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PROPOSED HOLIDAY PARK WITH
FISHING LAKES DEVELOPMENT
ON LAND AT LITTLE DENSOLE FARM
FOLKESTONE

TRANSPORT STATEMENT

on behalf of
Mr & Mrs Westgarth

ITR/4748/TS.3

March 2016



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1.0 INTRODUCTION

1.1 Bellamy Roberts Highways and Transportation Planners has been instructed by Lambe Planning and Design Ltd on behalf of Mr & Mrs Westgarth to advise on the highway matters for the proposal for 12 holiday lodges with fishing lake.

1.2 This report considers the proposal in traffic terms and assesses the access arrangement. Traffic surveys have been undertaken previously along the A260 and are used within this report.

2.0 PROPOSALS

2.1 The scheme layout is illustrated on the drawing attached at **Appendix 1** of this report. The scheme illustrates 12 holiday lodges located around a lake and a Reception Building together with an access served off the nearby A260, and a small parking area.

2.2 Whilst the intention of the proposal is to attract people to stay at the lodges and fish, there is no guarantee that every holiday resident would stay and fish. As such the proposal has been assessed for the purpose of this report as a typical holiday let.

2.3 Clearly if people were to holiday and fish in this location then the likely trips would be low as they would not need to leave the site complex. This aspect of the traffic generation has been ignored and thereby is considered to be robust.

2.4 In order to access the likely traffic generation associated with the 12 lodges the TRICS computer database model has been interrogated. Whilst there is no site which is identical to the proposal, "holiday accommodation" within the residential category has been assessed and is considered as being of a similar nature and hence represents a fair comparison to that which is proposed.



- 2.5 Generally, with holiday accommodation compared with normal residential dwellings one does not get busy morning and evening peak hour flows this is due to their being no commute to work or trips to and from school runs.
- 2.6 Traffic flows per holiday unit are generally a lot fewer and the peak movements occur later in the day than the normal residential dwellings this is borne out in the TRICS database.
- 2.7 The comparable sites within TRICS "holiday accommodation" is attached to **Appendix 2** and to summarise these are set out below.

Table 2.1: Trip rate per unit

AM (0800 – 0900)		PM (1700-1800)	
ARRIVAL	DEPARTURE	ARRIVAL	DEPARTURE
0.019	0.040	0.091	0.051
Two way	0.059	Two way	0.142

- 2.8 The peak hourly flows are as set out in Table 2.2 below, these fall outside the typical network peak hours.

Table 2.2 Trip rate per unit

AM (1000-1100)		PM (1600-1700)	
ARRIVAL	DEPARTURE	ARRIVAL	DEPARTURE
0.047	0.089	0.096	0.068
Two way	0.136	Two way	0.164

- 2.9 Hence from Table 2.1 and 2.2 it can be shown that the holiday proposal of 12 units could generate the following traffic movements during the peak and off peak periods.

Table 2.3 Traffic Generation (12 units)

TIME	ARRIVAL	DEPARTURE	TWO WAY
0800 - 0900	0.29	0.48	1 Veh
2000-1100	0.56	1.07	2 Vehs
1600-1700	1.15	1.8	2 Vehs
1700-1800	1.09	0.6	2 Vehs

2.10 It can be seen that the holiday lodges (12 number total) could generate in the region of 1-2 vehicle movements during the peak and off peak hour periods. Such a minimal flow of traffic can easily be accommodated on the highway network.

Access

2.11 In order to consider the access for the proposal via the A260 an Automatic Traffic Counter (ATC) was laid across the Canterbury Road.

The results from the survey are attached at **Appendix 3**.

2.12 The survey recorded a week's worth of data including the traffic volume in each direction as well as speed of traffic. The A260 results extracted the following data.

Speed

Northbound traffic approximately 46mph.
 Southbound traffic, approximately 41 mph.

Traffic Flow

Northbound AM peak 454 vehicles

PM peak 421 vehicles

Daily 4581 vehicles

Southbound AM peak 454 vehicles,

PM peak 456 vehicles

Daily 4501 vehicles

- 2.13 In accordance with Design Manual for Roads and Bridges (DMRB) the visibility required in view of the 85th percentile wet weather speeds would be:-

Viewed to the north 115m,

Viewed to the south 130m.

- 2.14 The other central dimension in respect of visibility is the 'x' dimension which, in this instance would be 2.4m back from the channel line.

- 2.15 The A260 at the access is a very straight road. The access way lies just within the 40mph speed limit. The splays referred to above can be achieved at the access.

- 2.16 The access bellmouth has recently been improved and can easily accommodate the anticipated movement associated with the proposal.

3.0 CONCLUSION

- 3.1 The proposal is for 12 holiday lodges set around a fishing lake. The TRICS database and traffic surveys have been used to prepare this Transport Statement.

- 3.2 The traffic generation of the scheme is likely to be very light and fall outside the general existing highway network peak hour periods.

- 3.3 The existing access provides visibility commensurate with the recorded speed of traffic and could easily accommodate the proposal.
- 3.4 In accordance with NPPF there are no highway reasons why such a proposal could not be granted planning permission.

APPENDICES

APPENDIX 1



concept site plan 1:2500

telephone 07960 993347

PAUL WESTRUP
 Architectural design and illustration
 www.paulwestrup.com

APPENDIX 2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : J - HOLIDAY ACCOMMODATION

VEHICLESSelected regions and areas:

02 SOUTH EAST		
HF	HERTFORDSHIRE	1 days
03 SOUTH WEST		
DC	DORSET	1 days
04 EAST ANGLIA		
SF	SUFFOLK	1 days
05 EAST MIDLANDS		
DS	DERBYSHIRE	1 days
06 WEST MIDLANDS		
SH	SHROPSHIRE	1 days
WM	WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
NY	NORTH YORKSHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of units
 Actual Range: 55 to 300 (units:)
 Range Selected by User: 31 to 1000 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 29/07/11

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Friday	3 days

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

Selected survey types:

Manual count	7 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)	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	3

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.

