



TRANSPORT STATEMENT

RED LION PUBLIC HOUSE, CHARING HEATH

Proposed Residential Development

Date: February 2018

Ref: SAJ/CDPA/17/3990/TS01

1 INTRODUCTION

- 1.1 RGP has been commissioned by Shepherd Neame Limited to provide transport planning and highway advice in relation to the proposed development of land to the north of the existing Red Lion Public House, located at the junction of Tile Lodge Road and Charing Heath Road in Charing Heath.
- 1.2 The planning proposals comprise the development of open land immediately to the north of the Public House to provide a residential scheme of 5 houses.
- 1.3 A copy of the proposed site layout is attached at **Appendix A**. The proposed residential scheme would be accessed separately from the main Public House via a new vehicle access off Tile Lodge Road, with suitable car parking and turning areas provided within the site.
- 1.4 The planning proposals also include the conversion of an existing barn (approximately 57m² floor area) within the curtilage of the Public House to provide Bed and Breakfast (B&B) accommodation and would continue to utilise the existing access and parking arrangements for the Public House.
- 1.5 This Transport Statement has been prepared to summarise the key highway-related aspects of the scheme for the consideration of Kent County Council (KCC) as Local Highway Authority and Statutory Consultee to the planning application process.

2 EXISTING SITE LOCATION AND DESCRIPTION

Site Location

- 2.1 The existing Red Lion Public House is located at the junction of Tile Lodge Road and Charing Heath Road, as illustrated on the location plan below.



Site Location

- 2.2 The site currently comprises the Red Lion Public House and associated open land to the north currently accessed through the rear of the existing car park. The area of open land to the north is now redundant but would have been previously used for agricultural operations and would have generated small numbers of vehicular movements by larger, slow-moving agricultural vehicles.

Local Highway Network

- 2.3 As detailed above the existing parcel of open land site is served via an access through the Public House car park. However, the proposals would include the provision of a new vehicle access off Tile Lodge Road bordering the western boundary of the site.

- 2.4 Tile Lodge Road is a rural collector road subject to a national speed limit across the site. Tile Lodge Road principally serves the local residential dwellings along its length between its junction with Charing Heath Road to the south to a point around 600 metres to the north. To the north of this point, Tile Lodge Road continues across open land to link to the A20 approximately 1.5 kilometres from the site.
- 2.5 To the south, Tile Lodge Road links to Charing Heath Road, which in turn provides access to the east to Charing village centre, located approximately 2.75 kilometres from the site by road.
- 2.6 Tile Lodge Road serves as a single carriageway road providing two-way access (4.7-4.8 metres in width approximately) with some areas narrower with passing places, typical of its rural and lightly trafficked nature. To establish existing traffic conditions on Tile Lodge Road, an assessment of vehicle speeds and traffic flows has been undertaken.
- 2.7 An Automatic Traffic Counter (ATC) Survey was placed on the carriageway for a 7-day period between 29th November and 5th December 2017. The ATC was positioned at the location of the proposed site access and recorded vehicles passing the site in either direction along Tile Lodge Road. The results are summarised in the table below, whilst a full copy of the results is contained within **Appendix B**.
- 2.8 **Table 1** below summarises the average weekday traffic flows in either direction during the traditional highway peak hours (08:00 to 09:00 and 17:00 to 18:00 hours) and during a 12-hour and 24-hour period.

Time Period	Northbound	Southbound	Total Two-way
AM Peak Hour (08:00-09:00)	34	82	116
PM Peak Hour (17:00-18:00)	36	28	64
Daily 24hr Total (00:00-24:00)	428	463	891

Table 1 Summary of Traffic Movements – Tile Lodge Road

- 2.9 The results of the ATC indicate that Tile Lodge Road is very lightly trafficked during the peak periods, with 116 two-way vehicle movements during the AM peak hour and 64 two-way vehicle movements during the PM peak hour. During a typical weekday, a total of 891 two-way movements are generated along Tile Lodge Road. These levels of traffic are consistently generated across all weekdays, demonstrating that Tile Lodge Road typically serves local development that uses the same route daily.
- 2.10 A summary of vehicle approach speeds along Tile Lodge Road is also set out in **Table 2**.

Time Period	Northbound	Southbound
Recorded 85 th Percentile Speeds (Dry Weather)	35.8mph (57.6kph)	36.5mph (58.7kph)

Table 2 Summary of Recorded Vehicle Approach Speeds – Tile Lodge Road

2.11 The results indicate that users of Tile Lodge Road generally travel at reduced speeds to the posted national speed limit.

Existing Access Arrangement

2.12 The existing Public House is accessed via an informal arrangement at the junction of Charing Heath Road and Tile Lodge Road, serving a forecourt area leading to an area of car parking to the rear. The rear of the car park provides informal access to the area of open land to the north. The photographs below illustrate the existing access arrangements.



Existing Access Arrangements

Accessibility Credentials

- 2.13 The site lies within an established residential settlement; However, it is acknowledged that the village is located in a relatively rural part of Kent with limited facilities in close proximity. The site is located approximately 2.5 kilometres from the large village of Charing, which provides the main connections to sustainable routes with access to Charing rail station and the Pilgrims' Way.
- 2.14 Formal connections are limited from the site, with Tile Lodge Road and Charing Heath Road providing no formal footway connections. However, the site benefits from a number of Public Rights of Way (PROW) providing more direct connections to the local facilities available in Charing, via routes segregated from vehicle traffic.
- 2.15 The site benefits from access to a bus stop in close proximity, which provides access to the number 10X service which offers limited daily service but does provide a single bus during both the morning (07:00-08:00) and evening (16:00-16:00) peak periods to and from Ashford (via Charing) that provide the opportunity for prospective residents to travel by bus for commuting purposes (potentially linked with train travel).
- 2.16 Charing rail station is situated within the village centre and offers a good alternative to use of the private car for longer journeys, even if the journey to the station would warrant an initial short journey by car.
- 2.17 The information above suggests that there is a basic range of local amenities located close to the site and opportunities for travel by non-car modes exist for many journeys. Indeed, from a review of the Census data for the Middle Layer Super Output 'Ashford 002E', which incorporates the site and the surrounding residential areas of Charing Heath, typically 61% of the working residents drive to work (based on Census 2011 data, attached at **Appendix C**).
- 2.18 However, the Census data also confirms that a proportion of local residents' commute via alternative means. This data represents a time when modal choice is influenced by convenience to a greater extent than other journey purposes such as shopping and leisure where the need to travel at a particular time is less of a factor which influences modal choice. This data is summarised in **Table 3** below.

All Residents Travelling to Work	No. Residents	Percentage
Work mainly at or from Home	725	25%
Rail	70	2%
Bus	22	1%
Motorcycle	31	1%
Driving a Car or Van	1,763	61%
Passenger in a Car or Van	110	4%

Bicycle	29	1%
Walking	108	4%
Other	16	1%
Total	2,874	100%

Table 3 Method of Travel to Work: Resident Population - 'Ashford 002' Zone

2.19 From the findings summarised in **Table 3** the Method of Travel to Work data confirms that whilst travel by car is the principle method, a small number of residents utilise non-car modes, amounting to 8% of residents' journeys. It is also noteworthy that a quarter of all employed residents works from home, given the rural location of the site.

3 TRAFFIC GENERATION AND IMPACT

Residential Traffic Generation

1.1.1 This section sets out the likely levels of traffic that would be generated by the site based on the current proposals. A copy of the proposed site layout is attached at **Appendix A**.

1.1.2 For the purposes of a robust assessment, it has been assumed that the existing site does not currently generate any traffic. However, it is likely that the existing open land would have been used for agricultural purposes and would have generated sporadic activity from agricultural vehicles.

1.1.3 To review the predicted daily traffic generation of the site, the TRICS (Trip Rate Information Computer System) database has been interrogated. Guidance prepared by the Department for Transport in March 2007 states that when establishing the levels of trips associated with a proposed development:

"trip generation assessments are based on the identification of suitable (person or vehicle) trip rates, having regard to industry standard databases such as TRICS, GENERATE and TRAVL. These trip rates should be derived on the basis of site-specific details of the proposed development – for example, proposed gross floor area, number of dwelling units..." (DfT, 2007, paragraph 4.61).

1.1.4 As such, the TRICS database has been interrogated to quantify the levels of traffic flows that are likely to be associated with the proposed 6 houses on site. For the purposes of this assessment the following search parameters have been used:

- (i) Land Use – Residential (Houses Privately Owned);
- (ii) Regions – England;
- (iii) Locations – Suburban Areas/Neighbourhood Centres;
- (iv) Travel Plan – No;

- (v) Date Range – 2009 Onwards;
- (vi) Count Type – Manual;
- (vii) Selected Days – Weekdays.

