

**PLANNING APPLICATION FOR SIX AGE  
RESTRICTED RESIDENTIAL DWELLINGS (55+  
YEARS)**

**TRANSPORT STATEMENT**

**LAND TO THE EAST OF WOODWAY ROAD, SIBFORD  
FERRIS, OXFORDSHIRE**

**ON BEHALF OF BLUE CEDAR HOMES**



**Pegasus Group**

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | Dublin | East Midlands | Edinburgh | Leeds | Liverpool | London | Manchester | Newcastle | Peterborough | Solent

**DESIGN ENVIRONMENT PLANNING ECONOMICS HERITAGE**

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## 1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Pegasus Group on behalf of Blue Cedar Homes Limited, in order to address the highway and transportation issues associated with the proposed residential development of land to the east of Woodway Road, Sibford Ferris.
- 1.2 The development is for six age restricted dwellings (55+ years), to be served through a permitted residential development yet to be constructed to the immediate south of the site.
- 1.3 The following key transport issues are addressed in detail in this report;
- i. The existing provision of facilities for all modes of travel;
  - ii. The local highway network and highway safety;
  - iii. The movement aspects of the development proposals;
  - iv. An assessment of forecast trips generated by the site; and
  - v. Relevant transport planning policy.
- 1.4 This TS concludes that the proposed development provides realistic and commensurate opportunities for sustainable travel, that it has safe and suitable access arrangements and that it can be accommodated without detriment to the existing safety or operation of the local highway network.
- 1.5 It is concluded that there are no highway or transportation reasons which should prevent the proposed development of the site.

## 2.0 SITE CONTEXT AND ACCESSIBILITY

### Site Context & Planning Background

2.1 The site is located within the village of Sibford Ferris, which forms part of The Sibfords, a cluster of settlements within the Cherwell district area of Oxfordshire. It is comprised of open land. It is bound to the north and east by residential dwellings, Woodway Road to the west and land with planning permission 18/01894/OUT permitted to be developed for 25 residential dwellings to the south. The site in its wider geographical context is shown in **Figure 2.1**.

2.2 The local highway authority in its consultation response to planning permission 18/01894/OUT for 25 dwellings stated that:

*"The additional traffic generated by the proposed development would not result in material harm to highway safety. There is no objection from the Highway Authority and the design of the access has been accepted on the basis of the information submitted. There was no evidence to demonstrate that there would be significant inconvenience or hazard that would be caused by the proposed access location or the additional traffic that would pass through the crossroads in the centre of the village".*

2.3 Paragraph 39 of the Inspector's Report prepared prior to planning permission 18/01897/OUT being obtained confirmed that The Sibfords do have a shop and other services when compared with other local settlements. Paragraph 42 confirmed that the amount of traffic on local roads was observed to be low.

2.4 Reserved matters application 21/02893/REM was submitted for the site to the south in August 2021. It is understood that the internal road widths are proposed to be provided at five metres width, with two-metre-wide footways provided on both sides of the access road.

---

## Local Highway Network

- 2.5 Hook Norton Road is lit and subject to a 30mph speed limit within the vicinity of the site access, which increases to the national speed limit approximately 50 metres to the south.
- 2.6 The highway authority has confirmed that there have been no accidents within the vicinity of the site for the previous five-year period of available records from 1st January 2016 to 31st July 2021 in this time period. This is confirmed at **Appendix A**.

## Accessibility

- 2.7 There is a mix of services, facilities, amenities, and public transport opportunities likely to be required on a daily basis located within walking and cycling distance of the site. These are typically within a 20-minute walk, or a five minute cycle based upon an average walking speed of 80 metres per minute<sup>1</sup> and an average cycling speed of 280 metres a minute<sup>2</sup>. It is accepted that the time it takes people to walk or cycle this distance will depend on the individual's level of health and fitness and will therefore vary from person to person.
- 2.8 A summary of the local services and facilities, including distance, walking, and cycling times from the site is shown in **Table 2.1**. Education facilities and employment areas are not shown as it is not anticipated that they will be relied upon, due to the nature of the development accommodating elderly residents.

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<sup>1</sup> 'Providing for Journeys on Foot' IHT (2000)

<sup>2</sup> DMRB CD195 'Designing for cycle traffic' March 2020.

Table 2.1 - Local Facilities and Amenities

Facility / Amenity	Approx. Distance from Site (metres)	Approx. Walking Time (mins)	Approx. Cycle Time (mins)
<b>Commercial</b>			
Londis Convenience Store	900m	12 mins	4 mins
Post Office	900m	12 mins	4 mins
<b>Healthcare</b>			
Sibford Surgery	1.4km	18 mins	5 mins
<b>Leisure</b>			
Blaze Inn Saddles Public House	1.1km	14 mins	4 mins
Holy Trinity Church Sibford	1.3km	17 mins	5 mins
Sibford Village Hall	1.3km	17 mins	5 mins
The Whykham Arms Public House	1.9km	24 mins	7 mins
Quaker Meeting House	1.9km	24 mins	7 mins
<b>Public Transport</b>			
Main Street Bus Stop	600m	8 mins	3 min
Acre Ditch	1.2km	15 mins	5 mins

2.9 A number of major supermarkets also provide an online shopping and home delivery service which deliver to Sibford Ferris. Use of these services will reduce the need for residents to travel.

2.10 Hook Norton Road is located to the east of the site, with existing footways approximately two metres wide on the eastern side of the carriageway extending from the junction with Cotswold Close to Main Street.

- 2.11 It is understood that the scheme permitted for 25 dwellings to the immediate south of the site will provide a new two metre wide footpath which extends approximately 60 metres north of the proposed junction, set back behind hedgerow along the western side of Hook Norton Road. A crossing point will also be provided to connect the footpath with the existing footway on the eastern side of the carriageway. It is also understood that this other scheme will extend the footway which currently terminates at the junction with Cotswold Close for approximately 20 metres to the north.
- 2.12 Sibford Ferris has several Public Right of Ways (PRoWs) within the vicinity of the site. These are shown on **Figure 2.1**
- 2.13 National Cycle Route 5 serves Sibford Ferris along Woodway Road and Main Street. The route provides both on-road and traffic-free connections between Reading, Holyhead, Oxford, and Stratford-upon-Avon, and includes nearby settlements, which offer additional public transport links, facilities, and amenities.

#### Bus services

- 2.14 The closest bus stop is located on Main Street, approximately 600 metres walking distance to the northeast of the site. This equates to an approximate eight minute walk or three minute cycle. The westbound stop is provided with passenger seating, a flag and pole and timetable information. The eastbound stop has no infrastructure provision. The stops are currently served by the 75 and 75A routes.
- 2.15 The 75 and 75A routes provide a link between Stratford-upon-Avon town centre, Banbury Bus Station and the settlements in between. The first bus departs from Sibford Ferris to Banbury at 06:58, arriving in Banbury at 07:21. The first bus to Stratford-upon-Avon departs at 09:53 and arrives in Stratford-upon-Avon at 10:36. For the return journeys, the last bus from Banbury departs at 17:30, arriving in Sibford Ferris at 14:48. The last bus from Stratford-upon-Avon departs at 13:23, arriving in Sibford Ferris at 14:06. The buses run every two – three hours on average.

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Rail

- 2.16 Banbury Railway Station is located approximately 15 kilometres to the northeast of the site. Banbury Railway Station is served by Chiltern Railways, Cross Country Trains and Great Western Railways, which provide regular services to High Wycombe, London, Leamington, Birmingham, Coventry, and Oxford.
- 2.17 Banbury Station has three official car parks, these include a multi storey car park, a main station car park, and an approach road car park, all of which are open 24 hours a day with an approximate of 978 combined parking bays available. There is also a number of sheltered parking storage located at the railway station which can store approximately 100 bicycles.

Conclusion on Accessibility

- 2.18 The site is considered to be relatively accessibly, located for the future occupants within reasonable walking, and cycling distance of existing local facilities, amenities, and public transport services; including bus stops which serve access to a wider range of services and facilities, including Stratford-upon-Avon and Banbury town centre.



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## 3.0 DEVELOPMENT PROPOSALS

- 3.1 The proposal comprises of six age-restricted residential dwellings, all of which are houses, each with two bedrooms.

### Vehicular Access Arrangements

- 3.2 The site will be served via a continuation of the spine road and junction onto Hook Norton Road, which serves the 25 permitted dwellings to the south. It is understood that the Applicant has agreed this with the developer of that site.
- 3.3 The proposed layout is included at **Appendix B**. A small section of the proposed carriageway will be offered for adoption, with the remaining carriageways within the site to be kept private. The sections of the site intended to be private are shown as shared surface arrangements.
- 3.4 The carriageway to be offered for adoption is provided at a minimum of 5.5 metres width. The shared surface areas will be provided at a minimum width of 4.5 metres, which is considered to be wide enough for two cars to pass. A two metre grassed service margin strip is also provided along the eastern side of the shared surface arrangement on the north-south section.
- 3.5 Turning arrangements are provided to allow for a typical OCC refuse vehicle and a long wheelbase fire tender vehicle to access and egress the site in a forward gear. Swept path assessments for both vehicle types are shown in **Figure 3.1** and **Figure 3.2** respectively.

### Pedestrian Access

- 3.6 Footways two metres in width will be provided around the carriageway to be offered for adoption. These will connect onto the footway provision coming forward as part of the development to the south.

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### Car Parking

- 3.7 Car Parking guidance is set out in the OCC Transport for New Developments: Parking for New Residential Developments (2011) document. Deddington falls within the 'Parking Standards for all areas in Oxfordshire (other than Oxford and Cherwell Urban Areas)', with the guidance suggests two allocated car parking spaces for two bedroom dwellings. It is also noted that the guidance suggests 0.3 unallocated spaces per two bedroom dwellings.
- 3.8 A total of 24 car parking spaces will be provided at the site. This includes two garage parking spaces and two allocated spaces per dwelling.
- 3.9 Paragraph 2.6 of the parking guidance states that "*when more allocated spaces are provided than the standard amount (eg space in front of a garage..) then the number of unallocated spaces may be reduced.*" On this basis, unallocated spaces are not considered necessary. It is considered that the internal carriageways of the scheme are provided at a width suitable to accommodate on-street visitor parking, if necessary.