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

Filtering Stage 3 selection:

Use Class:

Not Known 6 days

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

Population within 1 mile:

1,000 or Less 2 days
 1,001 to 5,000 2 days
 5,001 to 10,000 1 days
 10,001 to 15,000 2 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 2 days
 25,001 to 50,000 1 days
 50,001 to 75,000 1 days
 75,001 to 100,000 1 days
 125,001 to 250,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days
 1.1 to 1.5 2 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:

No 7 days

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

LIST OF SITES relevant to selection parameters

1	DC-03-J-05	CAMPING/CARAVAN	DORSET
	STATION ROAD		
	MORETON		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of units:	122	
	Survey date: FRIDAY	11/07/08	Survey Type: MANUAL
2	DS-03-J-01	CARAVAN PARK	DERBYSHIRE
	MAIN ROAD		
	ELVASTON		
	THULSTON		
	Free Standing (PPS6 Out of Town)		
	Village		
	Total Number of units:	152	
	Survey date: FRIDAY	29/07/11	Survey Type: MANUAL
3	HF-03-J-01	CARAVAN	HERTFORDSHIRE
	BREAKSPEAR WAY		
	HEMEL HEMPSTEAD		
	Edge of Town		
	No Sub Category		
	Total Number of units:	55	
	Survey date: WEDNESDAY	30/07/08	Survey Type: MANUAL
4	NY-03-J-01	CAMPING & CARAVANNING	NORTH YORKSHIRE
	BAR LANE		
	ROECLIFFE		
	NEAR BOROUGHBRIDGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of units:	163	
	Survey date: TUESDAY	16/09/08	Survey Type: MANUAL
5	SF-03-J-01	CARAVAN PARK	SUFFOLK
	WALTON AVENUE		
	FELIXSTOWE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of units:	300	
	Survey date: WEDNESDAY	28/05/08	Survey Type: MANUAL
6	SH-03-J-01	CARAVAN PARK	SHROPSHIRE
	WELSHPOOL ROAD		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of units:	115	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
7	WM-03-J-01	CARAVAN PARK	WEST MIDLANDS
	MILL LANE		
	ASTON CANTLOW		
	NEAR COVENTRY		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of units:	86	
	Survey date: MONDAY	08/06/09	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/J - HOLIDAY ACCOMMODATION

VEHICLES

Calculation factor: **1 UNITS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	7	142	0.012	7	142	0.025	7	142	0.037
08:00 - 09:00	7	142	0.019	7	142	0.040	7	142	0.059
09:00 - 10:00	7	142	0.044	7	142	0.046	7	142	0.090
10:00 - 11:00	7	142	0.047	7	142	0.089	7	142	0.136
11:00 - 12:00	7	142	0.055	7	142	0.082	7	142	0.137
12:00 - 13:00	7	142	0.055	7	142	0.048	7	142	0.103
13:00 - 14:00	7	142	0.062	7	142	0.039	7	142	0.101
14:00 - 15:00	7	142	0.075	7	142	0.047	7	142	0.122
15:00 - 16:00	7	142	0.073	7	142	0.051	7	142	0.124
16:00 - 17:00	7	142	0.096	7	142	0.068	7	142	0.164
17:00 - 18:00	7	142	0.091	7	142	0.051	7	142	0.142
18:00 - 19:00	7	142	0.077	7	142	0.058	7	142	0.135
19:00 - 20:00	7	142	0.066	7	142	0.054	7	142	0.120
20:00 - 21:00	7	142	0.056	7	142	0.024	7	142	0.080
21:00 - 22:00	6	151	0.028	6	151	0.022	6	151	0.050
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.856			0.744			1.600

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

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

Parameter summary

Trip rate parameter range selected: 55 - 300 (units:)
 Survey date range: 01/01/06 - 29/07/11
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

TAXIS**Calculation factor: 1 UNITS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	7	142	0.002	7	142	0.002	7	142	0.004
08:00 - 09:00	7	142	0.000	7	142	0.000	7	142	0.000
09:00 - 10:00	7	142	0.000	7	142	0.000	7	142	0.000
10:00 - 11:00	7	142	0.000	7	142	0.000	7	142	0.000
11:00 - 12:00	7	142	0.001	7	142	0.001	7	142	0.002
12:00 - 13:00	7	142	0.001	7	142	0.001	7	142	0.002
13:00 - 14:00	7	142	0.000	7	142	0.000	7	142	0.000
14:00 - 15:00	7	142	0.001	7	142	0.000	7	142	0.001
15:00 - 16:00	7	142	0.000	7	142	0.001	7	142	0.001
16:00 - 17:00	7	142	0.000	7	142	0.000	7	142	0.000
17:00 - 18:00	7	142	0.001	7	142	0.000	7	142	0.001
18:00 - 19:00	7	142	0.001	7	142	0.002	7	142	0.003
19:00 - 20:00	7	142	0.001	7	142	0.001	7	142	0.002
20:00 - 21:00	7	142	0.002	7	142	0.002	7	142	0.004
21:00 - 22:00	6	151	0.000	6	151	0.000	6	151	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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

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Parameter summary

Trip rate parameter range selected: 55 - 300 (units:)
 Survey date date range: 01/01/06 - 29/07/11
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