1.1.5 The results of the TRICS interrogation are provided at **Appendix D**, whilst a summary of the weekday peak hour and daily trip rates (per dwelling) is provided in **Table 4** below.

Time Period	Arrivals	Departures	Total Two-way
AM Peak Hour (08:00-09:00)	0.133	0.341	0.474
PM Peak Hour (17:00-18:00)	0.288	0.156	0.444
Daily Traffic	2.012	2.122	4.134

Table 4 Residential Trip Rates

1.1.6 Based on the above trip rates, **Table 5** summarises the proposed traffic generation associated with the proposed 6 residential dwellings.

Time Period	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	1	2	3
PM Peak Hour (17:00-18:00)	2	1	3
Daily 12hr Total (07:00-19:00)	12	13	25

Table 5 Proposed Traffic Generation

1.1.7 The results indicate that the site would generate around 3 two-way vehicle movements during the AM and PM peak hours. The proposed development is estimated to generate around 25 two-way vehicles movements at the site and on the local highway network during a typical weekday. This proposed increase in traffic is considered to be negligible and would not result in a discernible impact on the local highway network.

B&B Accommodation

- 3.1 The proposals include the conversion of an existing barn building adjacent to the Public House to provide two Bed and Breakfast accommodation units. The proposed units would complement the existing Public House use with guests utilising the facilities available (including car parking). It is likely that guests of the B&B rooms would arrive and depart outside of the main operating times of Public House. The proposed rooms would also be serviced by the Public House with no increase in staff.
- 3.2 The TRICS database contains limited sites with B&B accommodation, however it is envisaged that typically the proposals would result in no more than 2 two-way vehicle movements (1 arrival and 1 departure) per bedroom, which would not constitute a material increase in traffic.

4 SITE ACCESS ARRANGEMENTS

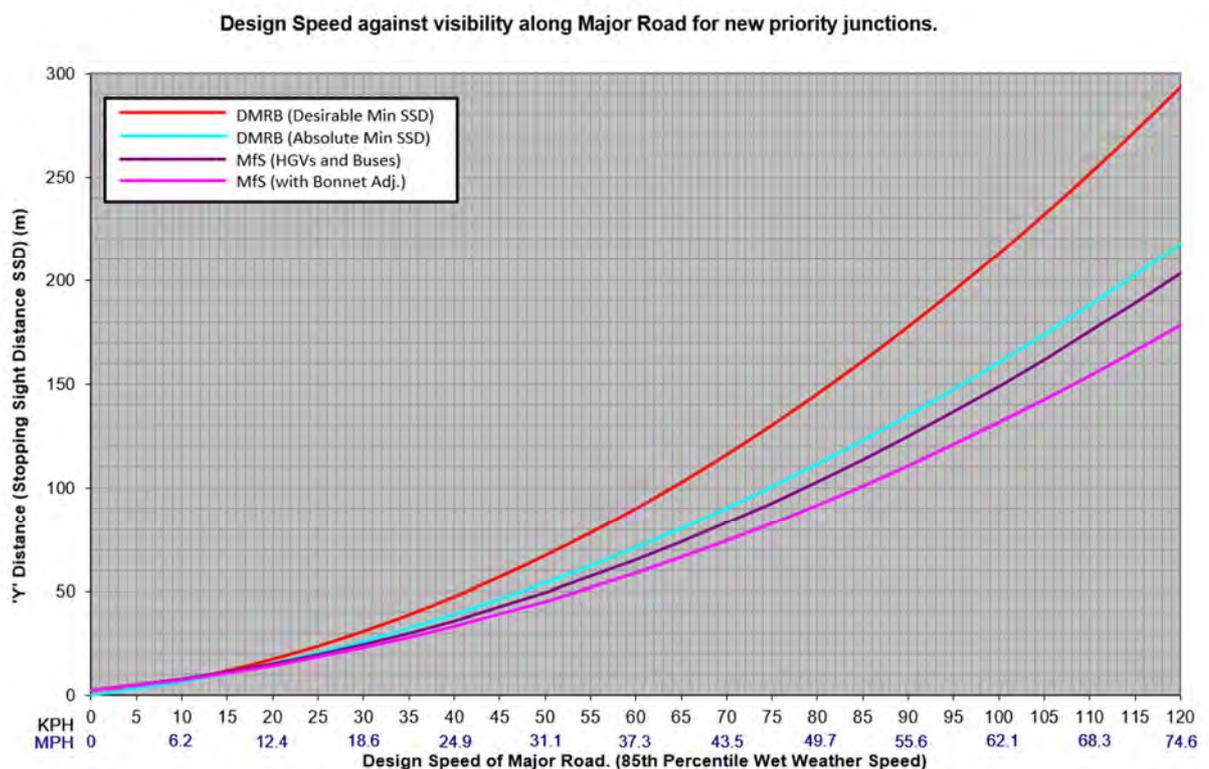
- 4.1 As detailed on drawing **2017/3990/001** attached hereto, the proposed dwellings would be accessed via a new single point of access at the western extent of the site off Tile Lodge Road. The proposed access has been positioned centrally to the site's frontage to maximise visibility in both directions.
- 4.2 The form and layout of the proposed access arrangement has been considered in accordance with the design requirements of KCC published within their 'Kent Design Guide' (2006). An assessment has also been undertaken of the requirements for visibility for emerging traffic based on the assessment of existing conditions on the adjacent public highway set out in Section 2 of this report.
- 4.3 The proposed access has been designed with similar characteristics to that of a "Minor Access Way" appropriate to serve up to 25 dwellings. The proposed vehicle access would be formed as a shared surface for dual use with non-car users.
- 4.4 As illustrated on drawing **2017/3990/001**, the proposed access has been shown with a 4.1 metre carriageway width, in accordance with the minimum 3.7 metre width required to allow a fire tender access. The drawing illustrates a fire tender entering and exiting the site.
- 4.5 To ensure suitable visibility is provided from the proposed site access, further investigation has been undertaken to determine the current traffic conditions and vehicle speeds on the adjacent section of Tile Lodge Road.
- 4.6 Manual for Streets (MfS) provides detailed guidance with respect to stopping sight distances for residential development, suitable for access to major roads subject to speeds of 37mph (60kph) or less. MfS confirms that "for existing streets, the 85th percentile wet-weather speed is used".
- 4.7 As detailed in Section 2, the 85th percentile speeds were recorded as 35.8mph and 36.5mph in the northbound and southbound directions respectively. To determine an appropriate level of visibility to be provided from the site access, the results of the speed survey conducted have been interrogated further to determine the appropriate '85th percentile wet-weather speed' as quoted by Manual for Streets.

4.8 In accordance with DMRB design standard TA 22/81 "Vehicle Speed Measurement on All Purpose Roads", the Design Speed upon which visibility splays should be based should be calculated based on the speeds in wet weather conditions, with a correctional factor (wet weather reduction) applied to recorded speeds in dry weather. The weather and road surface during the period of the survey was dry and therefore the wet weather reduction has been applied in this instance. The table below summarises the appropriate 'Design Speed'.

	Northbound	Southbound
'Wet Weather' Design Speed (-4kph reduction)	33.0mph (53.6kph)	34.0mph (54.7kph)

Table 6 Calculated Design Speed – Tile Lodge Road

4.9 Based on the recorded vehicle approach speeds, the level of visibility required from the site access has been considered based on guidance within Manual for Streets (MfS). The chart below provides a detailed graph of the required visibility based on the calculations provided with MfS to determine the exact requirement for the Design Speeds identified.



4.10 Based on the stopping sight distance calculations in MfS, the visibility requirements from the site access are 49.2 metres towards the south (looking left) and 51.4 metres towards the north (looking to the right).

- 4.11 As confirmed by MfS and KCC's Interim Guidance Note 2 titled 'visibility' a 2.0 metre setback (x-distance) to measure visibility from the site access would be appropriate given the lightly trafficked nature of Tile Lodge Road. However, for a further element of robustness, visibility has been shown from a 2.4 metre setback in this instance.
- 4.12 Drawing **2017/3990/001** enclosed herewith therefore illustrates the proposed access arrangement and the level of visibility available from a 2.4 metre setback, demonstrating that the required visibility splays in excess if these requirements are achievable in both directions from the existing site access.
- 4.13 The photographs below illustrate the levels of visibility available from the location of the site access in both directions.