### Cycle Parking

- 3.10 Cycle parking will be provided in line with the typical OCC ratio of two cycle parking spaces per two bedroom dwelling, as set out in the Parking for New Residential Developments (2011) document. Cycle parking is proposed to be provided within the curtilage of each plot, within garages. The garages dimensions for the plots within the site are oversized in comparison to the minimum dimensions, with the garages provided at 6.2m x 7.4m. This will allow space for cycle parking.

## 4.0 FORECAST DEVELOPMENT TRIP GENERATION

- 4.1 The trips during the weekday peak periods have been forecast, as these periods represent the busiest times of operation on the highway network. The total numbers of trips across a full weekday have also been forecast.
- 4.2 Multi-modal trip numbers likely to be generated by the development of the six age restricted dwellings has been calculated using bespoke operator data. These trip rates were recorded at similar schemes of age-restricted dwellings built by Blue Cedar Homes in Budleigh Salterton (East Devon), Shaftesbury (Dorset) and Wrington (Somerset), noting public transport trips were not recorded, but were estimated to be relatively low, if any. A copy of the bespoke trip rate report is included at **Appendix C**.
- 4.3 The summarised daily and peak hour total multi-modal forecast trips are illustrated in **Table 4.1**, which are derived from Appendices H, J and L contained in the report at **Appendix C**.

**Table 4.1 - Multi-Modal Trips for Six Privately Owned Age Restricted Dwellings**

		Total Two-Way Forecast Trips – Residential (Six Dwellings)					
		AM Peak (0800-0900)		PM Peak (1700-1800)		Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	Trip Rate	0.022	0.113	0.03	0.061	0.95	0.958
	No. Trips	1	1	1	1	6	6
Pedestrians	Trip Rate	0.061	0.061	0	0	0.677	0.735
	No. Trips	1	1	0	0	4	4
Cyclists	Trip Rate	0.053	0.174	0	0.121	0.689	0.719
	No. Trips	1	1	0	1	4	4

- 
- 4.4 **Table 4.1** demonstrates that the six age restricted dwellings could generate a maximum of one trip (two two-way vehicular movements) in both the AM and PM peak periods.
- 4.5 The bespoke trip rates demonstrate that the six age restricted dwellings could generate a maximum of one two-way vehicular movement in both the AM and PM peak periods. This is considered realistic because the living pattern of occupants, anticipated to be retirees, will reduce the number of commuting trips that are generated in the peak hours of operation on the highway network.
- 4.6 It is not considered that one new vehicle trip in the peak hours by the scheme will have a material impact on the access point to the south where it joins a junction with Hook Norton Road.
- 4.7 It is concluded that the level of traffic associated with the proposed development will not have a material impact on the safety or operation of the local highway network.

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## 5.0 TRANSPORT PLANNING GUIDANCE

5.1 Relevant transportation policy and guidance is set out in the following documents:

- i. National Planning Policy Framework (July 2021);
- ii. Manual for Streets (2007);
- iii. Manual for Streets 2: Wider Application of the Principles (2010);
- iv. OCC – Transport for New Developments: Parking for New Residential Developments (2011); and
- v. Adopted Cherwell Local Plan 2011 – 2031 (Part 1).

5.2 The main objectives within the national and local policy and guidance are to:

- i. Reduce the need to travel;
- ii. Reduce car dependency; and
- iii. Encourage sustainable travel such as walking, cycling and public transport trips

1.6 In transport terms, the NPPF recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas (paragraph 105), access to a site should be safe and suitable for all users with appropriate opportunities to promote sustainable transport modes taken up, given the type of development and its location (paragraph 110) and that development should only be refused on transport grounds where the residual cumulative impacts are severe (paragraph 111).

5.3 **Section 2** of this report confirms that the site is located within walking and cycling distance of a range of services and facilities that are required on a daily basis. **Section 3** confirms that the suitable access arrangements can be provided, and **Section 4** confirms that the forecast traffic generation associated with the development will not be material in real terms.

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## **6.0 CONCLUSIONS**

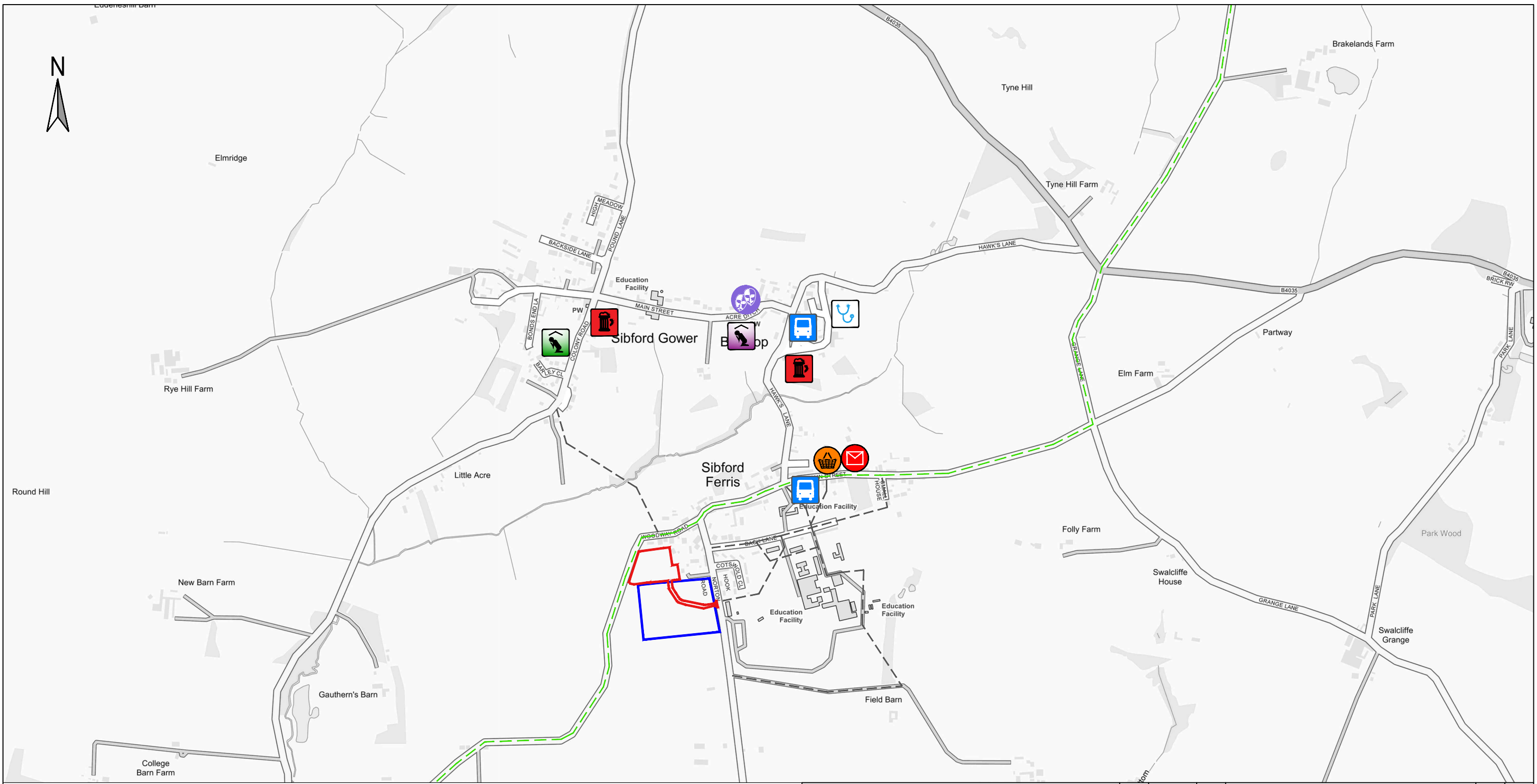
- 6.1 This Transport Statement has been prepared by Pegasus Group on behalf of Blue Cedar Homes to address the highway and transportation issues associated with the proposed development of six age restricted dwellings at land east of Woodway Road, Sibford Ferris, Oxfordshire.
- 6.2 It is concluded that the site is located in a relatively accessible location for the future occupants with a range of local services and facilities required on a daily basis located within appropriate walking and cycling distances of the site, with public transport links available for access to nearby settlements.
- 6.3 It is concluded that safe and suitable access arrangements for the scale of the development can be provided
- 6.4 Vehicle and cycle parking will be provided in accordance with local highway authority guidance from Oxfordshire County Council.
- 6.5 It is forecast that the development proposals could generate one vehicle trip (two two-way vehicle movements) during the AM and PM peak hours. It is concluded that the level of traffic associated with the proposed development will not have a material impact on the safety or operation of the local highway network.
- 6.6 It is therefore concluded that there are no valid transportation reasons which should prevent the future residential development of the site.

