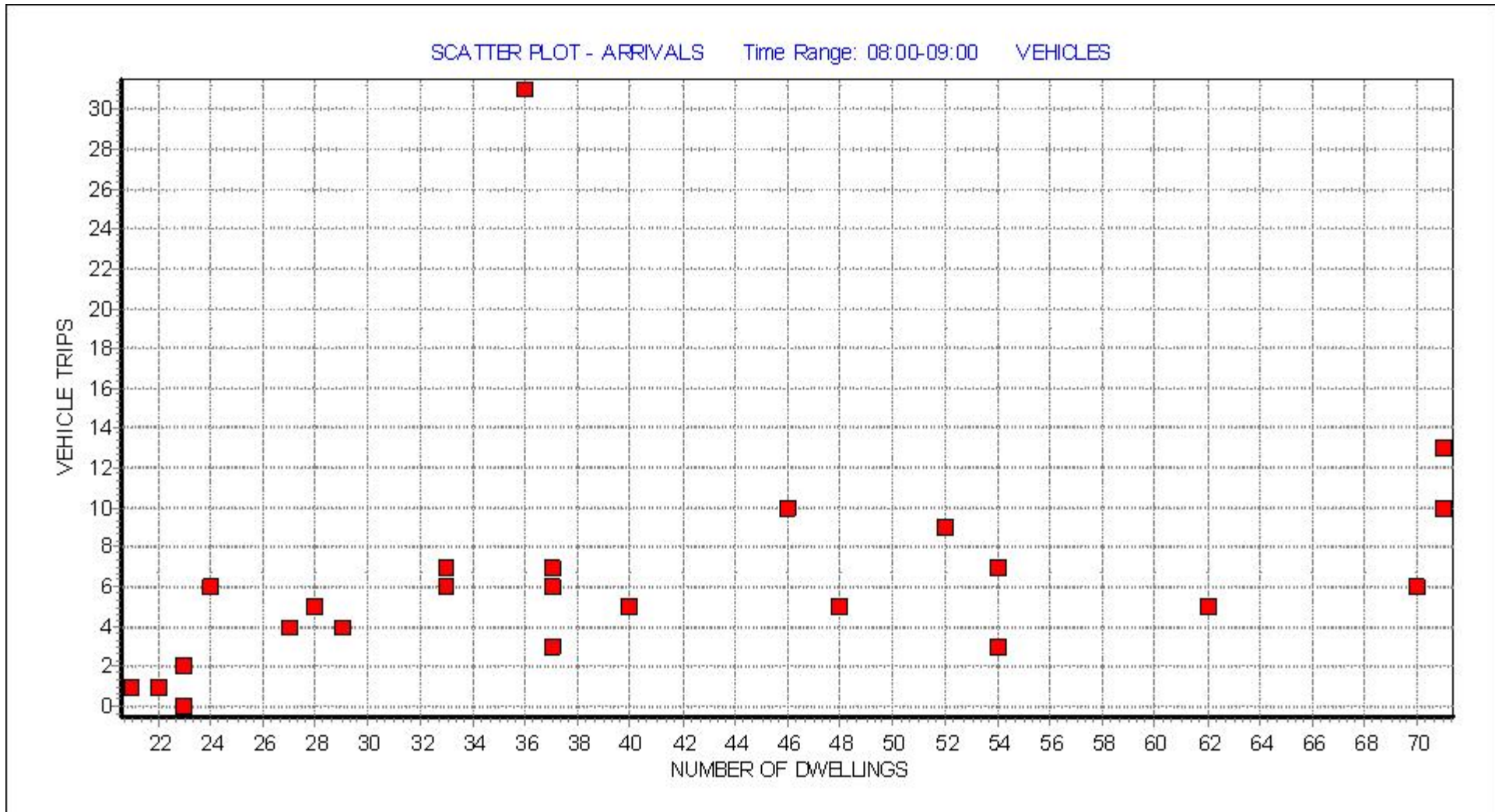
Departures: 0.403

Totals: 0.566

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	PK-03-A-01	DETAC. & BUNGA	PERTH	PERTH & KINROSS	36	Wed	11/05/11	0.861	0.667	1.528	3.36
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16	HI-03-A-14	SEMI-DETACHED	INVERNESS	HIGHLAND	40	Wed	23/03/16	0.125	0.475	0.600	2.23
17	WS-03-A-05	TERRACED & FLA	SHOREHAM BY SEA	WEST SUSSEX	48	Wed	18/04/12	0.104	0.313	0.416	2.75
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21	HC-03-A-18	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	29/11/16	0.081	0.258	0.339	2.19
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23	NY-03-A-08	TERRACED HOUSE	YORK	NORTH YORKSHIRE	21	Mon	16/09/13	0.048	0.286	0.334	1.14
24	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.045	0.364	0.409	1.09
25	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.000	0.565	0.565	6.26

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

Appendix D

Traffic Flows

xl speed and class

Globals

Report Id	CustomList-805
Descriptor	xl speed and class
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-11-14T12:06:59
Legal	Copyright (c)1997 - 2009 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Create Version	3.21.15275.0
Metric	FALSE
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	Chepstow Road
Site Attribute	Raglan
File Name	C:\Users\daviesg\Documents\MetroCount\MTE 3.21\Data\Chepstow Road14Nov2017.EC0
File Type	Plus
Algorithm	Factory default
Description	^
Lane	0
Direction	6
Direction Text	6 - West bound A>B, East bound B>A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-11-06T09:08:21
Start Time	2017-11-06T09:08:21
Finish Time	2017-11-14T10:35:21
Operator	???
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-11-07T00:00:00
Filter End	2017-11-14T00:00:00
Class Scheme	ARX
Low Speed	0
High Speed	100
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

xl speed and class

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 65	Speed bin totals
Vbin 65 70	Speed bin totals
Vbin 70 75	Speed bin totals
Vbin 75 80	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed

xl speed and class

Site Name - Chepstow Road, Raglan
 Direction - Eastbound

07 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	27.1	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28.5	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	32.6	-
0300	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	22.1	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	23.3	-
0500	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0	2	5	4	0	0	0	0	0	0	0	0	0	0	0	23.7	25.9
0600	39	1	36	0	2	0	0	0	0	0	0	0	0	0	0	3	15	19	2	0	0	0	0	0	0	0	0	0	0	25.2	28.6
0700	79	0	71	2	5	0	0	0	0	1	0	0	0	0	0	2	4	39	31	3	0	0	0	0	0	0	0	0	0	24.3	27.1
0800	107	0	92	1	13	0	1	0	0	0	0	0	0	0	0	18	59	28	1	1	0	0	0	0	0	0	0	0	0	23.5	26.8
0900	71	1	58	4	7	0	0	1	0	0	0	0	0	0	1	19	34	16	1	0	0	0	0	0	0	0	0	0	0	22.6	26.4
1000	67	1	54	2	9	0	1	0	0	0	0	0	0	0	0	20	35	11	1	0	0	0	0	0	0	0	0	0	0	21.9	25.1
1100	59	0	52	1	6	0	0	0	0	0	0	0	0	0	0	17	30	12	0	0	0	0	0	0	0	0	0	0	0	21.8	25.3
1200	63	0	57	1	4	0	0	0	0	0	0	1	0	0	0	1	16	27	17	2	0	0	0	0	0	0	0	0	0	22.7	26.2
1300	55	1	45	4	5	0	0	0	0	0	0	0	0	0	2	11	35	7	0	0	0	0	0	0	0	0	0	0	0	22	24.4
1400	64	0	55	1	7	0	1	0	0	0	0	0	0	0	0	1	14	37	9	3	0	0	0	0	0	0	0	0	0	22.6	25.5
1500	75	0	61	1	12	0	0	0	1	0	0	0	0	0	1	15	46	11	2	0	0	0	0	0	0	0	0	0	0	22.4	25.1
1600	78	0	76	0	2	0	0	0	0	0	0	0	0	0	0	14	41	20	3	0	0	0	0	0	0	0	0	0	0	23.3	26.4
1700	94	0	93	0	1	0	0	0	0	0	0	0	0	0	0	9	57	25	3	0	0	0	0	0	0	0	0	0	0	23.5	26.4
1800	51	0	49	0	2	0	0	0	0	0	0	0	0	0	1	3	30	14	3	0	0	0	0	0	0	0	0	0	0	23.8	26.2
1900	27	0	27	0	0	0	0	0	0	0	0	0	0	0	0	1	17	8	1	0	0	0	0	0	0	0	0	0	0	24.2	27.5
2000	28	0	26	0	1	1	0	0	0	0	0	0	0	0	0	2	13	12	1	0	0	0	0	0	0	0	0	0	0	24.3	27.1
2100	21	0	18	0	3	0	0	0	0	0	0	0	0	0	0	3	10	4	4	0	0	0	0	0	0	0	0	0	0	24.9	30.6
2200	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	1	11	4	0	0	0	0	0	0	0	0	0	0	0	23.5	26.2
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	23	-
07-19	863	3	763	17	73	0	3	1	1	1	1	0	0	0	0	9	160	470	201	22	1	0	0	0	0	0	0	0	0	22.9	26.2
06-22	978	4	870	17	79	1	3	1	1	1	1	0	0	0	0	9	169	525	244	30	1	0	0	0	0	0	0	0	0	23.2	26.6
06-00	998	4	890	17	79	1	3	1	1	1	1	0	0	0	0	9	171	537	250	30	1	0	0	0	0	0	0	0	0	23.2	26.6
00-00	1020	5	908	17	81	1	4	1	1	1	1	0	0	0	0	9	174	545	260	30	2	0	0	0	0	0	0	0	0	23.2	26.6