Proposed Visibility Splays

- 4.14 The proposed access arrangement therefore considered to fully comply with the requirements of relevant design guidance.

5 PARKING AND SERVICING ARRANGEMENTS

- 5.1 The development proposals would provide suitable levels of private car parking for the proposed residential dwellings in accordance with relevant parking standards.

- 5.2 Ashford Borough Council's Local Development Framework 'Residential Parking and Design Guidance' SPD (adopted October 2010) sets out the maximum requirements for car parking for residential dwellings depending on their location.
- 5.3 The Guidance identifies that for dwellings in 'rural' locations the 'designing for need' guidance should be applied. However, the corresponding table suggests that for all dwellings greater than 2 bedrooms a maximum of 2 spaces per dwelling is required (excluding garages).
- 5.4 This level of car parking is mimicked in Kent County Council's Interim Guidance Note 3 'Residential Parking' (November 2008). This Guidance suggests that for 'Suburban Edge/Village/Rural' locations 1 and 2-bedrooms dwellings would require 1.5 spaces per unit and 3+ bedroom dwellings should provide 2 spaces per unit. All spaces should be individually accessible.
- 5.5 Based on the above guidance and the proposed mix of dwellings the proposals would include 2 spaces for each dwelling.
- 5.6 The internal layout of the site would be designed to provide suitable space for emergency and delivery vehicles to turn on-site. It is considered that refuse collection would be shared with the existing dwellings on Tile Lodge Road. The existing residential dwelling on site would have been served by refuse vehicle movements in a similar arrangement the adjacent properties in the locality, and the proposals would not increase activity in this respect. A bin store would be positioned in a suitable location within the site to allow convenient refuse collection directly from the main highway.
- 5.7 Deliveries to the site would be infrequent and typically from smaller vehicles, such as 7.5t panel vans. Drawing **2017/3990/002** illustrates the swept path assessment of a 7.5t Box van (8 metre length), representing the worst-case delivery vehicle turning on site, illustrating that all anticipated vehicles would access and turn on site safely.
- 5.8 The proposed access arrangements and internal layout would also ensure that all emergency vehicles can access and egress the site safely. Drawing **2017/3990/001** also illustrates the swept path assessment for a fire tender (the largest anticipated emergency vehicle requiring access), demonstrating that this vehicle can also access and reach all areas of the site.

6 SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement has been prepared in relation to the development proposals relating to land to the north of the Red Lion Public House in Charing Heath to provide 6 new houses. The proposed dwellings would be served via a new vehicle access of Tile Lodge Road.
- 6.2 In addition, the proposals include the conversion of an existing barn building adjacent to the Public House to provide B&B accommodation. The proposed accommodation would utilise the existing access and parking arrangement of the Public House.
- 6.3 The following conclusions have been drawn from this Transport Statement:

- i) The proposed development provides a new access arrangement, with suitable geometry to allow all anticipated vehicles to access and egress safely. A suitable level of visibility is also available for vehicles egressing the site, based on observed traffic conditions;
- ii) The proposed development would not lead to a material increase in traffic;
- iii) The site is currently limited with respect to the proximity to local facilities and public transport nodes, however, recognising the future changes to the local highway network and infrastructure the proposals include measures to improve connections to existing pedestrian facilities.

6.4 Based on the findings of this report, KCC are urged to confirm that the development proposals are therefore acceptable in highway terms.



DRAWINGS



VISIBILITY OF 2.4 x 51.4 METRES
TO THE RIGHT, TO THE
NEAR SIDE VEHICLE TRACK.

6

Lillybrook

16

THE LODGE ROAD

Shaston Cottage

Unit 1

Unit 2

Holly Bank

Holly Farm
Cottage

Unit 3

Holly House

VISIBILITY OF 2.4 x 49.2 METRES
TO THE LEFT, TO THE NEAR SIDE
VEHICLE TRACK.

Unit 5

Path

Southome

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FIRE TENDER ENTRY

FIRE TENDER EXIT



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Client
Shepherd Neame Ltd

Project
**Red Lion Public House,
Charing Heath**

Drawing Title
Proposed Access Arrangement

Scale	Drawn By	Checked By	Approved By
1:500	GSE	SAJ	CMB
Date	Drawing No.	Rev.	
February 2018	2017/3990/001	B	



APPENDIX A

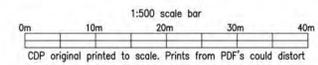


Proposed Site Plan 1:500

Rev.	Description	Int.	Date

Client Shepherd Neame
Job Title Red Lion Public House Charing Heath


CDP
 Architecture Ltd
 22-23 North Lane, Canterbury
 Kent, CT2 7EE
 Tel: 01227 458181 Fax: 01227 451543
 info@thinkcdp.com www.thinkcdp.com



Drawing Title Proposed Site Plan

Scale @ A1	1:500	Preliminary/Comment
Drawn	MW	Planning
Date	Nov 2017	Building Regulations
Checked		Tender
		Construction
		As built

738	:	P03
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APPENDIX B

Report Id - CustomList-173
 Site Name - Charing
 Description - Tile Lodge Road
 Direction - AB



modaldata.com

29 November 2017

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85				
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0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
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0700	0	20	0	3	0	0	0	0	0	0	0	0	23	0	0	2	4	1	4	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	36.5	
0800	0	39	0	4	0	0	0	0	0	0	0	0	43	0	0	6	3	13	9	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	31.5	
0900	0	45	0	1	0	0	0	0	0	0	0	0	46	0	0	4	3	4	11	15	7	2	0	0	0	0	0	0	0	0	0	0	0	0	29	35.6	
1000	0	26	0	0	0	0	0	0	0	0	0	0	26	0	0	1	1	5	10	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	32.4	
1100	0	19	1	1	0	0	0	0	0	0	0	0	21	0	1	3	1	3	6	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26	34.4	
1200	0	25	1	4	0	0	0	0	0	0	0	0	30	0	0	0	1	4	10	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	30.4	36.5	
1300	0	14	0	2	0	0	0	0	0	0	0	0	16	0	0	2	2	3	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	34.4	
1400	0	28	1	0	0	0	0	0	0	0	0	0	29	0	1	2	4	8	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	30.6	
1500	0	60	0	6	0	0	0	0	0	0	0	0	66	0	0	3	2	11	23	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	28.5	32.9	
1600	0	39	0	5	0	0	0	1	0	0	0	0	45	0	1	2	3	5	17	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	34
1700	0	43	0	0	0	0	0	0	0	0	0	0	43	0	0	3	7	6	13	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26.1	32.7	
1800	0	9	0	1	0	0	0	0	0	0	0	0	10	0	0	0	2	1	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-	
1900	0	9	1	0	0	0	0	0	0	0	0	0	10	0	1	1	1	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-	
2000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	
2100	0	9	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	2	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-	
2200	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	
2300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	50	-	
08-09	0	39	0	4	0	0	0	0	0	0	0	0	43	0	0	6	3	13	9	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	31.5	
17-18	0	43	0	0	0	0	0	0	0	0	0	0	43	0	0	3	7	6	13	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26.1	32.7	
10-16	0	172	3	13	0	0	0	0	0	0	0	0	188	0	2	11	11	34	59	49	19	3	0	0	0	0	0	0	0	0	0	0	0	0	27.5	34.2	
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Report Id - CustomList-173
 Site Name - Charing
 Description - Tile Lodge Road
 Direction - AB