---













**FIGURE 2.1**


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**Key:**

-  Approximate Site Boundary
-  Approximate 18/01894/OUT Boundary
-  Public Right of Way
-  Bus Stop
-  Londis Convenience Store
-  Sibford Village Hall
-  Post Office
-  Sibford Surgery
-  The Whykham Arms/ Blaze Inn Saddles
-  Holy Trinity Church
-  Sibford Religious Society of Friends (Quakers)
-  National Cycle Network Route 5

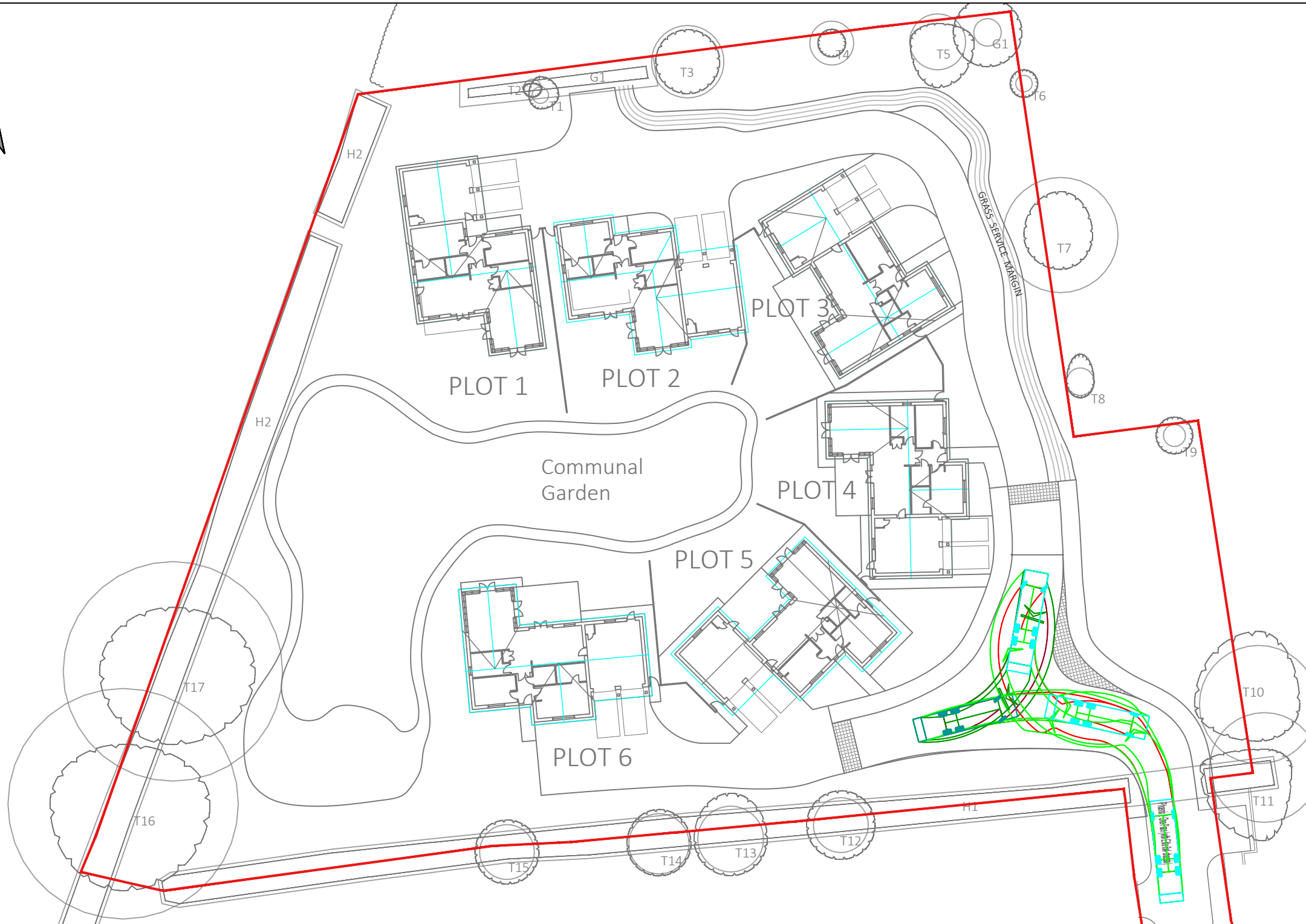
First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL  01454 625945 www.pegasusgroup.co.uk Planning   Design   Environment   Economics				REV	DATE	BY	DESCRIPTION	CHK	APD
CLIENT: <b>BLUE CEDAR HOMES</b>				SCALE @ A3: NTS		CHECKED: CMR		APPROVED: CMR	
PROJECT: <b>SIBFORD FERRIS</b>				DATE: 09/12/2021		DESIGN-DRAWN: ADWS		DRAWING-STATUS: SK	
TITLE: <b>SITE LOCATION PLAN</b>				PROJECT No: <b>P21-0804</b>		DRAWING No: <b>FIGURE 2.1</b>		REV: -	
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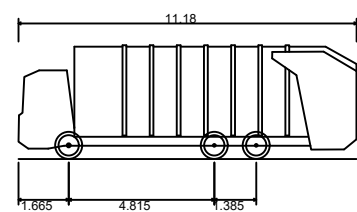
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**FIGURE 3.1**

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Phoenix 2 One-Pass (with Elite 6x4 chassis)

Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m

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CLIENT:  
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SCALE @ A3:  
**1:500**

CHECKED:  
**CMR**

APPROVED:  
**CMR**

PROJECT:  
**SIBFORD FERRIS**

DATE:  
**03/12/2021**

DESIGN-DRAWN:  
**ADWS**

DRAWING-STATUS:  
**SPA**

TITLE:  
**SWEPT PATH ASSESSMENT  
OCC REFUSE VEHICLE**

PROJECT No:  
**P21-0804**

DRAWING No:  
**FIGURE 3.1**

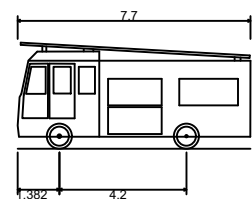
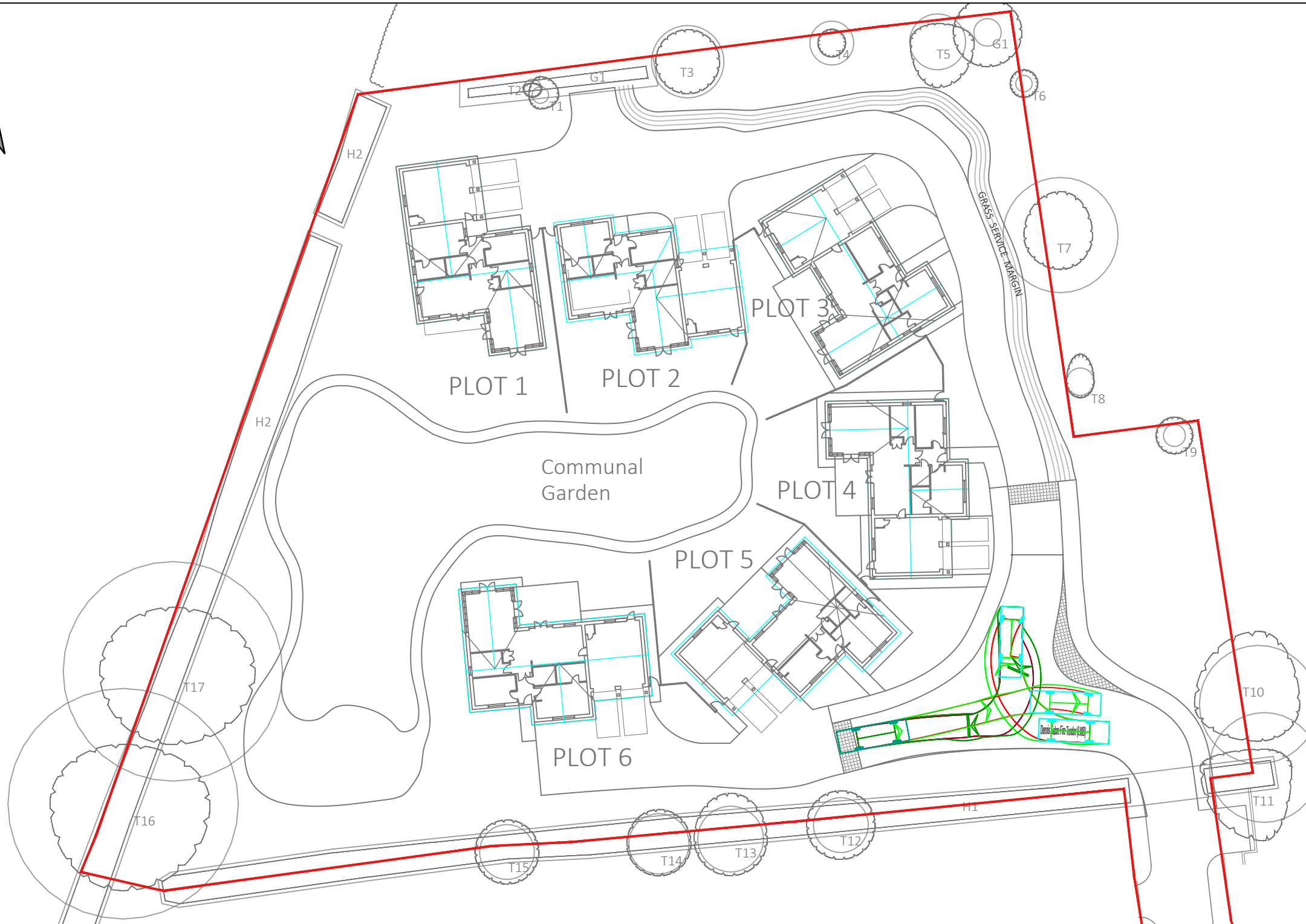
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**FIGURE 3.2**

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Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

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SCALE @ A3:  
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PROJECT:  
**SIBFORD FERRIS**

DATE:  
**03/12/2021**

DESIGN-DRAWN:  
**ADWS**

DRAWING-STATUS:  
**SPA**

TITLE:  
**SWEPT PATH ASSESSMENT  
FIRE TENDER**

PROJECT No:  
**P21-0804**

DRAWING No:  
**FIGURE 3.2**

REV:  
**-**

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## **APPENDIX A**

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Accidents between dates 01/01/2016 and 31/07/2021

Selection:  
Selected using Manual Selection

Notes: Hook Norton Road, Sibford Ferris

**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.*

THERE HAVE BEEN **ZERO** REPORTED ACCIDENTS WITHIN THE AREA REQUESTED DURING THE DATE RANGE SELECTED

---

**TRAFFMAP****AccsMap - Accident Analysis System**

Accidents between dates 01/01/2016 and 31/07/2021

**Selection:**

Selected using Manual Selection

**INTERPRETED LISTING****Notes:** Hook Norton Road, Sibford Ferris**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	0	0
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Casualties:

