

Marlas Farm,
North Cornelly,
Pyle



Transport Statement

David and Gaina Morgan

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1 Introduction

1.1.1 Lime Transport has been commissioned by David and Gaina Morgan to produce a Transport Statement in support of a planning application for the development of up to 24 residential dwellings on land to the west of Marlas Farm, North Cornelly, Bridgend.

1.1.2 The purpose of this report is to review the existing conditions within the vicinity of the site, identify the likely transport characteristics of the potential development, and to develop a suitable access strategy.

1.1.3 The site is located in North Cornelly, within Bridgend County Borough Council, and is bounded by:

- Marlas farm to the east;
- Ysgol Gynradd Afon-Y-Felin Primary School to the south;
- Ffordd Yr Ehedydd residential development to west; and,
- Marlas Road to the north

1.1.4 The location of the site is shown in **Figure 1.1** below.



Figure 1.1 Site location

1.1.5 The site is located within the settlement boundary of North Cornelly as defined by Policy PLA1 of the Bridgend Local Development Plan (LDP).

1.2 Planning history

1.2.1 A pre-application submission for the site was submitted to the Local Highway Authority (LHA) in April (2021), which included a Draft Transport Statement. Following a meeting on-site, the LHA produced a pre-application response in response to the proposed residential development.

1.2.2 The main points raised within the pre-application response included that:

- A full Transport Assessment will be required to understand the impact of the development on the signalised junction on Marlas Road.
- The visibility splays at the site access onto Marlas Road should be achieved in both the vertical plane and the horizontal plane, due to the topography of the road;
- A white lining scheme around the proposed junction needs to be provided to ensure vehicles do not take the central position on the road when passing the site.
- A Transport Implementation Strategy is required to include both soft and hard measures to ensure that the development does not result in a reliance on the private motor vehicle.
- Parking should be provided as per the adopted parking standards SPG17
- Each property should include safe cycle parking within the garage or shed as per the requirements of the active travel act.
- Footways within the development should measure 1.8m wide to encourage walking and cycling.
- Any shared use route extending beyond the red line boundary to link with existing walking and cycling routes should measure 3m within a 4 metre corridor.
- As part of the proposed development, on-site improvements will be required including:
 - widening the signalised junction with Marlas Road to avoid any vehicular conflicts at this point; and,
 - provide a pedestrian crossing between the proposed active travel route and the eastern footpath alongside Marlas Road.
- Stage 1 Road Safety Audit – with designers response on access associated changed to highway to be submitted as part of the planning application.

1.2.3 The pre-planning response stated that *'the principle of a residential development on this site is acceptable in general although the issue of access would need to be resolved before finalising the design and layout of the scheme'*.

1.2.4 A meeting was held on site on 19th May 2021, and the access proposals have been updated to reflect the discussions with the Local Planning and Highway Authority as set out in their pre-app response outlined in **Appendix A**.

1.2.5 This report has been updated to respond to the comments raised by the LHA in June 2021.

1.3 Structure of the report

1.3.1 Following this introductory section, this report is structured as follows:

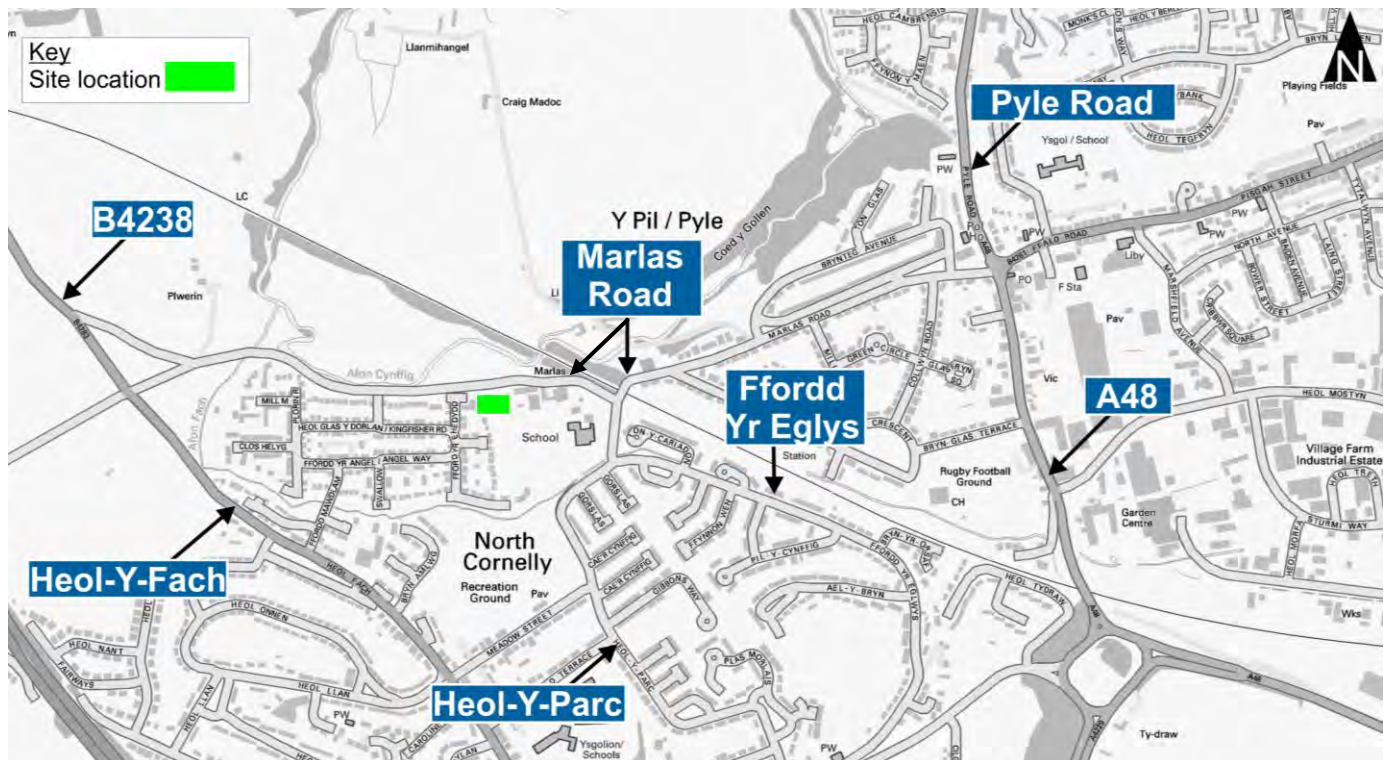
- Section 2 considers the sustainability of the site in terms of its location, access to local facilities and amenities, and sets out the results of traffic surveys carried out along Marlas Road to the north of the site;
- Section 3 sets out the development proposals and access arrangements;
- Section 4 predicts the travel characteristics for the proposed development;
- Section 5 outlines the impact of the proposed development on the local highway network;
- Section 6 outlines the Transportation Implementation Strategy; and,
- Section 7 summaries the report

2 Existing situation

2.1 Introduction

2.1.1 This section of the report describes the site location, the local highway network and public transport services within walking distance of the site.

2.1.2 The location of the development site together within the local highway network is shown in **Figure 2.1** below.



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Figure 2.1 Local highway network

2.2 Travel characteristics

2.2.1 The 2011 Census has therefore been obtained to establish the travel characteristics of the existing residential population within the vicinity of the site, including ‘travel to work’ and ‘car ownership’ statistics.

Travel to work mode

2.2.2 It should be noted that whilst 2021 Census ‘Method of Travel to Work’ data is available, the Office for National Statistics (ONS) has issued a warning that care should be taken when interpreting the results. This is because the 2021 Census was undertaken during the Covid-19 pandemic, when a large proportion of population worked from home and people were discouraged from using public transport.

2.2.3 Travel to Work data has therefore been obtained from the 2011 Census to establish the mode of travel to work for existing residents in the area. Output areas are geographical areas built from contiguous output areas, which are consistent in population size. Between four to six output areas make up Lower Super Output Areas (LSOA), and between four to six LSOA areas make up Middle Super Output Areas (MSOA).

2.2.4 **Table 3.1** below provides a summary of the travel to work mode split for Bridgend Lower Super Output Area (LSOA 010D), Bridgend Middle Super Output Area (MSOA 010) and Bridgend as a whole. It should be noted that this data excludes those not in employment and those working from home.

Table 3.1 Mode split based on 2011 Census data

Mode	Mode split (%)		
	Bridgend LSOA (010D)	Bridgend MSOA (010)	Bridgend County Borough Council
Train	2	2	3
Bus, minibus or coach	5	5	2
Driving a car or van	76	76	75
Passenger in a car or van	8	8	8
Bicycle	1	1	1
On foot	7	7	9
Other	2	2	2

2.2.5 It can be seen from the table above that the majority of people living in the LSOA travel to work by car (at 76%), which is slightly higher than Bridgend as a whole (at 75%). It can also be seen that 16% of people in the LSOA use sustainable modes of travel (walk, cycle and public transport), which is the same as Bridgend as whole.

2.2.6 It should be noted that Census Travel to Work data differs from the trip generation survey data, as the survey data records vehicle journeys for all purposes, not just work related.

Car ownership

2.2.7 Based on the 2021 Census data, the car ownership rate per household is as follows:

- 1.01 cars or vans per household for the LSOA area;
- 1.15 cars or vans per household for the MSOA area; and,
- 1.22 cars or vans per household for Bridgend as a whole.

2.2.8 Furthermore, the car ownership data for flats within the LSOA in which the site is located is lower at 0.59 vehicles per household.

2.3 Connectivity

Walking

2.3.1 There are limited pedestrian facilities within the vicinity of the site, which reflect the relatively rural nature of the site. The nearest footway to the site is situated on the eastern edge of Marlas Road (approximately 200m east of the site).

2.3.2 The Chartered Institution of Highways and Transportation (CIHT) guidelines ‘Providing for Journeys on Foot’ indicates that the desirable walking distance for commuting and school journeys is 500m, the acceptable walking distance is 1km and 2km is the preferred maximum.

2.3.3 The CIHT guidelines indicate that the desirable walking distance for ‘Elsewhere’, including local amenities, is 400m, the acceptable walking distance is 800m and 1.2km is the preferred maximum.

2.3.4 **Figure 2.2** shows the local amenities within the vicinity of the site including Yshol Gynradd Afon-Y-Felin Primary School to the south-east, and Pyle high street to the east.

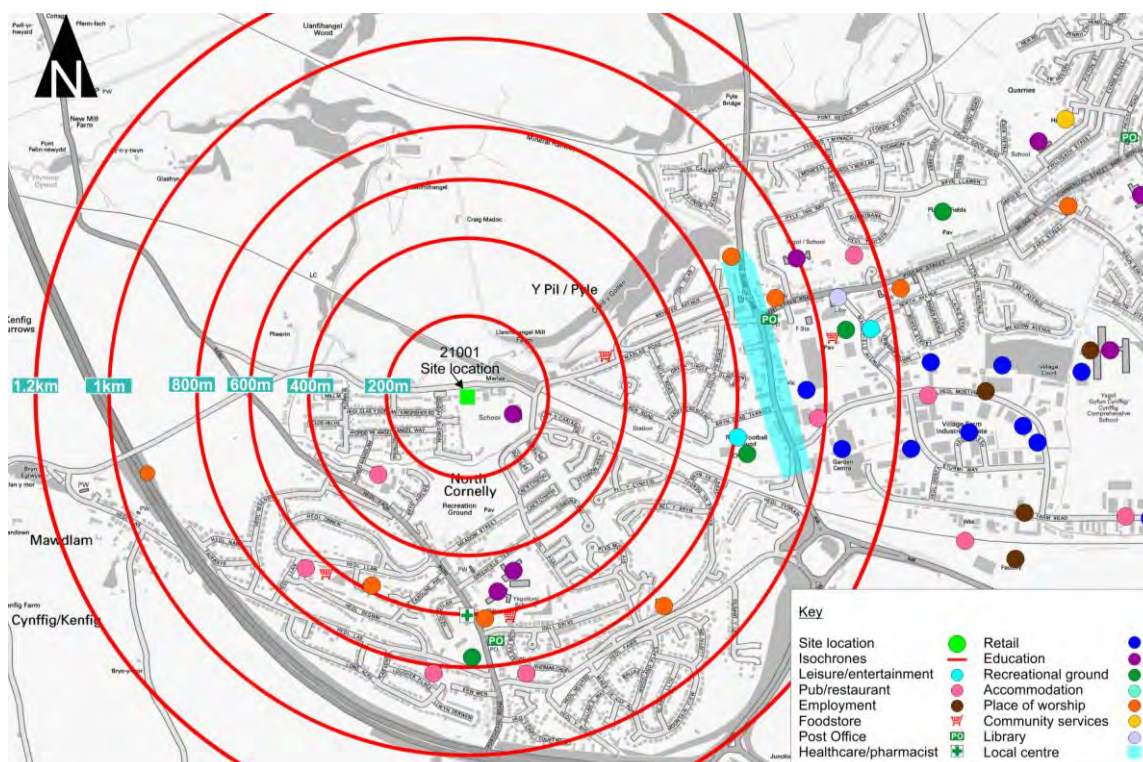
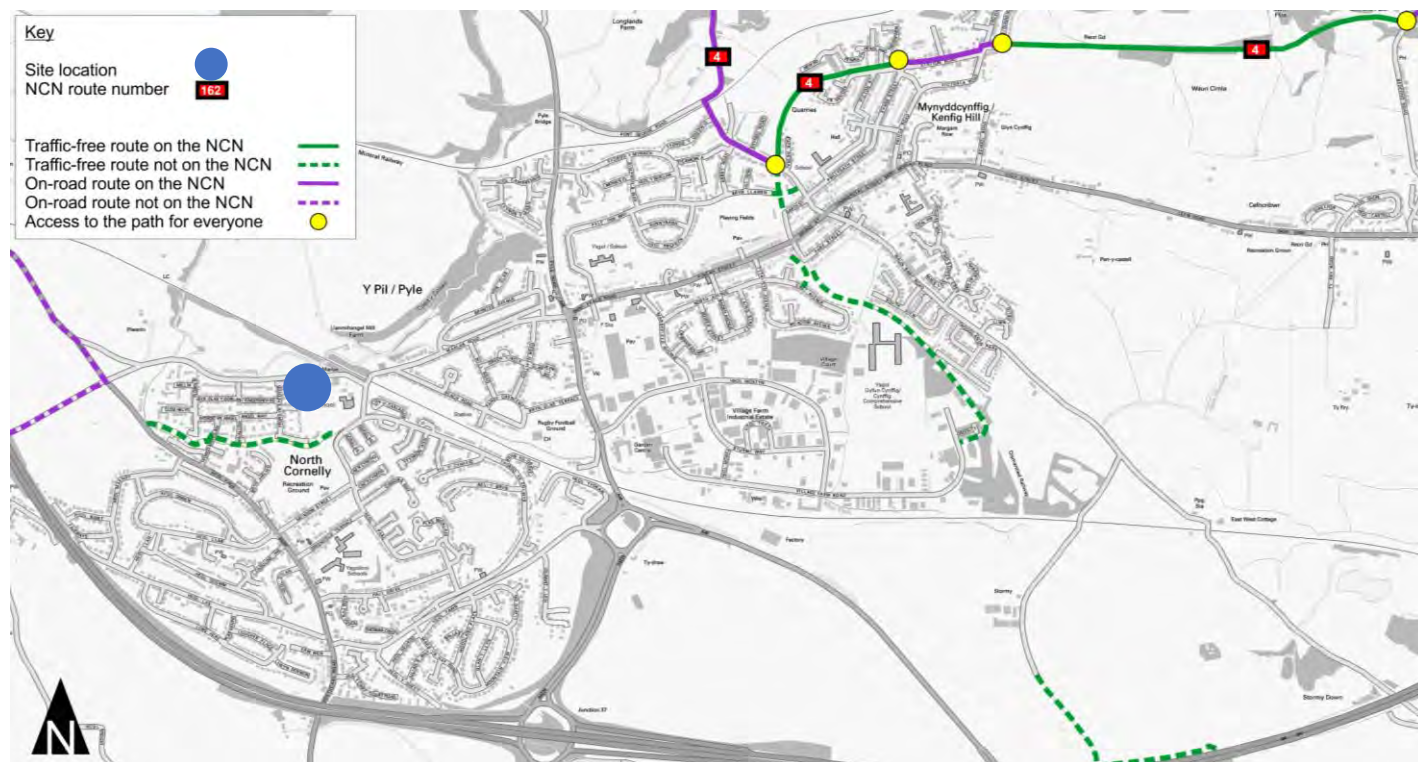


Figure 2.2 Amenities within walking distance

2.3.5 Pyle high street, located approximately 1km east of the site, offers a range of local facilities including a supermarket, convenience stores, retail stores, post office, hairdressers, restaurants, cafes and take-aways. However, the lack of crossing facilities and at the Marlas Road junction mean that these facilities would be difficult to access on foot.

2.4 Cycling

2.4.1 The site benefits from being located within close proximity to a number of local cycle route that provide a mixture of both on-road and off-road routes, as shown in **Figure 2.3** below.



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Figure 2.3 Local cycle network

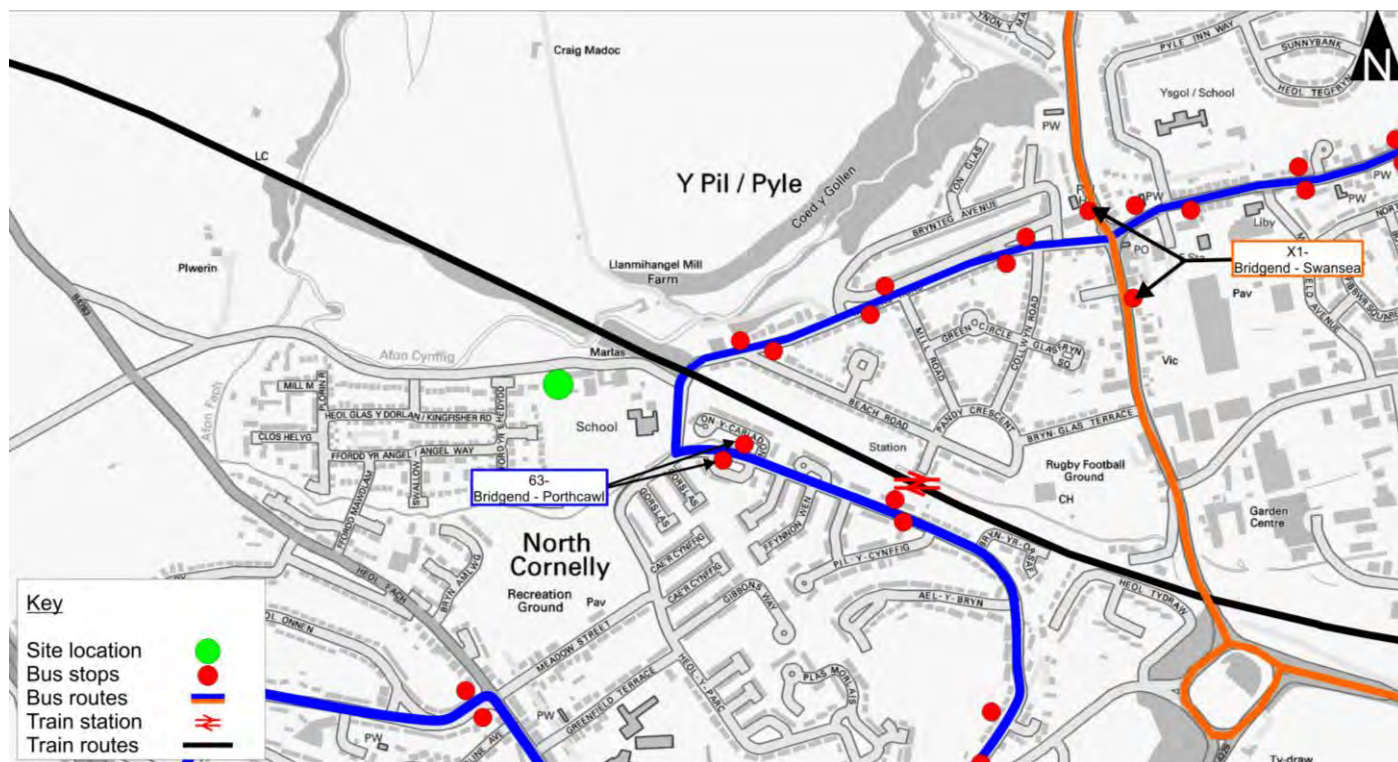
2.4.2 In addition to the local routes, National Cycle Network (NCN) Route 4 is located approximately 2km (i.e. easy cycling distance) north of the site. NCN Route 4 is a long distance cycle route between London and Fishguard which provides connections to Tondur, Tonyrefail and Pontypridd to the east, and Margam and Port Talbot to the west.

2.5 Accessibility by public transport

Bus services

2.5.1 The development site is reasonably accessible by public transport, with regular scheduled bus services running along Marlas Road to the east and Heol-Y-Parc to the south.

2.5.2 The location of the closest bus stops to the site, together with the routes serving these stops is presented in **Figure 2.4** below.



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Figure 2.4 Bus routes in the vicinity of the site

2.5.3 Table 2.1 below provides a breakdown of routes and frequencies of services that call at the closest stops to the site.

Table 2.1 Bus routes and service frequencies

Route No.	Nearest bus stop to centre of site (m)	Route	Frequency (per hour) Monday - Saturday
Marlas Road			
63	350	Bridgend - Porthcawl via Pyle - Cornelly	Two an hour 6am - 7pm
63	350	Porthcawl - Bridgend via North Cornelly - Pyle	Two an hour 6am - 7pm
A48, Pyle Road			
X1	400	Swansea - Bridgend via Port Talbot and Pyle	One an hour 6am - 6pm

Rail services

2.5.4 The closest railway station to the site is Pyle, which is located approximately 1km south-east of the site. The station is managed by Arriva Trains Wales and situated on the South Wales Main Line. The station has 24 car parking spaces which are free to use by rail passengers.

2.5.5 Pyle train station provides connections to Bridgend and Cardiff Central station to the east, and connections to Swansea, Port Talbot, Briton Ferry and Neath to the west. The service frequency is approximately one train every 30mins during the peak periods, and then approximately one train every two hours off-peak in both directions.

2.6 Local highway network

2.6.1 A description of the local highway network within the study area is contained in **Table 2.2** below and shown in Figure 2.1 above.

Table 2.2 Local highway network

Description	
Marlas Road	
Description	Single carriageway rural road providing connections from Pyle (to the east) to north Cornelly (to the west).
Width	7m
Speed limit	30mph
Street lighting	Yes
Crossing facilities	Footway provision along eastern side of the carriageway, with dropped kerbs and tactile paving located at the priority junction with Heol-Y-Parc and Marlas Road
Bus Route	Yes
Character	Rural single carriageway which provides a direct connection to Pyle High Street
On-street parking	No restrictions
Marlas Road (west)	
Description	Rural single carriageway which connects to Marlas Road to the east via a traffic signalled junction, and Heol Fach to the west via a simple priority junction.
Width	5m
Speed limit	30mph along site boundary
Street lighting	No
Crossing facilities	None
Bus Route	No
Character	Rural single carriageway providing access to Marlas Farm to the south and open space to the north

2.7 Personal injury collisions

2.7.1 Personal injury collision data has been obtained for the period 2018 to 2022 for the area around the site. The study area, which includes key routes and junctions surrounding the site, together with the location and severity of collisions that occurred within it, is shown in **Figure 2.5** below.

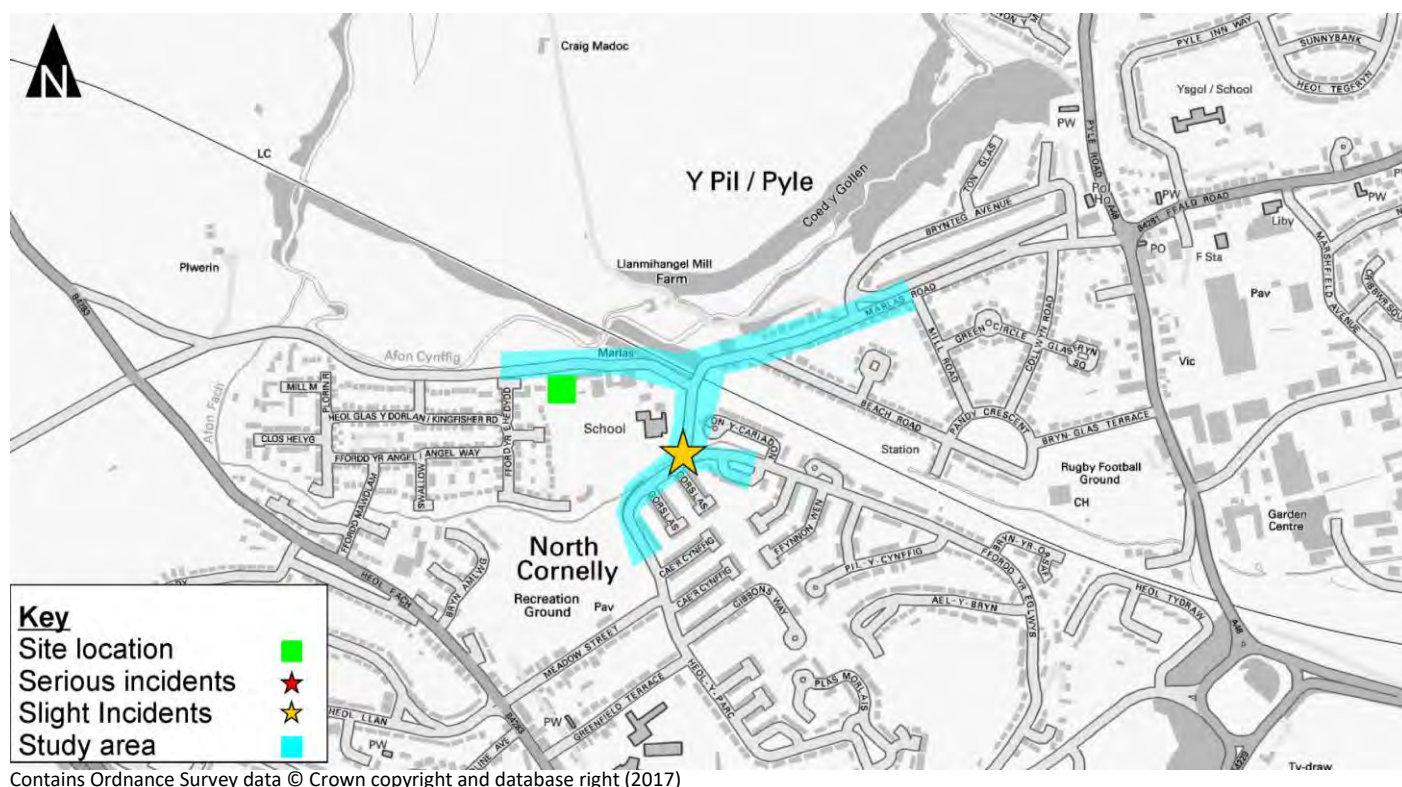


Figure 2.5 Location and severity of personal injury collisions

2.7.2 The number and severity of casualties sustained is outlined in **Table 2.3**.

Table 2.3 Number and severity of casualties

Year	No. of collisions resulting in personal injury			Total number of casualties	No. of collisions involving vulnerable users			
	Fatal	Serious	Slight		Cyclist	Child	Motorcycle	Pedestrians
2018	0	0	0	0	0	0	0	0
2019	0	0	1	1	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0

2.7.3 It can be seen from Figure 2.5 and Table 2.3 above that one collision was recorded within the study area during the most recent five-year period. This collision resulted in a slight injury being sustained, at the junction with Marlas Road and Ffrodd Yr Eglwys.

2.7.4 It is considered that based on the scale of development proposed, there isn't an existing road safety problem that would be exacerbated by the proposed development.

2.8 Traffic surveys

2.8.1 In order to determine the speed of vehicles, and the volume and mix of traffic using the Marlas Road to the north of the development site, an Automatic Traffic Count (ATC) survey was undertaken along the road of Marlas Road, in the vicinity of the proposed access.