xl speed and class

Site Name - Chepstow Road, Raglan
 Direction - Eastbound

08 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.4	-
0100	4	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	26.5	-
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	24.3	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23.7	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	25.2	-
0500	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	25.8	-
0600	33	0	31	1	1	0	0	0	0	0	0	0	0	0	0	0	18	10	4	1	0	0	0	0	0	0	0	0	0	25.9	29.3
0700	89	1	76	3	9	0	0	0	0	0	0	0	0	0	0	8	36	38	6	0	1	0	0	0	0	0	0	0	0	25	28.6
0800	99	0	85	3	9	0	1	0	1	0	0	0	0	0	0	14	61	21	3	0	0	0	0	0	0	0	0	0	0	23.4	25.9
0900	60	1	48	2	9	0	0	0	0	0	0	0	0	0	0	5	35	18	2	0	0	0	0	0	0	0	0	0	0	24	26.4
1000	66	0	57	2	4	1	0	1	0	1	0	0	0	0	0	1	8	38	18	1	0	0	0	0	0	0	0	0	0	23.1	25.9
1100	78	0	74	1	3	0	0	0	0	0	0	0	0	0	0	1	18	38	12	9	0	0	0	0	0	0	0	0	0	23.2	27.3
1200	90	0	83	3	4	0	0	0	0	0	0	0	0	0	0	3	11	44	29	3	0	0	0	0	0	0	0	0	0	23.3	26.8
1300	77	0	63	3	10	0	1	0	0	0	0	0	0	0	0	1	11	44	20	1	0	0	0	0	0	0	0	0	0	23.1	26.2
1400	83	1	74	2	5	1	0	0	0	0	0	0	0	0	0	0	20	41	21	0	1	0	0	0	0	0	0	0	0	22.6	26.6
1500	82	0	71	4	5	1	0	0	0	0	0	1	0	0	0	2	10	52	18	0	0	0	0	0	0	0	0	0	0	22.7	25.3
1600	101	1	94	1	5	0	0	0	0	0	0	0	0	0	0	3	25	49	22	2	0	0	0	0	0	0	0	0	0	22.3	26.4
1700	85	0	82	2	1	0	0	0	0	0	0	0	0	0	0	1	15	43	25	1	0	0	0	0	0	0	0	0	0	23.2	26.6
1800	50	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	6	26	16	2	0	0	0	0	0	0	0	0	0	23.5	27.1
1900	49	0	46	1	2	0	0	0	0	0	0	0	0	0	0	1	7	26	15	0	0	0	0	0	0	0	0	0	0	22.8	26.6
2000	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	6	1	0	0	0	0	0	0	0	0	0	24.8	27.1
2100	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16	4	1	0	0	0	0	0	0	0	0	0	23.3	26.8
2200	20	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	2	12	6	0	0	0	0	0	0	0	0	0	0	23.6	26.4
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	21.3	-
07-19	960	4	857	26	64	3	2	1	1	1	1	0	0	0	0	12	151	507	258	30	1	1	0	0	0	0	0	0	0	23.3	26.8
06-22	1082	4	974	28	67	3	2	1	1	1	1	0	0	0	0	13	161	576	293	36	2	1	0	0	0	0	0	0	0	23.3	26.8
06-00	1104	4	995	28	68	3	2	1	1	1	1	0	0	0	0	13	163	590	299	36	2	1	0	0	0	0	0	0	0	23.3	26.8
00-00	1128	5	1016	28	69	3	3	1	1	1	1	0	0	0	0	13	164	601	308	38	3	1	0	0	0	0	0	0	0	23.4	26.8

xl speed and class

Site Name - Chepstow Road, Raglan
 Direction - Eastbound

09 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	4	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	26.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	24.1	-
0300	5	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	23.8	-	
0400	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	26.5	-	
0500	13	0	11	0	1	1	0	0	0	0	0	0	0	0	0	1	2	4	5	1	0	0	0	0	0	0	0	0	24.3	27.3	
0600	43	1	39	0	3	0	0	0	0	0	0	0	0	0	0	1	14	25	3	0	0	0	0	0	0	0	0	0	25.8	28	
0700	87	1	79	0	6	0	0	1	0	0	0	0	0	0	0	7	36	37	7	0	0	0	0	0	0	0	0	0	25	28.9	
0800	112	2	96	0	13	0	1	0	0	0	0	0	0	0	0	15	61	32	4	0	0	0	0	0	0	0	0	0	23.6	26.8	
0900	81	2	62	3	13	0	0	1	0	0	0	0	0	0	0	22	40	18	1	0	0	0	0	0	0	0	0	0	22.5	25.7	
1000	46	0	40	1	4	1	0	0	0	0	0	0	0	0	0	1	7	23	15	0	0	0	0	0	0	0	0	0	23.4	26.6	
1100	73	0	64	2	6	0	1	0	0	0	0	0	0	0	0	15	38	19	1	0	0	0	0	0	0	0	0	0	23	25.9	
1200	72	0	63	3	4	2	0	0	0	0	0	0	0	0	0	16	38	16	2	0	0	0	0	0	0	0	0	0	22.8	26.6	
1300	68	1	63	1	3	0	0	0	0	0	0	0	0	0	0	3	17	33	15	0	0	0	0	0	0	0	0	0	22.1	26.2	
1400	61	0	53	1	5	0	1	0	1	0	0	0	0	0	0	0	10	36	14	1	0	0	0	0	0	0	0	0	23	26.6	
1500	84	0	77	0	7	0	0	0	0	0	0	0	0	0	0	17	37	26	3	1	0	0	0	0	0	0	0	0	23.5	26.4	
1600	69	0	64	1	3	0	1	0	0	0	0	0	0	0	0	1	7	40	19	2	0	0	0	0	0	0	0	0	23.5	25.9	
1700	82	0	79	1	1	1	0	0	0	0	0	0	0	0	0	11	49	22	0	0	0	0	0	0	0	0	0	0	23.2	25.7	
1800	49	0	49	0	0	0	0	0	0	0	0	0	0	0	0	2	25	20	2	0	0	0	0	0	0	0	0	0	24.6	26.8	
1900	31	0	30	0	1	0	0	0	0	0	0	0	0	0	0	9	11	9	2	0	0	0	0	0	0	0	0	0	23.5	27.1	
2000	17	0	15	0	2	0	0	0	0	0	0	0	0	0	0	1	12	4	0	0	0	0	0	0	0	0	0	0	24.2	25.1	
2100	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0	2	10	8	1	0	0	0	0	0	0	0	0	0	24.4	26.2	
2200	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	24.8	25.7	
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	22.3	-	
07-19	884	6	789	13	65	4	4	2	1	0	0	0	0	0	0	5	146	456	253	23	1	0	0	0	0	0	0	0	23.3	26.6	
06-22	996	7	894	13	71	4	4	2	1	0	0	0	0	0	0	5	159	503	299	29	1	0	0	0	0	0	0	0	23.5	26.8	
06-00	1014	7	912	13	71	4	4	2	1	0	0	0	0	0	0	5	160	515	304	29	1	0	0	0	0	0	0	0	23.5	26.8	
00-00	1044	8	934	13	76	5	5	2	1	0	0	0	0	0	0	6	163	526	315	33	1	0	0	0	0	0	0	0	23.5	26.8	