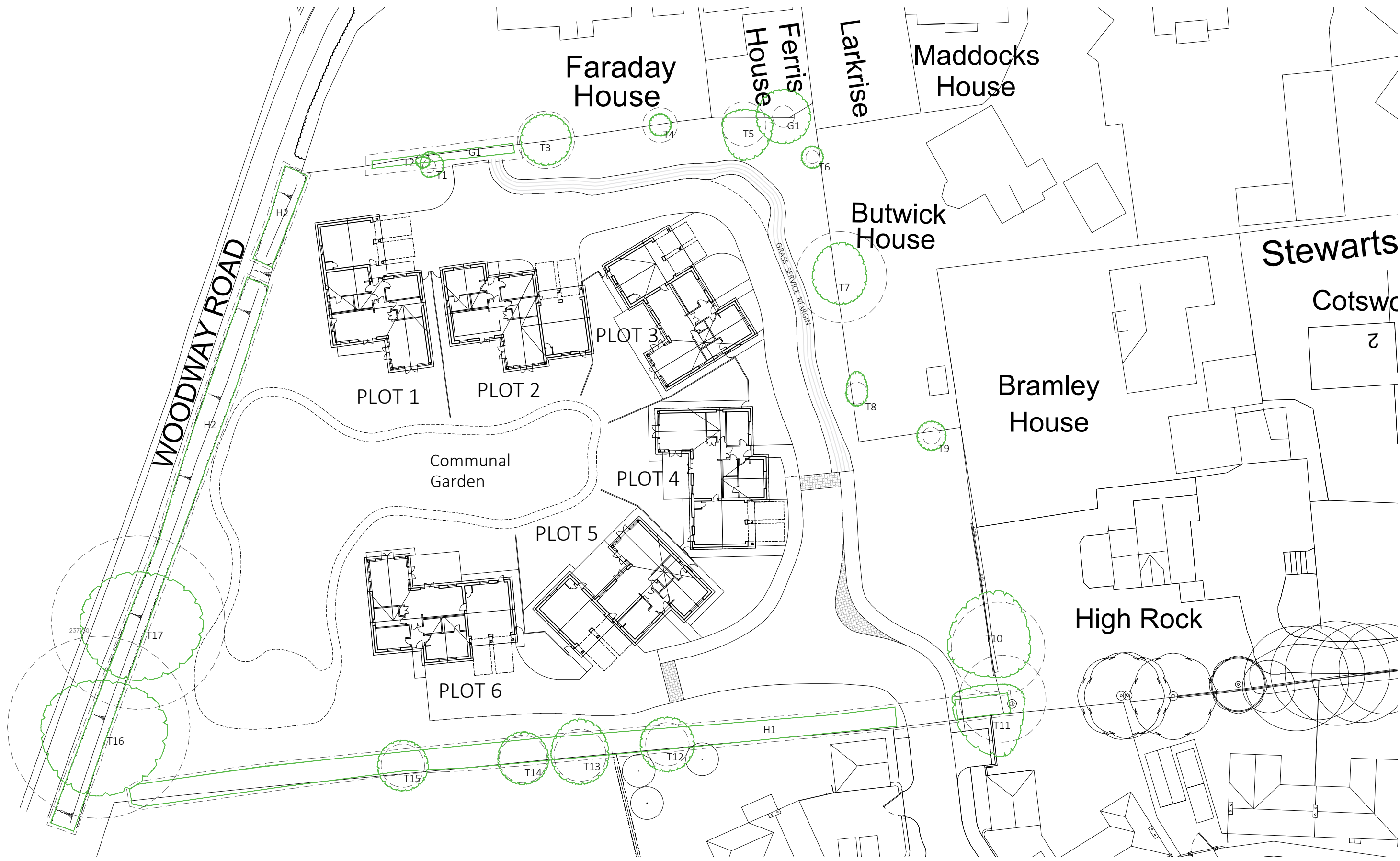
	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Number of casualties meeting the criteria: 0**

## **APPENDIX B**

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Rev	Date	Details	Rev	Status
Project	Stage	Drawing	Rev	Status
4349	3	03	L	FOR COMMENT

Scale	Size	Drawn	Check	Creation
1:500	A3 L	RL	MB	



Sibford Ferris  
OX15 5QW

Site Plan  
As Proposed



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Discrepancies must be reported to the Architect before proceeding

## **APPENDIX C**

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**BLUE CEDAR HOMES LTD**

**Existing Blue Cedar Homes Sites  
Budleigh Salterton, Shaftesbury and Wroughton**

**Bespoke Trip Rate Study**



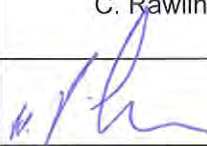
August 2015



**DOCUMENT SIGNATURE AND REVIEW SHEET**

**Project Details**

<b>Project Title:</b>	Blue Cedar Homes Bespoke Trip Rate Study		
<b>Project No.:</b>	1504-23	<b>Report No.:</b>	1504-23/TN/01
<b>Client:</b>	Blue Cedar Homes Ltd		

	Prepared By:	Checked By:	Approved for issue
<b>Name</b>	S. Maloney	K. Stock	C. Rawlinson
<b>Signature</b>			
<b>Date</b>	August 2015	August 2015	August 2015

Issued by:

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- J Shaftesbury Trip Rates
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- L Wrington Trip Rates

# 1 INTRODUCTION

1.1 This Technical Note has been prepared by Transport Planning Associates (TPA) in order to derive bespoke multi-modal trip rates for Blue Cedar Homes developments, with reference to three established, fully occupied schemes. The schemes studied are as follows:

- Westfield Gardens in Budleigh Salterton;
- Castle Gardens in Shaftesbury; and
- Brook Gardens in Wroughton.

1.2 Blue Cedar Homes developments comprise individual homes that are designed to meet the needs of mature adults with freedom in their lifestyle choices. Blue Cedar Homes properties are offered for sale to the retirement market; and the permanent occupier or at least one spouse must be over the age of 55 (or 65 in some locations).

1.3 This Technical Note confirms that the multi-modal trip rates derived from each of the three sites are broadly similar.

1.4 It is intended that the trip rates provided within this Technical Note will be used in future planning applications for Blue Cedar Homes Ltd age restricted developments. The trip rates will help enable the impact of the proposed developments on the local highway network to be assessed accurately.

## 2 THE SURVEY SITES

### Westfield Gardens, Budleigh Salterton

- 2.1 Westfield Gardens is a development of 11 two bedroom, age restricted (over 55s), cottages (use class C3) located off Westfield Road, Budleigh Salterton, Devon. There are 22 allocated car parking spaces on site plus three visitor spaces. A photograph of the site is included at **Appendix A**.
- 2.2 The scheme was constructed in 2012 and fully occupied in December 2012. Vehicular access to the site is via electric gates operated by a key pad. There is a pedestrian gate alongside the vehicular access which can be accessed by anyone on foot. The site is managed by an Estates Manager who has an office on site.
- 2.3 The site has an area of 0.38 hectares with a housing density of approximately 28 dwellings per hectare. It is located within an existing residential area near the town centre approximately 300 metres to the north of the High Street. The site is located approximately 150 metres from bus stops which offer a ten minute frequency to local destinations in both directions. Buses serve the stops on weekdays and weekends. Destinations include Budleigh Salterton Hospital as well as Sidmouth and Exeter.
- 2.4 Based on the 2011 Census, there is a population of approximately 5,844 people within one mile of the site. Within this area there is an average car ownership of 1.3 cars per household in the local area, which relates to all people, not just retired people.
- 2.5 A summary sheet of the site parameters is included at **Appendix B**, and this is set out with reference to parameters also defined in the TRICS database, which is commonly used when examining development proposals.

### Castle Gardens, Shaftesbury

- 2.6 Castle Gardens is a development of nine houses and six apartments for over 55s located off Bimport, adjacent to Castle Hill in Shaftesbury, Dorset. There are 17 allocated parking spaces on site and three visitor spaces. A photograph of the site is included at **Appendix C**.
- 2.7 The scheme was constructed in 2013. The site is not yet fully occupied; however, the final plot has been reserved. Vehicular access to the site is via electric gates operated by a key pad. There is a pedestrian gate alongside the vehicular access to the east which can be accessed by anyone via foot. The site is managed by an Estates Manager who has an office on site.

- 2.8 The site has an area of 0.68 hectares with a housing density of approximately 22 dwellings per hectare. It is located within an existing residential area adjacent to a public park approximately 500 metres southwest of the centre of Shaftesbury. There are bus stops in the town centre which provide hourly services to Gillingham and services to Salisbury every one to two hours via various routes on weekdays and Saturdays.
- 2.9 Based on the 2011 Census, there is of approximately 1,694 households within the wards of Shaftesbury Central and Shaftesbury Underhill. Within this area there is an average car ownership of 1.2 cars per household in the local area, which relates to all people, not just retired people.
- 2.10 A summary sheet of the site parameters is included at **Appendix D**.

### **Brook Gardens, Wrington**

- 2.11 Brook Gardens is a development of 11 age restricted (over 65s), freehold homes located off Silver Street, Wrington, Somerset. There are 11 allocated car parking spaces on site plus three visitor spaces. A photograph of the site is included at **Appendix E**.
- 2.12 The scheme was constructed in 2012 and fully occupied in April 2014. Vehicular access to the site is via electric gates operated by a key pad. There is a pedestrian gate alongside the vehicular access which can be accessed by anyone on foot. The site is managed by an Estates Manager who has an office on site.
- 2.13 The site has an area of 0.364 hectares with a housing density of approximately 29 dwellings per hectare. It is located within an existing residential area near the village centre approximately 400 metres to the southeast of the main street, Broad Street. The site is located approximately 50 metres north of a bus stop which is served by the A2 bus service providing hourly services throughout the day to Weston Super-Mare, Nailsea, Bristol Airport, Portishead and Clevedon on weekdays and weekends.
- 2.14 Based on the 2011 Census, there is a approximately 1,234 households within the ward of Wrington. Within this area there is an average car ownership of 1.7 cars per household in the local area, which relates to all people, not just retired people.
- 2.15 A summary sheet of the site parameters is included at **Appendix F**.



