Suite B, Floor 3
24 De Montfort Street
Leicester
LE1 7GB
T: 0116 204 7766
info@bsp-consulting.co.uk
www.bsp-consulting.co.uk

Transport Statement

Land at Litleworth Drove, Deeping St Nicholas

For Trustees of D W Dennis Settlement

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Original:	17.03.2016
By:	MAM
Checked	MWR

Managing Director: Eur Ing **David Sumner** BSc(Hons) MSc CEng FICE MIHT
Directors: **Clive Roddick** BSc(Hons) CEng MICE **Mark Rayers** BSc(Hons) FCILT MIHTT **Carl J Hilton** MSc BSc(Hons) CEng MIStructE MAPM **Jef Todd**
Associate Directors: **Jason Davenport** BEng(Hons) MIHT **Tony Goddard** BEng(Hons) CEng MICE **Paul Elphick** BSc(Hons) CEng MICE
Associates: **Paul Whittingham** BEng(Hons) CEng MIStructE **Matthew Viggars** MEng(Hons) CEng MICE **Tim Wilson** BEng(Hons)
Consultant: **Martin Breakwell** BSc(Hons) CEng MICE

Derby Office: 5 Pride Point Drive, Pride Park, Derby, DE24 8BX Leicester Office: Suite B, Floor 3, 24 De Montfort Street, Leicester LE1 7BG Sheffield Office: Top Floor, Sheffield Studio, Vincent House, Solly Street, Sheffield S1 4BB
Breakwell Sumner Partnership Ltd. Registered Office: 12 Oxford Street, Nottingham NG1 5BG. Registered in England and Wales No. 3669014

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MAM	Martin Murphy	BSc (Hons)	Senior Transport Planner
MWR	Mark Rayers	BSc (Hons) MCIHT CMILT	Director

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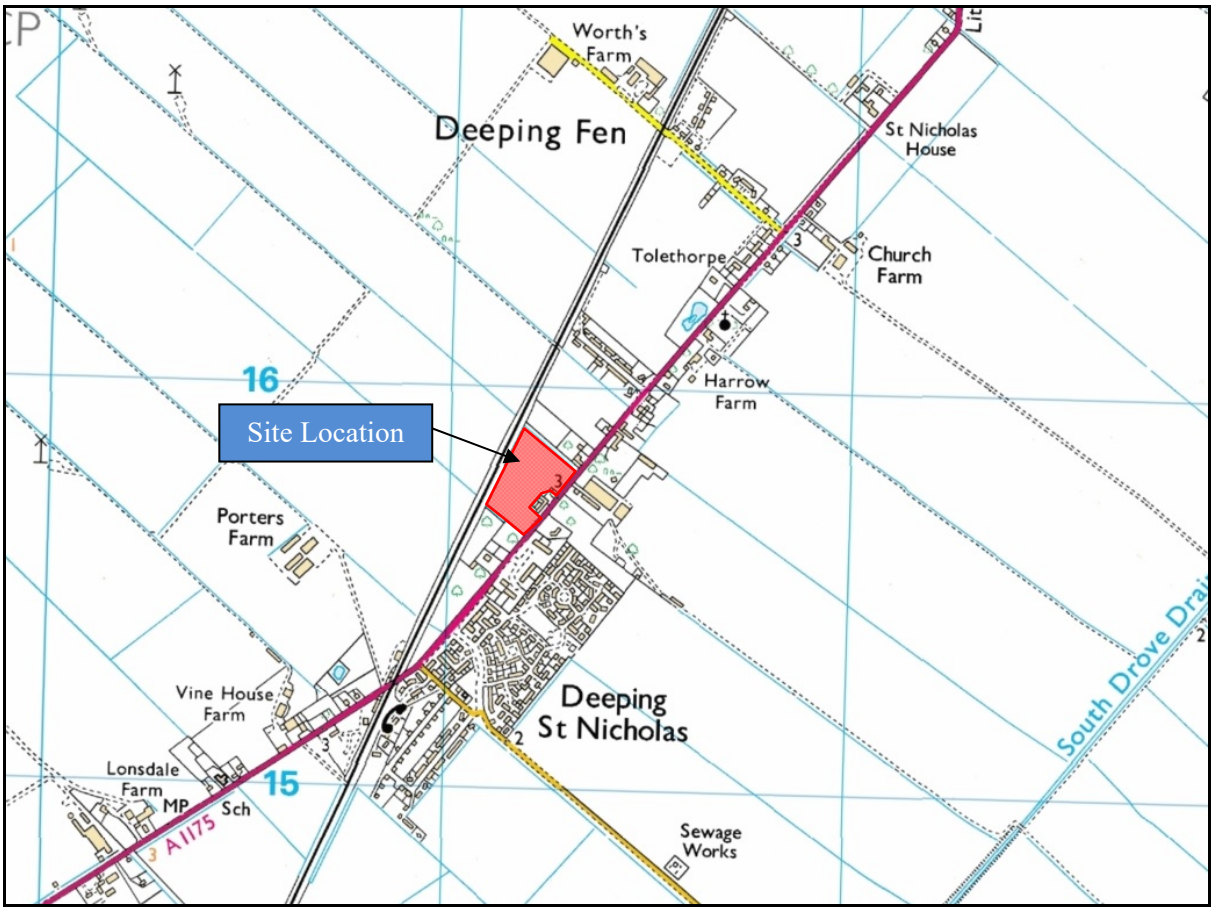
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1.0 Introduction

1.1 This Transport Statement has been prepared on behalf of the Trustees of D W Dennis Settlement, in respect of a planning application for a residential development of 66 dwellings on land to the north of the A1175 Littleworth Drove, Deeping St Nicholas, Lincolnshire.

1.2 The application site is an agricultural field situated within Deeping St Nicholas, approximately 7.75km to the south-west of Spalding Town Centre. The site location is shown in the context of the surrounding area within **Figure 1.1**.

Figure 1.1: Site Location Plan



1.3 The development proposals are for 66 dwellings, including 20 'affordable' units, with a new access to the site developed along the A1175 Littleworth Drove. The new access will be formed by way of a priority T-junction.

1.4 This report has been prepared in accordance with the National Planning Policy

Framework (NPPF) for England. Correspondence with regards to the scope of this assessment has taken place with the local highway authority, Lincolnshire County Council (LCC). Copies of the key scoping correspondence are included as **Appendix A**. South Holland District Council (SHDC) are the local planning authority.

1.5 The structure of this report is presented as follows:

- Section 2.0 establishes the site location, describing the local area, local highway network, traffic flows and providing an analysis of recent injury accident records.
- Section 3.0 describes the site and outlines the development proposals, including the site access arrangements.
- Sections 4.0 sets out the existing sustainable travel facilities available to access the site, analysing the site's current level of accessibility and sustainability.
- Section 5.0 uses the TRICS database to quantify the impact on traffic generation produced by the site as a result of the development proposals.
- Section 6.0 assesses the impact of the development proposals on the local highway network.
- Section 7.0 summarises the key findings of the report, highlighting the transport implications of the proposals.

2.0 Local Context

Local Area

2.1 The application site location is shown, in the context of its immediate surrounds, within **Figure 2.1**.

Figure 2.1: Local Area Plan



2.2 As can be seen within **Figure 2.1**, the site is situated within the village of Deeping St Nicholas, adjacent to the main body of existing residential development. Agricultural fields are situated to the east and west of the site whilst the northern boundary runs alongside the rail line running between Peterborough and Spalding.

Local Highway Network

A1175 Littleworth Drove

2.3 The A1175 Littleworth Drove provides a strategic link between Market Deeping (to the south-west) and Spalding (to the north-east). Littleworth Drove use to be part of

the A16 route, however, following completion of a new Spalding-Peterborough link road, completed in October 2011 and running approximately 5.5km to the east of the proposed development site, Littleworth Drove has been reclassified as the A1175.

2.4 As Littleworth Drove travels adjacent to the proposed development site it is subject to a speed limit of 50mph and provides a carriageway width of approximately 7.2m. Footways, approximately 1.0m to 1.5m wide, run along both sides of Littleworth Drive as it travels adjacent to the site and through the rest of the village.

2.5 A level crossing is situated along Littleworth Drove, approximately 500m to the south-west of the site.

Traffic Survey

2.6 An Automatic Traffic Count (ATC) was undertaken along Littleworth Drove for the 7-day period between the 1st and 7th of February 2016. The ATC recorded hourly traffic flows and speeds in both directions of travel along the road. The results and a plan showing the ATC location are included within **Appendix B**.

2.7 The ATC recorded 85th percentile speeds of 44.5mph northbound and 45.2mph southbound over the week long period together with average speeds of 39.8mph northbound and 40.4mph southbound.

2.8 The ATC indicated morning and evening peak hours of 08:00-09:00hrs and 17:00-18:00hrs along Littleworth Drove. The average weekday (Mon-Fri) traffic flows recorded by the ATC between 08:00-09:00hrs are 378 vehicles (413 PCUs) northbound and 379 vehicles (419 PCUs) southbound, whilst between 17:00-18:00hrs the averages are 375 vehicles (404 PCUs) northbound and 296 vehicles (312 PCUs) southbound. The combined average (Mon-Fri) daily flows along Littleworth Drove are 7,129 vehicles. On average the number of HGVs / PSVs account for 12.0% of daily traffic flows along the road (Mon-Fri).

Traffic Growth

2.9 This TS will determine the capacity at the proposed site access junction following the development of the proposed residential scheme. The assessments have been

undertaken using a horizon year of 2021 (5-years post application).

2.10 To enable the 2021 assessments to be undertaken growth factors have been applied to the surveyed traffic flows. In order to calculated future year traffic flows TEMPRO/NTM (National Traffic Model) growth factors have been applied to the surveyed flows to estimate background traffic flows for during 2021.

2.11 The growth factors have been obtained from the TEMPRO database (v 6.2) and use information from the weekday morning and evening peak periods within the 'rural (South Holland)' zone (32UF0). The localised NTM factors for all rural principle roads in the area are as follows:

- 2016 to 2021 (AM Peak) = 1.0876
- 2016 to 2021 (PM Peak) = 1.0920

2.12 The growth factors have been applied to the survey flows to generate horizon year (2021) traffic flows.

Personal Injury Accident Records

2.13 Personal Injury Accident (PIA) records for the latest available 5-year period, 01/12/2010 to 30/11/2015, have been obtained from LCC. The records together with a plan showing the location and severity of PIAs within the local area are included as **Appendix C**.

2.14 The PIA records show that 8 PIAs have occurred along Littleworth Drove over the period, all of which were classified as slight severity.

2.15 Four of the PIAs took place at, or within the vicinity of, the level crossing situated along Littleworth Drove. Two of these PIAs resulted from drivers (one car driver, one motorcyclist) losing control of their vehicles whilst travelling around a slight bend situated to the east of the level crossing. One of the 2 remaining PIAs at the location involved a load spilling from the back of a light goods vehicle and striking another vehicle. The final PIA to occur at the location involved a rear end 'shunt' type collision as a vehicle waited to turn into a private drive located to the west of the level crossing.

2.16 Two of the 8 PIAs recorded within the area took place adjacent to Vine House Farm, situated approximately 280m to the west of the level crossing. Both of the PIAs recorded at the location involved car drivers losing control of their vehicles whilst traveling along the road.

2.17 The 2 remaining PIAs to occur within the area involved a rear end 'shunt' type collision, occurring adjacent to the Plough Public House (approximately 175m to the north-east of the site), and a loss of control, resulting from a medical incident, occurring approximately 600m to the north-east of the site. Both of these incidents involved cars.

2.18 None of the PIAs recorded within the area over the period involved pedestrians or cyclists and none of the PIAs took place adjacent to the proposed development site.

2.19 The PIA records do not indicate any PIA clusters or common causes within the study area over the 5-year period. Based on the PIA information analysed, the locality is not considered to suffer from any specific highway safety concerns.

3.0 Existing Site and Development Proposals

Existing Site

3.1 The development site is formed by an agricultural field. Dropped kerb access to the site is gained from the A1175 Littleworth Drove which is shown within **Image 3.1**.

Image 3.1: Existing Dropped kerb access along Littleworth Drove



3.2 The site has also been assessed as part of the South East Lincolnshire Strategic Housing Land Availability Assessment (SHLAA) produced in January 2016. The site, referenced within the document as Dsn007, is considered suitable for residential development. With specific regard to transport the SHLAA states that '*services and facilities are potentially accessible by foot, bicycle and public transport. The site has a long enough frontage to be able to accommodate a junction and visibility splays, albeit with the removal of a large portion of frontage hedge*.'

Development Proposals

3.3 The proposals are for the development of 66 dwellings on the site. Twenty (30% of the total number of dwellings) will be 'affordable' housing units. The internal site layout, included as **Appendix D**, has been designed in accordance with guidance included within the 'Lincolnshire Design Guide for Residential Areas' (LCC) and the 'Manual for Streets' (DfT).

Site Access Proposals

3.4 Access to the site would be gained through the creation of a simple priority controlled T-junction along the A1175 Littleworth Drove.

3.5 The preliminary site access has been designed in accordance with the guidance set out within DMRB TD 42/95. The guidance states that simple priority junctions should *'only be used when the design flow in the minor road is not expected to exceed about 300 vehicles 2-way AADT, and that the major road is not expected to exceed 13,000 vehicles 2-way AADT'*. The TRICS output, discussed within Section 5.0, suggests that the site would be likely to generate less than 300 vehicular trips per day whilst the surveys along the A1175 recorded less than 13,000 vehicles travelling along the road per day. Therefore a simple priority junction is considered appropriate.

3.6 The proposed development will provide a single point of access for 66 dwellings, therefore a 5.5m wide access road is considered to be appropriate. Corner radii of 10m are considered appropriate for the location given the 50mph speed limit along Littleworth Drove. A 2m wide footway will be provided on both sides of the site access junction, linking into the existing footway on the northern side of Littleworth Drove. A drawing showing the preliminary site access design is included as **Appendix E**.

3.7 Guidance on visibility splay requirements is given in 'Manual for Streets' (MfS) recommends a X distance of 2.4m and that for existing streets the Y distance is calculated based on the existing speed of traffic. MfS sets out how measured 85th percentile wet weather vehicle speeds can be used to calculate the desired visibility requirements rather than using the speed limit or design speed for the road.

3.8 According to MfS, the required visibility Y distance is determined using the formula below to calculate the 'standard stopping distance', and then adding 2m to include for vehicular bonnet length:

$$SSD = vt + v^2 / 2(d + 0.1a)$$

Where:

v = speed (m/s)

t = driver perception – reaction time (seconds)

d = deceleration (m/s²)

a = longitudinal gradient (%) - + for upgrades and – for downgrades

3.9 MfS provides alterative values for reaction times, and deceleration rates for where the 85th percentile speeds are 60kph/37mph or less, for light vehicles, where there are 5% or more HGVs or buses, or for all vehicles where the 85th percentile speeds are greater than 60kph/37mph.

3.10 Where the 85th percentile speeds are greater than 60kph/37mph, the driver perception-reaction time (t), is increased to 2 seconds, and a deceleration rate (d) of 0.375g (3.68m/s²) is set for all vehicles as the absolute minimum. The formula has the benefit that the recorded speeds can be used rather than the 'design speed', and it will also take into account gradients if applicable.

3.11 Using the above method and the 85th percentile speeds of 44.5mph northbound and 45.2mph southbound, visibility splay Y distance requirements of 97.9m to the north and 95.6m to the south of the proposed site access have been calculated. A topographical survey undertaken at the site indicates that Littleworth Drove is relatively flat, with virtually no slope through the section, therefore the no gradient change has been applied. These splays are shown within **Appendix E**.

3.12 The provision of the site access and full visibility splays will require the removal of some existing hedgerows along the boundary of the site. If desired, vegetation could be replaced behind the visibility splay.

3.13 A highway boundary plan for the section of Littleworth Drove has been obtained from LCC (**Appendix F**) which confirms that the land required to form the visibility splays is either within the highway maintainable land or within proposed site boundary.

3.14 Service, refuse and emergency vehicles will access the site via the proposed access on Littleworth Drove. The Littleworth Drove access, together with the internal site layout, will ensure that service and emergency vehicles will be able to safely access, manoeuvre within, and egress in forward gear from the development site.

Parking

3.15 The NPPF states that '*if setting local parking standards for residential and non-residential development, local planning authorities should take into account*:

- *The accessibility of the development;*
- *The type, mix and use of development;*
- *The available of and opportunities for public transport*
- *Local car ownership; and*
- *An overall need to reduce the of high-emission vehicles'.*

3.16 Table LC4416EW of the 2011 Census (Tenure by car or van availability by number of usual residents aged 17 or over in households) provides local information on car ownership for the Super Output Area Lower Layer (SOALL) zone of 'South Holland 005A'.

3.17 The car and van availability for the households within the zone are summarised within **Table 3.1**.

Table 3.1: Car Ownership – South Holland 005A

	No cars / vans	1 car / van	2 or more cars / vans	Total Households
Number of Households	43 (5.6%)	268 (34.7%)	461 (59.7%)	772 (100.0%)

3.18 The car ownership figures for future residents can be expected to follow similar levels to those observed within the local area during the 2011 Census. Application of the car ownership patterns summarised in **Table 3.1** to the proposals for up to 66 dwellings indicate that a minimum demand for 102 on-site parking spaces will be created (66 x

0.347, 66 x 0.597 x 2 = 102), which equates to an average provision of 1.54 spaces per dwellings across the site.

3.19 The proposed development scheme will provide a minimum of 2 spaces per property. Given the existing patterns of car ownership recorded within the Deeping St Nicholas area, it is considered that the development proposals will not therefore generate any demand for off-site parking and will produce minimal demand for on-street parking within the site.

3.20 Cycle parking will be provided by space either within garages or to the secure rear of individual properties.

4.0 Sustainable Transport

4.1 This section of the report considers the existing sustainable travel options available to access the site in accordance with Chapter 4 of the National Planning Policy Framework (NPPF) (DCLG/DfT, March 2012).

Local Facilities

4.2 The application site is located within an existing village, with an established community and amenities. It is therefore anticipated that a proportion of new trips generated by the proposed development will be retained within the local area. Notable facilities and amenities within the area are shown on **Figure 4.1**.

4.3 **Figure 4.1** indicates that there are facilities and amenities available within the local area, all of which are a walking distance of less than a kilometre from the centre of the site. These amenities provide residents within the village with access to education and recreational facilities.

4.4 Deeping St. Nicholas Primary School, Parish Church and The Plough Public House (currently closed) are all situated along Littleworth Drove. Green recreational areas and bus stops are also situated within the village.

Figure 4.1: Local Facilities Map



Walking

4.5 The proposed development site is situated within the village of Deeping St. Nicholas and as such is located within an area which provides good connectivity along an established network of footways, providing pedestrian access throughout the village to the amenities marked on **Figure 4.1**.

4.6 Footways run along both sides of the Littleworth Drove as it travels through the village, between the level crossing facility across the road and the junction with Campain's Lane (on the north-eastern edge of Deeping St Nicholas), linking into the pedestrian network running through the village. The pedestrian routes across the level crossing are marked by painted solid white lines which designate the pedestrian routes alongside the Littleworth Drove carriageway as it travels over the railway line. To the south of the level crossing a footway is provided along the western side of the road, providing a pedestrian route through to the primary school.

4.7 Uncontrolled pedestrian crossings, providing dropped kerbs, tactile paving and a central pedestrian refuge, are situated along the Littleworth Drove either side of the junction with St Nicholas Way, aiding pedestrian movement across the road. The crossing to the north of the junction with St. Nicholas Way is shown within **Image 4.1**. The crossing is situated approximately 300m to the south-west of the proposed development site access.