OGVS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	7	142	0.000	7	142	0.000	7	142	0.000
08:00 - 09:00	7	142	0.000	7	142	0.000	7	142	0.000
09:00 - 10:00	7	142	0.001	7	142	0.000	7	142	0.001
10:00 - 11:00	7	142	0.003	7	142	0.001	7	142	0.004
11:00 - 12:00	7	142	0.002	7	142	0.004	7	142	0.006
12:00 - 13:00	7	142	0.002	7	142	0.003	7	142	0.005
13:00 - 14:00	7	142	0.003	7	142	0.001	7	142	0.004
14:00 - 15:00	7	142	0.000	7	142	0.001	7	142	0.001
15:00 - 16:00	7	142	0.000	7	142	0.000	7	142	0.000
16:00 - 17:00	7	142	0.000	7	142	0.000	7	142	0.000
17:00 - 18:00	7	142	0.001	7	142	0.001	7	142	0.002
18:00 - 19:00	7	142	0.000	7	142	0.000	7	142	0.000
19:00 - 20:00	7	142	0.001	7	142	0.000	7	142	0.001
20:00 - 21:00	7	142	0.001	7	142	0.001	7	142	0.002
21:00 - 22:00	6	151	0.000	6	151	0.000	6	151	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.012			0.026

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

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

Parameter summary

Trip rate parameter range selected: 55 - 300 (units:)
 Survey date date range: 01/01/06 - 29/07/11
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. 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/J - HOLIDAY ACCOMMODATION

PSVS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	7	142	0.000	7	142	0.000	7	142	0.000
08:00 - 09:00	7	142	0.000	7	142	0.000	7	142	0.000
09:00 - 10:00	7	142	0.000	7	142	0.000	7	142	0.000
10:00 - 11:00	7	142	0.000	7	142	0.000	7	142	0.000
11:00 - 12:00	7	142	0.000	7	142	0.000	7	142	0.000
12:00 - 13:00	7	142	0.000	7	142	0.000	7	142	0.000
13:00 - 14:00	7	142	0.000	7	142	0.000	7	142	0.000
14:00 - 15:00	7	142	0.000	7	142	0.000	7	142	0.000
15:00 - 16:00	7	142	0.000	7	142	0.000	7	142	0.000
16:00 - 17:00	7	142	0.000	7	142	0.000	7	142	0.000
17:00 - 18:00	7	142	0.000	7	142	0.000	7	142	0.000
18:00 - 19:00	7	142	0.000	7	142	0.000	7	142	0.000
19:00 - 20:00	7	142	0.000	7	142	0.000	7	142	0.000
20:00 - 21:00	7	142	0.000	7	142	0.000	7	142	0.000
21:00 - 22:00	6	151	0.000	6	151	0.000	6	151	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

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 Survey date date range: 01/01/06 - 29/07/11
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. 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/J - HOLIDAY ACCOMMODATION

CYCLISTS

Calculation factor: **1 UNITS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	7	142	0.000	7	142	0.001	7	142	0.001
08:00 - 09:00	7	142	0.000	7	142	0.000	7	142	0.000
09:00 - 10:00	7	142	0.000	7	142	0.004	7	142	0.004
10:00 - 11:00	7	142	0.002	7	142	0.003	7	142	0.005
11:00 - 12:00	7	142	0.002	7	142	0.002	7	142	0.004
12:00 - 13:00	7	142	0.003	7	142	0.000	7	142	0.003
13:00 - 14:00	7	142	0.000	7	142	0.000	7	142	0.000
14:00 - 15:00	7	142	0.001	7	142	0.002	7	142	0.003
15:00 - 16:00	7	142	0.003	7	142	0.001	7	142	0.004
16:00 - 17:00	7	142	0.002	7	142	0.002	7	142	0.004
17:00 - 18:00	7	142	0.003	7	142	0.001	7	142	0.004
18:00 - 19:00	7	142	0.001	7	142	0.003	7	142	0.004
19:00 - 20:00	7	142	0.000	7	142	0.000	7	142	0.000
20:00 - 21:00	7	142	0.001	7	142	0.001	7	142	0.002
21:00 - 22:00	6	151	0.001	6	151	0.000	6	151	0.001
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.020			0.039

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

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

Parameter summary

Trip rate parameter range selected: 55 - 300 (units:)
 Survey date range: 01/01/06 - 29/07/11
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