### 3 SURVEY METHODOLOGY

3.1 An independent surveyor was commissioned to carry out Manual Classified Full Multi-Modal Surveys at each of the sites between 0600-2200 on a Wednesday and a Saturday. The dates of each survey are as follows:

Budleigh Salterton

- Wednesday 20<sup>th</sup> March 2013
- Saturday 16<sup>th</sup> March 2013

Shaftesbury

- Wednesday 1<sup>st</sup> July 2015
- Saturday 4<sup>th</sup> July 2015

Wrington

- Wednesday 1<sup>st</sup> July 2015
- Saturday 4<sup>th</sup> July 2015.

3.2 The following modes of transport were recorded:

- (i) Vehicles;
- (ii) Pedestrians;
- (iii) Cyclists;
- (iv) Vehicle Occupants;
- (v) HGVs (PSVs/OGVs); and
- (vi) Total People.

3.3 These categories reflect those used within the TRICS database and therefore offer a direct comparison. The surveys did not specifically record trips by public transport as the nearest bus stops were not visible from the site accesses.

## 4 MULTI-MODAL SURVEYS – BUDLEIGH SALTERTON

- 4.1 The survey results for the Budleigh Salterton site are included at **Appendix G** and a summary of the weekday and weekend survey results are provided below. Full 16 hour trip rates for the weekend and weekday surveys are included at **Appendix H**.

### **Weekday Survey – Wednesday 20<sup>th</sup> March 2013**

#### Vehicle Trips

- 4.2 The survey shows that there was one recorded departure by car in the typical AM peak hour (0800-0900) and one recorded arrival by car in the typical PM peak hour (1700-1800). This equates to a derived trip rate of 0.091 per dwelling in the AM peak and PM peak hours.
- 4.3 The busiest hour of vehicular trip generation at the site was 1500-1600 with four two-way vehicle trips (two arrivals and two departures); a trip rate per dwelling of 0.364 (0.182 arrivals and departures per dwelling).
- 4.4 On the survey day there were recorded to be 20 two-way vehicle trips generated by the site (i.e. 10 arrivals and 10 departures). This equates to a derived trip rate of 1.802 per dwelling per day (0.901 arrivals per dwelling and 0.901 departures per dwelling).

#### Pedestrian Trips

- 4.5 The survey shows that there was one arrival and one departure on foot in the typical AM peak hour (0800-0900). This equates to a derived trip rate of 0.182 per dwelling in the AM peak (i.e. 0.091 arrivals and 0.091 departures per dwelling). There were no pedestrian trips recorded in the typical PM peak hour (1700-1800).
- 4.6 There were recorded to be 17 two-way pedestrian trips generated by the site (i.e. 9 arrivals and 8 departures) throughout the day. This equates to a derived trip rate of 1.545 per dwelling per day (0.812 arrivals and 0.723 departures per dwelling).

#### Cycle Trips

- 4.7 The survey shows that there was one arrival and one departure by bicycle in the typical AM peak hour (0800-0900). This equates to a derived trip rate of 0.182 per dwelling (i.e. 0.091 arrivals and 0.091 departures per dwelling). There were no trips by bicycle recorded in the typical PM peak hour (1700-1800).

- 4.8 There were recorded to be three two-way cycle trips generated by the site (i.e. two arrivals and one departure) throughout the course of the 16 hour survey. This equates to a derived trip rate of 0.273 per dwelling per day (0.182 arrivals and 0.091 departures per dwelling).

#### Vehicle Occupants

- 4.9 The survey shows that there were no recorded vehicle occupants (in addition to car drivers) in the typical AM peak hour (0800-0900) or PM peak hour (1700-1800).
- 4.10 There were recorded to be eight two-way vehicle occupant trips generated by the site (i.e. three arrivals and five departures) throughout the day. This equates to a derived trip rate of 0.723 per dwelling per day (0.273 arrivals and 0.455 departures per dwelling).

#### Trips by HGVs

- 4.11 There were no recorded trips to or from the site by HGVs (including PSVs or OGVs) on the day of the survey.

### **Weekend Survey – Saturday 16<sup>th</sup> March 2013**

#### Vehicle Trips

- 4.12 The busiest hours of vehicular trip generation at the site are 1000-1100 and 1600-1700 with three two-way vehicle trips, a trip rate per dwelling of 0.273.
- 4.13 On the survey day there were recorded to be 12 two-way vehicle trips generated by the site (i.e. six arrivals and six departures). This equates to a derived trip rate of 1.090 per dwelling per day (0.545 arrivals and 0.545 departures per dwelling).

#### Pedestrian Trips

- 4.14 The busiest hours of trip generation on foot at the site was 0900-1000 with three departures, a trip rate per dwelling of 0.273.
- 4.15 There were recorded to be 10 two-way pedestrian trips generated by the site (three arrivals and seven departures) throughout the day. This equates to a derived trip rate of 0.909 per dwelling per day (0.273 arrivals per dwelling and 0.636 departures per dwelling).

#### Cycle Trips

- 4.16 The survey shows that there was one arrival and one departure by bicycle between 0800 and 0900. This equates to a derived trip rate of 0.182 per dwelling (i.e. 0.091 arrivals and 0.091 departures per dwelling). There were no other trips by bicycle recorded.

Vehicle Occupants

- 4.17 The busiest hours of trip generation for vehicle passengers was 1600-1700 with two arrivals (in addition to the driver), a trip rate per dwelling of 0.182.
- 4.18 There were recorded to be four two-way trips by vehicle occupants generated by the site (i.e. two arrivals and two departures) throughout the day. This equates to a derived trip rate of 0.364 per dwelling per day (0.182 arrivals and 0.182 departures per dwelling).

Trips by HGVs

- 4.19 There were no recorded trips to or from the site by HGVs (including PSVs or OGVs) on the day of the survey.

## 5 MULTI-MODAL SURVEYS – SHAFTESBURY

- 5.1 The survey results for the Shaftesbury site are included at **Appendix I** and a summary of the weekday and weekend survey results are provided below. Full 16 hour trip rates for the weekday and the weekend surveys are included at **Appendix J**.

### **Weekday Survey – Wednesday 1<sup>st</sup> July 2015**

#### Vehicle Trips

- 5.2 The survey shows that there was one recorded arrival and one recorded departure by car in the typical AM peak hour (0800-0900) and no recorded arrivals or departures by car in the typical PM peak hour (1700-1800). This equates to a derived trip rate of 0.133 per dwelling in the AM peak hour and a trip rate of 0.000 in the PM peak hour.
- 5.3 The busiest hour of vehicular trip generation at the site was 1400-1500 with five arrivals and no departures; a derived trip rate per dwelling of 0.333.
- 5.4 On the survey day there were recorded to be 19 vehicle trips generated by the site (i.e. 10 arrivals and 9 departures). This equates to a derived trip rate of 1.267 per dwelling per day (0.667 arrivals and 0.600 departures per dwelling).

#### Pedestrian Trips

- 5.5 The survey shows that there were no arrivals or departures on foot in the typical AM or PM peak hours (0800-0900 and 1700-1800).
- 5.6 There were recorded to be 24 pedestrian trips generated by the site (i.e. 10 arrivals and 14 departures) throughout the day. This equates to a derived trip rate of 1.600 per dwelling per day (0.667 arrivals and 0.933 departures per dwelling).

#### Cycle Trips

- 5.7 The survey shows that there was one arrival and one departure by bicycle in the typical AM peak hour (0800-0900). This equates to a derived trip rate of 0.133 per dwelling (i.e. 0.067 arrivals per dwelling and 0.067 departures per dwelling). There were no trips by bicycle recorded elsewhere through the day.

Vehicle Occupants

- 5.8 The survey shows that there was one recorded vehicle occupant arrival and one departure (in addition to car drivers) in the typical AM peak hour (0800-0900). This equates to a derived trip rate of 0.133 arrivals per dwelling per day (i.e. 0.67 arrivals and 0.067 departures per dwelling). There were no recorded vehicle occupant trips in PM peak hour (1700-1800).
- 5.9 There were recorded to be 24 two-way vehicle occupant trips generated by the site (i.e. 13 arrivals and 11 departures) throughout the day. This equates to a derived trip rate of 1.600 per dwelling per day (0.867 arrivals and 0.733 departures per dwelling).

Trips by HGVs

- 5.10 There were no recorded trips to or from the site by HGVs (including PSVs or OGVs) on the day of the survey.

**Weekend Survey – Saturday 4<sup>th</sup> July 2015**Vehicle Trips

- 5.11 The busiest hour of vehicular trip generation at the site is 1200-1300 with three arrivals and three departures; a trip rate per dwelling of 0.400.
- 5.12 On the survey day there were recorded to be 18 vehicle trips generated by the site (eight arrivals and ten departures). This equates to a derived trip rate of 1.200 per dwelling per day (0.533 arrivals and 0.667 departures per dwelling).

Pedestrian Trips

- 5.13 The busiest hours of trip generation on foot at the site was 0900-1000 with four arrivals and four departures, a trip rate per dwelling of 0.533.
- 5.14 There were recorded to be 20 two-way pedestrian trips generated by the site (ten arrivals and ten departures) throughout the day. This equates to a derived trip rate of 1.333 per dwelling per day (0.667 arrivals and 0.667 departures per dwelling).

Cycle Trips

- 5.15 There were no recorded trips to or from the site by bicycle on the day of the survey.

Vehicle Occupants

- 5.16 The busiest hours of trip generation for vehicle passengers was 1200-1300 with four arrivals and three departures (in addition to the driver), a trip rate per dwelling of 0.467.
- 5.17 There were recorded to be 26 two-way trips by vehicle occupants (i.e. 12 arrivals and 14 departures) throughout the day. This equates to a derived trip rate of 1.733 per dwelling per day (0.800 arrivals and 0.933 departures per dwelling).

