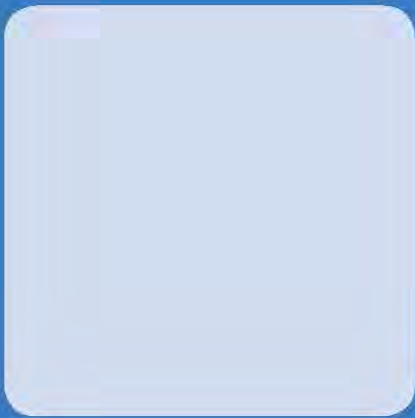


RPS

**LAND NORTH OF GREEN LANE,
CHESTERTON**

TRANSPORT STATEMENT





LAND WEST OF CHESTERTON

TRANSPORT STATEMENT

30 September 2014

Our Ref: RS/CF/JT/lh/JNY8140-01B

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1 INTRODUCTION

Introduction

- 1.1 RPS Planning and Development has been commissioned by Taylor Wimpey UK Ltd to prepare a Transport Statement to accompany an outline planning application with means of access for consideration (layout, scale, appearance and landscaping reserved for subsequent approval) for the erection of up to 45 dwellings served via a new vehicular and pedestrian access; public open space and associated earthworks to facilitate surface water drainage; and all other ancillary and enabling works.
- 1.2 The illustrative masterplan is attached as **Appendix 1**.
- 1.3 The Transport Statement has been prepared in line with Guidelines on Transport Assessment by Department for Transport and National Planning Policy Guidance: Travel plans, transport assessments and statements in decision-taking by Department for Communities and Local Government.
- 1.4 The Transport Statement has been prepared following initial scoping discussions with Oxfordshire County Council. The extent of the study area and the methodology of the Transport Statement were agreed with Oxfordshire County Council following the submission of scoping information on 8 April 2014. This Transport Statement has adopted the comments received from Oxfordshire County Council. A copy of relevant correspondence from the Council can be found at **Appendix 2**. The following key points were agreed with the Council:
1. Type of access junction;
 2. Study area;
 3. Trip rates to estimate trip generation of the development; and
 4. Provision of measures to encourage sustainable travel as part of the Transport Statement.
- 1.5 The Transport Statement also considers and responds to issues and comments raised at the public consultation event which took place on 17 July 2014.

Report Structure

- 1.6 The structure of the Transport Statement is as follows:
- **Section 2** - Planning Policy - Review of local and national transport planning policy in relation to the development proposals.
 - **Section 3** - Existing Conditions - Describes the existing conditions at the site and surrounding transport networks. In particular this focuses on the accessibility of the site by non-car modes. It also describes the surrounding highway network.
 - **Section 4** - Development Proposals - Describes the proposed development, access arrangements and parking.
 - **Section 5** - Trip Generation and Impact - Assessment of the number of trips that are likely to be generated by the proposed development with all modes of travel considered.

-
- **Section 6** – Summary and Conclusions - Summary of the findings of the Transport Statement.

2 PLANNING POLICY

Introduction

- 2.1 This section details the transport policy documents against which the development proposals will be considered from a national and local perspective.

National Policy

National Planning Policy Framework (March 2012)

- 2.2 The National Planning Policy Framework (NPPF) was published in March 2012 and sets out national policy for delivering sustainable growth and development. The NPPF aims to make the planning system less complex and more accessible and replaces a wealth of Planning Policy Statements and Guidance including PPG13 and PPS1.

- 2.3 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. In terms of transport the objectives outlined in NPPF are:

- **'The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel'** (Paragraph 29).
- **'Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport'** (Paragraph 30).

- 2.4 When determining planning applications, Paragraph 32 of the NPPF states that planning policies should consider whether:

- **'The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.**
- **Safe and suitable access to the site can be achieved for all people; and**
- **Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.**

- 2.5 Paragraph 35 of the NPPF emphasises the importance of protecting and exploiting opportunities for the use of sustainable transport modes for the movement of goods or people.

- **'accommodate the efficient delivery of goods and supplies**
- **give priority to pedestrian and cycle movements, and have access to high quality public transport facilities**
- **create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians'.**

2.6 The NPPF states that local authorities should consider the accessibility of a development alongside the type, mix and use of the development as well as looking at local car ownership and the overall need to reduce the use of high emission vehicles when determining planning applications.

2.7 Paragraph 32 concludes that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (subject to other provisos).

National Planning Policy Guidance (March 2014)

2.8 The National Planning Policy Guidance (NPPG) was updated in March 2014. The *Planning Practice Guidance - Travel Plans, Transport Assessments and Statements in Decision-Taking* provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans. With regard to whether to provide a Transport Assessment, Transport Statement or no assessment, the guidance states that local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.

2.9 The guidance states that Transport Assessments / Statements and Travel Plans can positively contribute to encouraging sustainable travel, lessening traffic generation and its detrimental impacts and reducing carbon emissions and climate impact. In doing so they can create accessible, connected, inclusive communities with improved road safety, health and quality of life.

2.10 The guidance states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to particular local circumstances and be established at the earliest practicable possible stage of a development proposal.

Local Policy

2.11 National policy on transport and land use establishes broad policy objectives that reflect the Government's aspirations for integrating land development and transport. The role of local Government is to develop strategies based on specific local social and spatial requirements, which deliver the national aspirations.

2.12 Local strategy with respect to land use and transport is articulated in statutory documents prepared by planning and highway authorities which, for this development, comprise:

- Oxfordshire County Council *Local Transport Plan 3* (July 2012);
- Oxfordshire County Council *Parking Standards for New Residential Development* (2011);
- *Our District Our Future: Cherwell Sustainable Community Strategy* (2010);
- *Cherwell Local Plan* (2006-2031); and
- *Adopted Cherwell Local Plan 1996 Saved Policies*.

Oxfordshire County Council Local Transport Plan 3 2011-2030 (July 2012)

- 2.13 Local Transport Plan 3 sets out the transport policy and strategy across Oxfordshire from 2011-2030 and was adopted in July 2012.
- 2.14 In summary, the policies in *Local Transport Plan 3* identify a number of objectives for addressing transport challenges within Oxfordshire:
- Promote sustainable travel to reduce carbon footprint;
 - Improve and encourage use of public transport particularly to areas of employment, services, healthcare and education;
 - Manage parking to reduce congestion; and
 - To improve accessibility through design of new development to make travelling sustainably accessible for all users.
- 2.15 Chapter 8 ‘Supporting Developments’ sets out the policies which seek to enable development through securing infrastructure and services.
- 2.16 Chapter 16 is specific to the development of Bicester, which is currently experiencing high levels of development, which in turn is having an impact on the transport infrastructure. The plan identifies that there are congestion issues, largely due to the high levels of out-commuting by residents, and at the weekends and bank holidays from visitors to Bicester Village shopping outlet. In order to mitigate this, and to relieve stress at the roundabout junction for the M40 junction 9, the Highways Agency is currently in the process of upgrading the junction with support from Oxfordshire County Council.

Oxfordshire County Council ‘Parking Standard for New Residential Development’ (2011)

- 2.17 The Council has produced parking provision guidance for new developments, as well as the design of parking. The policy was adopted in December 2011.
- 2.18 Appendix C of the document set out the maximum parking standards for new residential developments that are not classified at urban areas in Cherwell or in Oxford, this is shown below in **Table 2.2**.

Table 2.2: Oxfordshire County Council Residential Parking Standards

Number of bedrooms per dwelling	Maximum number of allocated spaces	Maximum number of spaces when two allocated space per dwelling is provided		Maximum number of spaces when one allocated space per dwelling is provided		Maximum number of unallocated spaces when no allocated spaces
		Allocated spaces	Unallocated spaces	Allocated spaces	Unallocated spaces	
1	1	N/A	N/A	1	0.4	1.2
2	2	2	0.3	1	0.6	1.4
2/3	2	2	0.3	1	0.8	1.6
3	2	2	0.4	1	0.9	1.8
3/4	2	2	0.5	1	1.1	2.1
4+	2	2	0.6	1	1.5	2.4

Source: Oxfordshire County Council: Parking standards for new residential developments (December 2011)

Note: The rows in the table for 2/3 bedrooms and 3/4 bedrooms can be used when there are additional rooms in the dwelling which are not shown as bedrooms but where there is a high chance that they could be used as bedrooms.

Cherwell Local Plan (2006-2031)

- 2.19 The proposed new Local Plan for the district of Cherwell was submitted to the Secretary of State for formal Examination on 31st January 2014 with the anticipation that it will be adopted towards the end of 2014 / early 2015. The plan follows on from the Adopted Cherwell Local Plan 1996 and sets out the future development plans for the district.
- 2.20 It is largely focussed around the development of Banbury and Bicester and recognises “the need for limits to housing growth while enabling growth in locations where integration with existing communities is possible”.

Cherwell Adopted Local Plan (1996)

- 2.21 The Local Plan was adopted in November 1996 and covers development in the area up until 2001. Whilst the majority of the policies expired on 27 September 2007, a number of policies were saved until such time as the Local Plan Development Framework is adopted.
- 2.22 In relation to the site, the following transport policy still applies:
- TR1 – Improvements to local highways, infrastructure and public transport must be provided and approved by the Council prior to permission being granted.

Summary

- 2.23 To summarise, the development will need to be assessed against the following policies:
1. NPPF – access by sustainable modes, safe and suitable access for all and the severity of the development’s impact.
 2. NPPG – preparation of transport reports together with local transport authorities.
 3. Oxfordshire *Local Transport Plan 3* – design of new developments should take into consideration sustainable transport modes and be designed to minimise congestion.
 4. *Parking Standards for New Residential Developments* - sets out the maximum car parking standards for new developments including the number of allocated and unallocated spaces based on the number of bedrooms per dwelling.
 5. *Cherwell Local Plan* – identifies the need for housing in the County and the development of Bicester as a key growth area.
 6. *Cherwell Adopted Local Plan* – plans for highway improvements must be approved by the Council prior to approval.
 7. Planning policy.

3 EXISTING CONDITIONS

Introduction

- 3.1 This section describes the existing conditions at the site and surrounding transport networks. In particular it focuses on the accessibility of the site by non-car modes. It also describes the surrounding highway network.

Site and Surroundings

- 3.2 The site is located on Green Lane, Chesterton, which lies approximately 500 metres from Chesterton village centre and 2.4 kilometres south-west of Bicester town centre.
- 3.3 The site is bound to the north-east by allotments, to the south-east by residential properties off Fortescue Drive, to the south-west by agricultural land and to the north-west by an unnamed road. The unnamed road leads to the A4095 to the north and Green Lane to the south.
- 3.4 The site location is illustrated on **Figure 1**.
- 3.5 The site is currently made up of open fields and a property which has an access to the unnamed road. The site benefits from an access to the unnamed road serving the property on site.
- 3.6 The site is accessed currently from an unnamed road approximately 140 metres south of its junction with A4095.

Travel by Foot and Cycle

- 3.7 Local facilities available in Chesterton include a primary school, a church and vicarage, a village hall, recreation ground and a public house, all of which are located on the main road through the village, Alchester Road.
- 3.8 PPG13: Transport has now been superseded; however, the evidence base remains valid. Paragraph 75 of PPG13: Transport suggests that walking is a suitable alternative to replace car trips for journeys of under 2 kilometres. The IHT publication 'Providing for Journeys on Foot' (IHT 2000) also suggests that up to kilometres is acceptable walking distances for various amenities. The entire village of Chesterton and its amenities are less than 2 kilometres walking distance of the site, therefore residents are able to walk to the facilities within the village.
- 3.9 Currently, there are no footways provided on the unnamed road. To the north of the site, footways are provided on both sides of the carriageway on the A4095 towards Bicester. Alchester Road, on which the nearest bus stops to the site and the school in the village (Chesterton Church of England Primary School) is located, has footways on both sides of the site. A footpath currently leads from Alchester Road leads to Fortescue Drive to the allotments which lie to the north of development site.
- 3.10 Similar to walking, PPG13: Transport suggests that cycling is a suitable alternative to replace car trips for journeys of under 5 kilometres.

3.11 A majority of Bicester is located five kilometres from the site, as such future residents of the site could cycle to schools, employment areas, shopping facilities and other essential amenities located within Bicester. The following presents the type of amenities available in Bicester within cycle distance of the site, albeit it is not exhaustive:

1. Bicester Town Centre – provides a mixture of health facilities, shopping, restaurants, leisure, cinema and employment opportunities;
2. Bicester Village and Tesco located off Pingle Drive – shopping and employment opportunities;
3. Bicester Town and Bicester North Rail Stations;
4. Educational facilities – including nurseries, primary and secondary schools and Community College;
5. Bicester Leisure Centre; and
6. Launton Road Industrial Estate – employment opportunities.

3.12 Therefore a range of services are available within cycling distance of the site.

3.13 For longer distance cycle journeys, National Cycle Route 51 is located approximately 2.2 kilometres east of the site on Wendlebury Road, accessed via Green Lane south of Chesterton and over the A41 to the junction with Wendlebury Road.

Travel by Public Transport

3.14 The nearest bus stops are located approximately 200 metres from the proposed access point from the site, on Alchester Road called Chesterton Green. Future residents of the site would have to access these bus stops via the unnamed road, which currently does not have a footway and the A4095 which benefits from footways on either side. The eastbound stop is provided with a shelter and timetable information, while the westbound stop is provided with timetable information only.

3.15 The 'Chesterton Green' bus stops are shown on Plate 1.

Plate 1 – Bus stops at Chesterton Green



3.16 The frequencies and periods of the bus services serving Chesterton are summarised in Table 3.2.

Table 3.2 - Bus Services Operating in the Vicinity of the Site

No.	Route	Frequency						
		AM Peak	Off Peak	PM Peak	First Service	Last Service	Sat	Sun
21	Bicester Circular	One service a day			0727	0727	No service	No service
25 / 25A	Bicester – Bletchingdon – Kidlington - Oxford	7 services a day			0632	1506	Five services a day	No service

Source: Traveline Southeast (April 2014)

- 3.17 The 25 / 25A service serves the 'Chesterton Green' bus stops in the early hours of the morning on weekdays and for the rest of the day and on Saturdays serves the bus stops called 'Orchard Rise' (approximately 600 metres from the site) and 'Red Cow' (located approximately 850 metres from the site) also located on Alchester Road. Although these bus stops are further away, the service provides the opportunity for residents to travel by public transport.
- 3.18 The above services serve bus stops on Manorsfield Road in the centre of Bicester town centre. Manorsfield Road is also served by bus services to Caversfield, Launton, Buckingham, Silverstone, Aylesbury and Oxford. Therefore, residents of the development site could interchange to bus services serving destinations further afield.
- 3.19 The nearest railway stations to the site are Bicester Town and Bicester North Rail Stations, both of which are located 4 kilometres from the site.
- 3.20 Services from Bicester Town serve Oxford. At the time of writing, the rail station is closed temporarily for works as part of the Evergreen3 project to provide a service from Oxford to London Marylebone via Bicester.
- 3.21 Frequent services from Bicester North serve London Marylebone, Banbury, Birmingham Snow Hill and Stratford-on-Avon.

Local Highway Network

- 3.22 The unnamed road, from which the site is accessed, is currently an unmarked carriageway. The width of the road ranges from 4.5 to 4.8 metres. It is currently subject to a derestricted speed limit along the majority of its length until it is reduces to 30mph south of the junction with the A4095. Plate 2 shows the unnamed road in the vicinity of the site.

Plate 2 – Unnamed road in the vicinity of the site



- 3.23 To the north, unnamed road forms the minor arm on the priority junction with the A4095 as shown in Plate 3.



Plate 3 – Unnamed road / A4095 priority junction

- 3.24 The A4095 is a single carriageway road which leads to Bicester to the north and to Kirtlington in the west.
- 3.25 The unnamed road meets Green Lane to the south at a crossroad junction. Green Lane runs almost parallel to the A4095, connecting Chesterton in the east with Kirtlington in the west. The speed limit on Green Lane is unrestricted at the junction and lowers to 30mph towards Chesterton.

Traffic Survey

- 3.26 An Automatic Traffic Count was undertaken along the unnamed road for a period of 7 days from 28 April to 4 May 2014. A copy of the traffic survey results is attached at Appendix 3.
- 3.27 The survey showed that average daily traffic flows in a northbound direction is 1,218 vehicles and in southbound direction is 1,076 vehicles on a weekday.
- 3.28 The survey also recorded 85th percentile speeds in both northbound and southbound directions to be 45mph while average speeds were recorded to be lower at 38.2mph on a northbound direction and 38.5mph in a southbound direction. The recorded speeds are significantly lower than the derestricted speed limit on the unnamed road.

Personal Injury Accidents

- 3.29 Personal injury accident (PIA) data has been obtained from Oxfordshire County Council for the latest available five year period as well as the first three months of 2014, between the dates of 1st April 2009 and 31st March 2014. The period of assessment and study area was agreed with Oxfordshire County Council during pre-application discussions.
- 3.30 The location of the accidents during this period is shown on the plan attached at Appendix 4.
- 3.31 Two slight injury accidents occurred during the study period within the area. No serious accidents or fatal injury accidents occurred. Of note, one of the accidents occurred on 28th February 2009 and is therefore outside of the requested five year period and was only recorded as a slight injury accident.
- 3.32 One accident occurred as a result of a car reversing out of a driveway and failing to see a stationary car parked on Alchester Road.
- 3.33 The other slight injury accident occurred when a driver, thought to be impaired by alcohol, lost control on Akeman Street and overturned in the carriageway. No other vehicles were involved in the accident.
- 3.34 The PIA data does not show any clusters of accidents and it is noted that no injury accidents occurred on the unnamed road from which the development will be accessed. No accidents involved pedestrians, cyclists or motorcyclists.

Committed Developments

- 3.35 Planning consent was granted for 44 dwellings at land west and south of No.s 7-26 The Green, in Chesterton on appeal (ref. APP/C3105/A/12/2183183). The Planning Inspector commented as follows on issues surrounding transport and highways:

‘With regard to whether the appeal site is a sustainable location for a development of the scale now proposed, I note firstly that the village currently has a primary school, public house, small village hall and recreation / sports ground with a small recently-built pavilion. Whilst there is no sub-post office or a food shop, this has become increasingly common in rural villages, Moreover, even without these 2 facilities, Chesterton still scores well in a sustainability appraisal of 33 villages in a 2009 Report [The Cherwell Rural Area Integrated Transport and Land Use Study] undertaken in the process of formulating the Council’s emerging LP.’

‘Chesterton is one of 14 villages identified in the Report as being able to accommodate new housing in a sustainable way with minimal adverse impact on the transport network: a regular bus service and close proximity to Bicester (a major centre) contribute significantly to the village’s overall sustainability rating’.

3.36 The Planning Inspector then concludes as follows:

‘...I find insufficient grounds to conclude that Chesterton is not a sustainable location for the appeal scheme of 44 dwellings.’

Future Planned Improvements to Transport Facilities

3.37 Paragraph C.60 from the Cherwell Local Plan states that South West Bicester Phase 2 development will “provide improved access to the countryside with links to new community woodland between the perimeter road and Chesterton village”.

3.38 As part of the Eco-Town development a comprehensive network of marked and signed cycle routes will be provided throughout Bicester.

3.39 As mentioned previously in this section, Evergreen3 is a project that is currently underway to provide rail services from Oxford to London Marylebone via Bicester Town Rail Station.