xl speed and class

Site Name - Chepstow Road, Raglan

Direction - Eastbound

10 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	26.3	-
0100	3	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	24.5	-
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	21.4	-
0300	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	25.4	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	24.4	-
0500	12	0	11	0	1	0	0	0	0	0	0	0	0	0	0	1	1	5	5	0	0	0	0	0	0	0	0	0	0	24.1	27.1
0600	29	1	25	1	2	0	0	0	0	0	0	0	0	0	0	0	4	14	10	1	0	0	0	0	0	0	0	0	0	24.2	27.3
0700	81	0	71	0	9	1	0	0	0	0	0	0	0	0	0	1	11	37	28	4	0	0	0	0	0	0	0	0	0	24	27.5
0800	95	0	78	0	16	0	1	0	0	0	0	0	0	0	0	0	11	51	29	4	0	0	0	0	0	0	0	0	0	23.8	27.3
0900	58	1	50	2	5	0	0	0	0	0	0	0	0	0	0	0	11	33	13	1	0	0	0	0	0	0	0	0	0	22.8	26.6
1000	70	0	55	1	12	1	0	0	1	0	0	0	0	0	0	1	11	39	16	3	0	0	0	0	0	0	0	0	0	22.9	26.2
1100	70	0	64	1	5	0	0	0	0	0	0	0	0	0	0	2	17	39	12	0	0	0	0	0	0	0	0	0	0	21.9	25.3
1200	63	1	55	2	4	0	1	0	0	0	0	0	0	0	0	2	12	26	21	2	0	0	0	0	0	0	0	0	0	22.9	27.1
1300	69	0	60	0	8	0	1	0	0	0	0	0	0	0	0	0	12	34	23	0	0	0	0	0	0	0	0	0	0	23.1	26.6
1400	80	0	73	1	6	0	0	0	0	0	0	0	0	0	0	4	14	38	19	5	0	0	0	0	0	0	0	0	0	23	27.1
1500	94	1	86	0	7	0	0	0	0	0	0	0	0	0	0	0	15	58	17	4	0	0	0	0	0	0	0	0	0	22.9	25.5
1600	87	0	79	2	5	1	0	0	0	0	0	0	0	0	0	0	15	48	22	2	0	0	0	0	0	0	0	0	0	23.2	26.6
1700	83	0	80	0	3	0	0	0	0	0	0	0	0	0	0	2	11	41	25	4	0	0	0	0	0	0	0	0	0	23.3	26.4
1800	48	0	46	0	2	0	0	0	0	0	0	0	0	0	0	1	5	25	16	1	0	0	0	0	0	0	0	0	0	23.9	26.6
1900	31	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	5	18	6	1	1	0	0	0	0	0	0	0	0	23.7	26.4
2000	17	0	15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9	6	0	0	0	0	0	0	0	0	0	0	23.2	25.5
2100	18	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	2	8	7	0	1	0	0	0	0	0	0	0	0	24.5	26.6
2200	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	8	1	0	0	0	0	0	0	0	0	0	25.4	29.1
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0	0	22	-
07-19	898	3	797	9	82	3	3	0	1	0	0	0	0	0	0	13	145	469	241	30	0	0	0	0	0	0	0	0	0	23.2	26.6
06-22	993	4	885	10	87	3	3	0	1	0	0	0	0	0	0	13	158	518	270	32	2	0	0	0	0	0	0	0	0	23.2	26.6
06-00	1020	4	912	10	87	3	3	0	1	0	0	0	0	0	0	13	162	531	279	33	2	0	0	0	0	0	0	0	0	23.3	26.6
00-00	1048	5	936	10	89	3	4	0	1	0	0	0	0	0	0	14	165	544	290	33	2	0	0	0	0	0	0	0	0	23.3	26.6

xl speed and class

Site Name - Chepstow Road, Raglan
 Direction - Eastbound

11 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	9	0	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	22.8	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	23.2	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	25.8	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22.2	-	
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	24.9	-	
0500	7	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	23	-	
0600	13	0	11	1	1	0	0	0	0	0	0	0	0	0	0	0	2	8	3	0	0	0	0	0	0	0	0	0	22.8	26.2	
0700	14	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	3	2	0	0	0	0	0	0	0	0	24.2	27.7	
0800	32	0	28	1	2	0	1	0	0	0	0	0	0	0	0	1	3	22	6	0	0	0	0	0	0	0	0	0	22.7	25.9	
0900	52	0	47	0	5	0	0	0	0	0	0	0	0	0	0	0	16	20	16	0	0	0	0	0	0	0	0	0	22.4	25.9	
1000	68	0	65	1	2	0	0	0	0	0	0	0	0	0	0	2	15	40	11	0	0	0	0	0	0	0	0	0	22.1	25.1	
1100	59	0	56	2	1	0	0	0	0	0	0	0	0	0	0	2	17	30	10	0	0	0	0	0	0	0	0	0	21.9	25.1	
1200	67	0	62	3	2	0	0	0	0	0	0	0	0	0	1	0	15	37	14	0	0	0	0	0	0	0	0	0	22	25.9	
1300	81	0	75	4	1	0	1	0	0	0	0	0	0	0	0	1	21	42	17	0	0	0	0	0	0	0	0	0	22.2	26.4	
1400	74	1	68	2	1	0	0	1	0	0	0	1	0	0	0	1	16	46	10	1	0	0	0	0	0	0	0	0	22.3	24.6	
1500	66	0	61	3	1	0	0	1	0	0	0	0	0	0	0	0	15	35	15	1	0	0	0	0	0	0	0	0	22.7	26.2	
1600	68	0	67	0	1	0	0	0	0	0	0	0	0	0	0	1	13	46	7	1	0	0	0	0	0	0	0	0	22.1	24.6	
1700	36	0	34	0	2	0	0	0	0	0	0	0	0	0	0	0	7	22	7	0	0	0	0	0	0	0	0	0	22.6	25.7	
1800	27	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	5	13	8	1	0	0	0	0	0	0	0	0	23.4	26.6	
1900	22	0	20	0	2	0	0	0	0	0	0	0	0	0	0	0	3	11	8	0	0	0	0	0	0	0	0	0	23.2	27.1	
2000	27	0	26	0	1	0	0	0	0	0	0	0	0	0	0	0	1	22	3	1	0	0	0	0	0	0	0	0	23.4	24.8	
2100	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12	4	0	0	0	0	0	0	0	0	0	22.9	26.6	
2200	14	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	4	7	2	0	0	1	0	0	0	0	0	0	22.9	25.7	
2300	12	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	2	8	1	1	0	0	0	0	0	0	0	0	22.8	24.2	
07-19	644	2	602	17	18	0	2	2	0	0	0	1	0	0	1	8	145	360	124	6	0	0	0	0	0	0	0	0	22.4	25.7	
06-22	725	2	678	18	22	0	2	2	0	0	0	1	0	0	1	8	154	413	142	7	0	0	0	0	0	0	0	0	22.4	25.9	
06-00	751	2	702	18	24	0	2	2	0	0	0	1	0	0	1	8	160	428	145	8	0	1	0	0	0	0	0	0	22.5	25.9	
00-00	773	2	720	18	27	0	3	2	0	0	0	1	0	0	1	8	161	443	151	8	0	1	0	0	0	0	0	0	22.5	25.9	

xl speed and class

Site Name - Chepstow Road, Raglan
 Direction - Eastbound

12 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	24.8	-
0100	5	0	4	0	0	0	1	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.3	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	24.3	-
0400	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	27.2	-
0600	5	0	3	1	1	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0700	11	0	8	1	1	1	0	0	0	0	0	0	0	0	0	2	6	2	1	0	0	0	0	0	0	0	0	0	0	23.9	29.1
0800	30	0	28	1	0	0	1	0	0	0	0	0	0	0	0	3	13	13	1	0	0	0	0	0	0	0	0	0	0	24.3	27.5
0900	42	2	39	1	0	0	0	0	0	0	0	0	0	0	0	2	7	22	9	2	0	0	0	0	0	0	0	0	0	23.1	28
1000	51	1	48	0	2	0	0	0	0	0	0	0	0	0	2	10	26	11	2	0	0	0	0	0	0	0	0	0	0	23	26.4
1100	89	3	84	0	2	0	0	0	0	0	0	0	0	0	2	16	53	18	0	0	0	0	0	0	0	0	0	0	0	22.3	25.1
1200	86	4	80	1	1	0	0	0	0	0	0	0	0	0	2	10	48	23	3	0	0	0	0	0	0	0	0	0	0	23.3	26.8
1300	72	2	65	2	3	0	0	0	0	0	0	0	0	0	0	8	37	25	2	0	0	0	0	0	0	0	0	0	0	24.1	26.8
1400	56	1	49	4	2	0	0	0	0	0	0	0	0	0	0	10	21	22	3	0	0	0	0	0	0	0	0	0	0	24	27.5
1500	62	3	53	3	3	0	0	0	0	0	0	0	0	0	0	14	30	16	2	0	0	0	0	0	0	0	0	0	0	23.1	26.6
1600	54	1	50	0	2	0	1	0	0	0	0	0	0	0	0	6	28	20	0	0	0	0	0	0	0	0	0	0	0	23.4	26.2
1700	37	1	36	0	0	0	0	0	0	0	0	0	0	0	0	3	19	13	2	0	0	0	0	0	0	0	0	0	0	24.5	27.7
1800	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0	1	12	5	1	0	0	0	0	0	0	0	0	0	0	24.6	25.9
1900	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	1	10	4	0	0	0	0	0	0	0	0	0	0	0	23.1	25.7
2000	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	1	5	5	2	0	0	0	0	0	0	0	0	0	0	25.2	28.2
2100	18	0	17	1	0	0	0	0	0	0	0	0	0	0	0	1	11	6	0	0	0	0	0	0	0	0	0	0	0	24.2	26.2
2200	10	0	7	0	2	0	1	0	0	0	0	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	24	-
2300	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	1	2	2	0	1	0	0	0	0	0	0	0	0	0	21.5	-
07-19	609	18	559	13	16	1	2	0	0	0	0	0	0	0	0	8	90	315	177	19	0	0	0	0	0	0	0	0	0	23.4	26.8
06-22	660	18	607	15	17	1	2	0	0	0	0	0	0	0	0	8	94	344	193	21	0	0	0	0	0	0	0	0	0	23.5	26.8
06-00	676	18	619	15	20	1	3	0	0	0	0	0	0	0	0	9	98	350	197	22	0	0	0	0	0	0	0	0	0	23.5	26.8
00-00	693	18	634	15	21	1	4	0	0	0	0	0	0	0	0	9	100	359	202	23	0	0	0	0	0	0	0	0	0	23.5	26.8