modaldata.com

30 November 2017

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	37.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	44.9	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.4	-	
0500	0	4	0	1	0	0	0	0	0	0	0	0	5	0	0	0	2	0	1	1	0	0	1	0	0	0	0	0	0	0	27.8	-	
0600	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	29.4	-	
0700	0	22	0	1	0	1	0	0	0	0	0	0	24	0	2	2	1	1	7	6	4	0	0	1	0	0	0	0	0	0	27.7	35.8	
0800	0	33	0	0	0	0	0	0	0	0	0	0	33	1	0	3	4	6	13	4	2	0	0	0	0	0	0	0	0	0	24.1	30	
0900	0	44	1	5	0	0	0	0	0	0	0	0	50	0	0	1	1	12	15	15	3	2	0	1	0	0	0	0	0	0	29.1	34.7	
1000	0	15	1	0	0	0	0	0	0	0	0	0	16	0	0	3	3	0	3	4	3	0	0	0	0	0	0	0	0	0	26.7	36.9	
1100	0	32	0	2	0	0	0	0	0	0	0	0	34	0	1	2	4	4	8	9	2	3	1	0	0	0	0	0	0	0	28.1	35.8	
1200	0	16	0	1	0	0	0	0	0	0	0	0	17	0	0	0	2	2	5	5	3	0	0	0	0	0	0	0	0	0	28.6	32.2	
1300	0	25	0	2	0	0	0	0	0	0	0	0	27	0	0	1	1	6	8	8	2	0	1	0	0	0	0	0	0	0	28.4	33.8	
1400	0	29	0	2	0	0	0	0	0	0	0	0	31	0	0	2	1	6	7	7	8	0	0	0	0	0	0	0	0	0	28.9	35.6	
1500	0	68	0	4	0	0	0	0	0	0	0	0	72	0	0	2	2	8	17	32	7	3	0	0	1	0	0	0	0	0	30.3	34.7	
1600	0	32	0	1	0	0	0	0	0	0	0	0	33	0	0	1	1	1	8	11	7	3	1	0	0	0	0	0	0	0	32.2	39.1	
1700	0	38	0	3	0	0	0	0	0	0	0	0	41	0	1	3	1	1	13	12	8	2	0	0	0	0	0	0	0	0	30	37.8	
1800	0	19	0	1	0	0	0	0	0	0	0	0	20	0	0	0	0	3	8	6	3	0	0	0	0	0	0	0	0	0	29.5	34.7	
1900	0	10	0	0	0	0	0	0	0	0	0	0	10	0	0	1	0	0	3	4	1	1	0	0	0	0	0	0	0	0	31.2	-	
2000	0	6	0	1	0	0	0	0	0	0	0	0	7	0	0	1	1	0	3	2	0	0	0	0	0	0	0	0	0	0	25.3	-	
2100	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	39.6	-	
2200	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	27.3	-	
2300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.6	-	
08-09	0	33	0	0	0	0	0	0	0	0	0	0	33	1	0	3	4	6	13	4	2	0	0	0	0	0	0	0	0	0	24.1	30	
17-18	0	38	0	3	0	0	0	0	0	0	0	0	41	0	1	3	1	1	13	12	8	2	0	0	0	0	0	0	0	0	30	37.8	
10-16	0	185	1	11	0	0	0	0	0	0	0	0	197	0	1	10	13	26	48	65	25	6	2	0	1	0	0	0	0	0	29	35.3	
00-05	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	40.7	-	
00-00	0	413	2	25	0	1	0	0	0	0	0	0	441	1	4	22	24	53	127	130	56	16	5	2	1	0	0	0	0	0	29.1	35.8	

Report Id - CustomList-173
 Site Name - Charing
 Description - Tile Lodge Road
 Direction - AB



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01 December 2017

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	31.9	-
0500	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	30.2	-
0600	0	7	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	25.3	-
0700	0	24	0	4	0	0	0	0	0	0	0	0	28	0	0	1	1	4	9	5	5	3	0	0	0	0	0	0	0	0	0	30.1	37.8
0800	0	28	0	1	0	0	0	0	0	0	0	0	29	0	0	2	2	2	10	10	2	1	0	0	0	0	0	0	0	0	0	28.2	33.8
0900	0	43	0	1	0	0	0	0	0	0	0	0	44	0	0	2	3	4	9	15	10	0	1	0	0	0	0	0	0	0	0	29.9	35.1
1000	0	18	0	0	0	0	0	0	0	0	0	0	18	0	0	1	0	3	5	6	3	0	0	0	0	0	0	0	0	0	0	28.7	34
1100	0	19	0	2	0	0	0	0	0	0	0	0	21	0	0	0	1	1	5	8	4	1	1	0	0	0	0	0	0	0	0	32.2	36.7
1200	0	15	0	4	0	0	0	0	0	0	0	0	19	0	1	2	2	3	5	3	1	2	0	0	0	0	0	0	0	0	0	26.2	34.4
1300	0	19	1	0	0	0	0	0	0	0	0	0	20	0	0	2	1	2	3	10	2	0	0	0	0	0	0	0	0	0	0	28.6	34
1400	0	14	0	1	0	0	0	0	0	0	0	0	15	0	0	1	2	1	2	5	3	1	0	0	0	0	0	0	0	0	0	29.8	37.6
1500	0	57	0	4	1	0	0	0	0	0	0	0	62	0	0	2	4	5	14	26	7	4	0	0	0	0	0	0	0	0	0	30.2	35.8
1600	0	48	0	5	0	0	0	0	0	0	0	0	53	0	2	1	5	9	16	11	8	0	1	0	0	0	0	0	0	0	0	27.6	35.3
1700	0	31	0	0	1	0	0	0	0	0	0	0	32	0	2	2	2	3	9	9	3	1	1	0	0	0	0	0	0	0	0	27.6	34.9
1800	0	24	0	1	0	0	0	0	0	0	0	0	25	0	0	2	0	9	7	5	0	1	1	0	0	0	0	0	0	0	0	26.6	31.5
1900	0	19	0	1	0	0	0	0	0	0	0	0	20	0	0	0	1	2	5	6	3	1	2	0	0	0	0	0	0	0	0	32.3	39.4
2000	0	5	0	1	0	0	0	0	0	0	0	0	6	0	1	2	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	22.2	-
2100	0	4	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	28.7	-
2200	0	10	0	0	0	0	0	0	0	0	0	0	10	0	0	1	0	1	2	4	2	0	0	0	0	0	0	0	0	0	0	29.4	-
2300	0	3	1	0	0	0	0	0	0	0	0	0	4	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	26.9	-
08-09	0	28	0	1	0	0	0	0	0	0	0	0	29	0	0	2	2	2	10	10	2	1	0	0	0	0	0	0	0	0	0	28.2	33.8
17-18	0	31	0	0	1	0	0	0	0	0	0	0	32	0	2	2	2	3	9	9	3	1	1	0	0	0	0	0	0	0	0	27.6	34.9
10-16	0	142	1	11	1	0	0	0	0	0	0	0	155	0	1	8	10	15	34	58	20	8	1	0	0	0	0	0	0	0	0	29.6	36.2
00-05	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	30.5	-
00-00	0	395	2	27	2	0	0	0	0	0	0	0	426	0	7	22	26	55	105	131	55	18	7	0	0	0	0	0	0	0	0	28.9	35.8

Report Id - CustomList-173
 Site Name - Charing
 Description - Tile Lodge Road
 Direction - AB



modaldata.com

02 December 2017

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
0000	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	32	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	-	
0300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	44.3	-	
0400	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	41.9	-	
0500	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	36.9	-	
0600	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	39.2	-	
0700	0	9	0	0	0	0	0	0	0	0	0	0	9	0	0	1	0	2	2	4	0	0	0	0	0	0	0	0	0	0	27.1	-	
0800	0	17	0	1	0	0	0	0	0	0	0	0	18	0	0	0	0	1	2	7	6	2	0	0	0	0	0	0	0	0	34.2	37.1	
0900	0	15	0	1	0	0	0	0	0	0	0	0	16	0	0	1	1	2	3	5	4	0	0	0	0	0	0	0	0	0	28.7	35.8	
1000	0	30	1	1	0	0	0	0	0	0	0	0	32	0	0	3	6	5	11	2	4	0	1	0	0	0	0	0	0	0	25.3	32	
1100	0	22	0	1	0	0	0	0	0	0	0	0	23	0	0	1	2	3	3	6	5	3	0	0	0	0	0	0	0	0	30.4	38	
1200	0	29	1	2	0	0	0	0	0	0	0	0	32	0	0	1	4	5	9	11	2	0	0	0	0	0	0	0	0	0	28	33.6	
1300	0	18	0	1	0	0	0	0	0	0	0	0	19	0	0	1	1	1	6	8	2	0	0	0	0	0	0	0	0	0	29	32.4	
1400	0	26	1	2	0	0	0	0	0	0	0	0	29	0	1	1	0	6	6	10	3	1	1	0	0	0	0	0	0	0	28.8	36	
1500	0	19	0	2	0	0	0	0	0	0	0	0	21	0	1	0	0	1	7	7	4	1	0	0	0	0	0	0	0	0	30.2	37.8	
1600	0	15	0	1	0	0	0	0	0	0	0	0	16	0	0	2	3	1	1	5	4	0	0	0	0	0	0	0	0	0	27.5	35.8	
1700	0	16	0	1	0	0	0	0	0	0	0	0	17	0	1	0	1	3	4	5	1	2	0	0	0	0	0	0	0	0	28.3	34	
1800	0	13	0	0	0	0	0	0	0	0	0	0	13	0	0	0	1	2	1	3	4	1	1	0	0	0	0	0	0	0	33.1	39.8	
1900	0	4	0	1	0	0	0	0	0	0	0	0	5	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	24.4	-	
2000	0	12	0	0	0	0	0	0	0	0	0	0	12	0	0	2	3	1	3	2	0	1	0	0	0	0	0	0	0	0	24.7	32	
2100	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	31.3	-	
2200	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	0	1	4	2	0	0	0	0	0	0	0	0	0	31.7	-	
2300	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	33	-	
08-09	0	17	0	1	0	0	0	0	0	0	0	0	18	0	0	0	0	1	2	7	6	2	0	0	0	0	0	0	0	0	34.2	37.1	
17-18	0	16	0	1	0	0	0	0	0	0	0	0	17	0	1	0	1	3	4	5	1	2	0	0	0	0	0	0	0	0	28.3	34	
10-16	0	144	3	9	0	0	0	0	0	0	0	0	156	0	2	7	13	21	42	44	20	5	2	0	0	0	0	0	0	0	28.4	36	
00-05	0	6	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	31.5	-	
00-00	0	274	3	14	0	0	0	0	0	0	0	0	291	0	4	13	24	35	64	88	45	14	4	0	0	0	0	0	0	0	29.1	36.2	