Summary

3.40 The site is located within the village of Chesterton, a rural village located on the periphery of Bicester. The nearest local facilities are located within the village and in Bicester town centre, both of which are within walking or cycling distance.

3.41 The nearest bus stops are located approximately 200 metres from the site. Services from these bus stops provide connections with other bus services from Bicester town centre which serve destinations further afield.

3.42 Both Bicester North and Bicester Town Rail Stations are located within cycling distance of the site. Service from both these stations provide connections to strategic centres around the country.

3.43 Analysis of Personal Injury Accident data has not revealed any clusters or issues. The traffic speed survey recorded 85th percentile speeds to be 45mph which is significantly lower than the derestricted speed limit.

3.44 The principle of residential development in Chesterton has been tested at Appeal and the Planning Inspector has concluded that the village cannot be considered as an unsustainable location.

4 DEVELOPMENT PROPOSALS

Introduction

- 4.1 This section describes the proposal, car parking arrangements and considers access and construction traffic and measures to encourage sustainable travel amongst future residents.

Proposed Development

- 4.2 The outline planning application seeks permission to demolish the existing building on site and erect 45 dwellings of mixed tenure and size.
- 4.3 The illustrative master plan is attached at **Appendix 1**.

Access

- 4.4 It is proposed to close the existing access to the unnamed road and create a new access south of the existing access. The access will take the form of a priority junction.
- 4.5 The site access design is shown on drawing no. JNY8140-05 attached at **Appendix 5**.
- 4.6 As shown on the above drawing, the site access is able to achieve visibility splays of 2.4 x 215 metres to the left and 2.4 x 160 metres to the right. This level of visibility can be achieved within land under the control of the applicant and highway boundary.
- 4.7 The visibility splay to the left meets the standards for speeds up to 60mph in *Design Manual for Roads and Bridges*. The visibility splay to the right is up to the junction with the A4095, allowing vehicles egressing from the site to have sight of vehicles turning into the unnamed road. It is noted that 85th percentile speeds recorded along the unnamed road were significantly lower at 45mph, therefore this level of visibility is considered to be acceptable.
- 4.8 Although outline planning permission is sought, the site layout provides an indication of the design of the internal roads. The access road will be 5.5 metres in width and 2 metre footway will be provided on the southern side of the access road for approximately 100 metres. Following which, the access road will take the form of shared surface at 5.5 meters in width. Private drives off the access road will serve no more than four dwellings.
- 4.9 It is envisaged that the access road, with the exception of the private drives will be offered for adoption.

Parking

- 4.10 Oxfordshire County Council's adopted parking standards are set out in *Parking Standards for New Residential Developments*. The standards are based on the provision of allocated and unallocated parking spaces.

4.11 Outline planning permission is sought at this stage, however, it is proposed to provide a garage and a general space per 3 beds and a double garage and two general spaces for 4 and 5 beds. In addition eight visitor spaces which will be on-street throughout the development. Although this level of parking is slightly over the standards adopted, it is considered that this will avoid any overspill parking on surrounding streets.

Construction

4.12 The details of the construction of the site are yet to be finalised. It is unlikely that the construction of the site will generate significant vehicle trips. It is proposed that all construction vehicle routes to the site are to be agreed with Oxfordshire County Council prior to construction.

Sustainable Transport Initiatives

Footway Provision

4.13 It is proposed to provide a new footway along the unnamed road, as requested by Oxfordshire County Council during pre-application discussions. The footway will provide a connection between the development and the footway on the A4095, thus providing a safe walking route to the village centre and bus stops.

4.14 It is not considered beneficial to provide a footway to the south of the development along the unnamed road as amenities cannot be accessed in this direction.

4.15 Within the development, a gated access will be provided along northern boundary of the site to allow a future connection for pedestrians towards the allotments and the footpath to Fortescue Drive, if so desired.

4.16 The design of the proposed footway along the unnamed road is shown on the access drawing attached at **Appendix 5**. The footway will be 2 metres in width. The footway works will allow the carriageway to be widened to 4.8 metres, where required, from the site access to the A4095. A carriageway width of 4.8 metres allows two vehicles.

Residents Welcome Pack

4.17 To encourage sustainable travel amongst future residents and to influence their travel choices from the beginning, it is proposed to provide each dwelling with a Residents Welcome Pack. The pack will comprise the following:

1. Map of local walking and cycling routes;
2. Public transport timetables and information;
3. Travel options leaflet;
4. Information and details of local cycle shops, facilities and training;
5. Information on local community transport initiatives and school buses;
6. Details of useful websites e.g. journey planning, local bus, national express and national rail;
7. Details of car sharing, including awareness of local schemes (www.oxfordshire.liftshare.com) and National Liftshare Week;
8. Information on local amenities such as health, leisure, shopping and recreation facilities;
9. Online shopping information; and
10. Information about 'Smarter Working' practices or other flexible working practices;

5 TRIP GENERATION AND IMPACT

Introduction

- 5.1 This section considers the trip generation of the proposed development the impact on the surrounding transport networks.

Trip Generation

- 5.2 The TRICS database has been interrogated under land use 'Residential' and sub-category 'Mixed Private / Non Private Housing' for sites with comparable characteristics. The resulting trip rates are shown in **Table 5.1** while the TRICS output is attached at **Appendix 6**. The use of these trip rates were agreed with Oxfordshire County Council during pre-application discussions.

Table 5.1: Trip Rates (per resident)

Mode of travel	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)			Daily (0700-1900)		
	In	Out	Total	In	Out	Total	In	Out	Total
Walk	0.08	0.20	0.28	0.15	0.15	0.31	1.70	1.56	3.26
Pedal cycle	0.01	0.01	0.02	0.05	0.05	0.10	0.27	0.28	0.55
Public Transport	0.00	0.04	0.04	0.03	0.03	0.06	0.27	0.38	0.65
Car Sharer	0.46	0.74	1.19	0.57	0.50	1.07	4.09	4.39	8.47
Car Driver	0.24	0.40	0.64	0.38	0.25	0.63	2.72	2.78	5.50
Total trips	0.78	1.38	2.16	1.18	0.98	2.16	9.04	9.38	18.42

- 5.3 On the basis of the above trip rates, **Table 5.2** shows the level of trips that could be generated by the proposed development.

Table 5.2: Trip Generation of Proposed Development

Mode of travel	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)			Daily (0700-1900)		
	In	Out	Total	In	Out	Total	In	Out	Total
Walk	4	9	13	7	7	14	77	70	147
Pedal cycle	0	0	0	2	2	4	12	13	25
Public Transport	0	2	2	1	1	2	12	17	29
Car Sharer	20	33	53	26	23	49	184	197	381
Car Driver	11	18	29	17	11	28	122	125	247
Total trips	35	62	97	53	44	97	407	422	829

- 5.4 The proposed development could thus generate 97 two-way trips in the peak hours.

Traffic Impact

- 5.5 As described in **Section 3** an Automatic Traffic Count was undertaken on the unnamed road from which the site will be accessed. **Table 5.3** shows the recorded 5-day traffic flows. These have been growthed to a Future Year of 2019 using growth rates extracted from TEMPRO database for Cherwell rural areas.

5.6 **Table 5.3** also quantifies the development traffic as a proportion of Future Year background traffic flows.

Table 5.3: Traffic Flows and Development Impact

Traffic Flows	AM Peak Hour (0800-0900)	PM Peak Hour (1700-1800)	Daily (0700-1900)
2014 Base Year Two-Way Traffic Flows (5 day average)	206	248	1938
Growth Rates 2014 - 2019	1.0704	1.0729	1.0742
2019 Future Year Two-Way Traffic Flows (5 day average)	220	266	2081
Development Traffic Flows	29	28	247
% Impact	13%	11%	12%

5.7 The development will generate 29 two-way vehicular movements in the AM peak, 28 two-way vehicular movements in the PM peak and 247 two-way vehicular movements daily. As the background traffic flows are low on the unnamed road, the percentage impact of the development traffic flows appears more significant than they will be in reality. This level of traffic is not likely to have a perceptible impact on the surrounding road network.

5.8 The development will improve the unnamed road with local widening of the carriageway to 4.8 metres and provision of a footway of 2.0 metres in width which will make it suitable to accommodate these additional trips as well as improving the pedestrian environment for existing and future users.

Impacts on Non-Car Modes of Travel

5.9 It is likely that the proposed temporary accommodation could generate circa 147 two-way walking trips and 25 cycling trips to and from the site over a daily period. The local footway network, pedestrian crossings and cycle network provides sufficient facilities for residents to walk or cycle to the site. The development will deliver a new footway from the site to connect with the existing footway on the A4095 as described in **Section 4**. Future improvements are also planned as part of the strategic housing developments in Bicester which will improve connectivity for pedestrians and cyclists.

5.10 It is envisaged that the proposed development will generate 29 daily trips by public transport, which have the potential to have an impact on the local bus network and rail services. The bus routes likely to be affected are those that serve Chesterton and Bicester town centre. The development is likely to boost the patronage of these services, helping to enhance their viability.

6 SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement has been prepared on behalf of Taylor Wimpey UK Ltd to accompany a planning application for the development of land north of Green Lane, Chesterton for residential purposes.
- 6.2 The development comprises 45 dwellings of mixed size and tenure and a new vehicular access to the unnamed road which borders the site. As part of the proposal the existing building on site will be demolished and the existing access to the unnamed road will be closed.
- 6.3 Recently, planning consent was granted by appeal for a residential development of 44 dwellings off Green Lane. The Planning Inspector concluded that Chesterton cannot be considered an unsustainable location for this type of development.
- 6.4 A new footway will be provided along the unnamed road of 2.0 metres in width to connect the site with the existing footway provision on the A4095 to the north. The footway works will also enable local widening works to be undertaken to widen the carriageway to 4.8 metres between the site and the A4095.
- 6.5 The new vehicular access will take the form of a priority junction to the unnamed road and have a carriageway of 5.5 metres with a 2.0 metre footway on the southern side. The internal roads have been designed as shared surfaces.
- 6.6 Parking is to be provided slightly in excess of adopted parking standards. However, this is considered to be appropriate to prevent any overspill parking on the surrounding or internal roads.
- 6.7 The facilities within the village are within walking distance of the site and the majority of Bicester town is within cycling distance of the site. The bus services serving Chesterton provide links to Bicester providing the opportunity to interchange with buses to destinations further afield. The rail stations in Bicester are also within cycling distance of the site and serve strategic centres.
- 6.8 Personal Injury Accident (PIA) data demonstrates that there are no road safety issues within the vicinity of the site that would be exacerbated as a result of the proposed development.
- 6.9 The development is expected to generate up to 29 two-way vehicular movements in the peak hours. This level of traffic is not likely to have a perceptible impact on the operation of the local highway network. Nevertheless, the development will undertake improvements to the unnamed road with local widenings and provision of a footway.

Conclusion

- 6.10 The Transport Assessments meets the requirements of *Guidance for Transport Assessment* by the Department for Transport and *National Planning Policy Guidance* by the Department for Communities and Local Government.
- 6.11 The proposed development meets the requirements of adopted national and local policy. In accordance with *National Planning Policy Framework* the development would not have a 'severe' impact on the local highway and transport networks.

FIGURES

Figure 1 – Site Location and Village Facilities

Figure 2 – Facilities Accessible by Cycling and Public Transport



KEY:

- Bus stops
- Footpath

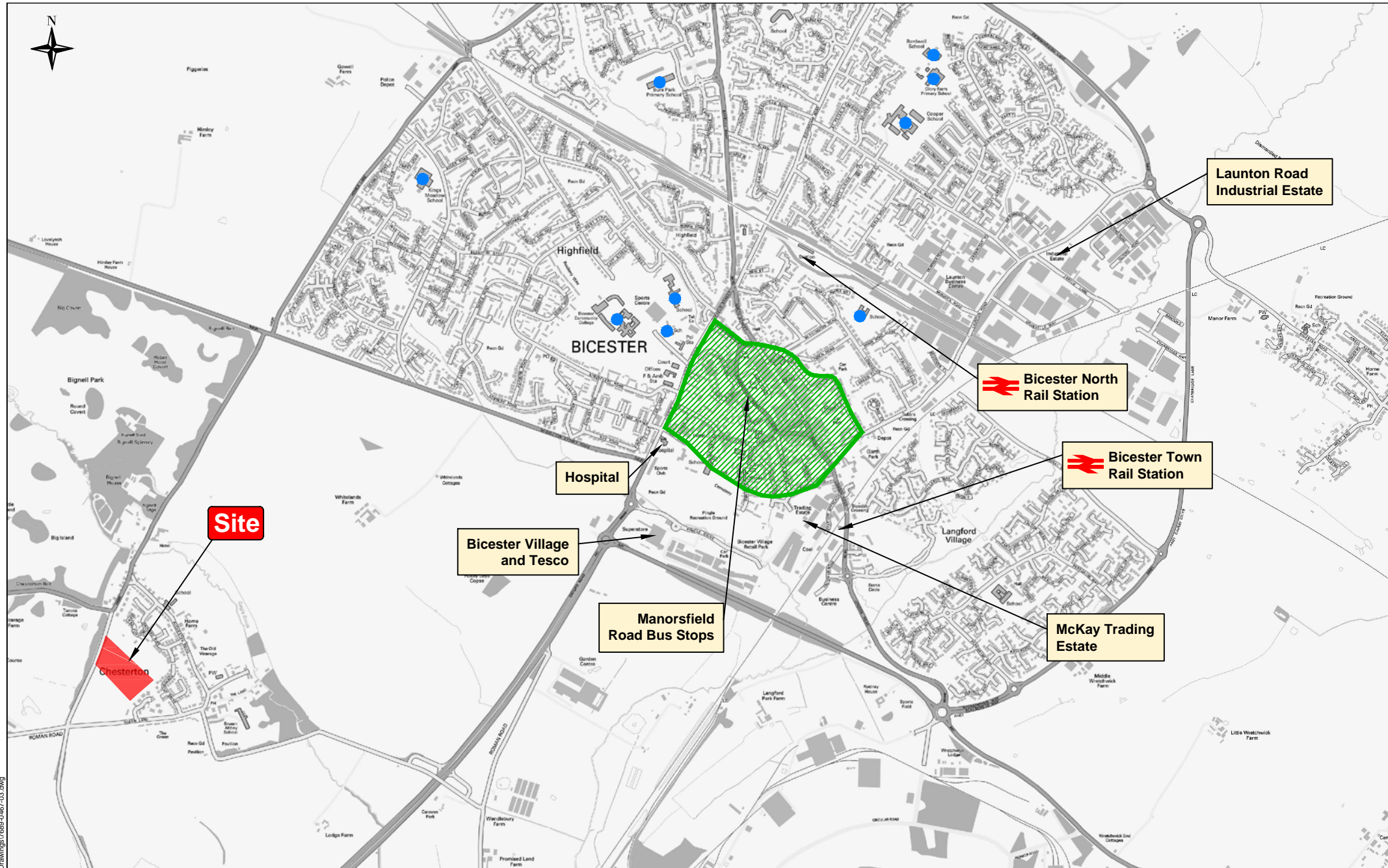


Date: SEPT 2014 Scale: 1:5000 Rev: .
 Drwg. No: JNY8043-03 Drawn: AVG Checked: CF

Project: LAND WEST OF CHESTERTON

Title: SITE LOCATION AND VILLAGE FACILITIES

Figure No: 1



- KEY:**
- Educational Facilities
 - Town Centre



Date: SEPT 2014 Scale: 1:20000 Rev: .
 Drwg. No: JNY8043-04 Drawn: AVG Checked: CF

Project: LAND WEST OF CHESTERTON



Title: FACILITIES ACCESSIBLE BY CYCLING AND PUBLIC TRANSPORT

Figure No: 2

APPENDICES

APPENDIX 1 – ILLUSTRATIVE MASTERPLAN



-  Proposed New Access
-  Proposed Footpath
-  Illustrative Paths
-  Existing Vegetation
-  Proposed Planting
-  Infrastructure
-  Development
-  Front Gardens / Footpaths
-  Buildings
-  Potential Location for Play Area
-  Water Balancing Facility

0m 20 40 60m
scale 1:1000

LAND WEST OF CHESTERTON - ILLUSTRATIVE MASTERPLAN - (1:1000 A3)

LSD129.02.01



Studio

Life
Space
Design

APPENDIX 2 – HIGHWAY AUTHORITY CORRESPONDENCE

From: [Chanika Farmer](#)
To: michael.deadman@oxfordshire.gov.uk
Cc: [Richard Stacey](#); [Joely Thomas](#)
Subject: RE: Green Lane, Chesterton
Date: 08 April 2014 12:44:01
Attachments: [Chesterton Location Plan.pdf](#)
[Mixed Pvt Non Pvt Housing Trip Rates.pdf](#)

Dear Mike,

Thanks for your time on the phone earlier today.

As discussed, the development site is located off Green Lane in Chesterton as shown on the site location plan attached. The site is bound to the north-east by allotments, to the south-east by residential properties, to the south-west by agricultural land and to the north-west by an unnamed road. The unnamed road leads to the A4095 to the north and Green Lane to the south.

The site is currently made up of open fields and a property which has an access to the unnamed road. With the proposed development, the existing property will be removed and the access closed off.

The proposals are in its infancy at this stage, however it is considered the site could accommodate in the region of 45 dwellings.

Given the size of the proposed development a Transport Statement will be prepared in line with guidance issued by Department for Transport in *Guidance on Transport Assessments* and guidance issued as part of the National Planning Policy Guidance suite by Department for Communities and Local Government in *Travel plans, Transport Assessments and Statements in Decision-Taking*.

Access

It is proposed to create a new access, in the form of a priority junction, to the unnamed road which forms the north-western boundary to the site. This road is subject to the derestricted speed limit. An Automatic Traffic Survey will be undertaken on the unnamed road between the 28th April and 4th May 2014 to record traffic volumes and speeds.

The site access will be designed in accordance with recorded vehicle speeds.

We would be grateful if you could confirm if a Stage One Road Safety Audit is required to accompany the planning application or if this requirement could form a planning condition of any consent granted for the development.

Parking Provision

Reference will be made to the parking standards set out in Appendix C of Oxfordshire County Council's *Transport for New Developments: Parking Standards for New Residential Developments*.

Study area

Personal Injury Accident data will be obtained for the last three years for the length of the

unnamed road from its junction with Green Lane to the A4095 and for the length of the A4095 from the start of the 30mph speed limit to the west to its junction with Alchester Road to the north. We would be grateful if you could please confirm this study area and number of years of assessment are acceptable.

Trip Rates

The TRICS database has been interrogated under land use 'Residential' and sub-category 'Mixed Private / Non Private Housing' to generate multi-modal trip rates. Comparable sites with less than 100 dwellings and located within England (with Greater London removed) were chosen. Sites comprising flats were removed from the site selection as flats are not considered appropriate at this location and therefore will not form part of the proposal for the site.

We would be grateful if you could confirm the attached trip rates are acceptable to be used to estimate the trip generation of the proposed development.

Given the scale of the development, it is not considered necessary to undertake any further impact analysis of the local road network.

Travel Plan

In line with the thresholds set out in DfT's *Guidance on Transport Assessments*, a proposal of this scale is not required to be accompanied by a Travel Plan. I would be grateful if you could please confirm the same.