xl speed and class

Site Name - Chepstow Road, Raglan
 Direction - Eastbound

13 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	5	4	0	0	0	0	0	0	0	0	0	0	0	0	24	-
0500	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	27.4	-
0600	28	1	24	1	2	0	0	0	0	0	0	0	0	0	0	2	15	10	1	0	0	0	0	0	0	0	0	0	0	0	25	27.7
0700	45	1	40	0	4	0	0	0	0	0	0	0	0	0	0	2	17	21	5	0	0	0	0	0	0	0	0	0	0	0	25.7	29.3
0800	72	0	60	3	8	0	1	0	0	0	0	0	0	0	1	4	37	25	4	1	0	0	0	0	0	0	0	0	0	0	24.6	28.2
0900	66	0	57	4	5	0	0	0	0	0	0	0	0	0	1	12	36	16	1	0	0	0	0	0	0	0	0	0	0	0	22.8	26.2
1000	85	0	66	3	16	0	0	0	0	0	0	0	0	0	1	21	45	18	0	0	0	0	0	0	0	0	0	0	0	0	22.4	25.9
1100	58	0	54	2	2	0	0	0	0	0	0	0	0	0	0	10	25	20	3	0	0	0	0	0	0	0	0	0	0	0	23.7	27.3
1200	55	0	46	2	6	0	1	0	0	0	0	0	0	0	0	3	10	31	10	1	0	0	0	0	0	0	0	0	0	0	22	25.7
1300	55	0	45	1	7	0	1	1	0	0	0	0	0	0	0	0	14	29	12	0	0	0	0	0	0	0	0	0	0	0	22.4	25.3
1400	67	0	58	5	4	0	0	0	0	0	0	0	0	0	0	1	10	37	19	0	0	0	0	0	0	0	0	0	0	0	22.9	26.2
1500	75	1	62	1	11	0	0	0	0	0	0	0	0	0	1	9	46	18	1	0	0	0	0	0	0	0	0	0	0	0	23	26.4
1600	84	0	78	1	5	0	0	0	0	0	0	0	0	0	1	12	49	21	1	0	0	0	0	0	0	0	0	0	0	0	22.8	26.2
1700	101	0	98	0	3	0	0	0	0	0	0	0	0	0	0	11	54	32	4	0	0	0	0	0	0	0	0	0	0	0	24	27.3
1800	50	0	48	0	2	0	0	0	0	0	0	0	0	0	0	4	30	15	1	0	0	0	0	0	0	0	0	0	0	0	23.8	27.7
1900	33	0	31	0	2	0	0	0	0	0	0	0	0	0	0	8	13	10	2	0	0	0	0	0	0	0	0	0	0	0	23.9	27.7
2000	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	2	10	4	0	0	0	0	0	0	0	0	0	0	0	0	23	25.7
2100	32	0	32	0	0	0	0	0	0	0	0	0	0	0	0	4	18	10	0	0	0	0	0	0	0	0	0	0	0	0	23.6	26.4
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-
07-19	813	2	712	22	73	0	3	1	0	0	0	0	0	0	0	9	119	436	227	21	1	0	0	0	0	0	0	0	0	23.3	26.8	
06-22	922	3	815	23	77	0	3	1	0	0	0	0	0	0	0	9	135	492	261	24	1	0	0	0	0	0	0	0	0	23.4	26.8	
06-00	930	3	823	23	77	0	3	1	0	0	0	0	0	0	0	9	135	495	266	24	1	0	0	0	0	0	0	0	0	23.4	26.8	
00-00	949	3	841	23	78	0	3	1	0	0	0	0	0	0	0	9	136	503	275	25	1	0	0	0	0	0	0	0	0	23.4	27.1	

xl speed and class

Site Name - Chepstow Road, Raglan
 Direction - Eastbound

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	24.8	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.1	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	25.1	-
0300	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	23.8	-
0400	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	24.4	-
0500	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	24.7	-
0600	27	1	24	1	2	0	0	0	0	0	0	0	0	0	0	0	2	12	11	2	0	0	0	0	0	0	0	0	0	25	28.2
0700	58	1	51	1	5	0	0	0	0	0	0	0	0	0	0	0	5	25	23	4	0	0	0	0	0	0	0	0	0	24.7	28.4
0800	78	0	67	1	9	0	1	0	0	0	0	0	0	0	0	0	10	43	22	2	0	0	0	0	0	0	0	0	0	23.7	26.8
0900	61	1	52	2	6	0	0	0	0	0	0	0	0	0	0	1	13	31	15	1	0	0	0	0	0	0	0	0	0	22.8	26.4
1000	65	0	55	1	7	0	0	0	0	0	0	0	0	0	0	1	13	35	14	1	0	0	0	0	0	0	0	0	0	22.6	25.9
1100	69	0	64	1	4	0	0	0	0	0	0	0	0	0	0	1	16	36	15	2	0	0	0	0	0	0	0	0	0	22.5	25.9
1200	71	1	64	2	4	0	0	0	0	0	0	0	0	0	0	2	13	36	19	2	0	0	0	0	0	0	0	0	0	22.8	26.6
1300	68	1	59	2	5	0	1	0	0	0	0	0	0	0	0	1	13	36	17	0	0	0	0	0	0	0	0	0	0	22.8	26.2
1400	69	0	61	2	4	0	0	0	0	0	0	0	0	0	0	1	13	37	16	2	0	0	0	0	0	0	0	0	0	22.9	26.4
1500	77	1	67	2	7	0	0	0	0	0	0	0	0	0	0	1	14	43	17	2	0	0	0	0	0	0	0	0	0	22.9	25.9
1600	77	0	73	1	3	0	0	0	0	0	0	0	0	0	0	1	13	43	19	2	0	0	0	0	0	0	0	0	0	22.9	26.4
1700	74	0	72	0	2	0	0	0	0	0	0	0	0	0	0	0	10	41	21	2	0	0	0	0	0	0	0	0	0	23.5	26.6
1800	42	0	41	0	1	0	0	0	0	0	0	0	0	0	0	0	4	23	13	2	0	0	0	0	0	0	0	0	0	23.9	26.8
1900	30	0	29	0	1	0	0	0	0	0	0	0	0	0	0	0	5	15	9	1	0	0	0	0	0	0	0	0	0	23.5	26.8
2000	19	0	18	0	1	0	0	0	0	0	0	0	0	0	0	1	11	6	1	0	0	0	0	0	0	0	0	0	24	26.4	
2100	22	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	2	12	6	1	0	0	0	0	0	0	0	0	0	23.9	26.8
2200	14	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	2	7	5	0	0	0	0	0	0	0	0	0	0	24.2	26.8
2300	6	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	22.3	-
07-19	810	5	726	17	56	2	3	1	1	0	0	0	0	0	0	9	137	430	212	22	1	0	0	0	0	0	0	0	0	23.1	26.6
06-22	908	6	818	18	60	2	3	1	1	0	0	0	0	0	0	9	147	482	243	26	1	0	0	0	0	0	0	0	0	23.2	26.6
06-00	928	6	836	18	61	2	3	1	1	0	0	0	0	0	0	9	150	492	249	26	1	0	0	0	0	0	0	0	0	23.2	26.6
00-00	951	7	856	18	63	2	4	1	1	0	0	0	0	0	0	10	152	503	257	27	1	0	0	0	0	0	0	0	0	23.3	26.6