Report Id - CustomList-173
 Site Name - Charing
 Description - Tile Lodge Road
 Direction - AB



modaldata.com

03 December 2017

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
0000	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	38.2	-
0100	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-	
0200	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	33	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	31.1	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	27.5	-	
0700	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	34.2	-	
0800	0	12	0	0	0	0	0	0	0	0	0	0	12	0	0	2	1	1	1	5	2	0	0	0	0	0	0	0	0	0	27.6	33.8	
0900	0	18	1	0	0	0	0	0	0	0	0	0	19	0	0	1	0	1	6	4	5	1	0	1	0	0	0	0	0	0	31.9	36.5	
1000	1	12	0	1	0	0	0	0	0	0	0	0	14	0	0	1	1	2	2	5	3	0	0	0	0	0	0	0	0	0	28.3	37.1	
1100	0	19	2	0	0	0	0	0	0	0	0	0	21	0	0	1	2	5	3	5	4	1	0	0	0	0	0	0	0	0	28	35.3	
1200	0	27	0	4	0	0	0	0	0	0	0	0	31	0	0	1	4	3	6	10	3	3	1	0	0	0	0	0	0	0	29.9	36.2	
1300	0	22	0	1	0	0	0	0	0	0	0	0	23	0	1	1	2	3	5	5	4	2	0	0	0	0	0	0	0	0	28.5	38.7	
1400	0	14	0	3	0	0	0	0	0	0	0	0	17	1	1	3	3	1	3	2	0	3	0	0	0	0	0	0	0	0	23.6	34.4	
1500	0	13	0	0	0	0	0	0	0	0	0	0	13	0	0	1	1	1	4	4	1	0	1	0	0	0	0	0	0	0	29.2	34.4	
1600	0	11	0	0	0	0	0	0	0	0	0	0	11	0	0	1	0	2	3	2	2	1	0	0	0	0	0	0	0	0	29.3	38.5	
1700	0	14	0	2	0	0	0	0	0	0	0	0	16	0	0	0	0	3	5	6	1	1	0	0	0	0	0	0	0	0	30.7	33.6	
1800	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	1	0	1	3	1	1	0	0	0	0	0	0	0	37	-	
1900	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	24.1	-	
2000	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	36.7	-	
2100	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	31.7	-	
2200	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	25.8	-	
2300	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	37.9	-	
08-09	0	12	0	0	0	0	0	0	0	0	0	0	12	0	0	2	1	1	1	5	2	0	0	0	0	0	0	0	0	0	27.6	33.8	
17-18	0	14	0	2	0	0	0	0	0	0	0	0	16	0	0	0	0	3	5	6	1	1	0	0	0	0	0	0	0	0	30.7	33.6	
10-16	1	107	2	9	0	0	0	0	0	0	0	0	119	1	2	8	13	15	23	31	15	9	2	0	0	0	0	0	0	0	28.1	36.2	
00-05	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	2	1	1	2	1	0	1	0	0	0	0	0	0	0	29.8	-	
00-00	1	199	3	12	0	0	0	0	0	0	0	0	215	1	2	14	17	26	45	54	35	14	6	1	0	0	0	0	0	0	29.3	37.6	

Report Id - CustomList-173
 Site Name - Charing
 Description - Tile Lodge Road
 Direction - AB



modaldata.com

05 December 2017

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	43.7	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	39.3	-		
0500	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	29	-		
0600	0	10	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	1	4	4	0	1	0	0	0	0	0	0	0	35.9	-		
0700	0	23	0	2	0	1	0	0	0	0	0	0	26	0	1	1	2	1	8	7	4	2	0	0	0	0	0	0	0	0	29.6	36.9		
0800	0	25	0	1	0	0	0	0	0	0	0	0	26	0	0	4	3	2	10	6	1	0	0	0	0	0	0	0	0	0	24.8	31.5		
0900	0	47	0	4	0	0	0	0	0	0	0	0	51	0	0	2	3	5	20	11	8	2	0	0	0	0	0	0	0	0	28.9	36.2		
1000	0	22	0	2	0	1	0	0	0	0	0	0	25	0	0	3	1	1	9	6	3	2	0	0	0	0	0	0	0	0	28.7	36.7		
1100	0	25	0	3	0	0	0	0	0	0	0	0	28	0	0	1	1	3	4	13	5	0	1	0	0	0	0	0	0	0	30.9	35.8		
1200	0	29	0	2	0	0	0	0	0	0	0	0	31	0	0	0	4	4	8	8	5	2	0	0	0	0	0	0	0	0	29.8	36		
1300	0	10	0	1	0	0	0	0	0	0	0	0	11	0	0	0	1	1	3	3	2	1	0	0	0	0	0	0	0	0	30.6	35.1		
1400	0	25	0	2	0	0	0	0	0	0	0	0	27	0	1	2	2	4	3	12	3	0	0	0	0	0	0	0	0	0	27.6	34.2		
1500	0	75	0	1	0	0	0	0	0	0	0	0	76	0	1	7	11	9	21	20	6	1	0	0	0	0	0	0	0	0	26.4	34.2		
1600	0	29	0	7	1	0	0	0	0	0	0	0	37	0	0	8	4	8	10	4	3	0	0	0	0	0	0	0	0	0	23.7	30.9		
1700	1	29	0	1	0	0	0	0	0	0	0	0	31	0	0	3	1	3	9	9	5	1	0	0	0	0	0	0	0	0	28.4	34.9		
1800	0	12	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	2	1	3	4	1	0	0	0	0	0	0	0	0	31.1	38.9		
1900	0	11	0	1	0	0	0	0	0	0	0	0	12	0	0	2	1	2	2	2	3	0	0	0	0	0	0	0	0	0	27.7	36.5		
2000	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	25.9	-		
2100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	51.4	-		
2200	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	34.5	-		
2300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24	-		
08-09	0	25	0	1	0	0	0	0	0	0	0	0	26	0	0	4	3	2	10	6	1	0	0	0	0	0	0	0	0	0	24.8	31.5		
17-18	1	29	0	1	0	0	0	0	0	0	0	0	31	0	0	3	1	3	9	9	5	1	0	0	0	0	0	0	0	0	28.4	34.9		
10-16	0	186	0	11	0	1	0	0	0	0	0	0	198	0	2	13	20	22	48	62	24	6	1	0	0	0	0	0	0	0	28.2	35.1		
00-05	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	40.7	-		
00-00	1	387	0	27	1	2	0	0	0	0	0	0	418	0	4	33	36	46	112	111	59	14	2	1	0	0	0	0	0	0	28.2	35.6		

Report Id - CustomList-173
 Site Name - Charing
 Description - Tile Lodge Road
 Direction - AB



modaldata.com

Grand Total

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85	
--	2	2457	16	162	4	3	0	1	0	0	0	0	2645	2	33	158	186	325	711	747	348	102	27	4	1	1	0	0	0	0	0	0	28.6	35.8