The following points summarise the parameters we seek agreement or information from Oxfordshire County Council in advance of undertaking the Transport Statement:

1. Proposed access location and type in principle;
2. The need for a Stage Road Safety Audit at planning application stage;
3. Use of parking standards set out in Appendix C of *Transport for New Developments: Parking Standards for New Residential Developments*;
4. Area of search for PIA data and number of years of assessment;
5. Use of attached trip rates; and
6. The need for a Travel Plan.

In addition, I would be grateful if you could please confirm if there are any highway improvements or any existing transport issues in the local area.

If you would like to discuss further or require any further information, please do call.

I look forward to hearing from you.

Kind regards,

Chanika

Chanika Farmer BSc MSc MCIHT
Senior Consultant - RPS Planning & Development
20 Western Avenue, Milton Park,
Abingdon, Oxfordshire, OX14 4SH.
United Kingdom

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Fax: +44 (0) 1235 834 698
Direct: +44 (0) 1235 437 124
Email: chanika.farmer@rpsgroup.com
www: www.rpsgroup.com

From: Chanika Farmer
Sent: 07 April 2014 09:42
To: 'michael.deadman@oxfordshire.gov.uk'
Subject: Green Lane, Chesterton

Dear Mike,

I hope you and the rest of the team are well.

We are acting as transport consultants on behalf of a proposed housing development off Green Lane in Chesterton. The proposal is still in its infancy however it is thought the site could accommodate up to 40 dwellings.

I am not sure if this will be dealt with by an Area Liaison Officer as it will be a minor planning application. I would be grateful if you could confirm who it would be best to carry out the pre-application discussions with please. I would also be grateful if you could please provide a copy of the Scoping Form for pre-application advice.

Kind regards,

Chanika

Chanika Farmer BSc MSc MCIHT
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United Kingdom
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www: www.rpsgroup.com

**OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE
FOLLOWING DEVELOPMENT PROPOSAL**

District: Cherwell

Application no: Green Lane Chesterton PREAPP

Proposal: 40-45 Dwellings Proposal

Location: Off Green Lane, Chesterton

This report contains officer advice and the comments of local members when submitted.

Submission Date: 28 April 2014

ANNEX 1
OFFICER ADVICE

RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: Green Lane Chesterton PREAPP

Proposal: 40-45 Dwellings Proposal

Location: Off Green Lane, Chesterton

Transport Development Control

Agreement is sought for the following matters:-

1. Proposed access location and type in principle;
2. The need for a Stage 1 Road Safety Audit at planning application stage;
3. Use of parking standards set out in Appendix C of Transport for New Developments: Parking Standards for New Residential Developments;
4. Area of search for PIA data and number of years of assessment;
5. Use of attached trip rates; and
6. The need for a Travel Plan.

The type of access, a priority junction, would be appropriate given the scale of development. Visibility should be provided as you suggest, commensurate with surveyed passing vehicular speeds. The precise location of the proposed access has not been identified but I have no reason to consider that appropriate splays could not be provided. In my opinion the pertinent issue with this location is the nature of the highway, a narrow unlit rural lane without provision for pedestrians separate from the carriageway. I suggest any proposal addresses this matter in detail. The submission of a road safety audit would be beneficial but is not essential at the planning stage, however, it may help to highlight any potential problems at an early stage when amendments are more easily facilitated. At a later stage a road safety audit will be required as part of the Section 278 process for construction of the access and any other works in the highway.

The parking standards you quote are appropriate. To avoid indiscriminate parking, spaces should be convenient to the property they serve, visitor parking should be provided and on-street parking should be provided for appropriately.

The area of search for PIA data is appropriate, however, a minimum of the last 5 years records should be investigated.

I consider higher vehicular trip rates would be likely at this location although, given the scale of the development, the rates you have determined are acceptable as the likely uplift would be negligible.

A full Travel Plan is not necessary for a development of this scale but I suggest simple measures such as travel information packs are provided to new residents.

Officer's Name: Geoffrey Arnold

Officer's Title: Senior Engineer & Transport Planner

Date: 28 April 2014

From: [Arnold, Geoffrey - Environment & Economy](#)
To: [Chanika Farmer](#)
Subject: RE: Oxfordshire County Council's Final response to Greenlane Chesterton
Date: 22 May 2014 11:37:49

Dear Chanika

Thank you for your email and your proposals with regard to pedestrian access. I have a number of concerns with the proposed route through the allotments; the route lacks natural surveillance and I am unable to concur with your findings of it being well used; it would require appropriate surfacing and lighting which may not be considered acceptable by the LPA; I am unsure of the access rights or ownership your client may have but I expect the route would need to be adopted to ensure it was maintained in perpetuity for public use. Walking distances may be shorter but the difference is marginal, regardless walking distances to bus stops and the school via the site frontage are in the region of only 300m to 400m.

Given the aforementioned, I do not consider the route via the allotments would provide a satisfactory form of pedestrian access.

Kind regards
Geoff

Geoffrey Arnold
Senior Engineer – Transport Development Control
Oxfordshire County Council
Speedwell House Oxford OX1 1NE
DD: 01865 328 797

From: Chanika Farmer [mailto:chanika.farmer@rpsgroup.com]
Sent: 19 May 2014 17:05
To: Arnold, Geoffrey - Environment & Economy
Cc: Richard Stacey
Subject: RE: Oxfordshire County Council's Final response to Greenlane Chesterton

Dear Geoff,

Following receipt of your pre-application comments, we have investigated the feasibility of providing a footway alongside the rural lane which forms the western boundary of the site. There appears to be sufficient width to provide a footway along the eastern verge within the highway boundary, however this would require the existing hedgerow to be trimmed.

We understand that the existing hedgerow has significant ecological value. With a view to protecting the hedgerow, it is proposed to provide an alternative pedestrian link from the site routing north-east, via the allotments, to Fortescue Drive. Indeed there is an existing pedestrian link from Fortescue Drive, as shown on the series of attached photos, which forms part of the direct link from the allotments to Alchester Road and was observed to be well used during our site visit.

A link to Fortescue Drive route is considered more beneficial given that it is a shorter distance to the Primary School and bus stops on Alchester Road.

I would be grateful if you could please confirm that this approach would be acceptable to the Highway Authority.

Kind regards,

Chanika

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Fax: +44 (0) 1235 834 698
Direct: +44 (0) 1235 437 124
Email: chanika.farmer@rpsgroup.com
www: www.rpsgroup.com

From: Planning Consultations - Environment & Economy
[<mailto:PlanningConsultations@Oxfordshire.gov.uk>]
Sent: 29 April 2014 09:54
To: Chanika Farmer
Cc: Planning Consultations - Environment & Economy; Deadman, Michael - Environment & Economy
Subject: Oxfordshire County Council's Final response to Greenlane Chesterton

Hi,

Above attached is the Oxfordshire County Council's Final response to Greenlane Chesterton.

Kind Regards

Tahira Khan

Policy & Strategy Officer/Triage Officer

Oxfordshire County Council

Speedwell House | Speedwell Street | Oxford | OX1 1NE

Tel: 01865 89 (5657) | email: tahira.khan@oxfordshire.gov.uk



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APPENDIX 3 – TRAFFIC SURVEY RESULTS

Chesterton ATC

Channel 1 - Northbound

28/04/2014	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7	17	3	0	0	0	0	0	0	0	0	0	0	0	20
8	28	11	0	0	0	0	0	0	0	0	0	0	0	39
9	45	8	0	0	0	0	0	0	0	0	0	0	0	53
10	35	8	0	0	0	0	0	0	0	0	0	1	0	44
11	40	8	0	0	0	0	0	0	0	0	0	0	0	48
12	28	6	0	0	0	0	0	0	0	0	0	6	0	40
13	48	9	0	0	0	0	0	0	0	0	0	0	0	57
14	55	7	0	0	0	0	0	0	0	0	0	0	0	62
15	72	13	0	0	0	0	1	0	0	0	0	0	0	86
16	75	14	0	0	0	0	0	0	0	0	0	0	0	89
17	132	26	0	0	1	0	0	0	0	0	0	1	0	160
18	163	17	0	0	0	0	0	0	0	0	0	1	0	181
19	129	31	0	0	0	0	0	0	0	0	0	3	0	163
20	57	12	0	0	0	0	0	0	0	0	0	0	0	69
21	41	3	0	0	0	0	0	0	0	0	0	0	0	44
22	25	3	0	0	0	0	0	0	0	0	1	0	0	29
23	14	2	0	0	0	0	0	0	0	0	0	0	0	16
24	3	2	0	0	0	0	0	0	0	0	0	0	0	5
7-19	850	158	0	0	1	0	1	0	0	0	0	12	0	1022
6-22	990	179	0	0	1	0	1	0	0	0	1	12	0	1184
6-24	1007	183	0	0	1	0	1	0	0	0	1	12	0	1205
0-24	1010	186	0	0	1	0	1	0	0	0	1	12	0	1211

Channel 2 - Southbound

28/04/2014	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	9	0	0	0	0	0	0	0	0	0	0	0	0	9
7	35	6	0	0	0	0	0	0	0	0	0	0	0	41
8	161	14	1	0	0	0	0	0	0	0	0	0	0	176
9	146	14	0	0	0	0	0	0	0	0	0	1	0	161
10	85	8	0	0	0	0	0	0	0	1	0	0	0	94
11	45	5	0	0	0	0	0	0	0	0	0	1	0	51
12	45	4	0	0	0	0	0	0	0	0	0	1	0	50
13	61	10	0	0	0	0	0	0	0	0	0	0	0	71
14	46	2	0	0	0	0	0	0	0	0	0	0	0	48
15	50	5	0	0	0	0	0	0	0	0	0	0	0	55
16	42	6	0	0	0	0	0	0	0	0	0	0	0	48
17	49	9	0	0	0	0	0	0	0	0	0	0	0	58
18	64	8	0	0	0	0	0	0	0	0	0	0	0	72
19	54	8	0	0	1	0	0	0	0	0	0	0	0	63
20	51	9	0	0	0	0	0	0	0	0	0	0	0	60
21	13	3	0	0	0	0	0	0	0	0	0	0	0	16
22	7	1	0	0	0	0	0	0	0	0	0	0	0	8
23	6	0	0	0	0	0	0	0	0	0	0	0	0	6
24	4	2	0	0	0	0	0	0	0	0	0	0	0	6
7-19	848	93	1	0	1	0	0	0	0	1	0	3	0	947
6-22	954	112	1	0	1	0	0	0	0	1	0	3	0	1072
6-24	964	114	1	0	1	0	0	0	0	1	0	3	0	1084
0-24	976	115	1	0	1	0	0	0	0	1	0	3	0	1097

Chesterton ATC

Channel 1 - Northbound

29/04/2014	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7	14	2	0	0	0	0	0	0	0	0	0	0	0	16
8	45	6	0	0	0	0	0	0	0	0	0	0	0	51
9	49	11	0	0	0	0	0	1	0	0	0	0	0	61
10	41	10	0	0	0	0	0	0	0	0	0	1	0	52
11	31	13	0	0	0	0	0	0	0	0	0	0	0	44
12	36	8	0	0	0	0	0	0	0	0	0	0	0	44
13	51	8	0	0	0	0	0	0	0	0	0	3	0	62
14	57	12	0	0	0	0	0	0	0	0	0	0	0	69
15	55	6	1	0	0	0	0	0	0	0	0	1	0	63
16	68	13	0	0	0	0	0	0	0	0	0	0	0	81
17	112	18	2	0	0	0	0	0	0	0	0	2	0	134
18	157	19	0	0	0	0	0	0	0	0	0	0	0	176
19	93	23	0	0	0	0	0	0	0	0	0	0	0	116
20	51	10	0	0	0	0	0	0	0	0	0	0	0	61
21	52	7	0	0	0	0	0	0	0	0	0	0	0	59
22	23	4	0	0	0	0	0	0	0	0	0	0	0	27
23	13	2	0	0	0	0	0	0	0	0	0	0	0	15
24	8	0	0	0	0	0	0	0	0	0	0	0	0	8
7-19	795	147	3	0	0	0	0	1	0	0	0	7	0	953
6-22	935	170	3	0	0	0	0	1	0	0	0	7	0	1116
6-24	956	172	3	0	0	0	0	1	0	0	0	7	0	1139
0-24	960	173	3	0	0	0	0	1	0	0	0	7	0	1144

Channel 2 - Southbound

29/04/2014	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	7	2	0	0	0	0	0	0	0	0	0	0	0	9
7	50	5	0	0	0	0	0	0	0	0	0	0	0	55
8	179	18	0	0	0	0	0	0	0	0	0	0	0	197
9	167	12	0	0	0	0	0	0	0	0	0	2	0	181
10	87	10	0	0	0	0	0	0	0	0	0	0	0	97
11	48	7	0	0	0	0	0	0	0	0	0	0	0	55
12	28	9	0	0	0	0	0	0	0	0	0	0	0	37
13	40	9	0	0	0	0	0	0	0	0	0	0	0	49
14	34	6	0	0	0	0	0	0	0	0	0	0	0	40
15	45	6	0	0	0	0	0	0	0	0	0	0	0	51
16	46	10	0	0	0	0	0	0	0	0	0	1	0	57
17	45	7	1	0	1	0	0	0	0	0	0	1	0	55
18	81	9	0	0	0	0	1	0	0	0	0	0	0	91
19	77	7	1	0	0	0	0	0	0	0	0	0	0	85
20	45	8	0	0	0	0	0	0	0	0	0	0	0	53
21	20	3	0	0	0	0	0	0	0	0	0	0	0	23
22	12	0	0	0	0	0	0	0	0	0	0	0	0	12
23	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	877	110	2	0	1	0	1	0	0	0	0	4	0	995
6-22	1004	126	2	0	1	0	1	0	0	0	0	4	0	1138
6-24	1011	126	2	0	1	0	1	0	0	0	0	4	0	1145
0-24	1024	128	2	0	1	0	1	0	0	0	0	4	0	1160

Chesterton ATC

Channel 1 - Northbound

30/04/2014	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7	12	2	0	0	0	0	0	0	0	0	0	0	0	14
8	35	9	0	0	0	0	0	0	0	0	0	1	0	45
9	33	11	0	0	0	0	0	0	0	0	0	3	0	47
10	29	10	0	0	0	0	0	0	0	0	0	1	0	40
11	31	12	0	0	0	0	0	0	0	0	0	1	0	44
12	46	7	0	0	0	0	0	0	0	0	0	0	0	53
13	52	5	0	0	0	0	0	0	0	0	0	0	0	57
14	60	10	0	0	0	0	0	0	0	0	0	0	0	70
15	56	11	0	0	0	0	0	0	0	0	0	0	0	67
16	80	17	0	0	0	0	0	0	0	0	0	0	0	97
17	118	22	0	0	0	0	0	0	0	0	0	0	0	140
18	133	17	0	0	0	0	0	0	0	0	0	1	0	151
19	130	14	0	0	0	0	0	0	0	0	0	0	0	144
20	54	6	0	0	0	0	0	0	0	0	0	0	0	60
21	74	10	0	0	0	0	0	0	0	0	0	0	0	84
22	25	4	0	0	0	0	0	0	0	0	0	0	0	29
23	14	0	0	0	0	0	0	0	0	0	0	0	0	14
24	7	0	0	0	0	0	0	0	0	0	0	0	0	7
7-19	803	145	0	0	0	0	0	0	0	0	0	7	0	955
6-22	968	167	0	0	0	0	0	0	0	0	0	7	0	1142
6-24	989	167	0	0	0	0	0	0	0	0	0	7	0	1163
0-24	992	169	0	0	0	0	0	0	0	0	0	7	0	1168

Channel 2 - Southbound

30/04/2014	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	11	0	0	0	0	0	0	0	0	0	0	0	0	11
7	42	8	0	0	0	0	0	0	0	0	0	0	0	50
8	152	16	1	0	0	0	0	0	0	1	0	0	0	170
9	126	9	0	0	0	0	0	0	0	0	0	0	0	135
10	76	14	0	0	0	0	0	0	0	0	0	1	0	91
11	43	4	0	0	1	0	0	0	0	0	0	0	0	48
12	29	4	0	0	0	0	0	1	0	0	0	0	0	34
13	46	5	0	0	0	0	0	0	0	0	0	1	0	52
14	36	4	0	0	0	0	0	0	0	0	0	0	0	40
15	34	6	0	0	0	0	0	0	0	0	0	1	0	41
16	47	5	0	0	0	0	0	0	0	0	0	0	0	52
17	48	7	0	0	0	0	0	0	0	0	0	0	0	55
18	62	8	1	0	0	0	0	0	0	0	0	0	0	71
19	67	12	1	0	0	0	0	0	0	0	0	0	0	80
20	55	6	0	0	0	0	0	0	0	0	0	0	0	61
21	27	3	0	0	0	0	0	0	0	0	0	0	0	30
22	13	0	0	0	0	0	0	0	0	0	0	0	0	13
23	9	0	0	0	0	0	0	0	0	0	0	0	0	9
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	766	94	3	0	1	0	0	1	0	1	0	3	0	869
6-22	903	111	3	0	1	0	0	1	0	1	0	3	0	1023
6-24	916	111	3	0	1	0	0	1	0	1	0	3	0	1036
0-24	932	112	3	0	1	0	0	1	0	1	0	3	0	1053

Chesterton ATC

Channel 1 - Northbound

01/05/2014	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	1	0	0	0	0	0	0	0	0	0	0	0	6
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	1	0	0	0	0	0	0	0	0	0	0	0	3
7	19	4	0	0	0	0	0	0	0	0	0	0	0	23
8	36	12	0	0	0	0	0	0	0	0	0	0	0	48
9	46	8	0	0	0	0	0	0	0	0	0	1	0	55
10	33	9	0	0	0	0	0	0	0	0	0	1	0	43
11	32	5	0	0	0	0	0	0	0	0	0	2	0	39
12	45	12	0	0	0	0	0	0	0	0	0	0	0	57
13	61	6	0	0	0	0	0	0	0	0	0	0	0	67
14	66	10	0	0	0	0	0	0	0	0	0	1	0	77
15	54	10	0	0	0	0	0	0	0	0	0	1	0	65
16	59	15	0	0	0	0	0	0	0	0	0	2	0	76
17	153	24	0	0	0	0	0	0	0	0	0	0	0	177
18	192	20	0	0	0	0	0	0	0	0	0	1	0	213
19	138	27	0	0	0	0	0	0	0	0	0	2	0	167
20	53	9	0	0	0	0	0	0	0	0	0	0	0	62
21	43	3	0	0	0	0	0	0	0	0	0	0	0	46
22	20	2	0	0	0	0	0	0	0	0	0	0	0	22
23	16	2	0	0	0	0	0	0	0	0	0	0	0	18
24	4	2	0	0	0	0	0	0	0	0	0	0	0	6
7-19	915	158	0	0	0	0	0	0	0	0	0	11	0	1084
6-22	1050	176	0	0	0	0	0	0	0	0	0	11	0	1237
6-24	1070	180	0	0	0	0	0	0	0	0	0	11	0	1261
0-24	1077	182	0	0	0	0	0	0	0	0	0	11	0	1270