xl speed and class

Site Name - Chepstow Road, Raglan
 Direction - Eastbound

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85	
Mon	949	3	841	23	78	0	3	1	0	0	0	0	0	0	0	9	136	503	275	25	1	0	0	0	0	0	0	0	0	0	23.4	27.1
Tue	1020	5	908	17	81	1	4	1	1	1	1	0	0	0	0	9	174	545	260	30	2	0	0	0	0	0	0	0	0	0	23.2	26.6
Wed	1128	5	1016	28	69	3	3	1	1	1	1	0	0	0	0	13	164	601	308	38	3	1	0	0	0	0	0	0	0	0	23.4	26.8
Thu	1044	8	934	13	76	5	5	2	1	0	0	0	0	0	0	6	163	526	315	33	1	0	0	0	0	0	0	0	0	0	23.5	26.8
Fri	1048	5	936	10	89	3	4	0	1	0	0	0	0	0	0	14	165	544	290	33	2	0	0	0	0	0	0	0	0	0	23.3	26.6
Sat	773	2	720	18	27	0	3	2	0	0	0	1	0	0	1	8	161	443	151	8	0	1	0	0	0	0	0	0	0	22.5	25.9	
Sun	693	18	634	15	21	1	4	0	0	0	0	0	0	0	0	9	100	359	202	23	0	0	0	0	0	0	0	0	0	23.5	26.8	
--	6655	46	5989	124	441	13	26	7	4	2	2	1	0	0	1	68	1063	3521	1801	190	9	2	0	0	0	0	0	0	0	23.3	26.6	

xl speed and class

Site Name - Chepstow Road, Raglan
 Direction - Westbound

07 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	4	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	29.9	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.6	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	25.3	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27.7	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	27.6	-
0600	26	0	23	0	3	0	0	0	0	0	0	0	0	0	0	6	10	6	1	3	0	0	0	0	0	0	0	0	0	25.1	29.1
0700	65	0	58	0	7	0	0	0	0	0	0	0	0	0	2	10	29	18	4	2	0	0	0	0	0	0	0	0	0	23.8	27.5
0800	117	0	104	2	9	1	0	0	0	1	0	0	0	0	4	27	51	26	7	2	0	0	0	0	0	0	0	0	0	22.7	26.8
0900	69	0	61	0	8	0	0	0	0	0	0	0	0	0	5	16	21	19	5	3	0	0	0	0	0	0	0	0	0	23.5	29.1
1000	75	0	65	4	5	0	1	0	0	0	0	0	0	0	3	24	31	11	6	0	0	0	0	0	0	0	0	0	0	21.9	26.4
1100	72	1	57	3	10	0	0	0	0	0	0	1	0	0	3	19	28	22	0	0	0	0	0	0	0	0	0	0	0	22.4	26.6
1200	63	0	56	2	3	0	0	1	0	0	1	0	0	0	0	13	29	17	4	0	0	0	0	0	0	0	0	0	0	23.5	28
1300	62	1	50	2	8	0	0	0	1	0	0	0	0	0	1	11	20	23	5	2	0	0	0	0	0	0	0	0	0	24.3	28.6
1400	70	0	57	3	8	0	0	1	1	0	0	0	0	0	3	18	22	22	4	1	0	0	0	0	0	0	0	0	0	23.2	27.5
1500	70	0	64	1	5	0	0	0	0	0	0	0	0	0	3	18	22	21	6	0	0	0	0	0	0	0	0	0	0	23.2	27.1
1600	102	1	92	1	7	0	0	1	0	0	0	0	0	0	3	20	45	25	7	2	0	0	0	0	0	0	0	0	0	23.7	28.6
1700	110	1	102	2	5	0	0	0	0	0	0	0	0	0	9	18	54	23	6	0	0	0	0	0	0	0	0	0	0	22.7	27.3
1800	64	0	60	0	4	0	0	0	0	0	0	0	0	0	0	10	29	17	7	1	0	0	0	0	0	0	0	0	0	24.6	29.1
1900	38	0	35	0	3	0	0	0	0	0	0	0	0	0	0	6	17	11	3	0	1	0	0	0	0	0	0	0	0	24.5	28.6
2000	22	0	20	0	2	0	0	0	0	0	0	0	0	0	1	8	8	4	1	0	0	0	0	0	0	0	0	0	0	26.1	30.6
2100	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	2	0	0	0	0	0	0	0	0	0	0	24.9	-
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	25.8	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.2	-
07-19	939	4	826	20	79	1	1	3	2	1	2	0	0	0	0	36	204	381	244	61	13	0	0	0	0	0	0	0	0	23.2	28
06-22	1034	4	913	20	87	1	1	3	2	1	2	0	0	0	0	36	218	421	270	71	17	1	0	0	0	0	0	0	0	23.4	28.2
06-00	1040	4	919	20	87	1	1	3	2	1	2	0	0	0	0	36	219	422	273	72	17	1	0	0	0	0	0	0	0	23.4	28.2
00-00	1053	4	930	20	88	1	2	3	2	1	2	0	0	0	0	36	221	423	277	78	17	1	0	0	0	0	0	0	0	23.5	28.2

xl speed and class

Site Name - Chepstow Road, Raglan
 Direction - Westbound

08 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	29.2	-
0100	3	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	29.6	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	26.8	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.4	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	27.2	-
0600	21	0	19	2	0	0	0	0	0	0	0	0	0	0	0	1	3	9	6	2	0	0	0	0	0	0	0	0	0	23.8	27.5
0700	60	0	48	6	6	0	0	0	0	0	0	0	0	0	0	4	23	19	8	5	1	0	0	0	0	0	0	0	0	21.7	26.2
0800	118	0	107	1	10	0	0	0	0	0	0	0	0	0	0	2	28	38	37	11	2	0	0	0	0	0	0	0	0	24.1	29.1
0900	88	0	80	3	3	0	2	0	0	0	0	0	0	0	0	5	18	42	13	6	4	0	0	0	0	0	0	0	0	23	28
1000	76	3	59	2	11	0	0	0	1	0	0	0	0	0	0	2	11	25	28	8	1	1	0	0	0	0	0	0	0	24.8	29.1
1100	70	8	57	1	3	0	1	0	0	0	0	0	0	0	0	0	12	29	19	7	3	0	0	0	0	0	0	0	0	24.5	29.8
1200	76	2	60	1	12	0	1	0	0	0	0	0	0	0	0	4	10	26	27	5	4	0	0	0	0	0	0	0	0	24.6	29.3
1300	72	2	61	2	7	0	0	0	0	0	0	0	0	0	0	0	11	32	20	7	2	0	0	0	0	0	0	0	0	24.5	29.5
1400	71	1	60	0	6	1	0	0	2	0	1	0	0	0	0	0	13	30	18	7	3	0	0	0	0	0	0	0	0	24.7	29.8
1500	102	1	92	2	6	0	0	0	0	0	0	1	0	0	0	3	19	39	32	9	0	0	0	0	0	0	0	0	0	23.8	28.6
1600	123	0	112	0	10	0	1	0	0	0	0	0	0	0	0	7	23	64	23	6	0	0	0	0	0	0	0	0	0	22.4	26.2
1700	142	1	130	1	10	0	0	0	0	0	0	0	0	0	0	10	45	41	38	7	1	0	0	0	0	0	0	0	0	22.2	28.4
1800	68	1	61	0	6	0	0	0	0	0	0	0	0	0	0	1	12	28	13	11	2	1	0	0	0	0	0	0	0	24.6	30.6
1900	39	1	35	0	3	0	0	0	0	0	0	0	0	0	0	1	5	14	12	4	3	0	0	0	0	0	0	0	0	25.1	30.2
2000	21	0	18	1	2	0	0	0	0	0	0	0	0	0	0	7	7	3	3	1	0	0	0	0	0	0	0	0	0	23.8	30.9
2100	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	6	3	1	0	0	0	0	0	0	0	0	25.9	30.6
2200	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	3	1	0	0	0	0	0	0	0	29	34.2	
2300	11	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	2	1	2	0	0	0	0	0	0	0	0	27.2	32.9
07-19	1066	19	927	19	90	1	5	0	3	0	2	0	0	0	0	38	225	413	276	89	23	2	0	0	0	0	0	0	0	23.6	28.9
06-22	1166	20	1018	22	95	1	5	0	3	0	2	0	0	0	0	40	241	451	303	101	28	2	0	0	0	0	0	0	0	23.7	28.9
06-00	1188	20	1038	22	97	1	5	0	3	0	2	0	0	0	0	40	242	458	310	105	31	2	0	0	0	0	0	0	0	23.8	29.1
00-00	1201	20	1048	22	99	1	6	0	3	0	2	0	0	0	0	40	243	461	315	109	31	2	0	0	0	0	0	0	0	23.8	29.1