Speed of vehicles along Marlas Road

2.8.2 The ATC survey was undertaken between Thursday 29th July and Wednesday 4th August 2021, and **Table 2.4** below outlines the 85th percentile recorded speeds (the speed at or below which 85 percent of all vehicles are observed to travel) on each of the surveyed days.

Table 2.4 85th percentile recorded speeds from ATC survey

Date	Weekday	Speed (mph)	
		Westbound	Eastbound
29th July, 2021	Thursday	34.2	32.7
30th July, 2021	Friday	34	33.3
31st July, 2021	Saturday	34.1	32.8
1st August, 2021	Sunday	33.8	33
2nd August, 2021	Monday	33.6	32.8
3rd August, 2021	Tuesday	33.9	32.5
4th August, 2021	Wednesday	34.3	33
Weekday average		34.0	32.9
7-day average		34.0	32.9

2.8.3 It can be seen from the table that the weekday average 85th percentile speeds are slightly above 30mph, with 34.0mph (westbound) and 32.9 (eastbound), which is also the same as the 7-day average 85th percentile speeds are also slightly above the 30mph posted speed limit.

Vehicle flows along Marlas Road

2.8.4 With regard to the volume of traffic along the road, vehicle movements were recorded at the same time as the vehicle speeds, as outlined in **Table 2.5** below.

Table 2.5 Volume of traffic along Marlas Road

Date	Day	24-hour			AM peak			PM peak		
		West	East	2-way	West	East	2-way	West	East	2-way
29th July, 2021	Thursday	1059	964	2023	49	52	101	81	86	167
30th July, 2021	Friday	1051	918	1969	47	36	83	121	84	205
31st July, 2021	Saturday	1116	944	2060	43	38	81	77	57	134
1st August, 2021	Sunday	978	833	1811	29	13	42	58	57	115
2nd August, 2021	Monday	985	913	1898	50	44	94	80	62	142
3rd August, 2021	Tuesday	1174	1002	2176	73	51	124	106	105	211
4th August, 2021	Wednesday	1171	1068	2239	56	53	109	113	108	221

2.8.5 It can be seen from the table that during the busiest am peak period (Tuesday 3rd August, 2021) there were a maximum of 124 vehicles two-way (73 vehicles westbound and 51 vehicles eastbound). During the busiest pm peak period (Wednesday 4th August, 2021) there was a maximum of 221 vehicles two-way (113 vehicles westbound and 108 vehicles eastbound). This is significantly below the theoretical capacity of the road.

3 Development proposals

3.1 Background

3.1.1 As outlined above, the proposed development is located to the west of Marlas Farm, North Cornelly, Bridgend.

3.1.2 As part of the development, it is proposed to provide up to 24 residential dwellings, comprising:

- Nine no. 2-bed houses;
- Five no. 3-bed houses;
- Four no. 4-bed houses;
- Six no. 1-bed flats; together with
- Residential car parking in accordance with the adopted car parking standards.

3.1.3 The proposed site layout is shown in **Figure 3.1** below.



Figure 3.1 Proposed site layout

3.2 Car and cycle parking provision

3.2.1 It is anticipated that car and cycle parking will be provided in accordance with Bridgend County Borough Council’s car parking standards outlined in their SPG17 – Parking Standards (adopted September 2011).

Car parking

3.2.2 **Table 3.1** below outlines the parking requirements, in accordance with the adopted standards, together with the proposed number of spaces.

Table 3.1 Car parking provision

Dwelling size	No. of plots	Parking standards	Required no. of spaces	Proposed provision
1-bed	6	1 per bedroom	6	6
2-bed	9	1 per bedroom	18	18
3-bed	5	1 per bedroom	15	14
4-bed	4	1 per bedroom – up to a max. of 3 spaces	12	12
Visitor parking		1 per 5 units	5	5
	24	Total	56	55

* *It is assumed that visitor parking can be accommodated on-street, within the development*

3.2.3 It can be seen from the table above that the proposed provision is one space below the maximum number of spaces required in accordance with the adopted parking standards. It is considered that the level of parking provision proposed is acceptable.

3.2.4 As set out in Chapter 2 above, the car or van availability (from the 2021 Census) for the LSOA in which the site is located is approximately 1.01 vehicles per household, which is equivalent to 25 cars for the development of 24 dwellings, which is significantly lower than the proposed parking provision. Furthermore, the proposed development consists of a proportion of flats which, according to the census data, have a lower car ownership.

3.2.5 It is considered that the car parking provision is sufficient to accommodate the like parking demand generated by the proposed development. It is also anticipated that any additional visitor parking can be accommodated on-street within the internal road network or within the four proposed electric charging bays.

Cycle parking provision

3.2.6 It is anticipated that residential cycle parking will be provided within the curtilage of each dwelling, with further short-stay provision (Sheffield stands) accommodated where appropriate.

3.3 Access strategy

Vehicle access

- 3.3.1 As part of the development, it is proposed to provide vehicle access onto Marlas Road to the north of the site, see **Figure 3.2** below.

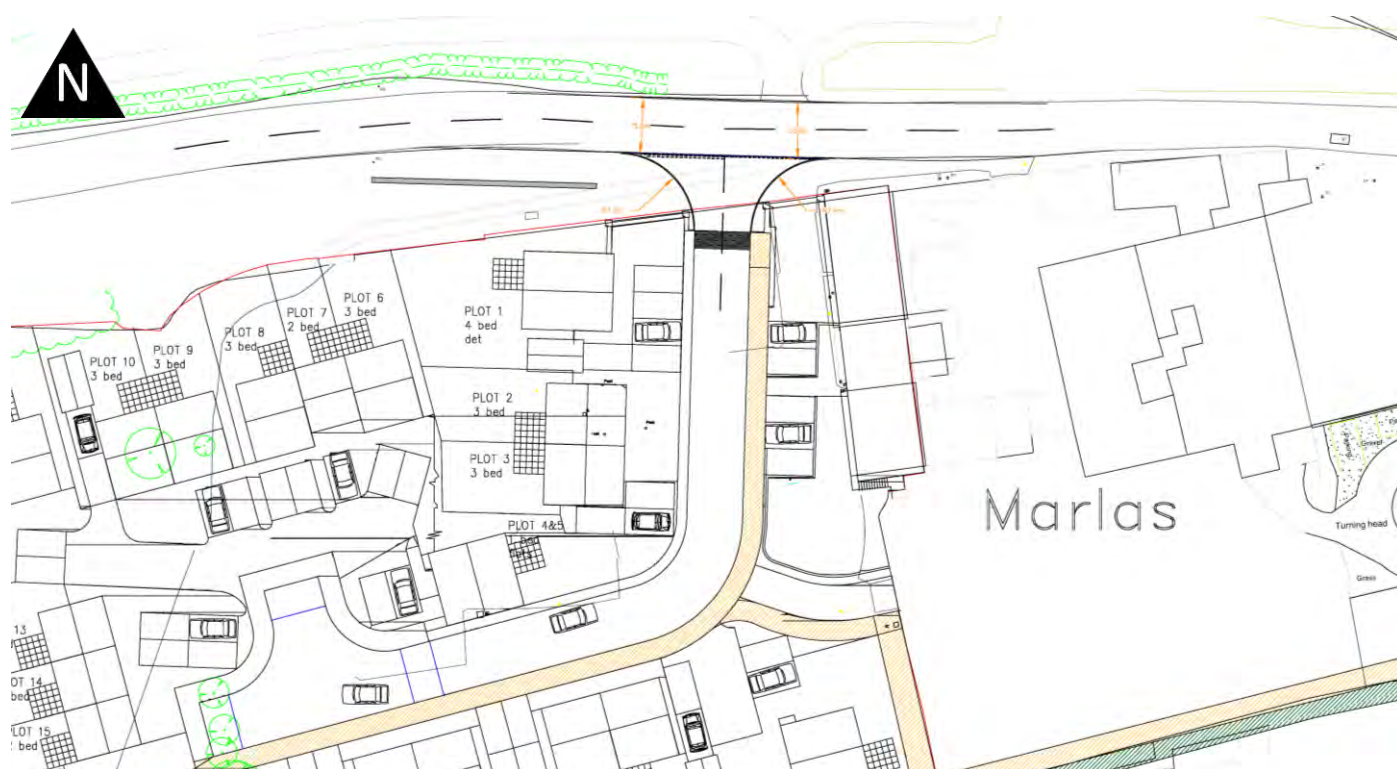


Figure 3.2 Proposed vehicle access to the site

- 3.3.2 Due to the scale of the proposals, it is considered that the volume of vehicle trips generated by the development will be relatively low, and it is therefore considered that a simple priority junction will be sufficient to accommodate the likely demand.
- 3.3.3 As part of the proposals, Marlas Road, to the north of the site, will be widened to 5.5m past the access, and will include hazard warning lines (sign diag No. 1006) along the centre of the carriageway.
- 3.3.4 As agreed with the Local Highway Authority, it is also proposed to modify the existing traffic signal-controlled junction onto Marlas Road to incorporate a formalised pedestrian crossing across Marlas Road, and to improve the operation and safety of the junction.
- 3.3.5 The modified junction is presented in **Appendix B**.
- 3.3.6 A swept-path analysis has been undertaken of the range of vehicles likely to access the site and travel through the traffic signal-controlled junction, including:
- A medium sized family car (based on an estate car);

- A 10.2m refuse vehicle; and,
- A 7.7m fire tender;
- A 7.5t box van; and,
- A 4.6t light van.

3.3.7 The swept path analysis is presented in **Appendix C**.

3.3.8 It can be seen from the swept path analysis carried out that a family car (based on an estate car) can safely manoeuvre at the proposed site access, and at the modified traffic signal-controlled junction.

Visibility splay

3.3.9 Traffic surveys have been carried out along Marlas Road to the north of the site which has been used to determine the visibility splay at the site access. As set out in Chapter 2 above, the weekday average 85th percentile speeds are slightly above 30mph, with 34.0mph (westbound) and 32.9 (eastbound).

3.3.10 Therefore, visibility splays have been based on current speed of vehicles that travel along Marlas Road. The stopping sight distances (SSD) outlined in Table 7.1 of Manual for Streets, has been used to calculate the required visibility splays at the site access, as set out below:

- For westbound traffic (right at the site access): 2.4m by 51m; and
- For eastbound traffic (left at the site access): 2.4m by 49m.

3.3.11 As shown in **Appendix D**, the required visibility splays at the site access can be achieved in both directions without encroaching onto 3rd party land.

3.3.12 Appendix D also outlines the impact of the topography (of the land adjacent to Marlas Road) on the visibility splay, and it can be seen from the diagram that a small area of the verge will need to re-graded to maintain/achieve the required visibility splay.

3.4 Pedestrian access

Existing situation

3.4.1 As outlined in Section 2 above, the closest facilities to the site include:

- Ysgol Gynradd Afron-Y-Felin Primary School;
- Bus stops located along Marlas Road;
- Bus stops located along Heol-Y-Parc;
- Convenience store located along Marlas Road;
- Pyle train station located to the north of Ffordd Yr Eglwys; and,
- Amenities and facilities located along the A48, Pyle high street.

3.4.2 The main pedestrian desire lines from the development site are shown in **Figure 3.3** below.

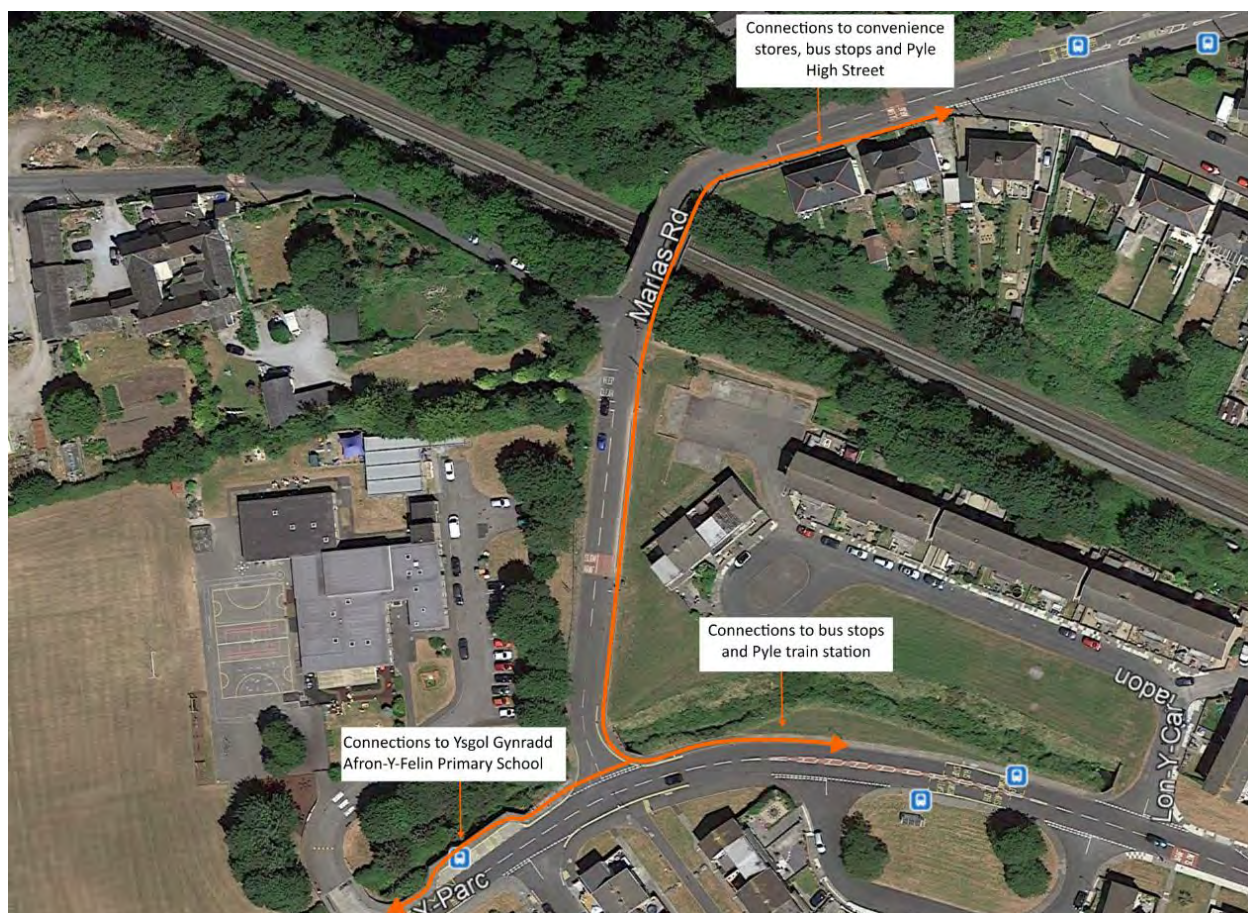


Figure 3.3 Main pedestrian desire lines surrounding the development site

3.4.3 It can be seen from the figure above that the main desire lines include Marlas Road, to the north, and Heol-Y-Parc to the south. Marlas Road and Heol Parc have footway provision along both sides of the carriageway, with dropped kerbs and tactile paving located at the priority junction with Heol-Y-Parc and Marlas Road.

3.4.4 To encourage sustainable travel from the site and provide connections from the development site to local facilities and amenities, a 3.0m wide footway will be provided as part of the development, between the site and Marlas Road (to the east of the site), through Marlas Farm.

3.4.5 Furthermore, as requested by the LHA as part of the pre-application consultation, it is also proposed to provide a formal pedestrian crossing at the signalised junction across Marlas Road, which will also include dropped kerbs and tactile paving. This will provide a safe pedestrian crossing for pedestrians travelling east to west along Marlas Road.

3.4.6 Details of the pedestrian link and the new pedestrian crossing at the existing signalised junction along Marlas Road is shown in **Figure 3.4** below and presented in full in Appendix B.



Figure 3.4 Proposed pedestrian connection through Marlas Farm and pedestrian crossing along Marlas Road

3.4.7 All footways within the development measure at least 1.8m wide to encourage walking and cycling.

3.5 Deliveries and servicing

3.5.1 It is likely that the proposed development will generate between three to four delivery and servicing vehicle movements throughout the day (6 days/week). It is not proposed to provide any dedicated off-street facilities. Instead all deliveries will be undertaken from the internal road network, which incorporates a turning-head to enable larger vehicles to enter/exit the site in a forward gear.

3.5.2 It is anticipated that the maximum size of vehicle that would be reasonably expected to deliver to any residential unit will be a 10m rigid vehicle. However, in practice, it is more likely that the maximum size of vehicle will be an 8m rigid vehicle, with transit sized vehicles being much more commonly used.

3.6 Summary of Road Safety Audit findings

3.6.1 The access arrangements and the proposed highway works including improvements to the Marlas Road/Unnamed Lane traffic signal-controlled junction, and the provision of the pedestrian footway from the development site to Marlas Road were subject to a Road Safety Audit.

3.6.2 The Road Safety Audit concluded that *'After due and careful consideration the audit team have been unable to identify any areas of concern'*.

3.6.3 The Road Safety Audit carried out by JBartlett Consulting Ltd has been submitted as part of this planning application.

4 Travel characteristics

4.1 Introduction

4.1.1 In order to assess the likely impact of the proposed development on the local transport network, it is necessary to determine the likely volume of person trips generated by the proposed development.

4.1.2 This section of the report, therefore, outlines the methodology used to estimate the likely person trips generated by the proposed development, as well as an indication of the likely impact of the proposals on the local transport network.

4.2 Person trip generation

4.2.1 The likely volume of person trips (by mode) generated by a development of up to 24 dwellings have been estimated based on a review of the TRICS (v7.10.4) trip generation database. Sites have been selected based on the following parameters:

- Land use: Residential; Houses privately owned;
- Survey type: Multi Modal;
- Survey days: Monday - Friday;
- Size of selected sites: No. of units;
- Regions selected: Suburban area, edge of town, neighbourhood centre;
- Locations: All, excluding London, Northern Ireland and Republic of Ireland

4.2.2 A total of 41 sites were selected, and the daily arrival and departure profile for these sites is set out in **Appendix E** and summarised in **Table 4.1** below. In order to provide a robust assessment, 85th percentile rates have been applied.

Table 4.1 Trip generation – 24 residential houses privately owned

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Total people						
8am–9am	0.451	11	1.073	26	1.524	37
5pm-6pm	0.903	22	0.145	3	1.048	25
7am-7pm	4.885	117	4.923	118	9.808	235
Pedestrians						
8am–9am	0.094	2	0.281	7	0.375	9
5pm-6pm	0.143	3	0.071	2	0.214	5
7am-7pm	1.023	25	1.068	26	2.091	50
Cyclists						
8am–9am	0.007	0	0.029	1	0.036	1
5pm-6pm	0	0	0.042	1	0.042	1
7am-7pm	0.091	2	0.136	3	0.227	5
Public transport users						
8am–9am	0	0	0.051	1	0.051	1
5pm-6pm	0	0	0.036	1	0.036	1
7am-7pm	0.18	4	0.16	4	0.34	8
Vehicles						
8am–9am	0.24	6	0.385	9	0.625	15
5pm-6pm	0.532	13	0.097	2	0.629	15
7am-7pm	2.844	68	2.51	60	5.354	128

- 4.2.3 It can be seen from the table above that the development could generate up to 15 vehicle movements (two-way) in the morning and evening peak periods, which is equivalent to one vehicle movement every four minutes, during the peak periods.
- 4.2.4 It can also be seen from the table that driving is likely to be the preferred method of travel, with 55% of all trips likely to be undertaken by car, with walking contributing to 21% of all trips.
- 4.2.5 It is likely the development of 24 residential dwellings could generate up to nine pedestrian movements (two-way) in the morning peak period and five pedestrian movements (two-way) in the evening peak period.

4.3 Assignment of development generated traffic

- 4.3.1 The likely distribution of vehicles generated by the proposed development has been calculated using Journey to work data from the 2011 census. **Table 4.2** below highlights the major population centre that residents of the proposed development are likely to travel to for work purposes.

Table 4.2 Likely locations of development generated traffic

Destination	% of traffic
Bridgend	36
Neath	15
Porthcawl	12
Kenfig Hill	8
Cardiff	7
RCT	4
Swansea	4
Other	15

4.3.2 It can be seen from the table above that 36% of the development generated traffic are likely to travel south towards Bridgend town centre, with 15% travelling to Neath, 12% travelling to Porthcawl and 8% travelling to Kenfig Hill.

4.3.3 **Table 4.3** presents the proposed routes that the development generated traffic is likely to take.

Table 4.3 Proposed routes for development generated traffic

Route	Description	Destination	% of traffic
A	Marlas Road Northbound	Bridgend, Kenfig Hill	55
B	Marlas Road Southbound	Cardiff, Neath, Swansea, Porthcawl, North Cornelly	45

4.3.4 The development generated traffic (refer to **Appendix F**) has therefore been distributed through the network based on the likely routes identified in Table 4.3.

4.4 Background traffic growth

4.4.1 The capacity analysis modelling of the highway network surrounding the application site considers the following scenarios:

- 2024 base;
- 2026 first occupation; and,
- 2036 full implementation + 10 years.

4.5 Growth factors

4.5.1 In order to obtain the base traffic flows (i.e. with no development traffic) in 2024, 2026 and 2036 the surveyed flows (2021) have been factored using locally adjusted NTM growth factors. The factors to be applied to the base (surveyed) flows are identified in **Table 4.4** below. These are based on the Bridgend 010 Middle Layer Super Output Area.

Table 4.4 NTM Growth Factors

Period	NTM growth factors
2021 to 2024	
Weekday AM	1.0172
Weekday PM	1.0172
2021 to 2026	
Weekday AM	1.0301
Weekday PM	1.0300
2021 to 2036	
Weekday AM	1.1134
Weekday PM	1.1156

4.5.2 It should be noted that the above growth factors take account of committed development within the local area, as the factors are based on the most recent planning data contained in the Local Plan.

4.5.3 The 2024, 2026, and 2036 base traffic flows are set out in **Appendix G**.

4.6 Final future traffic flows

4.6.1 The final future traffic flows have been determined by combining the base traffic flows with the development generated flows, this includes 2026 including development and 2036 including development (as presented in **Appendix H**).

5 Impact of development generated traffic

5.1 Introduction

5.1.1 This section of the report considers the potential impact on the development proposals on the surrounding highway network. As requested by the LHA a fully classified turning count survey was undertaken at the Marlas Road signalised junction.

5.1.2 The analysis has been undertaken for an AM peak period of 08:00-09:00 and a PM peak period of 17:00-18:00, based on the peak periods contained within the surveyed traffic flow data.

5.2 Percentage impact analysis

5.2.1 **Table 5.1** below outlines the likely increases in traffic flows as a result of the proposed development at the traffic signal controlled junction on Marlas Road.

Table 5.1 Percentage Impact analysis – Traffic signal controlled junction on Marlas Rd

Year		Marlas Road (north)				Marlas Road (south)				Marlas Road (west)			
		Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.
2024	AM	606		606		438		438		186		186	
	PM	765		765		559		559		224		224	
2026	AM	614	8	622	1.3	444	7	451	1.5	189	15	204	7.4
	PM	775	8	783	1.1	567	7	573	1.2	227	15	242	6.3
2036	AM	664	8	672	1.2	480	7	487	1.4	204	15	219	6.9
	PM	839	8	847	1.0	614	7	620	1.1	245	15	261	5.8

5.2.2 In accordance with Technical Advice Note (TAN) 18 – Transport:

‘... an increase in turning movements in the order of 5% as material in most cases, that is a 5% increase of traffic using any link of the junction.’

5.2.3 It can be seen from the table above that the percentage increase in traffic flows exceeds the 5% threshold along Marlas Road eastbound approach to the junction (7.4% in the 2026 AM peak).

5.2.4 Therefore, in order to provide a robust assessment, a junction capacity analysis has been undertaken at this junction and the impact of development generated traffic at this junction is discussed in more detail below.

5.3 Junction capacity analysis

Traffic signal controlled junction on Marlas Road

5.3.1 The operation of the modified junction (refer to **Figure 5.1** below) has been assessed for both the AM and PM peak periods using the JCT program LinSig (V3). The results of the analysis are presented in full in **Appendix I**, and summarised in **Table 5.2** below.



Figure 5.1 Modified traffic signal-controlled junction

Table 5.2 Capacity analysis – Marlas Road traffic signal-controlled junction

	Base				Base + development			
	8am-9am		5pm-6pm		8am-9am		5pm-6pm	
	% Deg Sat	Queue	% Deg Sat	Queue	% Deg Sat	Queue	% Deg Sat	Queue
2024								
Marlas Road (south)	38.3	4	49.6	7				
Marlas Road (north)	39.2	6	49.5	7				
Marlas Road (west)	36.2	2	44.9	3				
2026								
Marlas Road (south)	38.7	4	50.2	7	39.3	4	51.1	7
Marlas Road (north)	39.7	6	50.1	7	40.0	6	50.8	7
Marlas Road (west)	36.6	2	45.3	3	40.5	3	46.2	3
2036								
Marlas Road (south)	42.1	5	54.4	8	42.5	5	55.3	8
Marlas Road (north)	42.9	7	54.4	8	43.2	7	55.4	8
Marlas Road (west)	39.7	2	49.2	3	44.0	3	50.1	3

- 5.3.2 It can be seen from the table above that the proposed junction operates well within its theoretical capacity in all scenarios, with a maximum queue of eight vehicles in the PM peak period for the 2036 with development scenarios.
- 5.3.3 Furthermore, the junction capacity analysis carried out includes a pedestrian stage every cycle, however, in practice it is likely that the pedestrian stage will be called less often. It is, therefore, considered that this represents a worst-case scenario.
- 5.3.4 It can also be seen that the proposed development will have a negligible impact on the operation of the modified junction.

6 Transport implementation strategy

6.1 Introduction

6.1.1 As requested by the LHA, a Transport Implementation Strategy has been provided as part of this report which sets the objectives and targets relating to managing travel demand.

6.1.2 **Table 6.1** over the page outlines the Transport Implementation Strategy for the proposed development and includes measures to promote walking, cycling and public transport use and reduce single occupancy car use.

Table 6.1 Transportation Implementation Strategy

Measure	Commentary	Timescale for implementation
Pedestrian users provision		
Provision of a formal pedestrian crossing at the Marlas Road traffic signal junction.	This is likely to be a condition of consent, with details submitted to and approved in writing by the local planning authority.	This will need to be completed prior to the beneficial occupation of the site.
Create new footpath between the site and Marlas Road.		
Cycle users		
Provision of secure cycle parking spaces in accordance with the adopted parking standards.	This is likely to be a condition of consent, with details submitted to and approved in writing by the local planning authority.	This will need to be completed prior to the beneficial occupation of the site.
Create new shared cycleway-footway between the site and Marlas Road for both cyclists and pedestrians.		
Public transport users		
As part of the Residential Welcome Packs highlight the range of local amenities and facilities within walking and cycling distance of the development.	Included as part of the developers Residential Welcome Packs.	On beneficial occupation of the site.
Within the Residential Welcome Packs present the idea of car share schemes or travel to work buddies with other residents of the development.		
Vehicles		
Modifications to the existing traffic signal controlled junction to improve the operation and safety of the junction.	This is likely to be a condition of consent, with details submitted to and approved in writing by the local planning authority.	This will need to be completed prior to the beneficial occupation of the site.

7 Summary and conclusions

7.1 Introduction

7.1.1 Lime Transport has been commissioned by David and Gaina Morgan to produce a Transport Statement in support of a pre planning application for the development of up to 24 dwellings on land to the west of Marlas Farm, North Cornelly, Bridgend.

7.2 Site location

7.2.1 There are a range of local facilities within walking distance of the site including, primary schools, convenience stores, recreation ground and community hub, doctors surgery and pubs and restaurants. There are a number of local cycle routes within the vicinity of the site, with a mixture of both on-road and off-road routes.

7.2.2 The site is well located in terms of access to public transport, with the nearest bus stops approximately 350m south-east of the site. The closest railway station to the site is Pyle, which is located approximately 1km south-east of the site, providing connections from Manchester Piccadilly to Carmarthen calling at Bridgend, Cardiff Central and Newport to the east, and Swansea, Port Talbot, Briton Ferry and Neath to the west.