Channel 2 - Southbound

01/05/2014	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	10	1	0	0	0	0	0	0	0	0	0	0	0	11
7	47	8	0	0	0	0	0	0	0	0	0	0	0	55
8	164	17	0	0	0	0	0	0	0	0	0	0	0	181
9	149	9	0	0	0	0	0	0	0	0	0	0	0	158
10	82	8	0	0	0	0	0	0	0	0	0	0	0	90
11	48	2	0	0	0	0	0	0	0	0	0	0	0	50
12	38	8	0	0	0	0	0	0	0	0	0	0	0	46
13	41	5	0	0	0	0	0	0	0	0	0	0	0	46
14	45	5	1	0	1	0	0	0	0	0	0	0	0	52
15	43	7	1	0	0	0	0	0	0	0	0	1	0	52
16	33	6	0	0	0	0	0	0	0	0	0	0	0	39
17	42	7	1	0	0	0	0	0	0	0	0	0	0	50
18	63	9	0	0	0	0	0	0	0	0	0	0	0	72
19	53	6	0	0	1	0	0	0	0	0	0	0	0	60
20	47	8	0	0	0	0	0	0	0	0	0	0	0	55
21	14	4	0	0	0	0	0	0	0	0	0	0	0	18
22	10	1	0	0	0	0	0	0	0	0	0	0	0	11
23	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24	3	3	0	0	0	0	0	0	0	0	0	0	0	6
7-19	801	89	3	0	2	0	0	0	0	0	0	1	0	896
6-22	919	110	3	0	2	0	0	0	0	0	0	1	0	1035
6-24	927	113	3	0	2	0	0	0	0	0	0	1	0	1046
0-24	943	115	3	0	2	0	0	0	0	0	0	1	0	1064

Chesterton ATC

Channel 1 - Northbound

02/05/2014	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	11	2	0	0	0	0	0	0	0	0	0	0	0	13
8	22	8	0	0	0	0	0	0	0	0	0	0	0	30
9	47	5	1	0	0	0	0	0	0	0	0	1	0	54
10	35	7	0	0	0	0	0	0	0	0	0	1	0	43
11	46	6	0	0	0	0	0	0	0	0	0	1	0	53
12	52	21	0	0	0	0	0	0	0	0	0	1	0	74
13	58	17	0	0	0	0	0	0	0	0	0	0	0	75
14	87	18	0	0	0	0	0	0	0	0	0	2	0	107
15	90	20	0	0	0	0	1	0	0	0	0	0	0	111
16	106	32	0	0	0	0	0	0	0	0	0	1	0	139
17	148	23	0	0	0	0	0	0	0	0	0	1	0	172
18	135	15	0	0	0	0	0	0	0	0	0	3	0	153
19	95	10	0	0	0	0	0	0	0	0	0	1	0	106
20	46	8	0	0	0	0	0	0	0	0	0	0	0	54
21	45	5	0	0	0	0	0	0	0	0	0	0	0	50
22	23	1	0	0	0	0	0	0	0	0	0	0	0	24
23	18	0	0	0	0	0	0	0	0	0	0	0	0	18
24	18	1	0	0	0	0	0	0	0	0	0	0	0	19
7-19	921	182	1	0	0	0	1	0	0	0	0	12	0	1117
6-22	1046	198	1	0	0	0	1	0	0	0	0	12	0	1258
6-24	1082	199	1	0	0	0	1	0	0	0	0	12	0	1295
0-24	1086	199	1	0	0	0	1	0	0	0	0	12	0	1299

Channel 2 - Southbound

02/05/2014	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	10	0	0	0	0	0	0	0	0	0	0	0	0	10
7	42	6	0	0	0	0	0	0	0	0	0	0	0	48
8	128	15	0	0	0	0	0	0	0	0	0	0	0	143
9	117	6	0	0	0	0	0	0	0	0	0	0	0	123
10	78	11	0	0	0	0	0	0	0	0	0	0	0	89
11	56	7	0	0	0	0	0	0	0	0	0	0	0	63
12	47	5	0	0	0	0	0	0	0	0	0	0	0	52
13	31	5	0	0	0	0	0	0	0	0	0	0	0	36
14	36	4	0	0	0	0	0	0	0	0	0	0	0	40
15	52	9	0	0	1	0	0	0	0	0	0	1	0	63
16	62	2	0	0	0	0	0	0	0	0	0	0	0	64
17	51	6	0	0	0	0	0	0	0	0	0	0	0	57
18	53	5	0	0	0	0	0	0	0	0	0	0	0	58
19	52	10	0	0	0	0	0	0	0	0	0	0	0	62
20	34	5	0	0	0	0	0	0	0	0	0	0	0	39
21	29	2	0	0	0	0	0	0	0	0	0	0	0	31
22	7	1	0	0	0	0	0	0	0	0	0	0	0	8
23	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24	11	0	0	0	0	0	0	0	0	0	0	0	0	11
7-19	763	85	0	0	1	0	0	0	0	0	0	1	0	850
6-22	875	99	0	0	1	0	0	0	0	0	0	1	0	976
6-24	891	99	0	0	1	0	0	0	0	0	0	1	0	992
0-24	907	99	0	0	1	0	0	0	0	0	0	1	0	1008

Chesterton ATC

Channel 1 - Northbound

04/05/2014	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	5	1	0	0	0	0	0	0	0	0	0	1	0	7
9	11	1	0	0	0	0	0	0	0	0	0	0	0	12
10	26	3	0	0	0	0	0	0	0	0	0	0	0	29
11	35	9	0	0	0	0	0	0	0	0	0	0	0	44
12	48	8	0	0	0	0	0	0	0	0	0	1	0	57
13	61	9	0	0	0	0	0	0	0	0	0	0	0	70
14	35	5	0	0	0	0	0	0	0	0	0	0	0	40
15	45	7	0	0	0	0	0	0	0	0	0	0	0	52
16	66	9	0	0	0	0	0	0	0	0	0	0	0	75
17	60	6	0	0	0	0	0	0	0	0	0	0	0	66
18	35	9	0	0	0	0	0	0	0	0	0	0	0	44
19	39	3	0	0	0	0	0	0	0	0	0	0	0	42
20	35	5	0	0	0	0	0	0	0	0	0	0	0	40
21	19	4	0	0	0	0	0	0	0	0	0	0	0	23
22	17	0	0	0	0	0	0	0	0	0	0	0	0	17
23	10	0	0	0	0	0	0	0	0	0	0	0	0	10
24	10	0	0	0	0	0	0	0	0	0	0	0	0	10
7-19	466	70	0	0	0	0	0	0	0	0	0	2	0	538
6-22	539	79	0	0	0	0	0	0	0	0	0	2	0	620
6-24	559	79	0	0	0	0	0	0	0	0	0	2	0	640
0-24	574	80	0	0	0	0	0	0	0	0	0	2	0	656

Channel 2 - Southbound

04/05/2014	Vehicle Classes													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	14	0	0	0	0	0	0	0	0	0	0	0	0	14
8	14	2	0	0	0	0	0	0	0	0	0	0	0	16
9	33	5	0	0	0	0	0	0	0	0	0	0	0	38
10	73	3	0	1	0	0	0	0	0	0	0	0	0	77
11	60	3	0	1	0	0	0	0	0	0	0	0	0	64
12	50	10	0	0	0	0	0	0	0	0	0	0	0	60
13	70	4	0	1	0	0	0	0	0	0	0	0	0	75
14	58	3	0	0	0	0	0	0	0	0	0	0	0	61
15	49	3	0	0	0	0	0	0	0	0	0	0	0	52
16	46	4	0	0	0	0	0	0	0	0	0	0	0	50
17	40	5	0	0	0	0	0	0	0	0	0	0	0	45
18	46	1	0	0	0	0	0	0	0	0	0	1	0	48
19	16	3	0	0	0	0	0	0	0	0	0	0	0	19
20	19	1	0	0	0	0	0	0	0	0	0	0	0	20
21	16	2	0	0	0	0	0	0	0	0	0	0	0	18
22	6	0	0	0	0	0	0	0	0	0	0	0	0	6
23	4	0	0	0	0	0	0	0	0	0	0	0	0	4
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	555	46	0	3	0	0	0	0	0	0	0	1	0	605
6-22	610	49	0	3	0	0	0	0	0	0	0	1	0	663
6-24	617	49	0	3	0	0	0	0	0	0	0	1	0	670
0-24	631	49	0	3	0	0	0	0	0	0	0	1	0	684

Chesterton ATC

Channel 1 - Northbound

28/04/2014	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-25	26-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	1	1	1	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	1	1	0	1	0	0	0	0	3
7	0	0	0	2	5	12	1	0	0	0	0	0	20
8	0	0	0	8	18	8	5	0	0	0	0	0	39
9	1	2	2	18	14	12	2	2	0	0	0	0	53
10	0	0	0	20	11	10	3	0	0	0	0	0	44
11	0	1	3	17	15	8	3	1	0	0	0	0	48
12	0	0	1	15	13	8	3	0	0	0	0	0	40
13	0	0	0	23	10	18	6	0	0	0	0	0	57
14	0	0	0	24	16	14	7	1	0	0	0	0	62
15	0	1	2	24	32	20	6	1	0	0	0	0	86
16	0	0	1	22	38	21	5	2	0	0	0	0	89
17	0	1	0	37	65	36	16	3	2	0	0	0	160
18	0	0	0	42	64	52	18	5	0	0	0	0	181
19	0	1	0	52	50	39	17	3	1	0	0	0	163
20	0	0	2	20	28	14	4	1	0	0	0	0	69
21	0	2	0	13	13	11	3	1	1	0	0	0	44
22	0	0	0	12	6	8	2	0	1	0	0	0	29
23	0	0	0	3	4	7	2	0	0	0	0	0	16
24	0	0	0	1	0	2	1	0	1	0	0	0	5
7-19	1	6	9	302	346	246	91	18	3	0	0	0	1022
6-22	1	8	11	349	398	291	101	20	5	0	0	0	1184
6-24	1	8	11	353	402	300	104	20	6	0	0	0	1205
0-24	1	8	11	354	404	302	104	21	6	0	0	0	1211

Channel 2 - Southbound

28/04/2014	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-25	26-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	1	0	0	0	0	0	0	0	1
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	0	1	0	0	0	0	0	0	0	1
6	0	0	0	0	3	6	0	0	0	0	0	0	9
7	0	0	0	8	17	11	4	1	0	0	0	0	41
8	0	2	0	23	57	65	23	5	1	0	0	0	176
9	0	2	5	55	52	35	10	2	0	0	0	0	161
10	1	1	2	23	31	22	9	5	0	0	0	0	94
11	0	2	2	13	18	14	2	0	0	0	0	0	51
12	0	0	0	25	16	5	4	0	0	0	0	0	50
13	0	0	0	18	22	20	10	1	0	0	0	0	71
14	0	0	1	16	24	3	2	1	1	0	0	0	48
15	0	1	0	15	20	15	2	2	0	0	0	0	55
16	0	0	2	14	17	9	4	1	1	0	0	0	48
17	0	1	0	22	16	15	2	2	0	0	0	0	58
18	0	0	0	17	32	16	4	3	0	0	0	0	72
19	0	0	3	23	19	14	3	1	0	0	0	0	63
20	1	0	3	26	16	10	2	1	1	0	0	0	60
21	0	0	1	8	2	3	2	0	0	0	0	0	16
22	0	0	0	3	2	1	2	0	0	0	0	0	8
23	0	0	0	0	3	3	0	0	0	0	0	0	6
24	0	0	0	1	1	4	0	0	0	0	0	0	6
7-19	1	9	15	264	324	233	75	23	3	0	0	0	947
6-22	2	9	19	309	361	258	85	25	4	0	0	0	1072
6-24	2	9	19	310	365	265	85	25	4	0	0	0	1084
0-24	2	9	19	312	370	271	85	25	4	0	0	0	1097

Chesterton ATC

Channel 1 - Northbound

29/04/2014	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-25	26-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	0	0	3	0	0	0	0	0	0	0	0	3
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	1	0	0	0	0	1
7	0	0	0	2	4	5	4	1	0	0	0	0	16
8	0	0	0	9	21	9	11	1	0	0	0	0	51
9	0	0	2	15	17	21	6	0	0	0	0	0	61
10	0	0	1	11	24	10	5	1	0	0	0	0	52
11	0	0	0	17	18	8	1	0	0	0	0	0	44
12	0	0	2	14	12	8	8	0	0	0	0	0	44
13	0	0	0	19	16	19	6	2	0	0	0	0	62
14	0	0	0	21	33	9	4	2	0	0	0	0	69
15	0	0	1	20	16	13	9	3	1	0	0	0	63
16	0	0	0	23	32	17	7	1	1	0	0	0	81
17	0	0	1	29	54	35	12	1	2	0	0	0	134
18	1	0	4	62	60	32	15	2	0	0	0	0	176
19	0	0	1	26	44	30	13	2	0	0	0	0	116
20	0	0	0	13	21	22	2	3	0	0	0	0	61
21	0	3	3	21	18	10	2	2	0	0	0	0	59
22	0	0	0	11	8	7	1	0	0	0	0	0	27
23	0	0	0	3	3	3	4	1	1	0	0	0	15
24	0	0	0	2	1	3	2	0	0	0	0	0	8
7-19	1	0	12	266	347	211	97	15	4	0	0	0	953
6-22	1	3	15	313	398	255	106	21	4	0	0	0	1116
6-24	1	3	15	318	402	261	112	22	5	0	0	0	1139
0-24	1	3	15	322	402	261	112	23	5	0	0	0	1144

Channel 2 - Southbound

29/04/2014	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-25	26-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	0	1	1	2	1	0	0	0	0	0	0	5
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	1	0	0	0	0	0	0	1
6	0	1	0	0	2	5	1	0	0	0	0	0	9
7	0	0	0	5	14	20	13	2	1	0	0	0	55
8	0	1	2	18	55	78	31	9	3	0	0	0	197
9	0	2	1	24	61	62	24	7	0	0	0	0	181
10	0	2	0	14	36	27	18	0	0	0	0	0	97
11	0	0	1	10	25	14	4	1	0	0	0	0	55
12	0	0	0	11	15	5	4	2	0	0	0	0	37
13	0	1	3	19	15	6	5	0	0	0	0	0	49
14	1	1	3	12	12	9	1	1	0	0	0	0	40
15	0	1	0	14	14	20	2	0	0	0	0	0	51
16	0	0	0	15	20	13	9	0	0	0	0	0	57
17	0	1	1	21	16	12	4	0	0	0	0	0	55
18	1	3	6	19	28	19	12	1	2	0	0	0	91
19	0	2	3	28	24	24	4	0	0	0	0	0	85
20	0	0	0	15	20	14	4	0	0	0	0	0	53
21	0	0	1	4	8	7	2	1	0	0	0	0	23
22	0	0	0	5	4	1	1	1	0	0	0	0	12
23	0	0	0	1	2	2	0	0	0	0	0	0	5
24	0	0	0	1	1	0	0	0	0	0	0	0	2
7-19	2	14	20	205	321	289	118	21	5	0	0	0	995
6-22	2	14	21	234	367	331	138	25	6	0	0	0	1138
6-24	2	14	21	236	370	333	138	25	6	0	0	0	1145
0-24	2	15	22	237	374	340	139	25	6	0	0	0	1160

Chesterton ATC

Channel 1 - Northbound

30/04/2014	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-25	26-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	0	0	1	1	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	1	0	0	0	0	1
4	0	0	0	0	0	0	1	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	1	0	0	0	0	0	0	1
7	0	0	0	2	6	3	2	1	0	0	0	0	14
8	0	0	0	8	12	18	4	3	0	0	0	0	45
9	0	0	0	11	14	14	5	3	0	0	0	0	47
10	0	0	0	9	12	16	3	0	0	0	0	0	40
11	0	1	1	16	12	6	5	2	1	0	0	0	44
12	0	0	1	17	19	11	4	1	0	0	0	0	53
13	0	0	2	17	16	16	6	0	0	0	0	0	57
14	0	0	1	22	26	16	3	2	0	0	0	0	70
15	0	0	0	21	26	12	5	3	0	0	0	0	67
16	0	0	2	18	42	21	10	2	2	0	0	0	97
17	0	0	0	34	53	37	14	2	0	0	0	0	140
18	0	2	7	45	43	40	13	1	0	0	0	0	151
19	0	1	0	41	64	23	8	6	1	0	0	0	144
20	1	2	4	25	9	14	5	0	0	0	0	0	60
21	0	0	0	35	29	11	8	1	0	0	0	0	84
22	0	1	1	7	6	7	3	3	1	0	0	0	29
23	0	0	0	3	6	3	2	0	0	0	0	0	14
24	0	0	0	2	2	2	1	0	0	0	0	0	7
7-19	0	4	14	259	339	230	80	25	4	0	0	0	955
6-22	1	7	19	328	389	265	98	30	5	0	0	0	1142
6-24	1	7	19	333	397	270	101	30	5	0	0	0	1163
0-24	1	7	19	334	398	271	102	31	5	0	0	0	1168

Channel 2 - Southbound

30/04/2014	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-25	26-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	0	0	0	0	4	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	1	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	1	0	0	0	0	0	0	0	0	1
6	0	1	0	1	6	2	1	0	0	0	0	0	11
7	0	1	0	5	19	11	7	6	1	0	0	0	50
8	0	1	5	18	45	54	35	10	2	0	0	0	170
9	0	1	0	19	44	45	20	3	3	0	0	0	135
10	0	1	0	15	31	32	10	1	1	0	0	0	91
11	0	4	2	17	15	7	3	0	0	0	0	0	48
12	0	0	1	12	10	6	5	0	0	0	0	0	34
13	0	1	1	10	8	25	6	1	0	0	0	0	52
14	1	0	0	11	14	10	1	3	0	0	0	0	40
15	0	1	0	11	12	8	6	3	0	0	0	0	41
16	0	0	0	12	21	12	6	1	0	0	0	0	52
17	0	1	0	6	30	13	4	1	0	0	0	0	55
18	0	1	4	19	20	23	3	0	1	0	0	0	71
19	0	0	1	16	27	25	8	3	0	0	0	0	80
20	0	1	1	16	21	18	1	3	0	0	0	0	61
21	0	2	1	10	5	10	1	1	0	0	0	0	30
22	0	0	1	4	3	3	2	0	0	0	0	0	13
23	0	0	0	3	3	2	1	0	0	0	0	0	9
24	0	0	0	2	1	0	1	0	0	0	0	0	4
7-19	1	11	14	166	277	260	107	26	7	0	0	0	869
6-22	1	15	17	201	325	302	118	36	8	0	0	0	1023
6-24	1	15	17	206	329	304	120	36	8	0	0	0	1036
0-24	1	16	17	208	336	310	121	36	8	0	0	0	1053

