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Network Rail - Planning,  
1 Eversholt Street,  
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Lucinda Roach  
Planning Department  
Dover District Council  
By email only

15/06/2020

Dear Lucinda,

**Network Rail updated consultation response: 19/00642 - Site At, Cross Road, Deal, CT14 9LA**

Network Rail previously requested a Level Crossing Impact Assessment is undertaken to identify whether the proposed development at Cross Road, Deal would present an unacceptable risk to Coldblow User-Worked level crossing.

Following review of the LCIA by Network Rail's Level Crossing team, Network Rail raised issue with the data used within the LCIA to which the applicant has provided satisfactory justification for this within a letter to Network Rail sent on 09/06/2020. As a result, Network Rail recommends no objection to the proposals.

Kind Regards,

**Nicholas Donoghue**

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Mr N Donoghue  
Network Rail – Planning  
1 Eversholt Street  
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09 June 2020

By Email

Dear Nicholas

### **Land at Cross Road, Deal: Application Ref. DOV/19/00642 – Network Rail Consultation**

We write in response to the Network Rail letter of 03 June 2020 to Dover District Council, which provides some commentary on the Level Crossing Impact Assessment (LCIA), undertaken by Croft for Gladman (at the request of Network Rail) to assess the impact of the proposed housing development at Cross Road on the Coldblow User-Worked level crossing.

The LCIA was prepared pursuant to a Network Rail consultation response on the planning application, dated 07 May 2020, which set out a holding objection until the LCIA had been undertaken.

### **LCIA Findings**

In summary, the overall conclusions of the Croft LCIA are that:

- The proposed development will not generate any significant increase in the number of car, pedestrian or cycle based journeys across Coldblow level crossing. It demonstrates that the proposal results in no additional car-based and 4 additional pedestrian / cycle based trips; and,
- In response to a specific concern raised by Network Rail, the proposed highway improvement works to Station Road (as a consequence of the development) will not result in a perceptible increase in traffic delays along Station Road and thus will not increase the potential for the use of Coldblow as an alternative route.

The LCIA also addressed a further specific query raised by Network Rail on any potential impact of the proposed Station Road highway improvements on the operation of rail replacement buses calling at nearby Walmer Station. This is a separate query, which does not have a direct bearing on use of the Coldblow crossing. For the sake of completeness however, we record here that the LCIA demonstrates that the Station Road improvements will not impact on the operation of any rail replacement buses (as

no perceptible increase in delays on Station Road will arise). This query seems to have been addressed to the satisfaction of Network Rail.

### **Network Rail Letter of 03 June 2020**

The Network Rail response of 03 June queries some of the baseline assumptions used in the LCIA. In particular, it queries whether the use of the 2011 Census data reflects the local population and suggests that this might not capture any impact from development since then. It also queries the route used to compare journeys (and assess the potential for re-routing or 'rat running' to use Coldblow crossing). Stemming from these queries, Network Rail question the overall findings of the LCIA.

The Network Rail response then proceeds to identify what it sees as the most appropriate option available to reduce user risk at Coldblow level crossing, which is to upgrade to a Manually-Controlled Barrier type crossing, which would remove the need for users of the crossing to open and close the gates. The cost of this is identified as being in the region of £3-5m. Notwithstanding this, the response acknowledges:

*“...Given the substantial monies required, **Network Rail are in the view that this development does not significantly impact the level crossing alone** to justify contributing the total amount required to upgrade the crossing. This request would be unfair and unreasonable in terms of the developments, scale, type and location, therefore not meeting the planning obligation tests”*  
emphasis added

It invites Dover Council to discuss other potential funding options available to implement an upgraded level crossing.

Despite the acknowledgement that the application proposal does not significantly impact on the level crossing alone, the Network Rail letter does not specifically confirm that the holding objection is withdrawn.

### **Applicant Response**

In response to the Network Rail letter, the accompanying note from Croft specifically addresses the concerns raised on the methodological assumptions underpinning the LCIA and its conclusions. The salient points of the accompanying note are summarised below before setting out what the applicant's position is on the need for any mitigation.

In summary, the accompanying note from Croft demonstrates that:

- The 2011 census data provides the most up to date census information available. In this context, the use of 2011 census information as a starting point is entirely reasonable and justified. In any event, any increase in population between the 2011 census and 2015, when the Railway Guide level crossing patronage data was compiled, only serves to reduce the ratio of crossing user versus catchment population (which means that the impacts of the application proposal in the LCIA are a worst case scenario).
- The traffic modelling work that underpins the transportation evidence submitted as part of the application, including the LCIA, *does* take into account the cumulative impact of development

since 2011 and any unbuilt development commitments. For the avoidance of doubt, this includes the 223 dwelling Sunningdale House scheme (Millers Retreat) on Station Road, which is currently under construction. Any delays, congestion and the cumulative traffic demand have been fully taken into account in the assessment.


- In response to the specific query from Network Rail as to whether road users may re-route via Ringwould (using the Coldblow crossing), the accompanying note demonstrates (with reference to actual journey time evidence) that this is highly unlikely to be an attractive alternative route to using Station Road and Dover Road.

In this context, the applicant maintains that the findings of the LCIA are representative and robust and the assessment clearly demonstrates that the proposed development will have no significant impact on the operation of the Coldblow user-worked level crossing. Any issues with the level crossing are pre-existing. There is no evidential basis for reaching a different view to this. Furthermore, the scale of any impact through increased use of the level crossing (i.e. no additional car-based and 4 additional pedestrian / cycle based trips) are negligible in the context of the existing situation. As such, there is no need or reasonable basis for any mitigation in order to make the development acceptable in planning terms. Furthermore, there is no reasonable basis for an objection to the proposal, on the grounds of impact on the level crossing, to be sustained.

On the basis of the foregoing, it is respectfully requested that Network Rail formally confirms that the holding objection set out its earlier consultation response on the application (dated 07 May 2020) is withdrawn.

If you would like to discuss the above, please contact me

Yours sincerely

A handwritten signature in black ink, appearing to read 'John Mackenzie', written over a horizontal line.

John Mackenzie  
Planning Director  
Gladman Developments Ltd

cc. Lucinda Roach – Dover District Council



**PROPOSED RESIDENTIAL DEVELOPMENT, CROSS STREET, DEAL (2243)  
APPLICATION REF: DOV/19/00642  
RESPONSE TO FORMAL NETWORK RAIL COMMENTS – JUNE 2020**

**Introduction**

This note will formally respond to comments made by Network Rail (NR) relating to the above planning application for residential development at a site off Cross Road in Deal.

The comments were dated 3<sup>rd</sup> June 2020 and comprised NR's response to the Level Crossing Impact Assessment (LCIA) submitted by Croft on 20<sup>th</sup> May 2020. This document will go through all of NR's comments in turn. The NR comments will be listed in italics and the Croft response will follow for ease of reference.

**Network Rail Comments: -**

1. *"Network Rail believe the Census 2011 data used within the LCIA does not provide a true reflection of the local population. It is understood there is ongoing housing construction within the area post 2013 with one example being the 223-dwelling development off Station Road."*

Section 7.5 and figures 5 and 6 of the Transport Assessment have already taken into account committed housing development including that referenced above off Station Rd, resulting in no trips forecast to be made along Coldblow.

2011 National census data is routinely used for a range of forecasting purposes and will continue to be used until 2021 National census data becomes available.

Any increase in the local population after the 2011 census and up to the point where the 2015 Railway Guide level crossing patronage data was compiled would only serve to reduce the ratio of crossing user versus catchment population.

For example, if 122 daily foot/cycle trips (ref Railway Guide data) arise from a population of 7610 (1.6%) any increase in the catchment population from 2011 to 2015, say from 7610 to 10,000 would only serve to reduce the percentage use from 1.6% to 1.2%. Accordingly, the number of crossing

users estimated from the proposed development population of 262 would therefore reduce from  $1.6\% \times 262$  to  $1.2\% \times 262$ , a reduction of 4 users to 3.

Notwithstanding this the number of crossing users estimated to arise solely from the new development is at such a low level, 0.3 by car and 4 on foot, that we could incur a doubling of the development size and still only generate less than 1 crossing by car and only 8 by foot.

*2. The cumulative impact of this Cross Road development, as well as those not included within the LCIA may therefore have an impact on traffic within the local area and in particular the morning and evening peak commute traffic. As a result, residents may choose alternative less congested routes such as the one over Cold Blow level crossing.*

A comparison of journey times as provided in Table 4 of the LCIA demonstrated the route via the level crossing took 7-minutes to traverse, compared to the 4-minutes via the station Road/Dover Road junction, taking congestion along this route into consideration. Furthermore, traffic models of the proposed Station Road improvements also demonstrated the improvements would not significantly increase traffic delays along Station Road. This modelling also took the cumulative impact of the Station Road development and the Cross Road development into account as part of the analysis. Croft therefore consider travel delays, congestion and the cumulative traffic demand have been taken into account. The models and the traffic forecasts can be made available to Network Rail if required.

*3. Network Rail also question the route used to compare journeys shown on Figure 5 within the LCIA. Residents may continue to Ringwould rather than turn left when driving away from the crossing and go back on themselves.*

Figures 1 and 2 below demonstrate the fastest journey to Ringwould/Dover Rd takes 4-6 minutes to cover 2.9km via the A582 from the Coldblow/Station Road junction to Ringwould, departing at 08:30 on Wednesday October 14<sup>th</sup> 2020 and taking congestion (shown in yellow) into account.

This compares to the 10-minutes it would take to arrive at the same destination via the level crossing.

Notwithstanding this extended journey time Coldblow Lane itself is barely much more than 2m wide for most of its length and cannot convey 2 lanes of traffic with only very limited passing capability and no provision for pedestrians. It is therefore difficult to conceive that anyone with any local

knowledge of the area would be prepared to use the route and risk potential further delay that would be incurred by an oncoming vehicle and indeed the crossing itself.

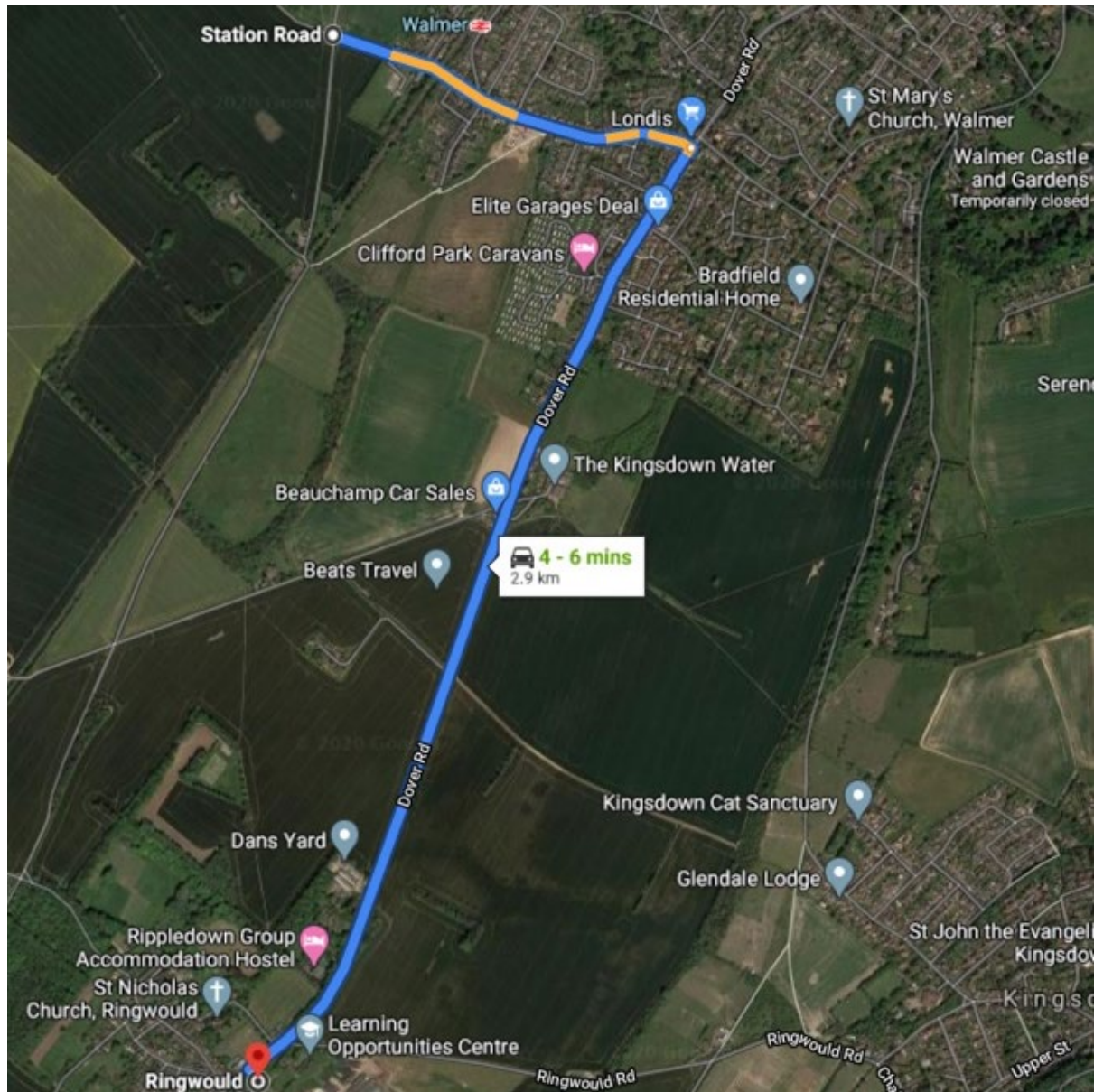


Figure 1-Journey time to Ringwoud via Dover Rd



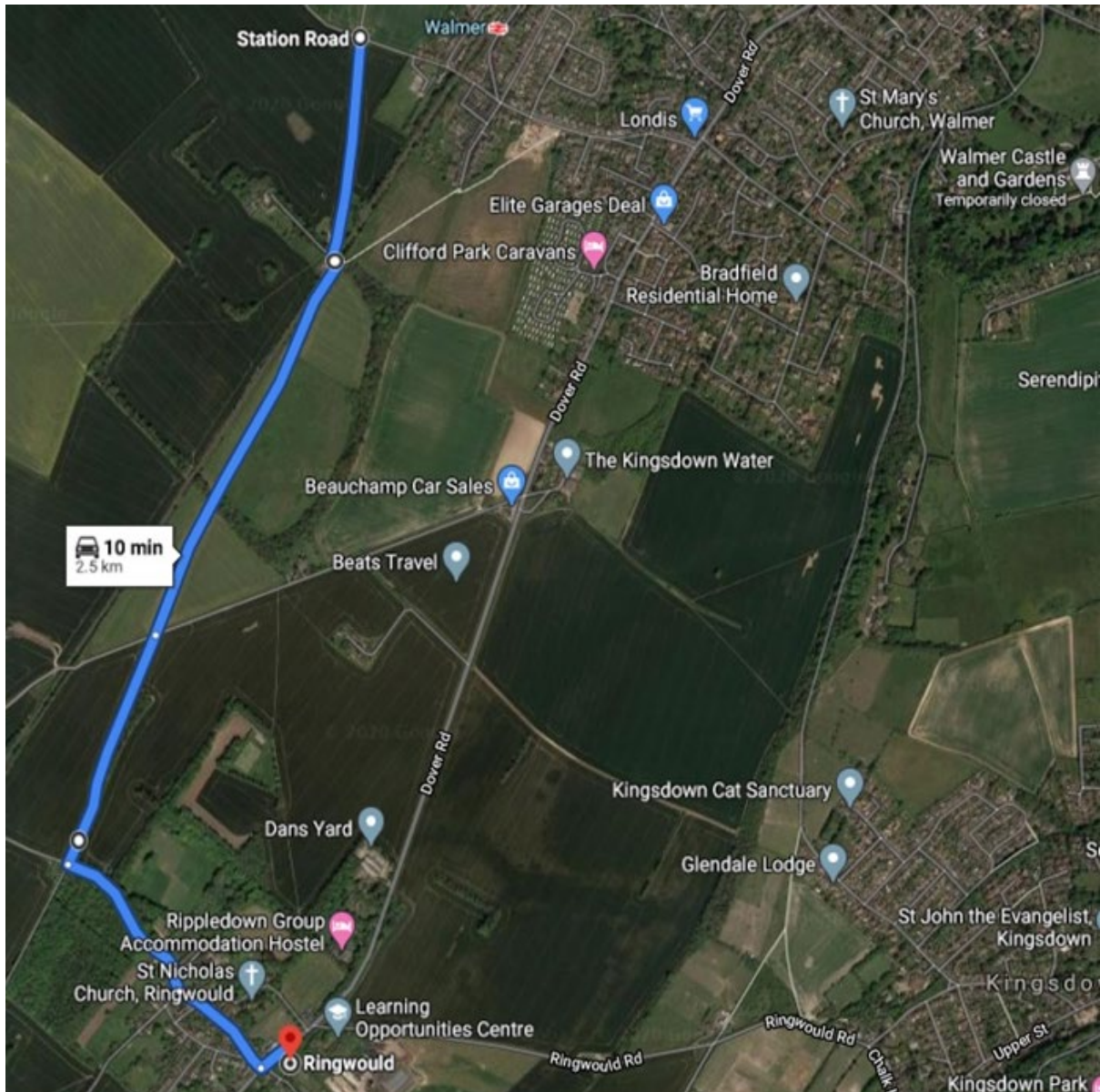


Figure 2-Journey time to Ringwoud/Dover Rd via Coldblow



*4. The most appropriate option currently available to reduce the risk at Coldblow level crossing is an upgrade to a Manually-Controlled Barrier type level crossing which would cost in the region of £3-5m. This upgrade would remove the need for the public to manually open the gates. However, given the substantial monies required, Network Rail are of the view that this development does not significantly impact the level crossing alone to justify contributing the total amount required to upgrade the crossing. This request would be unfair and unreasonable in terms of the developments scale, type and location, therefore, not meeting the planning obligation tests.*

*Noted and Croft acknowledge that no contributions in respect of this development will be sought in lieu of any current or future provision of a crossing upgrade.*

## **Conclusions**

In summary, this note has formally responded to comments made by Network Rail relating to the planning application for a residential development at a site off Cross Road in Deal and its potential impact on the nearby Coldblow Level Crossing.

All issues have been formally responded to and it can be concluded that the proposals are acceptable in highways terms and will have a negligible impact on the Level Crossing and accordingly there should be no objections to the proposals on this basis.