APPENDIX 3

1211 32 Densole ATC, A260

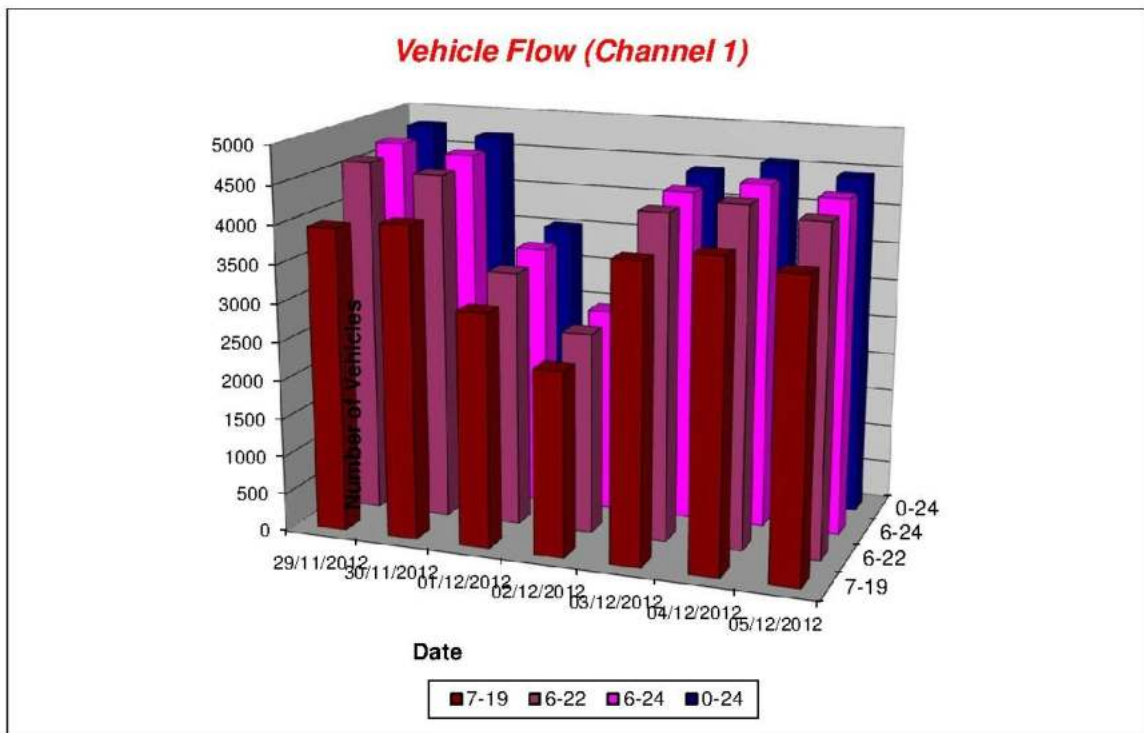
BasePoint Data

Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	29/11/2012 Thursday	30/11/2012 Friday	01/12/2012 Saturday	02/12/2012 Sunday	03/12/2012 Monday	04/12/2012 Tuesday	05/12/2012 Wednesday	5 Day Ave	7 Day Ave
1	8	10	20	23	9	5	15	9	13
2	10	9	15	21	5	14	6	9	11
3	4	7	13	13	3	6	5	5	7
4	6	12	12	15	8	6	8	8	10
5	19	14	9	8	20	22	21	19	16
6	41	37	20	21	46	45	39	42	36
7	141	133	53	37	137	141	131	137	110
8	458	441	170	55	505	463	473	468	366
9	533	516	228	100	546	556	574	545	436
10	295	343	277	249	282	306	290	303	292
11	279	311	353	283	274	276	217	271	285
12	283	285	328	293	270	269	229	267	280
13	236	270	330	309	246	246	230	246	267
14	224	274	326	238	233	254	229	243	254
15	270	304	259	220	250	299	255	276	265
16	286	316	233	195	291	276	265	287	266
17	316	331	193	183	308	330	330	323	284
18	444	408	183	141	386	446	420	421	347
19	327	260	158	137	248	251	318	281	243
20	232	154	92	69	121	116	115	148	128
21	170	97	68	63	76	78	96	103	93
22	121	65	68	48	59	87	80	82	75
23	65	55	50	33	51	48	65	57	52
24	32	47	60	22	25	23	35	32	35
7-19	3951	4059	3038	2403	3839	3972	3830	3930	3585
6-22	4615	4508	3319	2620	4232	4394	4252	4400	3991
6-24	4712	4610	3429	2675	4308	4465	4352	4489	4079
0-24	4800	4699	3518	2776	4399	4563	4446	4581	4172



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BasePoint Data

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	29/11/2012 Thursday	30/11/2012 Friday	01/12/2012 Saturday	02/12/2012 Sunday	03/12/2012 Monday	04/12/2012 Tuesday	05/12/2012 Wednesday
1	48.6	48.5	47.8	47.6	50.5	47.0	47.8
2	50.0	46.3	51.3	51.3	54.5	47.6	49.2
3	40.5	41.9	51.8	55.5	38.8	43.0	45.0
4	52.2	50.7	48.8	53.8	50.8	54.7	48.6
5	46.9	52.8	55.2	48.0	52.5	49.9	51.9
6	52.1	52.3	50.1	51.1	49.0	52.0	50.7
7	48.3	47.5	52.5	48.5	45.7	48.3	47.1
8	41.9	43.2	44.8	45.6	43.1	42.0	40.7
9	40.9	41.0	43.9	45.2	41.6	40.5	40.3
10	41.5	40.2	42.7	43.9	42.5	40.9	36.3
11	40.9	42.3	41.5	42.7	41.4	41.5	37.9
12	41.6	41.6	41.7	42.8	41.6	39.0	41.2
13	43.5	41.7	42.2	42.6	42.0	42.5	41.3
14	43.6	41.9	41.9	44.4	42.4	40.4	40.8
15	42.9	42.3	43.0	43.6	41.8	40.4	41.0
16	41.9	42.3	42.9	44.0	40.7	41.5	41.7
17	41.4	42.9	43.5	43.5	41.3	41.9	41.4
18	42.2	42.1	43.5	45.0	42.4	41.2	42.2
19	41.1	44.6	46.0	45.6	43.2	44.3	41.4
20	42.7	47.0	47.6	46.8	47.4	45.8	46.3
21	44.1	47.8	47.2	48.0	48.1	47.3	44.9
22	43.5	47.7	47.7	47.6	50.8	46.5	46.1
23	46.3	49.6	48.0	51.1	50.7	49.1	47.5
24	45.6	52.0	47.5	48.1	48.9	47.9	50.1
10-12	41.3	42.0	41.6	42.8	41.5	40.3	39.6
14-16	42.4	42.3	42.9	43.8	41.2	40.9	41.3
0-24	42.4	43.0	43.6	44.4	42.8	42.1	41.5