Trips by HGVs

- 5.18 There were no recorded trips to or from the site by HGVs (including PSVs or OGVs) on the day of the survey.

## 6 MULTI-MODAL SURVEYS - WRINGTON

- 6.1 The survey results from the Wrington site are included at **Appendix K** and a summary of the weekday and weekend survey results are provided below. Full 16 hour trip rates for the weekday and weekend surveys are included at **Appendix L**.

### **Weekday Survey – Wednesday 1<sup>st</sup> July 2015**

#### Vehicle Trips

- 6.2 The survey shows that there were two recorded departures by car in the typical AM peak hour (0800-0900) and two recorded departures by car in the typical PM peak hour (1700-1800). There were no recorded arrivals in these time periods. This equates to a derived trip rate of 0.182 per dwelling in the AM and PM peak hours.
- 6.3 The busiest hour of vehicular trip generation at the site was 0900-1000 with five trips (one arrival and four departures); a derived trip rate per dwelling of 0.455.
- 6.4 On the survey day there were recorded to be 29 vehicle trips generated by the site (i.e. 14 arrivals and 15 departures). This equates to a derived trip rate of 2.636 per dwelling per day (1.273 arrivals and 1.364 departures per dwelling).

#### Pedestrian Trips

- 6.5 The survey shows that there was one recorded arrival and one recorded departure on foot in the typical AM peak hour (0800-0900). There were no pedestrian trips recorded in the typical PM peak hour (1700-1800). This equates to a derived trip rate of 0.182 trips in the AM peak hour (0800-0900).
- 6.6 There were recorded to be 12 pedestrian trips generated by the site (i.e. 6 arrivals and 6 departures) throughout the day. This equates to a derived trip rate of 1.091 per dwelling per day (0.545 arrivals and 0.545 departures per dwelling).

#### Cycle Trips

- 6.7 The survey shows that there were no arrivals or departures by bicycle in the typical AM peak hour (0800-0900) or PM peak hour (1700-1800).
- 6.8 There were recorded to be two cycle trips generated by the site (i.e. one arrivals and one departure) throughout the course of the 16 hour survey. This equates to a derived trip rate of 0.182 per dwelling per day (0.091 arrivals and 0.091 departures per dwelling).



Vehicle Occupants

- 6.9 The survey shows that there were four recorded vehicle occupant departures (in addition to car drivers) in the typical AM peak hour (0800-0900) and four in the typical PM peak hour (1700-1800). This equates to a derived trip rate of 0.364 departures per dwelling per day in the AM and PM peak periods.
- 6.10 There were recorded to be 42 two-way vehicle occupant trips generated by the site (i.e. 20 arrivals and 22 departures) throughout the day. This equates to a derived trip rate of 3.818 per dwelling per day (1.818 arrivals and 2.000 departures per dwelling).

Trips by HGVs

- 6.11 There were no recorded trips to or from the site by HGVs (including PSVs or OGVs) on the day of the survey.

**Weekend Survey – Saturday 4<sup>th</sup> July 2015**Vehicle Trips

- 6.12 The busiest hours of vehicular trip generation at the site were 1800-1900 and 2100-2200 with three vehicle trips (i.e one arrival and two departures in each hour), a trip rate per dwelling of 0.273.
- 6.13 On the survey day there were recorded to be 16 vehicle trips generated by the site (eight arrivals and eight departures). This equates to a derived trip rate of 1.455 per dwelling per day (0.727 arrivals and 0.727 departures per dwelling).

Pedestrian Trips

- 6.14 The busiest hours of trip generation on foot at the site was 0800-0900 with three arrivals and two departures, a trip rate per dwelling of 0.455.
- 6.15 There were recorded to be 25 two-way pedestrian trips generated by the site (14 arrivals and 11 departures) throughout the day. This equates to a derived trip rate of 2.273 per dwelling per day (1.273 arrivals and 1.000 departures per dwelling).

Cycle Trips

- 6.16 There were no recorded trips to or from the site by pedal cycle on the day of the survey.

Vehicle Occupants

- 6.17 The busiest hours of trip generation for vehicle passengers was 1800-1900 with one arrival and four departures (in addition to the driver), a trip rate per dwelling of 0.455.
- 6.18 There were recorded to be 26 two-way trips by vehicle occupants generated by the site (i.e. 13 arrivals and 13 departures) throughout the day. This equates to a derived trip rate of 2.364 per dwelling per day (1.182 arrivals and 1.182 departures per dwelling).

Trips by HGVs

- 6.19 There were no recorded trips to or from the site by HGVs (including PSVs or OGVs) on the day of the survey.

## 7 SITE COMPARISON

7.1 **Tables 7.1 to 7.3** below show a comparison between the multi-modal; trip rates derived from each of the sites.

Table 7.1: Comparison of Trip Rates - vehicle trips rates

<b><u>Vehicles</u></b>	<b>Budleigh Salterton</b>	<b>Shaftesbury</b>	<b>Wrington</b>
Weekday Typical AM Peak (0800-0900)	0.091	0.133	0.182
Weekday Typical PM Peak (1700-1800)	0.091	0.000	0.182
Weekday Peak Hour	0.364	0.333	0.455
Weekend Peak Hour	0.273	0.400	0.273

Table 7.2: Comparison of Trip Rates - Pedestrians

<b><u>Pedestrians</u></b>	<b>Budleigh Salterton</b>	<b>Shaftesbury</b>	<b>Wrington</b>
Weekday Typical AM Peak (0800-0900)	0.182	0.000	0.182
Weekday Typical PM Peak (1700-1800)	0.000	0.000	0.000
Weekend Peak	0.273	0.533	0.455

Table 7.3: Comparison of Trip Rates – Cycles

<b><u>Cyclists</u></b>	<b>Budleigh Salterton</b>	<b>Shaftesbury</b>	<b>Wrington</b>
Weekday Typical AM Peak (0800-0900)	0.182	0.133	0.000
Weekday Typical PM Peak (1700-1800)	0.000	0.000	0.000
Weekend Peak	0.182	0.000	0.000

Table 7.4: Comparison of Trip Rates - Vehicle Occupants

<b><u>Vehicle Occupants</u></b>	<b>Budleigh Salterton</b>	<b>Shaftesbury</b>	<b>Wrington</b>
Weekday Typical AM Peak (0800-0900)	0.000	0.133	0.364
Weekday Typical PM Peak (1700-1800)	0.000	0.000	0.364
Weekend Peak	0.182	0.467	0.455

- 7.2 Based on the derived trip rates, it is concluded that the numbers of trips associated with the three sites are broadly similar. As such these trip rates are considered suitable for use in forecasting trip generation of Blue Cedar Homes sites in the future.

## 8 SUMMARY & CONCLUSIONS

- 8.1 This Technical Note has been prepared by Transport Planning Associates (TPA) in order to set out a bespoke multi-modal trip rate for Blue Cedar Homes developments, with reference to three established, fully occupied schemes in Budleigh Salterton, Shaftesbury and Wrington.
- 8.2 Multi-modal surveys on both a weekday and weekend day at each site confirm trip rates by all modes are low in real terms.
- 8.3 It is concluded that the trip rates by all modes are broadly similar across all three sites. .
- 8.4 It is finally concluded that the trip rates provided within this Technical Note are therefore appropriate for use in future planning applications for Blue Cedar Homes Ltd age restricted developments to help enable the impact of the proposed developments on the local highway network to be assessed accurately.

# APPENDIX A



# APPENDIX B



SITE DETAILS FOR WESTFIELD GARDENS, BUDLEIGH SALTERTON

Survey Type	Multi-Modal
Site Name	Westfield Gardens
Open since	2012
Region / Area	East Devon
Description	Age Restricted
Street	Westfield Road
District	East Devon
Town	Budleigh Salterton
Postcode	EX9 6AZ
Location	Edge of Town Centre
Location sub Category	Residential Zone
Use Class	C3
Population within one mile	5,844
Car Ownership within one mile	1.3
Is site associated with a Travel Plan?	No
Are there any plans to implement a Travel Plan?	No
Is the location of the site hilly or flat?	Hilly
Site Area	0.38 hectares
Number of dwellings	11
Occupied Units	11
Housing Density	28
Total Bedrooms	22
Is there at least one bus (or tram) stop within 400m of the site frontage?	Yes
Where it is necessary to cross a road between the development and the stop is there a conveniently placed crossing facility?	No
Are there at least two buses per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5km radius (Mon-Sat)?	Yes

Public Transport Provision Summary

Day	Period	Total Buses within 400m
Monday - Friday	0700-1900	21
Monday - Friday	0700-1000	66
Monday - Friday	1600-1900	14
Saturday	0700-1900	48
Sunday	0700-1900	18

Public Transport Service Characteristics

Destination (town/area)	Number per Hour	Approx Journey Time
Sidmouth	2	40 minutes
Exmouth	2	13 minutes
Exeter	2	51 minutes
Budleigh Salterton Hospital	2	13 minutes

# APPENDIX C



# APPENDIX D

SITE DETAILS FOR CASTLE GARDENS, SHAFTESBURY

Survey Type	Multi-Modal
Site Name	Castle Gardens
Open since	2013
Region / Area	Dorset
Description	Age Restricted
Street	Bimport
District	North Dorset
Town	Shaftesbury
Postcode	SP7 8BA
Location	Southwest of village centre
Location sub Category	Residential Zone
Use Class	C3
Population within one mile	2,633
Car Ownership within one mile	1.64
Is site associated with a Travel Plan?	No
Are there any plans to implement a Travel Plan?	No
Is the location of the site hilly or flat?	Flat
Site Area	0.68 hectares
Number of dwellings	15
Occupied Units	14
Housing Density	22
Total Bedrooms	
Is there at least one bus (or tram) stop within 400m of the site frontage?	No
Where it is necessary to cross a road between the development and the stop is there a conveniently placed crossing facility?	No
Are there at least two buses per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5km radius (Mon-Sat)?	Yes