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Lucinda Roach  
Planning Department  
Dover District Council  
By email only

03/06/2020

Dear Lucinda,

**Network Rail Additional Consultation Response: 19/00642 - Site At, Cross Road, Deal, CT14 9LA**

Thank you for consulting Network Rail regarding the Level Crossing Assessment (LCIA) which was supplied by the applicant following Network Rail's request within our original consultation response dated 07/05/2020. Network Rail asked the applicant to provide a LCIA to enable Network Rail to greater understand the impact of the proposed development on Cold Blow User-Worked level crossing (hereinafter referred to as Cold Blow level crossing).

Network Rail have now reviewed the LCIA and would like to make the following comments.

Network Rail believe the Census 2011 data used within the LCIA does not provide a true reflection of the local population. It is understood there is ongoing housing construction within the area post 2013 with one example being the 223-dwelling development off Station Road. It appears from our records Network Rail were not consulted on the Station Road planning application and as a result did not make any representations. It is worth noting however, Network Rail would have raised similar level crossing impact comments.

The cumulative impact of this Cross Road development, as well as those not included within the LCIA may therefore have an impact on traffic within the local area and in particular the morning and evening peak commute traffic. As a result, residents may choose alternative less congested routes such as the route over Cold Blow level crossing.

Network Rail also question the route used to compare journeys shown on Figure 5 within the LCIA. Residents may continue to Ringwoud rather than turn left when driving away from the crossing and go back on themselves.

As a result of the points made above, Network Rail would question the findings of the LCIA i.e. no additional car-based and 4 additional pedestrian/cycle-based trips are forecast.

The most appropriate option currently available to reduce the risk at Cold blow level crossing is an upgrade to a Manually-Controlled Barrier type level crossing which would cost in the region of £3-5m. This upgrade would remove the need for the public to manually open the gates.

However, given the substantial monies required, Network Rail are in the view that this development does not significantly impact the level crossing alone to justify contributing the total amount required to upgrade the crossing. This request would be unfair and unreasonable in terms of the developments scale, type and location, therefore, not meeting the planning obligation tests.

As a result, Network Rail are keen to discuss with Dover District council other funding options available to mitigate the risk imported to Network Rail by the cumulative impact of new developments within the area. Network Rail are aware that Dover District Council does not currently have a Community Infrastructure Levy charging schedule but would like to suggest a meeting to explore other options.

Should you have any queries or require clarification in relation to the above please do not hesitate to contact me.

Kind Regards,

**Nick Donoghue**

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## PROPOSED RESIDENTIAL DEVELOPMENT, CROSS ROAD, DEAL COLDBLOW LEVEL CROSSING IMPACT ASSESSMENT – MAY 2020

### Introduction

Croft have been instructed by Gladman Developments Ltd to advise on the traffic and transportation issues relating to a proposed residential development for up to 100 dwellings on land to the east of Cross Road in Deal, Kent.

Croft have previously prepared a Transport Assessment in support of an outline planning application (ref: 19/00642), submitted to Dover District Council in May 2019.

### Background

This Level Crossing Impact Assessment has been produced at the request of Network Rail, who have submitted a holding objection (included in **Appendix 1**) to the application determination due to safety concerns relating to the operation of the Coldblow User-worked level crossing, located approximately 600-metres to the south of the proposed development site.

In its comments, Network Rail stated:

*"Coldblow Level Crossing is a User-Worked type of crossing and therefore reliance is placed on the user (member of public) opening the gates when it is safe to do so, which on this crossing is indicated by a green light. The user then traverses the crossing and closes the gates behind them."*

Network rail go on to state:

*"However, the user may not always be aware of the dangers and as a result misuse does occur. Recently a near miss occurred when numerous drivers chose to use Coldblow level crossing to bypass roadworks on Dover Road but failed to close the gates behind them. .... This highlights when traffic issues occur on Station Road or Dover Road it results in the level crossing becoming a "rat run" for drivers.*



*The introduction of this up to 100 dwelling development is likely to generate more traffic in the area, a proportion of which will choose to use the level crossing. Any increase in the usage of the level crossing results in an increasing of the risk & increase the risk of misuse.*

This note has been prepared in response to the holding objection and to provide information to assist Network rail to carry out a full assessment of the level crossing.



**Figure 1 Application Site and Coldblow Level Crossing Location**

## Development Proposal

It is proposed to develop the site to provide up to 100 residential dwellings. The residential development will comprise a mix of house types including an element of affordable units.

The proposed site will be served via a vehicular access point located off Cross Road, to the north of the site.

## Public Rights of Way (PRoWs)

As shown in **Figure 2** below, there are no PRoWs connecting the site with the level crossing. However, access to footpaths ED36 and ED443, with subsequent connections to the wider PRoW network to the east of the railway line, is possible via Coldblow, incurring use of the level crossing.

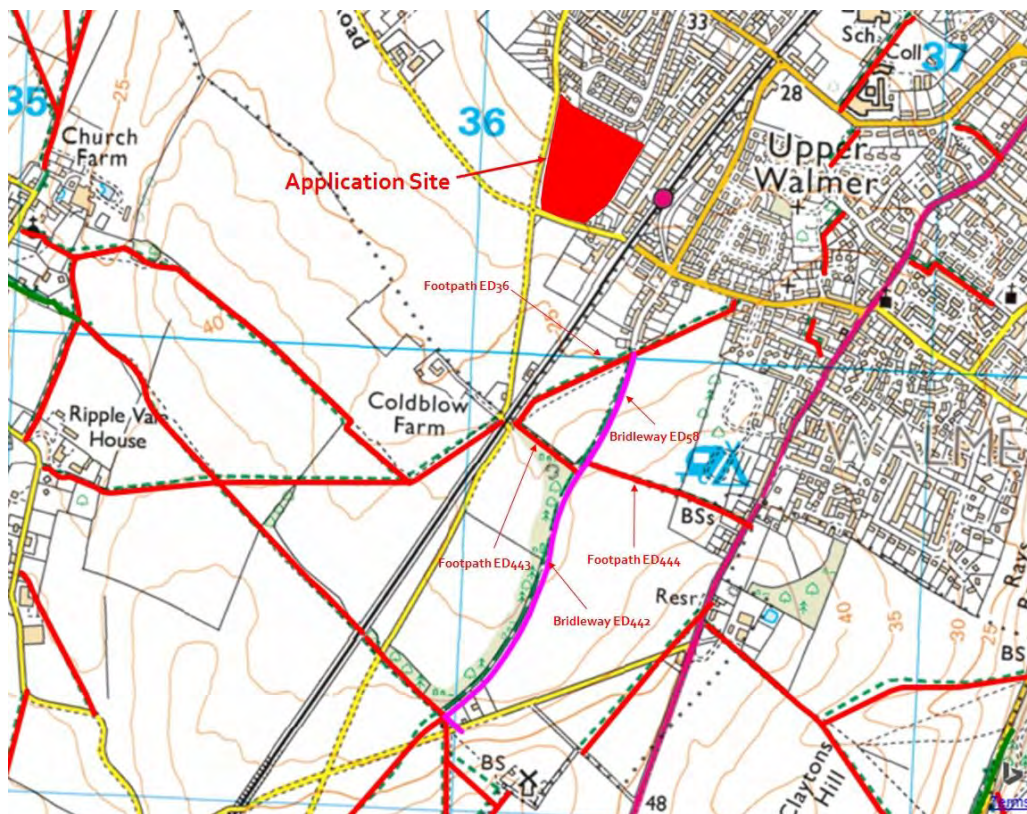


Figure 2 PRoW Network in the Vicinity of the Application Site



### Coldblow Level Crossing

As previously discussed, the Coldblow level crossing is located approximately 600-metres to the south of the application site and 450-metres to the south of Station Road which forms the southern boundary to Walmer.

Coldblow is a single-lane carriageway of approximately 2.2-metres width. Street lighting and footways are not provided along its length between its junction with Station Road and the level crossing. The restricted width of the carriageway does not facilitate two-way traffic flows, with vehicles only able to pass one another at the two field accesses along this section of carriageway.

As shown in **Figure 3** below, no destinations are sign-posted along this route, with cycle route directions signed along Station Road.



Figure 3 Coldblow Looking From Station Road Junction

Given the rural nature of this route it is not considered there will be a high traffic demand along Coldblow.

The ABC Railway Guide is an online guide to Britains railway infrastructure, including the Coldblow level crossing. The guide, (accessed at <http://abcrailwayguide.uk/cold-blow-public-level-crossing-kent>), includes traffic and pedestrian usage at the Cold Blow level crossing, recorded in 2015stating:

- 8-vehicles; and
- 122 Pedestrians or cyclists.

Given the location of the level crossing and nature of Coldblow, it is not considered current usage figures will differ significantly from the recorded usage.

## Level Crossing Impact Assessment

### Introduction

This section outlines the assessment undertaken to determine an estimate of additional potential movements at the level crossing as a result of the proposed development.

### Level Crossing User Numbers

The Railway Guide survey data and survey data collected as part of the submitted Transport Assessment has been used to determine the current traffic demand along Coldblow, with reference to TRICS database-derived trip generation and 2011 National Census Journey Purpose data to establish the forecast trips potentially generated by the proposed development.

The Transport Assessment used the agreed trip rates (included in **Appendix 2**) supplied by the Local Highway Authority (LHA) in their email dated 23<sup>rd</sup> February 2017, which demonstrates that only one vehicle during the morning and two vehicles during the evening peaks are forecast to pass along Coldblow.

As discussed in Section 5 and depicted in Plan 5 of the submitted Transport Assessment (included in **Appendix 3**), all of the facilities typically used by residents are located to the north and east of the application site in Walmer and Upper Deal, including Walmer station and the nearest bus stops to the site, located along Station Road and Court Road. All of these locations can be accessed directly via Station Road and Cross Road.

As shown in Plan 1 of the Transport Assessment, **Figure 1** and **Figure 2**, the area to the south and east of the Coldblow level crossing is predominantly rural in nature, with no employment, retail, medical or educational facilities. It is therefore considered that residents may only regularly use Coldblow for leisure/recreational purposes, rather than daily commuting, retail, Health Visit or Education journey purposes.

Nevertheless, it is reported in the Transport Assessment that a single outbound car-based trip is forecast to pass along Coldblow during the morning peak and a single outbound and a single inbound trip during the evening peak as shown in Figures 11 and 12 of the submitted Transport Assessment. However, the reported development distribution is based upon observed traffic turning proportions at the Station Road/Coldblow junction as stated in paragraph 7.7:

*"The directional distribution for the proposed development has been based on the current pattern of traffic flows on the local highway network."*

Given the previously discussed lack of employment/retail and education destinations accessible via Coldblow, it is considered unlikely that development traffic will use Coldblow and the level crossing on a daily basis.

The reported trip generation considers the forecast peak hour traffic generated by the proposed development for capacity analysis purposes. It is assumed that the majority of this traffic is (home to work, home to school and vice-versa) commuter traffic.

Given there are no destinations signed via Coldblow and the level crossing, it is reasonable to assume the recorded users of the level crossing are associated with the local population. Assuming the previously discussed 8 cars and 122 cycles/pedestrians previously recorded as using the crossing on a daily basis are associated with the population residing in the Dover 007 Middle Layer Super Output Area (MSOA) area, as shown in **Figure 4** below, closest to the level crossing. The crossing catchment area includes up to a total of 7,610 people (taken from the 2011 National Census).



Of this catchment population, a total of 8 cars and 122 cycle/pedestrians are recorded as using the level crossing, representing 0.11% of the population traveling by car and 1.60% travelling by foot/cycle.

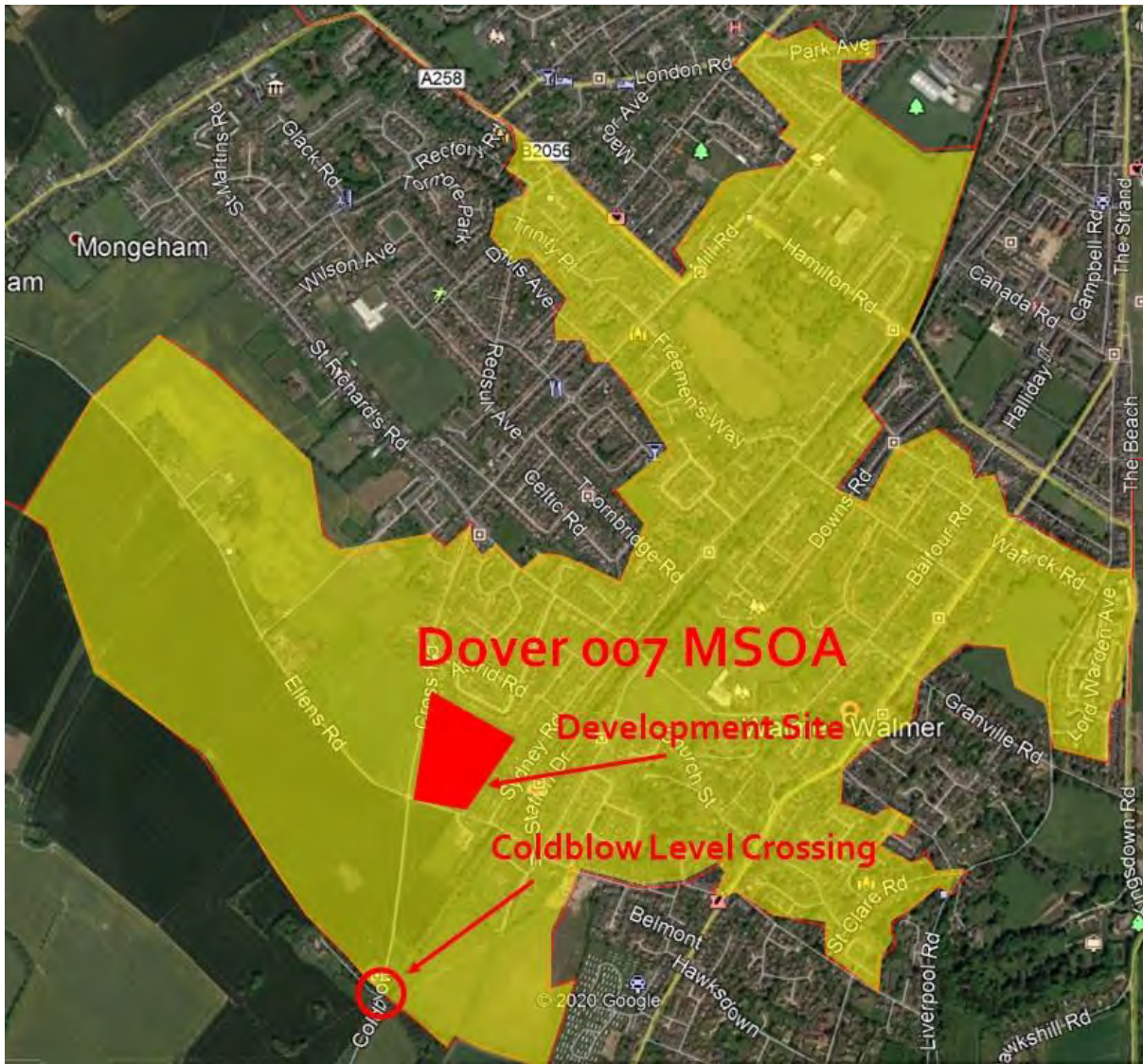


Figure 4 Dover 007 Middle Layer Super Output Area

As previously discussed, the proposed development will consist of 100 dwellings. No schedule of accommodation is currently available for the proposed development.

In order to forecast the development population, 2011 National census data for the Dover 007 MSOA has been used to determine the 'typical' number of bedrooms per household as summarised in **Table 1** below.

Bedrooms	All categories: Household composition	Proportion
1 bedroom	321	10%
2 bedrooms	1,001	30%
3 bedrooms	1,626	48%
4 or more bedrooms	406	12%
<b>TOTAL</b>	<b>3,354</b>	<b>100%</b>

**Table 1** Proportion of Bedrooms per Household in Dover 007 MSOA

In order to calculate the average population per bedroom within the Dover 007 MSOA area, reference has been made to the national census tenure by number of persons per bedroom in household by accommodation type data summarised in **Table 2** below.

Persons per bedroom	Number	Proportion
All categories: Number of persons per bedroom in household	1,777	
Up to 0.5 persons per bedroom	561	32%
Over 0.5 and up to 1.0 persons per bedroom	939	53%
Over 1.0 and up to 1.5 persons per bedroom	201	11%
Over 1.5 persons per bedroom	76	4%

**Table 2** Dover 007 MSOA Persons per Bedroom

It can be seen in Table 2 that the majority of properties (53%) are occupied by 0.5 to 1.0 persons per bedroom.

It is assumed that the final development will consist of dwellings with a mixture of 2-4 bedrooms. Given that 2/3-bedroom properties form the bulk of dwellings within the Dover 007 MSOA, only these properties have been considered in the development population calculation summarised in **Table 3** below and that each bedroom is occupied by 1 person.

Bedrooms	All categories: Household composition	Proportion	Number of Bedrooms	Population
2 bedrooms	1,001	38%	76	76
3 bedrooms	1,626	62%	186	186
<b>TOTAL</b>	<b>2,627</b>	<b>100%</b>	<b>262</b>	<b>262</b>

**Table 3 Forecast Development Population**

The table above demonstrates that a total of 262-bedrooms are assumed to be provided within the 100-dwelling development. When the calculated population density is applied to the number of bedrooms a development population of 262 people is forecast.

When the proportions of level crossing-users are applied to the forecast development population, no additional car-based and 4 additional pedestrian/cycle-based trips are forecast to use the Coldblow level crossing on a daily basis.

It is therefore concluded that the proposed development will not generate a significant increase in the number of car, pedestrian or cycle-based journeys across the Coldblow level crossing.