7 Day Ave 42.8

85th Percentile

Hr Ending	29/11/2012 Thursday	30/11/2012 Friday	01/12/2012 Saturday	02/12/2012 Sunday	03/12/2012 Monday	04/12/2012 Tuesday	05/12/2012 Wednesday
1	58.7	58.6	54.0	53.7	58.9	58.7	65.7
2	53.5	65.8	65.9	66.4	66.2	66.4	66.0
3	53.6	58.3	65.8	66.3	53.5	48.5	65.8
4	58.3	58.8	65.7	65.5	58.4	65.6	53.3
5	53.3	66.3	65.7	53.5	65.6	66.3	65.5
6	66.3	66.1	58.6	66.4	58.8	65.9	58.5
7	53.0	59.0	58.4	65.9	53.5	58.5	53.2
8	48.8	48.9	53.4	53.7	48.8	48.5	48.9
9	48.8	48.2	53.7	53.5	48.6	48.2	43.6
10	48.7	48.7	48.3	53.5	48.8	48.3	43.8
11	48.0	49.0	48.6	48.5	48.0	48.1	43.9
12	48.4	48.2	48.2	48.4	48.2	48.6	48.3
13	48.9	48.5	48.2	48.4	48.1	48.2	48.5
14	48.8	48.1	48.6	53.3	48.1	48.9	48.1
15	48.4	49.0	48.1	53.1	48.3	48.1	48.6
16	49.0	48.7	48.5	53.2	48.1	48.4	48.4
17	48.9	48.0	48.9	49.0	48.0	48.3	49.0
18	48.1	48.6	48.3	53.1	48.5	48.9	48.1
19	48.9	53.1	53.8	53.4	48.7	53.8	48.9
20	53.4	58.1	58.4	53.4	58.5	53.3	53.6
21	53.5	58.8	58.3	58.5	58.8	53.7	53.3
22	53.8	58.3	58.9	53.2	58.1	53.3	53.1
23	53.1	58.0	53.6	66.0	58.2	58.1	58.5
24	48.6	65.8	58.6	53.3	58.7	58.0	58.2
10-12	48.5	48.4	48.4	48.6	48.5	48.3	49.0
14-16	48.3	48.3	48.1	53.5	48.4	48.8	48.1
0-24	48.6	48.9	53.6	53.2	48.1	48.3	48.0

5 day 10-16 average 48.3

7 Day Ave 49.8

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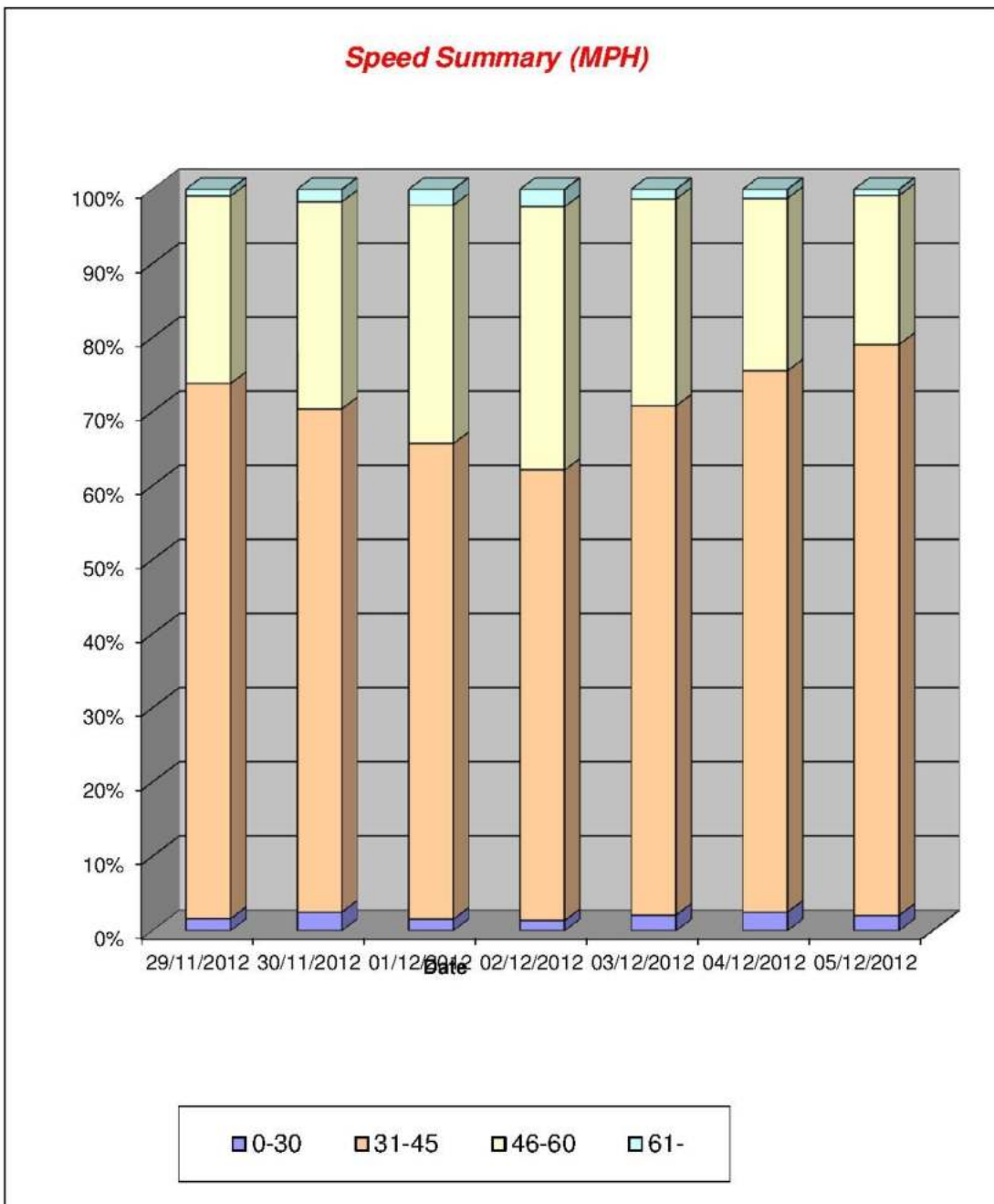
BasePoint Data

Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	29/11/2012 Thursday	30/11/2012 Friday	01/12/2012 Saturday	02/12/2012 Sunday	03/12/2012 Monday	04/12/2012 Tuesday	05/12/2012 Wednesday
0-30	77	117	54	38	92	113	91
31-45	3464	3189	2256	1686	3021	3332	3423
46-60	1216	1314	1133	987	1229	1063	895
61-	43	79	75	65	57	55	37
TOTAL	4800	4699	3518	2776	4399	4563	4446