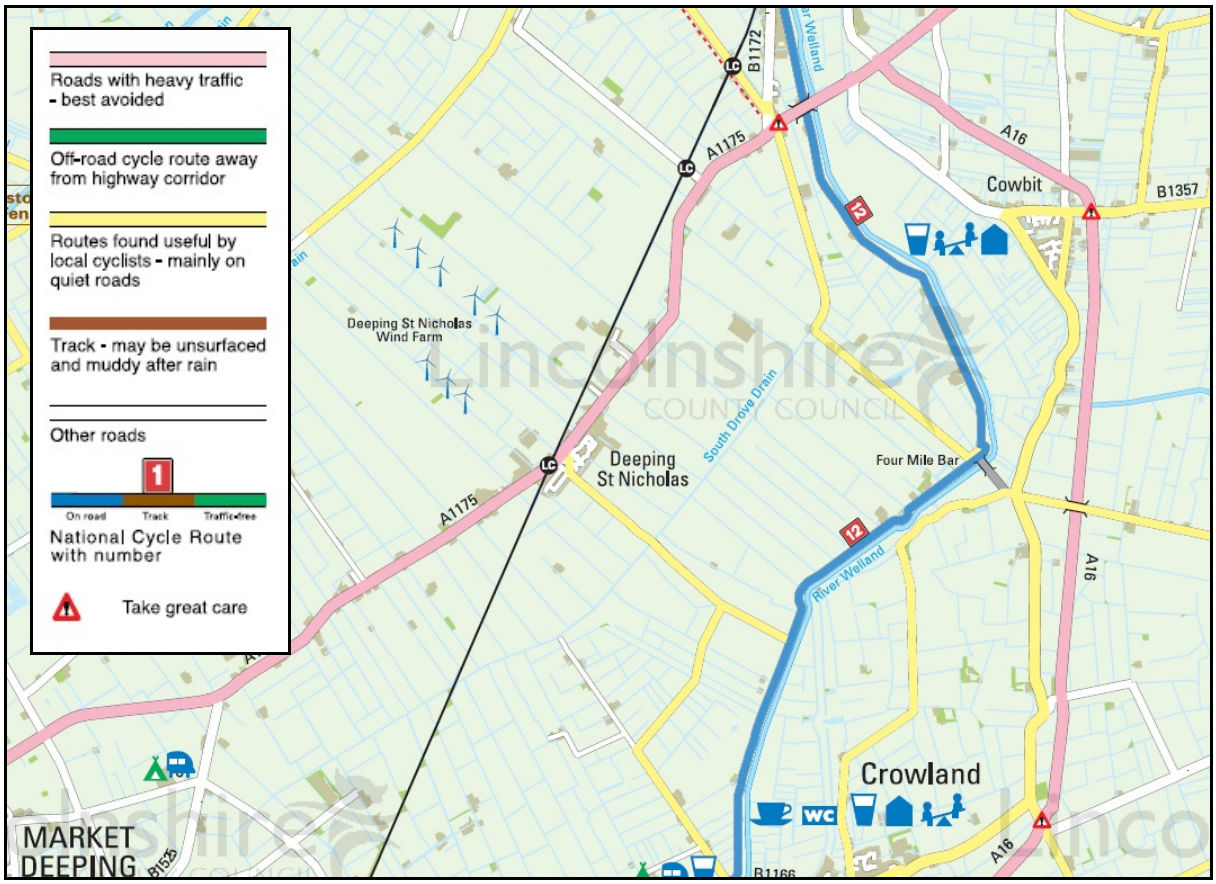
Image 4.1: Pedestrian Crossing Facility across Littleworth Drove



Cycling

4.8 **Figure 4.2** is an extract from the LCC cycling map of the area.

Figure 4.2: Cycle Route Map



4.9 There are no designated cycle routes running through Deeping St. Nicholas, however St Nicholas Way / New Road, 300m to the southwest of the proposed site, is marked as a route 'found useful by local cyclists'. The route along St Nicholas Way / New Road provides a link to the south of the village and to National Cycle Route (NCR) 12, which runs alongside the banks of the River Welland. NCR12 provides a route between Spalding and Peterborough, also travelling through Crowland.

Public Transport - Bus Services

4.10 A 400m walking distance to the nearest bus stop is recommended by the Institute of Highways and Transportation's Guidelines for Planning for Public Transport in Developments (IHT 1999). However the guidelines also state that the recommended 400m is to be "treated as guidance" and that it is "more important to provide services

that are easy for passengers to understand and attractive to use than to achieve slavish adherence to some arbitrary criteria for walking distance".

4.11 The nearest bus stops to the site are situated along Littleworth Drove, as marked on **Figure 4.1**. The whole of the proposed development site is within a walking distance of 400m of a bus stop.

4.12 **Table 4.1** provides a summary of the bus services stopping along Littleworth Drove. Full timetable details can be found at www.travelineeastmidlands.co.uk.

Table 4.1: Bus Service Summary

Service No.	Route	Days	Times	Frequency Per Day
100	Market Deeping – Spalding	Mon-Fri	0808-1721	5 services
		Sat	0956-1527	3 services
	Spalding – Market Deeping	Mon-Fri	0854-1758	5 services
		Sat	1039-1624	3 services
G53	Wyberton – Stamford (College)	School Days	0813	1 service
	Stamford (College) – Wyberton	School Days	1714	1 service
G79	Wyberton – Stamford (College)	School Days	0812	1 Service
	Stamford (College) – Wyberton	School Days	1710	1 Service
S36	Holbeach – Deeping St James (The Deepings School)	School Days	0811	1 Service
	Deeping St James (The Deepings School) – Holbeach	School Days	1529	1 Service

Note: Times as timetabled at the nearest bus stops within Deeping St Nicholas

4.13 In addition to the services summarised within **Table 4.1**, the Spalding CallConnect bus services (16S and 37S) also operate on demand services which service Deeping St Nicholas. CallConnect is a demand responsive service for which journeys must be booked at least 2-hours in advance by either phone, text message or online. Anyone wishing to use the CallConnect service must register for free. The Spalding CallConnect services operates between 07:00-18:30hrs (Mon-Sat) and will travel to destinations including Crowland, Bourne and Spalding.

Public Transport – Train Services

4.14 The closest train station to the proposed development site is Spalding Rail Station,

situated approximately 7.75km to the south of the site. Bus service 100 provides access to and from Spalding Rail Station from Deeping St Nicholas as it stops within 250m of the station.

4.15 Train services operating via Spalding Rail Station provide hourly services between Lincoln and Peterborough, also calling locations including Sleaford and Ruskington on route.

Summary

4.16 The site location is considered to be sustainable due to its location within an existing village, resulting in a number of amenities and destinations (of both local and regional significance) being accessible by various sustainable travel modes.

4.17 To encourage the use of sustainable transport by residents and visitors to the site a Residential Travel Plan has been prepared for the proposed development.

5.0 Trip Generation

Proposed Trip Generation

5.1 Vehicular trip generation for the proposed residential development has been calculated using surveys at 'Houses Privately Owned' sites and 'Affordable/Local Authority Houses' sites contained within the TRICS database. The 'Affordable/Local Authority Houses' category has been applied as the proposed amount equates to over 25% provision.

5.2 The 'Houses Privately Owned' sites selected to provide representative trip rates have been filtered to only include vehicular surveys from sites within England (excluding Greater London) which have between 25 and 100 dwellings and are categorised as being within 'edge of town' or 'suburban' locations. The 'Affordable/Local Authority Houses' have been filtered to only include vehicular surveys from sites within England (excluding Greater London) which are categorised as being within 'edge of town' or 'suburban' locations.

5.3 The TRICS output is included as **Appendix G**. At the request of LCC 85th percentile trip rates have been adopted to calculate the potential vehicular trip generation produced by the proposed development during the peak hours. The daily trip rates are based on average rates. **Table 5.1** provides a summary of the resulting vehicular trip rates and generation.

Table 5.1: Proposed Vehicular Rates and Generation

Development	Peak	Trip Rates (per dwelling)		Trip Generation		
		In	Out	In	Out	Total
Private Houses (46 Dwellings)	AM (0800-0900)	0.225	0.450	10	21	31
	PM (1700-1800)	0.425	0.219	20	10	30
	Daily (0700-1900)	2.329	2.391	107	110	217
Affordable Houses (20 Dwellings)	AM (0800-0900)	0.186	0.330	4	7	11
	PM (1700-1800)	0.375	0.250	8	5	13
	Daily (0700-1900)	1.769	1.785	35	36	71
Total Development (66 Dwellings)	AM (0800-0900)	0.212	0.424	14	28	42
	PM (1700-1800)	0.424	0.227	28	15	43
	Daily (0700-1900)	2.152	2.212	142	146	288

5.4 Using the 85th percentile rip rates, the proposed development scheme is estimated to generate a total of 42-43 vehicular trips during both of the peak hour periods. On average this broadly equates to one additional vehicle on the local highway network every 85 seconds.

Multi-Modal Trip Generation

5.5 The multi-modal estimates for the proposed residential development have been calculated by applying travel patterns from the 2011 Census: Method of Travel to Work (QS701EW) for the ward of Crowland and Deeping St Nicholas to the vehicular estimates generated using the TRICS database (**Table 5.1**). The resulting multi-modal trip generation for the proposed development is summarised within **Table 5.2**.

Table 5.2: Multi-Modal Trip Generation

Mode	Average Split (%)	AM Peak		PM Peak	
		In	Out	In	Out
Car Driver	81.6%	14	28	28	15
Car Passenger	5.5%	1	2	2	1
Pedestrians	6.3%	1	2	2	1
Public Transport	3.7%	1	1	1	1
Bicycle	1.9%	0	1	1	0
PTW	0.6%	0	0	0	0
Other	0.4%	0	0	0	0
Total	100.0%	17	34	34	18

Note: Some rounding errors may occur

5.6 The proposed development is estimated to generate a total of 51-53 person trips during the morning and evening peak hours, 81.6% of which are car drivers. Walking is the second most popular form of travel (6.3%), whilst car passengers can be expected to account for 5.5% of peak hour trips. Public transport journeys are predicted to make up 3.7% of total trips during the peak hours whilst cycling is predicted to account for 1.9%.

Distribution

5.7 The vehicular trips generated by the proposed development have been distributed on the local highway network in accordance with observed movements recorded as part of the February 2016 ATC (**Appendix B**). The resulting distribution of trips during the peak hours is summarised within **Table 5.3**.

Table 5.3: Trip Distribution

Route	AM Peak		PM Peak	
	In	Out	In	Out
Littleworth Drove (northbound)	7	14	16	8
Littleworth Drove (southbound)	7	14	12	7
Total	14	28	28	15

6.0 Impact Assessment

Traffic

6.1 The proposed development is forecast to generate 42-43 vehicular trips during the morning and the evening peak hours. These trips are broadly split between 53% (21-24 trips in the peaks) travelling to/from the south and 47% (19-21 trips in the peaks) travelling to/from the north. The level of impact at any off-site junctions is therefore less than 30 two-way vehicle movements per hour which is considered to be insignificant and would not have a 'severe' impact on the local highway network.

6.2 Capacity assessments of the proposed site access junction (**Appendix E**) have been undertaken using appropriate industry standard traffic modelling computer software package (PICADY 5). The package provides output in the form of Ratio of Flow to Capacity (RFC). An RFC below 0.85 indicates that a junction operates comfortably within capacity. An RFC value between 0.85 and 1.00 indicates that there may be occasions during the period modelled when queues will develop and delays may begin to occur. An RFC value greater than 1.00 indicates that a junction operates over its full theoretical capacity.

6.3 The results of the 2021 'with development' assessments are summarised in **Table 6.1** and the full output of the results are included within **Appendix H**.

Table 6.1: Site Access / Littleworth Drove Assessment Summary

Arm / Movement	2021 With Development			
	AM Peak		PM Peak	
	RFC	Q	RFC	Q
Site Access to Littleworth Drove (north)	0.025	0	0.012	0
Site Access to Littleworth Drove (south)	0.046	0	0.025	0
Littleworth Drove (north)	0.017	0	0.027	0

6.4 It can be seen from **Table 6.1** that the proposed site access junction will operate with substantial spare capacity during both peak hour periods in the future year.

6.5 A maximum RFC of 0.046 is reached in the during the AM peak hour, occurring on

the site access road. Queues are not forecast to form at the junction. Through flows along Littleworth Drove would not suffer from any perceivable delay.

6.6 The results demonstrate that the proposed junction layout will accommodate the future year traffic and the traffic flows generated by the proposed development. The proposed junction is therefore considered suitable from a capacity perspective.

Site Access

6.7 The proposed site access along Littleworth Drove has been designed in accordance with local / national design guidance with appropriate geometries which will provide sufficient capacity to ensure there is safe and suitable access between the proposed residential development and the local highway network.

Road Safety

6.8 Personal Injury Accident (PIA) records for the 5-year period (2010-2015) show that there have been a total of 8 PIAs in the local area, which equates to an average of 1.6 PIAs per year. All of the recorded PIAs were classified as slight severity and none took place adjacent to the proposed development site.

6.9 In view of the existing PIA records obtained and the development scheme proposed it is considered that the proposals will not have any significant effect or 'severe' impact on the local highway network, in terms of road safety. The proposed residential use will not generate a number of additional trips that would cause capacity concerns on the local highway network and suitable links to local facilities for pedestrians, cyclists and public transport users are provided at the location. Therefore any off-site road safety schemes are not considered to be warranted as part of the development proposals.

7.0 Conclusions

7.1 In summary, this Transport Statement has been prepared on behalf of the Trustees of D W Dennis Settlement, in respect of a planning application for a residential development of 66 dwellings on land to the north of the A1175 Littleworth Drove, Deeping St Nicholas, Lincolnshire.

7.2 The application site is an agricultural field situated within Deeping St Nicholas, approximately 7.75km to the south-west of Spalding Town Centre.

7.3 The development proposals are for 66 dwellings, including 20 'affordable' units, with a new access to the site developed along the A1175 Littleworth Drove. The new access will be formed by way of a priority T-junction.

7.4 The site location is considered to be sustainable due to its location within an existing village, resulting in a number of amenities and destinations (of both local and regional significance) being accessible by various sustainable travel modes. Footways run along both sides of the Littleworth Drove as it travels through the village, linking into the pedestrian network running through Deeping St Nicholas. There are no designated cycle routes running through Deeping St. Nicholas, there is a suggested route 300m to the southwest of the site which provides a link to the south of the village and to NCR 12, which provides a route between Spalding and Peterborough.

7.5 Bus stops are provided along Littleworth Drove which provide access to services travelling to and from various destinations within the area including Spalding and Market Deeping. Train services are also available from Spalding Rail Station, providing access to locations including Lincoln and Peterborough.

7.6 To encourage the use of sustainable transport by residents and visitors to the site a Residential Travel Plan has been prepared for the proposed development.

7.7 The proposed site access along Littleworth Drove has been designed in accordance with local / national design guidance with appropriate geometries which will provide sufficient capacity to ensure there is safe and suitable access between the proposed residential development and the local highway network.

7.8 Using 85th percentile rip rates, the proposed development is forecast to generate 42-43 vehicular trips during the morning and the evening peak hours. The level of impact at any off-site junctions is forecast to be less than 30 two-way vehicle movements per hour which is considered to be insignificant and would not have a 'severe' impact on the local highway network. It has been demonstrated that the proposed site access junction will operate with substantial spare capacity during both peak hour periods in the future year. Any off-site mitigation measures to increase highway capacity are not therefore considered to be warranted as part of the development proposals.

7.9 In view of the existing PIA records obtained and the development scheme proposed it is considered that the proposals will not have any significant effect or 'severe' impact on the local highway network, in terms of road safety. Therefore any off-site road safety schemes are not considered to be warranted as part of the development proposals.

7.10 In light of the above, the proposed development is considered to be acceptable in highway terms.

Appendix A

Scoping Correspondence

Land at Littleworth Drove, Deeping St Nicholas
Scoping Note

BSP Consulting have been instructed to prepare a Transport Statement to accompany an outline planning application for the development of up to 60 dwellings on a site to the north of the A1175 Littleworth Drove, Deeping St Nicholas, Lincolnshire.

This scoping note has been carried out with a view to agreeing the scope of work to be included, avoid potentially abortive work and address any specific highways and transportation concerns raised by the highway authority.

The following sets out the background, development proposals and the proposed scope of work for comment and approval by Lincolnshire County Council (LCC).

Site Location

The application site is formed by an agricultural field and is marked within **Figure 1**. The site is identified as SHLAA site Dsn007, estimated to have capacity for 64 dwellings.

Figure 1: Site Location



Field access to the site is currently gained from Littleworth Drove, via a private dropped kerb access into the field, situated approximately 45m from the southern corner of the site.

Development Proposals

A planning application is proposed for up to 60 dwellings. It is anticipated that there will be an element of 'affordable' housing within the scheme, however this will be negotiated with the local planning authority.

It is proposed to gain vehicular access to the development from Littleworth Drove. A preliminary design of the proposed site access has been drawn up and is included as **Appendix A**.

The preliminary site access has been designed in accordance with the guidance set out within DMRB TD 42/95. The guidance states that simple priority junctions should *'only be used when the design flow in the minor road is not expected to exceed about 300 vehicles 2-way AADT, and that the major road is not expected to exceed 13,000 vehicles 2-way AADT'*. The TRICS output, discussed below, suggests that the site would be likely to generate less than 300 vehicular trips per day whilst the flows along the A1175 are expected to be less than 13,000 vehicles, although this will be checked against an ATC survey (recording speeds and volumes) along the road. Therefore, subject to the flows recorded by the ATC being less than 13,000 vehicles per day, a simple priority junction is considered appropriate.

The proposed location for the new access will be assessed, including an assessment of suitable visibility splays based the guidance contained within the Manual for Streets (MfS) 2. The current visibility splays marked on **Appendix A** are based on the absolute minimum requirement indicated by MfS2 where 85th percentile speeds are recorded at 50mph (the speed limit along the A1175). The ATC survey will be undertaken in the first week of in February 2016.

Transport Statement

We propose to put together a TS for submission as part of the planning application. The following sections set out the proposed contents and methodology for the TS.

1) A description of the site – location, existing use and surrounding area

2) Description of the local highway network

    - General layout and features
    - Summary of recent accident records for a 5-year period
    - Base traffic survey information gained by a 7-day ATC which will record volumes and speeds along Littleworth Drove (adjacent to the site) within the first week of February 2016.
    - Confirmation of the Highway Boundary (a plan of which will be obtained from LCC)

3) An appraisal of local facilities, existing local pedestrian, cycle and public transport facilities which will enable sustainable modes to be used by residents.

4) Details of the proposed development, including site access arrangements (**Appendix A**) and parking provision. A proposed site layout has yet to be developed but will be included within the TS once prepared.

5) Trip Generation & Distribution

    The proposed vehicular weekday AM and PM peak hour trips are to be obtained from the TRICS database. The TRICS trip rates from the 'Houses Privately Owned' categories have been used to calculate the appropriate trip rates for the development. This will provide the basis for a robust assessment of proposed development as the potential for 'affordable/local authority owned' dwellings to form part of the total number has not been taken into account.

    The 'Houses Privately Owned' sites selected to provide representative trip rates have been filtered using the following parameters:

    - Sites at which vehicular surveys have been undertaken.
    - Sites in England (excluding Greater London).

- Sites with surveys dated 2007 or later.
- Sites with a minimum of 25 and a maximum of 100 dwellings.
- Sites within areas categorised as being within 'edge of town' or 'suburban' locations.

The TRICS output data is included as **Appendix B**, whilst **Table 1** provides a summary of the resulting average vehicular trip rates and generation.

Table 1: Proposed Vehicular Rates & Generation

Peak Hr	Trip Rates (per dwelling)		Trip Generation (60 dwellings)	
	In	Out	In	Out
AM (0800-0900)	0.146	0.379	9	23
PM (1700-1800)	0.346	0.178	21	11
Daily (0700-1900)	2.329	2.391	140	143

It is proposed to assign development traffic to the local highway network based the existing movements that will be recorded along Littleworth Drove during the peak hours by the proposed ATC survey.

6) Traffic impact assessment

Peak period capacity assessments will be undertaken at the proposed site access junction based on a 5-year horizon (2021). To determine base flows for the 2021 assessment, TEMPRO/NTM growth factors will be calculated, localised to the 'rural (South Holland)' zone (32UF0). The capacity assessments will be undertaken using the PICADY modelling software.

7) A highway safety assessment will determine the likely safety impacts of the development proposals on the basis of the anticipated changes in pedestrian and vehicular movements resulting from the development of the site. Mitigation measures will be established, if considered necessary.

8) The report will be concluded with a summary of the anticipated impact of the proposed development on the highway network, summarising any proposed mitigation measures, if considered necessary.

Travel Plan

A Residential Travel Plan will be prepared to provide a full and robust application submission in regards to highways. The proposed Travel Plan will include:

1) Travel Plan objectives.

2) Local and National policy context.

3) Description of site location, proposed development, and site access arrangements (for all modes).

4) Appraisal of existing local pedestrian/cycle/public transport routes and facilities, and access to local amenities.

5) Summary of anticipated multi-modal trip generation associated with proposed development.

6) Establish how the TP will be implemented and managed, monitored and reviewed (including the role of a Travel Plan Co-ordinator).

7) Detail of the survey methods for establishing and reviewing the baseline modal split.

8) SMART Targets.

9) Travel plan measures encourage the use of sustainable forms of travel.

10) Timetabled action plan.

Actions

Following review of this scoping note I would be grateful if you could provide a written response confirming if you are satisfied with the proposed content, or identifying whether there are any additional issues that need to be addressed.

Martin Murphy
Senior Transport Planner
22.12.15

Enc.

Appendix A – Proposed Site Access Arrangements
Appendix B – TRICS Output

Morning Martin,

Apologies for the delay but I can confirm that your scope is generally fine for this proposal. The only comments I made make are:

- You should use 85%ile trip rates bearing in mind its location and that car ownership in Crowland and Deeping St Nicholas is high.
- Our Travel Plan advisor has indicated that you don't really need to include the local and national policy context section in the proposed Travel Plan.
- I have spoken to Jon Sharpe (01522 555749) who is the Highways Development Management Officer for the area who confirmed that there are no committed developments in the area. You will need to speak to Jon over the design of the access and the use of Manual for Streets over DMRB in a 50mph area.

I will respond regarding Nocton Wood separately.

Hope this is of assistance.