Chesterton ATC

Channel 1 - Northbound

01/05/2014	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-25	26-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	0	0	1	1	2	1	1	0	0	0	0	6
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	1	1	0	1	0	0	0	0	3
7	0	0	0	5	8	6	1	2	1	0	0	0	23
8	0	0	0	12	15	8	9	3	1	0	0	0	48
9	0	0	2	16	16	15	5	0	1	0	0	0	55
10	0	1	1	17	13	7	3	1	0	0	0	0	43
11	0	0	2	13	11	8	3	2	0	0	0	0	39
12	0	1	1	16	25	12	0	2	0	0	0	0	57
13	0	0	2	22	29	7	6	1	0	0	0	0	67
14	0	0	2	22	28	17	7	1	0	0	0	0	77
15	0	0	0	18	26	15	4	2	0	0	0	0	65
16	0	0	0	6	35	20	14	1	0	0	0	0	76
17	1	2	0	50	58	46	16	3	1	0	0	0	177
18	0	0	0	50	83	56	20	4	0	0	0	0	213
19	0	1	0	44	57	42	18	4	1	0	0	0	167
20	0	0	2	22	19	12	6	1	0	0	0	0	62
21	0	2	0	16	14	9	3	1	1	0	0	0	46
22	0	0	0	9	8	3	1	0	1	0	0	0	22
23	0	0	0	4	5	6	2	1	0	0	0	0	18
24	0	0	0	1	0	3	1	0	1	0	0	0	6
7-19	1	5	10	286	396	253	105	24	4	0	0	0	1084
6-22	1	7	12	338	445	283	116	28	7	0	0	0	1237
6-24	1	7	12	343	450	292	119	29	8	0	0	0	1261
0-24	1	7	12	344	452	295	120	31	8	0	0	0	1270

Channel 2 - Southbound

01/05/2014	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-25	26-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	0	1	0	0	1	0	1	0	0	0	0	3
2	0	0	0	0	0	1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	1	0	0	0	0	0	1
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	0	1	0	0	0	0	0	0	0	1
6	0	0	0	1	5	4	1	0	0	0	0	0	11
7	0	0	0	6	17	19	11	2	0	0	0	0	55
8	0	0	0	23	56	74	21	6	1	0	0	0	181
9	0	1	2	23	61	54	13	4	0	0	0	0	158
10	0	1	0	25	33	20	8	3	0	0	0	0	90
11	0	0	0	18	16	12	0	3	1	0	0	0	50
12	0	3	2	16	11	8	5	1	0	0	0	0	46
13	0	1	2	15	12	11	2	3	0	0	0	0	46
14	0	2	2	22	14	7	4	0	1	0	0	0	52
15	1	2	4	16	15	11	3	0	0	0	0	0	52
16	0	0	0	13	13	9	3	1	0	0	0	0	39
17	0	1	6	10	16	14	2	0	1	0	0	0	50
18	0	0	0	17	29	19	4	2	1	0	0	0	72
19	0	0	3	20	19	15	2	1	0	0	0	0	60
20	1	0	2	20	15	12	3	1	1	0	0	0	55
21	0	0	1	6	3	5	2	1	0	0	0	0	18
22	0	0	0	3	3	2	2	1	0	0	0	0	11
23	0	0	0	0	2	3	0	0	0	0	0	0	5
24	0	0	0	1	1	4	0	0	0	0	0	0	6
7-19	1	11	21	218	295	254	67	24	5	0	0	0	896
6-22	2	11	24	253	333	292	85	29	6	0	0	0	1035
6-24	2	11	24	254	336	299	85	29	6	0	0	0	1046
0-24	2	11	25	256	342	305	87	30	6	0	0	0	1064

Chesterton ATC

Channel 1 - Northbound

02/05/2014	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-25	26-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	1	0	1	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	4	1	6	2	0	0	0	0	0	13
8	0	0	0	8	9	11	2	0	0	0	0	0	30
9	0	0	1	13	17	13	5	5	0	0	0	0	54
10	1	0	0	10	16	10	4	1	1	0	0	0	43
11	0	1	2	17	16	11	3	3	0	0	0	0	53
12	0	0	0	23	22	15	13	1	0	0	0	0	74
13	0	1	1	24	25	17	7	0	0	0	0	0	75
14	0	0	1	23	38	38	3	3	1	0	0	0	107
15	0	5	0	35	31	28	7	4	1	0	0	0	111
16	0	0	3	46	34	38	14	4	0	0	0	0	139
17	0	0	0	35	67	49	16	4	1	0	0	0	172
18	0	3	0	31	46	48	20	5	0	0	0	0	153
19	0	1	0	21	36	33	10	5	0	0	0	0	106
20	0	2	1	19	15	12	4	1	0	0	0	0	54
21	0	0	0	10	14	15	9	2	0	0	0	0	50
22	0	0	0	1	13	9	1	0	0	0	0	0	24
23	0	0	0	2	7	4	5	0	0	0	0	0	18
24	0	0	0	3	7	6	2	1	0	0	0	0	19
7-19	1	11	8	286	357	311	104	35	4	0	0	0	1117
6-22	1	13	9	320	400	353	120	38	4	0	0	0	1258
6-24	1	13	9	325	414	363	127	39	4	0	0	0	1295
0-24	1	14	9	326	414	363	129	39	4	0	0	0	1299

Channel 2 - Southbound

02/05/2014	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-25	26-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	0	0	0	1	1	1	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	0	2	0	0	0	0	0	0	0	2
6	0	0	0	0	2	6	2	0	0	0	0	0	10
7	0	2	0	5	11	15	9	6	0	0	0	0	48
8	0	1	0	11	36	52	35	7	1	0	0	0	143
9	0	1	2	23	33	39	21	4	0	0	0	0	123
10	0	0	2	26	31	21	4	5	0	0	0	0	89
11	0	0	1	15	17	22	6	2	0	0	0	0	63
12	0	0	1	16	15	12	7	1	0	0	0	0	52
13	0	0	0	11	11	10	3	1	0	0	0	0	36
14	0	0	1	14	10	11	0	4	0	0	0	0	40
15	0	2	1	26	13	16	5	0	0	0	0	0	63
16	0	3	2	23	16	17	2	1	0	0	0	0	64
17	0	1	1	13	18	15	7	2	0	0	0	0	57
18	0	0	3	10	23	13	8	1	0	0	0	0	58
19	1	0	0	15	19	17	6	4	0	0	0	0	62
20	0	2	2	10	8	12	3	2	0	0	0	0	39
21	0	0	1	7	8	11	4	0	0	0	0	0	31
22	0	0	0	5	1	1	1	0	0	0	0	0	8
23	0	0	0	1	1	1	1	1	0	0	0	0	5
24	0	0	0	3	4	3	0	1	0	0	0	0	11
7-19	1	8	14	203	242	245	104	32	1	0	0	0	850
6-22	1	12	17	230	270	284	121	40	1	0	0	0	976
6-24	1	12	17	234	275	288	122	42	1	0	0	0	992
0-24	1	12	17	235	280	295	125	42	1	0	0	0	1008

Chesterton ATC

Channel 1 - Northbound

03/05/2014	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-25	26-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	0	0	3	5	2	1	1	0	0	0	0	12
2	0	0	0	0	2	3	1	0	0	0	0	0	6
3	0	0	0	2	0	1	0	0	0	0	0	0	3
4	0	0	0	0	1	1	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	1	0	0	0	0	0	1
7	0	0	0	1	0	0	0	1	0	0	0	0	2
8	0	0	0	3	4	1	2	0	0	0	0	0	10
9	0	0	0	1	6	6	4	1	1	0	0	0	19
10	0	0	3	24	17	15	3	2	0	0	0	0	64
11	0	0	1	20	20	19	8	0	0	0	0	0	68
12	0	2	1	20	29	21	10	5	1	0	0	0	89
13	0	0	0	16	30	24	3	1	0	0	0	0	74
14	0	0	0	27	21	17	7	4	1	0	0	0	77
15	0	2	0	16	22	10	5	2	0	0	0	0	57
16	0	0	3	18	18	16	2	3	1	0	0	0	61
17	0	1	0	18	19	7	5	0	1	0	0	0	51
18	0	1	0	14	16	17	5	0	0	0	0	0	53
19	0	0	0	9	14	12	4	2	1	0	0	0	42
20	0	0	0	12	7	9	2	0	0	0	0	0	30
21	0	0	1	5	9	1	1	0	0	0	0	0	17
22	0	0	0	1	5	5	1	1	0	0	0	0	13
23	0	0	0	3	6	3	2	1	0	0	0	0	15
24	0	0	0	5	3	3	1	0	1	0	0	0	13
7-19	0	6	8	186	216	165	58	20	6	0	0	0	665
6-22	0	6	9	205	237	180	62	22	6	0	0	0	727
6-24	0	6	9	213	246	186	65	23	7	0	0	0	755
0-24	0	6	9	218	254	193	68	24	7	0	0	0	779

Channel 2 - Southbound

03/05/2014	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-25	26-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	1	1	0	3	1	1	1	0	0	0	0	8
2	0	0	0	0	2	0	0	0	0	0	0	0	2
3	0	0	0	0	1	1	1	0	0	0	0	0	3
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	1	0	0	0	0	0	0	0	1
6	0	0	0	0	0	1	0	0	0	0	0	0	1
7	0	0	0	1	3	10	3	0	0	0	0	0	17
8	0	0	0	4	11	16	7	3	0	0	0	0	41
9	0	1	0	8	15	18	9	3	0	0	0	0	54
10	0	6	1	18	27	18	4	0	0	0	0	0	74
11	1	2	2	14	20	22	6	2	0	0	0	0	69
12	0	2	5	13	23	16	5	4	0	0	0	0	68
13	0	0	0	18	15	20	9	3	1	0	0	0	66
14	0	2	0	8	14	7	6	2	0	0	0	0	39
15	0	2	1	19	20	9	2	1	0	0	0	0	54
16	0	1	0	8	22	9	2	2	0	0	0	0	44
17	0	1	1	14	17	9	0	0	0	0	0	0	42
18	0	0	0	8	21	10	3	1	1	0	0	0	44
19	0	0	0	13	7	10	3	0	0	0	0	0	33
20	0	0	0	10	6	5	2	0	0	0	0	0	23
21	0	0	1	4	7	4	2	0	2	0	0	0	20
22	0	0	0	2	1	2	0	1	0	0	0	0	6
23	0	0	0	1	5	0	2	0	0	0	0	0	8
24	0	0	0	2	0	2	0	0	0	0	0	0	4
7-19	1	17	10	145	212	164	56	21	2	0	0	0	628
6-22	1	17	11	162	229	185	63	22	4	0	0	0	694
6-24	1	17	11	165	234	187	65	22	4	0	0	0	706
0-24	1	18	12	165	241	190	67	23	4	0	0	0	721

Chesterton ATC

Channel 1 - Northbound

04/05/2014	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-25	26-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	0	0	2	3	0	1	1	0	0	0	0	7
2	0	0	0	0	1	0	0	1	0	0	0	0	2
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	1	0	0	0	1
5	0	0	0	0	1	1	0	0	1	0	0	0	3
6	0	0	1	1	0	0	0	0	0	0	0	0	2
7	0	0	0	0	1	0	1	0	0	0	0	0	2
8	0	0	1	1	3	2	0	0	0	0	0	0	7
9	0	0	0	5	1	5	0	1	0	0	0	0	12
10	0	0	1	6	11	7	3	1	0	0	0	0	29
11	0	0	0	18	13	8	4	1	0	0	0	0	44
12	0	0	0	17	22	13	4	1	0	0	0	0	57
13	0	1	0	18	27	19	4	1	0	0	0	0	70
14	0	0	1	11	18	6	2	2	0	0	0	0	40
15	0	0	0	12	19	17	2	1	1	0	0	0	52
16	0	0	1	20	28	16	8	2	0	0	0	0	75
17	0	1	0	19	26	16	2	2	0	0	0	0	66
18	0	0	2	16	11	11	3	0	1	0	0	0	44
19	0	0	0	15	20	4	3	0	0	0	0	0	42
20	0	0	2	14	17	5	1	0	1	0	0	0	40
21	0	0	0	6	12	4	1	0	0	0	0	0	23
22	0	0	0	9	6	1	1	0	0	0	0	0	17
23	0	0	0	4	2	0	2	1	1	0	0	0	10
24	0	0	0	3	2	1	2	1	1	0	0	0	10
7-19	0	2	6	158	199	124	35	12	2	0	0	0	538
6-22	0	2	8	187	235	134	39	12	3	0	0	0	620
6-24	0	2	8	194	239	135	43	14	5	0	0	0	640
0-24	0	2	9	198	244	136	44	16	7	0	0	0	656

Channel 2 - Southbound

04/05/2014	Vehicle Speeds (MPH)												TOTAL
Hr Ending	0-10	11-20	21-25	26-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81+	
1	0	0	0	0	1	1	0	0	0	0	0	0	2
2	0	0	0	4	0	0	0	0	0	0	0	0	4
3	0	0	0	1	0	0	0	1	0	0	0	0	2
4	0	0	0	1	1	1	1	0	0	0	0	0	4
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	1	1	0	0	0	0	0	0	0	2
7	0	1	0	3	4	5	0	1	0	0	0	0	14
8	0	1	0	2	7	3	2	1	0	0	0	0	16
9	0	0	0	7	12	7	10	2	0	0	0	0	38
10	1	5	2	18	24	17	10	0	0	0	0	0	77
11	0	1	3	14	25	13	6	1	1	0	0	0	64
12	0	1	0	26	16	12	4	1	0	0	0	0	60
13	1	3	2	24	24	14	6	0	1	0	0	0	75
14	0	2	0	15	30	9	4	1	0	0	0	0	61
15	0	2	2	10	15	14	7	2	0	0	0	0	52
16	0	1	1	16	16	9	5	2	0	0	0	0	50
17	0	1	2	11	8	16	5	1	1	0	0	0	45
18	0	1	0	13	16	14	2	2	0	0	0	0	48
19	0	1	1	5	5	4	2	0	1	0	0	0	19
20	0	0	0	5	6	6	2	1	0	0	0	0	20
21	0	0	1	5	5	4	2	1	0	0	0	0	18
22	0	0	0	2	1	2	1	0	0	0	0	0	6
23	0	0	0	1	1	1	1	0	0	0	0	0	4
24	0	0	0	1	1	0	0	1	0	0	0	0	3
7-19	2	19	13	161	198	132	63	13	4	0	0	0	605
6-22	2	20	14	176	214	149	68	16	4	0	0	0	663
6-24	2	20	14	178	216	150	69	17	4	0	0	0	670
0-24	2	20	14	185	219	152	70	18	4	0	0	0	684

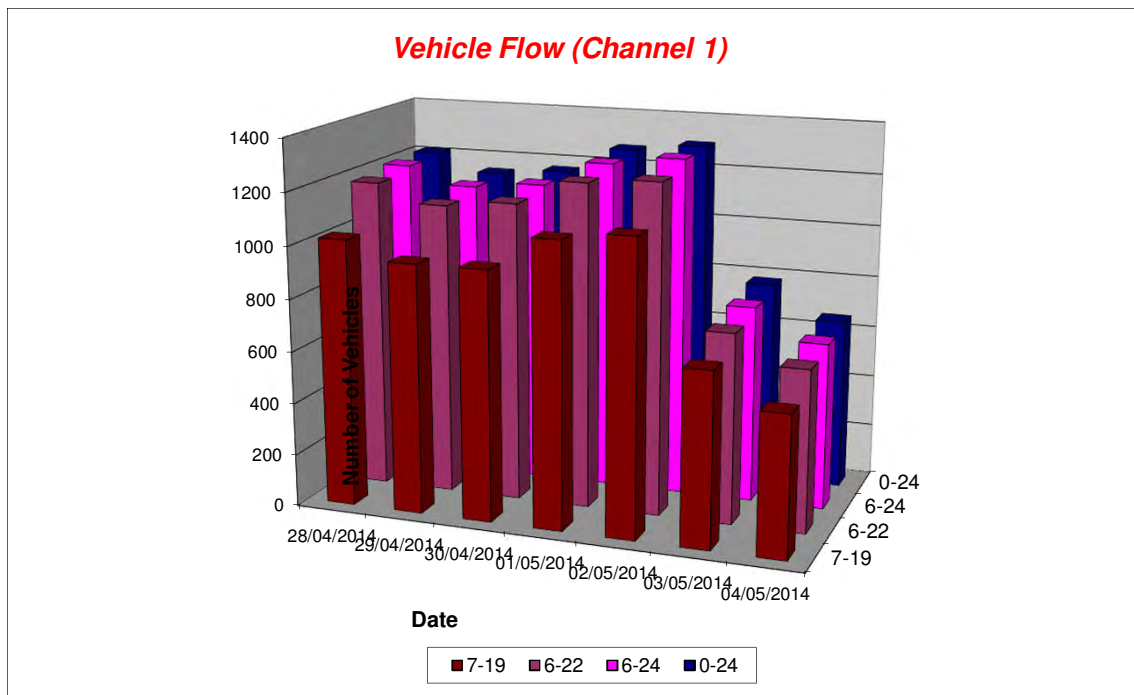
Chesterton ATC

Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	28/04/2014 Monday	29/04/2014 Tuesday	30/04/2014 Wednesday	01/05/2014 Thursday	02/05/2014 Friday	03/05/2014 Saturday	04/05/2014 Sunday	5 Day Ave	7 Day Ave
1	0	3	2	6	2	12	7	3	5
2	3	1	0	0	2	6	2	1	2
3	0	0	1	0	0	3	1	0	1
4	0	0	1	0	0	2	1	0	1
5	0	0	0	0	0	0	3	0	0
6	3	1	1	3	0	1	2	2	2
7	20	16	14	23	13	2	2	17	13
8	39	51	45	48	30	10	7	43	33
9	53	61	47	55	54	19	12	54	43
10	44	52	40	43	43	64	29	44	45
11	48	44	44	39	53	68	44	46	49
12	40	44	53	57	74	89	57	54	59
13	57	62	57	67	75	74	70	64	66
14	62	69	70	77	107	77	40	77	72
15	86	63	67	65	111	57	52	78	72
16	89	81	97	76	139	61	75	96	88
17	160	134	140	177	172	51	66	157	129
18	181	176	151	213	153	53	44	175	139
19	163	116	144	167	106	42	42	139	111
20	69	61	60	62	54	30	40	61	54
21	44	59	84	46	50	17	23	57	46
22	29	27	29	22	24	13	17	26	23
23	16	15	14	18	18	15	10	16	15
24	5	8	7	6	19	13	10	9	10
7-19	1022	953	955	1084	1117	665	538	1026	905
6-22	1184	1116	1142	1237	1258	727	620	1187	1041
6-24	1205	1139	1163	1261	1295	755	640	1213	1065
0-24	1211	1144	1168	1270	1299	779	656	1218	1075