xl speed and class

Site Name - Chepstow Road, Raglan
 Direction - Westbound

09 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	3	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	28	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	29.6	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	27.6	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	42.7	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	23.5	-
0600	18	0	15	0	2	1	0	0	0	0	0	0	0	0	0	2	8	2	4	1	1	0	0	0	0	0	0	0	0	26.6	32.9
0700	56	0	48	1	7	0	0	0	0	0	0	0	0	0	0	9	24	15	8	0	0	0	0	0	0	0	0	0	0	24.4	29.8
0800	101	0	88	1	9	1	1	1	0	0	0	0	0	0	1	1	20	28	37	12	2	0	0	0	0	0	0	0	0	24.7	29.5
0900	76	0	67	2	4	1	2	0	0	0	0	0	0	0	1	2	29	32	11	1	0	0	0	0	0	0	0	0	0	20.9	25.1
1000	89	4	70	4	9	1	0	0	1	0	0	0	0	0	0	6	19	41	15	5	2	1	0	0	0	0	0	0	0	22.8	27.3
1100	60	5	50	3	2	0	0	0	0	0	0	0	0	0	0	1	14	16	23	5	1	0	0	0	0	0	0	0	0	24.1	28.4
1200	71	1	57	1	12	0	0	0	0	0	0	0	0	0	0	0	11	33	17	10	0	0	0	0	0	0	0	0	0	24.2	29.3
1300	67	4	51	2	9	1	0	0	0	0	0	0	0	0	0	0	8	38	14	5	2	0	0	0	0	0	0	0	0	24.2	27.1
1400	76	1	63	1	8	1	1	1	0	0	0	0	0	0	0	0	2	37	23	13	1	0	0	0	0	0	0	0	0	25.5	30.4
1500	99	1	81	1	16	0	0	0	0	0	0	0	0	0	0	1	23	42	23	10	0	0	0	0	0	0	0	0	0	23.3	28
1600	124	1	107	1	15	0	0	0	0	0	0	0	0	0	0	0	28	48	40	7	0	0	1	0	0	0	0	0	0	23.8	28.4
1700	105	1	93	1	9	0	1	0	0	0	0	0	0	0	0	7	19	44	29	6	0	0	0	0	0	0	0	0	0	22.8	28.2
1800	75	1	67	1	6	0	0	0	0	0	0	0	0	0	0	0	11	26	26	9	3	0	0	0	0	0	0	0	0	25.5	30.2
1900	26	0	23	0	2	0	0	0	1	0	0	0	0	0	0	2	7	6	9	2	0	0	0	0	0	0	0	0	0	23.3	28
2000	18	1	16	0	1	0	0	0	0	0	0	0	0	0	0	0	2	10	5	1	0	0	0	0	0	0	0	0	0	29.2	32.9
2100	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	4	3	1	0	0	0	0	0	0	0	0	26.5	31.3
2200	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	2	0	1	0	0	0	0	0	0	0	0	23.8	-
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	26.3	-
07-19	999	19	842	19	106	5	5	2	1	0	0	0	0	0	2	18	193	409	273	91	11	1	1	0	0	0	0	0	0	23.8	28.6
06-22	1072	20	907	19	111	6	5	2	2	0	0	0	0	0	2	21	204	425	298	105	14	2	1	0	0	0	0	0	0	23.9	28.9
06-00	1086	20	921	19	111	6	5	2	2	0	0	0	0	0	2	21	208	428	304	105	15	2	1	0	0	0	0	0	24	28.9	
00-00	1100	20	932	19	113	6	6	2	2	0	0	0	0	0	2	21	208	430	312	108	15	3	1	0	0	0	0	0	24	28.9	

xl speed and class

Site Name - Chepstow Road, Raglan
 Direction - Westbound

10 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	25.9	-
0100	3	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	31.7	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	26.7	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	25.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	27.1	-
0600	19	1	17	0	1	0	0	0	0	0	0	0	0	0	0	4	6	7	1	1	0	0	0	0	0	0	0	0	0	25.2	28.6
0700	59	0	48	0	9	1	1	0	0	0	0	0	0	0	0	22	14	17	5	1	0	0	0	0	0	0	0	0	0	23.3	28.9
0800	104	2	90	0	10	1	1	0	0	0	0	0	0	0	0	5	22	48	26	3	0	0	0	0	0	0	0	0	0	22.6	27.1
0900	68	1	59	2	5	1	0	0	0	0	0	0	0	0	0	1	15	33	15	3	0	1	0	0	0	0	0	0	0	23	27.1
1000	72	0	58	1	10	0	3	0	0	0	0	0	0	0	0	4	11	25	22	7	3	0	0	0	0	0	0	0	0	24.4	29.5
1100	96	0	77	3	15	0	1	0	0	0	0	0	0	0	0	3	14	46	25	6	2	0	0	0	0	0	0	0	0	23.6	27.7
1200	83	1	70	1	9	0	1	0	1	0	0	0	0	0	0	1	17	29	23	11	2	0	0	0	0	0	0	0	0	24.6	30.4
1300	77	5	60	2	9	0	1	0	0	0	0	0	0	0	0	1	7	30	24	14	1	0	0	0	0	0	0	0	0	25.5	30.4
1400	98	1	81	3	11	0	1	0	1	0	0	0	0	0	0	2	20	34	32	7	1	1	1	0	0	0	0	0	0	24.1	28
1500	140	0	125	1	14	0	0	0	0	0	0	0	0	0	2	13	36	49	27	11	1	1	0	0	0	0	0	0	0	22.2	27.7
1600	160	0	150	1	8	0	0	0	1	0	0	0	0	0	0	1	45	66	38	7	3	0	0	0	0	0	0	0	0	23	27.1
1700	109	1	96	1	11	0	0	0	0	0	0	0	0	0	0	8	34	41	19	4	3	0	0	0	0	0	0	0	0	21.9	26.6
1800	80	0	77	0	3	0	0	0	0	0	0	0	0	0	0	2	17	29	24	8	0	0	0	0	0	0	0	0	0	23.6	27.5
1900	51	0	46	0	4	0	0	0	0	0	0	1	0	0	0	0	8	16	24	3	0	0	0	0	0	0	0	0	0	24.7	28.4
2000	20	0	19	0	1	0	0	0	0	0	0	0	0	0	0	1	8	6	2	3	0	0	0	0	0	0	0	0	0	26.4	30.9
2100	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	28	-
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	1	1	1	0	0	0	0	0	0	0	0	23.7	-
2300	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	25.5	-
07-19	1146	11	991	15	114	3	9	0	3	0	0	0	0	0	2	41	260	444	292	86	17	3	1	0	0	0	0	0	0	23.3	28.2
06-22	1245	12	1081	15	121	3	9	0	3	0	1	0	0	0	2	41	273	477	332	95	21	3	1	0	0	0	0	0	0	23.5	28.4
06-00	1259	12	1094	15	122	3	9	0	3	0	1	0	0	0	2	43	274	482	336	96	22	3	1	0	0	0	0	0	0	23.5	28.4
00-00	1274	12	1107	15	123	3	10	0	3	0	1	0	0	0	2	43	274	485	344	99	23	3	1	0	0	0	0	0	0	23.6	28.4

xl speed and class

Site Name - Chepstow Road, Raglan
Direction - Westbound

11 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	4	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	24.1	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	27.1	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	25.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	27.1	-
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	22.6	-
0600	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	3	1	1	0	0	0	0	0	0	0	0	26.3	-
0700	20	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	9	3	2	0	0	0	0	0	0	0	0	27.4	32.7
0800	41	0	37	1	2	0	1	0	0	0	0	0	0	0	0	0	4	23	10	4	0	0	0	0	0	0	0	0	0	23.9	28
0900	65	2	55	4	3	0	0	0	1	0	0	0	0	0	0	2	20	24	14	3	2	0	0	0	0	0	0	0	0	22.7	27.7
1000	75	0	72	0	3	0	0	0	0	0	0	0	0	0	0	1	18	30	19	4	2	1	0	0	0	0	0	0	0	23.5	28
1100	83	0	77	2	3	0	0	0	1	0	0	0	0	0	0	2	13	38	22	8	0	0	0	0	0	0	0	0	0	23.5	28.2
1200	79	1	73	0	4	1	0	0	0	0	0	0	0	0	0	4	11	29	23	10	2	0	0	0	0	0	0	0	0	24.4	29.8
1300	61	1	58	0	2	0	0	0	0	0	0	0	0	0	0	3	13	25	12	8	0	0	0	0	0	0	0	0	0	23.2	27.5
1400	78	2	73	0	3	0	0	0	0	0	0	0	0	0	0	5	13	26	27	5	2	0	0	0	0	0	0	0	0	23.8	28.4
1500	69	2	58	3	4	0	0	1	1	0	0	0	0	0	0	1	15	25	18	8	2	0	0	0	0	0	0	0	0	24.1	28.6
1600	53	0	47	4	1	0	0	1	0	0	0	0	0	0	0	1	15	23	10	3	1	0	0	0	0	0	0	0	0	22.5	25.7
1700	37	0	35	0	2	0	0	0	0	0	0	0	0	0	0	0	7	18	9	3	0	0	0	0	0	0	0	0	0	23.5	28.6
1800	37	1	34	0	2	0	0	0	0	0	0	0	0	0	0	0	5	15	10	6	1	0	0	0	0	0	0	0	0	25.3	31.1
1900	22	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	5	11	2	2	2	0	0	0	0	0	0	0	0	25	33.3
2000	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	11	3	1	1	0	0	0	0	0	0	0	0	0	24.8	28.2
2100	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	2	0	2	1	0	0	0	0	0	0	0	26.1	36.9
2200	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	2	0	0	0	0	0	0	0	0	0	25.7	-
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	2	0	1	0	0	0	0	0	0	0	23	-
07-19	698	9	638	14	30	1	1	2	3	0	0	0	0	0	0	19	135	281	183	65	14	1	0	0	0	0	0	0	0	23.8	28.9
06-22	758	9	695	14	33	1	1	2	3	0	0	0	0	0	0	19	143	312	193	69	20	2	0	0	0	0	0	0	0	23.9	28.9
06-00	774	9	711	14	33	1	1	2	3	0	0	0	0	0	0	19	148	317	196	71	21	2	0	0	0	0	0	0	0	23.9	28.9
00-00	791	9	727	14	33	1	2	2	3	0	0	0	0	0	0	19	150	323	203	72	22	2	0	0	0	0	0	0	0	23.9	28.9