Kind Regards

Karl

Karl Gibson BSc (Hons) IEng FIHE
Principal Transportation Projects Officer
Lincolnshire County Council
Environment and Economy Directorate
Transport Policy Unit
Unit 7, Witham Park House
Waterside South
LINCOLN
LN5 7JN

☎: 01522 553123
✉: karl.gibson@lincolnshire.gov.uk




Please consider the environment - do you really need to print this email?

Appendix B

Traffic Survey Results


Herdsmans Close
030/16 Site 1
A1175
Woodbank
Hay Barn Rd

Deeping St Nicholas, Lincolnshire

Report Id 027/16-01
Site Name Site 1 of 1
Description A1175 Littlewroth Drove, 110m north of Woodbank
Direction Southbound

Monday 01 February 2016

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	11	2	5	3	1	0	0	7	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	3	2	1	0	55.7	48.3	9
0100 - 0200	8	2	1	3	2	0	0	6	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	0	2	2	0	0	1	-	48.9	9.7
0200 - 0300	4	1	0	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	1	-	48.6	11.7
0300 - 0400	10	1	2	2	5	0	0	7	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	5	0	1	1	1	-	49.3	9.6
0400 - 0500	18	2	5	6	5	0	0	15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	4	5	2	0	1	54.8	48.2	8.3
0500 - 0600	51	4	10	19	18	0	0	45	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	3	7	10	13	11	4	2	1	54.6	47.2	7.7
0600 - 0700	127	16	30	33	48	0	3	110	0	13	0	0	0	0	1	0	0	0	0	0	0	0	2	2	24	46	31	13	5	3	1	50.3	44.5	6.6
0700 - 0800	278	51	64	83	80	0	0	240	2	27	2	4	0	1	0	1	0	1	0	0	0	0	4	26	103	76	41	19	6	1	2	47.4	41.4	6.3
0800 - 0900	397	99	127	86	85	0	1	355	2	33	1	0	1	1	2	0	0	1	0	0	0	0	5	28	208	119	27	8	0	1	1	43.6	39.7	4.6
0900 - 1000	194	71	48	38	37	0	1	141	3	34	2	4	1	3	4	1	0	0	0	1	0	0	0	23	101	56	9	4	0	0	0	42.3	39	4.4
1000 - 1100	183	50	40	44	49	0	0	144	2	26	1	4	1	2	2	0	0	1	0	1	1	1	4	52	80	34	9	1	0	0	0	41.8	37	4.8
1100 - 1200	188	37	52	44	55	0	0	151	2	19	5	5	1	2	1	2	0	0	0	0	0	0	3	32	100	36	12	2	2	1	0	42.5	38.4	5
1200 - 1300	228	74	56	45	53	0	0	207	1	13	1	3	0	1	2	0	0	0	0	0	0	1	6	20	114	68	13	6	0	0	0	43.2	39.1	4.5
1300 - 1400	207	52	49	61	45	1	1	165	0	23	4	8	1	2	1	1	0	0	0	1	0	0	0	14	109	68	14	1	0	0	0	42.7	39.4	4
1400 - 1500	222	50	58	63	51	0	0	191	1	20	0	3	0	1	5	1	0	0	0	0	0	0	2	28	102	71	15	2	2	0	0	43.2	39.4	4.3
1500 - 1600	247	60	48	63	76	0	0	211	1	27	1	0	0	2	3	2	0	0	0	0	0	0	2	21	119	60	30	11	3	1	0	45.9	40.5	5.3
1600 - 1700	236	62	59	50	65	0	1	214	0	18	1	2	0	0	0	0	0	0	0	0	0	0	1	16	95	84	26	10	3	1	0	45.6	41	5.1
1700 - 1800	286	54	83	72	77	2	0	261	2	20	0	0	0	0	1	0	0	0	0	1	0	0	2	34	132	80	24	7	3	0	3	44.3	39.8	6.1
1800 - 1900	207	65	50	45	47	0	1	197	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	18	75	68	31	11	3	0	1	47.9	41.5	5.8
1900 - 2000	97	21	26	30	20	0	1	90	1	4	0	0	0	0	0	1	0	0	0	0	0	2	0	5	41	25	14	9	0	0	1	47.6	41.3	6.3
2000 - 2100	55	16	12	10	17	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	16	13	6	3	0	0	50.1	43.8	5.8
2100 - 2200	44	11	12	10	11	0	0	43	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	17	4	5	5	3	2	55.7	47.4	8.7
2200 - 2300	28	9	10	6	3	0	0	26	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	9	4	3	3	2	2	59.7	48.5	10.2
2300 - 0000	18	4	7	3	4	0	1	15	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	2	6	2	0	3	2	2	0	56.6	44.6	11.4
0700 - 1900	2873	725	734	694	720	3	5	2477	16	269	18	33	5	15	21	8	0	3	0	4	1	2	29	312	1338	820	251	82	22	5	7	44.3	39.8	5.2
0600 - 2200	3196	789	814	777	816	3	9	2775	17	287	18	33	5	15	22	9	0	3	0	4	1	4	31	319	1428	924	313	115	35	11	11	45	40.2	5.6
0600 - 0000	3242	802	831	786	823	3	10	2816	17	289	18	33	5	16	22	10	0	3	0	4	1	5	31	322	1438	935	317	121	40	15	13	45.2	40.3	5.7
0000 - 0000	3344	814	854	820	856	3	10	2900	18	302	18	33	5	16	23	13	0	3	0	4	1	5	31	326	1456	950	343	142	49	19	18	45.6	40.5	6

Tuesday 02 February 2016

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	10	1	3	3	3	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	1	1	1	0	0	-	43.9	5.3
0100 - 0200	11	1	3	5	2	0	0	6	0	3	0	0	0	0	1	1	0	0	0	0	0	0	0	1	3	2	1	0	3	1	0	56.1	46.8	9.9
0200 - 0300	13	2	2	2	7	0	0	10	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	3	3	4	1	1	0	54.4	49	6.6
0300 - 0400	11	0	4	3	4	0	0	7	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	1	4	2	2	0	0	51.2	48.1	6.6
0400 - 0500	16	1	2	4	9	0	0	13	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	3	5	1	3	0	1	58.6	48.5	9.8
0500 - 0600	40	3	8	11	18	0	0	33	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	6	9	5	6	3	2	56.8	48.9	9.8
0600 - 0700	133	14	39	32	48	0	3	112	0	13	0	1	0	1	0	3	0	0	0	0	0	1	2	2	33	37	27	19	6	4	2	51.9	45	7.6
0700 - 0800	304	59	72	96	77	0	1	262	3	29	1	2	0	1	3	2	0	0	0	1	0	1	7	36	114	94	39	8	1	1	2	45.4	40.1	5.9
0800 - 0900	371	109	106	87	69	1	1	323	1	28	2	3	2	4	5	1	0	0	0	0	0	0	4	47	186	107	19	7	1	0	0	42.5	39	4.2
0900 - 1000	219	57	52	49	61	0	0	181	1	27	0	4	0	2	1	3	0	0	0	0	0	1	1	23	108	68	14	4	0	0	0	43.2	39.3	4.3
1000 - 1100	162	36	46	39	41	0	4	131	1	16	3	2	0	0	4	1	0	0	0	0	0	1	0	0	11	74	53	20	3	0	0	44.7	40.1	4.4
1100 - 1200	184	40	41	55	48	0	0	143	5	21	1	7	0	4	2	1	0	0	0	0	0	0	2	20	68	69	21	4	0	0	0	44.1	40.3	4.4
1200 - 1300	181	47	47	51	36	0	2	151	1	15	4	3	1	3	0	1	0	0	0	0	0	0	0	18	91	51	15	2	3	1	0	44.1	40	4.7
1300 - 1400	200	39	61	51	49	0	0	177	1	14	1	3	1	0	2	1	0	0	0	0	0	0	6	10	92	74	10	4	2	0	2	43.4	40.1	5.5
1400 - 1500	212	39	65	52	56	0	0	183	0	20	1	4	0	0	2	2	0	0	0	0	0	0	4	2	13	111	69	12	1	0	0	42.9	39.1	4.3
1500 - 1600	263	68	63	62	70	1	1	215	1	34	0	4	1	1	3	2	0	0	0	1	0	0	5	43	124	67	15	5	3	0	0	41.8	38.7	5
1600 - 1700	255	61	72	64	58	0	1	228	1	21	0	0	0	0	2	2	0	0	0	0	0	1	3	12	105	91	28	7	7	1	0	45.4	41.1	5.3
1700 - 1800	309	67	79	95	68	0	0	291	0	17	0	0	1	0	0	0	0	0	0	0	0	0	1	11	153	114	22	6	0	1	1	43.8	40.3	4.2
1800 - 1900	199	72	47	51	29	0	0	183	0	13	0	0	0	0	2	1	0	0	0	0	0	1	1	6	88	62	26	13	2	0	0	45.9	41.3	5.2
1900 - 2000	91	24	32	19	16	0	0	85	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	1	36	32	13	7	2	0	0	47.2	42.3	5
2000 - 2100	55	12	20	12	11	0	0	50	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	4	18	9	11	5	7	1	0	52.8	44.5	7.8
2100 - 2200	70	17	18	15	20	0	0	67	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	4	18	16	16	7	7	1	0	52.1	44.1	7.7
2200 - 2300	33	4	8	12	9	0	0	32	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	9	5	7	3	6	1	0	55.5	45.7	8.8
2300 - 0000	19	2	7	2	8	0	0	15	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3	3	3	5	1	2	1	56.1	48.9	9.5
0700 - 1900	2859	694	751	752	662	2	10	2468	15	255	13	32	6	15	26	17	0	0	0	2	1	8	32	250	1314	919	241	64	19	4	5	44.1	39.9	4.9
0600 - 2200	3208	761	860	830	757	2	13	2782	15	279	14	33	6	16	27	21	0	0	0	2	2	9	34	261	1419	1013	308	102	41	10	7	44.7	40.3	5.3
0600 - 0000	3260	767	875	844	774	2	13	2829	15	282	14	33	6	16	29	21	0	0	0	2	2	10	34	263	1431	1021	318	110	48	13	8	45	40.4	5.5
0000 - 0000	3361	775	897	872	817	2	13	2905	15	301	14	33	6	17	32	23	0	0	0	2	2	10	34	266	1449	1041	341	123	64	18	11	45.4	40.7	5.7

Description A1175 Littlewroth Drove, 110m north of Woodbank
Direction Southbound
Wednesday 03 February 2016

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	7	2	4	1	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	1	1	0	-	49.7	9.5
0100 - 0200	10	2	1	0	7	0	0	3	0	3	0	0	0	1	2	1	0	0	0	0	0	0	0	0	5	3	0	1	1	0	0	-	43.1	7
0200 - 0300	8	1	1	3	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	1	0	2	0	-	49.1	10
0300 - 0400	11	1	2	5	3	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	2	1	1	0	54.6	48	7.1
0400 - 0500	13	2	3	3	5	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	2	3	1	1	1	57.7	50.9	12.6
0500 - 0600	46	6	9	19	12	0	0	37	0	7	0	1	0	0	1	0	0	0	0	0	0	0	0	1	13	6	13	3	7	1	2	55.7	46.7	8.6
0600 - 0700	120	17	28	30	45	0	4	98	0	14	0	1	1	1	0	1	0	0	0	0	0	0	1	6	27	33	25	19	6	2	1	52.3	44.8	7.5
0700 - 0800	286	59	71	72	84	0	1	246	0	26	3	2	3	1	1	3	0	0	0	0	0	1	3	33	121	93	23	10	1	0	1	44.1	40	5
0800 - 0900	367	82	125	92	68	0	0	328	2	30	2	2	0	2	1	0	0	0	0	0	0	1	1	32	178	98	40	13	3	1	0	45	40.2	5
0900 - 1000	185	55	49	38	43	0	0	150	3	27	0	3	0	1	0	1	0	0	0	0	0	1	2	10	93	54	23	2	0	0	0	44.5	39.9	4.3
1000 - 1100	201	41	58	50	52	0	1	163	2	22	2	9	0	1	1	0	0	0	0	1	1	0	1	16	117	54	7	3	0	1	0	41.4	38.9	4.6
1100 - 1200	212	42	58	55	57	0	1	162	0	35	3	3	0	2	3	3	0	0	0	0	0	0	3	14	116	62	11	2	1	2	1	43.2	39.7	5.5
1200 - 1300	196	40	55	54	47	0	1	157	0	21	6	5	0	1	3	2	0	0	0	1	0	0	0	13	113	50	17	1	1	0	0	43.2	39.6	4.2
1300 - 1400	234	66	60	54	54	0	0	181	1	35	2	5	1	3	5	0	0	1	0	0	0	3	1	4	28	123	51	16	6	1	0	1	42.7	38.9	5.4
1400 - 1500	230	54	62	57	57	0	0	205	1	10	0	7	0	4	2	1	0	0	0	0	0	0	4	15	29	96	52	19	10	3	2	0	45	39.2	6.6
1500 - 1600	247	71	57	51	68	0	1	219	0	20	0	1	0	2	3	1	0	0	0	0	0	0	1	30	128	70	10	5	3	0	0	43.2	39.3	4.5
1600 - 1700	273	73	71	56	73	1	0	245	0	24	0	1	0	1	1	0	0	0	1	0	0	0	2	14	91	121	33	8	2	0	1	45.2	41	5.2
1700 - 1800	327	72	92	90	73	0	0	305	1	16	1	2	0	1	1	0	0	0	0	0	0	0	2	15	182	98	24	4	2	0	0	43.6	39.7	3.9
1800 - 1900	206	70	55	47	34	0	2	190	0	11	0	0	0	1	2	0	0	0	0	0	0	0	2	19	99	45	23	12	6	0	0	47.2	40.8	5.9
1900 - 2000	110	35	26	27	22	0	0	104	0	4	0	0	0	0	1	1	0	0	0	0	0	0	0	4	26	47	15	11	4	1	2	50.8	44.1	7.4
2000 - 2100	62	19	21	7	15	0	0	59	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21	24	7	6	1	0	1	48.3	42.9	6.2
2100 - 2200	51	11	22	9	9	0	0	50	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14	16	6	7	6	0	1	53.2	44.8	7.6
2200 - 2300	27	7	8	9	3	0	0	26	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	7	5	2	5	4	0	59.1	48.9	9.4
2300 - 0000	16	0	3	8	5	0	1	12	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	6	2	1	3	2	0	1	55.5	45.2	11
0700 - 1900	2964	725	813	716	710	1	7	2551	10	277	19	40	4	20	23	11	0	1	1	2	4	8	36	253	1457	848	246	76	23	6	4	44.1	39.8	5.1
0600 - 2200	3307	807	910	789	801	1	11	2862	10	299	19	41	5	21	24	13	0	1	1	2	4	8	37	266	1545	968	299	119	40	9	9	44.7	40.2	5.5
0600 - 0000	3350	814	921	806	809	1	12	2900	10	299	19	41	5	22	25	14	1	1	1	2	4	9	37	268	1553	977	305	124	47	13	10	45	40.3	5.6
0000 - 0000	3445	828	941	837	839	1	12	2977	10	311	19	42	5	23	28	15	1	1	1	2	4	9	37	269	1577	997	324	135	58	19	13	45.2	40.5	5.9

Thursday 04 February 2016

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	10	6	0	0	4	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	1	3	0	1	-	49.2	12.4
0100 - 0200	7	4	2	0	1	0	0	3	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0	1	-	45.2	11.4
0200 - 0300	16	5	1	3	7	0	0	14	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	5	3	1	0	2	3	68.5	51.9	12.9
0300 - 0400	10	1	2	4	3	0	0	8	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	1	1	-	48.9	10.6
0400 - 0500	14	3	2	4	5	0	0	11	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	2	7	2	0	0	0	49.2	45.6	5.4
0500 - 0600	46	5	5	16	20	0	0	36	1	7	0	1	0	0	1	0	0	0	0	0	0	0	1	1	6	7	8	12	7	2	2	58.4	49.1	8.8
0600 - 0700	113	9	29	25	50	0	2	86	0	19	1	0	0	2	2	1	0	0	0	0	0	0	1	3	23	42	24	9	8	1	2	51	44.7	7.4
0700 - 0800	297	55	65	90	87	0	1	254	3	28	0	4	2	3	0	2	0	0	0	0	1	2	1	33	122	95	29	7	5	1	1	44.7	40.3	5.6
0800 - 0900	383	100	119	106	58	0	3	341	1	31	0	2	0	3	2	0	0	0	0	0	0	1	3	47	199	101	27	4	1	0	0	42.9	39.1	4.1
0900 - 1000	219	52	62	40	65	0	1	188	2	19	4	3	0	1	0	1	0	0	0	1	1	0	0	44	101	49	17	4	2	0	0	42.7	38.7	5.2
1000 - 1100	187	48	37	55	47	0	0	163	2	13	4	4	0	0	1	0	0	0	0	1	0	0	3	11	111	46	10	3	0	1	1	42.5	39.4	5
1100 - 1200	221	40	50	74	57	0	0	168	1	40	4	3	0	1	2	2	0	0	0	0	0	0	0	38	120	48	13	2	0	0	0	41.6	38.5	3.6
1200 - 1300	195	42	55	48	50	0	1	166	1	17	1	1	0	1	4	1	2	0	0	0	0	0	1	27	98	52	13	4	0	0	0	42.7	39	4.1
1300 - 1400	213	61	38	61	53	0	1	185	3	16	1	1	0	2	3	1	0	0	0	0	0	0	6	26	127	40	9	4	0	1	0	42.1	38.5	4.5
1400 - 1500	245	47	64	68	66	0	0	202	2	31	0	0	1	2	4	3	0	0	0	0	0	1	14	29	135	48	13	5	0	0	0	41.4	38.1	4.8
1500 - 1600	309	89	62	75	83	0	1	266	1	27	4	1	0	0	4	5	0	0	0	0	0	4	9	8	61	150	51	21	4	1	0	41.6	37.5	5.5
1600 - 1700	309	80	72	72	85	0	1	283	2	20	1	1	0	0	0	0	0	1	0	0	0	0	0	3	36	142	88	30	8	2	0	44.3	39.6	4.9
1700 - 1800	259	52	56	87	64	0	1	250	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	2	15	127	78	28	8	0	1	44.5	40.2	4.6
1800 - 1900	229	57	69	49	54	0	1	213	0	13	0	0	0	1	1	0	0	0	0	0	0	0	0	2	8	89	84	24	14	6	2	0	47.4	41.7	5.5
1900 - 2000	141	41	34	32	34	1	1	131	0	6	0	0	0	0	1	1	0	0	0	0	1	0	0	0	11	65	38	13	6	6	1	0	46.1	40.9	6.2
2000 - 2100	69	25	19	14	11	0	0	65	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	24	10	6	1	1	0	49.5	42.7	6.2
2100 - 2200	53	10	19	14	10	0	0	51	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	13	12	8	8	6	0	1	53.9	45	8.1
2200 - 2300	46	16	7	12	11	0	0	44	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14	11	7	8	2	3	0	54.4	45.3	8.1
2300 - 0000	28	7	10	5	6	0	0	25	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	4	10	2	3	7	0	1	56.8	47.7	9.3
0700 - 1900	3066	723	749	825	769	0	11	2679	18	262	19	20	3	14	22	15	2	1	0	2	6	13	43	375	1521	780	234	67	17	6	2	43.4	39.2	5
0600 - 2200	3442	808	850	910	874	1	14	3012	18	293	20	20	3	16	25	17	2	1	0	3	6	13	44	395	1647	896	289	96	38	9	6	44.1	39.6	5.4
0600 - 0000	3516	831	867	927	891	1	14	3081	19	295	20	20	3	17	26	17	2	1	0	3	6	13	44	397	1665	917	298	107	47	12	7	44.3	39.8	5.5
0000 - 0000	3619	855	879	954	931	1	14	3163	20	308	20	21	3	18	30	18	2	1	0	3	6	13	45	400	1682	937	321	123	57	17	15	44.7	40	5.9