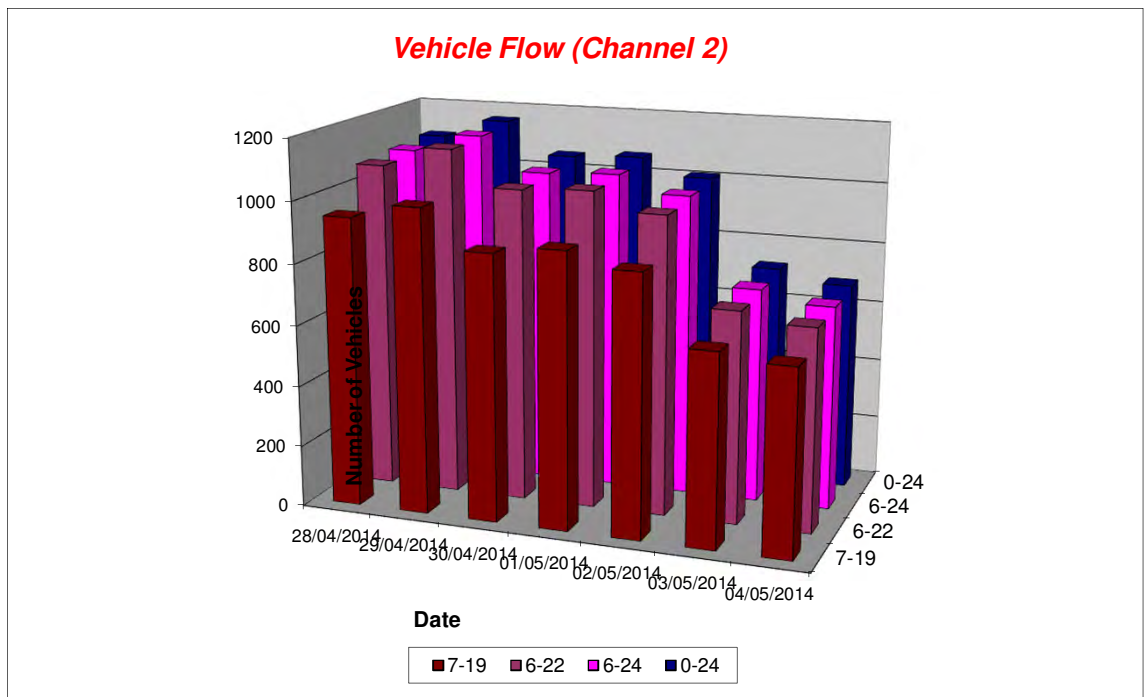
Chesterton ATC

Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	28/04/2014 Monday	29/04/2014 Tuesday	30/04/2014 Wednesday	01/05/2014 Thursday	02/05/2014 Friday	03/05/2014 Saturday	04/05/2014 Sunday	5 Day Ave	7 Day Ave
1	1	5	4	3	3	8	2	3	4
2	0	0	0	1	0	2	4	0	1
3	1	0	1	1	0	3	2	1	1
4	1	0	0	1	1	0	4	1	1
5	1	1	1	1	2	1	0	1	1
6	9	9	11	11	10	1	2	10	8
7	41	55	50	55	48	17	14	50	40
8	176	197	170	181	143	41	16	173	132
9	161	181	135	158	123	54	38	152	121
10	94	97	91	90	89	74	77	92	87
11	51	55	48	50	63	69	64	53	57
12	50	37	34	46	52	68	60	44	50
13	71	49	52	46	36	66	75	51	56
14	48	40	40	52	40	39	61	44	46
15	55	51	41	52	63	54	52	52	53
16	48	57	52	39	64	44	50	52	51
17	58	55	55	50	57	42	45	55	52
18	72	91	71	72	58	44	48	73	65
19	63	85	80	60	62	33	19	70	57
20	60	53	61	55	39	23	20	54	44
21	16	23	30	18	31	20	18	24	22
22	8	12	13	11	8	6	6	10	9
23	6	5	9	5	5	8	4	6	6
24	6	2	4	6	11	4	3	6	5
7-19	947	995	869	896	850	628	605	911	827
6-22	1072	1138	1023	1035	976	694	663	1049	943
6-24	1084	1145	1036	1046	992	706	670	1061	954
0-24	1097	1160	1053	1064	1008	721	684	1076	970



Chesterton ATC

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	28/04/2014 Monday	29/04/2014 Tuesday	30/04/2014 Wednesday	01/05/2014 Thursday	02/05/2014 Friday	03/05/2014 Saturday	04/05/2014 Sunday
1	-	30.3	36.0	42.8	23.5	39.7	37.9
2	38.0	30.0	-	-	47.0	42.7	45.0
3	-	-	55.0	-	-	37.3	27.0
4	-	-	46.0	-	-	40.5	59.0
5	-	-	-	-	-	-	47.3
6	44.3	55.0	42.0	44.0	-	48.0	27.5
7	40.9	41.9	40.9	40.0	39.7	41.0	42.0
8	38.9	39.9	40.6	40.5	38.3	37.6	36.7
9	35.5	38.6	39.7	37.7	39.0	42.7	38.8
10	35.6	38.2	39.4	36.0	38.3	36.5	38.5
11	35.8	36.5	37.3	37.7	37.4	38.1	36.9
12	36.3	38.0	37.6	36.7	38.3	39.1	37.5
13	37.6	38.9	37.9	36.9	36.8	38.2	37.9
14	37.7	37.3	37.2	37.4	38.6	38.4	37.6
15	37.3	38.7	37.6	38.3	37.1	37.0	39.2
16	37.9	38.4	39.3	41.0	38.6	38.0	38.4
17	38.8	38.8	38.7	38.1	39.2	37.4	37.8
18	38.9	36.8	37.4	38.8	39.6	37.6	36.9
19	38.3	39.1	37.7	38.7	39.4	40.0	36.3
20	36.8	39.3	35.0	37.0	36.1	36.9	35.7
21	37.5	34.9	36.8	36.7	40.4	36.4	37.2
22	37.7	36.3	39.8	36.4	39.7	41.8	36.4
23	40.4	43.0	39.1	40.5	41.2	39.3	41.3
24	44.2	40.8	40.1	44.0	39.8	38.4	42.2
10-12	36.0	37.3	37.5	37.1	37.9	38.7	37.2
14-16	37.6	38.5	38.6	39.8	37.9	37.5	38.7
0-24	37.9	38.2	38.1	38.3	38.6	38.3	37.8

7 Day Ave 38.2

Channel 1 - Northbound

85th Percentile

Hr Ending	28/04/2014 Monday	29/04/2014 Tuesday	30/04/2014 Wednesday	01/05/2014 Thursday	02/05/2014 Friday	03/05/2014 Saturday	04/05/2014 Sunday
1	-	33.2	36.7	49.5	29.5	45.4	47.5
2	41.5	-	-	-	47.7	45.0	51.3
3	-	-	-	-	-	40.6	-
4	-	-	-	-	-	43.7	-
5	-	-	-	-	-	-	54.5
6	50.4	-	-	49.7	-	-	30.7
7	45.0	47.8	49.0	48.5	44.6	50.8	44.8
8	45.0	46.5	46.2	48.0	44.0	45.0	44.0
9	43.2	45.0	48.0	44.0	49.1	48.0	44.4
10	42.6	44.4	45.0	43.7	45.0	44.1	45.0
11	43.0	41.6	46.6	44.3	44.0	45.0	45.0
12	42.2	47.1	44.0	41.6	46.0	46.8	44.0
13	44.0	45.0	45.0	42.1	44.0	43.0	45.0
14	44.9	43.0	44.0	44.6	44.0	45.6	42.0
15	43.0	46.7	44.0	44.0	45.0	44.6	44.4
16	43.0	44.0	45.0	46.0	45.0	45.0	44.9
17	45.0	45.0	45.0	45.0	45.0	44.5	43.0
18	45.0	44.0	44.0	45.0	46.0	44.0	44.6
19	45.0	45.0	44.0	45.0	45.0	45.9	41.7
20	43.8	44.0	44.0	43.0	45.0	43.0	41.0
21	44.0	42.0	43.0	43.0	47.7	40.0	41.7
22	44.8	44.0	50.0	41.0	44.0	45.6	40.0
23	44.8	50.0	45.2	45.9	47.5	45.9	52.0
24	51.2	47.9	44.6	49.3	45.3	45.2	53.3
10-12	43.0	41.6	46.6	44.3	44.0	45.0	45.0
14-16	43.0	45.6	44.6	45.0	45.0	45.0	45.0
0-24	44.0	45.0	45.0	45.0	45.0	45.0	45.0

7 Day Ave 45.0

Chesterton ATC

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	28/04/2014 Monday	29/04/2014 Tuesday	30/04/2014 Wednesday	01/05/2014 Thursday	02/05/2014 Friday	03/05/2014 Saturday	04/05/2014 Sunday
1	29.0	34.0	43.0	40.7	42.3	35.4	40.5
2	-	-	-	45.0	-	38.0	29.3
3	38.0	-	36.0	49.0	-	43.7	41.5
4	30.0	-	-	32.0	27.0	-	39.0
5	38.0	45.0	29.0	36.0	37.0	39.0	-
6	41.6	39.4	37.7	39.6	42.8	44.0	33.0
7	39.0	42.3	41.3	41.8	41.5	42.3	37.0
8	40.6	41.7	41.3	40.8	42.4	41.7	38.9
9	36.5	40.3	40.8	39.4	39.7	40.8	40.7
10	38.1	39.6	39.9	38.0	37.7	35.9	36.2
11	36.5	38.3	34.0	38.0	39.4	37.5	38.0
12	35.5	38.2	37.5	35.6	38.1	37.6	36.3
13	38.7	35.2	39.7	37.2	38.4	40.2	35.7
14	36.4	35.1	38.0	34.8	37.7	38.7	37.2
15	37.8	37.5	39.2	34.2	35.6	35.4	38.5
16	37.9	38.5	39.1	37.9	36.4	38.3	37.6
17	37.3	35.9	38.8	36.6	38.7	35.9	38.3
18	38.5	37.3	37.4	39.2	38.7	38.7	37.9
19	36.7	36.2	39.5	36.3	38.7	37.1	37.3
20	34.9	37.9	37.8	36.7	37.4	36.5	38.8
21	35.0	38.9	36.6	38.2	38.6	40.0	38.0
22	38.4	37.1	36.9	39.7	34.0	40.2	38.0
23	40.0	39.4	38.0	40.8	42.2	39.3	40.0
24	40.2	34.5	36.0	40.3	39.4	36.0	42.3
10-12	36.0	38.3	35.4	36.8	38.8	37.6	37.2
14-16	37.9	38.1	39.2	35.8	36.0	36.7	38.1
0-24	37.8	38.8	39.3	38.3	39.0	38.2	37.5

7 Day Ave 38.5

Channel 2 - Southbound

85th Percentile

Hr Ending	28/04/2014 Monday	29/04/2014 Tuesday	30/04/2014 Wednesday	01/05/2014 Thursday	02/05/2014 Friday	03/05/2014 Saturday	04/05/2014 Sunday
1	-	39.2	44.0	50.3	44.8	45.8	41.6
2	-	-	-	-	-	38.0	31.1
3	-	-	-	-	-	47.6	49.6
4	-	-	-	-	-	-	47.3
5	-	-	-	-	37.0	-	-
6	44.8	43.8	43.0	44.0	47.3	-	35.8
7	45.0	49.0	48.0	47.9	49.0	45.6	44.1
8	47.0	47.0	48.0	46.0	49.0	47.0	48.0
9	42.0	47.0	47.0	45.0	46.0	47.0	48.5
10	45.1	47.0	45.0	44.7	44.0	42.0	44.0
11	43.0	43.0	41.0	44.0	45.0	45.0	44.6
12	41.7	46.8	45.1	43.0	45.7	45.0	43.0
13	45.5	42.6	45.0	43.3	45.0	47.3	43.0
14	40.0	43.2	45.0	43.4	44.2	47.0	43.0
15	44.9	43.5	48.0	43.0	44.0	42.1	46.0
16	45.0	46.2	44.4	44.0	43.6	42.6	45.0
17	44.0	43.9	44.0	43.7	45.6	42.0	45.4
18	44.0	46.0	44.0	45.0	45.5	43.6	45.0
19	44.0	44.0	45.0	43.0	46.7	45.0	44.2
20	42.2	44.0	44.0	44.0	44.3	41.7	45.2
21	44.3	45.0	44.7	45.5	44.0	46.6	45.5
22	47.9	45.8	44.6	48.5	41.9	46.5	45.0
23	42.8	45.0	43.8	42.8	48.6	45.7	45.7
24	45.0	38.4	45.0	43.3	41.5	44.1	48.8
10-12	43.0	43.0	41.0	44.0	45.0	45.0	44.6
14-16	45.0	44.0	46.2	43.5	44.0	42.5	45.9
0-24	44.0	45.0	46.0	45.0	46.0	45.0	45.0

7 Day Ave 45.0

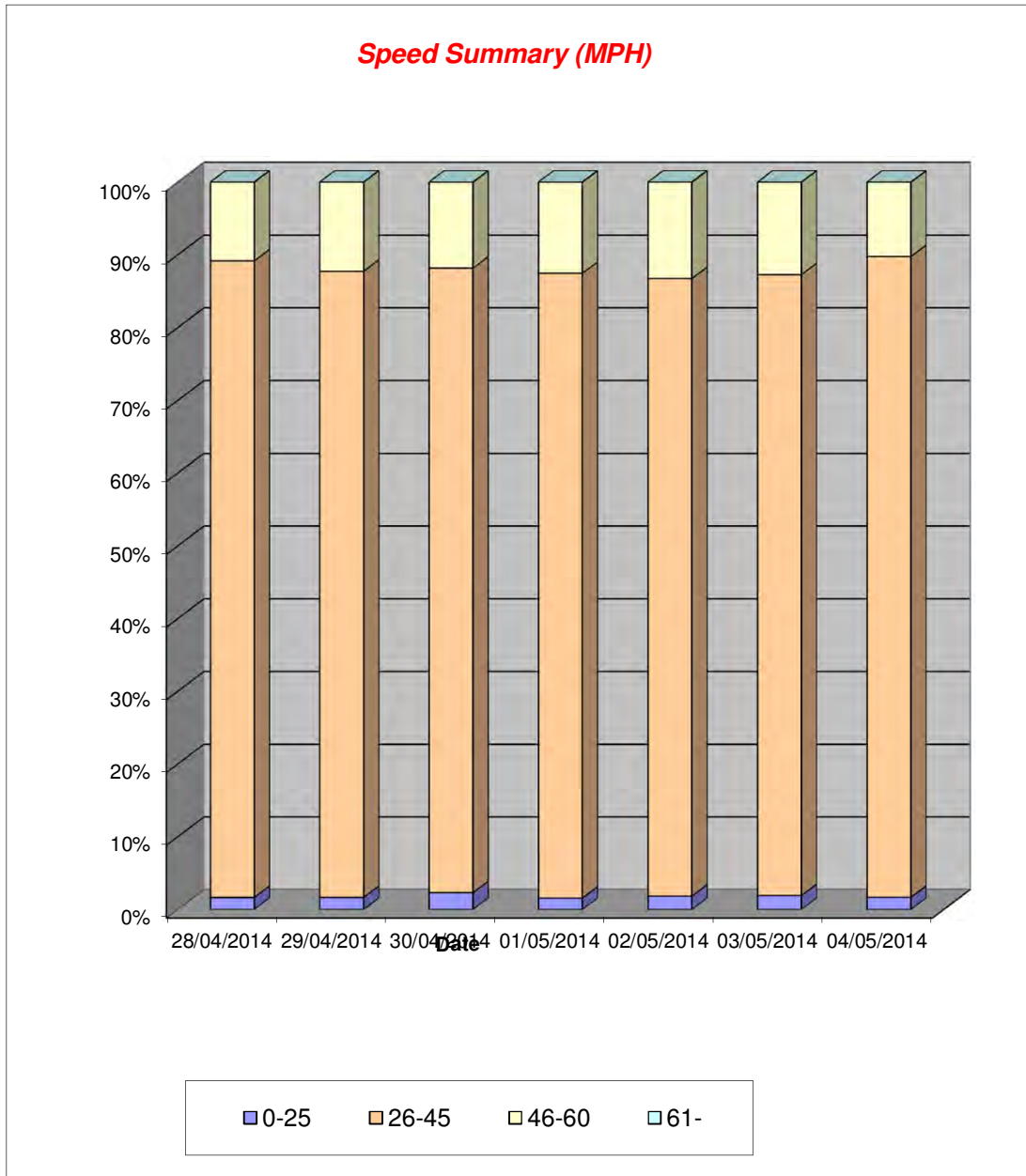
Chesterton ATC

Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	28/04/2014 Monday	29/04/2014 Tuesday	30/04/2014 Wednesday	01/05/2014 Thursday	02/05/2014 Friday	03/05/2014 Saturday	04/05/2014 Sunday
0-25	20	19	27	20	24	15	11
26-45	1060	985	1003	1091	1103	665	578
46-60	131	140	138	159	172	99	67
61-	0	0	0	0	0	0	0
TOTAL	1211	1144	1168	1270	1299	779	656



Chesterton ATC

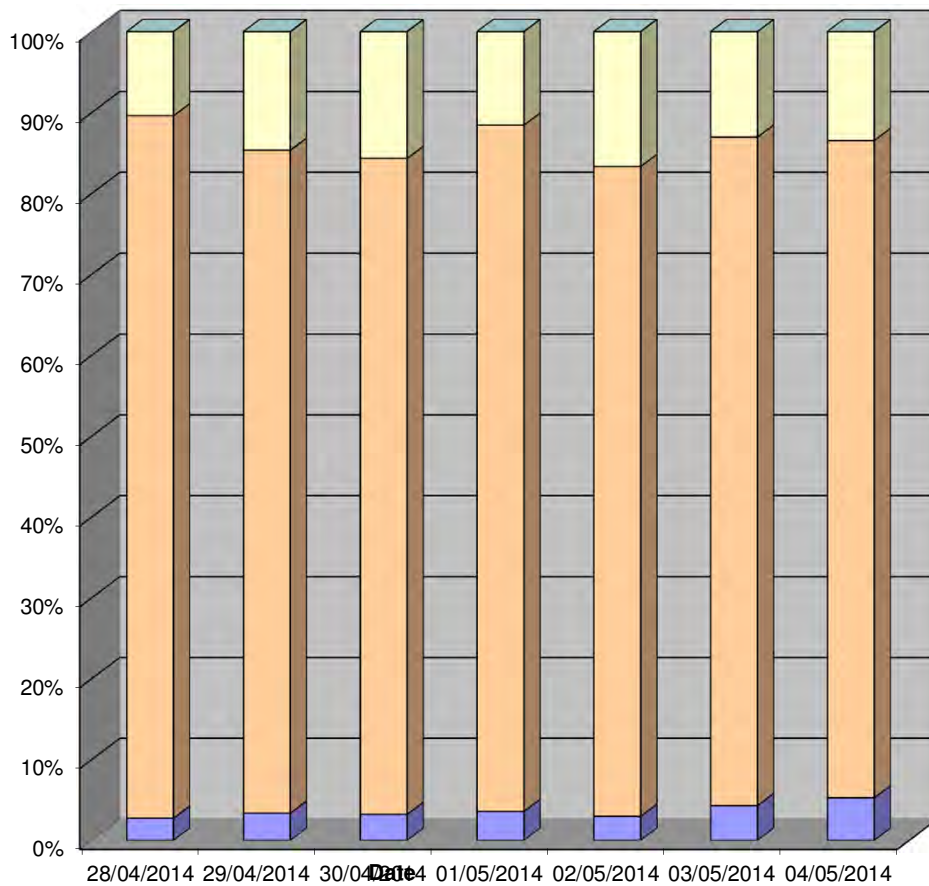
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	28/04/2014 Monday	29/04/2014 Tuesday	30/04/2014 Wednesday	01/05/2014 Thursday	02/05/2014 Friday	03/05/2014 Saturday	04/05/2014 Sunday
0-25	30	39	34	38	30	31	36
26-45	953	951	854	903	810	596	556
46-60	114	170	165	123	168	94	92
61-	0	0	0	0	0	0	0
TOTAL	1097	1160	1053	1064	1008	721	684

Speed Summary (MPH)