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BasePoint Data

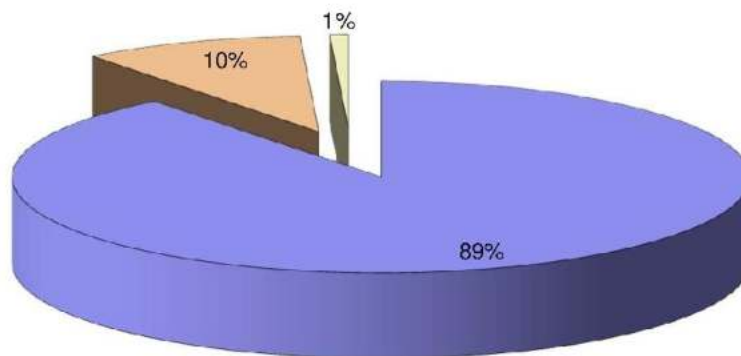
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
29/11/2012				
7-19	3526	372	53	3951
6-22	4110	437	68	4615
6-24	4200	439	73	4712
0-24	4271	451	78	4800
30/11/2012				
7-19	3596	440	23	4059
6-22	4005	479	24	4508
6-24	4101	485	24	4610
0-24	4167	504	28	4699
01/12/2012				
7-19	2787	241	10	3038
6-22	3044	263	12	3319
6-24	3148	268	13	3429
0-24	3222	278	18	3518
02/12/2012				
7-19	2271	123	9	2403
6-22	2478	133	9	2620
6-24	2529	136	10	2675
0-24	2615	151	10	2776
03/12/2012				
7-19	3387	426	26	3839
6-22	3727	477	28	4232
6-24	3798	481	29	4308
0-24	3877	492	30	4399
04/12/2012				
7-19	3521	423	28	3972
6-22	3908	458	28	4394
6-24	3972	465	28	4465
0-24	4055	478	30	4563
05/12/2012				
7-19	3366	423	41	3830
6-22	3744	467	41	4252
6-24	3837	472	43	4352
0-24	3918	482	46	4446
Average				
7-19	3208	350	27	3585
6-22	3574	388	30	3991
6-24	3655	392	31	4079
0-24	3732	405	34	4172

Total Vehicle Class Distribution



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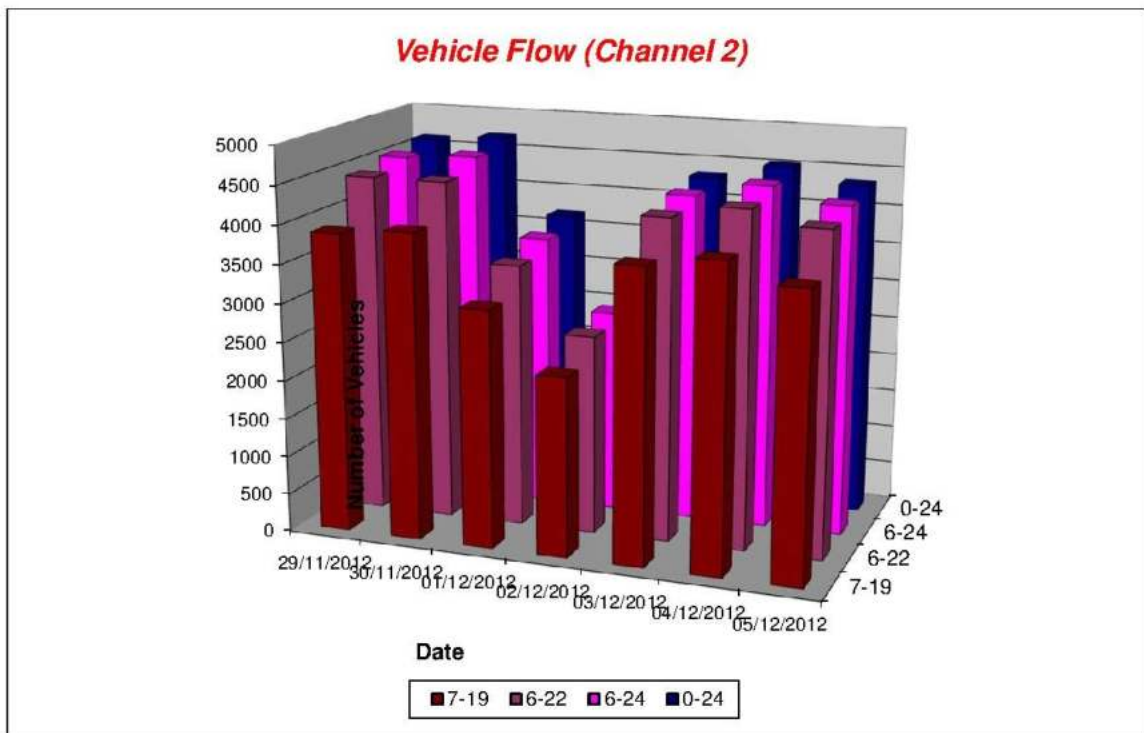
BasePoint Data