Description A1175 Littlewroth Drove, 110m north of Woodbank
Direction Southbound

Friday 05 February 2016

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	7	2	2	2	1	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	1	1	0	1	-	46.2	15
0100 - 0200	12	3	0	2	7	0	0	5	0	3	0	0	0	0	3	1	0	0	0	0	0	0	0	1	5	1	1	1	1	1	1	55	47	14.7
0200 - 0300	11	2	2	3	4	0	0	8	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	1	3	3	0	1	57.3	50.6	9.9
0300 - 0400	16	8	2	3	3	0	0	10	0	2	0	0	0	0	1	3	0	0	0	0	0	0	0	0	2	4	3	4	0	0	3	65.3	49.9	9.5
0400 - 0500	23	5	9	7	2	0	0	18	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	2	8	4	6	2	1	0	53.9	47.7	8.2
0500 - 0600	43	6	6	12	19	0	0	33	0	7	0	1	0	1	1	0	0	0	0	0	0	0	0	0	8	5	12	6	6	3	3	59.5	49.9	8.8
0600 - 0700	134	13	30	35	56	0	4	101	3	21	1	1	0	0	3	0	0	0	0	0	0	0	0	5	6	24	56	33	4	3	1	2	48.3	43.2	7.3
0700 - 0800	275	54	69	72	80	0	1	239	3	23	1	4	2	0	1	1	0	0	0	0	0	0	1	10	24	111	87	31	7	4	0	0	45.2	40	5.4
0800 - 0900	382	102	122	75	83	0	2	336	2	29	1	7	0	3	0	2	0	0	0	0	0	1	3	15	75	173	77	26	8	4	0	0	43.4	38.3	5.5
0900 - 1000	202	64	45	46	47	0	1	167	2	21	1	8	0	0	0	2	0	0	0	0	1	0	0	0	14	102	70	10	5	0	0	0	43.2	39.8	4.2
1000 - 1100	221	51	74	54	42	1	2	179	0	22	6	5	0	0	4	2	0	0	0	0	1	1	0	3	31	115	58	11	0	1	0	0	41.4	38.1	4.4
1100 - 1200	210	43	51	58	58	1	0	165	3	22	4	8	0	1	3	3	0	0	0	0	0	1	6	24	107	55	14	2	1	0	0	42.7	38.9	4.5
1200 - 1300	258	70	56	74	58	0	4	221	3	22	1	5	0	1	1	0	0	0	0	0	0	1	9	25	142	64	11	3	2	1	0	42.1	38.6	4.7
1300 - 1400	230	51	70	57	52	0	3	188	4	25	0	6	0	1	3	0	0	0	0	0	0	0	2	14	112	80	15	4	3	0	0	42.9	39.8	4.4
1400 - 1500	259	60	56	73	70	0	2	236	2	9	1	3	0	4	2	0	0	0	0	0	1	0	8	25	120	87	13	4	0	1	0	42.7	39	4.7
1500 - 1600	286	76	78	67	65	0	3	246	1	29	0	3	0	0	3	1	0	0	0	0	3	1	4	28	144	77	20	6	1	0	1	43.4	39.2	5.8
1600 - 1700	297	82	74	86	55	0	0	262	2	28	0	2	0	1	0	1	1	0	0	0	0	0	19	59	126	71	18	3	1	0	0	42.5	38.1	4.9
1700 - 1800	301	76	88	59	78	0	0	282	4	13	0	0	0	0	1	1	0	0	0	0	0	0	5	49	133	79	16	13	3	2	1	43.8	39.5	6
1800 - 1900	209	62	51	53	43	0	1	191	0	13	1	0	0	1	1	1	0	0	0	0	0	1	0	0	11	96	66	25	9	1	0	0	45.6	40.7	4.9
1900 - 2000	124	35	32	32	25	0	0	119	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6	5	42	44	12	11	3	1	0	47.6	41.7	6.5
2000 - 2100	76	26	23	11	16	0	0	70	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	6	23	19	10	7	5	3	2	53	44.3	8.7
2100 - 2200	50	17	12	13	8	0	0	48	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	12	11	3	6	2	0	55	45	7.5
2200 - 2300	40	6	16	9	9	0	0	38	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	8	13	7	5	3	1	1	53	45.5	8.3
2300 - 0000	24	5	6	8	5	0	1	18	0	4	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	2	6	5	4	2	2	1	56.6	47.6	9.9
0700 - 1900	3130	791	834	774	731	2	19	2712	26	256	16	51	2	12	19	14	1	0	0	4	6	7	81	379	1481	871	210	64	21	4	2	43.2	39.1	5.1
0600 - 2200	3514	882	931	865	836	2	23	3050	29	290	17	52	2	12	22	14	1	0	0	4	6	7	93	396	1586	1002	276	89	38	11	6	43.8	39.5	5.6
0600 - 0000	3578	893	953	882	850	2	24	3106	29	295	17	52	2	12	22	16	1	0	0	4	6	8	94	398	1596	1021	288	98	43	14	8	44.1	39.7	5.7
0000 - 0000	3690	919	974	911	886	2	25	3185	29	312	17	53	2	14	29	21	1	0	0	4	6	9	94	399	1616	1042	309	119	56	19	17	44.5	40	6.1

Saturday 06 February 2016

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	14	3	4	5	2	0	0	13	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	3	2	2	0	1	1	52.1	47.1	12
0100 - 0200	10	3	2	3	2	0	0	3	0	2	1	0	0	2	2	0	0	0	0	0	0	0	0	0	5	3	1	0	1	0	0	-	42.2	5.3
0200 - 0300	7	3	0	2	2	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	1	1	1	-	54.1	9.6
0300 - 0400	5	1	0	2	2	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	1	-	50.5	11.6
0400 - 0500	10	5	1	2	2	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	2	1	1	2	-	53.4	10.9
0500 - 0600	16	1	4	8	3	0	0	12	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	2	6	0	1	57.7	50.2	8.9
0600 - 0700	44	4	12	15	13	0	0	34	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	11	11	8	2	1	2	52.6	47.3	10.1
0700 - 0800	76	12	16	25	23	0	0	63	1	10	0	0	0	0	1	1	0	0	0	0	0	0	1	1	4	23	22	13	9	1	2	0	50.3	42.9	7.1
0800 - 0900	142	34	31	41	36	0	0	126	1	11	0	1	0	0	2	1	0	0	0	0	0	1	0	6	72	30	17	9	3	3	1	47.4	41.4	6.8
0900 - 1000	173	29	43	48	53	0	1	157	1	12	1	0	0	0	1	0	0	0	0	0	0	1	0	8	67	49	30	11	3	3	1	47.6	42.2	6.3
1000 - 1100	214	47	57	54	56	0	0	200	4	9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	21	111	58	19	3	1	0	1	43.6	39.8	4.7
1100 - 1200	202	43	50	48	61	0	0	191	2	7	1	0	0	0	1	0	0	0	0	0	0	1	0	2	29	82	63	19	4	1	1	0	44.1	39.7	5.2
1200 - 1300	279	66	82	71	60	1	1	268	0	8	0	0	0	0	1	0	0	0	0	1	0	0	8	33	155	58	15	5	2	0	2	42.3	38.8	5.4
1300 - 1400	266	51	92	52	71	0	0	250	0	14	0	0	0	0	1	0	0	1	0	0	0	0	2	51	134	62	12	2	3	0	0	42.1	38.4	4.4
1400 - 1500	262	63	76	60	63	0	1	251	3	6	0	0	0	0	1	0	0	0	0	0	0	2	0	27	147	70	11	2	2	1	0	42.1	38.8	4.2
1500 - 1600	207	52	55	47	53	0	0	200	0	6	0	0	1	0	0	0	0	0	0	0	0	0	1	28	91	58	16	13	0	0	0	44.3	40	4.9
1600 - 1700	193	53	47	44	49	0	0	182	0	9	0	1	0	0	1	0	0	0	0	0	0	0	4	14	89	62	17	6	0	1	0	43.2	40	4.7
1700 - 1800	192	54	51	39	48	0	0	184	0	8	0	0	0	0	0	0	0	0	0	1	0	1	1	25	87	55	10	11	1	0	0	44.1	39.5	5.5
1800 - 1900	157	54	36	32	35	0	1	153	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	10	64	56	20	4	2	0	1	45.2	40.9	5
1900 - 2000	101	30	23	24	24	0	0	96	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	12	41	29	7	6	2	1	1	45.6	40.8	6.5
2000 - 2100	70	18	22	14	16	0	1	63	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	2	19	22	12	9	3	3	0	51.9	44.3	7
2100 - 2200	49	15	12	14	8	0	0	46	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	3	16	14	9	4	2	1	0	49.2	42.9	6.6
2200 - 2300	38	11	10	11	6	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	11	5	5	4	0	1	51.4	44.1	8.9
2300 - 0000	27	4	7	7	9	0	0	23	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10	5	4	5	1	0	1	52.8	44.6	7.9
0700 - 1900	2363	558	636	561	608	1	4	2225	12	102	2	2	1	0	9	4	0	1	0	2	1	6	19	256	1122	643	199	79	19	11	6	44.3	39.8	5.3
0600 - 2200	2627	625	705	628	669	1	5	2464	12	124	2	2	1	0	11	4	0	1	0	2	1	6	21	275	1205	719	238	106	28	17	9	45	40.2	5.7
0600 - 0000	2692	640	722	646	684	1	5	2525	13	126	2	3	1	0	11	4	0	1	0	2	1	6	21	282	1221	735	247	116	33	17	11	45	40.3	5.8
0000 - 0000	2754	656	733	668	697	1	5	2572	13	135	3	3	1	3	13	4	0	1	0	2	1	6	21	282	1235	751	252	124	42	21	17	45.4	40.5	6.1

Description A1175 Littlewroth Drove, 110m north of Woodbank
Direction Southbound
Sunday 07 February 2016

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	16	1	8	3	4	0	0	14	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	7	4	0	0	0	1	47	44.8	10
0100 - 0200	12	5	1	2	4	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	1	2	0	0	0	49.4	43	5.5
0200 - 0300	11	6	3	1	1	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	4	1	2	0	0	53.9	45.7	9.9
0300 - 0400	7	1	4	1	1	0	0	3	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	2	2	1	1	0	0	0	-	43.1	7.2
0400 - 0500	6	1	1	3	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	1	-	45.7	10.4
0500 - 0600	11	1	2	5	3	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	2	0	0	1	52.8	48.8	8.1
0600 - 0700	23	3	6	6	8	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	4	1	10	2	0	0	52.6	46.5	7.3
0700 - 0800	39	7	15	6	11	0	0	35	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	1	13	7	4	9	2	1	2	53.7	46.4	9.3
0800 - 0900	53	9	8	13	23	0	0	49	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	1	5	18	11	9	5	3	0	48.5	42	7.3
0900 - 1000	108	28	25	30	25	0	1	105	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	39	38	15	7	1	2	47.6	42.2	6.5
1000 - 1100	171	37	46	46	42	0	0	169	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	8	79	59	17	6	1	0	44.5	40.7	4.4
1100 - 1200	235	61	60	51	63	1	5	216	3	8	0	0	0	1	0	1	0	0	1	0	0	0	1	8	27	112	65	20	0	1	0	43.6	38.8	5
1200 - 1300	228	49	63	65	51	0	2	218	3	4	1	0	0	0	0	0	0	0	0	0	0	0	2	8	36	94	61	21	3	2	1	44.1	39	5.5
1300 - 1400	248	60	58	63	67	0	3	236	2	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	20	105	73	35	12	2	0	46.3	41.1	5.2
1400 - 1500	235	61	52	62	60	0	1	224	2	7	0	0	0	0	1	0	0	0	0	0	1	0	0	0	8	99	81	34	9	3	0	45.6	41.2	4.7
1500 - 1600	200	51	49	51	49	0	1	190	1	7	0	0	1	0	0	0	0	0	0	0	0	0	0	1	15	97	66	16	4	0	1	43.4	40.1	4.4
1600 - 1700	206	40	49	62	55	0	1	195	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15	95	66	20	4	3	2	44.5	40.5	4.8
1700 - 1800	161	37	45	52	27	0	2	155	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11	74	55	11	5	3	1	44.1	40.4	5.1
1800 - 1900	109	25	27	28	29	0	0	107	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	41	36	14	8	2	1	47.4	41.7	5.5
1900 - 2000	97	30	24	26	17	0	1	91	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	37	31	15	3	4	1	47.4	42.9	7
2000 - 2100	56	20	11	14	11	0	0	50	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	14	16	8	6	3	2	51.7	43.3	7.9
2100 - 2200	40	7	13	10	10	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	13	9	8	0	2	51.2	45.6	6.7
2200 - 2300	22	8	9	5	0	0	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	12	1	0	1	0	44.3	41.2	5.3
2300 - 0000	15	6	5	2	2	0	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	6	2	3	1	0	53	45.4	6.9
0700 - 1900	1993	465	497	529	502	1	16	1899	12	56	1	0	2	3	2	1	0	0	1	0	1	5	21	157	866	618	216	72	23	8	5	45.4	40.6	5.4
0600 - 2200	2209	525	551	585	548	1	17	2102	12	68	1	0	2	3	2	1	0	0	1	0	1	5	23	168	929	682	249	99	32	13	7	45.9	40.9	5.7
0600 - 0000	2246	539	565	592	550	1	17	2136	12	71	1	0	2	3	2	1	0	0	1	0	1	5	24	170	937	700	252	102	34	13	7	45.9	40.9	5.7
0000 - 0000	2309	554	584	607	564	1	17	2190	12	77	1	0	2	3	5	1	0	0	1	0	1	5	25	172	949	722	267	108	36	13	10	46.3	41	5.8

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	11	2	4	2	2	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	1	1	0	1	56.4	46.8	10.4
0100 - 0200	10	3	1	2	4	0	0	5	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4	3	1	1	1	0	0	-	45.1	9.5
0200 - 0300	10	3	1	2	4	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2	1	1	1	-	49.9	10.1
0300 - 0400	10	2	2	3	3	0	0	7	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	3	3	1	1	1	1	-	48.5	8.7
0400 - 0500	14	3	3	4	4	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3	3	1	0	1	56.4	48.5	8.9
0500 - 0600	36	4	6	13	13	0	0	29	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	6	9	6	5	2	57	48.5	8.7
0600 - 0700	99	11	25	25	38	0	2	80	0	13	0	0	0	1	1	1	0	0	0	0	0	0	0	2	3	20	33	22	12	5	2	51.2	44.7	7.5
0700 - 0800	222	42	53	63	63	0	1	191	2	21	1	2	1	1	1	1	0	0	0	0	0	0	1	4	22	87	68	26	10	3	1	45.9	40.6	6
0800 - 0900	299	76	91	71	60	0	1	265	1	24	1	2	0	2	2	1	0	0	0	0	0	0	1	4	34	148	78	24	8	2	1	44.1	39.5	5
0900 - 1000	186	51	46	41	47	0	1	156	2	20	1	3	0	1	1	1	0	0	0	0	0	0	1	0	18	87	55	17	5	1	1	44.3	39.9	5.1
1000 - 1100	191	44	51	49	47	0	1	164	2	16	2	3	0	0	2	1	0	0	0	1	1	0	2	2	21	98	52	13	3	0	0	42.7	39.1	4.8
1100 - 1200	207	44	52	55	57	0	1	171	2	22	3	4	0	2	2	2	0	0	0	0	0	0	3	2	26	101	57	16	2	1	1	43.4	39.2	4.8
1200 - 1300	224	55	59	58	51	0	2	198	1	14	2	2	0	1	1	1	0	0	0	0	0	0	1	5	25	115	58	15	3	1	0	42.9	39.1	4.8
1300 - 1400	228	54	61	57	56	0	1	197	2	19	1	3	0	1	2	0	0	0	0	0	0	0	3	3	23	115	64	16	5	2	0	1	43.4	39.4	4.9
1400 - 1500	238	53	62	62	60	0	1	213	2	15	0	2	0	2	2	1	0	0	0	0	0	0	2	6	23	116	68	17	5	1	1	0	43.2	39.2	4.9
1500 - 1600	251	67	59	59	66	0	1	221	1	21	1	1	0	1	2	2	0	0	0	1	1	1	3	3	32	122	64	18	7	2	0	0	43.4	39.2	5.2
1600 - 1700	253	64	63	62	63	0	1	230	1	18	0	1	0	0	1	0	0	0	0	0	0	0	0	5	24	106	83	25	7	3	1	0	44.5	40.1	5.1
1700 - 1800	262	59	71	71	62	0	0	247	1	12	0	0	0	0	1	0	0	0	0	0	0	0	0	2	23	127	80	19	8	2	1	1	43.8	39.9	5.1
1800 - 1900	188	58	48	44	39	0	1	176	0	9	0	0	0	0	1	0	0	0	0	0	0	0	0	1	11	79	60	23	10	3	0	0	46.5	41.2	5.4
1900 - 2000	109	31	28	27	23	0	0	102	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	41	35	13	8	3	1	1	47.9	41.9	6.5
2000 - 2100	63	19	18	12	14	0	0	59	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	20	19	10	6	3	1	1	51.2	43.7	7.2
2100 - 2200	51	13	15	12	11	0	0	49	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13	14	9	6	5	1	1	53	44.9	7.6
2200 - 2300	33	9	10	9	6	0	0	32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	10	5	4	3	2	1	55.7	45.6	8.8
2300 - 0000	21	4	6	5	6	0	0	17	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5	5	2	4	2	1	1	56.6	46.4	9.4
0700 - 1900	2750	669	716	693	672	1	10	2430	16	211	13	25	3	11	17	10	0	1	0	2	3	7	37	283	1300	786	228	72	21	6	4	44.1	39.7	5.1
0600 - 2200	3072	742	803	769	757	2	13	2721	16	234	13	26	3	12	19	11	0	1	0	2	3	7	40	297	1394	886	282	104	36	11	8	44.7	40.1	5.5
0600 - 0000	3126	755	819	783	769	2	14	2770	16	237	13	26	3	12	20	12	1	1	0	2	3	8	41	300	1406	901	289	111	42	14	9	44.7	40.2	5.7
0000 - 0000	3217	772	837	810	799	2	14	2842	17	249	13	26	3	13	23	14	1	1	0	2	3	8	41	302	1423	920	308	125	52	18	14	45.2	40.4	5.9

Description A1175 Littlewroth Drove, 110m north of Woodbank
Direction Southbound
Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
Mon	3344	814	854	820	856	3	10	2900	18	302	18	33	5	16	23	13	0	3	0	4	1	5	31	326	1456	950	343	142	49	19	18	45.6	40.5	6
Tue	3361	775	897	872	817	2	13	2905	15	301	14	33	6	17	32	23	0	0	0	2	2	10	34	266	1449	1041	341	123	64	18	11	45.4	40.7	5.7
Wed	3445	828	941	837	839	1	12	2977	10	311	19	42	5	23	28	15	1	1	1	2	4	9	37	269	1577	997	324	135	58	19	13	45.2	40.5	5.9
Thu	3619	855	879	954	931	1	14	3163	20	308	20	21	3	18	30	18	2	1	0	3	6	13	45	400	1682	937	321	123	57	17	15	44.7	40	5.9
Fri	3690	919	974	911	886	2	25	3185	29	312	17	53	2	14	29	21	1	0	0	4	6	9	94	399	1616	1042	309	119	56	19	17	44.5	40	6.1
Sat	2754	656	733	668	697	1	5	2572	13	135	3	3	1	3	13	4	0	1	0	2	1	6	21	282	1235	751	252	124	42	21	17	45.4	40.5	6.1
Sun	2309	554	584	607	564	1	17	2190	12	77	1	0	2	3	5	1	0	0	1	0	1	5	25	172	949	722	267	108	36	13	10	46.3	41	5.8
	22522	5401	5862	5669	5590	11	96	19892	117	1746	92	185	24	94	160	95	4	6	2	17	21	57	287	2114	9964	6440	2157	874	362	126	101	45.2	40.4	5.9

Total

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
	22522	5401	5862	5669	5590	11	96	19892	117	1746	92	185	24	94	160	95	4	6	2	17	21	57	287	2114	9964	6440	2157	874	362	126	101	45.2	40.4	5.9

Deeping St Nicholas, Lincolnshire

Report Id 027/16-01
Site Name Site 1 of 1
Description A1175 Littlewroth Drove, 110m north of Woodbank
Direction Northbound