### Level Crossing Impact Resulting From Station Road Traffic Congestion

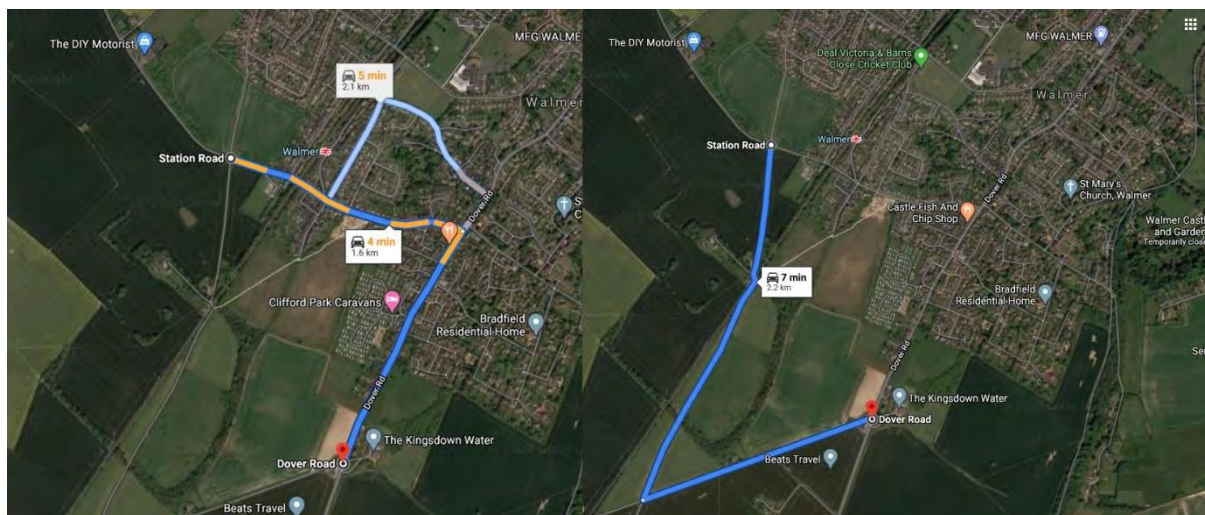
Network rail raised concerns regarding the use of Coldblow as a 'rat-run' during road works on Dover Road and as a result of congestion resulting from the proposed highway improvements along Station Road, stating:



*"The proposed road improvements on Station Road may also increase the likelihood of vehicle drivers choosing to use the level crossing if it results in a build-up in traffic. Network Rail are also keen to understand how the improvements will interact with traffic as well as the rail replacement buses which may affect the ability of the bus to stop where it does currently."*

The Station Road improvements referred to comprise of staggered buildouts in the eastbound and westbound carriageway on the eastern approach to the Station Road/Sydney Road junction requiring east and westbound traffic to give-way to oncoming traffic respectively. A further build-out is proposed in the westbound carriageway to the west of the Station Road/Court Road/Mayers Road/Station Drive junction, requiring westbound traffic to give-way to oncoming eastbound traffic along Station Road. The proposed works are shown in **Plan 1**.

In order to assess the impact of road works and delays upon the level crossing, a comparison of journey times between the Station Road/Coldblow junction and the A258 Dover Road/Ripple Road/Walmer Court Farm junctions has been made using Google Drive-time mapping. The journey distances and associated journey times have been recorded between the two junctions travelling via the A528 Dover Road/Station Road junction and via the level crossing as shown in **Figure 5** and summarised in **Table 4** below.



**Figure 5 Journey Comparison Routes**

	Via Dover Road/Station Road	Via Level Crossing
Distance	1.6km	2.2km
Journey Time	4 Minutes	7 Minutes
Average Speed	24 Kph	26 kph

**Table 4**      **Route Comparison**

Table 4 demonstrates the route via Station Road is both 0.6-kilometres shorter with a corresponding journey-time saving of 3-minutes, based on 'typical' travel patterns (departing at 08:30 on a weekday). It should be noted that journey times are based upon mobile phone data collected by Google and include delays due to congestion along Station Road and time taken to open and close crossing gates at Coldblow level crossing.

A delay of 3-minutes or more would be required for traffic to bypass Station Road and use the level-crossing as a faster route alternative between the Station Road/Coldblow junction and the A258 Dover Road/Ripple Road/Walmer Court Farm junction.

An assessment of the current delay at the Station Road/Sydney Road and Station Road/Court Road junctions has been carried out. **Table 5** below compares the delays (expressed as pcuhr) associated with the Station Road/Sydney Road and Station Road/Court Road junction both prior to and following installation of the proposed improvements, full outputs are included in **Appendix 5**.

	Without Improvements		With Improvements	
	AM Peak	PM Peak	AM Peak	PM Peak
Base	0.57	0.64	0.64	0.77
Base With Development	0.60	0.66	0.67	0.79

**Table 5**      **Delay Comparison (PCUhr)**

For reporting purposes, the delays summarised in Table 9 above have been converted to minutes delay in **Table 6** below.



	Without Improvements		With Improvements	
	AM Peak	PM Peak	AM Peak	PM Peak
Base	0.08	0.07	0.08	0.09
Base With Development	0.08	0.07	0.09	0.09

**Table 6 Delay Comparison (Minutes)**

The analysis results demonstrate that the proposed Station Road improvements will result in an increase in maximum delays of up to 0.02 minutes during the evening peak hour, which equates to around one second which cannot be considered as anything other than imperceptible.

It is concluded that the proposed junction improvements will not materially increase delays along Station Road, resulting in traffic re-routing via the Coldblow level crossing.

### **Rail Replacement Bus Impact**

Network Rail raised concerns regarding the potential impact upon the operation of Rail Replacement buses in their response, stating:

*"Network Rail are also keen to understand how the improvements will interact with traffic as well as the rail replacement buses which may affect the ability of the bus to stop where it does currently."*

As demonstrated in Table 10 above, the proposed Station Road improvements are not forecast to materially increase traffic delays and associated congestion at the Station Road junctions assessed. It is assumed that Rail Replacement buses will call at Walmer Station, located approximately 140-metres to the north west of the Station Road/Court Road/Mayers Road/Station Drive junction along Station Drive. Given the negligible increase in delays attributable to the improvements and the distance between the station forecourt area and the junction, it is concluded the proposed improvements will not impact the operation of rail replacement buses calling at the station.

Rail Replacement buses could alternatively use the existing bus stops rather than the Walmer station forecourt. These bus stops are located 39-metres (northbound direction) and 58-metres (southbound direction) to the north east of the junction along Court Road and 140-metres (westbound) and 190-metres (eastbound) to the east along Station Road. Again, the negligible increases in delays to traffic associated with the proposed junction improvements are not

considered to impact the operation of these bus stops and Rail Replacement buses calling at them.

## Conclusions

This technical note has been prepared to address network rail comments received in their holding objection dated 07/05/2020, regarding the potential impact of development traffic and delays resulting from proposed highway improvements along Station Road on the operation of the Coldblow user-worked level crossing.

*'The introduction of this up to 100 dwelling development is likely to generate more traffic in the area, a proportion of which will choose to use the level crossing. Any increase in the usage of the level crossing results in an increasing of the risk & increase the risk of misuse.'*

The assessment has demonstrated that the proposed 100-dwelling residential development will not generate any material additional car, pedestrian or cycle-based journeys across the Coldblow level crossing.

The forecast number of additional pedestrian/cycle movements across the level crossing equates to a single additional movement every 3-hours (based on a 12-hour day). This is considered to be an imperceptible increase in pedestrian and cycle movements across the crossing on a daily basis, based on robust parameters.

Furthermore, as previously stated, the submitted Transport Assessment distributed a single vehicle along Coldblow during the morning and two vehicles during the evening peak hours, based upon observed turning traffic movements at the Station Road/Coldblow junction. However, given there are no employment, retail or education destinations accessible via Coldblow, it is extremely unlikely that any development traffic will use this route in practice.

*"The proposed road improvements on Station Road may also increase the likelihood of vehicle drivers choosing to use the level crossing if it results in a build-up in traffic. Network Rail are also keen to understand how the improvements will interact with traffic as well as the rail replacement buses which may affect the ability of the bus to stop where it does currently."*

It is concluded that the proposed junction improvements will not materially increase delays along Station Road, resulting in traffic re-routing via the Coldblow level crossing.



*'Network Rail are also keen to understand how the improvements will interact with traffic as well as the rail replacement buses which may affect the ability of the bus to stop where it does currently.'*

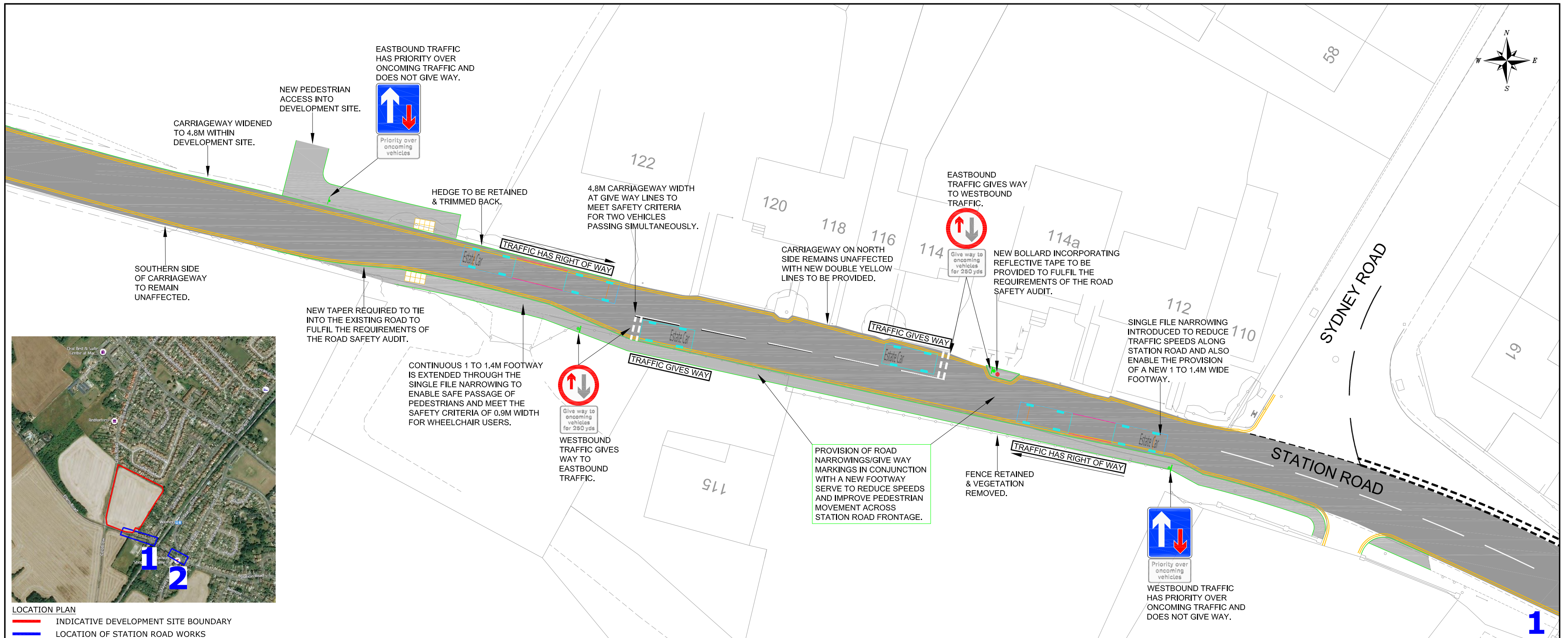
The proposed Station Road improvements will not result in a material increase in delays at the Sydney Road and Court Road junctions. The negligible increases in delays to traffic associated with the proposed junction improvements will not impact the operation of Rail Replacement buses.

Croft conclude the proposed residential development and associated Station Road improvements will not impact the operation of the Coldblow user-worked level crossing and there should be no objections to the proposals on this basis.

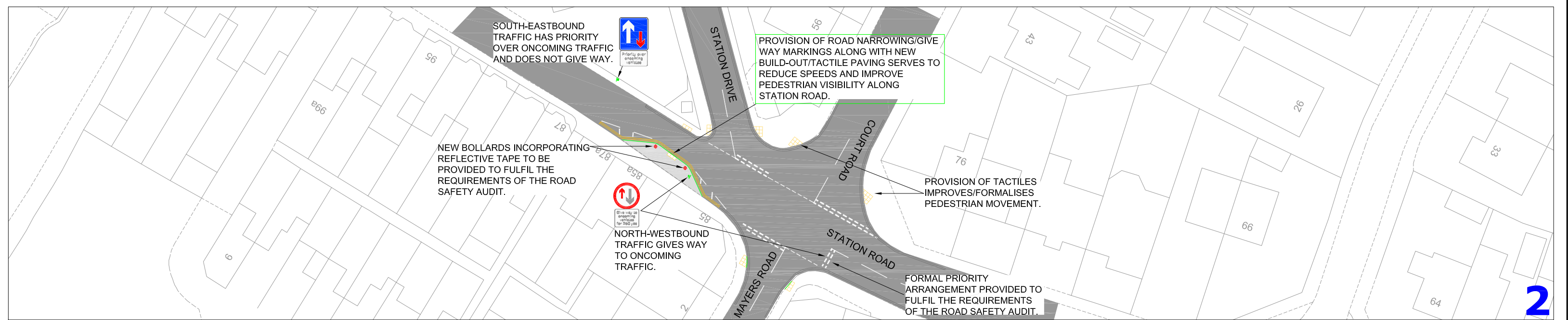
# PLANS



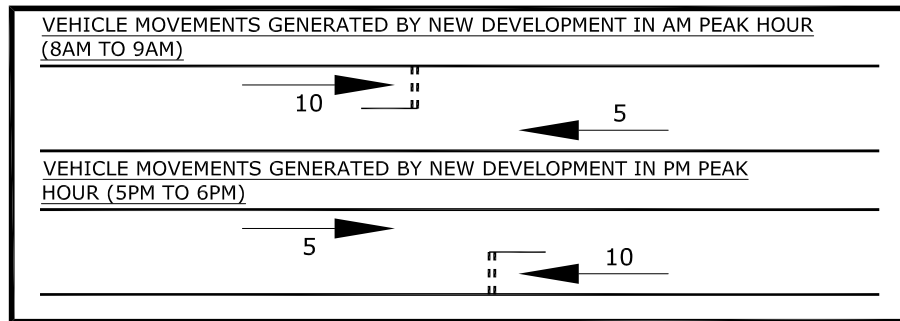
Z:\projects\2243 Cross Road, Deal\CAD\Croft Drawings\2243-Mastercopy.dwg



LOCATION PLAN  
 — INDICATIVE DEVELOPMENT SITE BOUNDARY  
 — LOCATION OF STATION ROAD WORKS



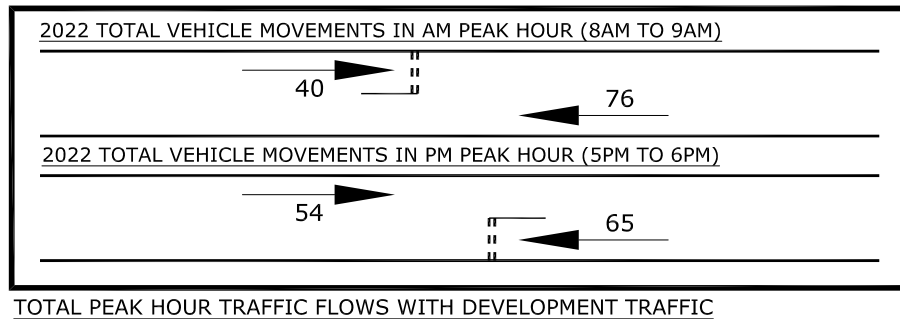
STATION ROAD/COURT ROAD WORKS @ 1:500 SCALE



VEHICLE MOVEMENTS GENERATED BY NEW DEVELOPMENT

**NOTES**

- DENOTES NEW KERBS
- NEW FOOTWAYS/BUILD-OUTS
- EXTENT OF ADOPTED CARRIAGEWAY



**CROSS ROAD, DEAL**

**GLADMAN**

**PROPOSED STATION ROAD IMPROVEMENTS**

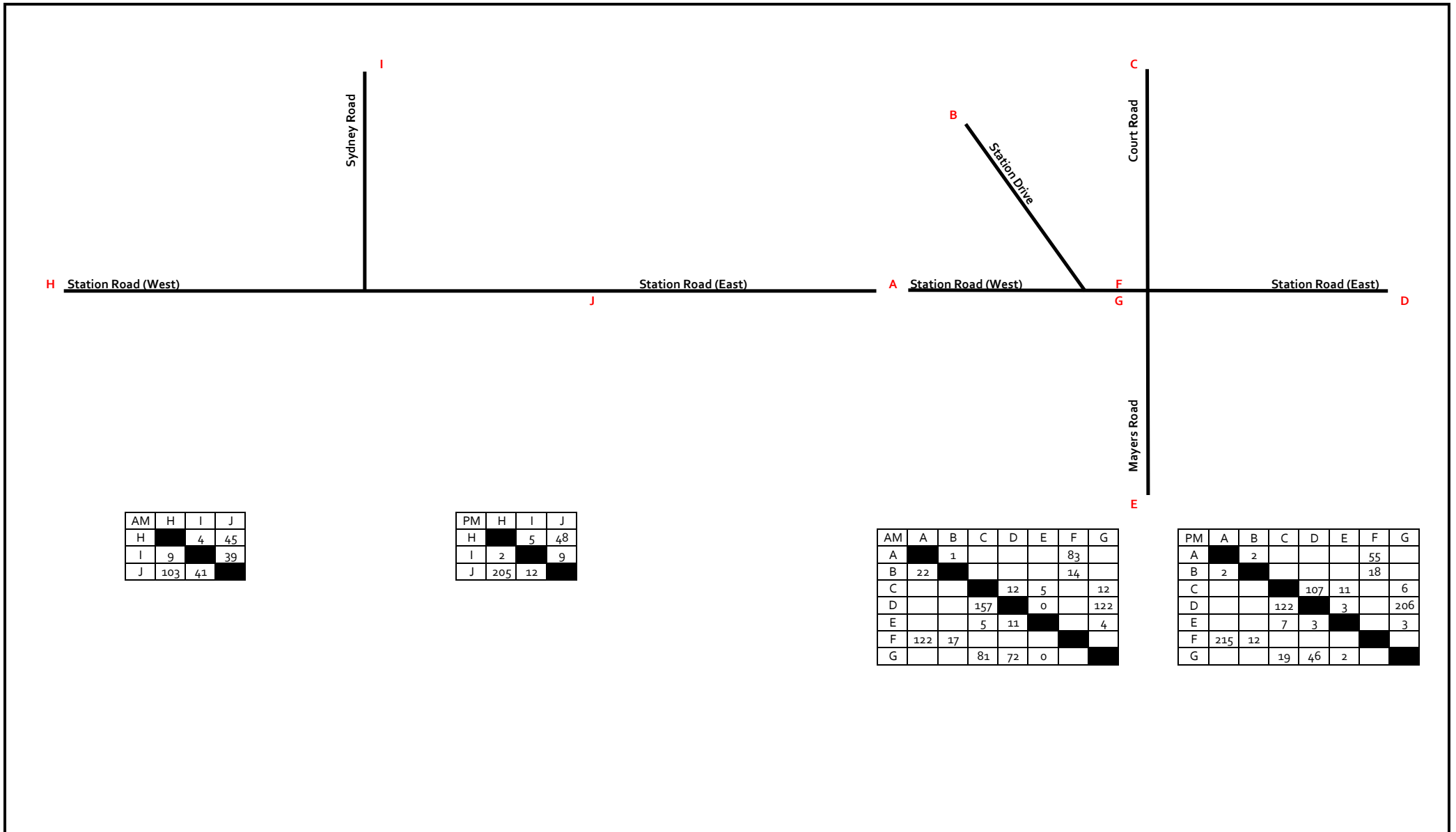
Croft Transport Planning & Design  
 340 Deansgate  
 Manchester  
 M3 4LY  
 Email: info@crofts.co.uk  
 Tel: 0161 837 7380  
 Web: www.crofts.co.uk