Report Id - CustomList-173
 Site Name - Charing
 Description - Tile Lodge Road
 Direction - BA



modaldata.com

29 November 2017

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85	
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-	
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-	
0500	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-	
0600	0	4	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	30.3	-	
0700	0	24	0	3	0	0	0	1	0	0	0	0	28	0	0	0	2	7	7	7	2	3	0	0	0	0	0	0	0	0	0	29.2	37.6	
0800	0	81	0	10	0	0	0	0	0	0	0	0	91	0	0	3	3	9	28	30	10	7	1	0	0	0	0	0	0	0	0	30.3	36	
0900	0	28	0	2	0	0	0	0	0	0	0	0	30	0	0	0	1	3	6	14	5	0	1	0	0	0	0	0	0	0	0	31.8	35.1	
1000	0	19	0	1	0	0	0	0	0	0	0	0	20	0	0	2	1	0	5	7	4	1	0	0	0	0	0	0	0	0	0	29.8	35.1	
1100	0	25	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	2	9	8	3	3	0	0	0	0	0	0	0	0	0	31.2	35.3	
1200	0	19	0	3	0	0	0	0	0	0	0	0	22	0	0	0	2	5	6	8	1	0	0	0	0	0	0	0	0	0	0	28.2	33.1	
1300	0	30	0	2	0	0	0	0	0	0	0	0	32	0	0	0	3	8	7	9	3	1	1	0	0	0	0	0	0	0	0	28.6	34.4	
1400	0	43	0	5	0	0	0	0	0	0	0	0	48	0	0	1	4	10	21	7	4	1	0	0	0	0	0	0	0	0	0	27.1	31.5	
1500	0	35	0	3	1	0	0	0	0	0	0	0	39	0	0	1	1	6	11	14	5	1	0	0	0	0	0	0	0	0	0	29.4	34.7	
1600	0	25	0	3	0	0	0	0	0	0	0	0	28	0	0	3	2	7	8	5	2	0	1	0	0	0	0	0	0	0	0	26.2	32.7	
1700	1	19	0	1	0	0	0	0	0	0	0	0	21	0	0	0	1	4	6	7	2	1	0	0	0	0	0	0	0	0	0	29.1	33.6	
1800	0	30	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	5	9	8	6	2	0	0	0	0	0	0	0	0	0	30.9	38	
1900	0	16	0	0	0	0	0	0	0	0	0	0	16	0	0	1	1	2	5	4	3	0	0	0	0	0	0	0	0	0	0	29	35.1	
2000	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	30.6	-	
2100	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	24.4	-	
2200	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	33	-	
2300	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	30.6	-	
08-09	0	81	0	10	0	0	0	0	0	0	0	0	91	0	0	3	3	9	28	30	10	7	1	0	0	0	0	0	0	0	0	30.3	36	
17-18	1	19	0	1	0	0	0	0	0	0	0	0	21	0	0	0	1	4	6	7	2	1	0	0	0	0	0	0	0	0	0	29.1	33.6	
10-16	0	171	0	14	1	0	0	0	0	0	0	0	186	0	0	4	11	31	59	53	20	7	1	0	0	0	0	0	0	0	0	28.8	34.9	
00-05	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-	
00-00	1	423	0	34	1	0	0	1	0	0	0	0	460	0	0	13	21	73	137	138	52	22	4	0	0	0	0	0	0	0	0	29.4	35.1	

Report Id - CustomList-173
 Site Name - Charing
 Description - Tile Lodge Road
 Direction - BA



modaldata.com

30 November 2017

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85	
0000	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-	
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	43.6	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-	
0500	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	1	2	1	1	0	0	0	0	0	0	0	0	0	32	-	
0600	0	5	0	1	0	0	0	0	0	0	0	0	6	0	1	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	25.2	-	
0700	0	23	0	1	0	0	0	0	0	0	0	0	24	0	1	0	3	2	11	5	1	1	0	0	0	0	0	0	0	0	0	27.4	31.8	
0800	0	79	0	5	1	0	0	0	0	0	0	0	85	0	3	5	3	10	26	30	3	5	0	0	0	0	0	0	0	0	0	28	34.2	
0900	0	35	0	3	0	0	0	0	0	0	0	0	38	0	0	1	1	4	7	14	6	4	1	0	0	0	0	0	0	0	0	32.3	38.9	
1000	1	17	0	3	0	0	0	0	0	0	0	0	21	0	0	0	2	1	6	10	2	0	0	0	0	0	0	0	0	0	0	29.5	33.1	
1100	0	15	0	2	0	0	0	0	0	0	0	0	17	0	0	0	0	5	7	3	1	0	0	1	0	0	0	0	0	0	0	29.4	33.3	
1200	0	21	0	5	0	0	0	0	0	0	0	0	26	0	0	0	0	5	8	8	3	1	1	0	0	0	0	0	0	0	0	30.4	34.9	
1300	0	21	0	2	0	0	0	0	0	0	0	0	23	0	0	0	0	1	5	4	11	2	0	0	0	0	0	0	0	0	0	34.4	39.6	
1400	0	43	0	3	0	0	0	0	0	0	0	0	46	0	1	3	0	1	13	17	9	1	0	1	0	0	0	0	0	0	0	30.8	36.7	
1500	0	35	0	4	0	1	0	0	0	0	0	0	40	0	0	0	2	8	10	14	5	1	0	0	0	0	0	0	0	0	0	29.4	34.2	
1600	0	27	0	4	0	0	0	0	0	0	0	0	31	0	0	0	1	5	5	12	4	3	1	0	0	0	0	0	0	0	0	31.6	37.1	
1700	1	36	0	2	0	0	0	0	0	0	0	0	39	0	0	0	1	4	14	14	3	2	1	0	0	0	0	0	0	0	0	30.8	34.9	
1800	0	22	1	0	0	0	0	0	0	0	0	0	23	0	0	1	0	3	6	7	2	1	1	1	1	0	0	0	0	0	0	32.2	41.4	
1900	0	21	0	0	0	0	0	0	0	0	0	0	21	0	0	0	1	1	7	12	0	0	0	0	0	0	0	0	0	0	0	30.2	33.3	
2000	0	10	0	2	0	0	0	0	0	0	0	0	12	0	0	0	0	1	3	4	2	1	0	0	0	0	1	0	0	0	0	35.1	38	
2100	0	8	0	1	0	0	0	0	0	0	0	0	9	0	0	0	1	0	1	5	1	1	0	0	0	0	0	0	0	0	0	30.9	-	
2200	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	32.4	-	
2300	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-	
08-09	0	79	0	5	1	0	0	0	0	0	0	0	85	0	3	5	3	10	26	30	3	5	0	0	0	0	0	0	0	0	0	28	34.2	
17-18	1	36	0	2	0	0	0	0	0	0	0	0	39	0	0	0	1	4	14	14	3	2	1	0	0	0	0	0	0	0	0	30.8	34.9	
10-16	1	152	0	19	0	1	0	0	0	0	0	0	173	0	1	3	4	21	49	56	31	5	1	2	0	0	0	0	0	0	0	30.6	36.7	
00-05	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	32.4	-	
00-00	2	435	1	38	1	1	0	0	0	0	0	0	478	0	6	10	17	53	135	164	58	25	5	3	1	0	1	0	0	0	0	30.3	36.5	

Report Id - CustomList-173
 Site Name - Charing
 Description - Tile Lodge Road
 Direction - BA