Public Transport Provision Summary

Day	Period	Total Buses within 400m
Monday - Friday	0700-1900	0
Monday - Friday	0700-1000	0
Monday - Friday	1600-1900	0
Saturday	0700-1900	0
Sunday	0700-1900	0

Public Transport Service Characteristics

Destination (town/area)	Number per Hour	Approx Journey Time
Salisbury	Every 2 hours	75-90 minutes
Gillingham	1	30 minutes

# APPENDIX E



# APPENDIX F



SITE DETAILS FOR BROOK GARDENS, WRINGTON

Survey Type	Multi-Modal
Site Name	Brook Gardens
Open since	2012-2013
Region / Area	North Somerset
Description	Age Restricted
Street	Silver Street
District	North Somerset
Town	Wrington
Postcode	BS40 5QN
Location	Southeast of village centre
Location sub Category	Residential Zone
Use Class	C3
Population within one mile	2,633
Car Ownership within one mile	1.64
Is site associated with a Travel Plan?	No
Are there any plans to implement a Travel Plan?	No
Is the location of the site hilly or flat?	Flat
Site Area	0.38 hectares
Number of dwellings	11
Occupied Units	11
Housing Density	28
Total Bedrooms	22
Is there at least one bus (or tram) stop within 400m of the site frontage?	Yes
Where it is necessary to cross a road between the development and the stop is there a conveniently placed crossing facility?	No
Are there at least two buses per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5km radius (Mon-Sat)?	No

Public Transport Provision Summary

Day	Period	Total Buses within 400m
Monday - Friday	0700-1900	24
Monday - Friday	0700-1000	6
Monday - Friday	1600-1900	6
Saturday	0700-1900	24
Sunday	0700-1900	8

Public Transport Service Characteristics

Destination (town/area)	Number per Hour	Approx Journey Time
Bristol International Airport	1	14 minutes
Weston Super Mare	1	45 minutes

# APPENDIX G

Junction: Westfield Road / Residential Access

Approach: Residential Access

TIME	INS							OUTS						
	CAR	OCCUPANTS	PEDESTRAINS	P/CYCLE	HGV	TAXI	TOTAL	CAR	OCCUPANTS	PEDESTRAINS	P/CYCLE	HGV	TAXI	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0800 - 0815	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	1	0	0	1	0	0	0	1	0	0	1
0845 - 0900	0	0	1	0	0	0	1	1	1	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
0900 - 0915	1	1	1	1	0	0	4	0	0	0	0	0	0	0
0915 - 0930	0	0	1	0	0	0	1	1	2	2	0	0	0	5
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
1000 - 1015	1	2	0	0	0	0	3	0	0	0	0	0	0	0
1015 - 1030	1	1	0	0	0	0	2	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	1	2	0	0	0	0	3
1045 - 1100	0	0	0	0	0	0	0	0	0	2	0	0	0	2
<b>Hourly Total</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
1100 - 1115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1145 - 1200	1	2	0	0	0	0	3	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	1	1	0	0	0	0	2
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	1	2	0	0	0	0	3	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1400 - 1415	0	0	0	0	0	0	0	1	2	0	0	0	0	3
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	1	1	1	0	0	0	3	1	2	0	0	0	0	3
1445 - 1500	0	0	0	0	0	0	0	0	0	1	0	0	0	1
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
1500 - 1515	1	1	0	0	0	0	2	0	0	0	0	0	0	0
1515 - 1530	1	1	1	0	0	0	3	2	3	0	0	0	0	5
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700 - 1715	1	1	0	0	0	0	2	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	1	1	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	1	1	0	0	0	0	2
1945 - 2000	0	0	1	0	0	0	1	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	1	1	0	0	0	0	2	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>10</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>10</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>34</b>

Junction: Westfield Road / Residential Access

Approach: Residential Access

TIME	INS							OUTS						
	CAR	OCCUPANTS	PEDESTRAINS	P/CYCLE	HGV	TAXI	TOTAL	CAR	OCCUPANTS	PEDESTRAINS	P/CYCLE	HGV	TAXI	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	1	1	0	0	2	0	0	1	1	0	0	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0930 - 0945	0	0	0	0	0	0	0	1	2	0	0	0	0	3
0945 - 1000	0	0	0	0	0	0	0	0	2	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
1000 - 1015	0	0	0	0	0	0	0	2	3	0	0	0	0	5
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	1	1	0	0	0	0	2	0	0	1	0	0	0	1
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	1	1	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	1	1	0	0	0	0	2
1230 - 1245	1	1	0	0	0	0	2	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	1	1	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1400 - 1415	1	1	0	0	0	0	2	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	1	0	0	0	1
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1600 - 1615	1	1	0	0	0	0	2	0	0	0	0	0	0	0
1615 - 1630	1	2	0	0	0	0	3	0	0	0	0	0	0	0
1630 - 1645	1	2	0	0	0	0	3	0	0	1	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>22</b>

# APPENDIX H

Time	Trip Rates							
	Cars		Pedestrians		Pedal Cycle		HGV	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
0600 - 0700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0700 - 0800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0800 - 0900	0.000	0.091	0.091	0.091	0.091	0.091	0.000	0.000
0900 - 1000	0.091	0.091	0.182	0.182	0.091	0.000	0.000	0.000
1000 - 1100	0.182	0.091	0.000	0.182	0.000	0.000	0.000	0.000
1100 - 1200	0.091	0.000	0.091	0.091	0.000	0.000	0.000	0.000
1200 - 1300	0.000	0.091	0.091	0.091	0.000	0.000	0.000	0.000
1300 - 1400	0.091	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1400 - 1500	0.091	0.182	0.091	0.091	0.000	0.000	0.000	0.000
1500 - 1600	0.182	0.182	0.091	0.000	0.000	0.000	0.000	0.000
1600 - 1700	0.000	0.000	0.091	0.000	0.000	0.000	0.000	0.000
1700 - 1800	0.091	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1800 - 1900	0.000	0.091	0.000	0.000	0.000	0.000	0.000	0.000
1900 - 2000	0.000	0.091	0.091	0.000	0.000	0.000	0.000	0.000
2000 - 2100	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2100 - 2200	0.091	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DAILY	0.909	0.909	0.818	0.727	0.182	0.091	0.000	0.000

Time	Trip Rates							
	Cars		Pedestrians		Pedal Cycle		HGV	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
0600 - 0700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0700 - 0800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0800 - 0900	0.000	0.000	0.091	0.091	0.091	0.091	0.000	0.000
0900 - 1000	0.000	0.091	0.000	0.273	0.000	0.000	0.000	0.000
1000 - 1100	0.091	0.182	0.000	0.091	0.000	0.000	0.000	0.000
1100 - 1200	0.000	0.091	0.091	0.000	0.000	0.000	0.000	0.000
1200 - 1300	0.091	0.091	0.000	0.000	0.000	0.000	0.000	0.000
1300 - 1400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1400 - 1500	0.091	0.000	0.000	0.091	0.000	0.000	0.000	0.000
1500 - 1600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1600 - 1700	0.273	0.000	0.000	0.091	0.000	0.000	0.000	0.000
1700 - 1800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1800 - 1900	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1900 - 2000	0.000	0.000	0.091	0.000	0.000	0.000	0.000	0.000
2000 - 2100	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2100 - 2200	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DAILY	0.545	0.455	0.273	0.636	0.091	0.091	0.000	0.000

# APPENDIX I





Shaftesbury - Manual Traffic Survey, Wednesday 1st July 2015

TIME	INS								OUTS							
	Car	Occ	Peds	P/Cyc	LGV	Taxi	HGV	TOTAL	Car	Occ	Peds	P/Cyc	LGV	Taxi	HGV	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
0845 - 0900	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	1	1	0	1	0	0	0	3	1	1	0	1	0	0	0	3
0900 - 0915	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
1000 - 1015	1	1	0	0	0	0	0	2	2	3	0	0	0	0	0	5
1015 - 1030	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
1030 - 1045	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
1045 - 1100	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	1	1	2	0	0	0	0	4	2	3	4	0	0	0	0	9
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1145 - 1200	1	1	0	0	0	0	0	2	2	2	1	0	0	0	0	5
<b>Hourly Total</b>	2	3	0	0	0	0	0	5	2	2	1	0	0	0	0	5
1200 - 1215	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	7
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1245 - 1300	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
<b>Hourly Total</b>	0	0	1	0	0	0	0	1	2	3	5	0	0	0	0	10
1300 - 1315	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
1315 - 1330	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
1330 - 1345	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	1	1	1	0	0	0	0	3	2	2	0	0	0	0	0	4
1400 - 1415	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1430 - 1445	3	5	0	0	0	0	0	8	0	0	0	0	0	0	0	0
1445 - 1500	2	2	1	0	0	0	0	5	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	5	7	4	0	0	0	0	16	0	0	1	0	0	0	0	1
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>10</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>9</b>	<b>11</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>

TIME	INS								OUTS							
	Car	Occ	Peds	P/Cyc	LGV	Taxi	HGV	TOTAL	Car	Occ	Peds	P/Cyc	LGV	Taxi	HGV	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	1	0	0	0	0	1	1	1	1	0	0	0	0	3
0930 - 0945	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
0945 - 1000	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
1000 - 1015	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1015 - 1030	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
1030 - 1045	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1045 - 1100	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
1100 - 1115	2	3	1	0	0	0	0	6	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
1130 - 1145	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1200 - 1215	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
1215 - 1230	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
1300 - 1315	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	1	1	1	0	0	0	0	3	0	0	1	0	0	0	0	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
1400 - 1415	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	1	0	0	0	0	1	1	2	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1600 - 1615	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>TOTAL</b>	<b>8</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>