DRAWN: MC    CHECKED: MC    DATE: MAY 19    SCALE: 1:250 @ A2

DRAWING NO: 2243-F01    REV: P

# FIGURES



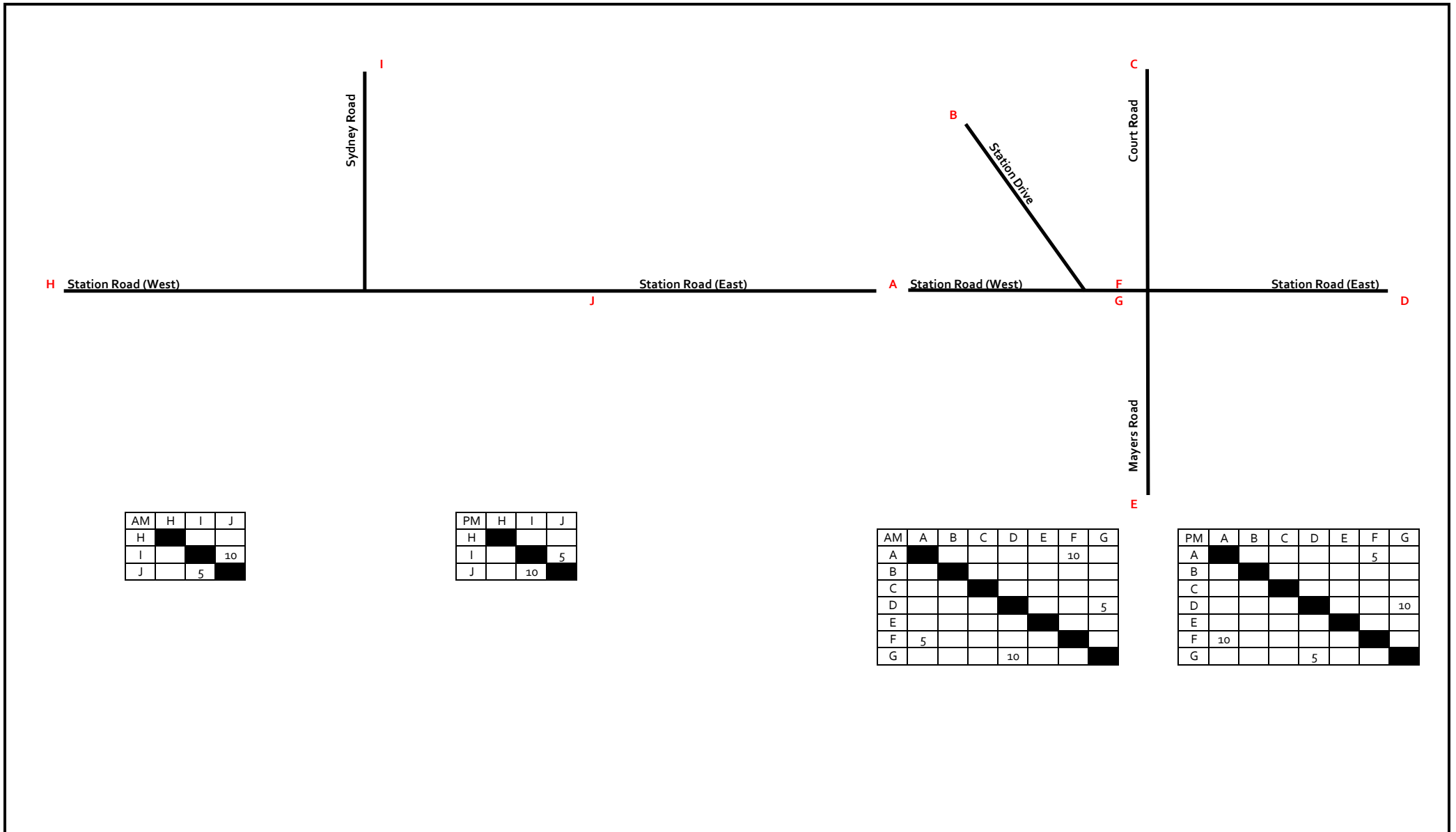
AM	H	I	J
H	█	4	45
I	9	█	39
J	103	41	█

PM	H	I	J
H	█	5	48
I	2	█	9
J	205	12	█

AM	A	B	C	D	E	F	G
A	█	1				83	
B	22	█				14	
C			█	12	5		12
D			157	█	0		122
E			5	11	█		4
F	122	17				█	
G			81	72	0		█

PM	A	B	C	D	E	F	G
A	█	2				55	
B	2	█				18	
C			█	107	11		6
D			122	█	3		206
E			7	3	█		3
F	215	12				█	
G			19	46	2		█

Figure 1 - Peak Hour Base Traffic Flows (PCUs)



AM	H	I	J
H	■		
I		■	10
J		5	■

PM	H	I	J
H	■		
I		■	5
J		10	■

AM	A	B	C	D	E	F	G
A	■					10	
B		■					
C			■				
D				■			5
E					■		
F	5					■	
G				10			■

PM	A	B	C	D	E	F	G
A	■					5	
B		■					
C			■				
D				■			10
E					■		
F	10					■	
G				5			■

Figure 2 - Forecast Development Traffic Flows (PCUs)



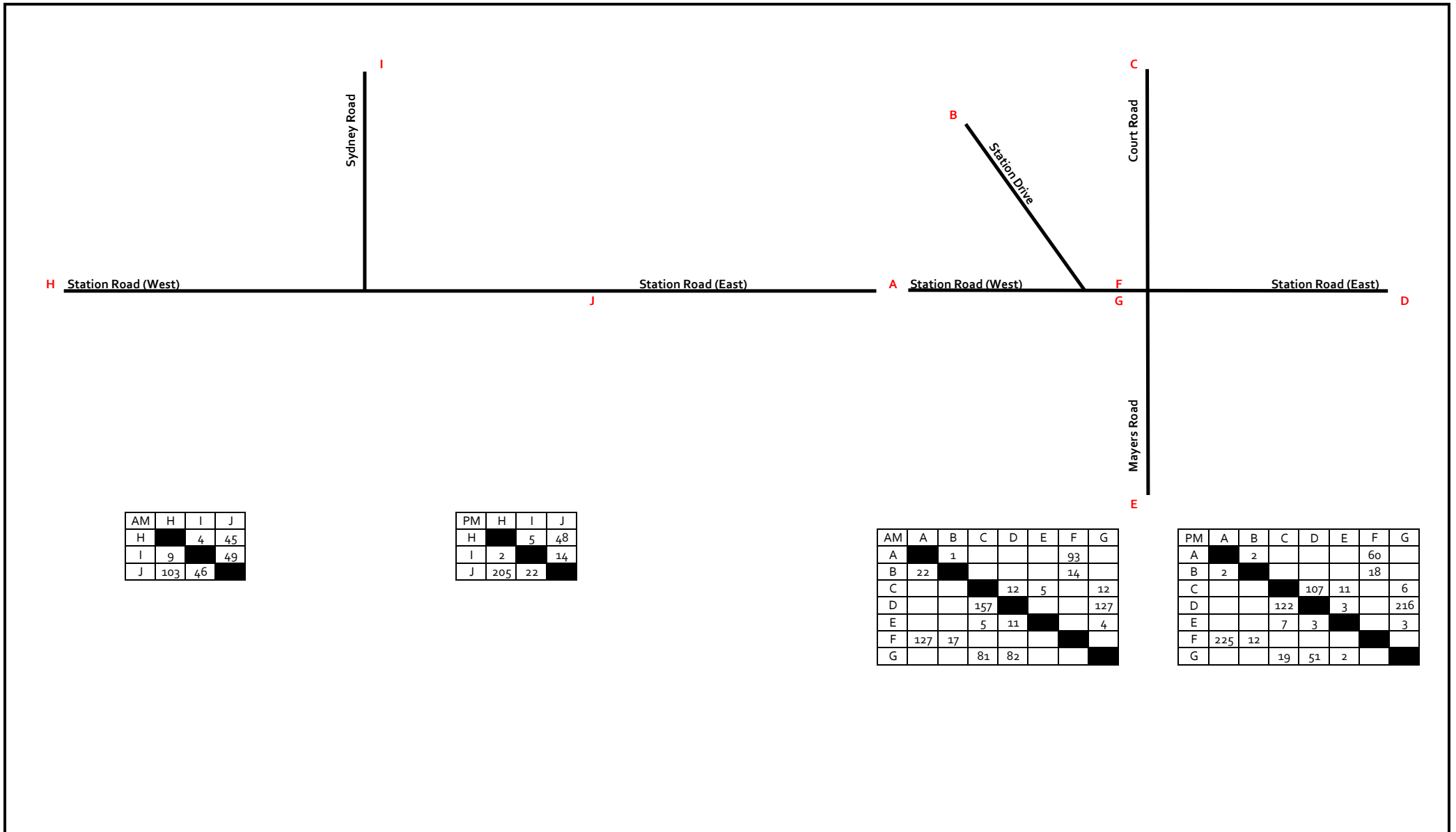


Figure 3 - Peak Hour Base With Development Traffic Flows (PCUs)

# APPENDICES

## **APPENDIX 1**

### **Network Rail Holding Objection**



Nicholas Donoghue,  
Network Rail - Planning,  
1 Eversholt Street,  
London, NW1 2DN

07/05/2020

Dover District Council  
Planning Department  
White Cliffs Business Park  
Dover, Kent  
CT16 3P

Dear Sir/Madam,

**Network Rail Consultation Response: 19/00642 - Site at Cross Road Deal CT14 9LA**

As part of our licence to operate and manage Britain's railway infrastructure, Network Rail have the legal duty to protect rail passengers, the public, the railway workforce, and to reduce risk at our level crossings so far as is reasonably practicable.

Following an internal consultation, Network Rail's level crossing team have raised concerns regarding the impact of the proposed development on Coldblow User-Worked level crossing (hereinafter referred to as "Coldblow level crossing").

Coldblow Level Crossing is a User-Worked type crossing and therefore reliance is placed on the user (member of public) opening the gates when it is safe to do so, which on this crossing is indicated by a green light. The user then traverses the crossing and closes the gates behind them.

However, the user may not always be aware of the dangers and as a result misuse does occur. Recently a near miss occurred when numerous drivers chose to use Coldblow level crossing to bypass roadworks on Dover Road but failed to close the gates behind them. This led to trains being cautioned (slowed) over the crossing until a railway employee attended to close the gates. Not only was there a risk from vehicles driving straight onto the railway whilst a train is approaching but children and animals also had direct access to the operational railway. This highlights when traffic issues occur on Station Road or Dover Road it results in the level crossing becoming a “rat run” for drivers.

The introduction of this up to 100 dwelling development is likely to generate more traffic in the area, a proportion of which will choose to use the level crossing. Any increase in the usage of the level crossing results in an increasing of the risk & increase the risk of misuse.

The proposed road improvements on Station Road may also increase the likelihood of vehicle drivers choosing to use the level crossing if it results in a build up in traffic. Network Rail are also keen to understand how the improvements will interact with traffic as well as the rail replacement buses which may affect the ability of the bus to stop where it does currently.

Network Rail’s initial assessment was undertaken using the information currently provided within this planning application. The information does not include any assessment of the impact on Coldblow level crossing, as a result, Network Rail requires the applicant to prepare a ‘Level Crossing Impact Assessment’ which contains information such as the predicted vehicular and pedestrian trips made across Coldblow level crossing from the proposed development.

As a result of our concerns outlined above, Network Rail would like to place a holding objection until information is provided to enable Network Rail to carry out a full assessment and identify any mitigation that may be required. Any assessment provided to Network Rail would need to factor in the effects of the proposed road improvements on Station Road.

Kind Regards,

**Nicholas Donoghue**

Town Planning Technician | Property

Network Rail

1 Eversholt St | London | NW1 2DN

M 07732 639934

E [Nicholas.Donoghue@networkrail.co.uk](mailto:Nicholas.Donoghue@networkrail.co.uk)

[www.networkrail.co.uk/property](http://www.networkrail.co.uk/property)

## **APPENDIX 2**

### **Agreed Trip Rates**

## Ed Faldo

---

**From:** Richard.Smith@kent.gov.uk  
**Sent:** 23 February 2017 08:28  
**To:** Ed Faldo  
**Cc:** Fred Peters  
**Subject:** RE: Dover Road Distribution and Flows  
**Attachments:** PAP.2016.169.pdf

Ed,

Please find attached comments on the pre-app submission which I hope are self-explanatory, but please contact me if you have any queries.

Regards,

Richard

Richard Smith  
Senior Development Planner  
Kent County Council  
Highways and Transportation  
Ashford Highway Depot  
4 Javelin Way  
Ashford TN24 8AD  
Tel: 03000 413812

---

**From:** Ed Faldo [mailto:EFaldo@iceniprojects.com]  
**Sent:** 20 February 2017 09:11  
**To:** Smith, Richard - GT HTW  
**Cc:** Fred Peters  
**Subject:** FW: Dover Road Distribution and Flows

Richard,

As promised we have compiled an initial idea of where traffic generated by the site will travel and which potential junctions will require modelling. Attached to this email is a map showing the most common routes vehicles from the site will use, this is based on Travel to work data from the 2011 census. A quick overview of the primary routes we have identified are as follows:

1	A258 towards Dover
2	A2 via A258
3	A256 via Sandwich Road
4	Upper Walmer Trips
5	The Strand via A258
6	Ripple Road
7	Left out of site but remain in Dover 009

We have also attached data and notes showing which routes vehicles will travel based on travel to work data from the Dover 009 Mid Super Outer Layer and also which routes residents who live in Dover 009 and work in Dover 009 will use.



**Trip Generation**

Following on from Fred’s email to you on the 8<sup>th</sup> February you agreed we could use the trip rates from the application on Station Road which were the following:

Table 6.1 presents the summary peak hour vehicular trip rates.

**Table 6.1 – Residential Vehicle Trip Rates (per dwelling)**

	Arrival	Departure	Two-way
<b>AM Peak Hour</b>	0.16	0.42	0.58
<b>PM Peak Hour</b>	0.39	0.23	0.62

Taking this trip rate into account the proposal for up to 85 dwellings would generate 50 AM two way peak hour trips and 53 PM peak hour vehicle trips.

	Routing	Total %	AM Peak	PM Peak
1	A258 towards Dover	45.17%	23	24
2	A2 via A258	18.32%	9	10
3	A256 via Sandwich Road	12.88%	6	7
4	Upper Walmer Trips	3.50%	2	2
5	The Strand via A258	12.10%	6	6
6	Ripple Road	4.46%	2	2
7	Left out of site but remain in Dover 009	3.57%	2	2
	<b>Totals Check</b>	<b>100.00%</b>	<b>50</b>	<b>53</b>

Based on the above we can estimate the levels of traffic using these routes. In terms of the maximum impact at any given junction we expect at peak periods the Duke of York’s Roundabout, which will be used by **Route 1** (A258 towards Dover) and **Route 2** (A2 via A258), will be subject to an additional 32 AM peak hour trips and 34 PM peak hour trips (c. one every two minutes). I have attach a screen sot below of this roundabout which is to the south-west of the site.



Given the limited impact do you require surveys and modelling?

I hope this will help with your scoping response which we are looking forward to receiving. As discussed, we are happy to just receive a view on any surveys in the first instance so we can get these started, with additional information to follow.

Thanks

Ed

## APPENDIX 3

### Transport Assessment Non-Car Accessibility Chapter



## 5 ACCESSIBILITY BY NON CAR MODES

### 5.1 Introduction

5.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

5.1.2 New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

5.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail.

### 5.2 Accessibility on Foot

5.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

5.2.2 The nearest footways are located approximately 110 metres from the centre of the site on Station Road with a width of around 2 metres. These footways provide pedestrian links throughout Walmer and Deal and provide direct linkages to the nearby day to day amenities within the town. Nearby local amenities include educational institutions, healthcare, employment opportunities, recreational facilities, and retail establishments.



- 5.2.3 The CIHT document 'Planning for Walking' from 2015 states, in paragraph 2.1, that in 2012 that 79% of all journeys made in the UK of less than a mile (1.6 kilometres) are carried out on foot.
- 5.2.4 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", Table 2.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 5.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

**Table 5.1 – IHT 'Providing for Journeys on Foot' Walk Distances**

- 5.2.5 Reference to the 2,000 metre walk distance is also made in the now superseded Planning Policy Guidance (PPG) Note 13 which advised that 'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km'.
- 5.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*



5.2.7 **Table 5.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

**Table 5.2 – Manual for Streets Walk Distances**

5.2.8 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled 'Home to School Travel and Transport' statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in **Table 5.3**.

Children under 8 Walk Distance	Children over 8 Walk Distance
3,200m	4,800m

**Table 5.3 – DfE Walk Distances to Schools**

5.2.9 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, that the 85<sup>th</sup> percentile walk distance for:

- All journey purposes – 1,930 metres.
- Commuting – 2,400 metres.
- Shopping – 1,600 metres.
- Education – 3,200 or 4,800 metres.



- Personal business – 1,600 metres.

5.2.10 Overall, in Table 5.1, the document states that 1,950 metres is the 85<sup>th</sup> percentile distance for walking as the main mode of travel. **Table 5.4** below summarises the various 85<sup>th</sup> percentile walk distances suggested as guidelines in the WYG Study.