xl speed and class

Site Name - Chepstow Road, Raglan
 Direction - Westbound

12 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	2	2	0	0	0	0	0	0	0	0	29.3	32.2
0100	8	0	7	0	0	0	1	0	0	0	0	0	0	0	0	1	1	3	2	1	0	0	0	0	0	0	0	0	0	23.5	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28.1	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	26.4	-
0700	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	1	3	7	2	2	0	0	0	0	0	0	0	0	0	22.5	25.9
0800	22	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	3	9	7	2	0	1	0	0	0	0	0	0	0	25.2	29.8
0900	54	1	52	0	1	0	0	0	0	0	0	0	0	0	0	0	7	21	17	9	0	0	0	0	0	0	0	0	0	25.3	30
1000	89	1	82	0	3	1	2	0	0	0	0	0	0	0	0	1	24	25	24	14	1	0	0	0	0	0	0	0	0	23.9	30.2
1100	59	6	49	0	4	0	0	0	0	0	0	0	0	0	0	2	4	19	23	7	4	0	0	0	0	0	0	0	0	26	30
1200	74	4	64	4	0	1	0	0	1	0	0	0	0	0	0	1	5	17	33	11	6	1	0	0	0	0	0	0	0	27.1	31.5
1300	50	0	46	2	2	0	0	0	0	0	0	0	0	0	0	0	3	26	10	9	2	0	0	0	0	0	0	0	0	25.6	31.5
1400	58	1	47	2	6	0	1	0	1	0	0	0	0	0	0	1	6	21	17	11	2	0	0	0	0	0	0	0	0	25.8	31.1
1500	60	2	53	3	2	0	0	0	0	0	0	0	0	0	0	10	22	19	8	0	1	0	0	0	0	0	0	0	0	25.1	29.3
1600	52	0	48	1	3	0	0	0	0	0	0	0	0	0	0	0	7	24	15	6	0	0	0	0	0	0	0	0	0	24.3	29.1
1700	37	0	35	1	1	0	0	0	0	0	0	0	0	0	0	1	3	18	8	6	1	0	0	0	0	0	0	0	0	24.9	30.6
1800	27	1	26	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	8	5	2	0	0	0	0	0	0	0	0	26.3	31.5
1900	27	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6	8	4	2	0	0	0	0	0	0	0	0	25.2	32
2000	14	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	5	1	4	4	0	0	0	0	0	0	0	0	0	25.9	32
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	27.3	-
2200	12	0	10	0	1	0	1	0	0	0	0	0	0	0	0	1	3	4	2	1	1	0	0	0	0	0	0	0	0	23.9	28.9
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.3	-
07-19	597	16	537	14	23	2	3	0	2	0	0	0	0	0	0	7	77	219	183	90	18	3	0	0	0	0	0	0	0	25.3	30.6
06-22	648	16	587	14	24	2	3	0	2	0	0	0	0	0	0	7	90	229	198	101	20	3	0	0	0	0	0	0	0	25.3	30.6
06-00	661	16	598	14	25	2	4	0	2	0	0	0	0	0	0	8	93	233	201	102	21	3	0	0	0	0	0	0	25.3	30.6	
00-00	683	16	618	14	26	2	5	0	2	0	0	0	0	0	0	9	97	236	210	105	23	3	0	0	0	0	0	0	25.3	30.9	

xl speed and class

Site Name - Chepstow Road, Raglan

Direction - Westbound

13 November 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27.9	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23.4	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	23.6	-
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	26.3	-
0600	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	4	4	0	0	0	0	0	0	0	0	0	26.6	30
0700	73	0	60	3	10	0	0	0	0	0	0	0	0	0	0	0	8	32	24	9	0	0	0	0	0	0	0	0	0	24.8	28.9
0800	107	2	89	3	11	0	2	0	0	0	0	0	0	0	0	1	9	51	33	12	1	0	0	0	0	0	0	0	0	24.8	29.3
0900	63	0	53	4	3	0	2	0	0	1	0	0	0	0	0	2	12	26	16	6	1	0	0	0	0	0	0	0	0	23.8	28.9
1000	78	0	63	3	9	0	3	0	0	0	0	0	0	0	1	1	13	35	21	7	0	0	0	0	0	0	0	0	0	23.6	27.1
1100	69	0	57	1	8	0	3	0	0	0	0	0	0	0	0	1	21	30	8	7	2	0	0	0	0	0	0	0	0	22.9	27.7
1200	69	1	53	2	13	0	0	0	0	0	0	0	0	0	0	0	16	26	18	6	3	0	0	0	0	0	0	0	0	24.2	29.1
1300	61	2	41	3	12	0	3	0	0	0	0	0	0	0	0	1	8	20	21	8	3	0	0	0	0	0	0	0	0	25.7	30.2
1400	69	0	58	0	9	0	2	0	0	0	0	0	0	0	0	0	9	31	22	6	1	0	0	0	0	0	0	0	0	24.5	29.1
1500	76	1	57	2	11	0	3	1	1	0	0	0	0	0	0	4	13	30	22	6	1	0	0	0	0	0	0	0	0	23.7	28.2
1600	118	0	98	3	15	0	2	0	0	0	0	0	0	0	0	7	37	48	18	8	0	0	0	0	0	0	0	0	0	22	25.9
1700	87	0	83	2	2	0	0	0	0	0	0	0	0	0	0	1	21	35	21	8	1	0	0	0	0	0	0	0	0	23.6	28.2
1800	66	2	62	0	2	0	0	0	0	0	0	0	0	0	0	1	7	29	19	8	2	0	0	0	0	0	0	0	0	24.8	28.9
1900	32	0	31	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10	16	4	0	0	1	0	0	0	0	0	0	26.6	29.5
2000	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	7	1	1	0	0	0	0	0	0	0	0	26.4	28.6
2100	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	3	1	1	0	0	0	0	0	0	0	0	26.5	-
2200	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	25.7	-
2300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	27.3	-
07-19	936	8	774	26	105	0	20	1	1	1	1	0	0	0	1	19	174	393	243	91	15	0	0	0	0	0	0	0	23.9	28.9	
06-22	1004	8	838	26	109	0	20	1	1	1	0	0	0	0	1	19	179	413	273	101	17	0	1	0	0	0	0	0	24.1	28.9	
06-00	1016	8	849	26	110	0	20	1	1	1	0	0	0	0	1	19	179	419	278	102	17	0	1	0	0	0	0	0	24.1	28.9	
00-00	1024	8	857	26	110	0	20	1	1	1	0	0	0	0	1	19	179	424	280	103	17	0	1	0	0	0	0	0	24.1	28.9	