# APPENDIX J

Time	Trip Rates														
	Cars			Pedestrians			Pedal Cycle			Occupants			HGV		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
0600 - 0700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0700 - 0800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0800 - 0900	0.067	0.067	0.133	0.000	0.000	0.000	0.067	0.067	0.133	0.067	0.067	0.133	0.000	0.000	0.000
0900 - 1000	0.000	0.000	0.000	0.133	0.133	0.267	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1000 - 1100	0.067	0.133	0.200	0.133	0.267	0.400	0.000	0.000	0.000	0.067	0.200	0.267	0.000	0.000	0.000
1100 - 1200	0.133	0.133	0.267	0.000	0.067	0.067	0.000	0.000	0.000	0.200	0.133	0.333	0.000	0.000	0.000
1200 - 1300	0.000	0.133	0.133	0.067	0.333	0.400	0.000	0.000	0.000	0.000	0.200	0.200	0.000	0.000	0.000
1300 - 1400	0.067	0.133	0.200	0.067	0.000	0.067	0.000	0.000	0.000	0.067	0.133	0.200	0.000	0.000	0.000
1400 - 1500	0.333	0.000	0.333	0.267	0.067	0.333	0.000	0.000	0.000	0.467	0.000	0.467	0.000	0.000	0.000
1500 - 1600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1600 - 1700	0.000	0.000	0.000	0.000	0.067	0.067	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1700 - 1800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1800 - 1900	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1900 - 2000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2000 - 2100	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2100 - 2200	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DAILY	0.667	0.600	1.267	0.667	0.933	1.600	0.067	0.067	0.133	0.867	0.733	1.600	0.000	0.000	0.000

Time	Trip Rates														
	Cars			Pedestrians			Pedal Cycle			Occupants			HGV		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
0600 - 0700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0700 - 0800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0800 - 0900	0.000	0.067	0.067	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.133	0.133	0.000	0.000	0.000
0900 - 1000	0.000	0.133	0.133	0.267	0.267	0.533	0.000	0.000	0.000	0.000	0.133	0.133	0.000	0.000	0.000
1000 - 1100	0.000	0.133	0.133	0.000	0.133	0.133	0.000	0.000	0.000	0.000	0.267	0.267	0.000	0.000	0.000
1100 - 1200	0.133	0.067	0.200	0.133	0.000	0.133	0.000	0.000	0.000	0.200	0.067	0.267	0.000	0.000	0.000
1200 - 1300	0.200	0.200	0.400	0.000	0.000	0.000	0.000	0.000	0.000	0.267	0.200	0.467	0.000	0.000	0.000
1300 - 1400	0.133	0.000	0.133	0.067	0.067	0.133	0.000	0.000	0.000	0.200	0.000	0.200	0.000	0.000	0.000
1400 - 1500	0.000	0.067	0.067	0.067	0.067	0.133	0.000	0.000	0.000	0.000	0.133	0.133	0.000	0.000	0.000
1500 - 1600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1600 - 1700	0.067	0.000	0.067	0.000	0.000	0.000	0.000	0.000	0.000	0.133	0.000	0.133	0.000	0.000	0.000
1700 - 1800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1800 - 1900	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1900 - 2000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2000 - 2100	0.000	0.000	0.000	0.067	0.067	0.133	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2100 - 2200	0.000	0.000	0.000	0.067	0.067	0.133	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DAILY	0.533	0.667	1.200	0.667	0.667	1.333	0.000	0.000	0.000	0.800	0.933	1.733	0.000	0.000	0.000

# APPENDIX K

TIME	INS								OUTS							
	Car	Occ	Peds	P/Cyc	LGV	Taxi	HGV	TOTAL	Car	Occ	Peds	P/Cyc	LGV	Taxi	HGV	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0700 - 0715	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4
0830 - 0845	0	0	1	0	1	0	0	2	1	2	0	0	1	0	0	4
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
0900 - 0915	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5
0915 - 0930	1	1	0	0	0	0	0	2	1	2	0	0	0	0	0	3
0930 - 0945	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
1030 - 1045	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1045 - 1100	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1100 - 1115	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
1115 - 1130	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
1200 - 1215	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	1	2	0	0	0	0	0	3	1	1	0	0	0	0	0	2
1245 - 1300	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
<b>Hourly Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	2	4	0	0	0	0	0	6	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
<b>Hourly Total</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	2	3	1	0	0	0	0	6	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
1545 - 1600	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	6
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1930 - 1945	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
2100 - 2115	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>TOTAL</b>	<b>14</b>	<b>20</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>15</b>	<b>22</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>48</b>



Wrington - Manual Traffic Survey, Saturday 4th July 2015

TIME	INS								OUTS							
	Car	Occ	Peds	P/Cyc	LGV	Taxi	HGV	TOTAL	Car	Occ	Peds	P/Cyc	LGV	Taxi	HGV	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0700 - 0715	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
0800 - 0815	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
0815 - 0830	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	1	0	0	0	0	1	1	2	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1030 - 1045	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
1045 - 1100	1	2	0	0	1	0	0	4	0	0	0	0	1	0	0	1
<b>Hourly Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>
1100 - 1115	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200 - 1215	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	1	2	1	0	0	0	0	4	0	0	3	0	0	0	0	3
<b>Hourly Total</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
1600 - 1615	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700 - 1715	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1715 - 1730	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800 - 1815	1	1	0	0	0	0	0	2	1	2	0	0	0	0	0	3
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2030 - 2045	1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
2100 - 2115	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	1	1	2	0	0	0	0	4	1	1	0	0	0	0	0	2
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>TOTAL</b>	<b>8</b>	<b>13</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>8</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>34</b>



# APPENDIX L

Time	Trip Rates														
	Cars			Pedestrians			Pedal Cycle			Vehicle Occupants			HGV		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
0600 - 0700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0700 - 0800	0.091	0.000	0.091	0.000	0.000	0.000	0.091	0.091	0.182	0.091	0.000	0.091	0.000	0.000	0.000
0800 - 0900	0.000	0.182	0.182	0.091	0.091	0.182	0.000	0.000	0.000	0.000	0.364	0.364	0.000	0.000	0.000
0900 - 1000	0.091	0.364	0.455	0.000	0.000	0.000	0.000	0.000	0.000	0.091	0.545	0.636	0.000	0.000	0.000
1000 - 1100	0.273	0.091	0.364	0.000	0.000	0.000	0.000	0.000	0.000	0.273	0.091	0.364	0.000	0.000	0.000
1100 - 1200	0.091	0.182	0.273	0.000	0.000	0.000	0.000	0.000	0.000	0.182	0.182	0.364	0.000	0.000	0.000
1200 - 1300	0.091	0.182	0.273	0.000	0.000	0.000	0.000	0.000	0.000	0.182	0.273	0.455	0.000	0.000	0.000
1300 - 1400	0.182	0.000	0.182	0.000	0.000	0.000	0.000	0.000	0.000	0.364	0.000	0.364	0.000	0.000	0.000
1400 - 1500	0.182	0.091	0.273	0.091	0.000	0.091	0.000	0.000	0.000	0.273	0.091	0.364	0.000	0.000	0.000
1500 - 1600	0.091	0.091	0.182	0.000	0.091	0.091	0.000	0.000	0.000	0.091	0.091	0.182	0.000	0.000	0.000
1600 - 1700	0.091	0.000	0.091	0.000	0.000	0.000	0.000	0.000	0.000	0.091	0.000	0.091	0.000	0.000	0.000
1700 - 1800	0.000	0.182	0.182	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.364	0.364	0.000	0.000	0.000
1800 - 1900	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1900 - 2000	0.000	0.000	0.000	0.364	0.000	0.364	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2000 - 2100	0.091	0.000	0.091	0.000	0.000	0.000	0.000	0.000	0.000	0.182	0.000	0.182	0.000	0.000	0.000
2100 - 2200	0.000	0.000	0.000	0.000	0.364	0.364	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DAILY	1.273	1.364	2.636	0.545	0.545	1.091	0.091	0.091	0.182	1.818	2.000	3.818	0.000	0.000	0.000

Time	Trip Rates														
	Cars			Pedestrians			Pedal Cycle			Vehicle Occupants			HGV		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
0600 - 0700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0700 - 0800	0.000	0.091	0.091	0.000	0.182	0.182	0.000	0.000	0.000	0.000	0.091	0.091	0.000	0.000	0.000
0800 - 0900	0.000	0.000	0.000	0.273	0.182	0.455	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0900 - 1000	0.000	0.091	0.091	0.182	0.000	0.182	0.000	0.000	0.000	0.000	0.182	0.182	0.000	0.000	0.000
1000 - 1100	0.091	0.091	0.182	0.000	0.091	0.091	0.000	0.000	0.000	0.182	0.182	0.364	0.000	0.000	0.000
1100 - 1200	0.000	0.000	0.000	0.091	0.000	0.091	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1200 - 1300	0.000	0.091	0.091	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.182	0.182	0.000	0.000	0.000
1300 - 1400	0.182	0.000	0.182	0.000	0.000	0.000	0.000	0.000	0.000	0.273	0.000	0.273	0.000	0.000	0.000
1400 - 1500	0.000	0.000	0.000	0.000	0.182	0.182	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1500 - 1600	0.091	0.000	0.091	0.091	0.273	0.364	0.000	0.000	0.000	0.182	0.000	0.182	0.000	0.000	0.000
1600 - 1700	0.000	0.000	0.000	0.182	0.000	0.182	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1700 - 1800	0.091	0.000	0.091	0.182	0.000	0.182	0.000	0.000	0.000	0.091	0.000	0.091	0.000	0.000	0.000
1800 - 1900	0.091	0.182	0.273	0.000	0.000	0.000	0.000	0.000	0.000	0.091	0.364	0.455	0.000	0.000	0.000
1900 - 2000	0.000	0.000	0.000	0.000	0.091	0.091	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2000 - 2100	0.091	0.000	0.091	0.091	0.000	0.091	0.000	0.000	0.000	0.273	0.000	0.273	0.000	0.000	0.000
2100 - 2200	0.091	0.182	0.273	0.182	0.000	0.182	0.000	0.000	0.000	0.091	0.182	0.273	0.000	0.000	0.000
DAILY	0.727	0.727	1.455	1.273	1.000	2.273	0.000	0.000	0.000	1.182	1.182	2.364	0.000	0.000	0.000