Monday 01 February 2016

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	5	1	0	2	2	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	-	46.2	5.9
0100 - 0200	5	3	0	1	1	0	0	2	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	2	0	0	-	49.9	7.5
0200 - 0300	7	2	1	3	1	0	0	1	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	3	3	0	0	0	0	-	43.3	4.2
0300 - 0400	3	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	-	46.3	6.2
0400 - 0500	12	0	3	3	6	0	0	10	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	5	1	1	2	0	0	53.9	44.8	7.2
0500 - 0600	35	8	7	5	15	0	0	31	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2	7	6	7	9	3	1	0	53	46.4	7.4
0600 - 0700	79	8	17	27	27	0	0	68	0	8	0	1	0	0	0	2	0	0	0	0	0	0	0	1	19	24	19	10	3	1	2	51.2	44.9	6.8
0700 - 0800	244	37	64	68	75	0	1	217	1	16	1	2	0	1	2	3	0	0	0	0	0	0	1	22	114	70	28	9	0	0	0	45	40.3	4.6
0800 - 0900	358	87	89	107	75	0	0	323	0	30	1	1	0	2	1	0	0	0	0	0	0	0	15	43	158	108	28	6	0	0	0	43.2	39.1	4.6
0900 - 1000	225	40	70	59	56	0	0	184	1	33	0	2	1	0	1	3	0	0	0	0	0	0	1	9	57	101	38	14	5	0	0	41.6	37.6	4.8
1000 - 1100	202	47	48	63	44	0	0	160	2	34	2	3	0	0	1	0	0	0	0	0	0	2	4	9	37	100	36	11	3	0	0	41.4	37.2	5.3
1100 - 1200	197	49	51	47	50	0	0	162	1	17	5	6	0	0	5	1	0	0	0	0	0	0	10	36	94	44	13	0	0	0	0	41.8	37.6	4.4
1200 - 1300	165	38	46	40	41	0	0	140	0	15	3	2	0	0	4	1	0	0	0	0	0	0	2	24	92	31	13	1	2	0	0	43.4	38.8	4.3
1300 - 1400	215	58	57	43	57	0	1	184	0	17	3	5	1	1	1	2	0	0	0	0	0	1	2	31	117	53	7	4	0	0	0	42.3	38.4	4.1
1400 - 1500	192	29	53	60	50	1	0	165	1	14	0	5	1	0	4	1	0	0	0	0	1	1	4	39	102	35	9	1	0	0	0	40.9	37.6	4.4
1500 - 1600	242	44	65	83	50	0	0	208	5	24	0	0	0	2	1	2	0	0	0	0	0	1	2	30	121	65	21	2	0	0	0	43.2	39.1	4.3
1600 - 1700	326	90	77	78	81	1	3	283	2	27	0	1	0	3	3	3	0	0	0	3	24	2	0	37	138	97	17	7	1	0	0	42.9	37.4	7.5
1700 - 1800	378	86	97	107	88	0	1	348	2	25	0	0	0	0	1	1	0	0	0	0	0	1	5	8	33	187	115	25	3	0	1	0	42.9	38.9	4.7
1800 - 1900	197	59	56	43	39	0	1	191	1	4	0	0	0	0	0	0	0	0	0	0	0	1	5	13	76	65	22	12	3	0	0	45.9	40.9	5.5
1900 - 2000	104	25	33	27	19	1	1	95	2	4	1	0	0	0	0	0	0	0	0	0	0	0	1	4	29	33	20	11	6	0	0	50.3	43.6	6.3
2000 - 2100	78	20	21	17	20	0	1	71	0	5	0	0	0	0	0	1	0	0	0	0	0	0	1	2	23	16	14	12	8	1	1	53.2	45.1	7.7
2100 - 2200	59	11	17	12	19	0	0	57	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3	22	15	10	6	1	2	0	48.8	43.2	6.4
2200 - 2300	45	13	21	7	4	0	0	43	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4	15	11	4	4	3	1	3	54.1	45	10.1
2300 - 0000	19	7	3	3	6	0	0	15	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	1	6	2	4	2	1	1	2	55	47	10.9
0700 - 1900	2941	664	773	798	706	2	7	2565	16	256	15	27	3	9	24	17	0	0	0	3	28	16	67	402	1400	757	208	53	6	1	0	42.9	38.6	5.2
0600 - 2200	3261	728	861	881	791	3	9	2856	18	274	16	28	3	9	24	21	0	0	0	3	28	16	69	412	1493	845	271	92	24	5	3	43.8	39.1	5.6
0600 - 0000	3325	748	885	891	801	3	9	2914	18	276	16	28	3	9	27	22	0	0	0	3	28	16	69	417	1514	858	279	98	28	7	8	44.1	39.3	5.8
0000 - 0000	3392	763	898	905	826	3	9	2965	18	283	16	28	3	10	33	24	0	0	0	3	28	16	69	419	1528	872	296	110	35	8	8	44.3	39.4	5.9

Tuesday 02 February 2016

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	7	2	2	2	1	0	0	4	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	3	0	1	0	1	-	50.5	10.8
0100 - 0200	12	5	3	1	3	0	0	8	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	3	3	4	0	0	0	51.9	45.8	5.9
0200 - 0300	6	2	3	1	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	-	45.5	4.1
0300 - 0400	12	2	0	7	3	0	0	7	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	2	3	1	1	1	0	56.4	47.9	9.5
0400 - 0500	17	2	3	6	6	0	0	10	0	4	0	0	0	0	1	2	0	0	0	0	0	0	0	0	6	7	2	0	1	1	0	46.1	43.3	6.9
0500 - 0600	44	13	8	6	17	0	0	32	0	8	0	0	0	1	0	3	0	0	0	0	0	0	0	1	4	15	11	7	4	2	0	52.6	47.1	6.8
0600 - 0700	84	16	23	21	24	0	0	71	0	9	0	1	0	0	0	3	0	0	0	0	0	0	0	1	18	21	25	9	7	2	1	52.1	46.1	7.6
0700 - 0800	256	46	52	72	86	0	2	229	3	14	1	5	0	1	0	0	1	0	0	0	0	0	2	21	100	91	32	9	0	1	0	45.2	40.6	4.8
0800 - 0900	360	93	99	99	69	0	0	335	1	13	1	3	0	1	2	4	0	0	0	0	0	0	2	9	61	148	102	34	3	1	0	43.8	39	5
0900 - 1000	220	68	64	44	44	0	0	182	2	30	2	0	0	0	3	1	0	0	0	0	0	0	2	37	132	36	11	2	0	0	0	41.4	38	3.7
1000 - 1100	194	59	39	41	55	0	0	160	3	20	3	1	0	2	3	2	0	0	0	0	0	0	1	15	111	55	8	1	3	0	0	42.1	39.2	3.9
1100 - 1200	197	48	54	48	47	0	1	167	0	18	4	5	0	1	1	0	0	0	0	1	1	0	0	17	110	56	6	5	0	1	0	42.3	39.1	4.7
1200 - 1300	208	63	62	46	37	0	0	158	2	31	4	8	0	0	1	4	0	0	0	0	0	0	0	21	124	46	10	4	2	1	0	42.9	39.1	4.5
1300 - 1400	209	59	57	51	42	0	0	177	1	19	2	6	1	1	2	0	0	0	0	0	0	0	0	4	56	92	39	12	5	1	0	42.7	38	4.9
1400 - 1500	223	45	58	49	71	0	0	188	2	22	2	3	0	1	1	4	0	0	0	0	0	1	2	22	39	90	55	13	1	0	0	41.8	37.1	5.3
1500 - 1600	281	54	51	96	80	1	0	236	1	32	2	5	1	2	1	0	0	0	0	0	0	0	0	3	30	143	83	17	4	0	1	0	43.4	39.2	4.2
1600 - 1700	335	79	83	90	83	0	3	303	3	22	0	2	0	1	0	1	0	0	0	0	0	0	0	0	25	155	123	23	8	1	0	0	43.6	40.1	4
1700 - 1800	381	96	104	101	80	0	1	344	5	27	0	0	0	2	2	0	0	0	0	0	0	0	1	6	38	218	89	25	3	1	0	0	42.1	38.8	4.2
1800 - 1900	175	46	53	35	41	0	0	167	1	6	0	0	0	0	0	1	0	0	0	1	0	0	0	1	11	77	56	23	3	3	0	0	45	40.4	5.3
1900 - 2000	112	34	29	28	21	0	1	105	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	34	32	22	15	3	2	1	51.4	43.9	7.1
2000 - 2100	81	16	19	23	23	0	2	73	1	1	1	0	0	1	1	1	0	0	0	0	0	0	1	0	4	32	26	7	3	7	1	0	48.5	42.3	7
2100 - 2200	65	15	22	15	13	0	0	61	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	4	17	19	12	7	3	3	0	50.8	43.9	7.3
2200 - 2300	51	5	23	11	12	0	0	48	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	2	23	11	9	3	2	1	0	49.9	42.3	6.4
2300 - 0000	21	6	5	9	1	0	0	18	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	5	9	1	0	1	53.5	49.5	7.6
0700 - 1900	3039	756	776	772	735	1	7	2646	24	254	21	38	2	12	16	17	1	0	1	1	2	5	50	371	1500	831	214	48	12	4	0	43.2	39.1	4.6
0600 - 2200	3381	837	869	859	816	1	10	2956	25	271	22	39	2	13	19	22	1	0	1	1	2	6	51	382	1601	929	280	82	32	12	2	44.1	39.6	5.2
0600 - 0000	3453	848	897	879	829	1	10	3022	25	274	23	39	2	13	19	24	1	0	1	1	2	6	51	385	1626	942	294	94	35	13	3	44.3	39.7	5.3
0000 - 0000	3551	874	916	902	859	1	10	3085	25	293	23	39	2	14	28	30	1	0	1	1	2	6	51	387	1640	974	318	107	42	17	5	44.5	39.9	5.5

Description A1175 Littlewroth Drove, 110m north of Woodbank
Direction Northbound

Wednesday 03 February 2016

Time	15 Minute Bin Drops					Number Vehicle Classes ARX Scheme											Vehicle Speed																	
	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	18	5	5	6	2	0	0	12	0	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	2	4	2	6	0	1	3	61.5	52.6	12.4
0100 - 0200	8	2	2	3	1	0	0	5	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	3	1	0	1	0	1	-	47.3	10
0200 - 0300	8	0	1	6	1	0	0	6	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	1	4	0	0	-	50.5	7.3
0300 - 0400	11	1	3	6	1	0	0	7	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	5	4	1	0	1	0	0	44.3	41.9	5.5
0400 - 0500	17	1	3	4	9	0	0	9	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	2	6	2	2	0	1	53	47	7.9
0500 - 0600	39	8	5	9	17	0	0	34	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	3	7	14	4	4	2	4	1	56.8	45.6	9.1
0600 - 0700	88	11	24	20	33	0	0	70	0	13	0	2	0	1	1	1	0	0	0	0	0	0	0	1	20	33	12	16	4	1	1	52.6	45.1	7.1
0700 - 0800	238	33	61	73	71	0	2	209	0	18	0	4	0	2	1	2	0	0	0	0	0	0	0	15	98	73	43	8	1	0	0	46.3	41.2	4.7
0800 - 0900	375	89	110	101	75	0	0	336	3	28	3	1	2	1	0	0	1	0	0	0	0	0	1	7	43	183	108	30	2	1	0	0	42.7	39	4.2
0900 - 1000	219	70	37	63	49	0	0	181	0	29	1	6	0	0	1	1	0	0	0	0	0	1	4	38	109	52	14	0	0	0	1	42.3	38.4	5.2
1000 - 1100	214	55	54	63	42	0	0	179	2	21	1	6	0	1	2	2	0	0	0	0	0	1	1	27	112	55	16	2	0	0	0	42.9	38.9	4.1
1100 - 1200	217	63	47	61	46	0	0	178	2	23	1	7	0	1	3	2	0	0	0	0	0	0	1	26	97	83	9	0	1	0	0	42.5	39.1	3.6
1200 - 1300	204	54	37	73	40	0	1	163	0	21	6	4	1	3	3	2	0	0	0	0	0	1	1	27	116	49	8	1	1	0	0	41.4	38.4	3.7
1300 - 1400	201	47	58	48	48	0	2	165	2	14	3	5	0	1	6	3	0	0	0	1	0	2	0	28	115	40	10	5	0	0	0	41.4	38.5	4.6
1400 - 1500	209	43	70	55	41	0	0	175	0	20	2	6	1	4	0	1	0	0	0	0	0	0	3	24	109	50	18	5	0	0	0	43.4	39.3	4.5
1500 - 1600	284	71	57	92	64	1	0	248	2	22	1	2	1	0	2	4	1	0	0	0	12	3	3	59	135	53	12	5	2	0	0	41.6	37.1	6.2
1600 - 1700	341	76	86	82	97	1	4	301	1	26	0	1	0	3	1	3	0	0	0	0	1	0	22	20	170	101	20	3	3	0	1	42.9	38.9	5.2
1700 - 1800	363	89	97	96	81	0	1	329	3	23	1	0	0	0	3	3	0	0	0	0	0	0	5	40	196	102	13	4	3	0	0	42.3	39	4
1800 - 1900	214	60	58	47	49	0	0	201	1	9	1	0	0	0	1	1	0	0	0	0	0	0	3	18	86	76	20	7	2	1	1	44.7	40.5	6.2
1900 - 2000	112	32	34	21	25	0	0	104	0	5	0	0	0	1	1	1	0	0	0	0	0	0	0	2	42	39	17	5	5	1	1	47	42.8	6.3
2000 - 2100	80	14	21	20	25	0	2	76	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	2	24	29	12	10	2	0	0	49.7	42.8	5.9
2100 - 2200	65	17	13	13	22	0	0	62	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	3	27	14	13	8	0	0	0	49.2	42	5.9
2200 - 2300	53	12	23	10	8	0	1	50	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	7	14	16	5	4	1	3	2	52.6	43	9
2300 - 0000	21	5	9	2	5	0	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10	4	2	1	0	1	51.2	45.8	6.9
0700 - 1900	3079	750	772	854	703	2	10	2665	16	254	20	42	5	16	23	24	2	0	0	1	13	9	50	365	1526	842	213	42	14	1	3	42.9	39	4.8
0600 - 2200	3424	824	864	928	808	2	12	2977	16	275	20	44	5	18	27	26	2	0	0	1	13	9	51	373	1639	957	267	81	25	3	5	43.6	39.4	5.2
0600 - 0000	3498	841	896	940	821	2	13	3046	16	278	20	44	5	18	27	27	2	0	0	1	13	10	51	380	1656	983	276	87	27	6	8	43.8	39.5	5.3
0000 - 0000	3599	858	915	974	852	2	13	3119	17	294	20	44	5	20	32	31	2	0	0	1	13	10	51	383	1677	1011	291	100	37	11	14	44.1	39.7	5.6

Thursday 04 February 2016

Time	15 Minute Bin Drops					Number Vehicle Classes ARX Scheme											Vehicle Speed																	
	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	15	5	4	2	4	0	0	9	0	4	0	0	0	0	1	1	0	0	0	0	0	0	0	1	3	1	2	4	3	1	0	58.8	48.9	8.9
0100 - 0200	8	3	1	3	1	0	1	4	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	3	1	1	0	0	1	-	45.8	10.2
0200 - 0300	8	1	0	4	3	0	0	3	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	2	1	2	0	0	0	-	43.5	5.8
0300 - 0400	11	1	4	4	2	0	0	9	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	6	0	2	0	0	44.3	41.9	7.3
0400 - 0500	12	1	2	3	6	0	0	7	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	2	3	2	3	0	1	1	0	49.2	44.7	8.8
0500 - 0600	41	14	4	10	13	0	0	32	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	1	5	7	9	10	3	4	2	57	49.6	8.9
0600 - 0700	87	19	20	19	29	0	0	71	1	8	1	1	0	1	2	2	0	0	0	0	0	0	0	3	19	12	23	16	9	2	3	55	46.9	8
0700 - 0800	225	40	60	53	72	0	2	198	0	16	1	6	0	0	1	1	0	0	0	0	0	0	1	6	100	70	29	13	4	0	2	47	41.7	5.8
0800 - 0900	400	100	99	113	88	0	0	359	2	34	0	2	1	2	0	0	0	0	0	0	0	0	5	45	215	98	26	10	1	0	0	42.9	39.1	4.4
0900 - 1000	236	49	72	54	61	0	0	196	4	27	0	3	0	1	2	3	0	0	0	0	0	0	0	13	137	70	14	1	1	0	0	43.2	39.4	3.6
1000 - 1100	215	54	52	58	51	0	1	180	1	25	3	3	0	1	0	0	1	0	0	0	0	0	1	26	132	39	9	7	1	0	0	41.8	38.6	4.2
1100 - 1200	249	64	60	53	72	0	0	215	1	20	7	1	0	1	2	2	0	0	0	0	1	0	1	37	129	64	13	4	0	0	0	42.3	38.6	4.2
1200 - 1300	209	42	52	68	47	0	0	176	1	18	3	3	0	4	1	2	1	0	0	0	2	0	7	29	117	43	10	0	1	0	0	41.8	37.9	4.5
1300 - 1400	221	47	51	63	60	0	2	189	1	22	1	1	2	1	1	1	0	0	0	0	0	1	2	21	131	52	11	3	0	0	0	41.8	38.8	4
1400 - 1500	250	71	58	57	64	0	0	213	3	26	0	1	1	1	3	2	0	0	0	0	0	0	1	24	137	71	14	3	0	0	0	42.9	39.2	3.7
1500 - 1600	269	54	63	86	66	0	0	237	3	25	1	0	1	0	1	1	0	0	1	0	0	0	3	1	50	150	51	12	1	0	0	41.4	37.7	4.3
1600 - 1700	324	70	87	84	83	0	3	293	3	19	0	1	0	1	3	1	0	0	0	0	0	5	6	40	146	91	27	5	4	0	0	44.1	39.2	5.4
1700 - 1800	418	99	122	107	90	0	2	381	2	25	1	0	0	1	4	2	0	0	0	0	1	0	11	68	214	99	16	6	2	0	1	42.1	38.4	4.8
1800 - 1900	235	61	65	66	43	0	2	224	2	5	1	0	0	0	1	0	0	0	0	0	2	5	7	25	84	79	23	7	1	2	0	44.7	39.6	6.3
1900 - 2000	146	32	50	31	33	0	1	140	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11	40	56	33	4	1	1	0	46.8	42.1	4.9
2000 - 2100	84	24	16	25	19	0	0	80	0	3	0	0	0	0	0	1	0	0	0	0	0	0	1	7	37	18	13	8	0	0	0	47.4	41.1	5.6
2100 - 2200	72	14	24	27	7	0	1	67	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4	23	20	10	7	6	1	1	52.1	44	7.9
2200 - 2300	65	15	29	12	9	0	1	63	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17	17	14	9	5	1	0	51.4	44.6	6.9
2300 - 0000	36	6	17	6	7	0	0	33	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	3	18	4	5	1	3	0	2	51.7	42.9	9.6
0700 - 1900	3251	751	841	862	797	0	12	2861	23	262	18	21	5	13	19	15	2	0	1	0	6	14	43	384	1692	827	204	60	15	2	3	42.9	39	4.8
0600 - 2200	3640	840	951	964	885	0	14	3219	24	281	19	22	5	14	21	19	2	0	1	0	6	14	44	409	1811	933	283	95	31	6	7	43.8	39.4	5.2
0600 - 0000	3741	861	997	982	901	0	15	3315	24	284	19	22	5	14	22	19	2	0	1	0	6	14	44	414	1846	954	302	105	39	7	9	44.1	39.6	5.3
0000 - 0000	3836	886	1012	1008	930	0	16	3379	24	302	19	22	5	17	30	20	2	0	1	0	6	14	45	419	1863	975	318	124	46	13	12	44.3	39.8	5.6

Description A1175 Littlewroth Drove, 110m north of Woodbank
Direction Northbound

Friday 05 February 2016

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	14	3	2	5	4	0	0	9	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	4	2	4	0	0	3	67.8	51.2	11
0100 - 0200	10	6	0	2	2	0	0	5	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	2	4	2	1	0	0	-	48	6
0200 - 0300	8	4	1	3	0	0	0	4	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	2	0	2	0	0	-	47.7	7
0300 - 0400	13	2	4	5	2	0	0	6	0	5	0	0	0	1	0	1	0	0	0	0	0	0	0	2	3	2	5	0	1	0	0	48.3	43.3	6.3
0400 - 0500	16	3	3	4	6	0	0	8	0	3	0	0	0	0	3	2	0	0	0	0	0	0	1	1	3	3	4	1	0	1	1	54.8	43.7	11.7
0500 - 0600	41	10	6	8	17	0	0	29	0	9	0	1	0	1	0	1	0	0	0	0	0	0	0	1	2	15	11	8	2	2	0	53.2	47.2	6.5
0600 - 0700	90	19	22	20	29	0	0	73	0	9	0	2	1	0	1	4	0	0	0	0	0	0	0	1	5	28	17	13	15	6	2	3	52.8	44.7	8.5
0700 - 0800	223	37	46	59	81	0	1	192	0	18	0	8	0	2	0	2	0	0	0	0	0	0	0	0	18	85	66	32	13	7	1	1	47.4	41.8	6.3
0800 - 0900	399	92	121	106	80	0	1	357	3	24	0	7	0	4	2	1	0	0	0	0	0	0	1	12	62	175	125	18	6	0	0	0	42.7	38.6	4.5
0900 - 1000	245	63	50	63	69	0	0	205	3	26	2	4	0	1	3	0	0	1	0	0	0	0	0	6	30	133	58	15	2	1	0	0	42.7	38.7	4.4
1000 - 1100	238	53	61	60	64	0	0	195	2	30	3	6	0	1	0	1	0	0	0	0	0	0	0	1	33	135	58	10	1	0	0	0	42.1	38.4	3.6
1100 - 1200	246	76	78	57	35	1	1	210	1	19	5	5	0	0	2	2	0	0	0	0	0	0	1	7	30	142	44	16	2	2	2	0	42.3	38.5	5
1200 - 1300	246	80	60	64	42	0	2	205	0	30	0	6	0	0	2	1	0	0	0	0	0	3	2	4	31	139	55	10	2	0	0	0	41.6	38	4.6
1300 - 1400	274	65	85	60	64	0	5	232	1	20	1	8	0	2	3	2	0	0	0	0	0	0	2	8	38	126	75	21	4	0	0	0	42.9	38.8	4.8
1400 - 1500	276	59	80	61	76	0	1	238	1	22	1	6	0	2	2	3	0	0	0	0	0	0	0	11	33	127	79	19	7	0	0	0	43.2	38.9	4.8
1500 - 1600	348	70	80	108	90	0	0	310	4	26	1	2	1	1	3	0	0	0	0	0	0	0	1	11	69	172	76	15	4	0	0	0	42.1	37.9	4.4
1600 - 1700	346	84	102	77	83	0	3	305	4	31	0	0	0	0	1	2	0	0	0	0	0	0	0	3	36	177	93	30	7	0	0	0	43.6	39.3	4.3
1700 - 1800	341	69	91	108	73	0	1	316	0	20	1	0	0	1	2	0	0	0	0	0	0	0	1	1	36	165	99	28	7	4	0	0	43.6	39.8	4.6
1800 - 1900	199	66	55	34	44	0	0	195	0	4	0	0	0	0	0	0	0	0	0	1	7	3	2	6	81	58	24	11	5	0	1	0	46.5	40.4	7.8
1900 - 2000	135	46	34	33	22	0	0	128	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	11	62	38	18	3	3	0	0	45.6	40.7	5.2
2000 - 2100	83	30	17	18	18	0	1	80	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25	27	14	10	3	1	1	51	43.9	7.4
2100 - 2200	78	27	17	20	14	0	0	74	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	5	27	31	9	3	0	2	1	46.1	42.2	6.3
2200 - 2300	58	14	19	10	15	0	0	54	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	19	15	11	5	3	0	2	50.1	44	7.4
2300 - 0000	37	12	7	8	10	0	0	34	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	8	9	9	7	1	1	1	53.2	45.7	7.8
0700 - 1900	3381	814	909	857	801	1	15	2960	19	270	14	52	1	14	20	14	0	1	0	1	10	11	66	422	1657	886	238	66	19	3	2	43.4	39	5
0600 - 2200	3767	936	999	948	884	1	16	3315	19	289	14	54	2	14	23	19	0	1	0	1	10	11	67	445	1799	999	292	97	31	8	7	43.8	39.4	5.3
0600 - 0000	3862	962	1025	966	909	1	16	3403	19	293	14	54	2	15	24	20	0	1	0	1	10	11	68	448	1826	1023	312	109	35	9	10	44.1	39.5	5.5
0000 - 0000	3964	990	1041	993	940	1	16	3464	19	318	14	55	2	17	31	26	0	1	0	1	10	12	69	452	1836	1053	340	124	41	12	14	44.3	39.7	5.7