xl speed and class

Site Name - Chepstow Road, Raglan
 Direction - Westbound

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	28.3	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	27.3	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	25.7	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	25.9	-
0600	16	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	3	6	4	2	1	0	0	0	0	0	0	0	0	25.4	31.3
0700	50	0	42	2	6	0	0	0	0	0	0	0	0	0	0	1	11	19	13	5	1	0	0	0	0	0	0	0	0	23.8	28.9
0800	87	1	77	1	7	0	1	0	0	0	0	0	0	0	0	2	16	35	25	7	1	0	0	0	0	0	0	0	0	23.8	28.6
0900	69	1	61	2	4	0	1	0	0	0	0	0	0	0	0	2	17	28	15	5	1	0	0	0	0	0	0	0	0	23.1	28.2
1000	79	1	67	2	7	0	1	0	0	0	0	0	0	0	0	3	17	30	20	7	1	0	0	0	0	0	0	0	0	23.6	28.9
1100	73	3	61	2	6	0	1	0	0	0	0	0	0	0	0	2	14	29	20	6	2	0	0	0	0	0	0	0	0	23.8	28.4
1200	74	1	62	2	8	0	0	0	0	0	0	0	0	0	0	1	12	27	23	8	2	0	0	0	0	0	0	0	0	24.7	29.8
1300	64	2	52	2	7	0	1	0	0	0	0	0	0	0	0	1	9	27	18	8	2	0	0	0	0	0	0	0	0	24.7	30
1400	74	1	63	1	7	0	1	0	1	0	0	0	0	0	0	2	12	29	23	8	2	0	0	0	0	0	0	0	0	24.5	29.3
1500	88	1	76	2	8	0	0	0	0	0	0	0	0	0	0	4	19	33	23	8	1	0	0	0	0	0	0	0	0	23.4	28.4
1600	105	0	93	2	8	0	0	0	0	0	0	0	0	0	0	3	25	45	24	6	1	0	0	0	0	0	0	0	0	23	27.7
1700	90	1	82	1	6	0	0	0	0	0	0	0	0	0	0	5	21	36	21	6	1	0	0	0	0	0	0	0	0	22.8	28.2
1800	60	1	55	0	3	0	0	0	0	0	0	0	0	0	0	1	9	24	17	8	2	0	0	0	0	0	0	0	0	24.8	30
1900	34	0	31	0	2	0	0	0	0	0	0	0	0	0	0	0	6	11	12	3	1	0	0	0	0	0	0	0	0	24.9	29.5
2000	18	0	17	0	1	0	0	0	0	0	0	0	0	0	0	2	6	6	3	1	0	0	0	0	0	0	0	0	0	26	32
2100	11	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3	2	1	0	0	0	0	0	0	0	0	0	26.3	32.2
2200	9	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	3	2	1	1	0	0	0	0	0	0	0	0	0	25.4	-
2300	5	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	25.9	-
07-19	912	12	791	18	78	2	6	1	2	0	1	0	0	0	1	25	181	363	242	82	16	1	0	0	0	0	0	0	0	23.8	28.9
06-22	990	13	863	19	83	2	6	1	2	0	1	0	0	0	1	26	193	390	267	92	20	2	0	0	0	0	0	0	0	23.9	28.9
06-00	1003	13	876	19	84	2	6	1	2	0	1	0	0	0	1	27	195	394	271	93	21	2	0	0	0	0	0	0	0	23.9	28.9
00-00	1018	13	888	19	85	2	7	1	2	0	1	0	0	0	1	27	196	397	277	96	21	2	0	0	0	0	0	0	0	24	29.1

xl speed and class

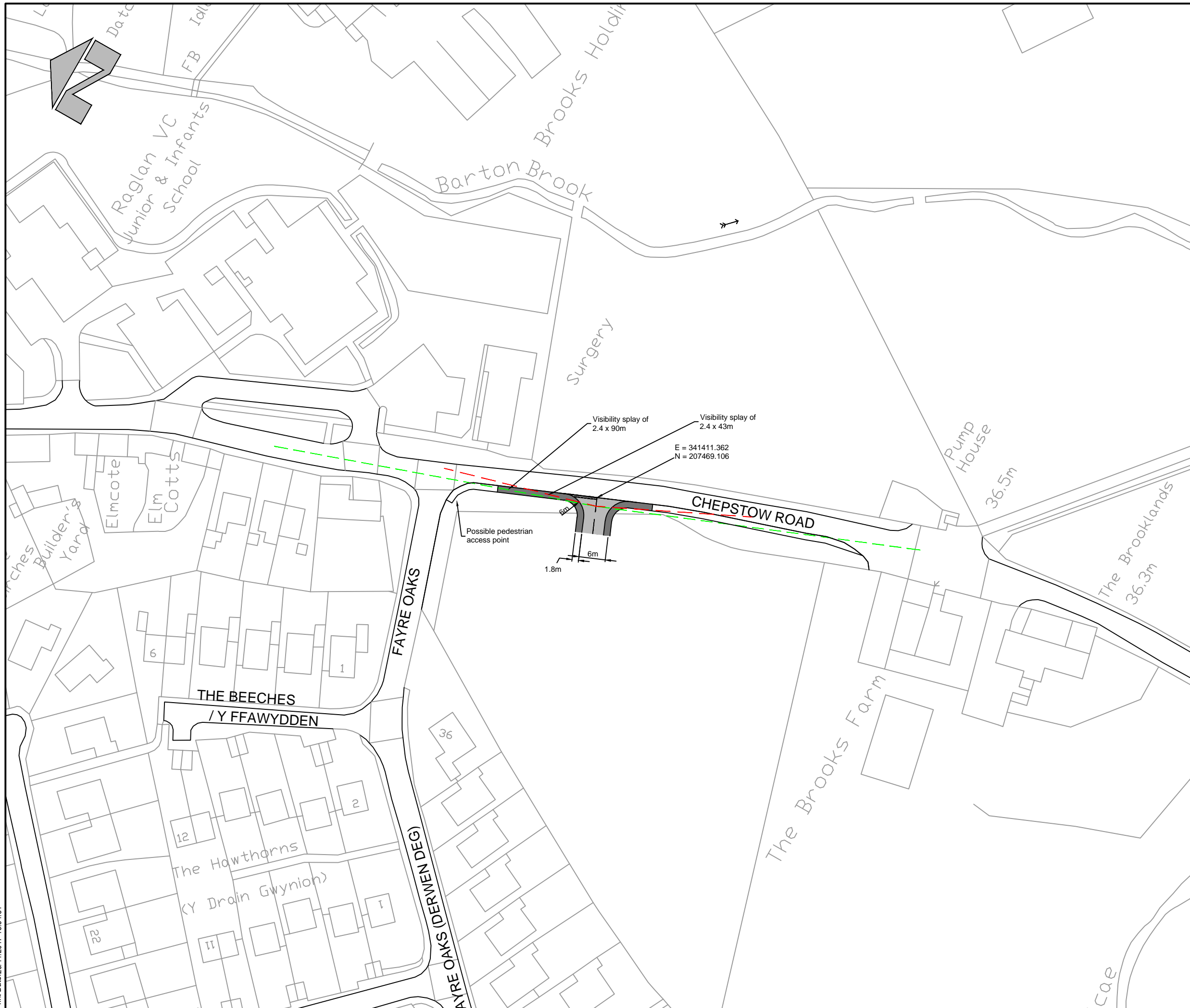
Site Name - Chepstow Road, Raglan
 Direction - Westbound

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85	
Mon	1024	8	857	26	110	0	20	1	1	1	0	0	0	0	1	19	179	424	280	103	17	0	1	0	0	0	0	0	0	0	24.1	28.9
Tue	1053	4	930	20	88	1	2	3	2	1	2	0	0	0	0	36	221	423	277	78	17	1	0	0	0	0	0	0	0	0	23.5	28.2
Wed	1201	20	1048	22	99	1	6	0	3	0	2	0	0	0	0	40	243	461	315	109	31	2	0	0	0	0	0	0	0	0	23.8	29.1
Thu	1100	20	932	19	113	6	6	2	2	0	0	0	0	0	2	21	208	430	312	108	15	3	1	0	0	0	0	0	0	0	24	28.9
Fri	1274	12	1107	15	123	3	10	0	3	0	1	0	0	0	2	43	274	485	344	99	23	3	1	0	0	0	0	0	0	0	23.6	28.4
Sat	791	9	727	14	33	1	2	2	3	0	0	0	0	0	0	19	150	323	203	72	22	2	0	0	0	0	0	0	0	0	23.9	28.9
Sun	683	16	618	14	26	2	5	0	2	0	0	0	0	0	0	9	97	236	210	105	23	3	0	0	0	0	0	0	0	0	25.3	30.9
--	7126	89	6219	130	592	14	51	8	16	2	5	0	0	0	5	187	1372	2782	1941	674	148	14	3	0	0	0	0	0	0	24	29.1	

Appendix E

Chepstow Road Potential Site Entrance



- Key:
- Visibility Splay of 2.4 x 90m
 - Visibility Splay of 2.4 x 43m
 - Proposed Pedestrianisation

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Rev	Dwn	Chkd	App'd	Description	Date
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Purpose of Issue
S0 - Work in Progress

Classification
Commercial in Confidence



Project
**Chepstow Road Raglan -
 Proposed Residential Development**

Drawing
Visibility Splay

Scale @ A3	Drawn	Checked	Approved
1:1,000	DH	DJ	DJ

Project No.	Date
CS/0932090	23/11/2017

Drawing Identifier	BS1192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number	rev
CRR-CAP-00-XX-DR-C-0001	P01

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