7.3 Proposed development

Pedestrian access

7.3.1 As part of the development, it is proposed to provide a footway located within the south-east corner of the development site. This footpath will provide connections from the development site to the traffic signal-controlled junction located along Marlas Road to the east.

7.3.2 It is proposed to provide a formal pedestrian crossing across Marlas Road, as part of the modifications to the existing traffic signal controlled junction.

Vehicle access

7.3.3 As part of the proposals, Marlas Road will be widened to 5.5m past the access and will include hazard warning lines (sign diag No. 1006) along the centre of the carriageway.

7.3.4 As agreed with the Local Highway Authority, it is also proposed to modify the existing traffic signal-controlled junction onto Marlas Road to incorporate a formalised pedestrian crossing across Marlas Road, and to improve the operation and safety of the junction.

7.3.5 Vehicle access to the site will be gained via a simple priority junction onto Marlas Road along the northern site boundary. Swept path analysis has been carried out of a range of vehicles safely manoeuvring at the proposed access and the modified traffic signal-controlled junction, including:

- Medium sized family car (based on an estate car);
- A 10.2m refuse vehicle;
- A 7.9m fire tender;
- A 7.5t box van; and,
- A 4.6t Light Van.

7.3.6 The swept path analysis shows that these vehicles can safely access the development via the proposed access arrangements.

Visibility

7.3.7 Visibility splays have been based on the traffic surveys carried out along Marlas Road, to the north of the site, which has been used to identify the speed of vehicles that travel along Marlas Road. The stopping sight distances (SSD) outlined in Table 7.1 of Manual for Streets, has been used to calculate the required visibility splays at the site access, as set out below:

- For westbound traffic (right at the site access): 2.4m by 51m; and
- For eastbound traffic (left at the site access): 2.4m by 49m.

Car and cycle parking

7.3.8 The proposed level of car parking provision across the site is one space below the maximum number of spaces required in accordance with the adopted parking standards. It is considered that the level of parking provision proposed is acceptable.

7.3.9 It is anticipated that residential cycle parking will be provided within the curtilage of each dwelling, with further short-stay provision (Sheffield stands) accommodated where appropriate.

7.4 Travel characteristics

7.4.1 It is predicted that the proposed development will generate a total of 15 vehicle movements (two-way) in the morning and evening peak periods, and it is likely that driving is likely to be the preferred method of travel, contributing to 55% of all trips, with walking contributing to 21% of all vehicle trips.

Likely impact

7.4.2 As requested by the LHA, junction capacity analysis has been undertaken at the traffic signal-controlled junction on Marlas Road. It can be seen from the results of the analysis that the existing junctions has sufficient capacity to accommodate base traffic flows (to 2036) together with the additional traffic generated by the proposed development of up to 24 dwellings.

7.5 Conclusion

7.5.1 As part of the development, it is proposed to improve pedestrian access to the site by:

- providing a dedicated footpath link between the site and Marlas Road (through Marlas Farm); and,
- providing dropped kerbs and tactile across Marlas Road, to connect with the wider footway/footpath network within North Cornelly.

7.5.2 Furthermore, it is anticipated that the proposed development will have a negligible impact on the safety and free-flow of traffic along the Marlas Road to the north of the site.

Appendices



Appendix A



Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr Bridgend County Borough Council



Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont, CF31 4WB / Civic Offices, Angel Street, Bridgend, CF31 4WB

rob@planrtd.co.uk

Grwp Datblygu/Development Group (Planning)

Deialu uniongyrchol / Direct Line: 01656 643152

Gofynnwch am / Ask for: Rhodri Davies

Ein cyf/Our ref: PE/179/2021

Eich cyf/Your ref:

Dyddiad/Date: 18 June 2021

By email: rob@planrtd.co.uk

Dear Rob,

Bottom Yard and Paddock and old stone buildings Marlas Farm, North Cornelly Proposed Residential Development – Access/Listed Buildings

I refer to our on-site meeting on 19 May, 2021 with Jeff Murray (CFW Architects), Leigh Tuck (Senior Transportation Development Control Officer), and Moira Lucas (Senior Conservation and Design Officer), Keith Power (Traffic Management Officer), Sarah Frampton (Traffic Management Officer), Andy Roberts (Lime Transport) and representatives of the landowners.



Ffôn/Tel: 01656 643643

Negeseuon SMS/ SMS Messaging: 07561 157014

Facs/Fax: 01656 668126

Twitter@bridgendCBC

Ebost/Email: talkfous@bridgend.gov.uk

Gwefan/Website: www.bridgend.gov.uk

Cyfnwidi testun: Rhwch 18001 o flaen unrhyw un o'n rhifau ffôn ar gyfer y gwasanaeth trosglwyddo testun

Text relay: Put 18001 before any of our phone numbers for the text relay service

Rydym yn croesawu gohebiaeth yn Gymraeg. Rhwch wybod i ni os mai Cymraeg yw eich dewis iaith

We welcome correspondence in Welsh. Please let us know if your language choice is Welsh

Consideration

The meeting was ostensibly set up to discuss options regarding the vehicular access into the site and its potential impact on the surrounding highway network and the adjoining Grade II Listed Farmhouse.

Having considered the option of by-passing the existing farm yard access by improving and widening the existing track between the site and Afon y Felin Primary School, which is accessed directly off Marlas Road, Officers are of the opinion that a vehicular access at this point would have a detrimental impact on the setting of the Grade II Listed Farmhouse.



Setting of Listed Farmhouse

However, there is support for a screened Active Travel route at this point. It was also agreed on site that an access via the existing housing estate to the west of the site would not be practical or viable due to the convoluted route, third party ownership and the levels differences between the two sites.

With regard to the existing farm access, I can confirm that the following points should be taken into consideration:

- In order to support any future planning application a full Transport Assessment will be required to understand the impact on the signalised junction on Marlas Road. Whilst the traffic generated from a relatively small development such as this might not necessarily breach the 5% materiality threshold for planning, it may have a detrimental effect on the signalised junction.
- The TA should also consider the proposed primary vehicular access and how this will be designed to ensure that it does not result in a highway safety concern. The proposed primary vehicular access should, primarily, address the issues with the vision splays. Whilst it is accepted that the vision splays can be achieved on the vertical plane on plan,

there is a concern that, due to the topography of the road, the vision splay in the horizontal plane would not meet the standard and this should be evidenced.

- In addition, the speed limit of the road may need to be changed and a robust white lining scheme around the proposed junction needs to be designed to ensure that vehicles do not take the central position on the road when passing the site.
- During the site meeting, the proposed active travel improvements as required by the Active Travel (Wales) Act 2016 were discussed and a number of alternative solutions investigated. The applicant's Transport Consultant should outline the proposed improvements in the TA and also include a Transport Implementation Strategy to include both soft and hard measures to ensure that the development does not result in a reliance on the private motor vehicle.
- Parking should be provided as per the adopted parking standards SPG17. Any departure from the standards will require robust justification contained within the TA.
- Each property should include safe cycle parking within the garage or shed as per the requirements of the active travel act.
- Footways within the development should measure 1.8m wide to encourage walking and cycling.
- Any shared use route extending beyond the red line boundary to link with existing walking and cycling routes should measure 3m within a 4 metre corridor.

The majority of the above points should be addressed before the suggested design elements can be incorporated into the scheme. In addition to the above, a scheme for the widening of the signalised junction with Marlas Road should be proposed to avoid any vehicular conflicts at this point.



Potential Widening of Signalised Junction

Finally, a pedestrian crossing should be implemented between the proposed active travel route and the eastern footpath alongside Marlas Road in order to encourage the use of the active travel route to the facilities and services in Pyle.



Potential Pedestrian/Cycle Crossing

Based on the above, and our discussions during the site meeting, the principle of a residential development on this site is acceptable in general although the issue of access would need to be resolved before finalising the design and layout of the scheme, carrying out ecological surveys of the buildings and trees and preparing a SuDS scheme for the development.

Once the access issues have been addressed, the additional fee for £1800 for a further meeting and written advice – Stage 2 of the process – should be paid along with the additional evidence and revised plans (including £200 Highways, £150 Ecology/Trees, £150 SAB/Drainage and £100 Building Conservation).

These fees cover administration costs and the time spent in research, assessment and in making a written response.

The Department would prefer payment to be made by credit card by telephoning the department (Tel. No. 01656 643675) where the payment can be taken.

I trust that the above advice is of assistance.

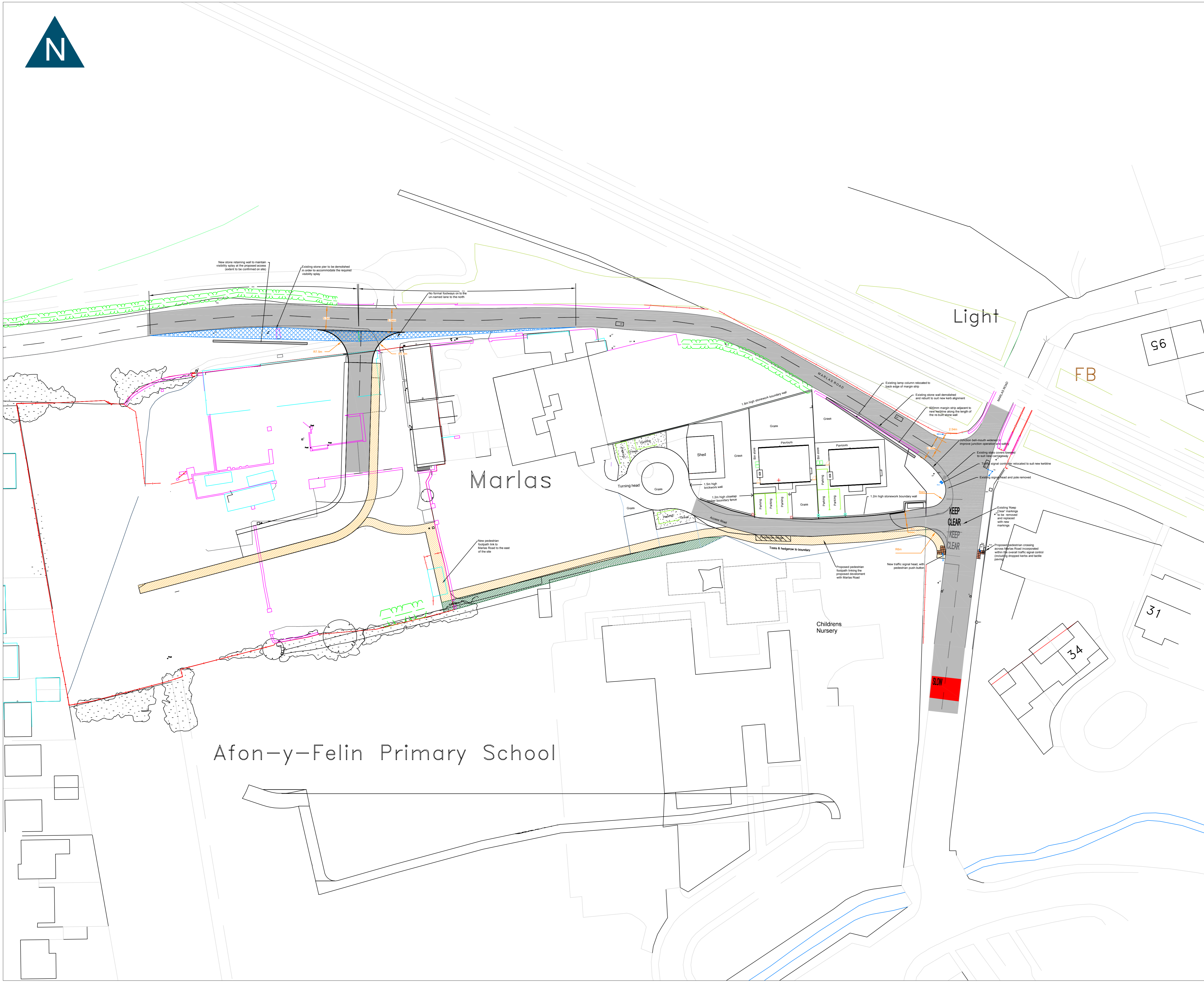
Yours sincerely,

A handwritten signature in black ink, appearing to read 'Rhodri Davies'.

**Mr. Rhodri Davies BA, BTP, MRTPI
DEVELOPMENT AND BUILDING CONTROL MANAGER**

Appendix B





NOT FOR CONSTRUCTION

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check



5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924
mail@limetransport.com
www.limetransport.com

Drawing Status Date 12.10.2021

PRELIMINARY Scale 1:400@A1

Project Drawn JP

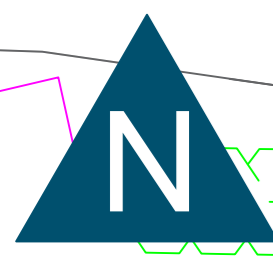
Marlas Farm, North Cornelly Checked HLJ

Bridgend Project No **21001**

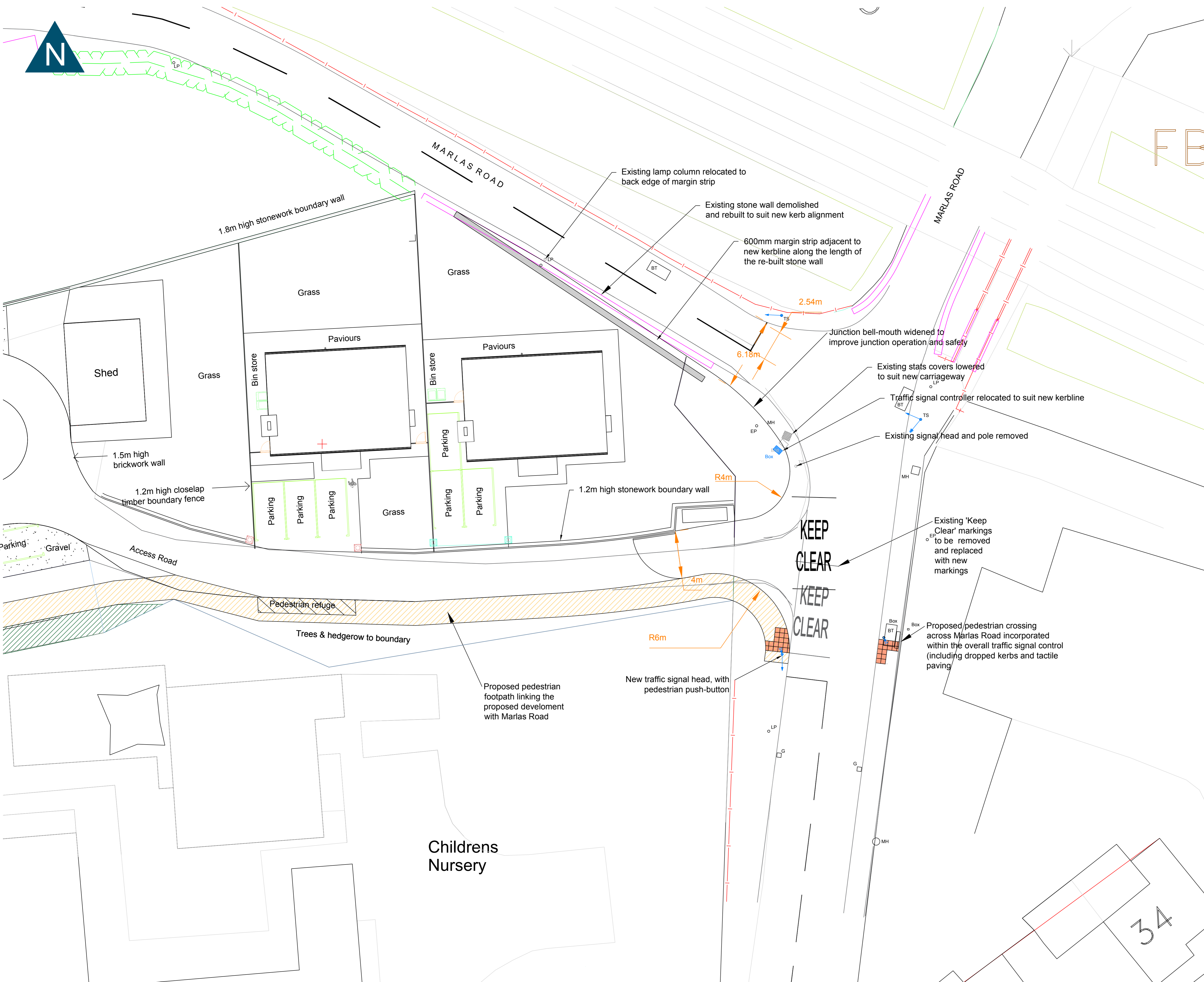
Title Client Project No

Proposed access arrangements to serve existing and proposed dwellings Revision

Drawing No 21001.TOP0.103.03



FB



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GENERAL NOTES

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LEGEND

Rev	Date	Description	Drawn	Check
		scheme		



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Drawing Status

PRELIMINARY

Date 12.10.2021

Scale NTS

Project

Marlas Farm, North Cornelly

Bridgend

Drawn JP

Checked ABR

Project No

21001

Client Project No

Revision

Title

Detailed amendments to the

existing traffic signal controlled

junction onto Marlas Road

Drawing No

21001.TOPO.103.01

34

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

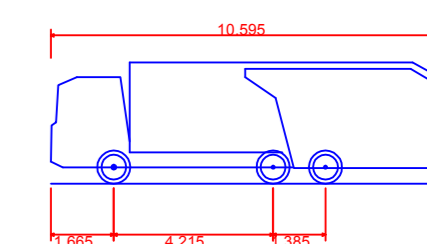
Appendix C



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Phoenix 2-23W (with Elite 2 6x4 chassis)
 Overall Length 10.595m
 Overall Width 2.530m
 Overall Body Height 3.205m
 Min Body Ground Clearance 0.410m
 Track Width 2.500m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 9.250m

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 www.limetransport.com

Drawing Status Date 05.11.2021

PRELIMINARY Scale 1:200@A1

Project Drawn JP

Marlas Farm, Pyle, Checked HLJ

Project No **21001**

Title Client Project No

Swept-path analysis at the jcn on Marlas Road - large refuse vehicle

Drawing No

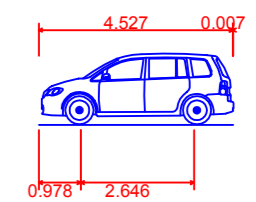
21001.TOPO.104.07



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Volkswagen Touran
 Overall Length 4.534m
 Overall Width 1.829m
 Overall Body Height 1.491m
 Min Body Ground Clearance 0.253m
 Max Track Width 1.734m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.042m



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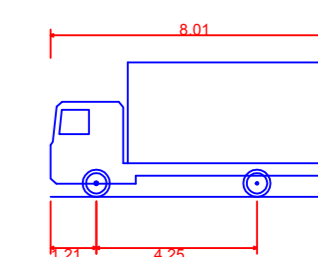
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PRELIMINARY	Scale 1:200@A1
Project	Drawn JP
Marlas Farm, Pyle, Bridgend	Checked HLJ
	Project No 21001
Title	Client Project No
Swept-path analysis at the jcn on Marlas Road - medium sized family car (VW Touran)	Revision

Drawing No
21001.TOPO.104.08

GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



7.5t Box Van
 Overall Length 8.01m
 Overall Width 2.10m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.064m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 7.400m

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Rev	Date	Description	Drawn	Check



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Drawing Status Date 05.11.2021

PRELIMINARY Scale 1:200@A1

Project Drawn JP

Marlas Farm, Pyle, Checked HLJ

Project No **21001**

Title Client Project No

Swept-path analysis at the jcn on Marlas Road - 7.5tonne box van

Drawing No

21001.TOPO.104.09

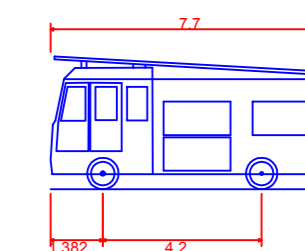


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GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Dennis Sabre Fire Tender (LWB)
 Overall Length 7.700m
 Overall Width 3.820m
 Overall Body Height 4.200m
 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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Rev	Date	Description	Drawn	Check



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Project Drawn JP

Marlas Farm, Pyle, Checked HLJ

Project No **21001**

Title Client Project No

Swept-path analysis at the jcn on Marlas Road - 7.7m fire tender

Drawing No

21001.TOPO.104.10

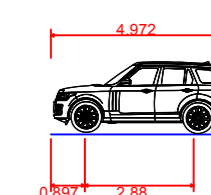


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GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Luxury 4x4 (2006)
 Overall Length 4.972m
 Overall Width 2.034m
 Overall Body Height 1.905m
 Min Body Ground Clearance 0.273m
 Max Track Width 1.884m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.800m

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Drawing Status Date 05.11.2021

PRELIMINARY Scale 1:200@A1

Project Drawn JP

Marlas Farm, Pyle, Checked HLJ

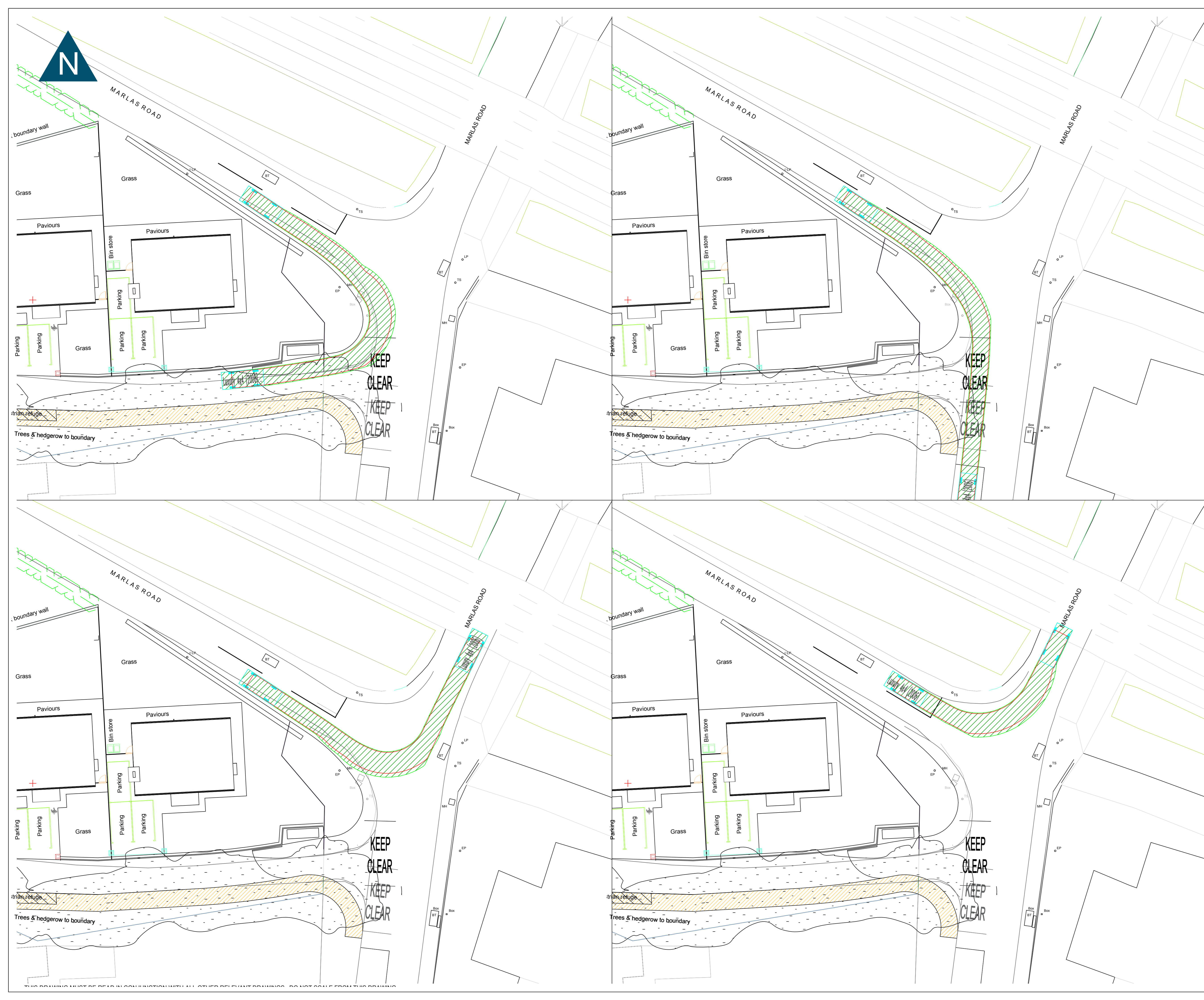
Project No **21001**

Title Client Project No

Swept-path analysis at the jcn on Marlas Road - luxury 4x4 Revision

Drawing No

21001.TOPO.104.11



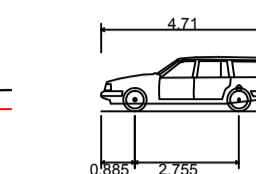
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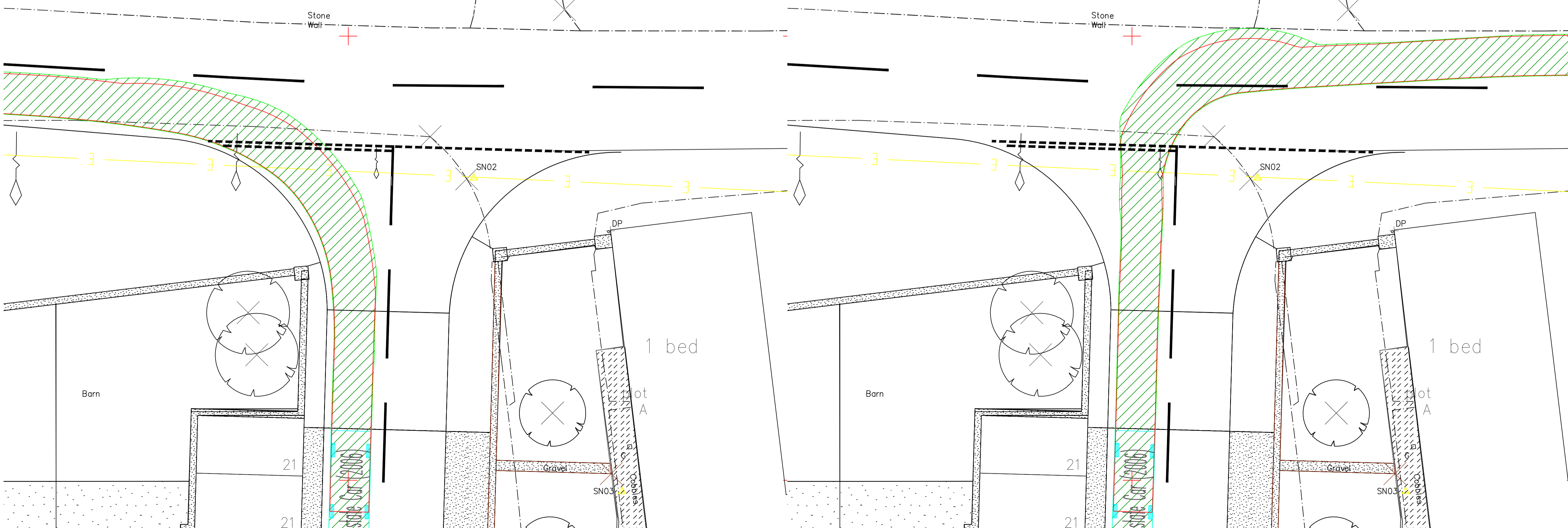
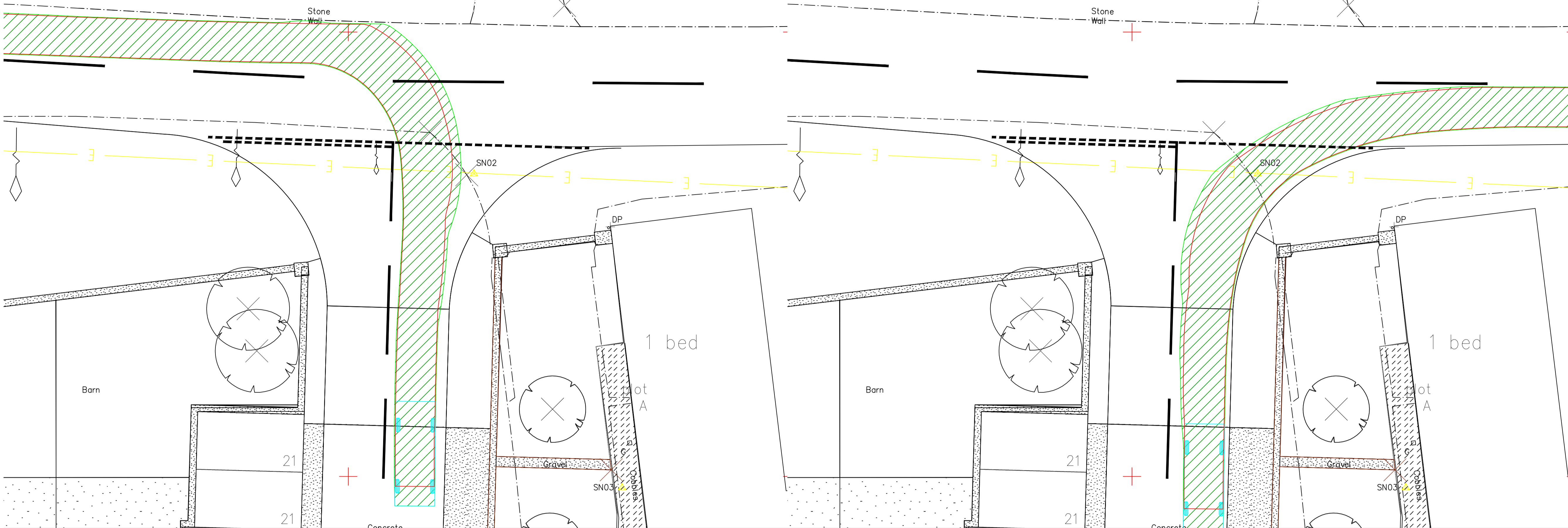
GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to Lock Time	5.950m
Kerb to Kerb Turning Radius	



NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check



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mail@limetransport.com
www.limetransport.com

Drawing Status Date 24/01/2024

PRELIMINARY

Scale 1:100@A1

Project

Drawn BC

Marlas Farm, Pyle, Bridgend

Checked HLJ

Title

Project No
21001

Swept path analysis at site entrance - Estate Car

Client Project No

Revision

Drawing No

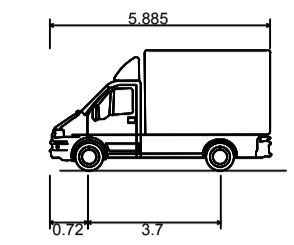
21001.OS.109.01



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



4.6t Light Van
 Overall Length 5.885m
 Overall Width 2.000m
 Overall Body Height 2.526m
 Min Body Ground Clearance 0.299m
 Track Width 1.765m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 6.000m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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Drawing Status Date 24/01/2024

PRELIMINARY Scale 1:100@A1

Project Drawn BC

Marlas Farm, Pyle, Bridgend Checked HLJ

Project No 21001

Title Client Project No

Swept path analysis at site entrance - 4.6 light van Revision

Drawing No

21001.OS.109.02



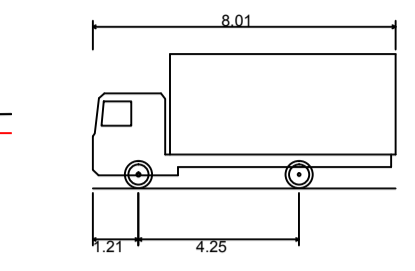
THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.