Saturday 06 February 2016

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	31	6	14	6	5	0	0	26	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5	9	4	6	5	1	0	55.3	46.7	7.9
0100 - 0200	14	2	7	3	2	0	0	11	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3	4	1	1	3	0	1	57.3	47.5	9.8
0200 - 0300	9	4	0	3	2	0	0	5	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	4	4	1	0	0	0	-	44.9	3
0300 - 0400	7	1	0	5	1	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	1	0	0	0	-	43.4	5.5
0400 - 0500	6	0	1	1	4	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	1	0	-	48.1	8.2
0500 - 0600	17	5	1	6	5	0	0	14	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	4	4	3	0	0	54.4	47.4	8.1
0600 - 0700	43	10	9	10	14	0	0	31	0	9	0	0	1	0	0	2	0	0	0	0	0	0	0	0	4	9	8	12	6	3	0	1	51.9	44.7	7.9
0700 - 0800	71	10	15	20	26	0	1	57	0	9	0	1	0	0	2	0	1	0	0	0	0	0	0	0	1	19	23	13	9	6	0	0	52.6	44.4	6.6
0800 - 0900	125	22	22	28	53	0	0	114	2	5	1	0	0	1	2	0	0	0	0	0	0	0	0	0	7	62	32	18	5	0	0	1	45.6	41	5.6
0900 - 1000	187	43	39	54	51	0	0	173	0	10	0	0	0	0	2	2	0	0	0	0	0	0	0	2	42	80	44	13	3	3	0	0	43.6	38.7	4.9
1000 - 1100	238	62	59	57	60	0	1	219	1	16	1	0	0	0	0	0	0	0	0	0	0	0	0	9	30	124	64	7	2	2	0	0	42.3	38.4	4.3
1100 - 1200	284	55	64	93	72	0	0	271	3	10	0	0	0	0	0	0	0	0	0	0	0	0	1	4	30	160	65	18	6	0	0	0	42.9	38.8	4.4
1200 - 1300	254	58	55	64	77	0	0	247	2	4	0	0	1	0	0	0	0	0	0	0	0	0	0	6	49	121	52	21	5	0	0	0	43.2	38.4	4.7
1300 - 1400	292	81	52	82	77	0	0	280	1	10	0	0	0	0	1	0	0	0	0	0	0	2	0	1	56	150	67	12	3	0	1	0	42.3	38.4	4.4
1400 - 1500	266	71	71	62	62	1	0	254	2	7	0	0	1	0	1	0	0	0	0	0	0	0	0	5	35	152	59	10	4	1	0	0	41.6	38.5	4
1500 - 1600	231	60	53	66	52	0	0	224	1	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	34	123	56	11	3	4	0	0	43.6	39.2	4.6
1600 - 1700	225	52	60	65	48	0	1	214	3	6	0	0	0	0	1	0	0	0	0	0	0	0	0	1	32	116	58	15	2	1	0	0	43.2	38.9	4.3
1700 - 1800	190	46	50	52	42	0	0	180	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	2	22	86	53	17	8	2	0	0	44.7	40	5
1800 - 1900	138	37	32	33	36	0	0	135	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	55	45	16	9	3	0	0	46.8	41.2	5.4
1900 - 2000	92	18	29	22	23	0	0	83	1	6	0	0	0	0	2	0	0	0	0	0	0	0	1	0	7	33	30	15	3	2	0	1	46.3	41.3	6.3
2000 - 2100	74	20	17	22	15	0	0	71	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	3	6	26	15	17	6	0	0	0	47.9	41.2	6.3
2100 - 2200	57	16	15	16	10	0	0	54	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	23	17	5	3	3	1	0	48.1	41.4	6.6
2200 - 2300	55	8	14	15	18	0	0	52	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	25	16	4	5	3	0	0	49.2	42	6.3
2300 - 0000	38	12	9	10	7	0	2	34	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	11	7	6	8	3	0	1	52.1	44.9	8.8
0700 - 1900	2501	597	572	676	656	1	3	2368	15	94	2	1	2	1	11	2	1	0	0	0	2	1	30	348	1248	618	171	59	22	1	1	43.6	39.2	4.8
0600 - 2200	2767	661	642	746	718	1	3	2607	17	112	2	1	3	2	14	4	1	0	0	0	2	3	33	370	1339	688	220	77	30	2	3	43.8	39.4	5.1
0600 - 0000	2860	681	665	771	743	1	5	2693	17	115	2	1	3	2	15	5	1	0	0	0	2	3	33	374	1375	711	230	90	36	2	4	44.1	39.5	5.2
0000 - 0000	2944	699	688	795	762	1	5	2756	17	131	2	1	3	3	18	6	1	0	0	0	2	3	33	378	1387	736	245	104	47	4	5	44.5	39.7	5.5

Description A1175 Littlewroth Drove, 110m north of Woodbank
Direction Northbound
Sunday 07 February 2016

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	32	4	11	10	7	0	1	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	8	6	3	1	1	2	52.1	44.7	8.5
0100 - 0200	21	4	8	6	3	0	1	16	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	8	6	3	3	1	0	0	52.8	43.5	6.6
0200 - 0300	14	7	4	3	0	0	0	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	4	3	2	0	0	54.8	47.4	7.5
0300 - 0400	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	-	41.4	8.1
0400 - 0500	5	0	1	1	3	0	0	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	1	1	1	0	0	0	-	44.2	6.4
0500 - 0600	14	3	1	5	5	0	0	11	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3	2	3	1	3	0	1	1	53.2	45.8	12.2
0600 - 0700	20	1	6	5	8	0	0	17	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	1	1	5	6	2	3	1	0	55.5	46.3	8.1
0700 - 0800	48	9	9	19	11	1	0	43	0	3	0	0	0	0	0	1	0	0	0	0	0	1	0	3	11	13	8	6	3	1	2	52.8	44.8	8.8
0800 - 0900	65	7	16	20	22	0	0	58	1	4	0	0	0	1	1	0	0	0	0	0	0	0	3	6	20	15	12	7	1	1	0	49.7	42.4	7.2
0900 - 1000	129	18	24	38	49	0	2	119	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	7	40	46	22	9	4	1	0	48.5	42.5	5.7
1000 - 1100	197	35	38	65	59	0	1	189	1	6	0	0	0	0	0	0	0	0	0	0	0	0	2	17	104	52	18	3	0	1	0	43.2	39.6	4.3
1100 - 1200	222	57	52	51	62	0	1	213	0	7	0	0	0	0	1	0	0	0	0	0	0	1	6	42	114	44	11	4	0	0	0	42.3	38	4.6
1200 - 1300	226	48	47	65	66	0	0	220	1	3	0	0	0	1	1	0	0	0	0	0	0	1	4	2	26	123	53	13	2	2	0	42.1	38.6	4.8
1300 - 1400	271	73	73	71	54	0	1	263	2	4	0	0	0	0	1	0	0	0	0	0	0	0	2	30	160	50	21	7	1	0	0	42.5	39	4.5
1400 - 1500	212	52	59	49	52	0	2	198	2	7	0	0	0	1	2	0	0	0	0	0	0	0	0	11	129	49	19	4	0	0	0	42.9	39.6	3.8
1500 - 1600	218	65	59	44	50	0	2	209	2	5	0	0	0	0	0	0	0	0	0	0	0	0	1	22	112	58	17	5	3	0	0	43.6	39.5	4.5
1600 - 1700	215	62	62	40	51	0	0	209	0	4	0	1	0	0	1	0	0	0	0	0	0	0	2	11	78	83	34	6	1	0	0	45.4	41.1	4.3
1700 - 1800	161	37	51	36	37	0	0	156	1	4	0	0	0	0	0	0	0	0	0	0	0	2	3	8	73	48	20	5	2	0	0	45.4	40.2	5.3
1800 - 1900	108	22	34	30	22	0	2	98	1	6	0	1	0	0	0	0	0	0	0	0	0	0	2	5	48	25	19	6	3	0	0	47.4	41.4	5.7
1900 - 2000	88	25	16	28	19	0	0	86	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	23	37	15	5	1	3	0	47	42.7	6.1
2000 - 2100	66	20	16	19	11	0	1	61	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	4	23	18	8	6	2	4	0	52.1	43.3	8
2100 - 2200	52	20	17	5	10	0	1	48	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	2	15	15	10	6	3	0	1	51	43.8	6.9
2200 - 2300	41	9	10	12	10	0	0	40	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12	9	4	3	1	1	53.7	45.9	8.7
2300 - 0000	7	2	2	2	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	2	0	0	-	46.9	8
0700 - 1900	2072	485	524	528	535	1	11	1975	11	60	0	1	1	3	8	1	0	0	0	0	1	8	23	188	1012	536	214	64	20	4	2	44.7	39.9	5.1
0600 - 2200	2298	551	579	585	583	1	13	2187	11	69	1	1	1	3	9	2	0	0	0	0	1	8	25	199	1074	611	253	83	29	12	3	45.4	40.2	5.4
0600 - 0000	2346	562	591	599	594	1	13	2234	11	70	1	1	1	3	9	2	0	0	0	0	1	8	25	199	1087	625	262	88	34	13	4	45.4	40.4	5.6
0000 - 0000	2434	580	617	625	612	1	15	2308	11	77	1	1	1	3	13	3	0	0	0	0	1	8	25	203	1113	645	278	101	38	15	7	45.9	40.5	5.8

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	17	4	5	5	4	0	0	13	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	4	3	3	1	1	1	56.8	48	9.6
0100 - 0200	11	4	3	3	2	0	0	7	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	3	2	2	1	0	0	53.2	46.2	7.9
0200 - 0300	9	3	1	3	1	0	0	5	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	3	2	1	1	0	0	-	46.3	6.2
0300 - 0400	8	1	2	4	1	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	2	1	0	0	0	-	43.8	7.1
0400 - 0500	12	1	2	3	6	0	0	7	0	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	3	1	1	1	0	53.9	44.9	8.4
0500 - 0600	33	9	5	7	13	0	0	26	0	5	0	0	0	1	0	1	0	0	0	0	0	0	0	2	4	9	7	6	2	2	1	54.8	47.2	8.1
0600 - 0700	70	12	17	17	23	0	0	57	0	8	0	1	0	0	1	2	0	0	0	0	0	0	0	2	16	17	16	11	5	1	2	52.8	45.5	7.7
0700 - 0800	186	30	44	52	60	0	1	164	1	13	0	4	0	1	1	1	0	0	0	0	0	0	1	12	75	58	26	10	3	0	1	47	41.4	5.6
0800 - 0900	297	70	79	82	66	0	0	269	2	20	1	2	0	2	1	1	0	0	0	0	0	1	7	38	137	84	24	6	1	0	0	43.4	39.2	4.8
0900 - 1000	209	50	51	54	54	0	0	177	1	23	1	2	0	0	2	1	0	0	0	0	0	0	3	32	105	49	15	3	1	0	0	43.2	38.8	4.8
1000 - 1100	214	52	50	58	54	0	0	183	2	22	2	3	0	1	1	1	0	0	0	0	0	1	3	26	117	51	11	3	1	0	0	42.3	38.6	4.3
1100 - 1200	230	59	58	59	55	0	0	202	1	16	3	3	0	0	2	1	0	0	0	0	0	0	4	31	121	57	12	3	0	0	0	42.3	38.5	4.5
1200 - 1300	216	55	51	60	50	0	0	187	1	17	2	3	0	1	2	1	0	0	0	0	0	1	1	3	30	119	47	12	2	1	0	42.3	38.4	4.5
1300 - 1400	240	61	62	60	57	0	2	213	1	15	1	4	1	1	2	1	0	0	0	0	0	1	3	37	127	54	13	4	0	0	0	42.5	38.6	4.5
1400 - 1500	233	53	64	56	59	0	0	204	2	17	1	3	1	1	2	2	0	0	0	0	0	0	7	29	121	57	15	4	0	0	0	42.7	38.6	4.5
1500 - 1600	268	60	61	82	65	0	0	239	3	20	1	1	1	1	1	1	0	0	0	0	0	2	1	3	42	137	63	15	3	1	0	42.5	38.4	4.8
1600 - 1700	302	73	80	74	75	0	2	273	2	19	0	1	0	1	1	1	0	0	0	0	0	4	1	5	29	140	92	24	5	2	0	43.8	39.2	5.3
1700 - 1800	319	75	87	87	70	0	1	293	2	19	0	0	0	1	2	1	0	0	0	0	0	0	1	5	35	163	86	21	5	2	0	43.2	39.1	4.6
1800 - 1900	181	50	50	41	39	0	1	173	1	5	0	0	0	0	0	0	0	0	0	0	0	1	1	3	13	72	58	21	8	3	0	45.9	40.5	6.2
1900 - 2000	113	30	32	27	23	0	0	106	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	6	38	38	20	7	3	1	0	47.6	42.4	6.1
2000 - 2100	78	21	18	21	19	0	1	73	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	4	27	21	12	8	3	1	0	50.3	42.8	7
2100 - 2200	64	17	18	15	14	0	0	60	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	4	22	19	10	6	2	1	0	49.9	42.9	6.8
2200 - 2300	53	11	20	11	11	0	0	50	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	18	14	8	5	3	1	1	51.9	43.8	7.9
2300 - 0000	26	7	7	6	5	0	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	5	5	4	2	0	1	53.5	45.6	8.7
0700 - 1900	2895	688	738	764	705	1	9	2577	18	207	13	26	3	10	17	13	1	0	0	1	9	9	47	354	1434	757	209	56	15	2	2	43.4	39.1	4.9
0600 - 2200	3220	768	824	844	784	1	11	2874	19	224	13	27	3	10	20	16	1	0	0	1	9	10	49	370	1537	852	267	87	29	7	4	44.1	39.5	5.3
0600 - 0000	3298	786	851	861	800	1	12	2947	19	227	14	27	3	11	20	17	1	0	0	1	9	10	49	374	1561	871	279	96	33	8	7	44.3	39.6	5.4
0000 - 0000	3389	807	870	886	826	1	12	3011	19	243	14	27	3	12	26	20	1	0	0	1	9	10	49	377	1578	895	298	110	41	11	9	44.5	39.8	5.6

Description A1175 Littlewroth Drove, 110m north of Woodbank
Direction Northbound
Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
Mon	3392	763	898	905	826	3	9	2965	18	283	16	28	3	10	33	24	0	0	0	3	28	16	69	419	1528	872	296	110	35	8	8	44.3	39.4	5.9
Tue	3551	874	916	902	859	1	10	3085	25	293	23	39	2	14	28	30	1	0	1	1	2	6	51	387	1640	974	318	107	42	17	5	44.5	39.9	5.5
Wed	3599	858	915	974	852	2	13	3119	17	294	20	44	5	20	32	31	2	0	0	1	13	10	51	383	1677	1011	291	100	37	11	14	44.1	39.7	5.6
Thu	3836	886	1012	1008	930	0	16	3379	24	302	19	22	5	17	30	20	2	0	1	0	6	14	45	419	1863	975	318	124	46	13	12	44.3	39.8	5.6
Fri	3964	990	1041	993	940	1	16	3464	19	318	14	55	2	17	31	26	0	1	0	1	10	12	69	452	1836	1053	340	124	41	12	14	44.3	39.7	5.7
Sat	2944	699	688	795	762	1	5	2756	17	131	2	1	3	3	18	6	1	0	0	0	2	3	33	378	1387	736	245	104	47	4	5	44.5	39.7	5.5
Sun	2434	580	617	625	612	1	15	2308	11	77	1	1	1	3	13	3	0	0	0	0	1	8	25	203	1113	645	278	101	38	15	7	45.9	40.5	5.8
	23720	5650	6087	6202	5781	9	84	21076	131	1698	95	190	21	84	185	140	6	1	2	6	62	69	343	2641	11044	6266	2086	770	286	80	65	44.5	39.8	5.6

Total

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
	23720	5650	6087	6202	5781	9	84	21076	131	1698	95	190	21	84	185	140	6	1	2	6	62	69	343	2641	11044	6266	2086	770	286	80	65	44.5	39.8	5.6

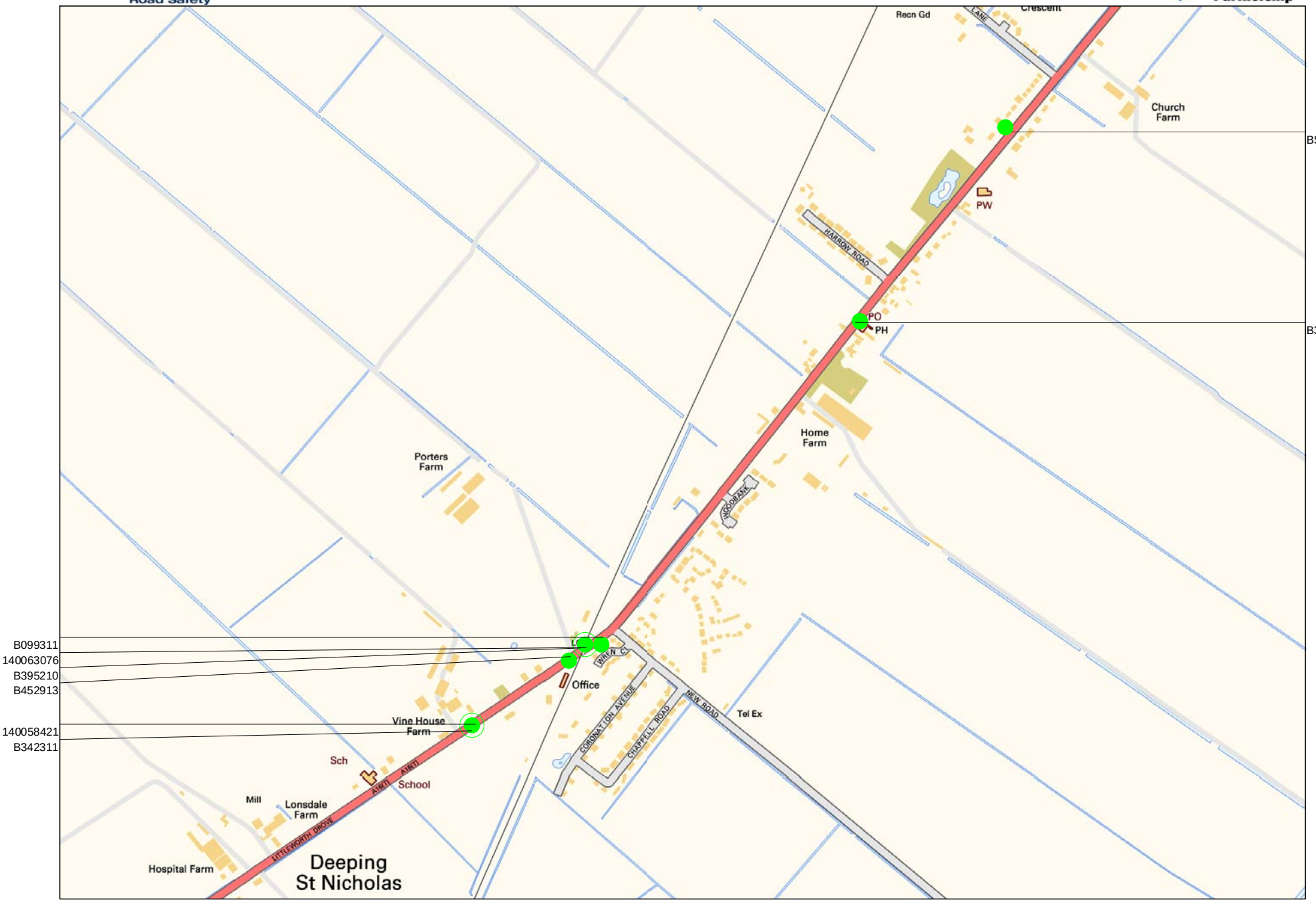
Appendix C

Personal Injury Accident Records

Date Printed - 11/01/2016

The LINCOLNSHIRE ROAD SAFETY Partnership

Data up to - 30/11/2015



- Fatal Injury
- Serious Injury
- Slight Injury

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LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: B395210

Road Number : A16 GRID REF: 520867,315258 SPEED LIMIT: 60
Road 2 Number :

PARISH : DEEPING ST NICHOLAS DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : DEEPING ST NICHOLAS LEVEL CROSSING ON THE A16. 520867-315258.