All Journeys	85 <sup>th</sup> Percentile Walk Distances				Overall Recommended Preferred Max
	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	3,200/4,800m	1,600m	1,950m

**Table 5.4 – WYG Report/NTS Data Walk Distances**

5.2.11 In summary, it is considered that the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.

5.2.12 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

*'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death'.*

5.2.13 A 20 minute walk equates to a walking distance of around 1,600 metres.

5.2.14 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 5** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.



5.2.15 In addition, to the pedestrian catchment plan, a review of the proximity of local facilities has been undertaken and the location of these is also shown in Plan 5.

5.2.16 The 2,000 metre pedestrian catchment illustrates that the majority of Walmer can be accessed along with various amenities such as a Londis (Dover Road), Walmer Pharmacy, Gilliver News, St Mary’s Catholic Primary School, The Cooperative, Goodwin Academy, Parnham’s Newsagents, Premier Convenience Store and the Telegraph Public House.

5.2.17 **Table 5.5** below, shows the walking distance from the centre of the site to the local amenities in the vicinity of the site. The table also confirms whether or not the particular amenity is within the ‘preferred maximum’ walk distances using the above guideline criteria:

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Londis (Dover Road)	650m	1,600m	YES
Walmer Pharmacy	790m	1,600m	YES
Gilliver News	830m	1,600m	YES
St Mary’s Catholic Primary School	950m	3,200m	YES
The Cooperative	1,060m	1,600m	YES
Goodwin Academy Secondary School	1,400m	4,800m	YES
Parnham’s Newsagents	1,450m	1,600m	YES
Premier Convenience Store	1,600m	1,600m	YES
Telegraph Public House	1,870m	1,950m	YES

**Table 5.5 - Distance from Site to Local Facilities**

5.2.1 As can be seen in the above table, the site is located within close proximity to a number of local amenities including primary services as well as leisure facilities.

5.2.2 All of the day to day amenities are well within the ‘preferred maximum’ walk distances described earlier in this section and indeed many, including the nearest convenience





store, pharmacy and nearest primary school, are around the 800 metres 'comfortable walk' from the site as contained within MfS guidance.

5.2.3 It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

### **5.3 Access by Cycle**

5.3.1 An alternative mode of travel to the site could be achieved by bicycle.

5.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Kingsdown, East Studdal, Northbourne and Hacklinge.

5.3.3 National cycle route 1 is located approximately 1.6 kilometres from the centre of the site. This cycle route runs from Colchester and the Shetland Islands forms the majority of the British part of the North Sea Cycle Route.

5.3.4 The site can therefore be considered as being accessible by cycle.

### **5.4 Access by Bus**

5.4.1 The nearest bus stop is located to the east of the site on Court Road within an approximate walking distance of 400 metres, around a 5 minute walk, from the centre of the site. The stop consists of a bus stop pole with passing services shown and bus timetable information. All the nearest bus stops to the site are shown on Plan 4.

5.4.2 A summary of the services available from the nearest bus stops from the development site is provided in **Table 5.6** below.





Service No	Route	Monday – Friday				Sat	Sun
		Frequency per hour					
		AM Peak	Midday	PM Peak	Eve		
80	Sandwich - Dover	1	0	1	0	0	0
81	Sandwich -Dover	1	1	2	0	1	0.5
83	Deal – Walmer - Deal	1	1	1	0	1	0

**Table 5.6 - Existing Bus Services Operating Close to the Site**

- 5.4.3 As can be seen from Table 5.6, the nearest bus stops provide access to up to 4 services in peak periods to Dover and Sandwich.
- 5.4.4 It is noted that the above services provide a choice of how people travel with the bus services operating from around 7am to around 9pm, making travel by public transport a real alternative to travelling by car.
- 5.4.5 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 5.7** below.

Destination	Duration
Dover town centre	29 minutes
Sandwich	44 minutes

**Table 5.7 - Example Bus Journey Times from the Site**

- 5.4.6 The above table demonstrates that Dover town centre is just a 29-minute bus journey from the site and Sandwich is just a 44-minute bus journey.
- 5.4.7 It is therefore concluded that the proposed development site is accessible by bus.



## 5.5 Accessibility by Rail

5.5.1 The nearest train station to the site is Walmer which is situated approximately 490 metres to the east of the site, around a 6 minute walk. This train station is managed by Southeastern and has 2 platforms, offering 4 services per hour to destinations such as Ramsgate and London St Pancras International.

5.5.2 This provides opportunities to travel to and from the site via rail.

## 5.6 Accessibility Summary

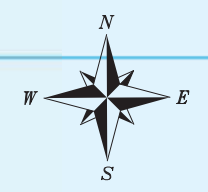
5.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed residential development.

5.6.2 The following conclusions can be drawn from this section of the report:

- The site is accessible on foot and these connections will be improved as part of the works on the development site.
- The services from the bus stops on Court Road, travelling to Dover and Sandwich, demonstrates that the proposed development can be accessed by bus.
- The site is accessible via rail with Walmer train station located around 490 metres, around a 6 minute walk, from the site.

5.6.3 In light of the above, it is considered the site is highly accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.





**NOTES**

**Legend**

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Train Station
- Nearest Bus Stops
- Cafe/Takeaway/Public House
- Leisure/Sport
- Education
- Healthcare/Medical
- Post Office
- Retail

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

## GLADMAN

PROJECT:

### PROPOSED RESIDENTIAL DEVELOPMENT CROSS ROAD, DEAL

DRAWING TITLE:

### 800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:

### NTS @ A3

DRAWN: GM	CHECKED: MTC	DATE: APR 19
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DRAWING NUMBER: 2243-03	REVISION: -
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## APPENDIX 4

### TRICS Outputs

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	IW ISLE OF WIGHT	1 days
	KC KENT	6 days
	SC SURREY	2 days
	WS WEST SUSSEX	7 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	8 days
	SF SUFFOLK	4 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	2 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	2 days
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	3 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	2 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	FA FALKIRK	2 days
	HI HIGHLAND	1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
Actual Range: 7 to 1817 (units: )  
Range Selected by User: 50 to 250 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

*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	20 days
Tuesday	20 days
Wednesday	16 days
Thursday	17 days
Friday	9 days

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

Selected survey types:

Manual count	82 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	8
Suburban Area (PPS6 Out of Centre)	28
Edge of Town	35
Neighbourhood Centre (PPS6 Local Centre)	10
Free Standing (PPS6 Out of Town)	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	70
Village	8
Out of Town	1
No Sub Category	3

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

## Secondary Filtering selection:

Use Class:

C3 82 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:

1,000 or Less	2 days
1,001 to 5,000	12 days
5,001 to 10,000	19 days
10,001 to 15,000	20 days
15,001 to 20,000	13 days
20,001 to 25,000	7 days
25,001 to 50,000	9 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	12 days
25,001 to 50,000	8 days
50,001 to 75,000	12 days
75,001 to 100,000	16 days
100,001 to 125,000	3 days
125,001 to 250,000	22 days
250,001 to 500,000	9 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	23 days
1.1 to 1.5	54 days
1.6 to 2.0	4 days

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

Travel Plan:

Yes	19 days
No	63 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	82 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	AG-03-A-01 KEPTIE ROAD ARBROATH	BUNGALOWS/DET.	ANGUS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 7 <i>Survey date: TUESDAY 22/05/12</i>		<i>Survey Type: MANUAL</i>
2	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRI D GESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>		<i>Survey Type: MANUAL</i>
3	CB-03-A-05 MACADAM WAY PENRITH	DETACHED/TERRACED HOUSING	CUMBRI A
	Edge of Town Centre Residential Zone Total No of Dwellings: 50 <i>Survey date: TUESDAY 21/06/16</i>		<i>Survey Type: MANUAL</i>
4	CH-03-A-08 WHITCHURCH ROAD CHESTER BOUGHTON HEATH	DETACHED	CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>		<i>Survey Type: MANUAL</i>
5	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES	CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>		<i>Survey Type: MANUAL</i>
6	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI-DETACHED & TERRACED	CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>		<i>Survey Type: MANUAL</i>
7	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES	CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>		<i>Survey Type: MANUAL</i>
8	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST	BUNGALOWS	DORSET
	Edge of Town Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>			
10	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND	MIXED HOUSES		DURHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 <i>Survey date: MONDAY 27/03/17</i>			
11	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED		DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>			
12	DS-03-A-02 RADBOURNE LANE DERBY	MIXED HOUSES		DERBYSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 371 <i>Survey date: TUESDAY 10/07/18</i>			
13	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i>			
14	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>			
15	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>			
16	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: MONDAY 11/07/16</i>			

LIST OF SITES relevant to selection parameters (Cont.)

17	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	134	
	<i>Survey date: FRIDAY</i>	<i>15/07/16</i>	<i>Survey Type: MANUAL</i>
18	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	99	
	<i>Survey date: WEDNESDAY</i>	<i>05/06/19</i>	<i>Survey Type: MANUAL</i>
19	FA-03-A-01 MANDELA AVENUE FALKIRK	SEMI -DETACHED/TERRACED	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	37	
	<i>Survey date: THURSDAY</i>	<i>30/05/13</i>	<i>Survey Type: MANUAL</i>
20	FA-03-A-02 ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK	MIXED HOUSES	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	161	
	<i>Survey date: WEDNESDAY</i>	<i>29/05/13</i>	<i>Survey Type: MANUAL</i>
21	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI -DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	39	
	<i>Survey date: TUESDAY</i>	<i>13/11/18</i>	<i>Survey Type: MANUAL</i>
22	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	40	
	<i>Survey date: WEDNESDAY</i>	<i>31/10/18</i>	<i>Survey Type: MANUAL</i>
23	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	62	
	<i>Survey date: TUESDAY</i>	<i>19/11/19</i>	<i>Survey Type: MANUAL</i>
24	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	160	
	<i>Survey date: MONDAY</i>	<i>08/07/19</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

25	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 <i>Survey date: WEDNESDAY 23/03/16</i>	SEMI -DETACHED & TERRACED	HIGHLAND	<i>Survey Type: MANUAL</i>
26	IW-03-A-01 MEDHAM FARM LANE NEAR COWES MEDHAM Free Standing (PPS6 Out of Town) Out of Town Total No of Dwellings: 72 <i>Survey date: TUESDAY 25/06/19</i>	DETACHED HOUSES	ISLE OF WIGHT	<i>Survey Type: MANUAL</i>
27	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>	MIXED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>
28	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i>	SEMI -DETACHED & TERRACED	KENT	<i>Survey Type: MANUAL</i>
29	KC-03-A-05 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>	DETACHED & SEMI -DETACHED	KENT	<i>Survey Type: MANUAL</i>
30	KC-03-A-06 MARGATE ROAD HERNE BAY  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 <i>Survey date: WEDNESDAY 27/09/17</i>	MIXED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>
31	KC-03-A-07 RECVLVER ROAD HERNE BAY  Edge of Town Residential Zone Total No of Dwellings: 288 <i>Survey date: WEDNESDAY 27/09/17</i>	MIXED HOUSES	KENT	<i>Survey Type: MANUAL</i>
32	KC-03-A-08 MAIDSTONE ROAD CHARING  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 159 <i>Survey date: TUESDAY 22/05/18</i>	MIXED HOUSES	KENT	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

33	LC-03-A-30 WATSON ROAD BLACKPOOL	SEMI -DETACHED		LANCASHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		24	
	<i>Survey date: FRIDAY</i>		<i>14/06/13</i>	<i>Survey Type: MANUAL</i>
34	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS		LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		85	
	<i>Survey date: THURSDAY</i>		<i>28/06/18</i>	<i>Survey Type: MANUAL</i>
35	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM	SEMI DETACHED		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		22	
	<i>Survey date: TUESDAY</i>		<i>18/09/12</i>	<i>Survey Type: MANUAL</i>
36	LN-03-A-04 EGERTON ROAD LINCOLN	DETACHED & SEMI -DETACHED		LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		30	
	<i>Survey date: MONDAY</i>		<i>29/06/15</i>	<i>Survey Type: MANUAL</i>
37	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL	DETACHED		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		15	
	<i>Survey date: FRIDAY</i>		<i>21/06/13</i>	<i>Survey Type: MANUAL</i>
38	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category Total No of Dwellings:		432	
	<i>Survey date: MONDAY</i>		<i>12/05/14</i>	<i>Survey Type: MANUAL</i>
39	NE-03-A-03 STATION ROAD SCUNTHORPE	PRIVATE HOUSES		NORTH EAST LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		180	
	<i>Survey date: TUESDAY</i>		<i>20/05/14</i>	<i>Survey Type: MANUAL</i>
40	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	<i>Survey date: TUESDAY</i>		<i>16/10/12</i>	<i>Survey Type: MANUAL</i>



LIST OF SITES relevant to selection parameters (Cont.)

41	NF-03-A-02 DEREHAM ROAD NORWICH	HOUSES & FLATS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 98 <i>Survey date: MONDAY 22/10/12</i>			
	<i>Survey Type: MANUAL</i>			
42	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>			
	<i>Survey Type: MANUAL</i>			
43	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 70 <i>Survey date: WEDNESDAY 18/09/19</i>			
	<i>Survey Type: MANUAL</i>			
44	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: THURSDAY 19/09/19</i>			
	<i>Survey Type: MANUAL</i>			
45	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 275 <i>Survey date: MONDAY 23/09/19</i>			
	<i>Survey Type: MANUAL</i>			
46	NF-03-A-08 SIR ALFRED MUNNINGS RD NEAR NORWICH COSTESSEY	MIXED HOUSES & FLATS		NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 1817 <i>Survey date: THURSDAY 19/09/19</i>			
	<i>Survey Type: MANUAL</i>			
47	NF-03-A-09 ROUND HOUSE WAY NORWICH CRINGLEFORD	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 984 <i>Survey date: TUESDAY 24/09/19</i>			
	<i>Survey Type: MANUAL</i>			
48	NY-03-A-08 NICHOLAS STREET YORK	TERRACED HOUSES		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 21 <i>Survey date: MONDAY 16/09/13</i>			
	<i>Survey Type: MANUAL</i>			
49	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 52 <i>Survey date: MONDAY 16/09/13</i>			
	<i>Survey Type: MANUAL</i>			

LIST OF SITES relevant to selection parameters (Cont.)

50	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD RIPON		
	Edge of Town No Sub Category		
	Total No of Dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
51	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE		
	Edge of Town Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
52	NY-03-A-12	TOWN HOUSES	NORTH YORKSHIRE
	RACECOURSE LANE NORTHALLERTON		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	47	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
53	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
54	PS-03-A-01	MIXED HOUSES	POWYS
	BRYN GLAS WELSHPOOL		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	16	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
55	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
	GUNROG ROAD WELSHPOOL		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
56	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD BYFLEET		
	Edge of Town Residential Zone		
	Total No of Dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
57	SC-03-A-05	MIXED HOUSES	SURREY
	REIGATE ROAD HORLEY		
	Edge of Town Residential Zone		
	Total No of Dwellings:	207	
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL
58	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE LOWESTOFT		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

59	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
60	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED		SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		38	
	<i>Survey date: FRIDAY</i>		<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
61	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		73	
	<i>Survey date: THURSDAY</i>		<i>09/05/19</i>	<i>Survey Type: MANUAL</i>
62	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED/TERRACED		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		54	
	<i>Survey date: THURSDAY</i>		<i>24/10/13</i>	<i>Survey Type: MANUAL</i>
63	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	<i>Survey date: THURSDAY</i>		<i>22/05/14</i>	<i>Survey Type: MANUAL</i>
64	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:		33	
	<i>Survey date: THURSDAY</i>		<i>24/09/15</i>	<i>Survey Type: MANUAL</i>
65	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES		SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		42	
	<i>Survey date: TUESDAY</i>		<i>25/09/18</i>	<i>Survey Type: MANUAL</i>
66	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES		SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		41	
	<i>Survey date: TUESDAY</i>		<i>25/09/18</i>	<i>Survey Type: MANUAL</i>
67	ST-03-A-06 STANFORD ROAD WOLVERHAMPTON BLAKENHALL	SEMI-DET. & TERRACED		STAFFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings:		17	
	<i>Survey date: FRIDAY</i>		<i>09/05/14</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

68	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: 248 <i>Survey date: WEDNESDAY 22/11/17</i>	DETACHED & SEMI -DETACHED	STAFFORDSHIRE	<i>Survey Type: MANUAL</i>
69	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 54 <i>Survey date: WEDNESDAY 18/09/13</i>	SEMI DETACHED HOUSES	SOUTH YORKSHIRE	<i>Survey Type: MANUAL</i>
70	TW-03-A-02 WEST PARK ROAD GATESHEAD  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 16 <i>Survey date: MONDAY 07/10/13</i>	SEMI -DETACHED	TYNE & WEAR	<i>Survey Type: MANUAL</i>
71	VG-03-A-01 ARTHUR STREET BARRY  Edge of Town Residential Zone Total No of Dwellings: 12 <i>Survey date: MONDAY 08/05/17</i>	SEMI -DETACHED & TERRACED	VALE OF GLAMORGAN	<i>Survey Type: MANUAL</i>
72	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Total No of Dwellings: 17 <i>Survey date: THURSDAY 17/10/13</i>	BUNGALOWS	WARWICKSHIRE	<i>Survey Type: MANUAL</i>
73	WL-03-A-02 HEADLANDS GROVE SWINDON  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>	SEMI DETACHED	WILTSHIRE	<i>Survey Type: MANUAL</i>
74	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 <i>Survey date: MONDAY 21/11/16</i>	TERRACED HOUSES	WEST MIDLANDS	<i>Survey Type: MANUAL</i>
75	WM-03-A-05 COUNDON ROAD COVENTRY  Edge of Town Centre Residential Zone Total No of Dwellings: 89 <i>Survey date: MONDAY 21/11/16</i>	TERRACED & DETACHED	WEST MIDLANDS	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

76	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		151	
	Survey date: THURSDAY		11/12/14	Survey Type: MANUAL
77	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		48	
	Survey date: WEDNESDAY		18/04/12	Survey Type: MANUAL
78	WS-03-A-07	BUNGALOWS		WEST SUSSEX
	EMMS LANE			
	NEAR HORSHAM			
	BROOKS GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		57	
	Survey date: THURSDAY		19/10/17	Survey Type: MANUAL
79	WS-03-A-08	MIXED HOUSES		WEST SUSSEX
	ROUNDSTONE LANE			
	ANGMERING			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		180	
	Survey date: THURSDAY		19/04/18	Survey Type: MANUAL
80	WS-03-A-09	MIXED HOUSES & FLATS		WEST SUSSEX
	LITTLEHAMPTON ROAD			
	WORTHING			
	WEST DURRINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		197	
	Survey date: THURSDAY		05/07/18	Survey Type: MANUAL
81	WS-03-A-10	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		79	
	Survey date: WEDNESDAY		07/11/18	Survey Type: MANUAL
82	WS-03-A-11	MIXED HOUSES		WEST SUSSEX
	ELLIS ROAD			
	WEST HORSHAM			
	S BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		918	
	Survey date: TUESDAY		02/04/19	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

MULTI-MODAL 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	82	124	0.066	82	124	0.297	82	124	0.363
08:00 - 09:00	82	124	0.124	82	124	0.355	82	124	0.479
09:00 - 10:00	82	124	0.136	82	124	0.161	82	124	0.297
10:00 - 11:00	82	124	0.114	82	124	0.137	82	124	0.251
11:00 - 12:00	82	124	0.119	82	124	0.127	82	124	0.246
12:00 - 13:00	82	124	0.141	82	124	0.138	82	124	0.279
13:00 - 14:00	82	124	0.145	82	124	0.139	82	124	0.284
14:00 - 15:00	82	124	0.152	82	124	0.162	82	124	0.314
15:00 - 16:00	82	124	0.222	82	124	0.159	82	124	0.381
16:00 - 17:00	82	124	0.254	82	124	0.152	82	124	0.406
17:00 - 18:00	82	124	0.328	82	124	0.151	82	124	0.479
18:00 - 19:00	82	124	0.282	82	124	0.156	82	124	0.438
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.083</b>			<b>2.134</b>			<b>4.217</b>

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected:	7 - 1817 (units: )
Survey date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	82
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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.