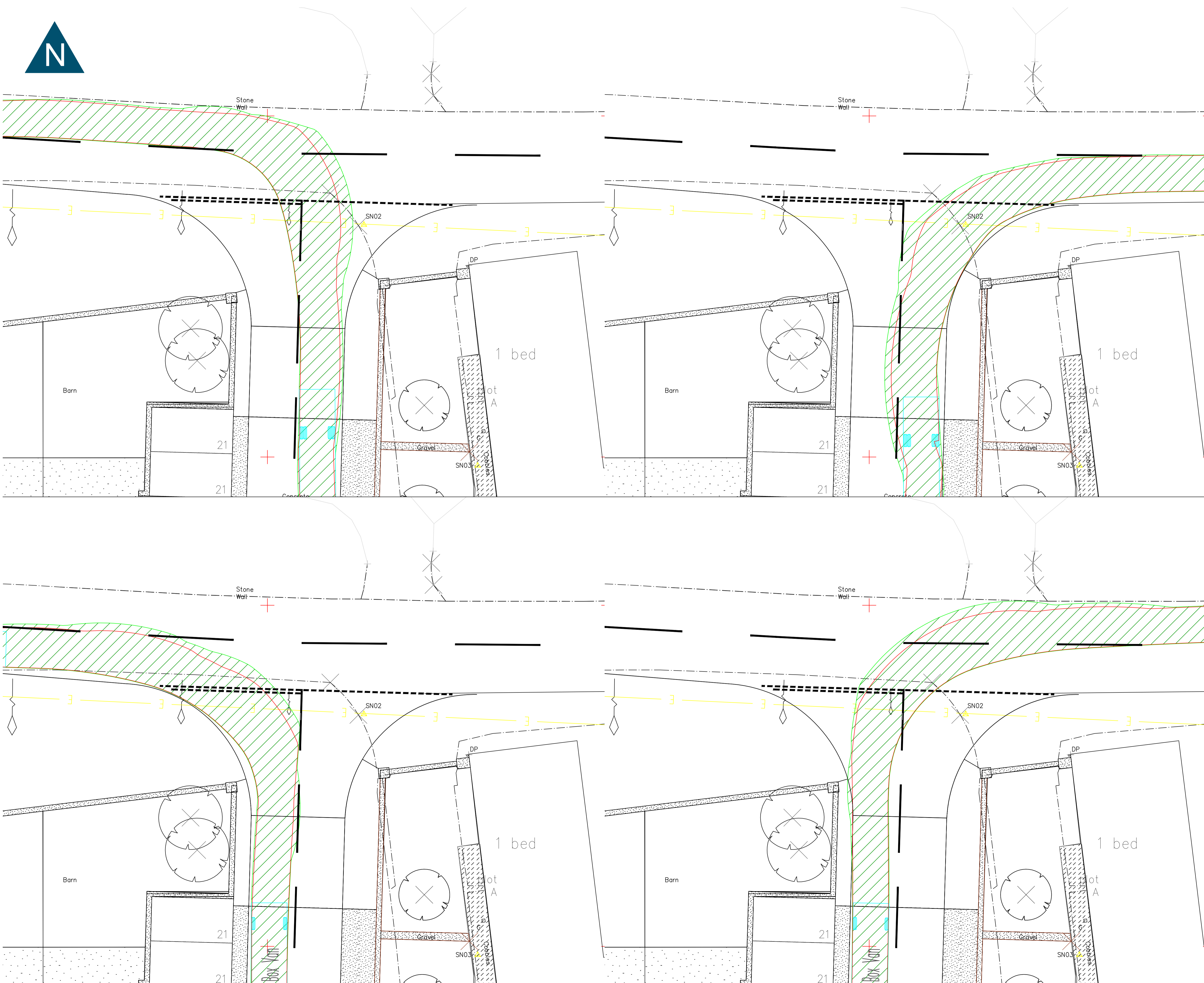
GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.550m
 Min Body Ground Clearance 0.351m
 Track Width 2.064m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 7.400m



NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check



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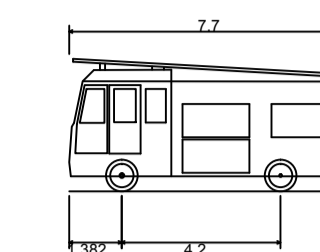
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Project	Marlas Farm, Pyle, Bridgend	Scale	1:100@A1
Project No	21001	Drawn	BC
Title	Swept path analysis at site entrance - 7.5t box van	Checked	HLJ
Drawing No	21001.OS.109.03	Project No	21001
		Client Project No	
		Revision	



GENERAL NOTES

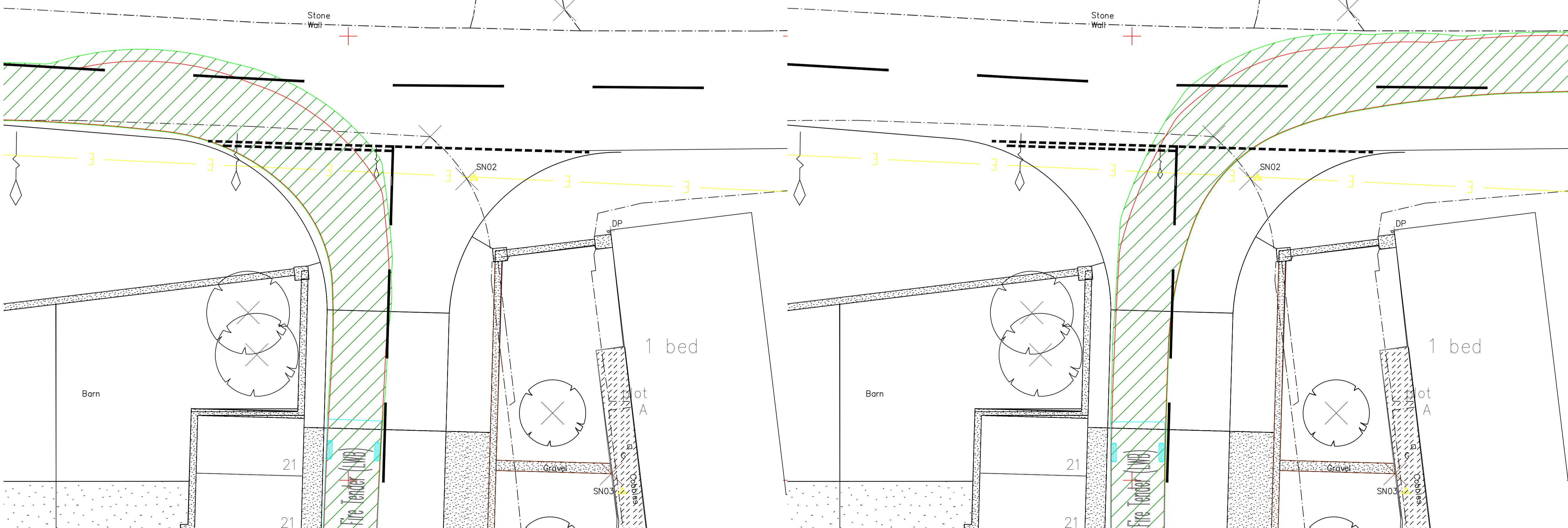
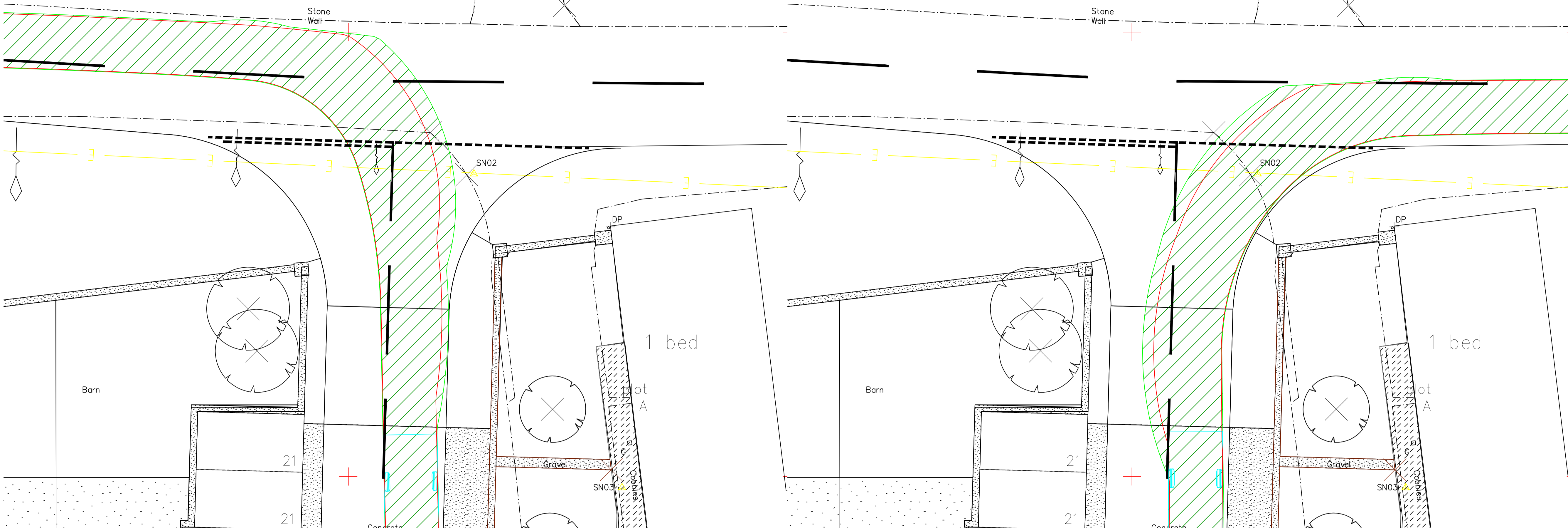
- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



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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Rev	Date	Description	Drawn	Check



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Drawing Status

PRELIMINARY

Date 24/01/2024

Scale 1:100@A1

Project

Marlas Farm, Pyle, Bridgend

Drawn BC

Checked HLJ

Title

Swept path analysis at site entrance - 7.7m fire tender

Project No

21001

Client Project No

Revision

Drawing No

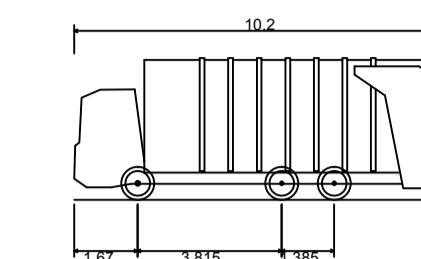
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GENERAL NOTES

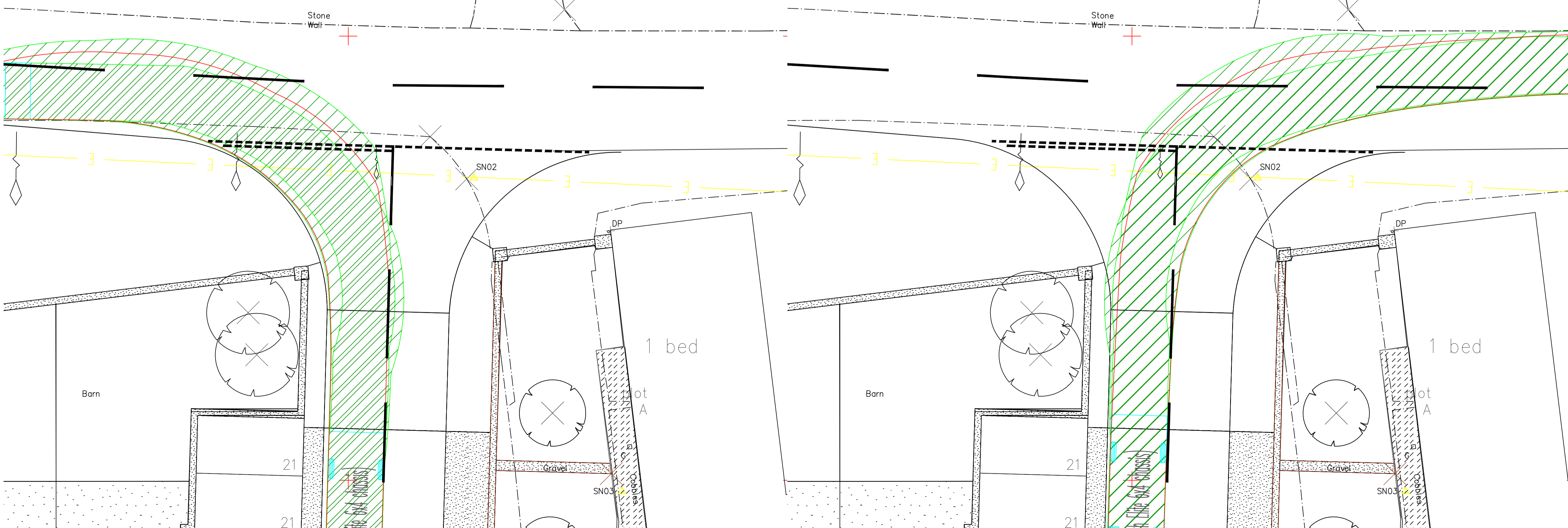
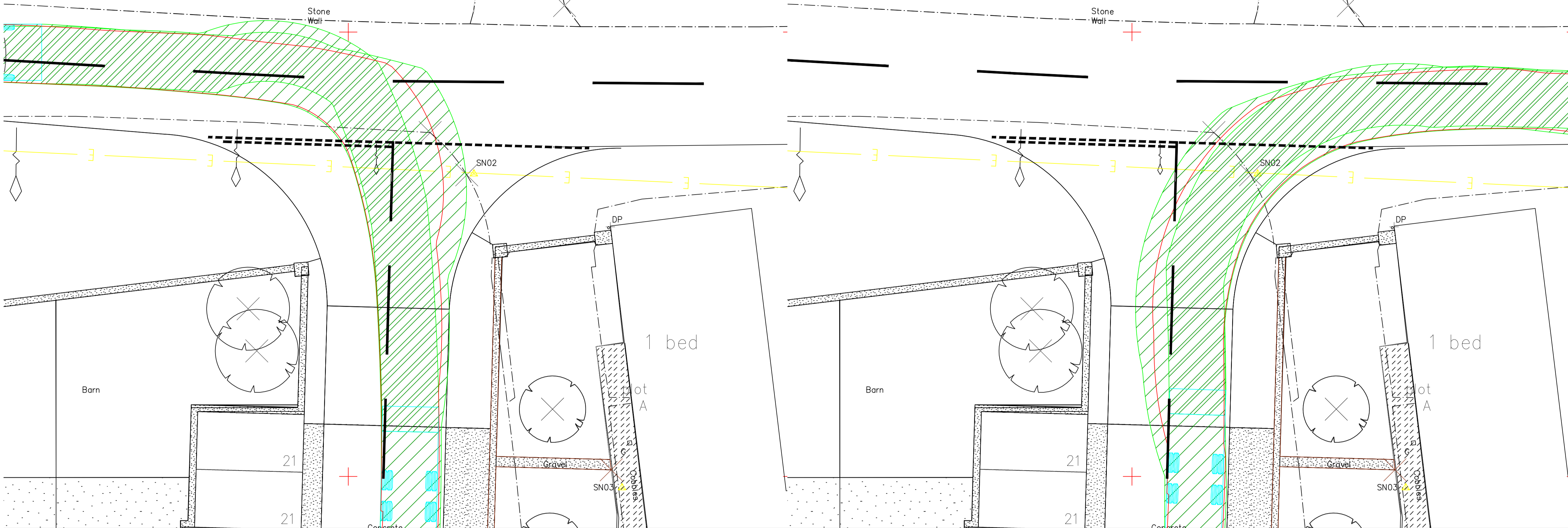
- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.800m



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Rev	Date	Description	Drawn	Check



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Drawing Status Date 24/01/2024

PRELIMINARY

Scale 1:100@A1

Project

Drawn BC

Marlas Farm, Pyle, Bridgend

Checked HLJ

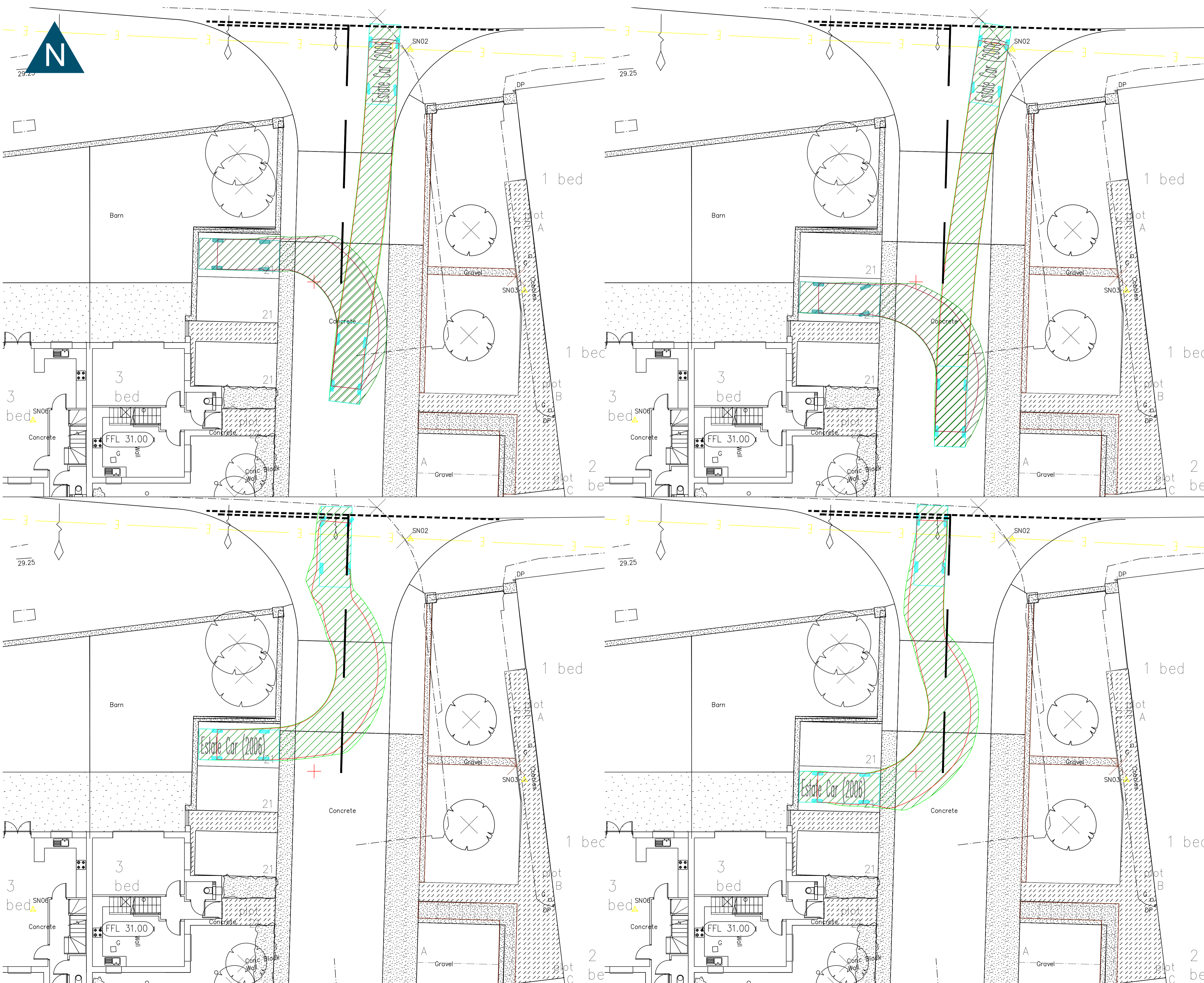
Project No
21001

Title Client Project No

Swept path analysis at
site entrance - refuse vehicle

Revision

Drawing No
21001.OS.109.05



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Height	0.207m
Min Body Ground Clearance	1.758m
Max Track Width	4.00s
Lock to Lock Time	5.950m
Kerb to Kerb Turning Radius	

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

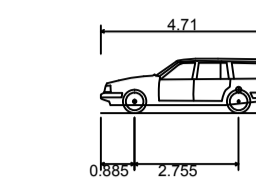
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Drawing Status	PRELIMINARY	Date	24/01/2024
Project	Marlas Farm, Pyle, Bridgend	Scale	1:100@A1
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		Checked	HLJ
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		Client Project No	
		Title	Swept path analysis - Estate Car
		Revision	
Drawing No	21001.OS.109.06		

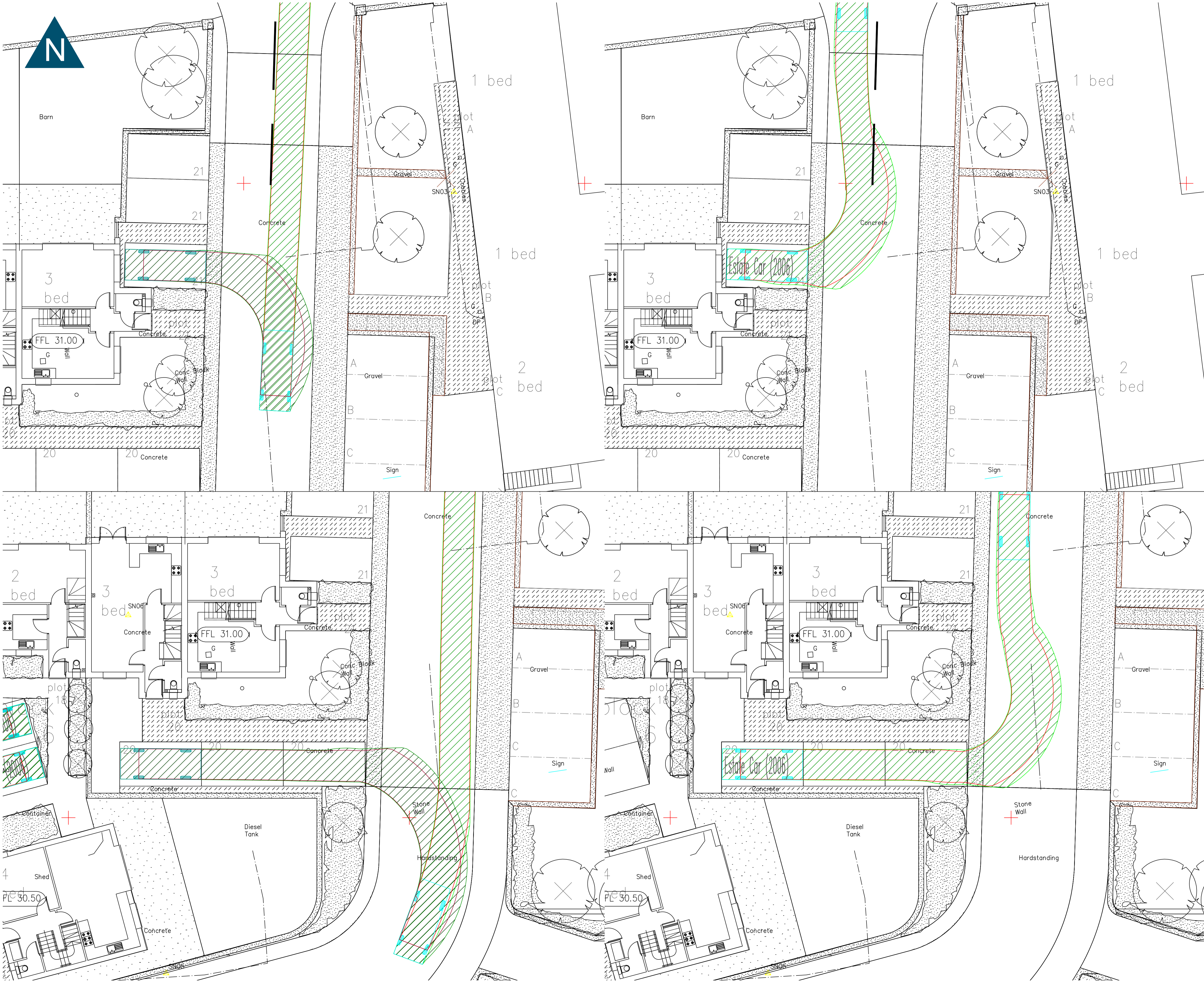
GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)
 Overall Length 4.710m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.758m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.950m



NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check



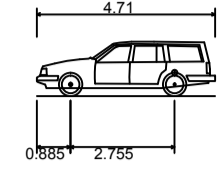
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Drawing Status	PRELIMINARY	Date	24/01/2024
Project	Marlas Farm, Pyle, Bridgend	Scale	1:100@A1
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		Client Project No	
		Revision	
Drawing No	21001.OS.109.07		