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	29/11/2012 Thursday	30/11/2012 Friday	01/12/2012 Saturday	02/12/2012 Sunday	03/12/2012 Monday	04/12/2012 Tuesday	05/12/2012 Wednesday	5 Day Ave	7 Day Ave
1	16	23	42	44	9	18	16	16	24
2	8	17	12	24	6	5	8	9	11
3	8	10	20	18	4	6	6	7	10
4	15	9	11	13	3	5	7	8	9
5	12	11	15	8	11	8	9	10	11
6	30	33	20	19	30	30	30	31	27
7	93	100	36	30	86	87	86	90	74
8	331	291	103	41	322	317	323	317	247
9	447	442	158	68	466	464	449	454	356
10	278	258	204	138	269	270	255	266	239
11	228	219	226	183	203	226	204	216	213
12	233	267	290	189	212	229	205	229	232
13	258	264	336	255	261	253	228	253	265
14	248	300	298	257	244	298	204	259	264
15	286	309	294	244	271	325	276	293	286
16	343	354	312	278	369	353	334	351	335
17	442	480	343	314	396	409	421	430	401
18	469	440	286	212	470	449	452	456	397
19	323	341	231	146	292	327	320	321	283
20	182	165	148	99	128	145	167	157	148
21	158	113	87	70	102	102	134	122	109
22	108	80	69	63	81	88	109	93	85
23	60	105	78	19	70	74	67	75	68
24	42	60	65	45	24	35	32	39	43
7-19	3886	3965	3081	2325	3775	3920	3671	3843	3518
6-22	4427	4423	3421	2587	4172	4342	4167	4306	3934
6-24	4529	4588	3564	2651	4266	4451	4266	4420	4045
0-24	4618	4691	3684	2777	4329	4523	4342	4501	4138



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BasePoint Data

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	29/11/2012 Thursday	30/11/2012 Friday	01/12/2012 Saturday	02/12/2012 Sunday	03/12/2012 Monday	04/12/2012 Tuesday	05/12/2012 Wednesday
1	53.2	47.8	45.1	45.7	49.9	48.7	46.4
2	47.4	47.3	48.0	47.4	46.3	50.0	50.8
3	48.0	47.8	47.4	46.3	45.5	47.6	49.7
4	45.7	43.0	54.8	49.0	49.7	49.0	43.0
5	48.2	48.2	49.5	43.3	43.9	43.9	46.9
6	45.8	48.0	47.9	45.0	45.8	45.8	46.3
7	43.3	44.1	47.9	46.2	43.0	44.6	42.9
8	38.5	38.9	42.2	42.1	37.4	38.6	37.7
9	38.6	38.7	43.0	44.7	37.4	37.3	37.8
10	39.1	39.6	40.1	43.0	38.2	38.5	35.6
11	36.8	38.0	38.5	42.1	38.8	40.1	31.1
12	37.4	40.1	38.1	42.2	36.6	36.4	39.6
13	39.4	40.5	39.3	41.4	37.3	37.3	39.1
14	37.7	39.5	39.0	42.2	38.3	38.7	37.6
15	40.4	38.9	36.9	40.7	36.2	36.2	35.9
16	38.3	37.2	38.7	40.3	37.1	37.8	38.0
17	37.5	34.0	37.0	38.7	35.8	34.4	37.4
18	37.0	37.6	36.4	40.9	36.8	36.4	37.1
19	37.5	38.2	38.1	40.5	38.6	36.6	37.4
20	39.5	41.9	41.4	41.7	41.1	40.9	41.3
21	39.4	42.5	43.2	43.1	41.1	40.7	40.8
22	41.6	43.1	43.8	44.9	43.6	41.9	40.8
23	44.2	40.6	44.1	46.0	42.5	43.5	44.2
24	43.3	46.4	44.2	40.9	46.5	45.5	43.9
10-12	37.1	39.1	38.2	42.1	37.7	38.2	35.4
14-16	39.3	38.0	37.8	40.5	36.7	37.1	37.0
0-24	38.7	39.0	39.4	41.6	38.0	38.0	37.9

7 Day Ave 38.9

85th Percentile

Hr Ending	29/11/2012 Thursday	30/11/2012 Friday	01/12/2012 Saturday	02/12/2012 Sunday	03/12/2012 Monday	04/12/2012 Tuesday	05/12/2012 Wednesday
1	65.8	58.3	53.7	53.6	58.2	58.6	58.8
2	58.5	65.8	53.5	53.3	58.2	58.8	53.3
3	66.4	58.2	53.6	53.1	53.3	66.0	58.7
4	66.0	48.5	75.7	58.2	53.8	53.2	48.4
5	58.4	58.2	66.0	53.1	53.1	53.9	53.8
6	53.8	58.6	58.7	53.4	53.5	53.4	53.7
7	53.8	53.4	53.8	59.0	53.8	53.3	53.4
8	43.7	43.9	48.4	53.5	43.8	43.8	43.1
9	43.7	43.5	48.9	53.5	43.3	43.2	43.4
10	44.0	48.2	48.7	54.0	44.0	43.4	43.3
11	43.3	43.7	48.1	48.2	48.8	48.2	38.7
12	43.5	48.7	43.6	48.4	43.7	43.9	48.3
13	48.4	48.6	48.7	48.4	43.9	48.6	43.8
14	48.7	43.8	43.0	48.3	43.9	43.4	43.2
15	48.2	43.2	43.4	48.5	43.4	43.4	43.6
16	43.4	43.8	43.4	48.1	43.1	43.9	44.0
17	43.5	43.2	43.3	43.5	44.0	43.6	43.2
18	43.8	44.0	44.0	44.0	43.8	43.9	43.9
19	43.5	43.1	48.8	48.6	43.7	43.5	43.1
20	48.4	48.1	48.7	48.9	48.4	48.3	49.0
21	48.5	48.8	53.4	48.7	48.0	48.9	53.6
22	48.2	53.4	53.7	53.4	53.2	48.3	48.6
23	58.6	48.5	53.3	58.7	53.2	53.3	53.9
24	53.5	53.1	53.4	48.1	58.5	58.2	53.6
10-12	43.7	48.1	43.4	48.8	43.4	43.3	43.2
14-16	48.9	43.2	43.9	48.7	43.1	43.0	43.9
0-24	43.4	48.0	48.1	48.5	43.3	43.7	43.1