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

MULTI-MODAL 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	82	124	0.002	82	124	0.002	82	124	0.004
08:00 - 09:00	82	124	0.003	82	124	0.003	82	124	0.006
09:00 - 10:00	82	124	0.002	82	124	0.002	82	124	0.004
10:00 - 11:00	82	124	0.002	82	124	0.002	82	124	0.004
11:00 - 12:00	82	124	0.001	82	124	0.001	82	124	0.002
12:00 - 13:00	82	124	0.001	82	124	0.001	82	124	0.002
13:00 - 14:00	82	124	0.002	82	124	0.001	82	124	0.003
14:00 - 15:00	82	124	0.002	82	124	0.002	82	124	0.004
15:00 - 16:00	82	124	0.003	82	124	0.003	82	124	0.006
16:00 - 17:00	82	124	0.002	82	124	0.002	82	124	0.004
17:00 - 18:00	82	124	0.002	82	124	0.002	82	124	0.004
18:00 - 19:00	82	124	0.002	82	124	0.002	82	124	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.024			0.023			0.047

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.

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

MULTI-MODAL 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	82	124	0.004	82	124	0.009	82	124	0.013
08:00 - 09:00	82	124	0.004	82	124	0.014	82	124	0.018
09:00 - 10:00	82	124	0.001	82	124	0.004	82	124	0.005
10:00 - 11:00	82	124	0.003	82	124	0.004	82	124	0.007
11:00 - 12:00	82	124	0.002	82	124	0.003	82	124	0.005
12:00 - 13:00	82	124	0.004	82	124	0.003	82	124	0.007
13:00 - 14:00	82	124	0.003	82	124	0.001	82	124	0.004
14:00 - 15:00	82	124	0.004	82	124	0.003	82	124	0.007
15:00 - 16:00	82	124	0.008	82	124	0.003	82	124	0.011
16:00 - 17:00	82	124	0.010	82	124	0.005	82	124	0.015
17:00 - 18:00	82	124	0.010	82	124	0.006	82	124	0.016
18:00 - 19:00	82	124	0.008	82	124	0.006	82	124	0.014
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.061			0.061			0.122

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.

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

MULTI-MODAL VEHICLE OCCUPANTS

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	82	124	0.082	82	124	0.448	82	124	0.530
08:00 - 09:00	82	124	0.160	82	124	0.602	82	124	0.762
09:00 - 10:00	82	124	0.178	82	124	0.240	82	124	0.418
10:00 - 11:00	82	124	0.157	82	124	0.201	82	124	0.358
11:00 - 12:00	82	124	0.167	82	124	0.182	82	124	0.349
12:00 - 13:00	82	124	0.198	82	124	0.190	82	124	0.388
13:00 - 14:00	82	124	0.204	82	124	0.195	82	124	0.399
14:00 - 15:00	82	124	0.225	82	124	0.221	82	124	0.446
15:00 - 16:00	82	124	0.383	82	124	0.225	82	124	0.608
16:00 - 17:00	82	124	0.423	82	124	0.228	82	124	0.651
17:00 - 18:00	82	124	0.516	82	124	0.219	82	124	0.735
18:00 - 19:00	82	124	0.427	82	124	0.240	82	124	0.667
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.120			3.191			6.311

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.

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

MULTI-MODAL PEDESTRIANS

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	82	124	0.013	82	124	0.037	82	124	0.050
08:00 - 09:00	82	124	0.031	82	124	0.099	82	124	0.130
09:00 - 10:00	82	124	0.030	82	124	0.033	82	124	0.063
10:00 - 11:00	82	124	0.023	82	124	0.033	82	124	0.056
11:00 - 12:00	82	124	0.024	82	124	0.025	82	124	0.049
12:00 - 13:00	82	124	0.029	82	124	0.023	82	124	0.052
13:00 - 14:00	82	124	0.025	82	124	0.027	82	124	0.052
14:00 - 15:00	82	124	0.028	82	124	0.030	82	124	0.058
15:00 - 16:00	82	124	0.077	82	124	0.042	82	124	0.119
16:00 - 17:00	82	124	0.052	82	124	0.027	82	124	0.079
17:00 - 18:00	82	124	0.046	82	124	0.026	82	124	0.072
18:00 - 19:00	82	124	0.037	82	124	0.030	82	124	0.067
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.415			0.432			0.847

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.

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

MULTI-MODAL BUS/TRAM PASSENGERS

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	82	124	0.001	82	124	0.018	82	124	0.019
08:00 - 09:00	82	124	0.002	82	124	0.022	82	124	0.024
09:00 - 10:00	82	124	0.004	82	124	0.010	82	124	0.014
10:00 - 11:00	82	124	0.006	82	124	0.007	82	124	0.013
11:00 - 12:00	82	124	0.004	82	124	0.007	82	124	0.011
12:00 - 13:00	82	124	0.007	82	124	0.007	82	124	0.014
13:00 - 14:00	82	124	0.006	82	124	0.004	82	124	0.010
14:00 - 15:00	82	124	0.008	82	124	0.004	82	124	0.012
15:00 - 16:00	82	124	0.015	82	124	0.008	82	124	0.023
16:00 - 17:00	82	124	0.018	82	124	0.004	82	124	0.022
17:00 - 18:00	82	124	0.014	82	124	0.004	82	124	0.018
18:00 - 19:00	82	124	0.013	82	124	0.003	82	124	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.098			0.098			0.196

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.

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

MULTI-MODAL TOTAL RAIL PASSENGERS

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	82	124	0.001	82	124	0.006	82	124	0.007
08:00 - 09:00	82	124	0.000	82	124	0.007	82	124	0.007
09:00 - 10:00	82	124	0.000	82	124	0.003	82	124	0.003
10:00 - 11:00	82	124	0.001	82	124	0.002	82	124	0.003
11:00 - 12:00	82	124	0.001	82	124	0.001	82	124	0.002
12:00 - 13:00	82	124	0.002	82	124	0.001	82	124	0.003
13:00 - 14:00	82	124	0.001	82	124	0.000	82	124	0.001
14:00 - 15:00	82	124	0.001	82	124	0.000	82	124	0.001
15:00 - 16:00	82	124	0.002	82	124	0.000	82	124	0.002
16:00 - 17:00	82	124	0.003	82	124	0.000	82	124	0.003
17:00 - 18:00	82	124	0.006	82	124	0.001	82	124	0.007
18:00 - 19:00	82	124	0.006	82	124	0.001	82	124	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.024			0.022			0.046

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.



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

MULTI-MODAL PUBLIC TRANSPORT USERS

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	82	124	0.002	82	124	0.024	82	124	0.026
08:00 - 09:00	82	124	0.002	82	124	0.029	82	124	0.031
09:00 - 10:00	82	124	0.004	82	124	0.014	82	124	0.018
10:00 - 11:00	82	124	0.007	82	124	0.008	82	124	0.015
11:00 - 12:00	82	124	0.005	82	124	0.008	82	124	0.013
12:00 - 13:00	82	124	0.008	82	124	0.008	82	124	0.016
13:00 - 14:00	82	124	0.006	82	124	0.005	82	124	0.011
14:00 - 15:00	82	124	0.009	82	124	0.005	82	124	0.014
15:00 - 16:00	82	124	0.018	82	124	0.008	82	124	0.026
16:00 - 17:00	82	124	0.021	82	124	0.005	82	124	0.026
17:00 - 18:00	82	124	0.020	82	124	0.005	82	124	0.025
18:00 - 19:00	82	124	0.019	82	124	0.004	82	124	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.121			0.123			0.244

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.

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

MULTI-MODAL TOTAL PEOPLE

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	82	124	0.100	82	124	0.517	82	124	0.617
08:00 - 09:00	82	124	0.198	82	124	0.744	82	124	0.942
09:00 - 10:00	82	124	0.213	82	124	0.290	82	124	0.503
10:00 - 11:00	82	124	0.190	82	124	0.246	82	124	0.436
11:00 - 12:00	82	124	0.199	82	124	0.219	82	124	0.418
12:00 - 13:00	82	124	0.240	82	124	0.225	82	124	0.465
13:00 - 14:00	82	124	0.237	82	124	0.228	82	124	0.465
14:00 - 15:00	82	124	0.266	82	124	0.259	82	124	0.525
15:00 - 16:00	82	124	0.486	82	124	0.278	82	124	0.764
16:00 - 17:00	82	124	0.506	82	124	0.265	82	124	0.771
17:00 - 18:00	82	124	0.593	82	124	0.257	82	124	0.850
18:00 - 19:00	82	124	0.490	82	124	0.280	82	124	0.770
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.718			3.808			7.526

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.

# APPENDIX 5

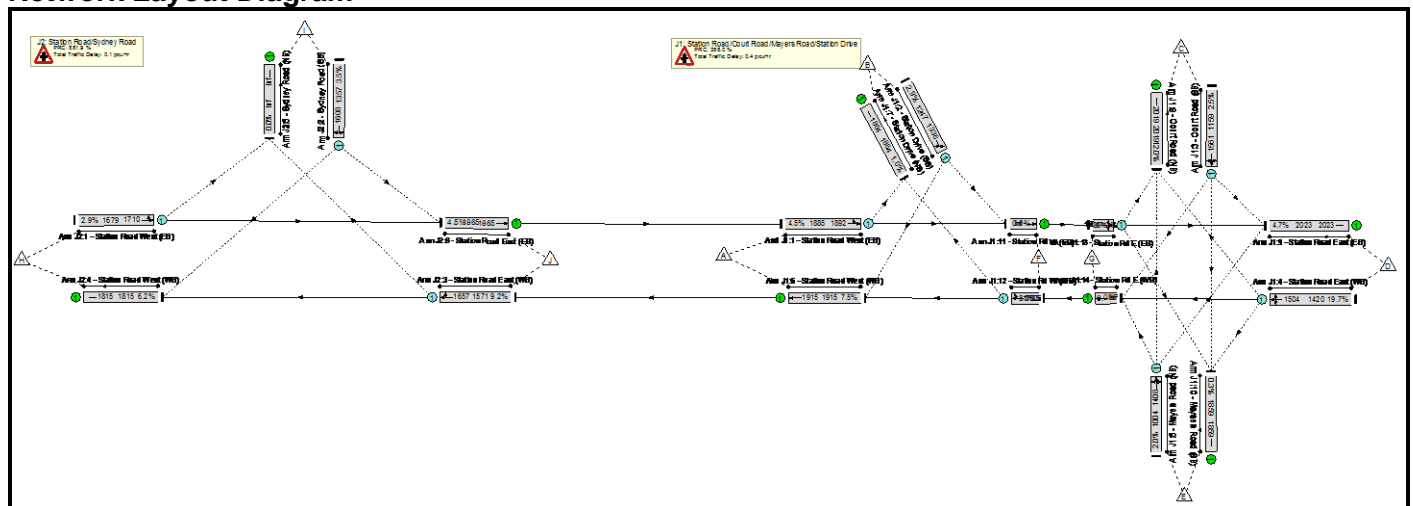
## Model Outputs

Basic Results Summary  
**Basic Results Summary**

**User and Project Details**

<b>Project:</b>	
<b>Title:</b>	
<b>Location:</b>	
<b>Additional detail:</b>	
<b>File name:</b>	Station Road-Court Road (Existing).lsg3x
<b>Author:</b>	
<b>Company:</b>	
<b>Address:</b>	

**Scenario 1: 'AM Base' (FG1: 'AM Peak Base', Plan 1: 'Network Control Plan 1')**  
**Network Layout Diagram**



Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	19.7%	434	0	0	0.6	-	-
<b>J1: Station Road/Court Road/Mayers Road/Station Drive</b>	-	-	-		-	-	-	-	-	-	19.7%	341	0	0	0.4	-	-
1/1	Station Road West (EB) Left Ahead	O	-		-	-	-	84	1892	1885	4.5%	1	0	0	0.0	1.0	0.0
2/1	Station Drive (SB) Right Left	O	-		-	-	-	36	1336	1247	2.9%	36	0	0	0.0	1.5	0.0
3/1	Court Road (SB) Left Ahead Right	O	-		-	-	-	29	1561	1159	2.5%	29	0	0	0.0	1.6	0.0
4/1	Station Road East (WB) Right Left Ahead	O	-		-	-	-	279	1504	1420	19.7%	157	0	0	0.1	1.6	0.1
5/1	Mayers Road (NB) Ahead Right Left	O	-		-	-	-	20	1408	1004	2.0%	20	0	0	0.0	1.8	0.0
6/1	Station Road West (WB) Ahead	U	-		-	-	-	144	1915	1915	7.5%	-	-	-	0.0	1.0	0.0
7/1	Station Drive (NB)	U	-		-	-	-	18	1864	1864	1.0%	-	-	-	0.0	1.0	0.0
8/1	Court Road (NB)	U	-		-	-	-	243	2019	2019	12.0%	-	-	-	0.1	1.0	0.1
9/1	Station Road East (EB)	U	-		-	-	-	95	2023	2023	4.7%	-	-	-	0.0	0.9	0.0
10/1	Mayaers Road (SB)	U	-		-	-	-	5	1859	1859	0.3%	-	-	-	0.0	1.0	0.0
12/1	Station Rd W (WB) Ahead Right	O	-		-	-	-	139	1805	1733	8.0%	17	0	0	0.0	1.1	0.0

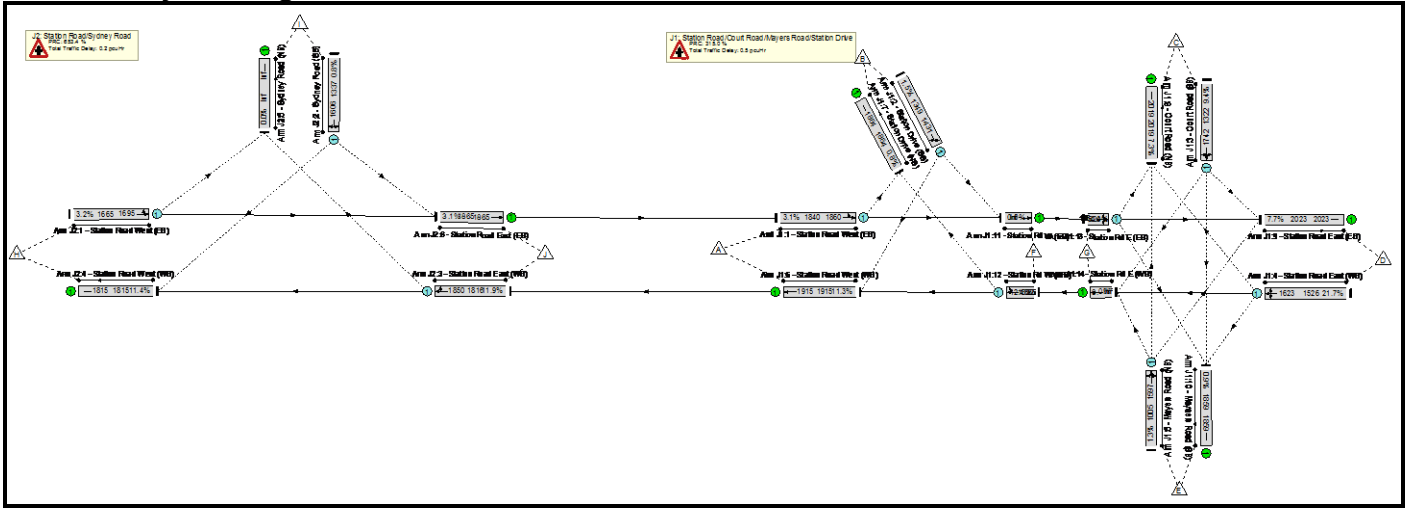
Basic Results Summary

13/1	Station Rd E (EB) Left Ahead Right	O	-	-	-	-	153	1509	1371	11.2%	81	0	0	0.1	1.5	0.1	
<b>J2: Station Road/Sydney Road</b>	-	-	-	-	-	-	-	-	-	<b>9.2%</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	-	-	
1/1	Station Road West (EB) Left Ahead	O	-	-	-	-	49	1710	1679	2.9%	4	0	0	0.0	1.1	0.0	
2/1	Sydney Road (SB) Right Left	O	-	-	-	-	48	1608	1357	3.5%	48	0	0	0.0	1.4	0.0	
3/1	Station Road East (WB) Ahead Right	O	-	-	-	-	144	1657	1571	9.2%	41	0	0	0.1	1.3	0.1	
4/1	Station Road West (WB)	U	-	-	-	-	112	1815	1815	6.2%	-	-	-	0.0	1.1	0.0	
6/1	Station Road East (EB) Ahead	U	-	-	-	-	84	1865	1865	4.5%	-	-	-	0.0	1.0	0.0	
C1		PRC for Signalled Lanes (%):		0.0		Total Delay for Signalled Lanes (pcuHr):		0.00		Cycle Time (s):		90					
		PRC Over All Lanes (%):		358.0		Total Delay Over All Lanes (pcuHr):		0.57									