DESCRIPTION : V1 HAS BEEN TRAVELLING ALONG THE A16 TOWARDS MARKET DEEPING WHEN IT HAS SKIDDED INTO THE OPPOSITE LANE AND COLLIDED HEAD ON WITH THE VEHICLE TRAVELLING IN THE OPPOSITE DIRECTION.

DATE : 22/12/2010 - Wednesday TIME: 2215

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Other

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Frost or Ice

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Slippery road (due to weather)
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead North To South Skidding Driver: Male 25
2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 58

CASUALTIES:

1 Driver 25 Male Slight In Vehicle 1
2 Driver 58 Male Slight In Vehicle 2

DATE PRINTED: 11/01/2016

CURRENT DATADATE: 30/11/2015

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: B099311

Road Number : A16 GRID REF: 520912,315279 SPEED LIMIT: 50
Road 2 Number :

PARISH : DEEPING ST NICHOLAS DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : A16/ LITTLEWORTH DROVE, DEEPING ST NICHOLAS. 520851 315259. AWAITING LOCATION AND DIRECTION OF TRAVEL.

DESCRIPTION : ON APPROACHING LEFT HAND BEND, V1 MOTORCYCLE WENT WIDE. V1 ATTEMPTED TO CORRECT POSITION BUT SKIDDED INTO ONCOMING V2.

DATE : 16/04/2011 - Saturday TIME: 1520

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Day - No Street Lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Loss of control
2.V1 Possible Poor turn or manoeuvre
3.''
4.''
5.''
6.''

VEHICLES:

1 Motorcycle over 500cc (Combination before 2004) Going ahead left hand bend South West To North East Skidding Driver: Male 30
2 Car Going ahead rght hand bend North East To South West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 38

CASUALTIES:

1 Driver 30 Male Slight In Vehicle 1

DATE PRINTED: 11/01/2016

CURRENT DATADATE: 30/11/2015

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: B321011

Road Number : A16 GRID REF: 521415,315908 SPEED LIMIT: 50
Road 2 Number :

PARISH : DEEPING ST NICHOLAS DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : A16 DEEPING ST NICHOLAS. NO GRID REF. LOCATION AND DIRECTION OF TRAVEL CONFIRMED.

DESCRIPTION : V1 HAS DRIVEN IN EXCESS SPEED AND HIT V2 IN REAR.

DATE : 30/10/2011 - Sunday TIME: 1300

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Failed to look properly
2.V1 Very Likely Failed to judge other person's path or speed
3.V1 Very Likely Loss of control
4.V1 Very Likely Aggressive driving
5.V1 Very Likely Careless/Reckless/In a hurry
6.V1 Very Likely Travelling too fast for conditions

VEHICLES:

1 Car Going ahead South West To North East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 21
2 Car Going ahead South West To North East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 40

CASUALTIES:

1 Driver 40 Male Slight In Vehicle 2
2 Veh Passenger 35 Female Slight In Vehicle 2

DATE PRINTED: 11/01/2016

CURRENT DATADATE: 30/11/2015

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: B342311

Road Number : A16 GRID REF: 520648,315092 SPEED LIMIT: 60
Road 2 Number :

PARISH : DEEPING ST NICHOLAS DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : A16 LITTLEWORTH DROVE, DEEPING ST NICHOLAS. 520867 315258
LOCATION CONFIRMED

DESCRIPTION : V1, TRAVELLING FROM SPALDING TO DEEPING ST NICHOLAS, LOST CONTROL AND CROSSED CARRIAGEWAY, ENTERING DITCH AND COMING BACK OUT AGAIN.

DATE : 18/11/2011 - Friday TIME: 445

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Slippery road (due to weather)
2.V1 Possible Sudden braking
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead North To South Skidding Driver: Male 42

CASUALTIES:

1 Driver 42 Male Slight In Vehicle 1

DATE PRINTED: 11/01/2016

CURRENT DATADATE: 30/11/2015

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: B452913

Road Number : A1175 GRID REF: 520846,315240 SPEED LIMIT: 50
Road 2 Number :

PARISH : DEEPING ST NICHOLAS DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : LITTLEWORTH DROVE

DESCRIPTION : V1 WAS TRAVELLING A1175 TOWARDS SPALDING . V2 WAS TRAVELLING IN OPPOSITE DIRECTION AWAY FROM SPALDING. V1 WAS CARRYING A LOAD OF WOOD ON OPEN BACK VEHICLE. THE WOOD SPILLED ONTO V2 CAUSING DAMAGE TO WINDSCREEN WIPER . THERE WAS NO CONTACT BETWEEN VEHICLES

DATE : 29/11/2013 - Friday TIME: 1210

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Raining With High Winds

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Overloaded or poorly loaded vehicle or trailer
2.
3.
4.
5.
6.

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Going ahead South West To North East No Skdng /Jck-Knfg /Ovrtrng Driver: Not known
2 Car Going ahead North East To South West No Skdng /Jck-Knfg /Ovrtrng Driver: Female 69

CASUALTIES:

1 Driver 69 Female Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 140058421

Road Number : A1175 GRID REF: 520656,315105 SPEED LIMIT: 50
Road 2 Number :

PARISH : DEEPING ST NICHOLAS DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : DEEPING ST NICHOLAS- A1175 LITTLEWORTH DROVE (GRID REF: 5208670, 3152580).

DESCRIPTION : SINGLE VEHICLE RTC, VEHICLE HAS COME AROUND BEND, OVERTAKEN A VEHICLE, LOST CONTROL AND COME TO REST ON THE NEARSIDE OF THE CARRIAGEWAY.

DATE : 24/11/2014 - Monday TIME: 1924

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Possible Careless/Reckless/In a hurry
2.
3.
4.
5.
6.

VEHICLES:

1 Car Going ahead North East To South West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 54

CASUALTIES:

1 Driver 54 Male Slight In Vehicle 1

DATE PRINTED: 11/01/2016

CURRENT DATADATE: 30/11/2015

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 140063076

Road Number : A1175 GRID REF: 520877,315259 SPEED LIMIT: 50
Road 2 Number : X

PARISH : DEEPING ST NICHOLAS DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : DEEPING ST NICHOLAS- A1175 LITTLEWORTH DROVE (GRID REF: 5208670, 3152580).

DESCRIPTION : V1 HAS BEEN DRIVING IN DIRECTION OF SPALDING ON A1175. IT HAS SLOWED AND STOPPED AND WAS ABOUT TO START A RIGHT TURN INTO A DRIVEWAY. V2 HAS BEEN GOING IN 50MPH DIRECTION AND HAS FAILED TO STOP IN TIME, RUNNING INTO REAR OF V1 AS IT HAS STARTED TO TURN.

DATE : 11/12/2014 - Thursday TIME: 1016

NUMBER OF VEHICLES : 2
NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Using Private drive or Entrance
JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine With High Winds

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V2 Very Likely Failed to look properly
2.V2 Very Likely Failed to judge other person's path or speed
3.
4.
5.
6.

VEHICLES:

1 Goods vehicle 3.5 tonnes mgw and under Turning Right South To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 35
2 Goods vehicle 3.5 tonnes mgw and under Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 35

CASUALTIES:

1 Driver 35 Male Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: BSH147811

Road Number : A16 GRID REF: 521727,316289 SPEED LIMIT: 50
Road 2 Number :

PARISH : DEEPING ST NICHOLAS DIVISION: DISTRICT: South

POLICE SECTOR : Spalding SEVERITY: Slight
POLICE DIVISION : South

LOCATION : MAIN ROAD, DEEPING ST NICHOLAS. O/S TOLETHORPE HOUSE. 521774 316349

DESCRIPTION : DV1, TRAVELLING TOWARDS SPALDING, SUFFERED A SUSPECTED SEIZURE OR EPILEPTIC FIT AND LOST CONTROL. WIFE ATTEMPTED TO PREVENT COLLISION WITH ONCOMING VEH AND V1 WENT OFF THE ROAD, HITTING A FENCE AND HEDGE AND ENDING ON ITS SIDE.

DATE : 04/06/2011 - Saturday TIME: 1400

NUMBER OF VEHICLES : 1
NUMBER OF CASUALTIES: 2

JUNCTION DETAIL : Not at/within 20m of Junction.
JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:
CONTRIBUTORY FACTOR 2:
CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Illness or disability, mental or physical
2.''
3.''
4.''
5.''
6.''

VEHICLES:

1 Car Going ahead South West To North East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 49

CASUALTIES:

1 Driver 49 Male Slight In Vehicle 1
2 Veh Passenger 48 Female Slight In Vehicle 1

Appendix D

Proposed Site Layout

Do not scale, use figured dimensions only. All discrepancies to be notified to Artech Designs Limited. This drawing remains the copyright of Artech Designs Limited.

Scale Bar

0 25m 50m

10m 20m 30m 40m



Indicative Site Layout

Schedule:

Dwelling Unit Mix:
2 Bed units = 14no (21%)
3 Bed units = 33no (50%)
4 Bed Units = 19no (29%)

Total Number of Dwelling Units = **66no**

Total Site Area = **31,900m² or 3.19ha**

Public Open Space:
14% of developable area
(Site area) - (pond area) = 31,900 - 3,700 = 28,200
($\frac{28200}{100}$) x 14 = 3,948m²

Public Open Space Proposed = **4,050m²**
(Excludes the area allocated to the pond)

Developable Area:
Therefore, Site Density =
66units ÷ 2.82 = **23units/ha**

Parking Provision:
Each dwelling unit has a min. of **2no parking spaces**

Affordable Units:
30% of total number of units = **20no units**

Landscaping:
Existing hedges & trees to be retained where practical & protected. New trees planted as shown to be 2.75m high standards twice tied with rainbow ties to 63mm stakes & protected with plastic spiral guards. New hedges planted as shown in double rows at staggered 450mm centres. Plot boundaries to be Lincolnshire Post & Rail fence. Front Gardens to be turfed or grass seeded.

Existing Hedges to be retained.

Denotes new hedge planting as following specification:- Mixed hedge of hawthorn 50%, hazel 15%, field maple 5%, native crab 5%, spindle 5%, guelder rose 5%, wild rose 5%, purging buckthorn 5%, wayfaring tree 5%. Plant random mixture with hawthorn as dominant species & other plants in 3 or 5 of same species together as groups between hawthorn.

Denotes New Tree planting of native mix

Indicates permeable paved areas

Indicates Grassed & Soft Landscaping areas

New low level underplanting / shrubbery in mass planting format in min. groups of 10 at max. 900mm cts. made up of the following species:
Honeysuckle - Lonicera Periclymenum
Cotoneaster - C. Dammen
Guelder Rose - Viburnum Opulus
Box - Buxus Sempervirens

All beds excavated & filled with 400mm topsoil, subgrade well broken up. All beds covered in 50mm coarse bark mulch & maintained weed free. Hedgerows and shrubs to be irrigated to ensure establishment. Planting of trees, shrubs & hedgerows should be in accordance with BS. 4428:1989 and amendment no1 (1991) "Code of Practice" for general Landscaping Operations excluding hard landscaping. All failures are to be replaced within 5 year establishment period.

Close Boarded Fencing:
2.0m high comprising of 100 x 125mm pressure treated posts encased in lean mix concrete at max. 2.7m cts, ex. 25 x 125mm feather edge boarding with 20mm laps on 3no. ex. 75 x 75mm arris rails. 150 x 25mm gravel boards on 50 x 50 x 450mm stumps at both sides of posts & at mid panel locations.

Acoustic Barrier:
Formed at boundary position where indicated using solid close boarded fencing with gravel boards, to a min. height of 2.0m, all in line with the findings of the Noise Assessment report prepared by BSP Consulting Ref:15736/JAD.

NB: Any dwellings considered affected by noise would include construction proposals relating to External Walls, Roofs, Glazing and Ventilation as set out in Section 5 of the Noise Assessment Report prepared by BSP Consulting Ref:15736/JAD.

Revision	Description	Date

Trustees of D W Dennis Settlement

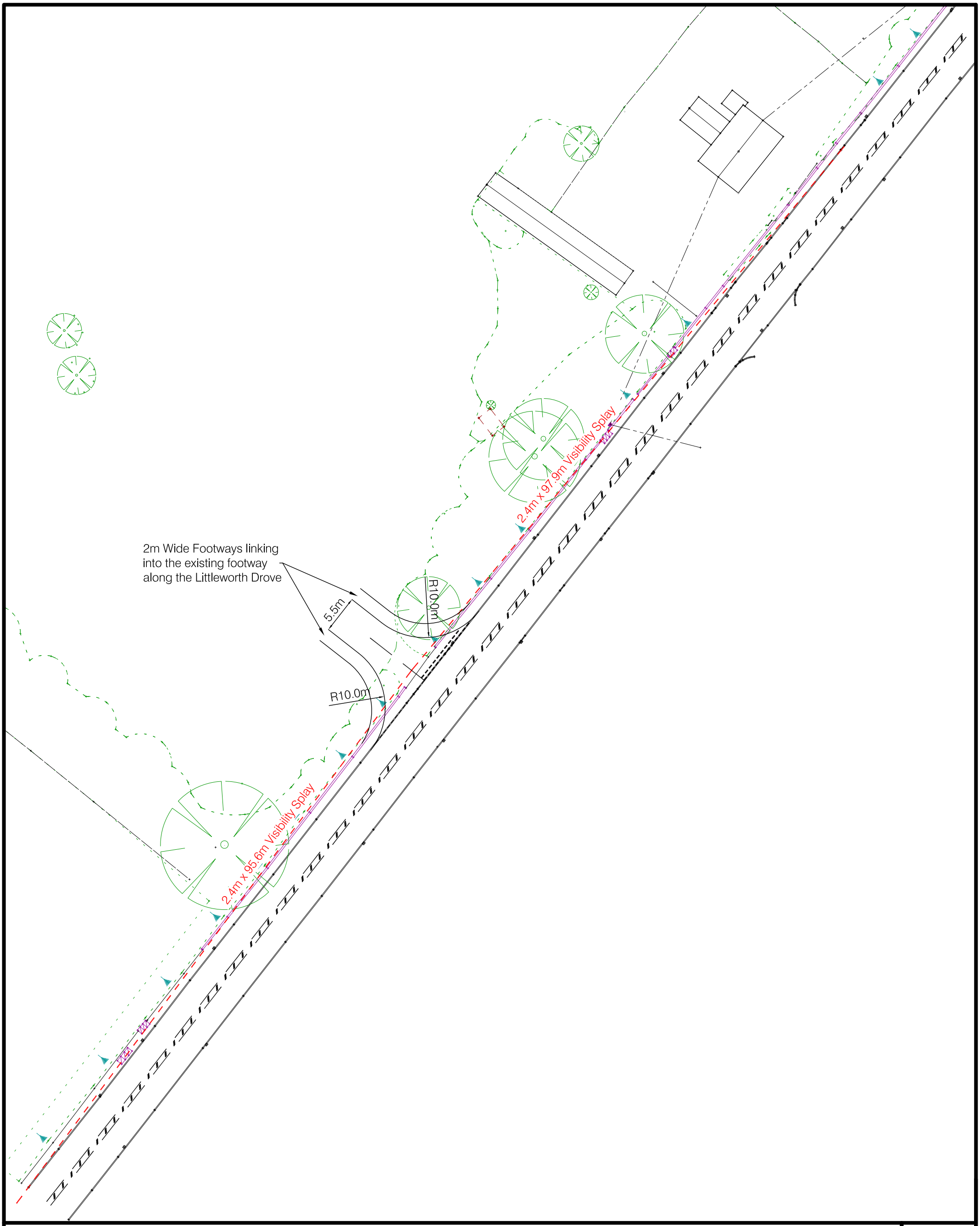
Caulton's Field, Littleworth Drove,
Deeping Saint Nicholas
Lincolnshire

Drawing:	Proposed Site Plan
Status:	Planning
Scale:	1:500 @ A1
Date:	February 2016
Drwg. No:	1429D/002
Revision:	.
Drawn by	mdf

artech designs
Artech Designs Ltd
Architectural Consultants
44 Church Road - Saxilby
Lincoln - LN1 2HJ
Tel 01522 503366
Mob 07808 815366
martin@artechdesigns.co.uk
www.artechdesigns.co.uk

Appendix E

Preliminary Site Access Arrangements



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A3

General Notes

1. DO NOT SCALE.

2. This drawing is to be read in conjunction with all other relevant drawings.

3. Should there be any conflict between the details indicated on this drawing and those indicated on other drawings the Engineer should be informed PRIOR to construction on site.

4. Until technical approval has been obtained from the relevant Authority, it should be understood that all drawings issued are Preliminary and NOT for construction. Should the contractor commence site work prior to such approval being given, it is entirely at his own risk.

5. All dimensions are in millimetres unless otherwise stated.

6. The BSP Hazard Identification and Risk Assessment information for this project must be reviewed and understood by the contractor PRIOR to the commencement of any works on site

Rev.	Description	Date.	Drawn	Appr.
A	Amendment to the visibility splays following the competion of speed surveys	11/02 2016	MAM	MWR

Drawing Status: PRELIMINARY

• CIVIL • STRUCTURAL • TRANSPORTATION • GEOTECHNICAL • ENVIRONMENTAL

bsp CONSULTING

Suite B, Floor 3, 24 De Montfort Street, Leicester, LE1 7GB
Tel : (0116) 2047766 - Fax : (0116) 2047769
e-mail : info@bsp-consulting.co.uk
Also offices in Nottingham, Derby and Sheffield

Client: D W Dennis Settlement

Project Title: Caulton's Field, Deeping St Nicholas

Drawing Title: Proposed Site Access Arrangement

Drawn By:	MAM	Checked By:	MWR	Scale:	1:500
Project Engineer:	MAM	Approved By:	MWR	Date:	22/12/2015

Drawing Number: 15736-001

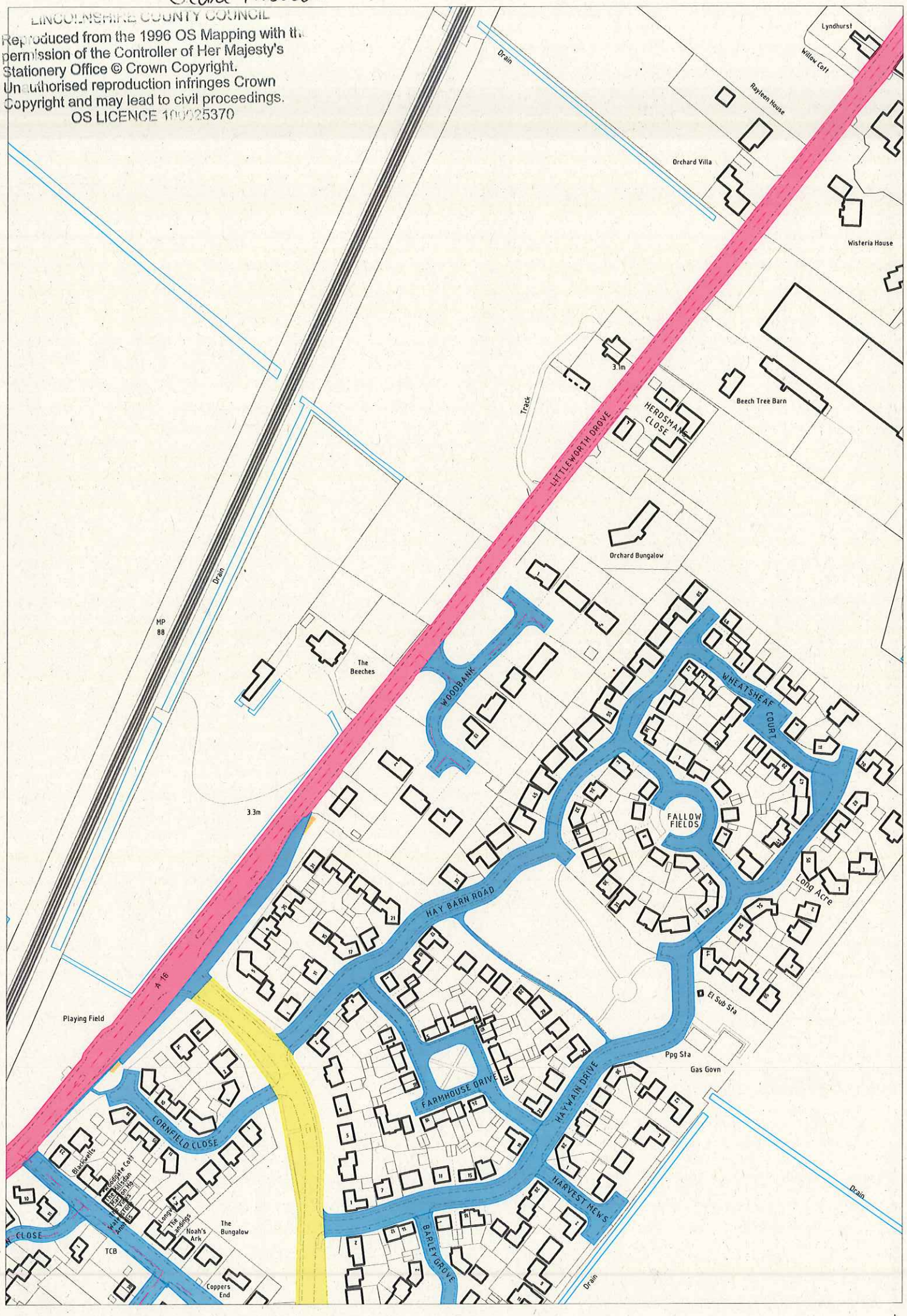
Revision: A

Appendix F

Highway Boundary Plan

Scale 1:2500cm

LINCOLNSHIRE COUNTY COUNCIL
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Appendix G