modaldata.com

01 December 2017

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85	
0000	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-	
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	1	0	1	0	0	0	0	0	1	0	0	3	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	33.6	-	
0500	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	34.5	-		
0600	0	8	0	2	0	0	0	0	0	0	0	0	10	0	0	0	1	1	4	2	1	1	0	0	0	0	0	0	0	0	29.6	-		
0700	0	30	0	2	0	0	0	0	0	0	0	0	32	0	0	0	0	4	7	9	10	2	0	0	0	0	0	0	0	0	32.1	35.8		
0800	0	69	0	7	0	0	0	0	0	0	0	0	76	0	1	1	0	1	26	33	11	2	1	0	0	0	0	0	0	0	31.1	35.3		
0900	0	32	1	3	0	0	0	0	0	0	0	0	36	0	0	3	1	9	10	7	5	1	0	0	0	0	0	0	0	0	27.5	35.3		
1000	0	15	0	2	0	0	0	0	0	0	0	0	17	0	0	0	0	0	2	7	5	3	0	0	0	0	0	0	0	0	35.1	38.5		
1100	0	20	0	3	0	0	0	0	0	0	0	0	23	0	0	1	0	1	6	3	9	3	0	0	0	0	0	0	0	0	33.1	38.3		
1200	0	17	0	0	0	0	0	0	0	0	0	0	17	0	1	0	0	0	5	7	2	1	1	0	0	0	0	0	0	0	31.2	36		
1300	0	22	1	0	0	0	0	0	0	0	0	0	23	0	0	0	1	0	6	10	4	2	0	0	0	0	0	0	0	0	32.5	36.9		
1400	0	49	0	5	0	0	0	0	0	0	0	0	54	0	0	1	1	3	18	23	7	1	0	0	0	0	0	0	0	0	30.4	34.4		
1500	0	25	0	5	0	0	0	0	0	0	0	0	30	0	1	0	4	3	4	9	5	4	0	0	0	0	0	0	0	0	29.9	38.3		
1600	0	23	0	3	0	0	0	0	0	0	0	0	26	0	1	1	4	7	10	1	0	1	0	1	0	0	0	0	0	0	25.3	28.6		
1700	0	26	0	1	0	0	0	0	0	0	0	0	27	0	0	0	5	0	8	11	2	1	0	0	0	0	0	0	0	0	28.9	34.2		
1800	0	26	0	0	0	0	0	0	0	0	0	0	26	0	0	3	6	1	8	7	0	0	1	0	0	0	0	0	0	0	25.1	31.8		
1900	0	22	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	3	6	9	3	0	0	1	0	0	0	0	0	0	31.8	35.3		
2000	0	8	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	3	2	1	3	0	0	0	0	0	0	0	0	0	29.2	-		
2100	0	11	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	0	7	2	3	0	0	0	0	0	0	0	0	0	35.4	40		
2200	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	29.2	-		
2300	0	10	0	1	0	0	0	0	0	0	0	0	11	0	0	1	0	0	3	2	4	1	0	0	0	0	0	0	0	0	31.3	35.1		
08-09	0	69	0	7	0	0	0	0	0	0	0	0	76	0	1	1	0	1	26	33	11	2	1	0	0	0	0	0	0	0	31.1	35.3		
17-18	0	26	0	1	0	0	0	0	0	0	0	0	27	0	0	0	5	0	8	11	2	1	0	0	0	0	0	0	0	0	28.9	34.2		
10-16	0	148	1	15	0	0	0	0	0	0	0	0	164	0	2	2	6	7	41	59	32	14	1	0	0	0	0	0	0	0	31.6	37.6		
00-05	0	2	0	3	0	0	0	0	0	1	0	0	6	0	0	0	1	1	2	1	0	1	0	0	0	0	0	0	0	0	28.8	-		
00-00	0	426	2	39	0	0	0	0	0	1	0	0	468	0	4	11	24	39	131	152	74	28	3	2	0	0	0	0	0	0	30.3	36.2		

Report Id - CustomList-173
 Site Name - Charing
 Description - Tile Lodge Road
 Direction - BA



modaldata.com

02 December 2017

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85	
0000	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	29	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	26.8	-	
0600	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-	
0700	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	30	-	
0800	0	18	0	1	0	0	0	0	0	0	0	0	19	0	0	0	1	3	3	5	3	3	1	0	0	0	0	0	0	0	0	32.7	40.3	
0900	1	18	1	0	0	0	0	0	0	0	0	0	20	0	0	1	3	2	7	4	2	1	0	0	0	0	0	0	0	0	0	27.9	34.2	
1000	0	17	1	4	0	0	0	0	0	0	0	0	22	0	5	0	0	2	7	5	1	1	1	0	0	0	0	0	0	0	0	25.4	33.6	
1100	0	22	0	3	0	0	0	0	0	0	0	0	25	0	0	1	0	3	8	7	5	1	0	0	0	0	0	0	0	0	0	30.4	35.3	
1200	0	29	0	2	0	0	0	0	0	0	0	0	31	0	0	1	2	3	8	8	8	1	0	0	0	0	0	0	0	0	0	29.9	35.8	
1300	0	23	1	4	0	0	0	0	0	0	0	0	28	0	0	1	2	1	9	7	8	0	0	0	0	0	0	0	0	0	0	30.1	36.7	
1400	0	21	1	2	0	0	0	0	0	0	0	0	24	0	0	2	1	3	4	12	0	1	1	0	0	0	0	0	0	0	0	29.6	33.8	
1500	0	23	0	1	0	0	0	0	0	0	0	0	24	0	0	1	1	2	3	12	3	2	0	0	0	0	0	0	0	0	0	0	31	35.6
1600	0	13	0	2	0	0	0	0	0	0	0	0	15	0	0	0	2	2	5	4	1	1	0	0	0	0	0	0	0	0	0	28.8	34.4	
1700	0	26	0	2	0	0	0	0	0	0	0	0	28	0	0	3	0	4	7	8	2	2	0	2	0	0	0	0	0	0	0	30.2	38.9	
1800	1	19	0	0	0	0	0	0	0	0	0	0	20	0	0	1	1	5	5	3	2	3	0	0	0	0	0	0	0	0	0	29.9	36.5	
1900	0	24	0	0	0	0	0	0	0	0	0	0	24	0	0	1	1	1	7	10	2	2	0	0	0	0	0	0	0	0	0	30.1	34.2	
2000	0	11	0	0	0	0	0	0	0	0	0	0	11	0	0	0	1	2	3	0	4	0	0	0	1	0	0	0	0	0	0	31.8	37.4	
2100	0	11	0	0	0	0	0	0	0	0	0	0	11	0	0	1	1	2	0	5	1	1	0	0	0	0	0	0	0	0	0	28.9	33.6	
2200	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	32.6	-	
2300	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	29.6	-	
08-09	0	18	0	1	0	0	0	0	0	0	0	0	19	0	0	0	1	3	3	5	3	3	1	0	0	0	0	0	0	0	0	32.7	40.3	
17-18	0	26	0	2	0	0	0	0	0	0	0	0	28	0	0	3	0	4	7	8	2	2	0	2	0	0	0	0	0	0	0	30.2	38.9	
10-16	0	135	3	16	0	0	0	0	0	0	0	0	154	0	5	6	6	14	39	51	25	6	2	0	0	0	0	0	0	0	0	29.5	36.5	
00-05	0	4	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	23.7	-	
00-00	2	302	4	21	0	0	0	0	0	0	0	0	329	0	6	14	17	38	86	96	45	21	3	2	1	0	0	0	0	0	0	29.7	37.1	

Report Id - CustomList-173
 Site Name - Charing
 Description - Tile Lodge Road
 Direction - BA



modaldata.com

03 December 2017

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
0000	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	29	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	35.5	-
0300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-
0400	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	33.8	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
0700	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	35.8	-
0800	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	28.1	-
0900	1	19	0	2	0	0	0	0	0	0	0	0	22	0	0	0	2	2	5	10	1	2	0	0	0	0	0	0	0	0	0	30.6	34.4
1000	1	12	1	1	0	0	0	0	0	0	0	0	15	0	0	2	0	1	4	2	4	2	0	0	0	0	0	0	0	0	0	30.2	37.1
1100	0	15	0	2	0	0	0	0	0	0	0	0	17	0	0	0	1	1	10	1	2	0	2	0	0	0	0	0	0	0	0	30.5	35.8
1200	0	24	1	2	0	0	0	0	0	0	0	0	27	0	1	0	3	3	5	10	1	4	0	0	0	0	0	0	0	0	0	29.4	35.8
1300	0	25	1	2	0	0	0	0	0	0	0	0	28	0	0	0	0	1	9	9	7	2	0	0	0	0	0	0	0	0	0	32.6	36.2
1400	0	21	0	1	0	0	0	0	0	0	0	0	22	0	0	2	1	0	4	12	2	0	1	0	0	0	0	0	0	0	0	30	33.8
1500	0	24	0	1	0	0	0	0	0	0	0	0	25	0	0	1	3	1	4	10	3	3	0	0	0	0	0	0	0	0	0	29.7	37.1
1600	0	14	0	1	0	0	0	0	0	0	0	0	15	0	0	0	1	2	5	5	2	0	0	0	0	0	0	0	0	0	0	29.4	34.2
1700	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	2	1	1	1	0	0	0	0	0	0	0	0	35.3	-
1800	0	9	0	0	0	0	0	0	0	0	0	0	9	0	0	2	0	0	1	2	2	1	0	1	0	0	0	0	0	0	0	32.3	-
1900	0	10	0	1	0	0	0	0	0	0	0	0	11	0	0	0	1	1	1	8	0	0	0	0	0	0	0	0	0	0	0	29.2	32.4
2000	0	10	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	1	3	3	2	1	0	0	0	0	0	0	0	0	0	32.3	-
2100	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	34.2	-
2200	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	28.4	-
2300	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	37.1	-
08-09	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	28.1	-
17-18	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	2	1	1	1	0	0	0	0	0	0	0	0	35.3	-
10-16	1	121	3	9	0	0	0	0	0	0	0	0	134	0	1	5	8	7	36	44	19	11	3	0	0	0	0	0	0	0	0	30.4	36.9
00-05	0	9	0	0	0	0	0	0	0	0	0	0	9	0	0	0	1	2	0	4	1	1	0	0	0	0	0	0	0	0	0	29.2	-
00-00	2	219	3	14	0	0	0	0	0	0	0	0	238	0	1	7	14	19	55	86	31	20	4	1	0	0	0	0	0	0	0	30.7	37.1