■ 0-25
 ■ 26-45
 ■ 46-60
 ■ 61-

Chesterton ATC

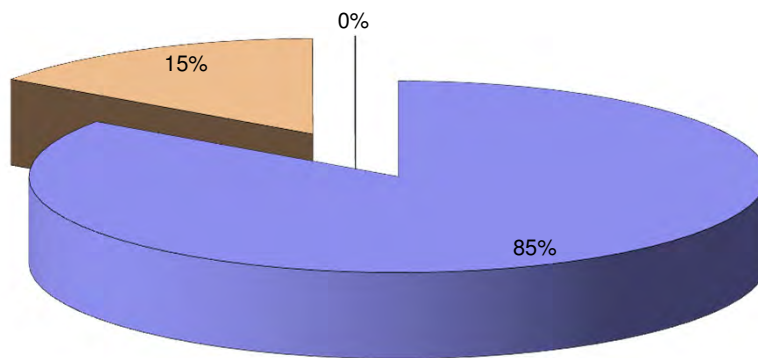
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/04/2014				
7-19	850	172	0	1022
6-22	990	193	1	1184
6-24	1007	197	1	1205
0-24	1010	200	1	1211
29/04/2014				
7-19	795	157	1	953
6-22	935	180	1	1116
6-24	956	182	1	1139
0-24	960	183	1	1144
30/04/2014				
7-19	803	152	0	955
6-22	968	174	0	1142
6-24	989	174	0	1163
0-24	992	176	0	1168
01/05/2014				
7-19	915	169	0	1084
6-22	1050	187	0	1237
6-24	1070	191	0	1261
0-24	1077	193	0	1270
02/05/2014				
7-19	921	196	0	1117
6-22	1046	212	0	1258
6-24	1082	213	0	1295
0-24	1086	213	0	1299
03/05/2014				
7-19	578	87	0	665
6-22	634	93	0	727
6-24	660	95	0	755
0-24	679	100	0	779
04/05/2014				
7-19	466	72	0	538
6-22	539	81	0	620
6-24	559	81	0	640
0-24	574	82	0	656
Average				
7-19	761	144	0	905
6-22	880	160	0	1041
6-24	903	162	0	1065
0-24	911	164	0	1075

Total Vehicle Class Distribution



Chesterton ATC

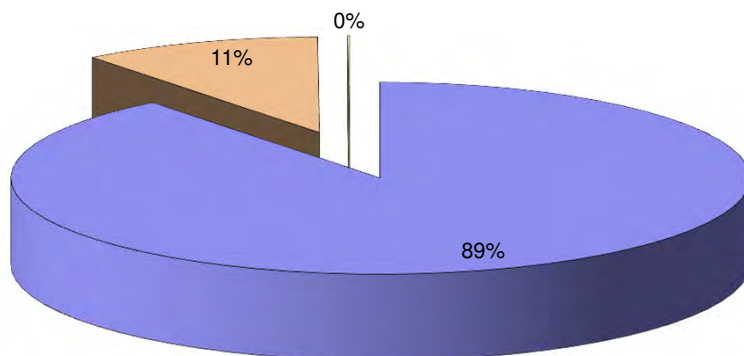
Channel 2 - Southbound

Vehicle Class

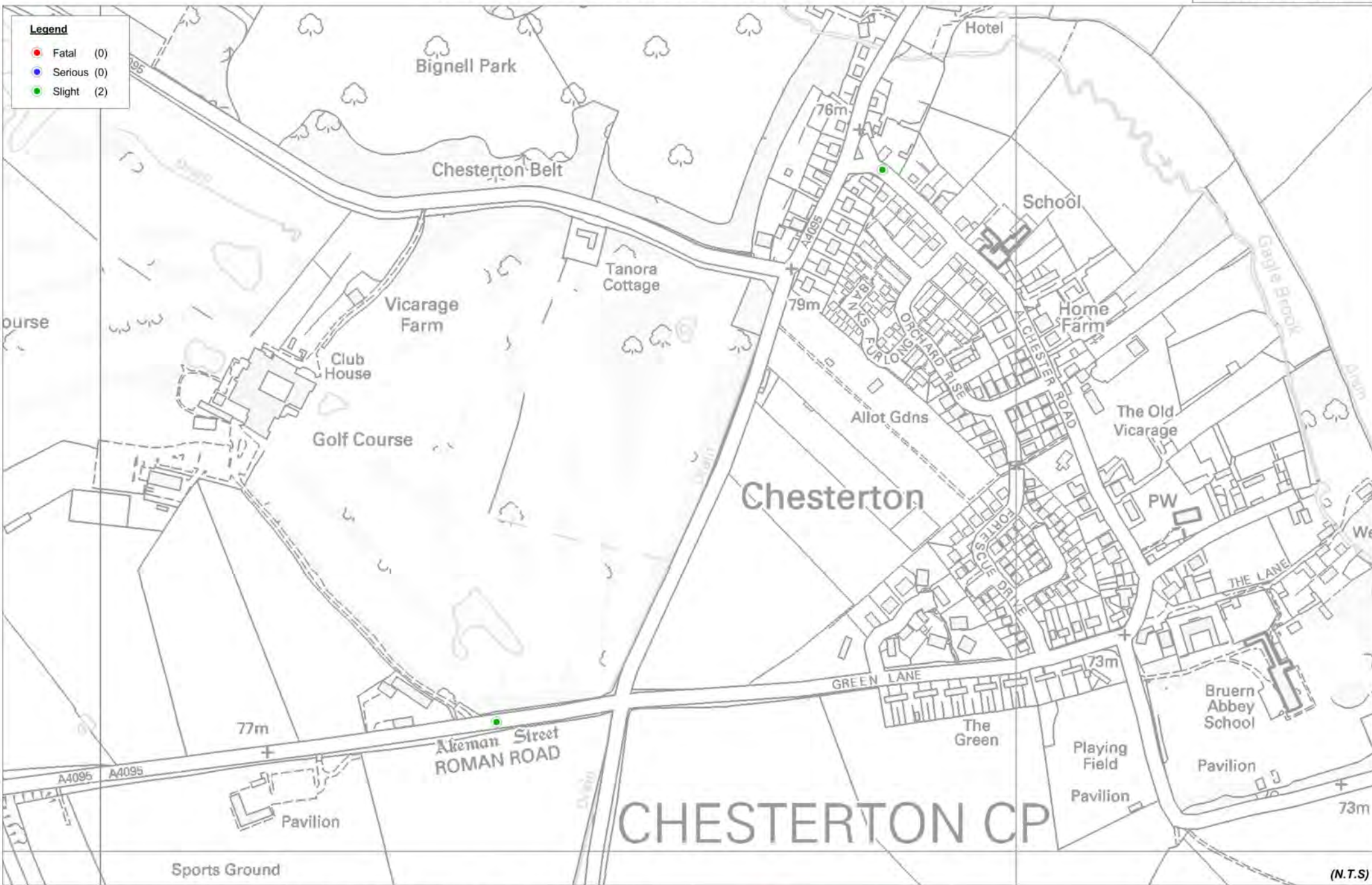
Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
28/04/2014				
7-19	848	98	1	947
6-22	954	117	1	1072
6-24	964	119	1	1084
0-24	976	120	1	1097
29/04/2014				
7-19	877	118	0	995
6-22	1004	134	0	1138
6-24	1011	134	0	1145
0-24	1024	136	0	1160
30/04/2014				
7-19	766	101	2	869
6-22	903	118	2	1023
6-24	916	118	2	1036
0-24	932	119	2	1053
01/05/2014				
7-19	801	95	0	896
6-22	919	116	0	1035
6-24	927	119	0	1046
0-24	943	121	0	1064
02/05/2014				
7-19	763	87	0	850
6-22	875	101	0	976
6-24	891	101	0	992
0-24	907	101	0	1008
03/05/2014				
7-19	572	56	0	628
6-22	632	62	0	694
6-24	644	62	0	706
0-24	656	65	0	721
04/05/2014				
7-19	555	47	3	605
6-22	610	50	3	663
6-24	617	50	3	670
0-24	631	50	3	684
Average				
7-19	740	86	1	827
6-22	842	100	1	943
6-24	853	100	1	954
0-24	867	102	1	970

Total Vehicle Class Distribution



APPENDIX 4 – PERSONAL INJURY DATA



Legend

- Fatal (0)
- Serious (0)
- Slight (2)

(N.T.S)

Accidents between dates 01/01/2009 and 31/03/2014 (63) months

Selection: Notes:

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:

The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.

Saturday 28/02/2009 Time 0208 Slight at AKEMAN ST JUST NE OF J/W BICESTER SPORTS ASSOCIATION ACCESSS CHESTERTON

E: 455432 N: 221141 Junction Detail: 0 Control

Fine without high winds Road surface Dry Darkness: no street lighting

C1 (DRIVER FAILED BRETAAH TEST) TRAV W ON AKEMAN ST LOST CONTROL OF VEH AND HIT NSIDE VERGE AND LOST CONTROL AND OVERTURNED IN CWAY-NO OTHER VEHS INVOLVED

Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. P3060209 Speed limit 60

Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Road Section: Accident Type(s) SG

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Impaired by alcohol	Vehicle 1	Possible
4th:	Fatigue	Vehicle 1	Possible
5th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
6th:			

Vehicle Reference 1 Car Moving from E to W Going ahead other On main carriageway

Overtaken

First point of impact Front Age of Driver 33 Sex of Driver Male Breath test Positive

Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 1

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2009 and 31/03/2014 (63) months

Selection: Notes:

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:

The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.

Thursday 17/12/2009 Time 0900 Slight at ALCHESTER ROAD APPROX 15M E OF J/W A4095 AT J/W DRIVEWAY TO 1 BANKS COTTAGES CHESTERTON

E: 455853 N: 221744 Junction Detail: 9 Control 4

Fine without high winds Road surface Wet/Damp Daylight:street lights present

C1 REVERSED OUT OF DRIVEWAY TO 1 BANKS COTTAGES ONTO ALCHESTER ROAD FAILING TO SEE C2 PARKED ON NE SIDE OF ALCHESTER ROAD & HIT OCCURRED RESULTING IN INJURY TO DRIVER OF PARKED C2

Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. P2171209 Speed limit 30

Crossing: Control 0 Facilities 0 Local Authority: E07 Parish: 0161 Road Section: Accident Type(s) BJ

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd:	Aggressive driving	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Reversing On main carriageway

No skidding, jack-knifing or overturning

First point of impact Back Age of Driver 30 Sex of Driver Male Breath test Not requested

Accidents between dates 01/01/2009 and 31/03/2014 (63) months

Selection: Notes:

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:

The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.

Vehicle Reference 2 Car Moving from to Parked On main carriageway
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 34 Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight Injured by vehicle: 2
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates 01/01/2009 and 31/03/2014 (63) months

Selection: Notes:

Selected using Build Query :

CONFIDENTIAL ROAD ACCIDENT INFORMATION - NOT TO BE TRANSMITTED TO THIRD PARTIES:

The description of the accident circumstances (and causation factors if supplied) reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation.

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	2	2
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	2	2

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	2	2

Number of casualties meeting the criteria: 2

Accidents between dates 01/01/2009 and 31/03/2014 (63) months

Selection: Notes:

Selected using Manual Selection

Saturday 28/02/2009 Time 0208 Slight at AKEMAN ST JUST NE OF J/W BICESTER SPORTS ASSOCIATION ACCESSS CHESTERTON

E: 455432 N: 221141 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: no street lighting
Vehicle Reference 1 Car Moving from E to W Going ahead other On main carriageway
Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight Injured by vehicle: 1

Thursday 17/12/2009 Time 0900 Slight at ALCHESTER ROAD APPROX 15M E OF J/W A4095 AT J/W DRIVEWAY TO 1 BANKS COTTAGES CHESTERTON

E: 455853 N: 221744 Junction Detail: 9 Control 4
Fine without high winds Road surface Wet/Damp Daylight:street lights present
Vehicle Reference 1 Car Moving from S to N Reversing On main carriageway
Vehicle Reference 2 Car Moving from to Parked On main carriageway
Casualty Reference: 1 Age: 34 Female Driver/rider Severity: Slight Injured by vehicle: 2

Accidents between dates 01/01/2009 and 31/03/2014 (63) months

Selection: Notes:

Selected using Manual Selection

Accidents involving:

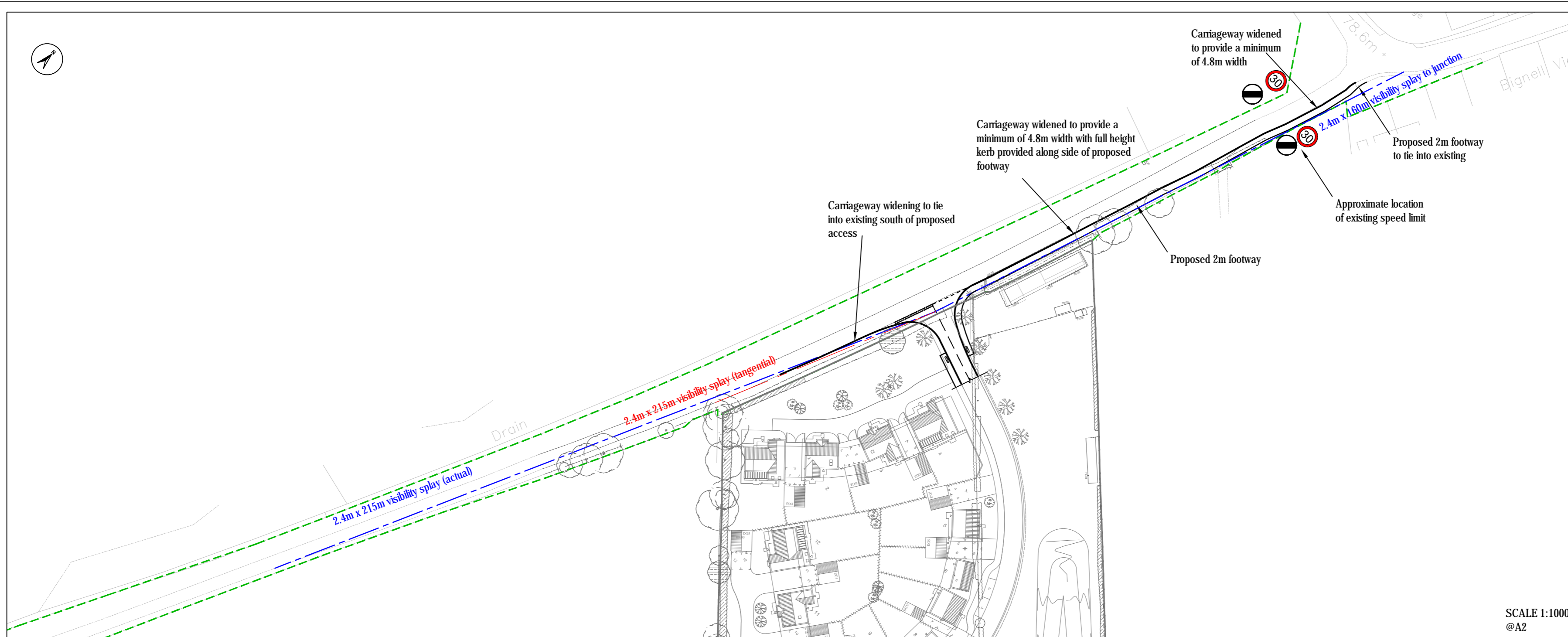
	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	2	2
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	2	2

Casualties:

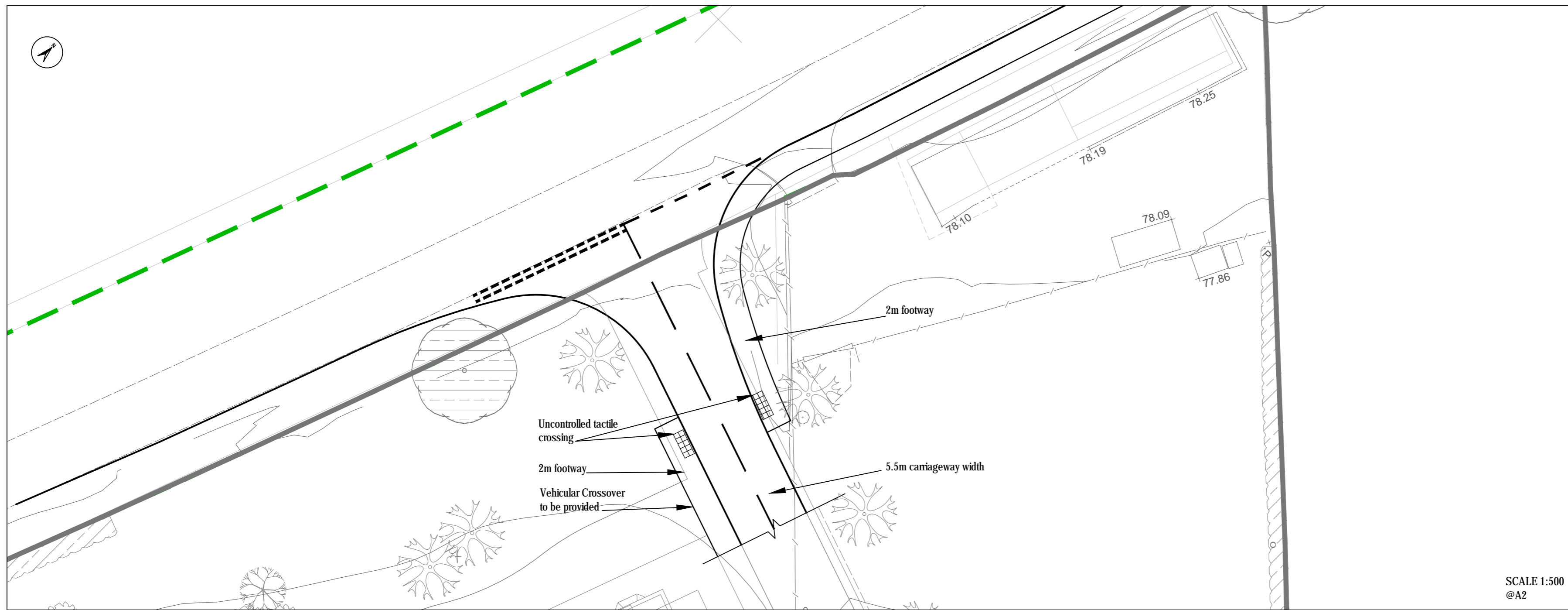
	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	2	2

Number of casualties meeting the criteria: 2

APPENDIX 5 – SITE ACCESS (DRAWING NO. JNY8243-05)



SCALE 1:1000
@A2



SCALE 1:500
@A2

- NOTES**
1. If this drawing has been received electronically it is the recipients responsibility to print the document to the correct scale.
 2. All dimensions are in metres unless stated otherwise. It is recommended that information is not scaled off this drawing.
 3. This drawing should be read in conjunction with all other relevant drawings and specifications.