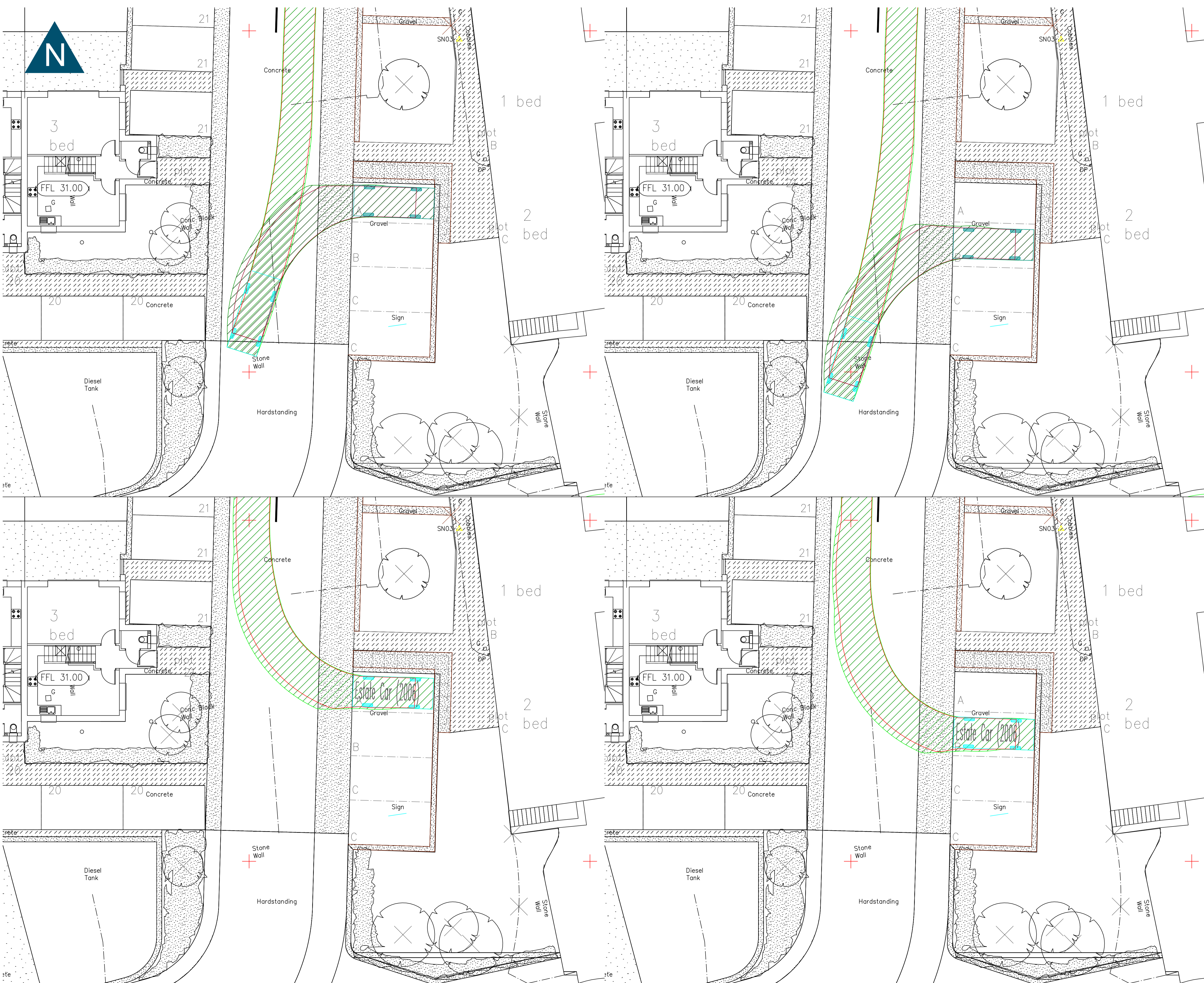
GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)
 Overall Length 4.710m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.758m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.950m



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Rev	Date	Description	Drawn	Check



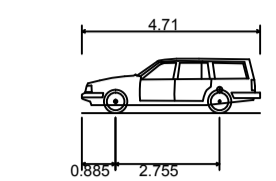
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Drawing Status	Date	24/01/2024
PRELIMINARY	Scale	1:100@A1
Project	Drawn	BC
Marlas Farm, Pyle, Bridgend	Checked	HLJ
	Project No	21001
	Client Project No	
	Revision	
Drawing No	21001.OS.109.08	

GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)
 Overall Length 4.710m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.758m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.950m

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Rev	Date	Description	Drawn	Check



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Drawing Status: PRELIMINARY
 Date: 24/01/2024
 Scale: 1:100@A1

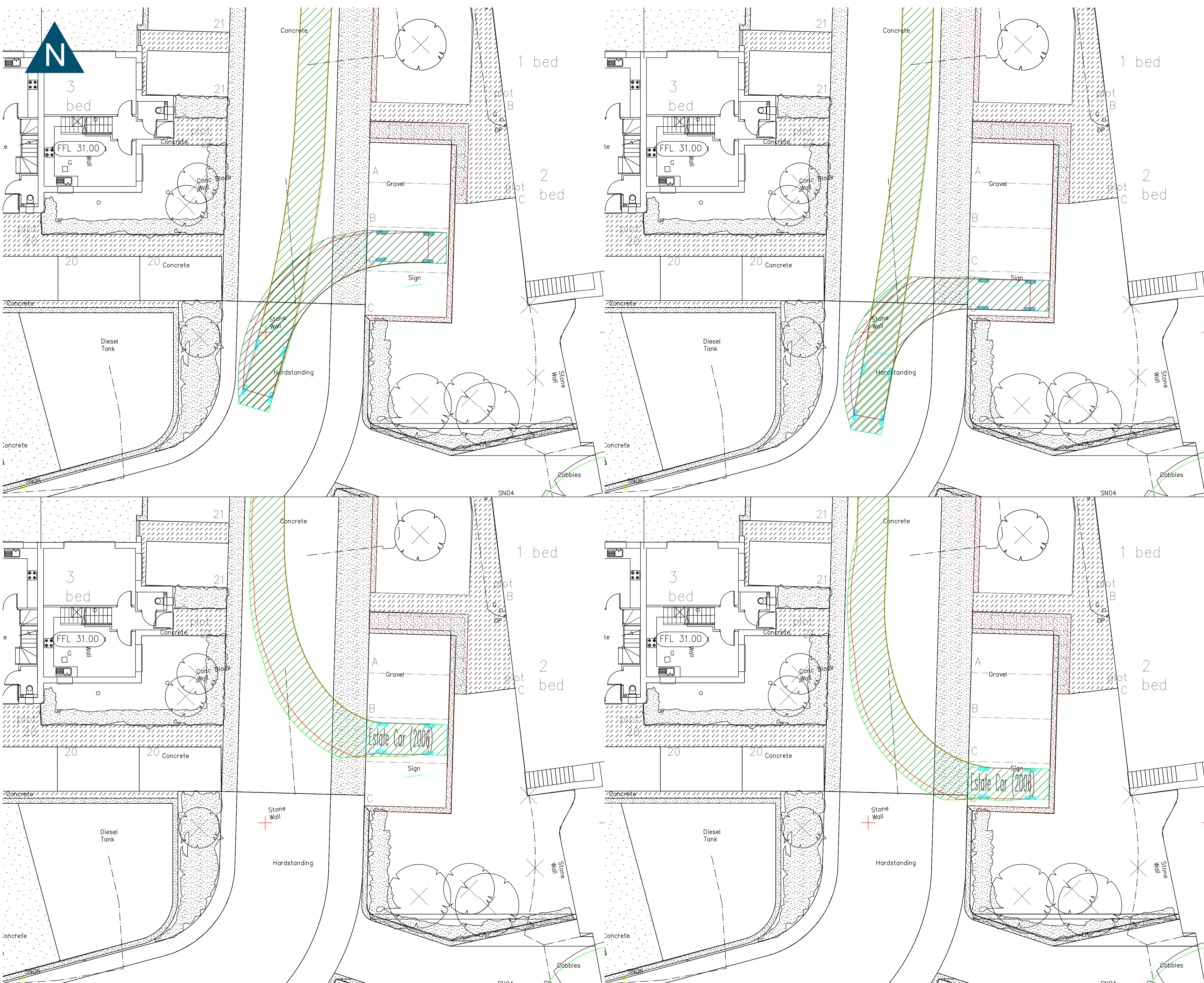
Project: Marlas Farm, Pyle, Bridgend
 Drawn: BC
 Checked: HLJ

Project No: 21001
 Client Project No: 21001

Title: Swept path analysis - Estate Car

Revision:

Drawing No: 21001.OS.109.09

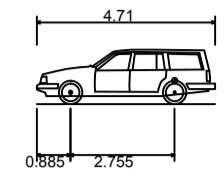




GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)
 Overall Length 4.710m
 Overall Width 2.765m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.758m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.950m

4.710m
 1.804m
 1.442m
 0.207m
 1.758m
 4.00s
 5.950m



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Rev	Date	Description	Drawn	Check



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Drawing Status: PRELIMINARY Date: 24/01/2024

Scale: 1:100@A1

Project: Marlas Farm, Pyle, Bridgend Drawn: BC

Checked: HLJ

Project No: **21001**

Title: Swept path analysis Block 1 - Estate Car Client Project No:

Revision:

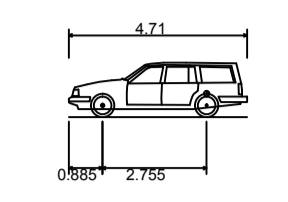
Drawing No: 21001.OS.109.10



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.758m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.950m



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Rev	Date	Description	Drawn	Check



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Drawing Status: **PRELIMINARY** Date: 24/01/2024

Scale: 1:100@A1

Project: Marlas Farm, Pyle, Bridgend Drawn: BC

Checked: HLJ

Project No: **21001**

Title: Swept path analysis Block 1 - Estate Car

Client Project No:
Revision:

Drawing No: 21001.OS.109.11



Concrete

Concrete

Hardstanding

Hardstanding

block

block

block

block

FFL 30-50

FFL 30-50

FFL 30-50

2 bed

3 bed

2 bed

3 bed

2 bed

3 bed

2 bed

3 bed

Robbie Stockpile

Robbie Stockpile

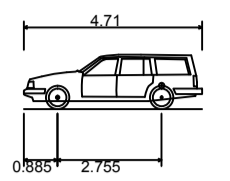
Robbie Stockpile

Robbie Stockpile

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)
 Overall Length 4.710m
 Overall Width 1.884m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.758m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check



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Drawing Status Date 24/01/2024

PRELIMINARY Scale 1:100@A1

Project Drawn BC

Marlas Farm, Pyle, Bridgend Checked HLJ

Project No

21001

Title Client Project No

Swept path analysis Block 2

- Estate Car Revision

Drawing No

21001.OS.109.12



Concrete

Concrete

Hardstanding

Hardstanding

block

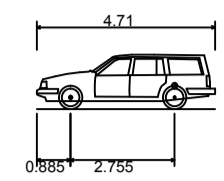
block



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)
 Overall Length 4.710m
 Overall Width 1.884m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.758m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check



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Drawing Status Date 24/01/2024

PRELIMINARY Scale 1:100@A1

Project Drawn BC

Marlas Farm, Pyle, Bridgend Checked HLJ

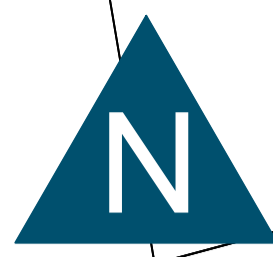
Project No 21001

Title Client Project No

Swept path analysis Block 2 - Estate Car Revision

Drawing No

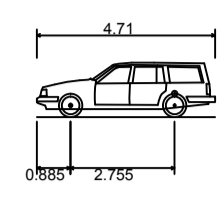
21001.OS.109.13



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)	4.71m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to Lock Time	5.950m
Kerb to Kerb Turning Radius	

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check



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Drawing Status Date 24/01/2024

PRELIMINARY Scale 1:100@A1

Project Drawn BC

Marlas Farm, Pyle, Bridgend Checked HLJ

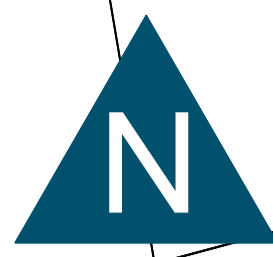
Project No **21001**

Title Client Project No

Swept path analysis Block 3 - Estate Car Revision

Drawing No

21001.OS.109.14



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)
 Overall Length 4.710m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.756m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.950m

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Rev	Date	Description	Drawn	Check

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Drawing Status	PRELIMINARY	Date	24/01/2024
Project	Marlas Farm, Pyle, Bridgend	Scale	1:100@A1
Project No	21001	Drawn	BC
Title	Swept path analysis Block 3 - Estate Car	Checked	HLJ
Drawing No	21001.OS.109.15	Client Project No	
		Revision	



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Estate Car (2006)
 Overall Length 4.71m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.758m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status	PRELIMINARY	Date	24/01/2024
Project	Marlas Farm, Pyle, Bridgend	Scale	NTS
		Drawn	BC
		Checked	HLJ
		Project No	21001
		Client Project No	
Title	Swept path analysis at Block 4 - Estate Car		
		Revision	

Drawing No
 21001.OS.109.16



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Estate Car (2006)
 Overall Length 4.71m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.758m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status	PRELIMINARY	Date	24/01/2024
Project	Marlas Farm, Pyle, Bridgend	Scale	1:100@A1
Title	Swept path analysis at Block 4 - Estate Car	Drawn	BC
Drawing No	21001.OS.109.17	Checked	HLJ
		Project No	21001
		Client Project No	
		Revision	



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



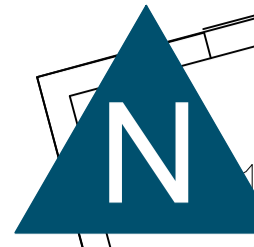
Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.758m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.950m

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Rev	Date	Description	Drawn	Check

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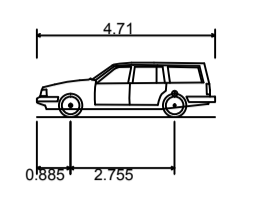
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Project No	21001	Drawn	BC
Title	Swept path analysis at Block 5 - Estate Car	Checked	HLJ
Drawing No	21001.OS.109.18	Client Project No	
		Revision	



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)	4.71m
Overall Length	1.88m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.758m
Max Track Width	4.00s
Lock to Lock Time	5.950m
Kerb to Kerb Turning Radius	

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check



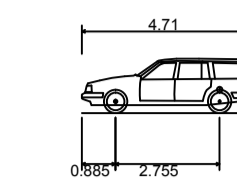
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Drawing Status	PRELIMINARY	Date	24/01/2024
Project	Marlas Farm, Pyle, Bridgend	Scale	1:100@A1
Project No	21001	Drawn	BC
Title	Swept path analysis at Block 5 - Estate Car	Checked	HLJ
Drawing No	21001.OS.109.19	Client Project No	
		Revision	

GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.950m



NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check



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Drawing Status Date 24/01/2024

PRELIMINARY Scale 1:50@A1

Project Drawn BC

Marlas Farm, Pyle, Bridgend Checked HLJ

Project No **21001**

Title Client Project No

Swept path analysis at Block 5 - Estate Car Revision

Drawing No 21001.OS.109.20



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)
 Overall Length 4.71m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.758m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

5A Andrews Buildings
 Penarth, CF64 2AA
 Tel 029 2070 0924
 mail@limetransport.com
 www.limetransport.com

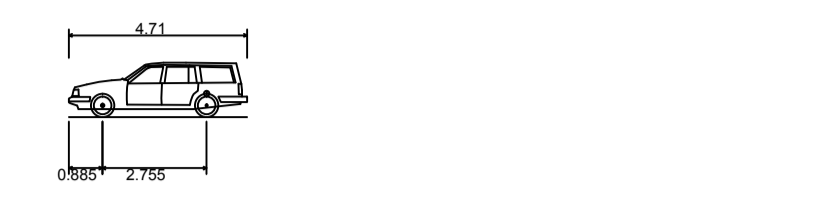
Drawing Status	PRELIMINARY	Date	24/01/2024
Project	Marlas Farm, Pyle, Bridgend	Scale	1:100@A1
		Drawn	BC
		Checked	HLJ
		Project No	21001
		Client Project No	
Title	Swept path analysis at Block 6 - Estate Car	Revision	
Drawing No	21001.OS.109.21		



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)
 Overall Length 4.710m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.758m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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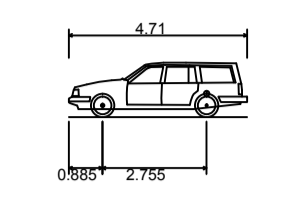
Drawing Status	PRELIMINARY	Date	24/01/2024
Project	Marlas Farm, Pyle, Bridgend	Scale	1:100@A1
Project No	21001	Drawn	BC
Title	Swept path analysis at Block 6 - Estate Car	Checked	HLJ
Drawing No	21001.OS.109.22	Project No	21001
		Client Project No	
		Revision	



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.758m
Max Track Width	4.00s
Lock to Lock Time	5.950m
Kerb to Kerb Turning Radius	

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check



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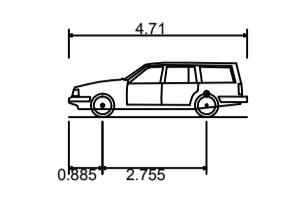
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Project	Marlas Farm, Pyle, Bridgend	Scale	1:100@A1
Project No	21001	Drawn	BC
Title	Swept path analysis Block 7 parking - Estate car	Checked	HLJ
Drawing No	21001.OS.109.23	Project No	21001
		Client Project No	
		Revision	



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.758m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check



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Drawing Status	PRELIMINARY	Date	24/01/2024
Project	Marlas Farm, Pyle, Bridgend	Scale	1:100@A1
		Drawn	BC
		Checked	HLJ
Title	Swept path analysis Block 7 parking - Estate car	Project No	21001
		Client Project No	
		Revision	

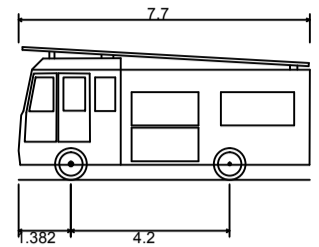
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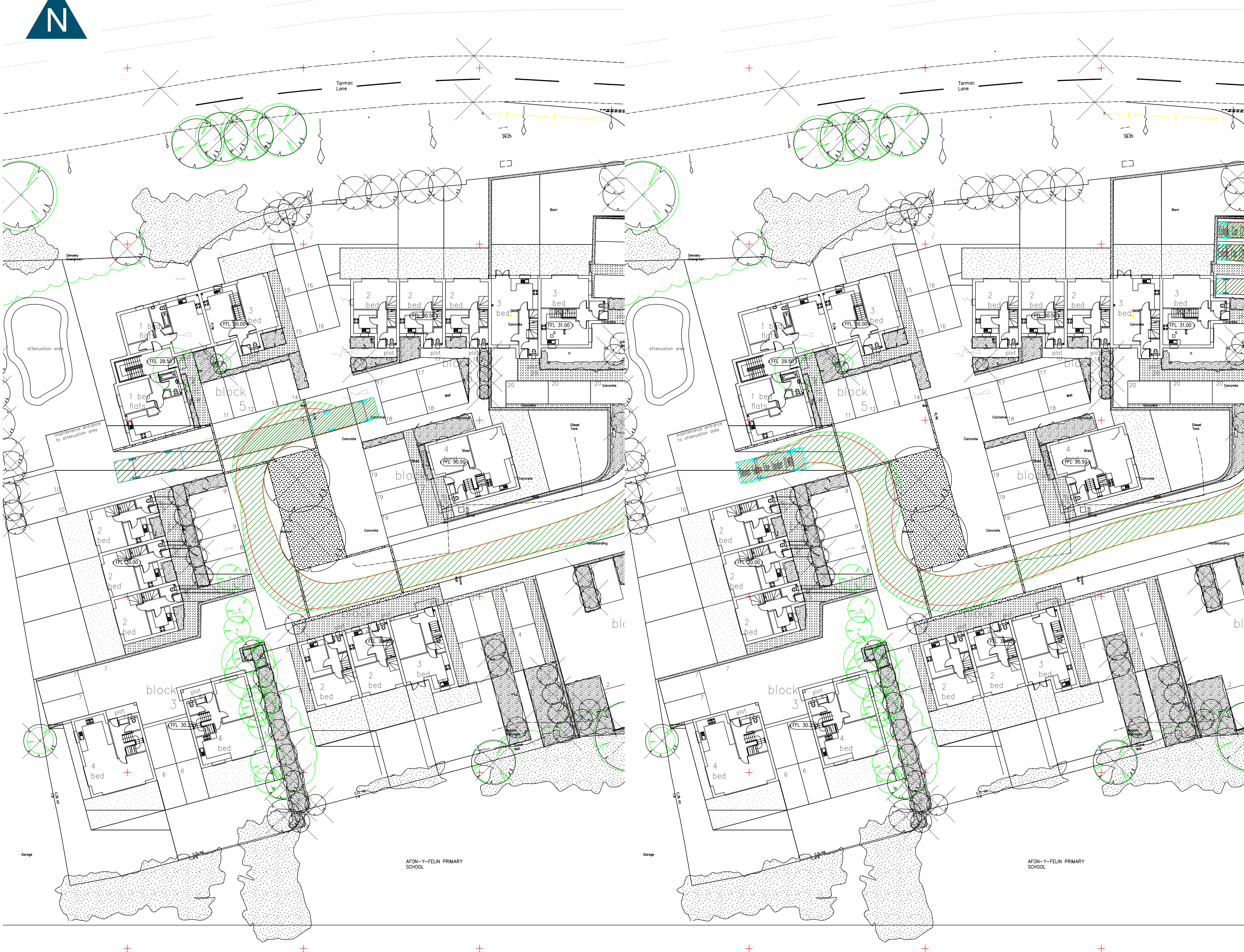
GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



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



NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check



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Drawing Status: PRELIMINARY
 Date: 24/01/2024
 Scale: 1:200@A1

Project: Marlas Farm, Pyle, Bridgend
 Drawn: BC
 Checked: HLJ

Project No: **21001**

Title: Swept path analysis - 10.2m Refuse Vehicle
 Client Project No: _____
 Revision: _____

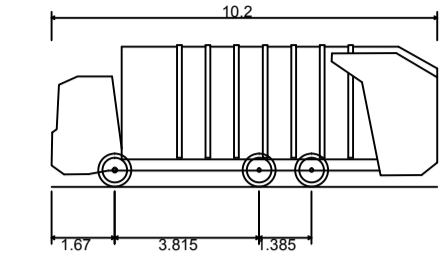
Drawing No: 21001.OS.109.25



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)	10.200m
Overall Length	2.530m
Overall Width	3.751m
Overall Body Height	0.304m
Min Body Ground Clearance	2.500m
Track Width	4.00m
Lock to Lock Time	7.800m
Kerb to Kerb Turning Radius	

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Rev	Date	Description	Drawn	Check



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Drawing Status Date 24/01/2024

PRELIMINARY Scale 1:200@A1

Project Drawn BC

Checked HLJ

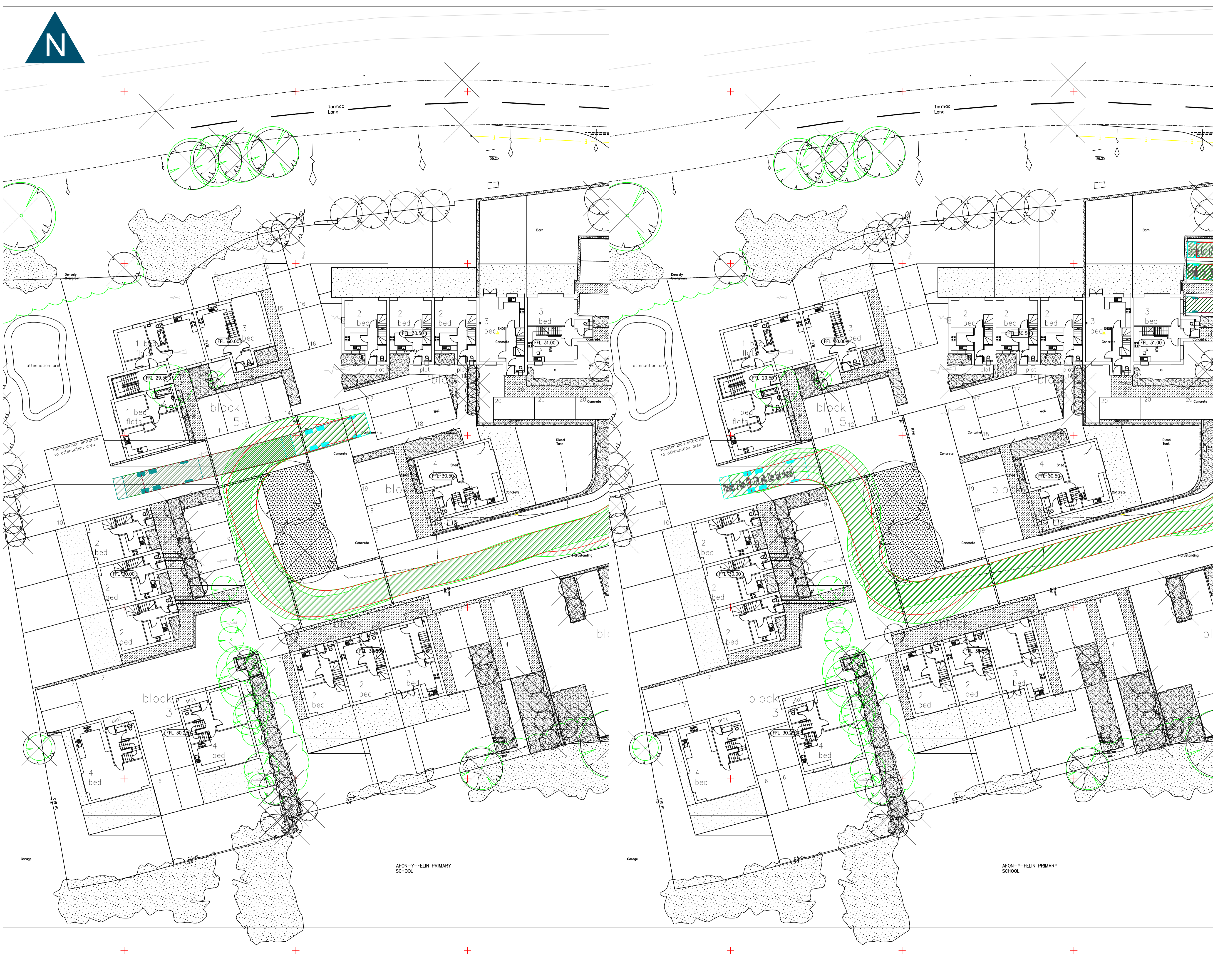
Project No **21001**

Title Client Project No

Swept path analysis
- 7.7m Fire Tender
Revision

Drawing No

21001.OS.109.26

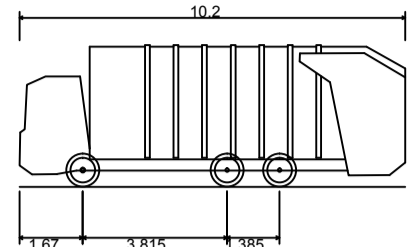




GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.800m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check



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Drawing Status	PRELIMINARY	Date	24/01/2024
Project	Marlas Farm, Pyle, Bridgend	Scale	NTS
Project No	21001	Drawn	BC
Title	Swept path analysis - 7.7m Fire Tender	Checked	HLJ
Drawing No	21001.OS.107.26	Project No	21001
		Client Project No	
		Revision	