5 day 10-16 average 44.9

7 Day Ave 45.4

1211 32 Densole ATC, A260

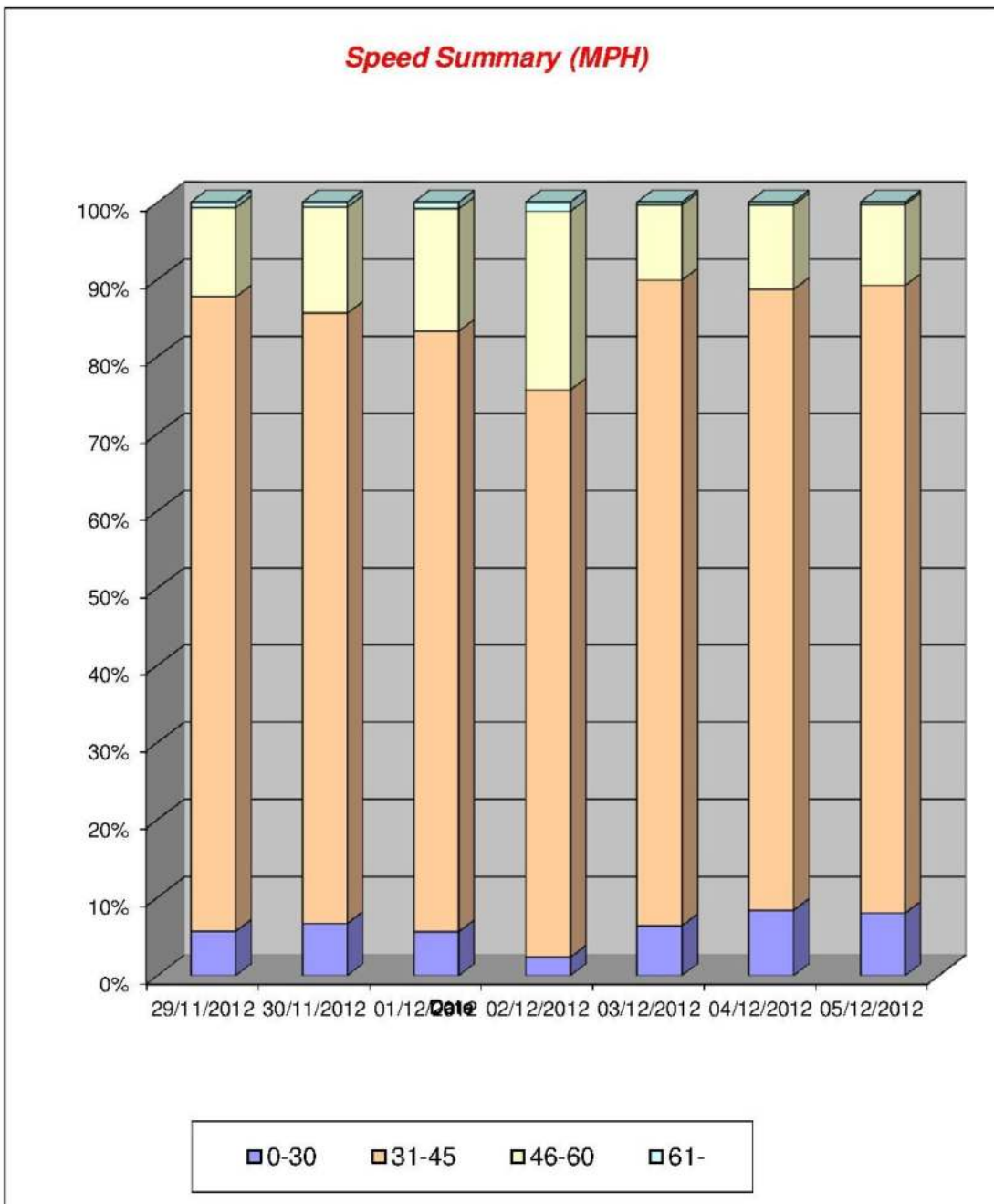
BasePoint Data

Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	29/11/2012 Thursday	30/11/2012 Friday	01/12/2012 Saturday	02/12/2012 Sunday	03/12/2012 Monday	04/12/2012 Tuesday	05/12/2012 Wednesday
0-30	261	312	207	65	275	377	347
31-45	3790	3704	2862	2036	3617	3635	3527
46-60	533	644	584	643	422	495	455
61-	34	31	31	33	15	16	13
TOTAL	4618	4691	3684	2777	4329	4523	4342



1211 32 Densole ATC, A260

BasePoint Data

Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
29/11/2012				
7-19	3495	372	19	3886
6-22	3994	407	26	4427
6-24	4075	421	33	4529
0-24	4144	437	37	4618
30/11/2012				
7-19	3531	407	27	3965
6-22	3949	444	30	4423
6-24	4106	452	30	4588
0-24	4182	471	38	4691
01/12/2012				
7-19	2815	240	26	3081
6-22	3135	258	28	3421
6-24	3268	266	30	3564
0-24	3371	282	31	3684
02/12/2012				
7-19	2198	122	5	2325
6-22	2440	141	6	2587
6-24	2494	151	6	2651
0-24	2606	165	6	2777
03/12/2012				
7-19	3366	382	27	3775
6-22	3730	414	28	4172
6-24	3816	422	26	4266
0-24	3869	429	31	4329
04/12/2012				
7-19	3478	414	28	3920
6-22	3865	447	30	4342
6-24	3967	454	30	4451
0-24	4024	466	33	4523
05/12/2012				
7-19	3292	358	21	3671
6-22	3759	386	22	4167
6-24	3848	396	22	4266
0-24	3900	417	25	4342
Average				
7-19	3168	328	22	3518
6-22	3553	357	24	3934
6-24	3653	366	26	4045
0-24	3728	381	29	4138

Total Vehicle Class Distribution