TRICS Output

Calculation Reference: AUDIT-724101-151221-1215

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
	DC	DORSET	2 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	CB	CUMBRIA	2 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 dwellings
Actual Range: 27 to 98 (units:)
Range Selected by User: 25 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 12/11/15

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	4 days
Tuesday	3 days
Wednesday	4 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	17 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	9

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

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:

C1	1 days
C3	16 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:

1,001 to 5,000	2 days
5,001 to 10,000	7 days
10,001 to 15,000	1 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	13 days

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

Travel Plan:

Yes	1 days
No	16 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 CB-03-A-03 SEMI DETACHED CUMBRIA
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: THURSDAY 20/11/08 Survey Type: MANUAL

2 CB-03-A-04 SEMI DETACHED CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY 24/04/09 Survey Type: MANUAL

3 CW-03-A-02 SEMI D./DETATCHED CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

4 DC-03-A-01 DETACHED DORSET
ISAACS CLOSE

POOLE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: WEDNESDAY 16/07/08 Survey Type: MANUAL

5 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
CASTLE LANE WEST
BOURNEMOUTH
Edge of Town
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY 24/03/14 Survey Type: MANUAL

6 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD

PEACEHAVEN
Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY 18/11/11 Survey Type: MANUAL

7 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
PRESTWICH
MANCHESTER
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY 12/10/11 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 HC-03-A-17 HOUSES & FLATS HAMPSHIRE
CANADA WAY

LIPHOOK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 36
Survey date: THURSDAY 12/11/15 Survey Type: MANUAL

9 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
Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

10 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY 22/10/12 Survey Type: MANUAL

11 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
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

12 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

13 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

14 SF-03-A-01 SEMI DETACHED SUFFOLK
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 77
Survey date: WEDNESDAY 23/05/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

16 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
BENTLEY RISE
DONCASTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

17 WM-03-A-03 MIXED HOUSING WEST MIDLANDS
BASELEY WAY
ROWLEYS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 84
Survey date: MONDAY 24/09/07 Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	57	0.071	17	57	0.294	17	57	0.365
08:00 - 09:00	17	57	0.146	17	57	0.379	17	57	0.525
09:00 - 10:00	17	57	0.140	17	57	0.206	17	57	0.346
10:00 - 11:00	17	57	0.131	17	57	0.157	17	57	0.288
11:00 - 12:00	17	57	0.188	17	57	0.165	17	57	0.353
12:00 - 13:00	17	57	0.178	17	57	0.141	17	57	0.319
13:00 - 14:00	17	57	0.154	17	57	0.177	17	57	0.331
14:00 - 15:00	17	57	0.177	17	57	0.185	17	57	0.362
15:00 - 16:00	17	57	0.246	17	57	0.173	17	57	0.419
16:00 - 17:00	17	57	0.293	17	57	0.174	17	57	0.467
17:00 - 18:00	17	57	0.346	17	57	0.178	17	57	0.524
18:00 - 19:00	17	57	0.259	17	57	0.162	17	57	0.421
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.329			2.391			4.720

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:	27 - 98 (units:)
Survey date date range:	01/01/07 - 12/11/15
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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.

BSP Consulting Oxford Street Nottingham Licence No: 724101

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

Ranking Type: TOTALS Time Range: 08:00-09:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 14 CW-03-A-02 Tot: 0.425
85th Percentile = No. 4 CB-03-A-03 Tot: 0.675

Median Values		Mean Values	
Arrivals:	0.081	Arrivals:	0.140
Departures:	0.405	Departures:	0.379
Totals:	0.486	Totals:	0.519

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.138	0.759	0.897	2.79
2	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.321	0.405	0.726	2.60
3	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.183	0.521	0.704	0.83
4	CB-03-A-03	SEMI DETACHED	WORKINGTON	CUMBRIA	40	Thu	20/11/08	0.225	0.450	0.675	3.10
5	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549	1.74
6	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.104	0.416	0.520	2.22
7	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.130	0.370	0.500	1.17
8	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.141	0.352	0.493	2.49
9	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.081	0.405	0.486	1.59
10	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.098	0.373	0.471	3.00
11	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	2.24
12	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.056	0.389	0.445	1.13
13	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.148	0.296	0.444	2.37
14	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.096	0.329	0.425	3.73
15	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.173	0.212	0.385	2.60
16	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.179	0.143	0.322	4.68
17	HC-03-A-17	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	36	Thu	12/11/15	0.000	0.306	0.306	3.78

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

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

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

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

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 14 SH-03-A-05 Tot: 0.371
85th Percentile = No. 4 CW-03-A-02 Tot: 0.644

Median Values		Mean Values	
Arrivals:	0.306	Arrivals:	0.347
Departures:	0.222	Departures:	0.172
Totals:	0.528	Totals:	0.519

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.510	0.333	0.843	3.00
2	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.369	0.774	2.60
3	CB-03-A-03	SEMI DETACHED	WORKINGTON	CUMBRIA	40	Thu	20/11/08	0.475	0.250	0.725	3.10
4	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.425	0.219	0.644	3.73
5	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.479	0.099	0.578	0.83
6	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.354	0.207	0.561	1.74
7	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.407	0.148	0.555	2.37
8	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.448	0.103	0.551	2.79
9	HC-03-A-17	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	36	Thu	12/11/15	0.306	0.222	0.528	3.78
10	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.366	0.099	0.465	2.49
11	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.269	0.192	0.461	2.60
12	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.247	0.169	0.416	2.22
13	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	2.24
14	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	1.17
15	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.351	0.000	0.351	1.59
16	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.278	0.056	0.334	1.13
17	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	DORSET	28	Mon	24/03/14	0.107	0.179	0.286	4.68

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

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

Calculation Reference: AUDIT-724101-160310-0317

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days
09	NORTH		
	NB	NORTHUMBERLAND	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 dwellings
Actual Range: 16 to 280 (units:)
Range Selected by User: 14 to 280 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 19/09/13

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	2 days
Tuesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	6 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	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	4
Built-Up Zone	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.

Filtering Stage 3 selection:

Use Class:

C3	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:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	1 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
75,001 to 100,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	1 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	6 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 MS-03-B-01 TERRACED MERSEYSIDE
TARBOCK ROAD
SPEKE
LIVERPOOL
Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: TUESDAY 18/06/13 Survey Type: MANUAL

2 NB-03-B-01 SEMI DET. & TERRACED NORTHUMBERLAND
WESTLEA

BEDLINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 97
Survey date: MONDAY 19/11/12 Survey Type: MANUAL

3 NY-03-B-01 TERRACED HOUSING NORTH YORKSHIRE
NORTHALLERTON ROAD
NORBY
THIRSK
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 280
Survey date: THURSDAY 20/09/07 Survey Type: MANUAL

4 WM-03-B-01 SEMI DET./TERRACED WEST MIDLANDS
YORKMINSTER DRIVE
CHELMSLEY WOOD
BIRMINGHAM
Edge of Town
Residential Zone
Total Number of dwellings: 97
Survey date: MONDAY 17/10/11 Survey Type: MANUAL

5 WY-03-B-02 MIXED HOUSES WEST YORKSHIRE
WHITEACRE STREET
DEIGHTON
HUDDERSFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

6 WY-03-B-03 TERRACED HOUSES WEST YORKSHIRE
LINCOLN GREEN ROAD

LEEDS
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwellings: 29
Survey date: THURSDAY 19/09/13 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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6	96	0.061	6	96	0.171	6	96	0.232
08:00 - 09:00	6	96	0.133	6	96	0.244	6	96	0.377
09:00 - 10:00	6	96	0.113	6	96	0.136	6	96	0.249
10:00 - 11:00	6	96	0.124	6	96	0.140	6	96	0.264
11:00 - 12:00	6	96	0.141	6	96	0.134	6	96	0.275
12:00 - 13:00	6	96	0.122	6	96	0.126	6	96	0.248
13:00 - 14:00	6	96	0.145	6	96	0.110	6	96	0.255
14:00 - 15:00	6	96	0.148	6	96	0.164	6	96	0.312
15:00 - 16:00	6	96	0.178	6	96	0.127	6	96	0.305
16:00 - 17:00	6	96	0.195	6	96	0.143	6	96	0.338
17:00 - 18:00	6	96	0.248	6	96	0.178	6	96	0.426
18:00 - 19:00	6	96	0.161	6	96	0.112	6	96	0.273
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.769			1.785			3.554

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:	16 - 280 (units:)
Survey date date range:	01/01/07 - 19/09/13
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6	96	0.000	6	96	0.000	6	96	0.000
08:00 - 09:00	6	96	0.005	6	96	0.002	6	96	0.007
09:00 - 10:00	6	96	0.005	6	96	0.003	6	96	0.008
10:00 - 11:00	6	96	0.003	6	96	0.009	6	96	0.012
11:00 - 12:00	6	96	0.000	6	96	0.000	6	96	0.000
12:00 - 13:00	6	96	0.000	6	96	0.000	6	96	0.000
13:00 - 14:00	6	96	0.000	6	96	0.000	6	96	0.000
14:00 - 15:00	6	96	0.002	6	96	0.002	6	96	0.004
15:00 - 16:00	6	96	0.000	6	96	0.000	6	96	0.000
16:00 - 17:00	6	96	0.000	6	96	0.000	6	96	0.000
17:00 - 18:00	6	96	0.000	6	96	0.000	6	96	0.000
18:00 - 19:00	6	96	0.002	6	96	0.002	6	96	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.018			0.035

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:	16 - 280 (units:)
Survey date date range:	01/01/07 - 19/09/13
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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.

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RANK ORDER for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 5 WY-03-B-03 Tot: 0.413
85th Percentile = No. 2 WM-03-B-01 Tot: 0.516

Median Values		Mean Values	
Arrivals:	0.125	Arrivals:	0.146
Departures:	0.342	Departures:	0.293
Totals:	0.466	Totals:	0.439

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	WY-03-B-02	MIXED HOUSES	HUDDERSFIELD	WEST YORKSHIRE	54	Tue	17/09/13	0.185	0.333	0.518	1.11
2	WM-03-B-01	SEMI DET./TERR	BIRMINGHAM	WEST MIDLANDS	97	Mon	17/10/11	0.186	0.330	0.516	1.51
3	NB-03-B-01	SEMI DET. & TE	BEDLINGTON	NORTHUMBERLAND	97	Mon	19/11/12	0.186	0.309	0.495	1.14
4	MS-03-B-01	TERRACED	LIVERPOOL	MERSEYSIDE	16	Tue	18/06/13	0.063	0.375	0.437	2.00
5	WY-03-B-03	TERRACED HOUSE	LEEDS	WEST YORKSHIRE	29	Thu	19/09/13	0.172	0.241	0.413	1.07
6	NY-03-B-01	TERRACED HOUSI	THIRSK	NORTH YORKSHIRE	280	Thu	20/09/07	0.086	0.168	0.254	0.79

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

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

RANK ORDER for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

VEHICLES

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

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 5 WY-03-B-03 Tot: 0.275

85th Percentile = No. 2 MS-03-B-01 Tot: 0.625

Median Values		Mean Values	
Arrivals:	0.268	Arrivals:	0.272
Departures:	0.179	Departures:	0.189
Totals:	0.448	Totals:	0.461

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	WM-03-B-01	SEMI DET./TERR	BIRMINGHAM	WEST MIDLANDS	97	Mon	17/10/11	0.402	0.309	0.711	1.51
2	MS-03-B-01	TERRACED	LIVERPOOL	MERSEYSIDE	16	Tue	18/06/13	0.375	0.250	0.625	2.00
3	NB-03-B-01	SEMI DET. & TE	BEDLINGTON	NORTHUMBERLAND	97	Mon	19/11/12	0.361	0.227	0.588	1.14
4	NY-03-B-01	TERRACED HOUSI	THIRSK	NORTH YORKSHIRE	280	Thu	20/09/07	0.175	0.132	0.307	0.79
5	WY-03-B-03	TERRACED HOUSE	LEEDS	WEST YORKSHIRE	29	Thu	19/09/13	0.172	0.103	0.275	1.07
6	WY-03-B-02	MIXED HOUSES	HUDDERSFIELD	WEST YORKSHIRE	54	Tue	17/09/13	0.148	0.111	0.259	1.11

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

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

Appendix H

PICADY Assessment Results

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010) (Patch 15 Apr 2011)

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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
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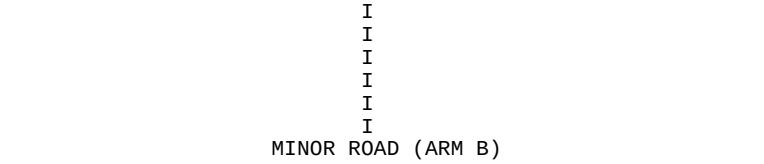
Run with file:-
"Z:\Projects\Projects 15\15736 Deeping St Nicholas\Design Data\PICADY\Site Access.vpi"
(drive-on-the-left) at 15:43:08 on Thursday, 10 March 2016

RUN INFORMATION

RUN TITLE	: Proposed Site / A1175 Littleworth Drove
LOCATION	: Caulton's Feild, Deeping St Nicholas
DATE	: 05/02/16
CLIENT	: D W Dennis Settlement
ENUMERATOR	: mmurphy [TRAFFIC2014]
JOB NUMBER	: 15736
STATUS	:
DESCRIPTION	:

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Littleworth Drove (south)
ARM B IS Site Access
ARM C IS Littleworth Drove (north)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 7.80 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B)250.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 30.0 M.
- VISIBILITY TO RIGHT	(VB-A) 20.0 M.
- LANE 1 WIDTH	(WB-C) -
- LANE 2 WIDTH	(WB-A) -
WIDTH AT 0 M FROM JUNCTION	10.00 M.
WIDTH AT 5 M FROM JUNCTION	4.00 M.
WIDTH AT 10 M FROM JUNCTION	2.75 M.
WIDTH AT 15 M FROM JUNCTION	2.75 M.
WIDTH AT 20 M FROM JUNCTION	2.75 M.
- LENGTH OF FLARED SECTION	DERIVED: 0 PCU

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
718.74	0.26	0.26

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: 2021 Base + Development - AM Peak

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	5.70	8.55	5.70
ARM B	15.00	45.00	75.00	0.35	0.52	0.35
ARM C	15.00	45.00	75.00	5.79	8.68	5.79

Demand set: 2021 Base + Development - AM Peak

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
07.45 - 09.15	ARM A	0.000	0.015	0.985
		0.0	7.0	449.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.500	0.000	0.500
		14.0	0.0	14.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.985	0.015	0.000
		456.0	7.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET 2021 Base + Development - AM Peak
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-C	0.18	11.11	0.016		0.00	0.02	0.2		0.09
B-A	0.18	6.59	0.027		0.00	0.03	0.4		0.16
C-AB	0.14	14.12	0.010		0.00	0.01	0.2		0.07
C-A	5.67								
A-B	0.09								
A-C	5.63								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.21	10.79	0.019		0.02	0.02	0.3		0.09
B-A	0.21	6.19	0.034		0.03	0.03	0.5		0.17
C-AB	0.18	14.55	0.013		0.01	0.01	0.2		0.07
C-A	6.75								
A-B	0.10								
A-C	6.73								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-C	0.26	10.35	0.025		0.02	0.03	0.4		0.10
B-A	0.26	5.63	0.046		0.03	0.05	0.7		0.19
C-AB	0.25	15.13	0.017		0.01	0.02	0.3		0.07
C-A	8.24								
A-B	0.13								
A-C	8.24								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-C	0.26	10.35	0.025		0.03	0.03	0.4		0.10
B-A	0.26	5.63	0.046		0.05	0.05	0.7		0.19
C-AB	0.25	15.13	0.017		0.02	0.02	0.3		0.07
C-A	8.24								
A-B	0.13								
A-C	8.24								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-C	0.21	10.79	0.019		0.03	0.02	0.3		0.09
B-A	0.21	6.19	0.034		0.05	0.04	0.5		0.17
C-AB	0.18	14.55	0.013		0.02	0.01	0.2		0.07
C-A	6.75								
A-B	0.10								
A-C	6.73								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-C	0.18	11.11	0.016		0.02	0.02	0.2		0.09
B-A	0.18	6.59	0.027		0.04	0.03	0.4		0.16
C-AB	0.14	14.12	0.010		0.01	0.01	0.2		0.07
C-A	5.67								
A-B	0.09								
A-C	5.63								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	19.3	12.8	1.8	0.09	1.8	0.09
B-A	19.3	12.8	3.3	0.17	3.3	0.17
C-AB	17.3	11.6	1.3	0.08	1.3	0.08
C-A	620.0	413.3				
A-B	9.6	6.4				
A-C	618.0	412.0				
ALL	1303.5	869.0	6.4	0.00	6.4	0.00

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*******END OF RUN*******

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
718.74	0.26	0.26

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: 2021 Base + Development - PM Peak

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	5.71	8.57	5.71
ARM B	15.00	45.00	75.00	0.19	0.28	0.19
ARM C	15.00	45.00	75.00	4.41	6.62	4.41

Demand set: 2021 Base + Development - PM Peak

TURNING PROPORTIONS
TURNING COUNTS
(PERCENTAGE OF H.V.S)

TIME	FROM/TO	ARM A	ARM B	ARM C
16.45 - 18.15	ARM A	0.000	0.035	0.965
		0.0	16.0	441.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.533	0.000	0.467
		8.0	0.0	7.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.966	0.034	0.000
		341.0	12.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT
FOR DEMAND SET 2021 Base + Development - PM Peak
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	0.09	11.16	0.008		0.00	0.01	0.1		0.09
B-A	0.10	6.78	0.015		0.00	0.01	0.2		0.15
C-AB	0.22	13.24	0.016		0.00	0.02	0.3		0.08
C-A	4.21								
A-B	0.20								
A-C	5.53								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	0.10	10.85	0.010		0.01	0.01	0.1		0.09
B-A	0.12	6.42	0.019		0.01	0.02	0.3		0.16
C-AB	0.28	13.51	0.021		0.02	0.02	0.4		0.08
C-A	5.01								
A-B	0.24								
A-C	6.61								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	0.13	10.43	0.012		0.01	0.01	0.2		0.10
B-A	0.15	5.91	0.025		0.02	0.03	0.4		0.17
C-AB	0.38	13.89	0.027		0.02	0.03	0.5		0.07
C-A	6.10								
A-B	0.29								
A-C	8.09								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.13	10.43	0.012		0.01	0.01	0.2		0.10
B-A	0.15	5.91	0.025		0.03	0.03	0.4		0.17
C-AB	0.38	13.89	0.027		0.03	0.03	0.5		0.07
C-A	6.10								
A-B	0.29								
A-C	8.09								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.10	10.85	0.010		0.01	0.01	0.1		0.09
B-A	0.12	6.42	0.019		0.03	0.02	0.3		0.16
C-AB	0.28	13.51	0.021		0.03	0.03	0.4		0.08
C-A	5.01								
A-B	0.24								
A-C	6.61								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.09	11.16	0.008		0.01	0.01	0.1		0.09
B-A	0.10	6.78	0.015		0.02	0.02	0.2		0.15
C-AB	0.22	13.24	0.016		0.03	0.02	0.3		0.08
C-A	4.21								
A-B	0.20								
A-C	5.53								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	9.6	6.4	0.9	0.09	0.9	0.09
B-A	11.0	7.3	1.8	0.16	1.8	0.16
C-AB	26.2	17.5	2.4	0.09	2.4	0.09
C-A	459.7	306.5				
A-B	22.0	14.7				
A-C	607.0	404.7				
ALL	1135.6	757.0	5.0	0.00	5.0	0.00

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WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*******END OF RUN*******

========== end of file ==========

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