Appendix D

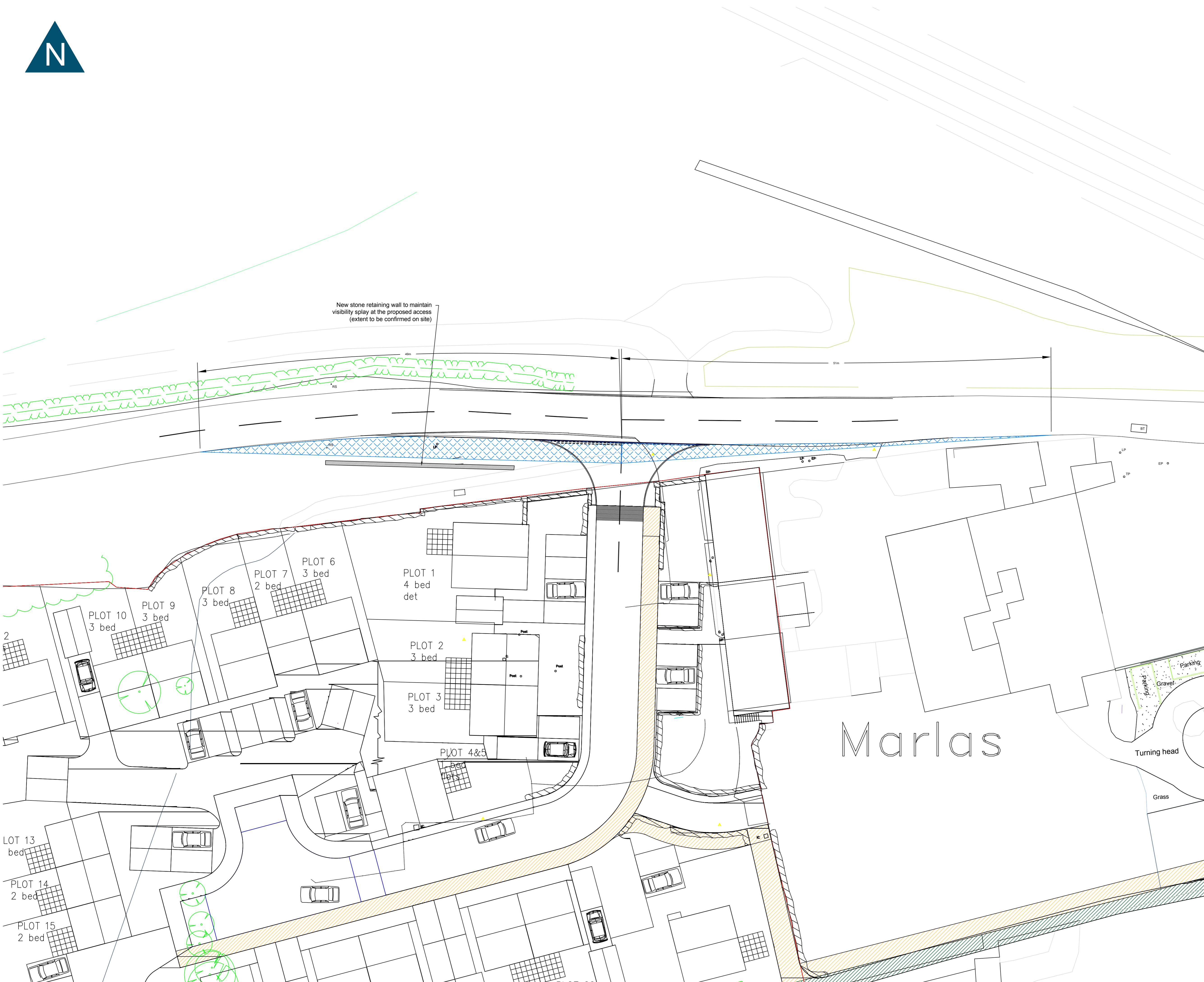




GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



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Rev	Date	Description	Drawn	Check



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Drawing Status

PRELIMINARY

Project

Marlas Farm, Pyle,
Bridgend

Title

Visibility splay at the proposed
site access

Drawing No

21001.TPO.104.14

Date 05.11.2021

Scale 1:200@A1

Drawn JP

Checked HLJ

Project No
21001

Client Project No

Revision

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

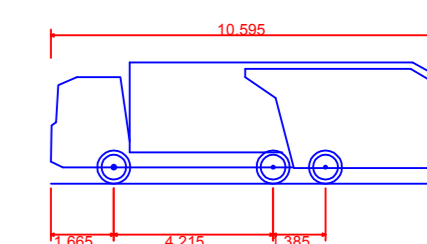


New stone retaining wall to maintain visibility splay at the proposed access (extent to be confirmed on site)

GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Phoenix 2-23W (with Elite 2 6x4 chassis)

- Overall Length 10.595m
- Overall Width 2.530m
- Overall Body Height 3.205m
- Min Body Ground Clearance 0.410m
- Track Width 2.500m
- Lock to Lock Time 4.00s
- Kerb to Kerb Turning Radius 9.250m

Marlas

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check



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Drawing Status Date 05.11.2021

PRELIMINARY Scale 1:200@A1

Project Drawn JP

Checked HLJ

Project No **21001**

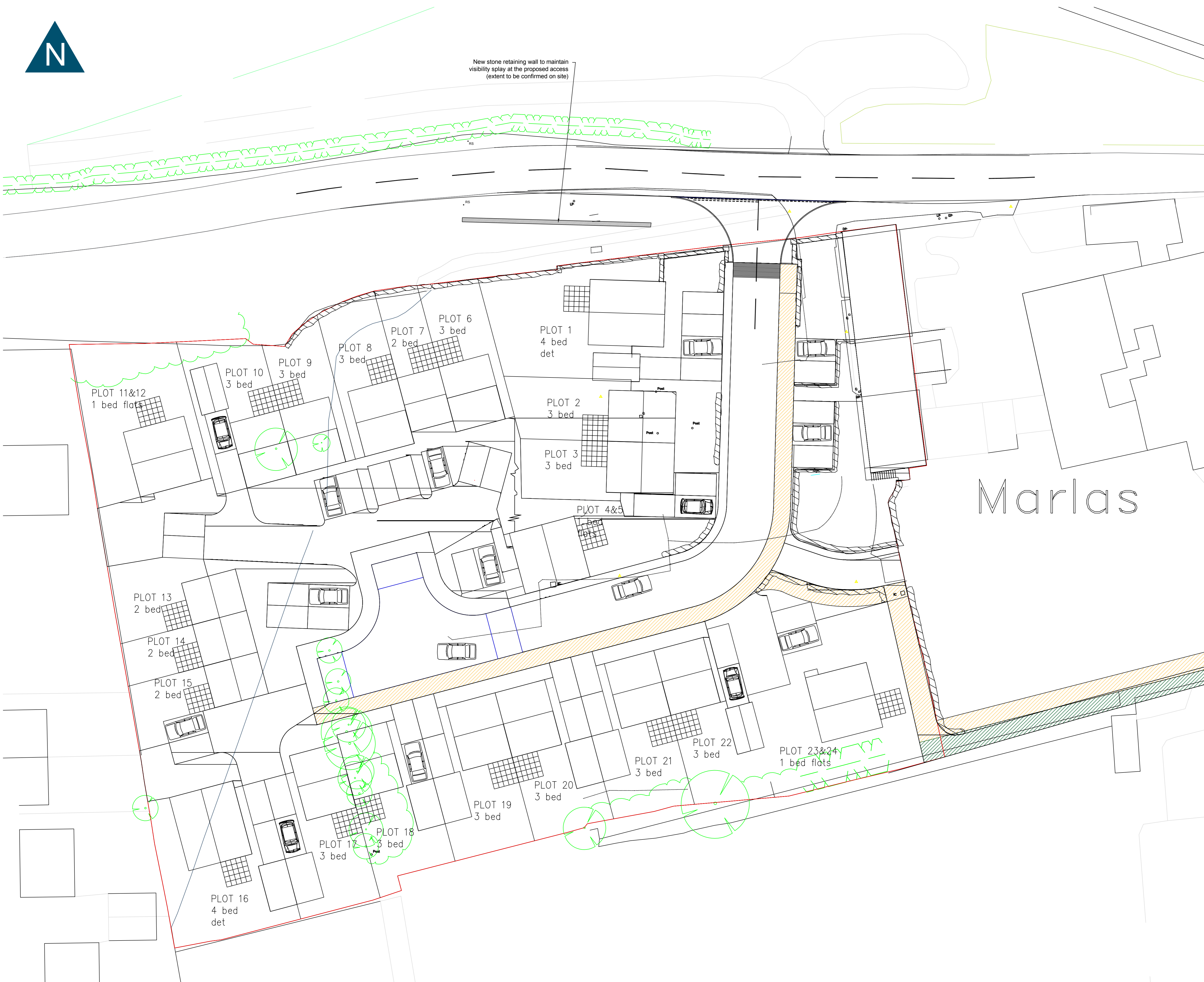
Title Client Project No

Proposed site layout

Revision

Drawing No

21001.TOPO.104.13



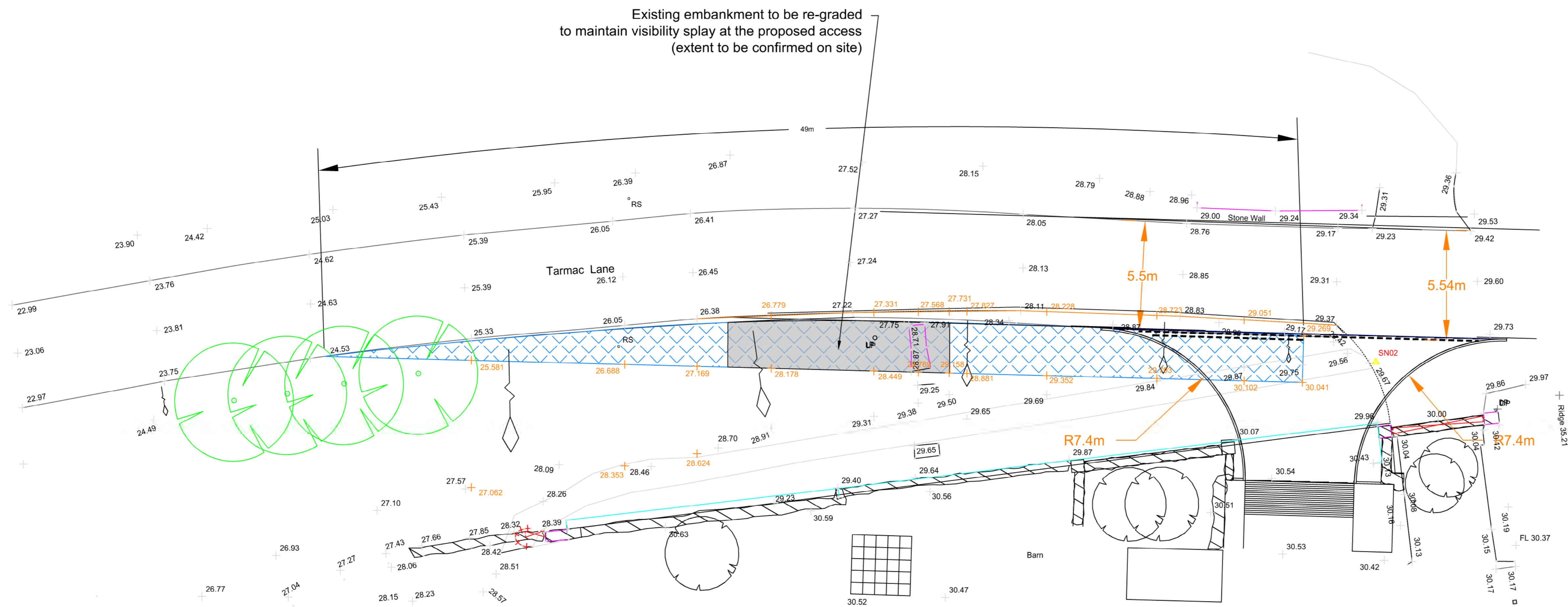
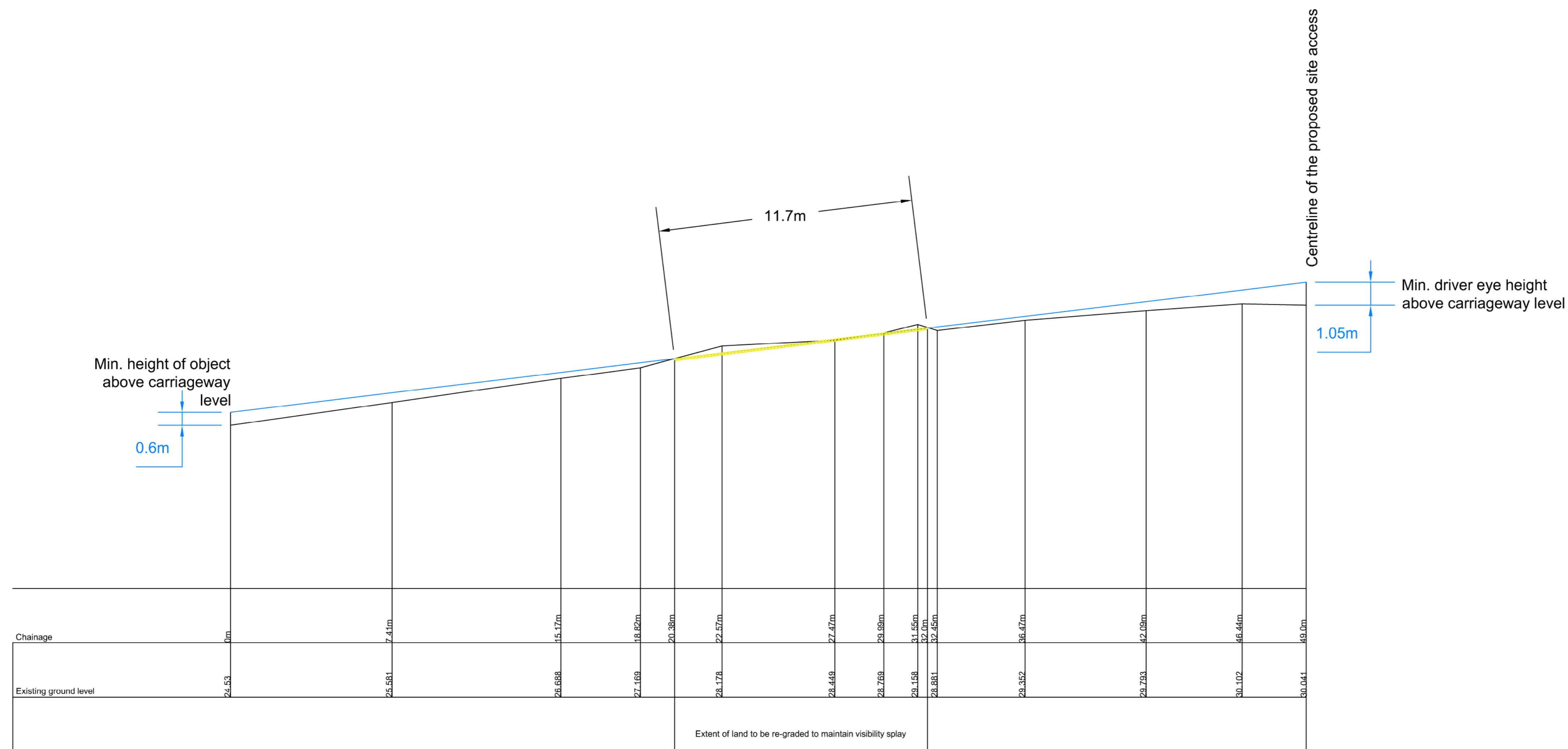
THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT COPY FROM THIS DRAWING.



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



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Rev	Date	Description	Drawn	Check



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Drawing Status Date 05.11.2021

PRELIMINARY Scale nts

Project Drawn JP

Marlas Farm, Pyle, Checked HLJ

Project No

21001

Title Client Project No

Visibility splay at the proposed site access - vertical alignment

Revision

Drawing No

21001.TOPO.104.16

Appendix E



TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	SC SURREY	1 days
	WS WEST SUSSEX	6 days
03	SOUTH WEST	
	DC DORSET	2 days
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	10 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	3 days
09	NORTH	
	DH DURHAM	2 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 12 to 799 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 04/07/23

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

Selected survey days:

Monday	4 days
Tuesday	11 days
Wednesday	9 days
Thursday	12 days
Friday	5 days

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

Selected survey types:

Manual count	41 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	19
Neighbourhood Centre (PPS6 Local Centre)	18

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	20
Village	17
Out of Town	2
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	34 days - Selected
Servicing vehicles Excluded	79 days - Selected

Secondary Filtering selection:

Use Class:

C3 41 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	15 days
5,001 to 10,000	25 days

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

Population within 5 miles:

5,001 to 25,000	11 days
25,001 to 50,000	14 days
50,001 to 75,000	7 days
75,001 to 100,000	6 days
100,001 to 125,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	31 days
1.6 to 2.0	6 days

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

Travel Plan:

Yes	29 days
No	12 days

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

PTAL Rating:

No PTAL Present	41 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19		Survey Type: MANUAL
2	AC-03-A-05	SEMI -DETACHED & TERRACED		CESHIRE WEST & CHESTER
	MEADOW DRIVE			
	NORTHWICH			
	BARNTON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	40		
	Survey date: FRIDAY	30/04/21		Survey Type: MANUAL
3	AC-03-A-06	DETACHED HOUSES		CESHIRE WEST & CHESTER
	COMMON LANE			
	NEAR CHESTER			
	WAVERTON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	99		
	Survey date: FRIDAY	29/04/22		Survey Type: MANUAL
4	AS-03-A-02	MIXED HOUSES		ABERDEENSHIRE
	FARROCHIE ROAD			
	STONEHAVEN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	131		
	Survey date: WEDNESDAY	20/04/22		Survey Type: MANUAL
5	CA-03-A-07	MIXED HOUSES		CAMBRI DGESHI RE
	FIELD END			
	NEAR ELY			
	WITCHFORD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	32		
	Survey date: THURSDAY	27/05/21		Survey Type: MANUAL
6	CA-03-A-08	DETACHED & SEMI -DETACHED		CAMBRI DGESHI RE
	GIDDING ROAD			
	SAWTRY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	83		
	Survey date: THURSDAY	13/10/22		Survey Type: MANUAL
7	CT-03-A-01	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	ARLESEY ROAD			
	STOTFOLD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	46		
	Survey date: WEDNESDAY	22/06/22		Survey Type: MANUAL
8	DC-03-A-09	MIXED HOUSES		DORSET
	A350			
	SHAFTESBURY			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	50		
	Survey date: FRIDAY	19/11/21		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>09/11/22</i>	<i>Survey Type: MANUAL</i>
10	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		50	
	<i>Survey date: TUESDAY</i>		<i>28/03/17</i>	<i>Survey Type: MANUAL</i>
11	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND	MIXED HOUSES		DURHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:		125	
	<i>Survey date: MONDAY</i>		<i>27/03/17</i>	<i>Survey Type: MANUAL</i>
12	ES-03-A-06 BISHOPS LANE RINGMER	MIXED HOUSES		EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		12	
	<i>Survey date: WEDNESDAY</i>		<i>16/06/21</i>	<i>Survey Type: MANUAL</i>
13	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		91	
	<i>Survey date: THURSDAY</i>		<i>07/11/19</i>	<i>Survey Type: MANUAL</i>
14	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		62	
	<i>Survey date: TUESDAY</i>		<i>19/11/19</i>	<i>Survey Type: MANUAL</i>
15	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		44	
	<i>Survey date: FRIDAY</i>		<i>07/10/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		160	
	<i>Survey date: MONDAY</i>		<i>08/07/19</i>	<i>Survey Type: MANUAL</i>
17	KC-03-A-07 RECVLVER ROAD HERNE BAY	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		288	
	<i>Survey date: WEDNESDAY</i>		<i>27/09/17</i>	<i>Survey Type: MANUAL</i>
18	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES		KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		159	
	<i>Survey date: TUESDAY</i>		<i>22/05/18</i>	<i>Survey Type: MANUAL</i>
19	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:		106	
	<i>Survey date: TUESDAY</i>		<i>09/05/23</i>	<i>Survey Type: MANUAL</i>
20	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS		LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		85	
	<i>Survey date: THURSDAY</i>		<i>28/06/18</i>	<i>Survey Type: MANUAL</i>
21	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		40	
	<i>Survey date: THURSDAY</i>		<i>19/09/19</i>	<i>Survey Type: MANUAL</i>
22	NF-03-A-23 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		514	
	<i>Survey date: WEDNESDAY</i>		<i>22/09/21</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

23	NF-03-A-27	MIXED HOUSES & FLATS		NORFOLK
	YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 93 <i>Survey date: THURSDAY 16/09/21</i>			
				<i>Survey Type: MANUAL</i>
24	NF-03-A-30	MIXED HOUSES		NORFOLK
	BRANDON ROAD SWAFFHAM Edge of Town Residential Zone Total No of Dwellings: 266 <i>Survey date: THURSDAY 23/09/21</i>			
				<i>Survey Type: MANUAL</i>
25	NF-03-A-33	MIXED HOUSES		NORFOLK
	LONDON ROAD ATTLEBOROUGH Edge of Town Residential Zone Total No of Dwellings: 143 <i>Survey date: THURSDAY 29/09/22</i>			
				<i>Survey Type: MANUAL</i>
26	NF-03-A-34	MIXED HOUSES		NORFOLK
	NORWICH ROAD SWAFFHAM Edge of Town Out of Town Total No of Dwellings: 80 <i>Survey date: TUESDAY 27/09/22</i>			
				<i>Survey Type: MANUAL</i>
27	NF-03-A-36	MIXED HOUSES		NORFOLK
	LONDON ROAD WYMONDHAM Edge of Town No Sub Category Total No of Dwellings: 75 <i>Survey date: THURSDAY 29/09/22</i>			
				<i>Survey Type: MANUAL</i>
28	NF-03-A-39	MIXED HOUSES		NORFOLK
	HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: TUESDAY 27/09/22</i>			
				<i>Survey Type: MANUAL</i>
29	NF-03-A-43	MIXED HOUSES		NORFOLK
	MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 125 <i>Survey date: WEDNESDAY 15/09/21</i>			
				<i>Survey Type: MANUAL</i>
30	NF-03-A-46	MIXED HOUSES & FLATS		NORFOLK
	BURGH ROAD AYLSHAM Edge of Town Residential Zone Total No of Dwellings: 300 <i>Survey date: TUESDAY 14/09/21</i>			
				<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

31	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI -DETACHED	POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 11/05/15</i>		
	<i>Survey Type: MANUAL</i>		
32	SC-03-A-09 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i>		
	<i>Survey Type: MANUAL</i>		
33	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI -DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>		
	<i>Survey Type: MANUAL</i>		
34	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 <i>Survey date: TUESDAY 25/09/18</i>		
	<i>Survey Type: MANUAL</i>		
35	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 <i>Survey date: TUESDAY 25/09/18</i>		
	<i>Survey Type: MANUAL</i>		
36	WS-03-A-06 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 799 <i>Survey date: THURSDAY 02/03/17</i>		
	<i>Survey Type: MANUAL</i>		
37	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN	BUNGALOWS	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

38	WS-03-A-15	MIXED HOUSES	WEST SUSSEX
	HILLAND ROAD BILLINGSHURST		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	380	
	Survey date: <i>TUESDAY</i>	<i>23/11/21</i>	<i>Survey Type: MANUAL</i>
39	WS-03-A-16	DETACHED & SEMI -DETACHED	WEST SUSSEX
	BRACKLESHAM LANE BRACKLESHAM BAY		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	58	
	Survey date: <i>WEDNESDAY</i>	<i>09/11/22</i>	<i>Survey Type: MANUAL</i>
40	WS-03-A-17	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD CHICHESTER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	86	
	Survey date: <i>WEDNESDAY</i>	<i>01/03/23</i>	<i>Survey Type: MANUAL</i>
41	WS-03-A-18	MIXED HOUSES & FLATS	WEST SUSSEX
	LONDON ROAD HASSOCKS		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	156	
	Survey date: <i>MONDAY</i>	<i>15/05/23</i>	<i>Survey Type: MANUAL</i>

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

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Ranking Type: TOTALS

Time Range: 08:00-09:00

CALCULATION FACTOR 100m2 DWELLS

15th Percentile = No. 35 DC-03-A-09 Tot: 0.580

85th Percentile = No. 7 KC-03-A-07 Tot: 1.524

Median Values

Arrivals: 0.198

Departures: 0.726

Totals: 0.924

Mean Values

Arrivals: 0.266

Departures: 0.730

Totals: 0.996

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	ES-03-A-06	MIXED HOUSES	RINGMER	EAST SUSSEX	12	Wed	16/06/21	1.083	1.583	2.666	3.25
2	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	0.654	1.692	2.346	2.12
3	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.667	1.643	2.310	3.38
4	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.366	1.366	1.732	2.88
5	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.258	1.468	1.726	2.19
6	AC-03-A-04	TOWN HOUSES	NORTHWICH	CHESHIRE WEST & CHE	24	Thu	06/06/19	0.458	1.125	1.583	1.96
7	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.451	1.073	1.524	3.09
8	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIR	46	Wed	22/06/22	0.304	0.957	1.261	3.28
9	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	799	Thu	02/03/17	0.204	0.911	1.115	2.15
10	AC-03-A-05	SEMI-DETACHED	NORTHWICH	CHESHIRE WEST & CHE	40	Fri	30/04/21	0.175	0.875	1.050	1.85
11	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.313	0.727	1.040	2.19
12	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	0.232	0.784	1.016	2.42
13	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.357	0.643	1.000	2.32
14	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	0.281	0.719	1.000	2.25
15	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.221	0.765	0.986	2.64
16	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.370	0.610	0.980	2.41
17	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.214	0.765	0.979	2.48
18	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	0.233	0.721	0.954	2.36
19	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.165	0.769	0.934	2.70
20	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.217	0.711	0.928	2.25
21	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	0.198	0.726	0.924	2.43
22	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.269	0.619	0.888	3.95
23	WS-03-A-15	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	380	Tue	23/11/21	0.171	0.713	0.884	2.47
24	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.282	0.565	0.847	4.27
25	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.325	0.500	0.825	2.50
26	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	0.168	0.636	0.804	2.28
27	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	0.240	0.547	0.787	2.84
28	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	0.205	0.568	0.773	2.57
29	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	0.225	0.525	0.750	2.65
30	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	0.183	0.511	0.694	1.77
31	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.165	0.509	0.674	2.31
32	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.215	0.452	0.667	2.67
33	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.105	0.553	0.658	0.92
34	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.145	0.447	0.592	3.02
35	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.180	0.400	0.580	2.68
36	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.132	0.395	0.527	2.84
37	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.115	0.321	0.436	2.10
38	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.069	0.345	0.414	2.28
39	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.158	0.193	0.351	1.89
40	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.080	0.260	0.340	1.74
41	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.064	0.240	0.304	0.99