Basic Results Summary

Scenario 2: 'PM Base' (FG2: 'PM Peak Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram





Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	21.7%	345	0	0	0.6	-	-
<b>J1: Station Road/Court Road/Mayers Road/Station Drive</b>	-	-	-		-	-	-	-	-	-	21.7%	317	0	0	0.5	-	-
1/1	Station Road West (EB) Left Ahead	O	-		-	-	-	57	1860	1840	3.1%	2	0	0	0.0	1.0	0.0
2/1	Station Drive (SB) Right Left	O	-		-	-	-	20	1431	1349	1.5%	20	0	0	0.0	1.4	0.0
3/1	Court Road (SB) Left Ahead Right	O	-		-	-	-	124	1742	1322	9.4%	124	0	0	0.1	1.5	0.1
4/1	Station Road East (WB) Right Left Ahead	O	-		-	-	-	331	1623	1526	21.7%	125	0	0	0.1	1.5	0.1
5/1	Mayers Road (NB) Ahead Right Left	O	-		-	-	-	13	1597	1005	1.3%	13	0	0	0.0	1.8	0.0
6/1	Station Road West (WB) Ahead	U	-		-	-	-	217	1915	1915	11.3%	-	-	-	0.1	1.1	0.1
7/1	Station Drive (NB)	U	-		-	-	-	14	1864	1864	0.8%	-	-	-	0.0	1.0	0.0
8/1	Court Road (NB)	U	-		-	-	-	148	2019	2019	7.3%	-	-	-	0.0	1.0	0.0
9/1	Station Road East (EB)	U	-		-	-	-	156	2023	2023	7.7%	-	-	-	0.0	1.0	0.0
10/1	Mayaers Road (SB)	U	-		-	-	-	16	1859	1859	0.9%	-	-	-	0.0	1.0	0.0
12/1	Station Rd W (WB) Ahead Right	O	-		-	-	-	227	1866	1832	12.4%	12	0	0	0.1	1.1	0.1

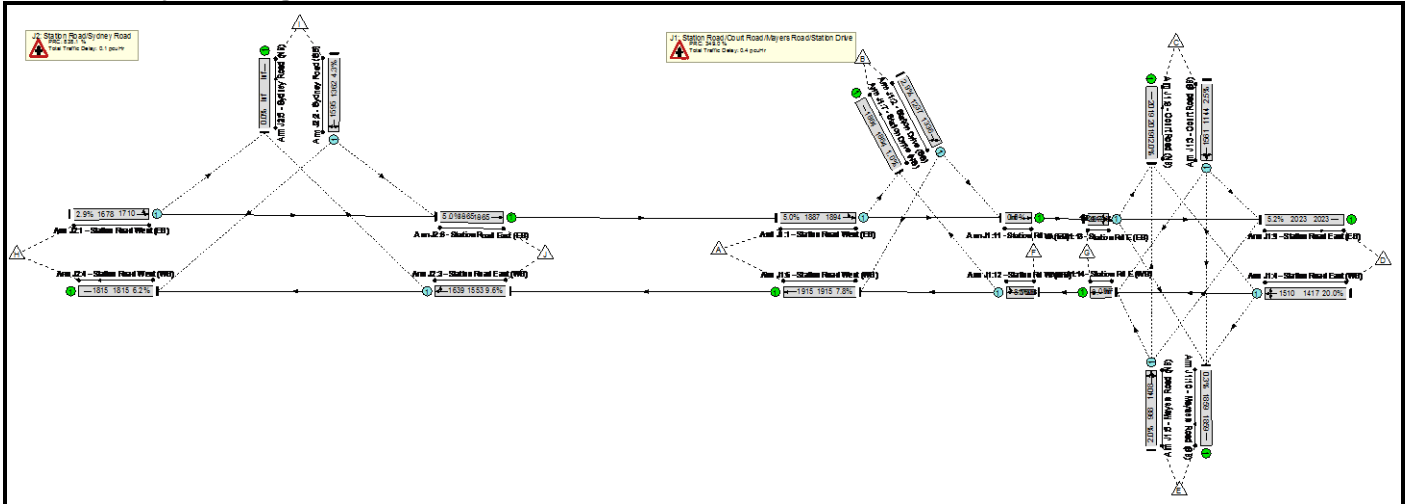
Basic Results Summary

13/1	Station Rd E (EB) Left Ahead Right	O	-	-	-	-	67	1650	1520	4.4%	21	0	0	0.0	1.2	0.0
<b>J2: Station Road/Sydney Road</b>	-	-	-	-	-	-	-	-	-	<b>11.9%</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	-	-
1/1	Station Road West (EB) Left Ahead	O	-	-	-	-	53	1695	1665	3.2%	5	0	0	0.0	1.1	0.0
2/1	Sydney Road (SB) Right Left	O	-	-	-	-	11	1606	1337	0.8%	11	0	0	0.0	1.4	0.0
3/1	Station Road East (WB) Ahead Right	O	-	-	-	-	217	1850	1816	11.9%	12	0	0	0.1	1.1	0.1
4/1	Station Road West (WB)	U	-	-	-	-	207	1815	1815	11.4%	-	-	-	0.1	1.1	0.1
6/1	Station Road East (EB) Ahead	U	-	-	-	-	57	1865	1865	3.1%	-	-	-	0.0	1.0	0.0
C1		PRC for Signalled Lanes (%):		0.0		Total Delay for Signalled Lanes (pcuHr):		0.00		Cycle Time (s):		90				
		PRC Over All Lanes (%):		315.0		Total Delay Over All Lanes (pcuHr):		0.64								

Basic Results Summary

Scenario 3: 'AM Base with Development' (FG3: 'AM Peak Base with Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	<b>20.0%</b>	<b>449</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	-	-
<b>J1: Station Road/Court Road/Mayers Road/Station Drive</b>	-	-	-		-	-	-	-	-	-	<b>20.0%</b>	<b>341</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	-	-
1/1	Station Road West (EB) Left Ahead	O	-		-	-	-	94	1894	1887	5.0%	1	0	0	0.0	1.0	0.0
2/1	Station Drive (SB) Right Left	O	-		-	-	-	36	1336	1237	2.9%	36	0	0	0.0	1.5	0.0
3/1	Court Road (SB) Left Ahead Right	O	-		-	-	-	29	1561	1144	2.5%	29	0	0	0.0	1.6	0.0
4/1	Station Road East (WB) Right Left Ahead	O	-		-	-	-	284	1510	1417	20.0%	157	0	0	0.1	1.6	0.1
5/1	Mayers Road (NB) Ahead Right Left	O	-		-	-	-	20	1408	988	2.0%	20	0	0	0.0	1.9	0.0
6/1	Station Road West (WB) Ahead	U	-		-	-	-	149	1915	1915	7.8%	-	-	-	0.0	1.0	0.0
7/1	Station Drive (NB)	U	-		-	-	-	18	1864	1864	1.0%	-	-	-	0.0	1.0	0.0
8/1	Court Road (NB)	U	-		-	-	-	243	2019	2019	12.0%	-	-	-	0.1	1.0	0.1
9/1	Station Road East (EB)	U	-		-	-	-	105	2023	2023	5.2%	-	-	-	0.0	0.9	0.0
10/1	Mayaers Road (SB)	U	-		-	-	-	5	1859	1859	0.3%	-	-	-	0.0	1.0	0.0
12/1	Station Rd W (WB) Ahead Right	O	-		-	-	-	144	1808	1736	8.3%	17	0	0	0.0	1.1	0.0

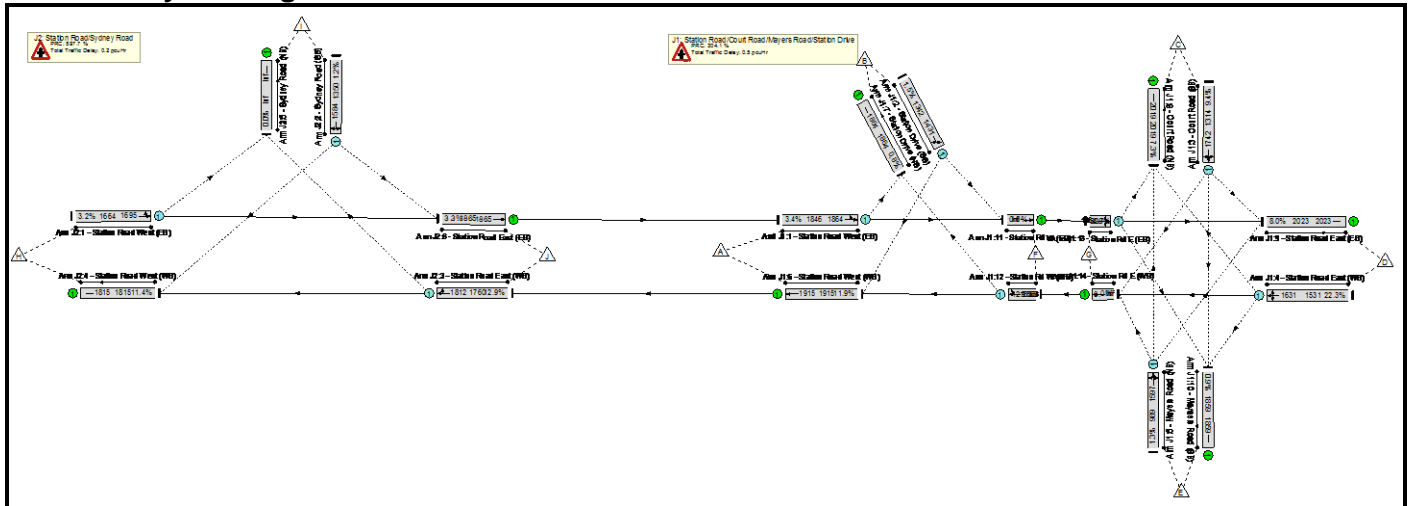
Basic Results Summary

13/1	Station Rd E (EB) Left Ahead Right	O	-	-	-	-	163	1529	1387	11.8%	81	0	0	0.1	1.5	0.1
<b>J2: Station Road/Sydney Road</b>	-	-	-	-	-	-	-	-	-	<b>9.6%</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	-	-
1/1	Station Road West (EB) Left Ahead	O	-	-	-	-	49	1710	1678	2.9%	4	0	0	0.0	1.1	0.0
2/1	Sydney Road (SB) Right Left	O	-	-	-	-	58	1595	1362	4.3%	58	0	0	0.0	1.4	0.0
3/1	Station Road East (WB) Ahead Right	O	-	-	-	-	149	1639	1553	9.6%	46	0	0	0.1	1.3	0.1
4/1	Station Road West (WB)	U	-	-	-	-	112	1815	1815	6.2%	-	-	-	0.0	1.1	0.0
6/1	Station Road East (EB) Ahead	U	-	-	-	-	94	1865	1865	5.0%	-	-	-	0.0	1.0	0.0
C1		PRC for Signalled Lanes (%):		0.0		Total Delay for Signalled Lanes (pcuHr):		0.00		Cycle Time (s):		90				
		PRC Over All Lanes (%):		349.0		Total Delay Over All Lanes (pcuHr):		0.60								

### Basic Results Summary

## Scenario 4: 'PM Base with Development' (FG4: 'PM Peak Base with Development', Plan 1: 'Network Control Plan 1')

### Network Layout Diagram



Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	22.3%	360	0	0	0.7	-	-
<b>J1: Station Road/Court Road/Mayers Road/Station Drive</b>	-	-	-		-	-	-	-	-	-	22.3%	317	0	0	0.5	-	-
1/1	Station Road West (EB) Left Ahead	O	-		-	-	-	62	1864	1846	3.4%	2	0	0	0.0	1.0	0.0
2/1	Station Drive (SB) Right Left	O	-		-	-	-	20	1431	1342	1.5%	20	0	0	0.0	1.4	0.0
3/1	Court Road (SB) Left Ahead Right	O	-		-	-	-	124	1742	1314	9.4%	124	0	0	0.1	1.5	0.1
4/1	Station Road East (WB) Right Left Ahead	O	-		-	-	-	341	1631	1531	22.3%	125	0	0	0.1	1.5	0.1
5/1	Mayers Road (NB) Ahead Right Left	O	-		-	-	-	13	1597	989	1.3%	13	0	0	0.0	1.8	0.0
6/1	Station Road West (WB) Ahead	U	-		-	-	-	227	1915	1915	11.9%	-	-	-	0.1	1.1	0.1
7/1	Station Drive (NB)	U	-		-	-	-	14	1864	1864	0.8%	-	-	-	0.0	1.0	0.0
8/1	Court Road (NB)	U	-		-	-	-	148	2019	2019	7.3%	-	-	-	0.0	1.0	0.0
9/1	Station Road East (EB)	U	-		-	-	-	161	2023	2023	8.0%	-	-	-	0.0	1.0	0.0
10/1	Mayaers Road (SB)	U	-		-	-	-	16	1859	1859	0.9%	-	-	-	0.0	1.0	0.0
12/1	Station Rd W (WB) Ahead Right	O	-		-	-	-	237	1868	1835	12.9%	12	0	0	0.1	1.1	0.1



Basic Results Summary

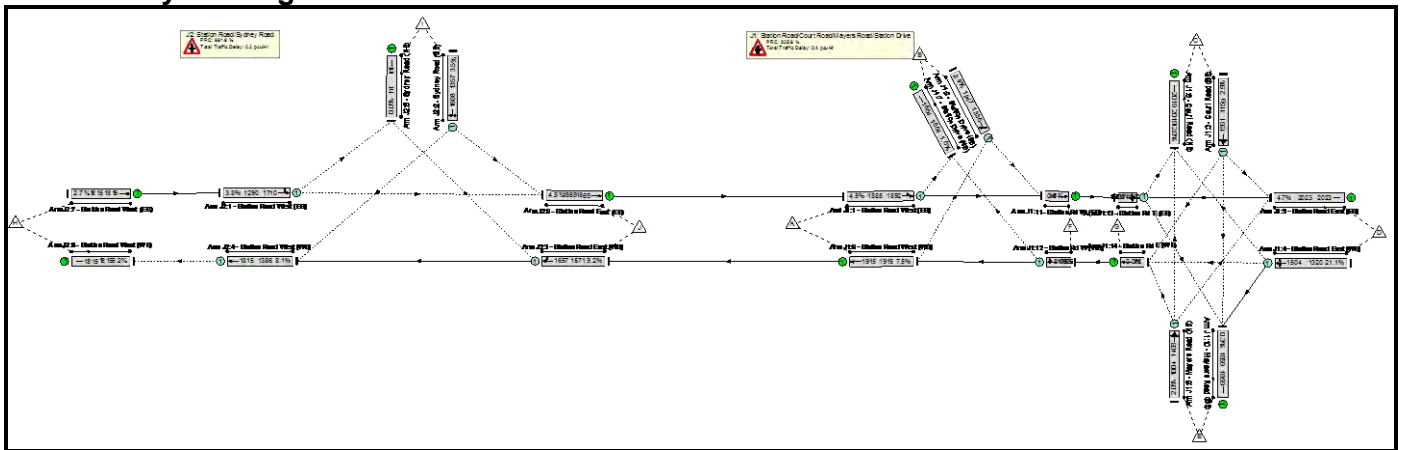
13/1	Station Rd E (EB) Left Ahead Right	O	-	-	-	-	72	1666	1538	4.7%	21	0	0	0.0	1.2	0.0	
<b>J2: Station Road/Sydney Road</b>	-	-	-	-	-	-	-	-	-	<b>12.9%</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	-	-	
1/1	Station Road West (EB) Left Ahead	O	-	-	-	-	53	1695	1664	3.2%	5	0	0	0.0	1.1	0.0	
2/1	Sydney Road (SB) Right Left	O	-	-	-	-	16	1584	1350	1.2%	16	0	0	0.0	1.3	0.0	
3/1	Station Road East (WB) Ahead Right	O	-	-	-	-	227	1812	1760	12.9%	22	0	0	0.1	1.2	0.1	
4/1	Station Road West (WB)	U	-	-	-	-	207	1815	1815	11.4%	-	-	-	0.1	1.1	0.1	
6/1	Station Road East (EB) Ahead	U	-	-	-	-	62	1865	1865	3.3%	-	-	-	0.0	1.0	0.0	
C1		PRC for Signalled Lanes (%):		0.0		Total Delay for Signalled Lanes (pcuHr):		0.00		Cycle Time (s):		90					
		PRC Over All Lanes (%):		304.1		Total Delay Over All Lanes (pcuHr):		0.66									

Basic Results Summary  
**Basic Results Summary**

**User and Project Details**

<b>Project:</b>	
<b>Title:</b>	
<b>Location:</b>	
<b>Additional detail:</b>	
<b>File name:</b>	Station Road-Court Road (Improved).lsg3x
<b>Author:</b>	
<b>Company:</b>	
<b>Address:</b>	

**Scenario 1: 'AM Base' (FG1: 'AM Peak Base', Plan 1: 'Network Control Plan 1')**  
**Network Layout Diagram**



Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	21.1%	713	0	0	0.6	-	-
<b>J1: Station Road/Court Road/Mayers Road/Station Drive</b>	-	-	-		-	-	-	-	-	-	21.1%	463	0	0	0.4	-	-
1/1	Station Road West (EB) Left Ahead	O	-		-	-	-	84	1892	1885	4.5%	1	0	0	0.0	1.0	0.0
2/1	Station Drive (SB) Right Left	O	-		-	-	-	36	1336	1247	2.9%	36	0	0	0.0	1.5	0.0
3/1	Court Road (SB) Left Ahead Right	O	-		-	-	-	29	1561	1159	2.5%	29	0	0	0.0	1.6	0.0
4/1	Station Road East (WB) Right Left Ahead	O	-		-	-	-	279	1504	1320	21.1%	279	0	0	0.1	1.7	0.1
5/1	Mayers Road (NB) Ahead Right Left	O	-		-	-	-	20	1408	1004	2.0%	20	0	0	0.0	1.8	0.0
6/1	Station Road West (WB) Ahead	U	-		-	-	-	144	1915	1915	7.5%	-	-	-	0.0	1.0	0.0
7/1	Station Drive (NB)	U	-		-	-	-	18	1864	1864	1.0%	-	-	-	0.0	1.0	0.0
8/1	Court Road (NB)	U	-		-	-	-	243	2019	2019	12.0%	-	-	-	0.1	1.0	0.1
9/1	Station Road East (EB)	U	-		-	-	-	95	2023	2023	4.7%	-	-	-	0.0	0.9	0.0
10/1	Mayaers Road (SB)	U	-		-	-	-	5	1859	1859	0.3%	-	-	-	0.0	1.0	0.0
12/1	Station Rd W (WB) Ahead Right	O	-		-	-	-	139	1805	1733	8.0%	17	0	0	0.0	1.1	0.0