Report Id - CustomList-173
 Site Name - Charing
 Description - Tile Lodge Road
 Direction - BA



modaldata.com

04 December 2017

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85
0000	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	43.3	-	
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.9	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	33	-	
0400	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	25.7	-	
0500	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	36.6	-	
0600	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	1	2	1	0	0	0	0	0	0	0	0	0	26.8	-	
0700	0	27	0	1	1	0	0	0	0	0	0	0	29	0	0	2	0	3	9	4	8	3	0	0	0	0	0	0	0	0	30.4	37.6	
0800	0	68	0	8	0	0	0	0	0	0	0	0	76	0	0	4	1	6	26	20	12	6	1	0	0	0	0	0	0	0	30.6	38	
0900	0	33	0	2	0	0	0	0	0	0	0	0	35	0	0	1	0	8	10	8	7	1	0	0	0	0	0	0	0	0	29.7	36.9	
1000	0	22	2	3	0	0	0	0	0	0	0	0	27	0	0	0	4	8	10	5	0	0	0	0	0	0	0	0	0	0	30.3	35.8	
1100	0	18	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	1	3	8	4	2	0	0	0	0	0	0	0	0	33.1	36.2	
1200	0	26	0	0	0	0	0	0	0	0	0	0	26	0	0	2	0	1	7	8	5	2	0	1	0	0	0	0	0	0	31.9	37.6	
1300	0	18	0	1	0	0	0	0	0	0	0	0	19	0	0	1	0	3	6	5	0	3	1	0	0	0	0	0	0	0	31.1	40.7	
1400	0	31	0	5	0	0	0	0	0	0	0	0	36	0	0	0	2	12	16	5	1	0	0	0	0	0	0	0	0	0	30.9	35.8	
1500	0	34	0	4	0	0	0	0	0	0	0	0	38	0	0	3	5	1	11	12	4	1	1	0	0	0	0	0	0	0	28.6	34.9	
1600	0	27	0	6	0	0	0	0	0	0	0	0	33	0	0	1	3	7	11	8	1	1	1	0	0	0	0	0	0	0	27.6	32.2	
1700	1	23	0	2	0	0	0	0	0	0	0	0	26	0	0	1	0	2	7	9	3	4	0	0	0	0	0	0	0	0	31.5	39.8	
1800	0	24	0	0	0	0	0	0	0	0	0	0	24	0	0	0	2	3	7	5	5	1	0	0	1	0	0	0	0	0	31.3	37.1	
1900	0	24	0	0	0	0	0	0	0	0	0	0	24	0	0	0	1	2	10	8	2	1	0	0	0	0	0	0	0	0	30.2	34	
2000	0	10	0	1	0	0	0	0	0	0	0	0	11	0	1	0	0	1	2	5	2	0	0	0	0	0	0	0	0	0	29.7	33.6	
2100	0	6	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	31.4	-	
2200	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	29.7	-	
2300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	-	
08-09	0	68	0	8	0	0	0	0	0	0	0	0	76	0	0	4	1	6	26	20	12	6	1	0	0	0	0	0	0	0	30.6	38	
17-18	1	23	0	2	0	0	0	0	0	0	0	0	26	0	0	1	0	2	7	9	3	4	0	0	0	0	0	0	0	0	31.5	39.8	
10-16	0	149	2	13	0	0	0	0	0	0	0	0	164	0	0	6	5	12	47	59	23	9	2	1	0	0	0	0	0	0	30.7	36.2	
00-05	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	3	1	1	1	0	0	0	0	0	0	0	35.3	-	
00-00	1	414	2	33	1	0	0	0	0	0	0	0	451	0	2	15	15	45	132	139	67	29	5	1	1	0	0	0	0	0	30.4	37.4	

Report Id - CustomList-173
 Site Name - Charing
 Description - Tile Lodge Road
 Direction - BA



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Grand Total

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Mean	Vpp 85
--	13	2624	12	223	6	2	0	2	1	0	0	0	2883	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	30	36.5

APPENDIX C

WD703EW - Method of travel to work (2001 specification) (Workday population)

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WD703EW - Method of travel to work (2001 specification) (Workday population) ⓘ

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Population All usual residents aged 16-74 either in employment in the area, or not in employment but live there
Units Persons
Area Type 2011 super output areas - middle layer
Area Name E02004997 : Ashford 002

Method of travel to work (2001 specification)	2011
All categories: Method of travel to work (2001 specification)	4,786
Work mainly at or from home	725
Underground, metro, light rail or tram	2
Train	68
Bus, minibus or coach	22
Taxi	2
Motorcycle, scooter or moped	31
Driving a car or van	1,763
Passenger in a car or van	110
Bicycle	29
On foot	108
Other method of travel to work	14
Not in employment	1,912

Warnings and notes:

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

APPENDIX D

Calculation Reference: AUDIT-728001-171221-1246

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	2 days
	TW TYNE & WEAR	2 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 125 (units:)
 Range Selected by User: 6 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 10/05/17

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

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

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	21
Neighbourhood Centre (PPS6 Local Centre)	4

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	23
Village	1
No Sub Category	1

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.

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRI DGESHI RE
	THORPE PARK ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9			
2	CA-03-A-05	DETACHED HOUSES		CAMBRI DGESHI RE
	EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28			
3	CH-03-A-08	DETACHED		CHESHI RE
	WHITCHURCH ROAD BOUGHTON HEATH CHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11			
4	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50			
5	DH-03-A-02	MIXED HOUSES		DURHAM
	LEAZES LANE ST HELEN AUCKLAND BISHOP AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 125			
6	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37			
7	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116			
8	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70			
9	GM-03-A-11	TERRACED & SEMI-DETACHED		GREATER MANCHESTER
	RUSHFORD STREET LEVENSHULME MANCHESTER Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 37			
10	LN-03-A-03	SEMI DETACHED		LINCOLNSHI RE
	ROOKERY LANE BOULTHAM LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22			
11	MS-03-A-03	DETACHED		MERSEYSI DE
	BEMPTON ROAD OTTERSPOOL LIVERPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15			

LIST OF SITES relevant to selection parameters (Cont.)

12	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			27
13	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			98
14	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			115
15	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			21
16	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			52
17	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	OLD HOSPITAL COMPOUND			
	CATTERICK GARRISON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			10
18	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			7
19	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:			108
20	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			54
21	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			16
22	TW-03-A-03	MIXED HOUSES		TYNE & WEAR
	STATION ROAD			
	BACKWORTH			
	NEAR NEWCASTLE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of dwellings:			33

LIST OF SITES relevant to selection parameters (Cont.)

23	WK-03-A-01 ARLINGTON AVENUE	TERRACED/SEMI /DET.		WARWICKSHIRE
	LEAMINGTON SPA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 6			
24	WL-03-A-02 HEADLANDS GROVE	SEMI DETACHED		WILTSHIRE
	SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27			
25	WY-03-A-01 SPRING VALLEY CRESCENT BRAMLEY LEEDS	MIXED HOUSING		WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 46			

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	46	0.057	25	46	0.224	25	46	0.281
08:00 - 09:00	25	46	0.133	25	46	0.341	25	46	0.474
09:00 - 10:00	25	46	0.150	25	46	0.157	25	46	0.307
10:00 - 11:00	25	46	0.142	25	46	0.157	25	46	0.299
11:00 - 12:00	25	46	0.145	25	46	0.153	25	46	0.298
12:00 - 13:00	25	46	0.158	25	46	0.154	25	46	0.312
13:00 - 14:00	25	46	0.159	25	46	0.155	25	46	0.314
14:00 - 15:00	25	46	0.141	25	46	0.166	25	46	0.307
15:00 - 16:00	25	46	0.229	25	46	0.160	25	46	0.389
16:00 - 17:00	25	46	0.232	25	46	0.161	25	46	0.393
17:00 - 18:00	25	46	0.288	25	46	0.156	25	46	0.444
18:00 - 19:00	25	46	0.178	25	46	0.138	25	46	0.316
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.012			2.122			4.134

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:	6 - 125 (units:)
Survey date date range:	01/01/09 - 10/05/17
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.