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Ranking Type: TOTALS

Time Range: 17:00-18:00

CALCULATION FACTOR 100m2 DWELLS

15th Percentile = No. 35 ES-03-A-07 Tot: 0.473

85th Percentile = No. 7 HC-03-A-23 Tot: 1.048

Median Values

Arrivals: 0.476

Departures: 0.297

Totals: 0.773

Mean Values

Arrivals: 0.510

Departures: 0.266

Totals: 0.776

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	1.049	0.463	1.512	2.88
2	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.952	0.458	1.410	2.25
3	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.810	0.571	1.381	3.38
4	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.972	0.299	1.271	3.09
5	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIR	46	Wed	22/06/22	0.630	0.609	1.239	3.28
6	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	0.885	0.192	1.077	2.12
7	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.903	0.145	1.048	2.19
8	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	0.791	0.256	1.047	2.36
9	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	0.591	0.455	1.046	2.57
10	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	0.563	0.469	1.031	2.25
11	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.612	0.329	0.941	4.27
12	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.578	0.344	0.922	2.48
13	ES-03-A-06	MIXED HOUSES	RINGMER	EAST SUSSEX	12	Wed	16/06/21	0.500	0.417	0.917	3.25
14	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	799	Thu	02/03/17	0.572	0.313	0.885	2.15
15	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.548	0.333	0.881	2.67
16	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	0.587	0.280	0.867	2.84
17	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	0.517	0.350	0.867	2.28
18	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.580	0.240	0.820	2.68
19	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.530	0.278	0.808	2.84
20	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.525	0.275	0.800	3.95
21	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.476	0.297	0.773	2.31
22	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	0.500	0.264	0.764	2.43
23	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	0.520	0.232	0.752	2.42
24	WS-03-A-15	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	380	Tue	23/11/21	0.476	0.271	0.747	2.47
25	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.525	0.200	0.725	2.50
26	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	0.388	0.313	0.700	2.65
27	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.500	0.184	0.684	0.92
28	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.384	0.283	0.667	2.19
29	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.390	0.228	0.618	2.64
30	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.484	0.113	0.597	3.02
31	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	0.351	0.229	0.580	1.77
32	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.313	0.263	0.576	2.41
33	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.440	0.120	0.560	1.74
34	AC-03-A-05	SEMI-DETACHED	NORTHWICH	CHESHIRE WEST & CHE	40	Fri	30/04/21	0.250	0.275	0.525	1.85
35	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.352	0.121	0.473	2.70
36	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.256	0.090	0.346	2.10
37	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.179	0.107	0.286	2.32
38	AC-03-A-04	TOWN HOUSES	NORTHWICH	CHESHIRE WEST & CHE	24	Thu	06/06/19	0.083	0.125	0.208	1.96
39	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.105	0.088	0.193	1.89
40	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.128	0.016	0.144	0.99
41	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.121	0.017	0.138	2.28

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

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Ranking Type: TOTALS

Time Range: 07:00-19:00

CALCULATION FACTOR 100m2 DWELLS

15th Percentile = No. 35 NF-03-A-39 Tot: 5.990

85th Percentile = No. 7 DC-03-A-10 Tot: 9.808

Median Values

Arrivals: 3.695

Departures: 3.565

Totals: 7.260

Mean Values

Arrivals: 3.774

Departures: 3.839

Totals: 7.613

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	ES-03-A-06	MIXED HOUSES	RINGMER	EAST SUSSEX	12	Wed	16/06/21	7.083	6.917	14.000	3.25
2	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	6.048	6.177	12.225	2.19
3	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	5.595	6.310	11.905	3.38
4	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	5.683	5.610	11.293	2.88
5	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	5.854	5.437	11.291	3.09
6	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	5.125	4.969	10.094	2.25
7	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	4.885	4.923	9.808	2.12
8	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	4.575	4.594	9.169	3.95
9	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	4.614	4.545	9.159	2.57
10	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	4.545	4.586	9.131	2.19
11	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIR	46	Wed	22/06/22	4.261	4.478	8.739	3.28
12	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	4.300	4.400	8.700	2.68
13	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	4.116	4.070	8.186	2.36
14	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	4.024	4.060	8.084	2.25
15	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	4.064	4.016	8.080	2.42
16	AC-03-A-05	SEMI-DETACHED	NORTHWICH	CHESHIRE WEST & CHE	40	Fri	30/04/21	3.750	4.100	7.850	1.85
17	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	799	Thu	02/03/17	3.821	4.013	7.834	2.15
18	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	3.835	3.765	7.600	4.27
19	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	3.680	3.747	7.427	2.84
20	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	3.482	3.796	7.278	2.48
21	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	3.695	3.565	7.260	1.77
22	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	3.434	3.720	7.154	2.28
23	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	3.434	3.566	7.000	2.43
24	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	3.375	3.575	6.950	2.50
25	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	3.409	3.516	6.925	2.67
26	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	3.316	3.485	6.801	2.64
27	WS-03-A-15	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	380	Tue	23/11/21	3.379	3.405	6.784	2.47
28	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	3.429	3.341	6.770	2.70
29	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	3.277	3.340	6.617	2.41
30	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	3.220	3.340	6.560	1.74
31	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	3.241	3.218	6.459	2.84
32	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	3.286	3.036	6.322	2.32
33	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	3.112	3.050	6.162	2.65
34	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	2.658	3.368	6.026	0.92
35	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	2.995	2.995	5.990	2.31
36	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	2.774	2.899	5.673	3.02
37	AC-03-A-04	TOWN HOUSES	NORTHWICH	CHESHIRE WEST & CHE	24	Thu	06/06/19	2.583	2.458	5.041	1.96
38	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	2.158	2.246	4.404	1.89
39	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	1.667	1.801	3.468	2.10
40	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	1.472	1.544	3.016	0.99
41	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	1.466	1.414	2.880	2.28

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

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS

Ranking Type: TOTALS

Time Range: 08:00-09:00

CALCULATION FACTOR 100m2 DWELLS

15th Percentile = No. 35 SF-03-A-06 Tot: 0.052

85th Percentile = No. 7 CA-03-A-07 Tot: 0.375

Median Values

Arrivals: 0.037

Departures: 0.118

Totals: 0.155

Mean Values

Arrivals: 0.068

Departures: 0.168

Totals: 0.236

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.238	0.881	1.119	3.38
2	ES-03-A-06	MIXED HOUSES	RINGMER	EAST SUSSEX	12	Wed	16/06/21	0.500	0.583	1.083	3.25
3	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.171	0.659	0.830	2.88
4	AC-03-A-04	TOWN HOUSES	NORTHWICH	CHESHIRE WEST & CHE	24	Thu	06/06/19	0.167	0.375	0.542	1.96
5	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	0.154	0.385	0.539	2.12
6	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.129	0.274	0.403	2.19
7	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	0.094	0.281	0.375	2.25
8	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIR	46	Wed	22/06/22	0.109	0.239	0.348	3.28
9	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	0.068	0.250	0.318	2.57
10	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	0.040	0.248	0.288	2.42
11	AC-03-A-05	SEMI-DETACHED	NORTHWICH	CHESHIRE WEST & CHE	40	Fri	30/04/21	0.025	0.250	0.275	1.85
12	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.101	0.131	0.232	2.19
13	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	0.094	0.132	0.226	2.43
14	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.045	0.173	0.218	2.84
15	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.071	0.143	0.214	2.32
16	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	0.063	0.138	0.200	2.65
17	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.012	0.181	0.193	2.25
18	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	799	Thu	02/03/17	0.019	0.168	0.187	2.15
19	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	0.035	0.147	0.182	2.28
20	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	0.046	0.122	0.168	1.77
21	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.037	0.118	0.155	2.64
22	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.060	0.080	0.140	1.74
23	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.040	0.100	0.140	2.68
24	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.020	0.117	0.137	2.41
25	WS-03-A-15	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	380	Tue	23/11/21	0.016	0.121	0.137	2.47
26	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.043	0.086	0.129	2.67
27	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	0.027	0.093	0.120	2.84
28	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.032	0.080	0.112	0.99
29	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.075	0.019	0.094	3.95
30	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.011	0.077	0.088	2.70
31	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	0.035	0.047	0.082	2.36
32	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.042	0.038	0.080	2.31
33	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.024	0.035	0.059	4.27
34	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.028	0.028	0.056	3.09
35	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.026	0.026	0.052	0.92
36	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.019	0.032	0.051	2.10
37	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.016	0.019	0.035	2.48
38	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.017	0.017	0.034	2.28
39	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.018	0.000	0.018	1.89
40	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.006	0.006	0.012	3.02
41	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.000	0.000	0.000	2.50

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS

Ranking Type: TOTALS

Time Range: 17:00-18:00

CALCULATION FACTOR 100m2 DWELLS

15th Percentile = No. 35 WS-03-A-18 Tot: 0.012

85th Percentile = No. 7 SM-03-A-02 Tot: 0.214

Median Values

Arrivals: 0.053

Departures: 0.026

Totals: 0.079

Mean Values

Arrivals: 0.055

Departures: 0.048

Totals: 0.103

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	0.188	0.250	0.438	2.25
2	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.171	0.122	0.293	2.88
3	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.145	0.145	0.290	2.25
4	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	0.136	0.136	0.272	2.57
5	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.180	0.080	0.260	1.74
6	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.143	0.105	0.248	2.84
7	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.143	0.071	0.214	3.38
8	AC-03-A-04	TOWN HOUSES	NORTHWICH	CHESHIRE WEST & CHE	24	Thu	06/06/19	0.083	0.083	0.166	1.96
9	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	0.094	0.057	0.151	2.43
10	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	799	Thu	02/03/17	0.068	0.059	0.127	2.15
11	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	0.063	0.063	0.124	2.65
12	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.040	0.080	0.120	2.68
13	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.071	0.047	0.118	4.27
14	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	0.077	0.038	0.115	2.12
15	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.030	0.081	0.111	2.19
16	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.049	0.058	0.107	2.48
17	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.042	0.061	0.103	2.31
18	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.044	0.044	0.088	2.64
19	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.043	0.043	0.086	2.67
20	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.048	0.032	0.080	2.19
21	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.053	0.026	0.079	0.92
22	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	0.028	0.042	0.070	2.28
23	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	0.031	0.038	0.069	1.77
24	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIR	46	Wed	22/06/22	0.000	0.065	0.065	3.28
25	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	0.040	0.016	0.056	2.42
26	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	0.013	0.040	0.053	2.84
27	AC-03-A-05	SEMI-DETACHED	NORTHWICH	CHESHIRE WEST & CHE	40	Fri	30/04/21	0.025	0.025	0.050	1.85
28	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	0.047	0.000	0.047	2.36
29	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.027	0.020	0.047	2.41
30	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.035	0.007	0.042	3.09
31	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.040	0.000	0.040	0.99
32	WS-03-A-15	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	380	Tue	23/11/21	0.021	0.013	0.034	2.47
33	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.013	0.019	0.032	3.95
34	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.017	0.000	0.017	2.28
35	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.006	0.006	0.012	2.10
36	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.006	0.000	0.006	3.02
37	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.000	0.000	0.000	1.89
38	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.000	0.000	0.000	2.32
39	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.000	0.000	0.000	2.50
40	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.000	0.000	0.000	2.70
41	ES-03-A-06	MIXED HOUSES	RINGMER	EAST SUSSEX	12	Wed	16/06/21	0.000	0.000	0.000	3.25

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

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS

Ranking Type: TOTALS

Time Range: 07:00-19:00

CALCULATION FACTOR 100m2 DWELLS

15th Percentile = No. 35 ES-03-A-07 Tot: 0.528

85th Percentile = No. 7 HC-03-A-31 Tot: 2.091

Median Values

Arrivals: 0.552

Departures: 0.559

Totals: 1.111

Mean Values

Arrivals: 0.670

Departures: 0.686

Totals: 1.356

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	2.071	2.405	4.476	3.38
2	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	1.634	1.585	3.219	2.88
3	ES-03-A-06	MIXED HOUSES	RINGMER	EAST SUSSEX	12	Wed	16/06/21	1.500	1.417	2.917	3.25
4	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	1.420	1.400	2.820	1.74
5	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	1.375	1.375	2.750	2.25
6	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	1.290	1.274	2.564	2.19
7	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	1.023	1.068	2.091	2.57
8	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	1.000	1.077	2.077	2.12
9	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.919	0.909	1.828	2.19
10	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.880	0.928	1.808	2.25
11	AC-03-A-05	SEMI-DETACHED	NORTHWICH	CHESHIRE WEST & CHE	40	Fri	30/04/21	0.725	0.925	1.650	1.85
12	AC-03-A-04	TOWN HOUSES	NORTHWICH	CHESHIRE WEST & CHE	24	Thu	06/06/19	0.958	0.667	1.625	1.96
13	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.774	0.808	1.582	2.84
14	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	0.720	0.768	1.488	2.42
15	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	0.733	0.649	1.382	1.77
16	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	0.642	0.698	1.340	2.43
17	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.608	0.640	1.248	0.99
18	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.574	0.647	1.221	2.64
19	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	799	Thu	02/03/17	0.627	0.586	1.213	2.15
20	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	0.550	0.650	1.200	2.65
21	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	0.552	0.559	1.111	2.28
22	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIR	46	Wed	22/06/22	0.522	0.587	1.109	3.28
23	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.527	0.559	1.086	2.67
24	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.524	0.528	1.052	2.31
25	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.571	0.393	0.964	2.32
26	WS-03-A-15	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	380	Tue	23/11/21	0.474	0.474	0.948	2.47
27	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.469	0.475	0.944	3.95
28	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.413	0.480	0.893	2.41
29	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.440	0.420	0.860	2.68
30	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	0.347	0.413	0.760	2.84
31	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.342	0.395	0.737	0.92
32	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	0.349	0.360	0.709	2.36
33	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.341	0.341	0.682	4.27
34	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.274	0.335	0.609	2.48
35	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.264	0.264	0.528	2.70
36	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.259	0.259	0.518	2.28
37	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.191	0.226	0.417	3.09
38	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.186	0.199	0.385	2.10
39	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.145	0.151	0.296	3.02
40	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.140	0.140	0.280	1.89
41	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.125	0.100	0.225	2.50

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

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS

Ranking Type: TOTALS

Time Range: 08:00-09:00

CALCULATION FACTOR 100m2 DWELLS

15th Percentile = No. 35 AC-03-A-06 Tot: 0.000

85th Percentile = No. 7 SC-03-A-09 Tot: 0.036

Median Values

Arrivals: 0.000

Departures: 0.000

Totals: 0.000

Mean Values

Arrivals: 0.003

Departures: 0.015

Totals: 0.018

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.024	0.122	0.146	2.88
2	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.026	0.079	0.105	0.92
3	AC-03-A-04	TOWN HOUSES	NORTHWICH	CHESHIRE WEST & CHE	24	Thu	06/06/19	0.000	0.083	0.083	1.96
4	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.000	0.065	0.065	2.19
5	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.024	0.024	0.048	3.38
6	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.013	0.026	0.039	2.10
7	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.007	0.029	0.036	2.64
8	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.013	0.019	0.032	3.95
9	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.007	0.023	0.030	2.41
10	AC-03-A-05	SEMI-DETACHED	NORTHWICH	CHESHIRE WEST & CHE	40	Fri	30/04/21	0.000	0.025	0.025	1.85
11	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	0.000	0.023	0.023	2.36
12	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	0.000	0.023	0.023	2.57
13	WS-03-A-15	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	380	Tue	23/11/21	0.000	0.018	0.018	2.47
14	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.000	0.017	0.017	2.28
15	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.000	0.016	0.016	2.48
16	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	0.000	0.014	0.014	2.28
17	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.000	0.012	0.012	2.25
18	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	799	Thu	02/03/17	0.001	0.008	0.009	2.15
19	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.000	0.004	0.004	2.84
20	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.000	0.003	0.003	3.09
21	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	0.000	0.000	0.000	2.42
22	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.000	0.000	0.000	2.31
23	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.000	0.000	0.000	2.67
24	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.000	0.000	0.000	2.50
25	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.000	0.000	0.000	4.27
26	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	0.000	0.000	0.000	2.43
27	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.000	0.000	0.000	3.02
28	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.000	0.000	0.000	2.70
29	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.000	0.000	0.000	0.99
30	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.000	0.000	0.000	1.74
31	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	0.000	0.000	0.000	2.12
32	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.000	0.000	0.000	2.68
33	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIR	46	Wed	22/06/22	0.000	0.000	0.000	3.28
34	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	0.000	0.000	0.000	1.77
35	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.000	0.000	0.000	2.19
36	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.000	0.000	0.000	1.89
37	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.000	0.000	0.000	2.32
38	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	0.000	0.000	0.000	2.84
39	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	0.000	0.000	0.000	2.65
40	ES-03-A-06	MIXED HOUSES	RINGMER	EAST SUSSEX	12	Wed	16/06/21	0.000	0.000	0.000	3.25
41	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	0.000	0.000	0.000	2.25

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS

Ranking Type: TOTALS

Time Range: 17:00-18:00

CALCULATION FACTOR 100m2 DWELLS

15th Percentile = No. 35 AC-03-A-06 Tot: 0.000

85th Percentile = No. 7 AC-03-A-04 Tot: 0.042

Median Values

Arrivals: 0.000

Departures: 0.000

Totals: 0.000

Mean Values

Arrivals: 0.008

Departures: 0.010

Totals: 0.018

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.095	0.143	0.238	3.38
2	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.026	0.053	0.079	0.92
3	AC-03-A-05	SEMI-DETACHED	NORTHWICH	CHESHIRE WEST & CHE	40	Fri	30/04/21	0.050	0.025	0.075	1.85
4	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.009	0.042	0.051	2.31
5	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.000	0.049	0.049	2.88
6	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	0.023	0.023	0.046	2.57
7	AC-03-A-04	TOWN HOUSES	NORTHWICH	CHESHIRE WEST & CHE	24	Thu	06/06/19	0.000	0.042	0.042	1.96
8	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	799	Thu	02/03/17	0.016	0.018	0.034	2.15
9	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.016	0.004	0.020	2.48
10	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.013	0.006	0.019	3.95
11	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.011	0.008	0.019	2.84
12	WS-03-A-15	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	380	Tue	23/11/21	0.016	0.000	0.016	2.47
13	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	0.014	0.000	0.014	2.28
14	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.012	0.000	0.012	2.25
15	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	0.000	0.008	0.008	2.42
16	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.007	0.000	0.007	2.64
17	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.000	0.003	0.003	2.41
18	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.000	0.000	0.000	2.10
19	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	0.000	0.000	0.000	2.36
20	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.000	0.000	0.000	2.28
21	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.000	0.000	0.000	2.67
22	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.000	0.000	0.000	2.50
23	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.000	0.000	0.000	4.27
24	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	0.000	0.000	0.000	2.43
25	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.000	0.000	0.000	3.02
26	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.000	0.000	0.000	3.09
27	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.000	0.000	0.000	2.19
28	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.000	0.000	0.000	2.70
29	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.000	0.000	0.000	0.99
30	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.000	0.000	0.000	1.74
31	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	0.000	0.000	0.000	2.12
32	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.000	0.000	0.000	2.68
33	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIR	46	Wed	22/06/22	0.000	0.000	0.000	3.28
34	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	0.000	0.000	0.000	1.77
35	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.000	0.000	0.000	2.19
36	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.000	0.000	0.000	1.89
37	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.000	0.000	0.000	2.32
38	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	0.000	0.000	0.000	2.84
39	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	0.000	0.000	0.000	2.65
40	ES-03-A-06	MIXED HOUSES	RINGMER	EAST SUSSEX	12	Wed	16/06/21	0.000	0.000	0.000	3.25
41	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	0.000	0.000	0.000	2.25

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

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS

Ranking Type: TOTALS Time Range: 07:00-19:00 CALCULATION FACTOR 100m2 DWELLS
15th Percentile = No. 35 KC-03-A-07 Tot: 0.006
85th Percentile = No. 7 HC-03-A-31 Tot: 0.227

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 0.045	Arrivals: 0.057
Departures: 0.045	Departures: 0.061
Totals: 0.090	Totals: 0.118

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.342	0.342	0.684	0.92
2	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.238	0.238	0.476	3.38
3	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.171	0.195	0.366	2.88
4	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.145	0.145	0.290	2.19
5	AC-03-A-05	SEMI-DETACHED	NORTHWICH	CHESHIRE WEST & CHE	40	Fri	30/04/21	0.125	0.125	0.250	1.85
6	AC-03-A-04	TOWN HOUSES	NORTHWICH	CHESHIRE WEST & CHE	24	Thu	06/06/19	0.125	0.125	0.250	1.96
7	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	0.091	0.136	0.227	2.57
8	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	0.105	0.084	0.189	2.28
9	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.080	0.080	0.160	1.74
10	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	0.072	0.072	0.144	2.42
11	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	0.070	0.070	0.140	2.36
12	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.062	0.069	0.131	3.95
13	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	799	Thu	02/03/17	0.056	0.075	0.131	2.15
14	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.059	0.066	0.125	2.64
15	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.061	0.061	0.122	2.19
16	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.060	0.060	0.120	2.84
17	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.064	0.054	0.118	2.48
18	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.052	0.052	0.104	2.31
19	WS-03-A-15	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	380	Tue	23/11/21	0.050	0.050	0.100	2.47
20	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.043	0.050	0.093	2.41
21	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.045	0.045	0.090	2.10
22	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIR	46	Wed	22/06/22	0.043	0.043	0.086	3.28
23	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.040	0.040	0.080	2.68
24	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	0.038	0.038	0.076	2.12
25	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.024	0.035	0.059	4.27
26	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	0.019	0.019	0.038	2.43
27	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.017	0.017	0.034	2.28
28	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.016	0.016	0.032	0.99
29	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.000	0.025	0.025	2.50
30	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.012	0.012	0.024	2.25
31	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.006	0.013	0.019	3.02
32	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	0.008	0.008	0.016	1.77
33	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.000	0.011	0.011	2.67
34	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.000	0.011	0.011	2.70
35	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.003	0.003	0.006	3.09
36	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.000	0.000	0.000	1.89
37	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.000	0.000	0.000	2.32
38	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	0.000	0.000	0.000	2.84
39	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	0.000	0.000	0.000	2.65
40	ES-03-A-06	MIXED HOUSES	RINGMER	EAST SUSSEX	12	Wed	16/06/21	0.000	0.000	0.000	3.25
41	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	0.000	0.000	0.000	2.25

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

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS

Ranking Type: TOTALS Time Range: 08:00-09:00

CALCULATION FACTOR 100m2 DWELLS

15th Percentile = No. 35 NF-03-A-05 Tot: 0.000

85th Percentile = No. 7 AC-03-A-06 Tot: 0.051

Median ValuesArrivals: 0.000
Departures: 0.006
Totals: 0.006Mean ValuesArrivals: 0.001
Departures: 0.029
Totals: 0.030

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.016	0.516	0.532	2.19
2	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.019	0.075	0.094	3.95
3	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.000	0.079	0.079	0.92
4	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	0.000	0.077	0.077	2.12
5	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.000	0.073	0.073	3.09
6	WS-03-A-15	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	380	Tue	23/11/21	0.000	0.053	0.053	2.47
7	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.000	0.051	0.051	2.19
8	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.000	0.040	0.040	1.74
9	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	0.000	0.035	0.035	2.36
10	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	0.000	0.027	0.027	2.84
11	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	0.000	0.025	0.025	2.65
12	AC-03-A-05	SEMI-DETACHED	NORTHWICH	CHESHIRE WEST & CHE	40	Fri	30/04/21	0.000	0.025	0.025	1.85
13	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.000	0.024	0.024	0.99
14	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.000	0.013	0.013	2.10
15	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.000	0.013	0.013	2.41
16	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.000	0.012	0.012	4.27
17	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.000	0.012	0.012	2.25
18	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	799	Thu	02/03/17	0.000	0.011	0.011	2.15
19	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.000	0.011	0.011	2.67
20	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.000	0.009	0.009	2.31
21	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.000	0.006	0.006	3.02
22	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.000	0.000	0.000	2.28
23	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.000	0.000	0.000	2.88
24	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.000	0.000	0.000	3.38
25	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.000	0.000	0.000	2.64
26	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.000	0.000	0.000	2.32
27	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	0.000	0.000	0.000	2.42
28	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	0.000	0.000	0.000	2.28
29	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.000	0.000	0.000	2.84
30	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.000	0.000	0.000	2.48
31	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	0.000	0.000	0.000	2.43
32	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIR	46	Wed	22/06/22	0.000	0.000	0.000	3.28
33	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	0.000	0.000	0.000	1.77
34	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.000	0.000	0.000	1.89
35	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.000	0.000	0.000	2.50
36	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	0.000	0.000	0.000	2.57
37	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.000	0.000	0.000	2.70
38	ES-03-A-06	MIXED HOUSES	RINGMER	EAST SUSSEX	12	Wed	16/06/21	0.000	0.000	0.000	3.25
39	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.000	0.000	0.000	2.68
40	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	0.000	0.000	0.000	2.25
41	AC-03-A-04	TOWN HOUSES	NORTHWICH	CHESHIRE WEST & CHE	24	Thu	06/06/19	0.000	0.000	0.000	1.96

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS

Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 100m2 DWELLS
 15th Percentile = No. 35 NF-03-A-05 Tot: 0.000
 85th Percentile = No. 7 PS-03-A-02 Tot: 0.036

<u>Median Values</u>	<u>Mean Values</u>
Arrivals: 0.000	Arrivals: 0.018
Departures: 0.000	Departures: 0.005
Totals: 0.000	Totals: 0.023

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.242	0.016	0.258	2.19
2	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.098	0.098	0.196	2.88
3	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	0.077	0.000	0.077	2.12
4	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.035	0.024	0.059	4.27
5	WS-03-A-15	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	380	Tue	23/11/21	0.050	0.000	0.050	2.47
6	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.020	0.020	0.040	1.74
7	PS-03-A-02	DETACHED/SEMI -	WELSHPOOL	POWYS	28	Mon	11/05/15	0.000	0.036	0.036	2.32
8	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	0.035	0.000	0.035	2.36
9	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.024	0.010	0.034	3.09
10	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	0.027	0.000	0.027	2.84
11	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	0.025	0.000	0.025	2.65
12	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIR	46	Wed	22/06/22	0.022	0.000	0.022	3.28
13	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	0.019	0.000	0.019	2.43
14	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.013	0.006	0.019	3.95
15	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	799	Thu	02/03/17	0.018	0.000	0.018	2.15
16	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.013	0.000	0.013	3.02
17	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.008	0.000	0.008	2.84
18	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.008	0.000	0.008	0.99
19	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.000	0.000	0.000	2.10
20	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.000	0.000	0.000	2.28
21	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.000	0.000	0.000	3.38
22	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.000	0.000	0.000	0.92
23	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.000	0.000	0.000	2.64
24	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.000	0.000	0.000	2.41
25	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	0.000	0.000	0.000	2.42
26	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.000	0.000	0.000	2.31
27	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	0.000	0.000	0.000	2.28
28	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.000	0.000	0.000	2.67
29	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.000	0.000	0.000	2.48
30	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.000	0.000	0.000	2.25
31	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	0.000	0.000	0.000	1.77
32	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.000	0.000	0.000	2.19
33	AC-03-A-05	SEMI-DETACHED	NORTHWICH	CHESHIRE WEST & CHE	40	Fri	30/04/21	0.000	0.000	0.000	1.85
34	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.000	0.000	0.000	1.89
35	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.000	0.000	0.000	2.50
36	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	0.000	0.000	0.000	2.57
37	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.000	0.000	0.000	2.70
38	ES-03-A-06	MIXED HOUSES	RINGMER	EAST SUSSEX	12	Wed	16/06/21	0.000	0.000	0.000	3.25
39	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.000	0.000	0.000	2.68
40	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	0.000	0.000	0.000	2.25
41	AC-03-A-04	TOWN HOUSES	NORTHWICH	CHESHIRE WEST & CHE	24	Thu	06/06/19	0.000	0.000	0.000	1.96