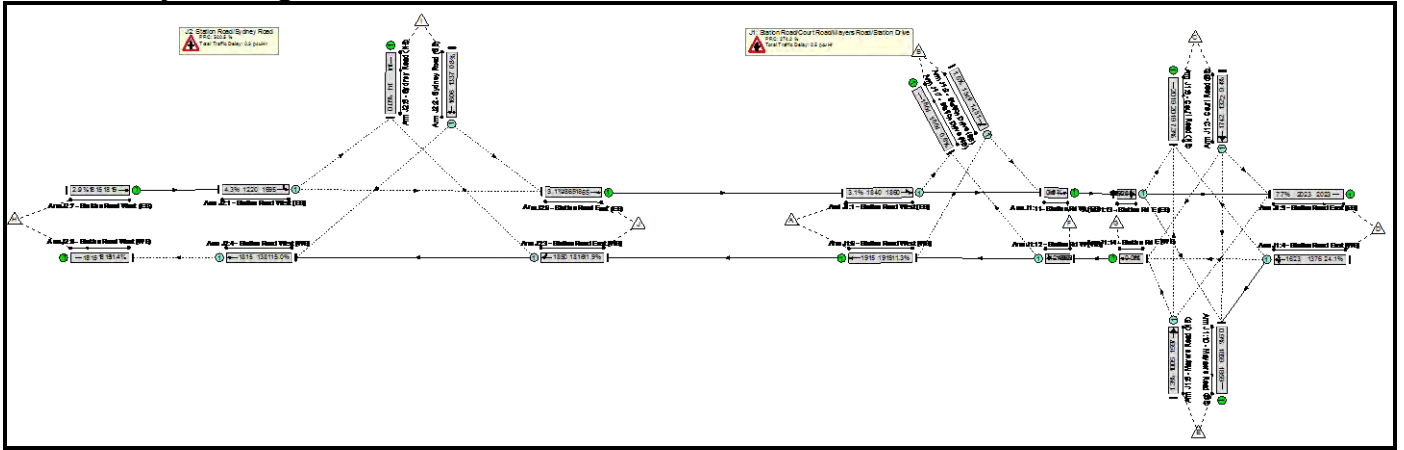
Basic Results Summary

13/1	Station Rd E (EB) Left Ahead Right	O	-	-	-	-	153	1509	1371	11.2%	81	0	0	0.1	1.5	0.1
<b>J2: Station Road/Sydney Road</b>	-	-	-	-	-	-	-	-	-	<b>9.2%</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	-	-
1/1	Station Road West (EB) Left Ahead	O	-	-	-	-	49	1710	1290	3.8%	49	0	0	0.0	1.4	0.0
2/1	Sydney Road (SB) Right Left	O	-	-	-	-	48	1608	1357	3.5%	48	0	0	0.0	1.4	0.0
3/1	Station Road East (WB) Ahead Right	O	-	-	-	-	144	1657	1571	9.2%	41	0	0	0.1	1.3	0.1
4/1	Station Road West (WB) Ahead	O	-	-	-	-	112	1815	1386	8.1%	112	0	0	0.0	1.4	0.0
6/1	Station Road East (EB) Ahead	U	-	-	-	-	84	1865	1865	4.5%	-	-	-	0.0	1.0	0.0
7/1	Station Road West (EB) Ahead	U	-	-	-	-	49	1815	1815	2.7%	-	-	-	0.0	1.0	0.0
8/1	Station Road West (WB)	U	-	-	-	-	112	1815	1815	6.2%	-	-	-	0.0	1.1	0.0
C1		PRC for Signalled Lanes (%):		0.0		Total Delay for Signalled Lanes (pcuHr):		0.00		Cycle Time (s):		90				
		PRC Over All Lanes (%):		325.9		Total Delay Over All Lanes (pcuHr):		0.64								

Basic Results Summary

Scenario 2: 'PM Base' (FG2: 'PM Peak Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	24.1%	803	0	0	0.8	-	-
<b>J1: Station Road/Court Road/Mayers Road/Station Drive</b>	-	-	-		-	-	-	-	-	-	24.1%	520	0	0	0.5	-	-
1/1	Station Road West (EB) Left Ahead	O	-		-	-	-	57	1860	1840	3.1%	2	0	0	0.0	1.0	0.0
2/1	Station Drive (SB) Right Left	O	-		-	-	-	20	1431	1349	1.5%	20	0	0	0.0	1.4	0.0
3/1	Court Road (SB) Left Ahead Right	O	-		-	-	-	124	1742	1322	9.4%	124	0	0	0.1	1.5	0.1
4/1	Station Road East (WB) Right Left Ahead	O	-		-	-	-	331	1623	1376	24.1%	328	0	0	0.2	1.7	0.2
5/1	Mayers Road (NB) Ahead Right Left	O	-		-	-	-	13	1597	1005	1.3%	13	0	0	0.0	1.8	0.0
6/1	Station Road West (WB) Ahead	U	-		-	-	-	217	1915	1915	11.3%	-	-	-	0.1	1.1	0.1
7/1	Station Drive (NB)	U	-		-	-	-	14	1864	1864	0.8%	-	-	-	0.0	1.0	0.0
8/1	Court Road (NB)	U	-		-	-	-	148	2019	2019	7.3%	-	-	-	0.0	1.0	0.0
9/1	Station Road East (EB)	U	-		-	-	-	156	2023	2023	7.7%	-	-	-	0.0	1.0	0.0
10/1	Mayaers Road (SB)	U	-		-	-	-	16	1859	1859	0.9%	-	-	-	0.0	1.0	0.0
12/1	Station Rd W (WB) Ahead Right	O	-		-	-	-	227	1866	1832	12.4%	12	0	0	0.1	1.1	0.1

Basic Results Summary

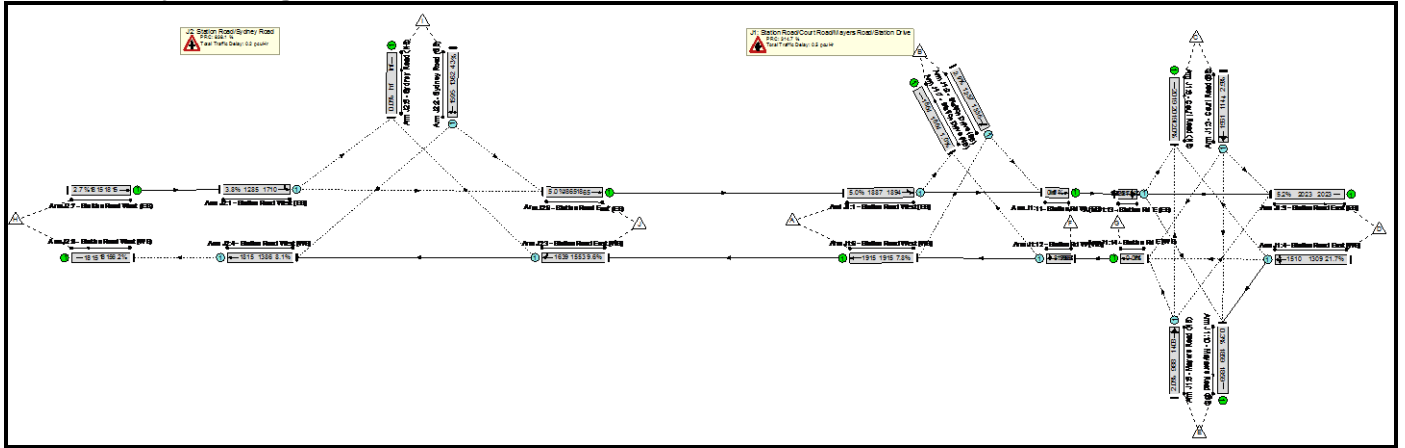
13/1	Station Rd E (EB) Left Ahead Right	O	-	-	-	-	67	1650	1520	4.4%	21	0	0	0.0	1.2	0.0
<b>J2: Station Road/Sydney Road</b>	-	-	-	-	-	-	-	-	-	<b>15.0%</b>	<b>283</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	-	-
1/1	Station Road West (EB) Left Ahead	O	-	-	-	-	53	1695	1220	4.3%	53	0	0	0.0	1.5	0.0
2/1	Sydney Road (SB) Right Left	O	-	-	-	-	11	1606	1337	0.8%	11	0	0	0.0	1.4	0.0
3/1	Station Road East (WB) Ahead Right	O	-	-	-	-	217	1850	1816	11.9%	12	0	0	0.1	1.1	0.1
4/1	Station Road West (WB) Ahead	O	-	-	-	-	207	1815	1381	15.0%	207	0	0	0.1	1.5	0.1
6/1	Station Road East (EB) Ahead	U	-	-	-	-	57	1865	1865	3.1%	-	-	-	0.0	1.0	0.0
7/1	Station Road West (EB) Ahead	U	-	-	-	-	53	1815	1815	2.9%	-	-	-	0.0	1.0	0.0
8/1	Station Road West (WB)	U	-	-	-	-	207	1815	1815	11.4%	-	-	-	0.1	1.1	0.1
C1		PRC for Signalled Lanes (%):		0.0		Total Delay for Signalled Lanes (pcuHr):		0.00		Cycle Time (s):		90				
		PRC Over All Lanes (%):		274.2		Total Delay Over All Lanes (pcuHr):		0.77								



Basic Results Summary

Scenario 3: 'AM Base with Development' (FG3: 'AM Peak Base with Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	21.7%	733	0	0	0.7	-	-
<b>J1: Station Road/Court Road/Mayers Road/Station Drive</b>	-	-	-		-	-	-	-	-	-	21.7%	468	0	0	0.5	-	-
1/1	Station Road West (EB) Left Ahead	O	-		-	-	-	94	1894	1887	5.0%	1	0	0	0.0	1.0	0.0
2/1	Station Drive (SB) Right Left	O	-		-	-	-	36	1336	1237	2.9%	36	0	0	0.0	1.5	0.0
3/1	Court Road (SB) Left Ahead Right	O	-		-	-	-	29	1561	1144	2.5%	29	0	0	0.0	1.6	0.0
4/1	Station Road East (WB) Right Left Ahead	O	-		-	-	-	284	1510	1309	21.7%	284	0	0	0.1	1.8	0.1
5/1	Mayers Road (NB) Ahead Right Left	O	-		-	-	-	20	1408	988	2.0%	20	0	0	0.0	1.9	0.0
6/1	Station Road West (WB) Ahead	U	-		-	-	-	149	1915	1915	7.8%	-	-	-	0.0	1.0	0.0
7/1	Station Drive (NB)	U	-		-	-	-	18	1864	1864	1.0%	-	-	-	0.0	1.0	0.0
8/1	Court Road (NB)	U	-		-	-	-	243	2019	2019	12.0%	-	-	-	0.1	1.0	0.1
9/1	Station Road East (EB)	U	-		-	-	-	105	2023	2023	5.2%	-	-	-	0.0	0.9	0.0
10/1	Mayaers Road (SB)	U	-		-	-	-	5	1859	1859	0.3%	-	-	-	0.0	1.0	0.0
12/1	Station Rd W (WB) Ahead Right	O	-		-	-	-	144	1808	1736	8.3%	17	0	0	0.0	1.1	0.0

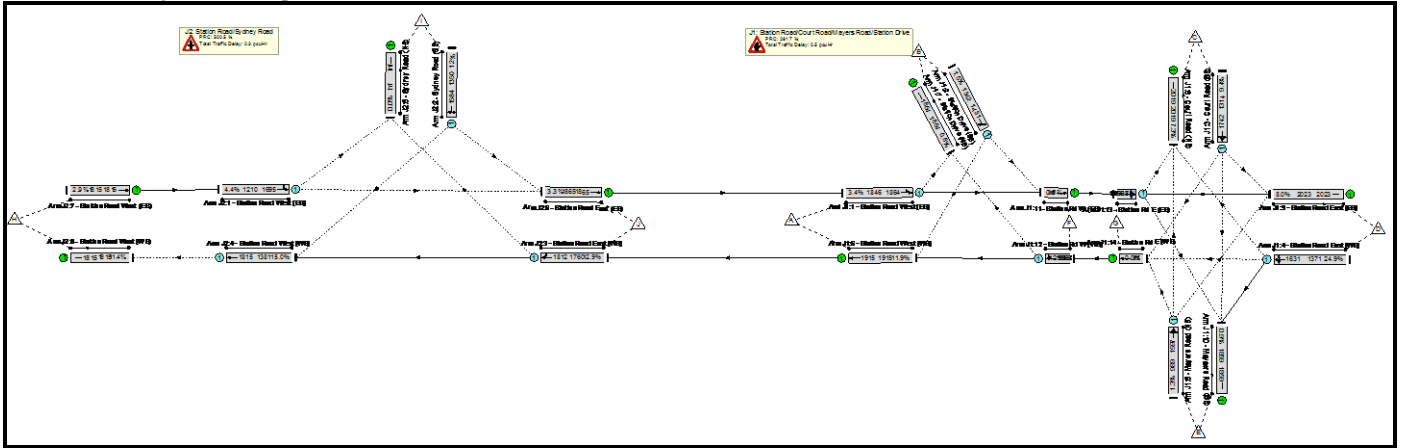
Basic Results Summary

13/1	Station Rd E (EB) Left Ahead Right	O	-	-	-	-	163	1529	1387	11.8%	81	0	0	0.1	1.5	0.1	
<b>J2: Station Road/Sydney Road</b>	-	-	-	-	-	-	-	-	-	<b>9.6%</b>	<b>265</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	-	-	
1/1	Station Road West (EB) Left Ahead	O	-	-	-	-	49	1710	1285	3.8%	49	0	0	0.0	1.5	0.0	
2/1	Sydney Road (SB) Right Left	O	-	-	-	-	58	1595	1362	4.3%	58	0	0	0.0	1.4	0.0	
3/1	Station Road East (WB) Ahead Right	O	-	-	-	-	149	1639	1553	9.6%	46	0	0	0.1	1.3	0.1	
4/1	Station Road West (WB) Ahead	O	-	-	-	-	112	1815	1386	8.1%	112	0	0	0.0	1.4	0.0	
6/1	Station Road East (EB) Ahead	U	-	-	-	-	94	1865	1865	5.0%	-	-	-	0.0	1.0	0.0	
7/1	Station Road West (EB) Ahead	U	-	-	-	-	49	1815	1815	2.7%	-	-	-	0.0	1.0	0.0	
8/1	Station Road West (WB)	U	-	-	-	-	112	1815	1815	6.2%	-	-	-	0.0	1.1	0.0	
C1		PRC for Signalled Lanes (%):		0.0		Total Delay for Signalled Lanes (pcuHr):		0.00		Cycle Time (s):		90					
		PRC Over All Lanes (%):		314.7		Total Delay Over All Lanes (pcuHr):		0.67									

Basic Results Summary

Scenario 4: 'PM Base with Development' (FG4: 'PM Peak Base with Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	24.9%	828	0	0	0.8	-	-
<b>J1: Station Road/Court Road/Mayers Road/Station Drive</b>	-	-	-		-	-	-	-	-	-	24.9%	530	0	0	0.5	-	-
1/1	Station Road West (EB) Left Ahead	O	-		-	-	-	62	1864	1846	3.4%	2	0	0	0.0	1.0	0.0
2/1	Station Drive (SB) Right Left	O	-		-	-	-	20	1431	1342	1.5%	20	0	0	0.0	1.4	0.0
3/1	Court Road (SB) Left Ahead Right	O	-		-	-	-	124	1742	1314	9.4%	124	0	0	0.1	1.5	0.1
4/1	Station Road East (WB) Right Left Ahead	O	-		-	-	-	341	1631	1371	24.9%	338	0	0	0.2	1.7	0.2
5/1	Mayers Road (NB) Ahead Right Left	O	-		-	-	-	13	1597	989	1.3%	13	0	0	0.0	1.8	0.0
6/1	Station Road West (WB) Ahead	U	-		-	-	-	227	1915	1915	11.9%	-	-	-	0.1	1.1	0.1
7/1	Station Drive (NB)	U	-		-	-	-	14	1864	1864	0.8%	-	-	-	0.0	1.0	0.0
8/1	Court Road (NB)	U	-		-	-	-	148	2019	2019	7.3%	-	-	-	0.0	1.0	0.0
9/1	Station Road East (EB)	U	-		-	-	-	161	2023	2023	8.0%	-	-	-	0.0	1.0	0.0
10/1	Mayaers Road (SB)	U	-		-	-	-	16	1859	1859	0.9%	-	-	-	0.0	1.0	0.0
12/1	Station Rd W (WB) Ahead Right	O	-		-	-	-	237	1868	1835	12.9%	12	0	0	0.1	1.1	0.1

Basic Results Summary

13/1	Station Rd E (EB) Left Ahead Right	O	-	-	-	-	72	1666	1538	4.7%	21	0	0	0.0	1.2	0.0	
<b>J2: Station Road/Sydney Road</b>	-	-	-	-	-	-	-	-	-	<b>15.0%</b>	<b>298</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	-	-	
1/1	Station Road West (EB) Left Ahead	O	-	-	-	-	53	1695	1210	4.4%	53	0	0	0.0	1.6	0.0	
2/1	Sydney Road (SB) Right Left	O	-	-	-	-	16	1584	1350	1.2%	16	0	0	0.0	1.3	0.0	
3/1	Station Road East (WB) Ahead Right	O	-	-	-	-	227	1812	1760	12.9%	22	0	0	0.1	1.2	0.1	
4/1	Station Road West (WB) Ahead	O	-	-	-	-	207	1815	1381	15.0%	207	0	0	0.1	1.5	0.1	
6/1	Station Road East (EB) Ahead	U	-	-	-	-	62	1865	1865	3.3%	-	-	-	0.0	1.0	0.0	
7/1	Station Road West (EB) Ahead	U	-	-	-	-	53	1815	1815	2.9%	-	-	-	0.0	1.0	0.0	
8/1	Station Road West (WB)	U	-	-	-	-	207	1815	1815	11.4%	-	-	-	0.1	1.1	0.1	
C1		PRC for Signalled Lanes (%):		0.0		Total Delay for Signalled Lanes (pcuHr):		0.00		Cycle Time (s):		90					
		PRC Over All Lanes (%):		261.7		Total Delay Over All Lanes (pcuHr):		0.79									