KEY

--- Highway Boundary

F	Southern footway terminated before access	BA	SM	10/09/14
E	Internal tactile crossing added at access	BA	SM	08/09/14
D	Site layout added to proposals	BA	SM	04/09/14
C	Access location amended to suit site layout	BA	SM	03/09/14
B	Carriageway widening & footway added	BA	SM	14/08/14
A	Access point location amended	BA	SM	16/04/14
rev	amendments	by	ckd	date

RPS
 Planning and Development
 20 Milton Park
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 Oxfordshire
 OX14 4SH
 T +44 (0) 1235 432 190
 W www.rpsgroup.com
 E Transport@rpsgroup.com

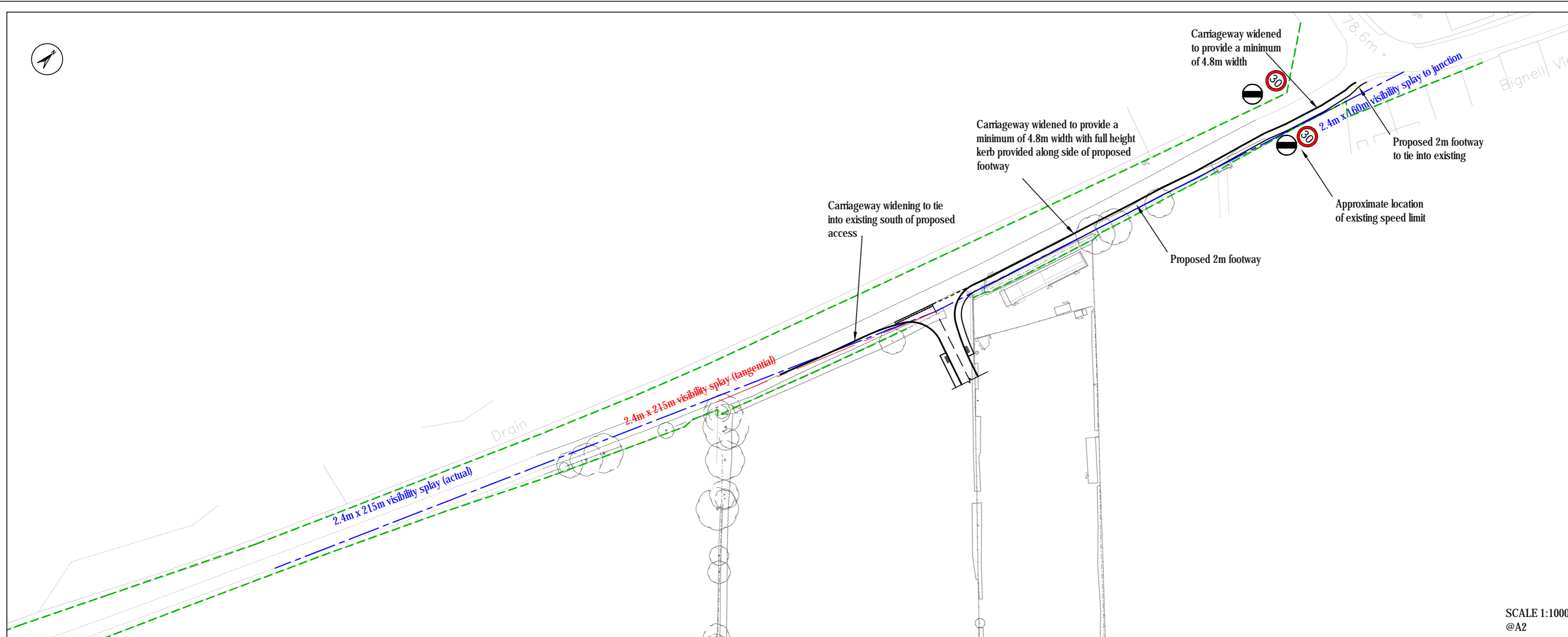
Client **Taylor Wimpey**

Project **Land North of Green Lane, Chesterton**

Title **Site Access Proposals**

Drawing Status	Date Created	Drawing Scale
FOR INFORMATION	08-04-14	AS SHOWN
Drawing Size	Project Leader	Drawn By
A2	CF	BA
	Initial Review	
	SM	

Drawing Number **JNY8140-01** Rev **F**



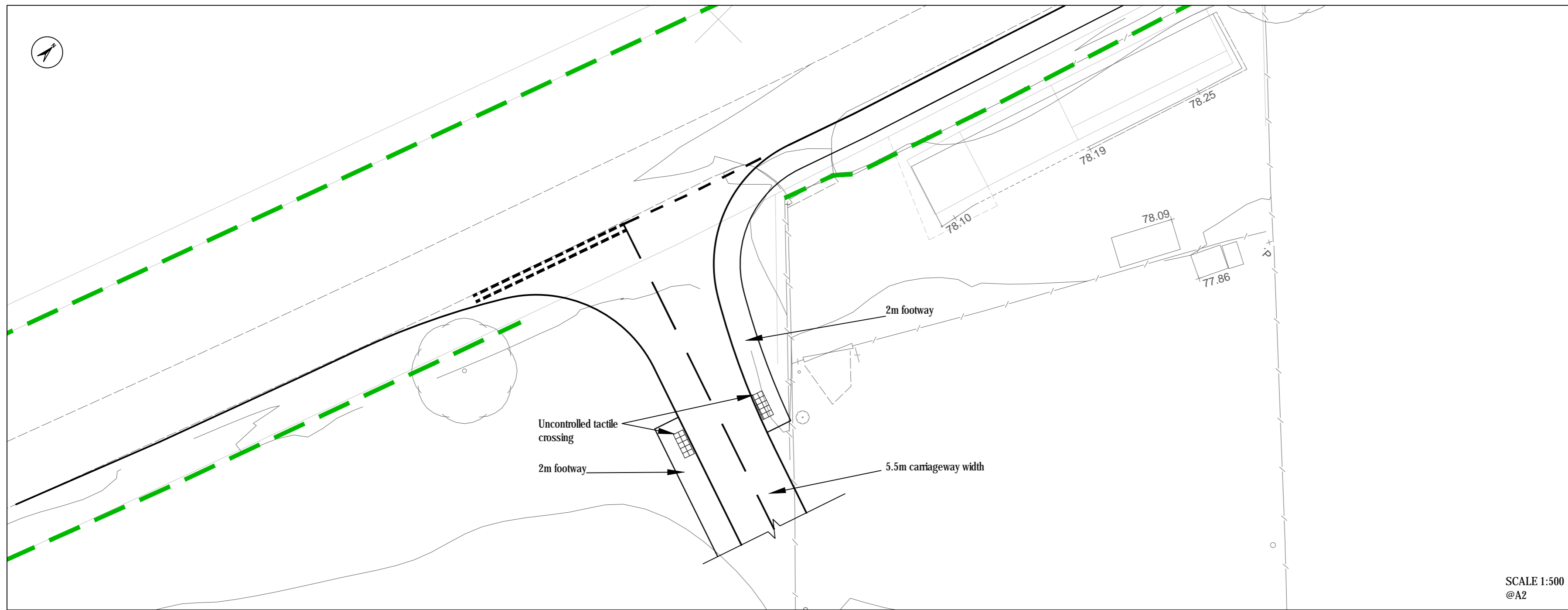
SCALE 1:1000
@A2

NOTES

1. If this drawing has been received electronically it is the recipients responsibility to print the document to the correct scale.
2. All dimensions are in metres unless stated otherwise. It is recommended that information is not scaled off this drawing.
3. This drawing should be read in conjunction with all other relevant drawings and specifications.

KEY

--- Highway Boundary



SCALE 1:500
@A2

rev	amendments	by	chkd	date
-----	------------	----	------	------

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Client Taylor Wimpey

Project Land North of Green Lane, Chesterton

Title Proposed Site Access Arrangements

Drawing Status	FOR INFORMATION	Date Created	30.09.2014	Drawing Scale	AS SHOWN
Drawing Size	A2	Project Leader	CF	Drawn By	SM
		Initial Review			CF

Drawing Number	JNY8140-05	Rev	-
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Transport

APPENDIX 6 – TRICS OUTPUT

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/NON-PRIVATE HOUSING
MULTI-MODAL VEHICLES

Selected regions and areas:

02 SOUTH EAST		
ES	EAST SUSSEX	1 days
05 EAST MIDLANDS		
LE	LEICESTERSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
NY	NORTH YORKSHIRE	1 days
08 NORTH WEST		
MS	MERSEYSIDE	3 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: 14 to 68 (units:)
 Range Selected by User: 14 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 02/10/13

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	1 days
Wednesday	1 days
Thursday	2 days
Friday	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 undertaken 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	6
------------------	---

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	3 days
15,001 to 20,000	1 days
20,001 to 25,000	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	3 days
75,001 to 100,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	1 days
1.6 to 2.0	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	ES-03-M-03	MIXED HOUSES	EAST SUSSEX
		FIELD END	
		MARESFIELD	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	68
		Survey date: WEDNESDAY	02/10/13
2	LE-03-M-01	SEMI DETACHED	LEICESTERSHIRE
		RYDER ROAD	
		BRAUNSTONE FRITH	
		LEICESTER	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	16
		Survey date: THURSDAY	27/09/12
3	MS-03-M-01	HOUSING	MERSEYSIDE
		OFF KINGSWAY	
		PRECOT	
		LIVERPOOL	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Number of dwellings:	40
		Survey date: MONDAY	25/06/07
4	MS-03-M-02	TERRACED	MERSEYSIDE
		LOVEL ROAD	
		SPEKE	
		LIVERPOOL	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	27
		Survey date: FRIDAY	21/06/13
5	MS-03-M-03	SEMI DETACHED/TERRACED	MERSEYSIDE
		LOVEL ROAD	
		SPEKE	
		LIVERPOOL	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	24
		Survey date: FRIDAY	21/06/13
6	NY-03-M-03	SEMI D./TERRACED	NORTH YORKSHIRE
		CAWTHORN AVENUE	
		HARROGATE	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Number of dwellings:	14
		Survey date: THURSDAY	11/09/08

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BR-03-M-02	Flats
DV-03-M-01	Flats
RE-03-M-01	Flats
SC-03-M-05	Flats
WS-03-M-03	Flats

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	32	0.069	6	32	0.201	6	32	0.270
08:00 - 09:00	6	32	0.238	6	32	0.397	6	32	0.635
09:00 - 10:00	6	32	0.153	6	32	0.217	6	32	0.370
10:00 - 11:00	6	32	0.196	6	32	0.164	6	32	0.360
11:00 - 12:00	6	32	0.296	6	32	0.275	6	32	0.571
12:00 - 13:00	6	32	0.212	6	32	0.254	6	32	0.466
13:00 - 14:00	6	32	0.153	6	32	0.159	6	32	0.312
14:00 - 15:00	6	32	0.169	6	32	0.153	6	32	0.322
15:00 - 16:00	6	32	0.228	6	32	0.243	6	32	0.471
16:00 - 17:00	6	32	0.317	6	32	0.254	6	32	0.571
17:00 - 18:00	6	32	0.376	6	32	0.249	6	32	0.625
18:00 - 19:00	6	32	0.312	6	32	0.212	6	32	0.524
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.719			2.778			5.497

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: 14 - 68 (units:)
Survey date date range: 01/01/05 - 02/10/13
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 7

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	32	0.005	6	32	0.016	6	32	0.021
08:00 - 09:00	6	32	0.011	6	32	0.011	6	32	0.022
09:00 - 10:00	6	32	0.011	6	32	0.000	6	32	0.011
10:00 - 11:00	6	32	0.005	6	32	0.032	6	32	0.037
11:00 - 12:00	6	32	0.016	6	32	0.026	6	32	0.042
12:00 - 13:00	6	32	0.016	6	32	0.021	6	32	0.037
13:00 - 14:00	6	32	0.016	6	32	0.016	6	32	0.032
14:00 - 15:00	6	32	0.048	6	32	0.026	6	32	0.074
15:00 - 16:00	6	32	0.026	6	32	0.016	6	32	0.042
16:00 - 17:00	6	32	0.032	6	32	0.026	6	32	0.058
17:00 - 18:00	6	32	0.048	6	32	0.048	6	32	0.096
18:00 - 19:00	6	32	0.032	6	32	0.042	6	32	0.074
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.266			0.280			0.546

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: 14 - 68 (units:)
Survey date date range: 01/01/05 - 02/10/13
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 7

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	32	0.085	6	32	0.259	6	32	0.344
08:00 - 09:00	6	32	0.455	6	32	0.735	6	32	1.190
09:00 - 10:00	6	32	0.190	6	32	0.275	6	32	0.465
10:00 - 11:00	6	32	0.286	6	32	0.212	6	32	0.498
11:00 - 12:00	6	32	0.418	6	32	0.418	6	32	0.836
12:00 - 13:00	6	32	0.302	6	32	0.397	6	32	0.699
13:00 - 14:00	6	32	0.206	6	32	0.206	6	32	0.412
14:00 - 15:00	6	32	0.259	6	32	0.249	6	32	0.508
15:00 - 16:00	6	32	0.354	6	32	0.354	6	32	0.708
16:00 - 17:00	6	32	0.497	6	32	0.354	6	32	0.851
17:00 - 18:00	6	32	0.571	6	32	0.503	6	32	1.074
18:00 - 19:00	6	32	0.466	6	32	0.423	6	32	0.889
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.089			4.385			8.474

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: 14 - 68 (units:)
Survey date date range: 01/01/05 - 02/10/13
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 7

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	32	0.042	6	32	0.074	6	32	0.116
08:00 - 09:00	6	32	0.079	6	32	0.196	6	32	0.275
09:00 - 10:00	6	32	0.085	6	32	0.063	6	32	0.148
10:00 - 11:00	6	32	0.090	6	32	0.090	6	32	0.180
11:00 - 12:00	6	32	0.063	6	32	0.090	6	32	0.153
12:00 - 13:00	6	32	0.148	6	32	0.132	6	32	0.280
13:00 - 14:00	6	32	0.095	6	32	0.074	6	32	0.169
14:00 - 15:00	6	32	0.206	6	32	0.196	6	32	0.402
15:00 - 16:00	6	32	0.291	6	32	0.212	6	32	0.503
16:00 - 17:00	6	32	0.238	6	32	0.106	6	32	0.344
17:00 - 18:00	6	32	0.153	6	32	0.153	6	32	0.306
18:00 - 19:00	6	32	0.212	6	32	0.169	6	32	0.381
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.702			1.555			3.257

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:	14 - 68 (units:)
Survey date date range:	01/01/05 - 02/10/13
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	7

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	32	0.016	6	32	0.069	6	32	0.085
08:00 - 09:00	6	32	0.000	6	32	0.032	6	32	0.032
09:00 - 10:00	6	32	0.016	6	32	0.032	6	32	0.048
10:00 - 11:00	6	32	0.011	6	32	0.005	6	32	0.016
11:00 - 12:00	6	32	0.011	6	32	0.000	6	32	0.011
12:00 - 13:00	6	32	0.011	6	32	0.069	6	32	0.080
13:00 - 14:00	6	32	0.021	6	32	0.021	6	32	0.042
14:00 - 15:00	6	32	0.011	6	32	0.005	6	32	0.016
15:00 - 16:00	6	32	0.053	6	32	0.063	6	32	0.116
16:00 - 17:00	6	32	0.016	6	32	0.026	6	32	0.042
17:00 - 18:00	6	32	0.032	6	32	0.026	6	32	0.058
18:00 - 19:00	6	32	0.063	6	32	0.026	6	32	0.089
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.261			0.374			0.635

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: 14 - 68 (units:)
Survey date date range: 01/01/05 - 02/10/13
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 7

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

MULTI-MODAL TRAIN PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	32	0.000	6	32	0.000	6	32	0.000
08:00 - 09:00	6	32	0.000	6	32	0.000	6	32	0.000
09:00 - 10:00	6	32	0.000	6	32	0.000	6	32	0.000
10:00 - 11:00	6	32	0.000	6	32	0.000	6	32	0.000
11:00 - 12:00	6	32	0.000	6	32	0.000	6	32	0.000
12:00 - 13:00	6	32	0.000	6	32	0.000	6	32	0.000
13:00 - 14:00	6	32	0.000	6	32	0.000	6	32	0.000
14:00 - 15:00	6	32	0.000	6	32	0.000	6	32	0.000
15:00 - 16:00	6	32	0.000	6	32	0.000	6	32	0.000
16:00 - 17:00	6	32	0.000	6	32	0.000	6	32	0.000
17:00 - 18:00	6	32	0.000	6	32	0.000	6	32	0.000
18:00 - 19:00	6	32	0.000	6	32	0.000	6	32	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 14 - 68 (units:)
 Survey date date range: 01/01/05 - 02/10/13
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 7

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/M - MIXED PRIVATE/NON-PRIVATE HOUSING

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	32	0.000	6	32	0.000	6	32	0.000
08:00 - 09:00	6	32	0.000	6	32	0.005	6	32	0.005
09:00 - 10:00	6	32	0.000	6	32	0.000	6	32	0.000
10:00 - 11:00	6	32	0.000	6	32	0.000	6	32	0.000
11:00 - 12:00	6	32	0.000	6	32	0.000	6	32	0.000
12:00 - 13:00	6	32	0.000	6	32	0.000	6	32	0.000
13:00 - 14:00	6	32	0.000	6	32	0.000	6	32	0.000
14:00 - 15:00	6	32	0.000	6	32	0.000	6	32	0.000
15:00 - 16:00	6	32	0.005	6	32	0.000	6	32	0.005
16:00 - 17:00	6	32	0.000	6	32	0.000	6	32	0.000
17:00 - 18:00	6	32	0.000	6	32	0.000	6	32	0.000
18:00 - 19:00	6	32	0.000	6	32	0.000	6	32	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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: 14 - 68 (units:)
Survey date date range: 01/01/05 - 02/10/13
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 7

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	32	0.016	6	32	0.069	6	32	0.085
08:00 - 09:00	6	32	0.000	6	32	0.037	6	32	0.037
09:00 - 10:00	6	32	0.016	6	32	0.032	6	32	0.048
10:00 - 11:00	6	32	0.011	6	32	0.005	6	32	0.016
11:00 - 12:00	6	32	0.011	6	32	0.000	6	32	0.011
12:00 - 13:00	6	32	0.011	6	32	0.069	6	32	0.080
13:00 - 14:00	6	32	0.021	6	32	0.021	6	32	0.042
14:00 - 15:00	6	32	0.011	6	32	0.005	6	32	0.016
15:00 - 16:00	6	32	0.058	6	32	0.063	6	32	0.121
16:00 - 17:00	6	32	0.016	6	32	0.026	6	32	0.042
17:00 - 18:00	6	32	0.032	6	32	0.026	6	32	0.058
18:00 - 19:00	6	32	0.063	6	32	0.026	6	32	0.089
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.266			0.379			0.645

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: 14 - 68 (units:)
Survey date date range: 01/01/05 - 02/10/13
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 7

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	32	0.148	6	32	0.418	6	32	0.566
08:00 - 09:00	6	32	0.545	6	32	0.979	6	32	1.524
09:00 - 10:00	6	32	0.302	6	32	0.370	6	32	0.672
10:00 - 11:00	6	32	0.392	6	32	0.339	6	32	0.731
11:00 - 12:00	6	32	0.508	6	32	0.534	6	32	1.042
12:00 - 13:00	6	32	0.476	6	32	0.619	6	32	1.095
13:00 - 14:00	6	32	0.339	6	32	0.317	6	32	0.656
14:00 - 15:00	6	32	0.524	6	32	0.476	6	32	1.000
15:00 - 16:00	6	32	0.730	6	32	0.646	6	32	1.376
16:00 - 17:00	6	32	0.783	6	32	0.513	6	32	1.296
17:00 - 18:00	6	32	0.804	6	32	0.730	6	32	1.534
18:00 - 19:00	6	32	0.772	6	32	0.661	6	32	1.433
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.323			6.602			12.925

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: 14 - 68 (units:)
Survey date date range: 01/01/05 - 02/10/13
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
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This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