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

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS

Ranking Type: TOTALS

Time Range: 07:00-19:00

CALCULATION FACTOR 100m2 DWELLS

15th Percentile = No. 35 NF-03-A-05 Tot: 0.000

85th Percentile = No. 7 DH-03-A-01 Tot: 0.340

Median Values

Arrivals: 0.066

Departures: 0.066

Totals: 0.132

Mean Values

Arrivals: 0.100

Departures: 0.102

Totals: 0.201

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	1.097	1.226	2.323	2.19
2	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	0.423	0.346	0.769	2.12
3	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.238	0.231	0.469	3.95
4	WS-03-A-15	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	380	Tue	23/11/21	0.189	0.192	0.381	2.47
5	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.174	0.198	0.372	3.09
6	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.212	0.129	0.341	4.27
7	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.180	0.160	0.340	1.74
8	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	0.113	0.170	0.283	2.43
9	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.132	0.132	0.264	0.92
10	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.111	0.121	0.232	2.19
11	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	0.112	0.112	0.224	2.42
12	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.107	0.107	0.214	2.32
13	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.095	0.119	0.214	3.38
14	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.096	0.112	0.208	0.99
15	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.098	0.098	0.196	2.88
16	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.075	0.097	0.172	2.67
17	AC-03-A-05	SEMI-DETACHED	NORTHWICH	CHESHIRE WEST & CHE	40	Fri	30/04/21	0.075	0.075	0.150	1.85
18	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	0.070	0.070	0.140	2.36
19	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.069	0.069	0.138	3.02
20	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	0.080	0.053	0.133	2.84
21	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.066	0.066	0.132	2.31
22	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	799	Thu	02/03/17	0.059	0.053	0.112	2.15
23	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	0.050	0.050	0.100	2.65
24	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	0.023	0.031	0.054	1.77
25	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.017	0.033	0.050	2.41
26	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.024	0.024	0.048	2.25
27	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.019	0.026	0.045	2.10
28	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIR	46	Wed	22/06/22	0.022	0.022	0.044	3.28
29	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.017	0.017	0.034	2.28
30	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.022	0.000	0.022	2.64
31	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.011	0.011	0.022	2.84
32	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.006	0.016	0.022	2.48
33	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	0.000	0.007	0.007	2.28
34	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.000	0.000	0.000	1.89
35	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.000	0.000	0.000	2.50
36	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	0.000	0.000	0.000	2.57
37	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.000	0.000	0.000	2.70
38	ES-03-A-06	MIXED HOUSES	RINGMER	EAST SUSSEX	12	Wed	16/06/21	0.000	0.000	0.000	3.25
39	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.000	0.000	0.000	2.68
40	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	0.000	0.000	0.000	2.25
41	AC-03-A-04	TOWN HOUSES	NORTHWICH	CHESHIRE WEST & CHE	24	Thu	06/06/19	0.000	0.000	0.000	1.96

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

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

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

Ranking Type: TOTALS

Time Range: 08:00-09:00

CALCULATION FACTOR 100m2 DWELLS

15th Percentile = No. 35 SF-03-A-06 Tot: 0.290

85th Percentile = No. 7 KC-03-A-07 Tot: 0.625

Median Values

Arrivals: 0.169

Departures: 0.325

Totals: 0.494

Mean Values

Arrivals: 0.157

Departures: 0.326

Totals: 0.484

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	0.346	0.577	0.923	2.12
2	ES-03-A-06	MIXED HOUSES	RINGMER	EAST SUSSEX	12	Wed	16/06/21	0.333	0.583	0.916	3.25
3	AC-03-A-04	TOWN HOUSES	NORTHWICH	CHESHIRE WEST & CHE	24	Thu	06/06/19	0.292	0.542	0.834	1.96
4	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.286	0.500	0.786	3.38
5	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIR	46	Wed	22/06/22	0.152	0.478	0.630	3.28
6	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	799	Thu	02/03/17	0.164	0.463	0.627	2.15
7	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.240	0.385	0.625	3.09
8	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.113	0.500	0.613	2.19
9	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.183	0.422	0.605	2.48
10	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.300	0.300	0.600	2.50
11	AC-03-A-05	SEMI-DETACHED	NORTHWICH	CHESHIRE WEST & CHE	40	Fri	30/04/21	0.125	0.475	0.600	1.85
12	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.162	0.419	0.581	2.64
13	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	0.176	0.392	0.568	2.42
14	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.212	0.353	0.565	4.27
15	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.171	0.390	0.561	2.88
16	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.253	0.293	0.546	2.41
17	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.121	0.407	0.528	2.70
18	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.182	0.343	0.525	2.19
19	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	0.151	0.372	0.523	2.36
20	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.179	0.321	0.500	2.32
21	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.169	0.325	0.494	2.25
22	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	0.200	0.253	0.453	2.84
23	WS-03-A-15	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	380	Tue	23/11/21	0.132	0.311	0.443	2.47
24	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.119	0.319	0.438	3.95
25	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	0.112	0.322	0.434	2.28
26	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.118	0.297	0.415	2.31
27	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	0.094	0.311	0.405	2.43
28	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	0.137	0.267	0.404	1.77
29	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	0.159	0.227	0.386	2.57
30	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.129	0.247	0.376	2.67
31	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	0.125	0.250	0.375	2.65
32	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	0.125	0.250	0.375	2.25
33	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.140	0.200	0.340	2.68
34	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.113	0.214	0.327	3.02
35	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.053	0.237	0.290	0.92
36	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.140	0.140	0.280	1.89
37	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.075	0.158	0.233	2.84
38	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.071	0.160	0.231	2.10
39	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.052	0.138	0.190	2.28
40	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.020	0.140	0.160	1.74
41	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.032	0.104	0.136	0.99

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

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

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

Ranking Type: TOTALS

Time Range: 17:00-18:00

CALCULATION FACTOR 100m2 DWELLS

15th Percentile = No. 35 DH-03-A-01 Tot: 0.240

85th Percentile = No. 7 HC-03-A-23 Tot: 0.629

Median Values

Arrivals: 0.297

Departures: 0.165

Totals: 0.462

Mean Values

Arrivals: 0.307

Departures: 0.149

Totals: 0.455

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIR	46	Wed	22/06/22	0.391	0.370	0.761	3.28
2	ES-03-A-06	MIXED HOUSES	RINGMER	EAST SUSSEX	12	Wed	16/06/21	0.417	0.333	0.750	3.25
3	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	0.537	0.146	0.683	2.88
4	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	0.500	0.174	0.674	2.36
5	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.458	0.193	0.651	2.25
6	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	0.452	0.190	0.642	3.38
7	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.532	0.097	0.629	2.19
8	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.460	0.160	0.620	2.68
9	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	0.500	0.115	0.615	2.12
10	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.444	0.149	0.593	3.09
11	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.393	0.198	0.591	2.48
12	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	0.357	0.224	0.581	2.28
13	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	0.387	0.187	0.574	2.84
14	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.344	0.204	0.548	2.67
15	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.329	0.212	0.541	4.27
16	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	799	Thu	02/03/17	0.367	0.168	0.535	2.15
17	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	0.318	0.205	0.523	2.57
18	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	0.352	0.152	0.504	2.42
19	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.300	0.175	0.475	2.50
20	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	0.302	0.170	0.472	2.43
21	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.297	0.165	0.462	2.31
22	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.287	0.169	0.456	3.95
23	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.313	0.141	0.454	2.19
24	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.341	0.110	0.451	2.70
25	WS-03-A-15	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	380	Tue	23/11/21	0.274	0.176	0.450	2.47
26	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	0.281	0.156	0.437	2.25
27	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	0.260	0.168	0.428	1.77
28	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.240	0.163	0.403	2.41
29	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.271	0.120	0.391	2.84
30	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.243	0.140	0.383	2.64
31	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	0.225	0.150	0.375	2.65
32	AC-03-A-05	SEMI-DETACHED	NORTHWICH	CHESHIRE WEST & CHE	40	Fri	30/04/21	0.175	0.175	0.350	1.85
33	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	0.263	0.079	0.342	0.92
34	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.220	0.088	0.308	3.02
35	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.220	0.020	0.240	1.74
36	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.160	0.077	0.237	2.10
37	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.107	0.071	0.178	2.32
38	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.088	0.070	0.158	1.89
39	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.103	0.017	0.120	2.28
40	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.064	0.016	0.080	0.99
41	AC-03-A-04	TOWN HOUSES	NORTHWICH	CHESHIRE WEST & CHE	24	Thu	06/06/19	0.000	0.000	0.000	1.96

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

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

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

Ranking Type: TOTALS

Time Range: 07:00-19:00

CALCULATION FACTOR 100m2 DWELLS

15th Percentile = No. 35 KC-03-A-08 Tot: 3.081

85th Percentile = No. 7 KC-03-A-07 Tot: 5.354

Median Values

Arrivals: 2.337

Departures: 2.301

Totals: 4.638

Mean Values

Arrivals: 2.176

Departures: 2.189

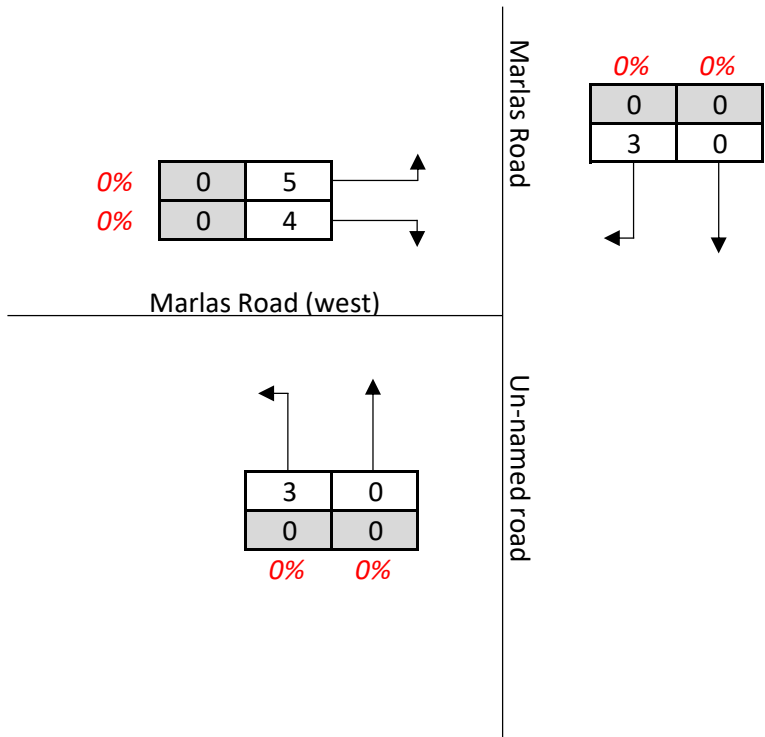
Totals: 4.365

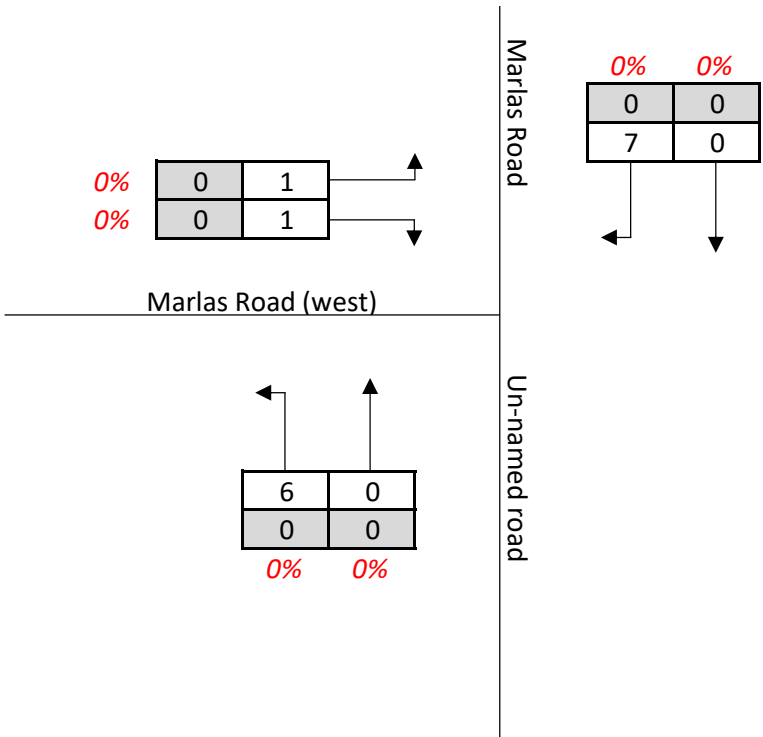
Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	ES-03-A-06	MIXED HOUSES	RINGMER	EAST SUSSEX	12	Wed	16/06/21	3.750	3.750	7.500	3.25
2	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	2.952	2.984	5.936	2.19
3	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	2.880	2.720	5.600	2.68
4	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	2.747	2.768	5.515	2.19
5	SM-03-A-03	MIXED HOUSES	NEAR TAUNTON	SOMERSET	41	Tue	25/09/18	2.707	2.683	5.390	2.88
6	HC-03-A-31	MIXED HOUSES &	LIPHOOK	HAMPSHIRE	44	Fri	07/10/22	2.795	2.568	5.363	2.57
7	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	2.844	2.510	5.354	3.09
8	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	2.600	2.750	5.350	2.50
9	SM-03-A-02	MIXED HOUSES	NEAR TAUNTON	SOMERSET	42	Tue	25/09/18	2.500	2.667	5.167	3.38
10	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	2.604	2.560	5.164	2.70
11	CT-03-A-01	MIXED HOUSES	STOTFOLD	CENTRAL BEDFORDSHIR	46	Wed	22/06/22	2.543	2.587	5.130	3.28
12	WS-03-A-17	MIXED HOUSES &	CHICHESTER	WEST SUSSEX	86	Wed	01/03/23	2.558	2.500	5.058	2.36
13	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	2.471	2.576	5.047	4.27
14	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	799	Thu	02/03/17	2.471	2.559	5.030	2.15
15	CA-03-A-07	MIXED HOUSES	NEAR ELY	CAMBRIDGESHIRE	32	Thu	27/05/21	2.469	2.500	4.969	2.25
16	NF-03-A-36	MIXED HOUSES	WYMONDHAM	NORFOLK	75	Thu	29/09/22	2.427	2.520	4.947	2.84
17	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	2.504	2.336	4.840	1.77
18	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	2.356	2.412	4.768	2.48
19	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	2.352	2.376	4.728	2.42
20	AC-03-A-05	SEMI-DETACHED	NORTHWICH	CHESHIRE WEST & CHE	40	Fri	30/04/21	2.275	2.450	4.725	1.85
21	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	2.337	2.301	4.638	2.25
22	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	2.288	2.331	4.619	3.95
23	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	2.175	2.301	4.476	2.28
24	DC-03-A-10	MIXED HOUSES	GILLINGHAM	DORSET	26	Wed	09/11/22	2.154	2.192	4.346	2.12
25	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	2.213	2.097	4.310	2.41
26	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	2.059	2.140	4.199	2.64
27	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	2.107	2.071	4.178	2.32
28	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	2.065	2.108	4.173	2.67
29	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	1.953	1.925	3.878	2.43
30	NF-03-A-34	MIXED HOUSES	SWAFFHAM	NORFOLK	80	Tue	27/09/22	1.938	1.838	3.776	2.65
31	WS-03-A-15	MIXED HOUSES	BILLINGSHURST	WEST SUSSEX	380	Tue	23/11/21	1.853	1.868	3.721	2.47
32	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	1.788	1.778	3.566	2.31
33	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	1.835	1.722	3.557	2.84
34	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	1.614	1.632	3.246	1.89
35	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	1.484	1.597	3.081	3.02
36	SF-03-A-06	DETACHED & SEM	KENTFORD	SUFFOLK	38	Fri	22/09/17	1.368	1.553	2.921	0.92
37	AC-03-A-04	TOWN HOUSES	NORTHWICH	CHESHIRE WEST & CHE	24	Thu	06/06/19	1.375	1.500	2.875	1.96
38	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	1.260	1.380	2.640	1.74
39	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	1.038	1.160	2.198	2.10
40	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.914	0.845	1.759	2.28
41	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.592	0.632	1.224	0.99

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

Appendix F

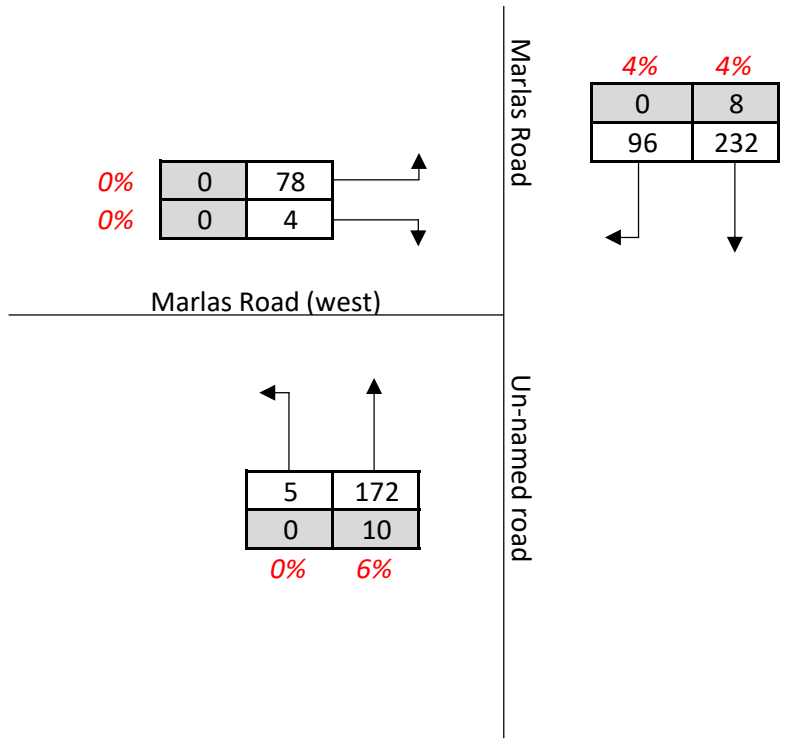






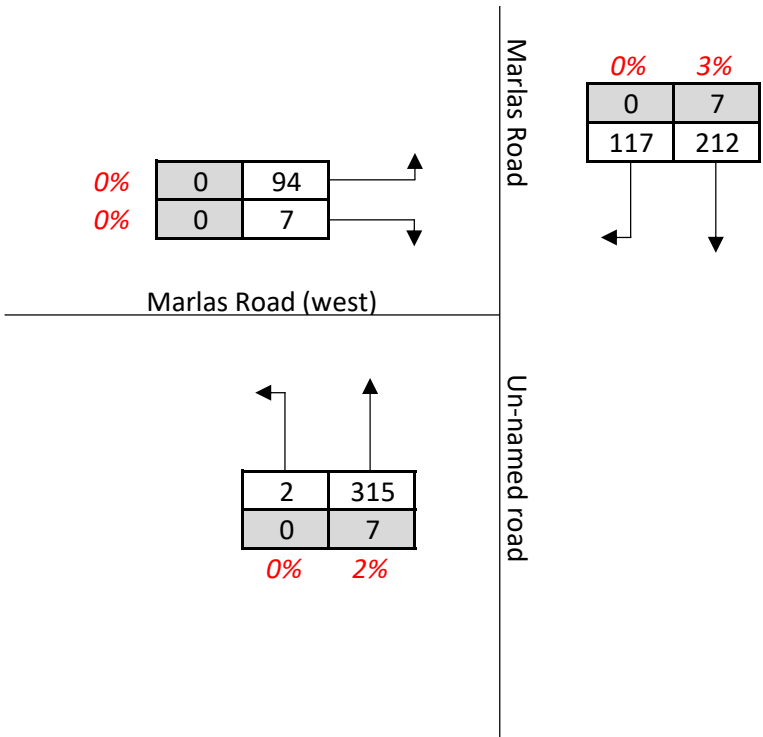
Appendix G



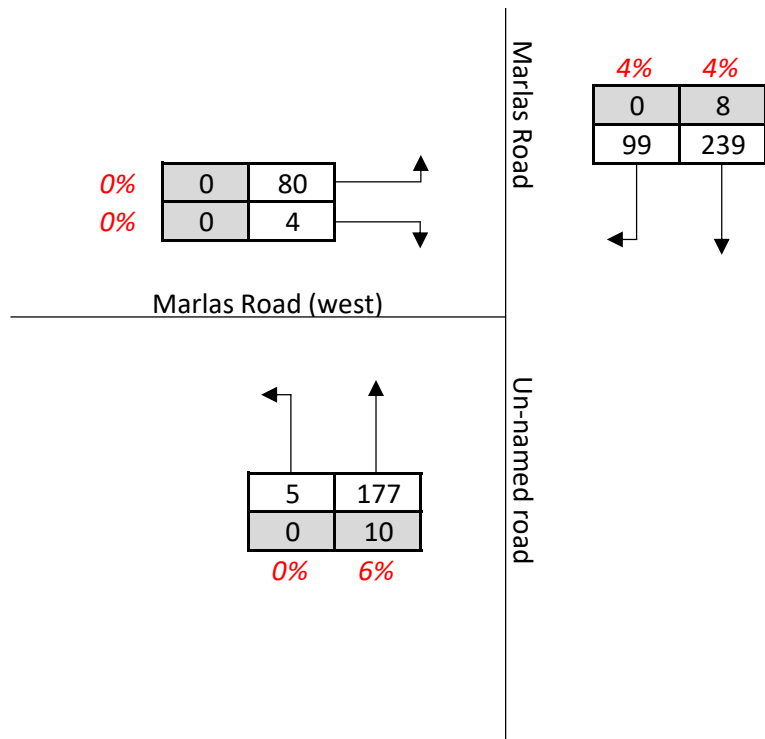


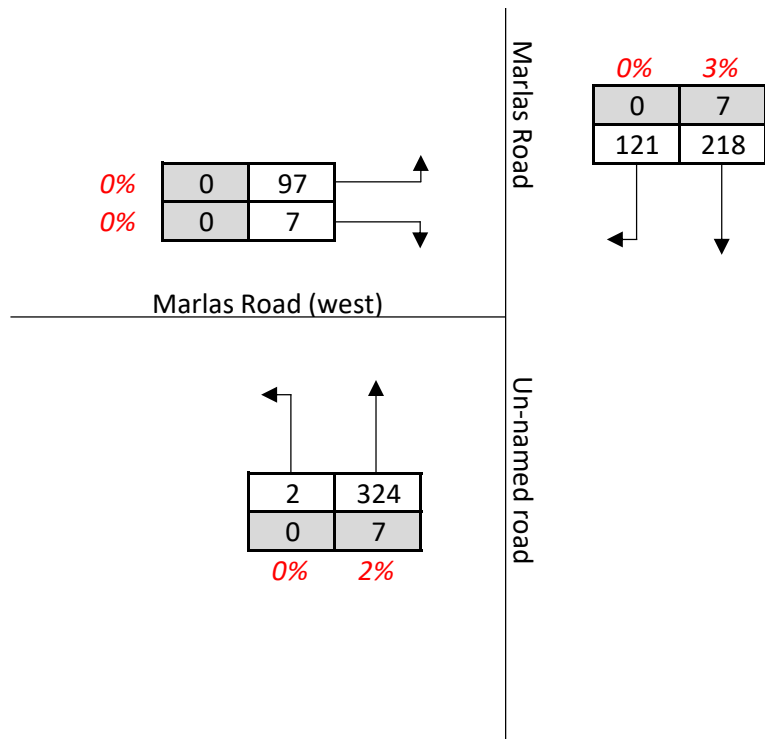
Total at junction		Junction 1			
		Base	Dev	Base + Dev	% inc.
2021	AM	587			
	PM	747		747	
2024	AM	597	15	612	2.46%
	PM	760	15	775	1.95%
2036	AM	654	15	669	2.25%
	PM	833	15	848	1.78%

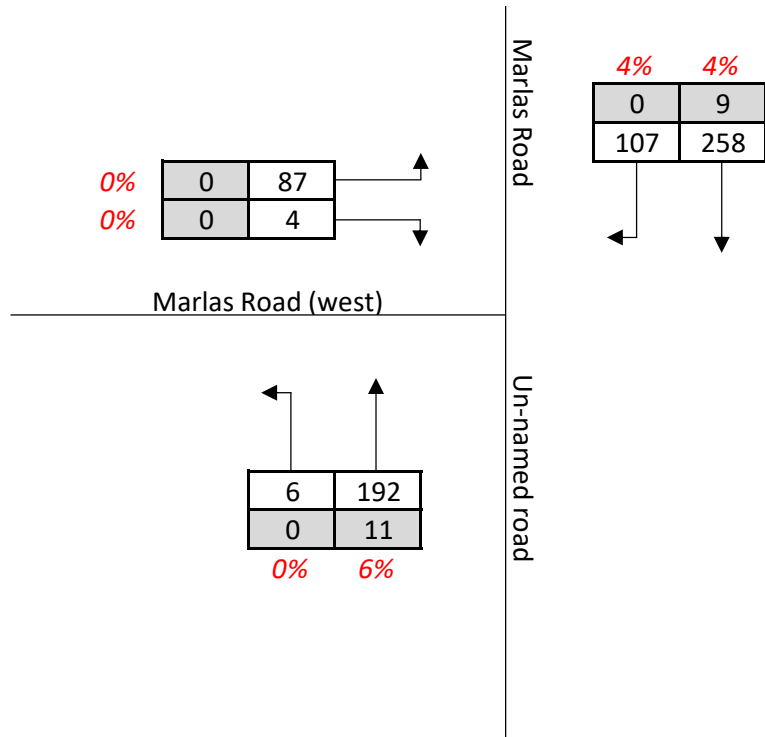
AM PEAK

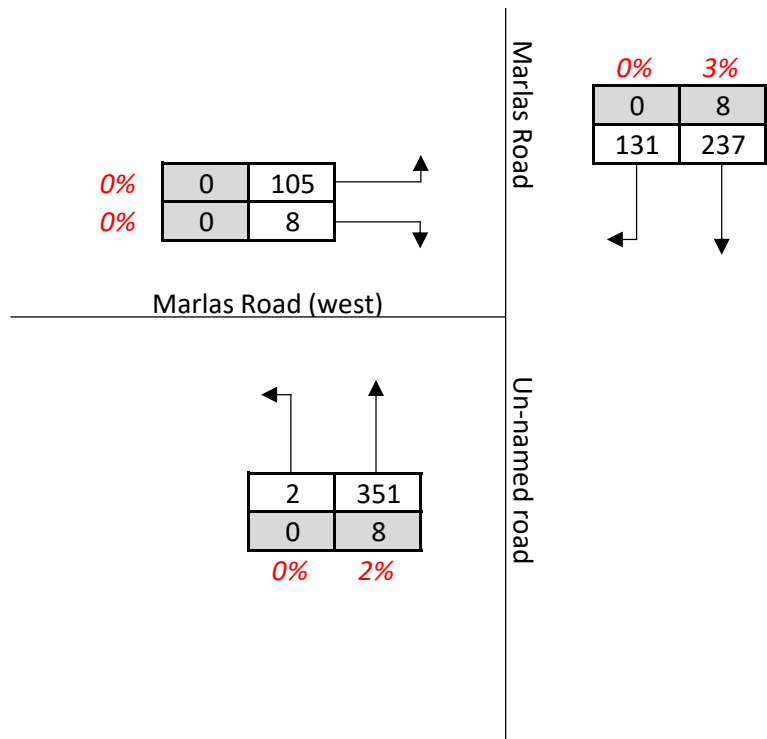


PM PEAK



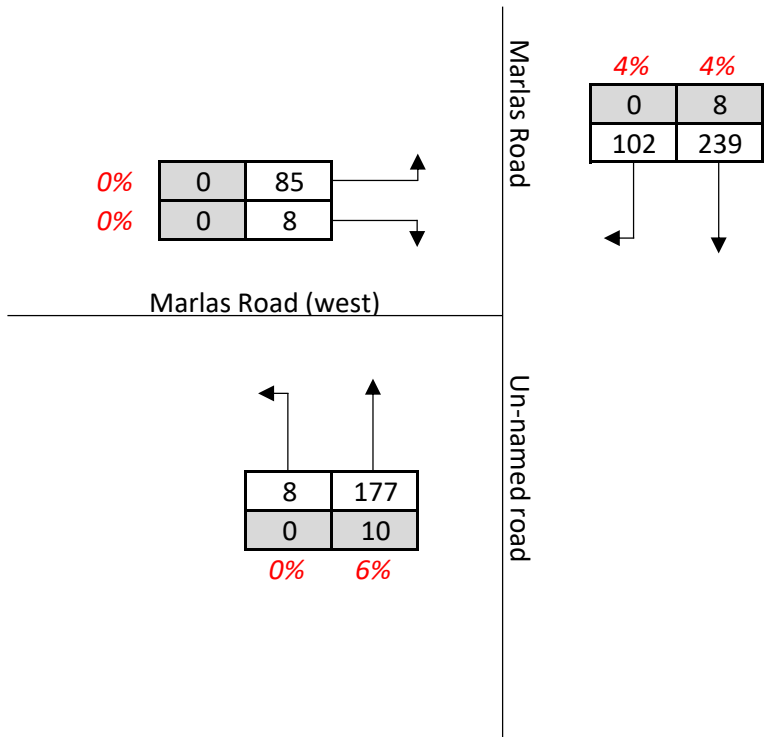


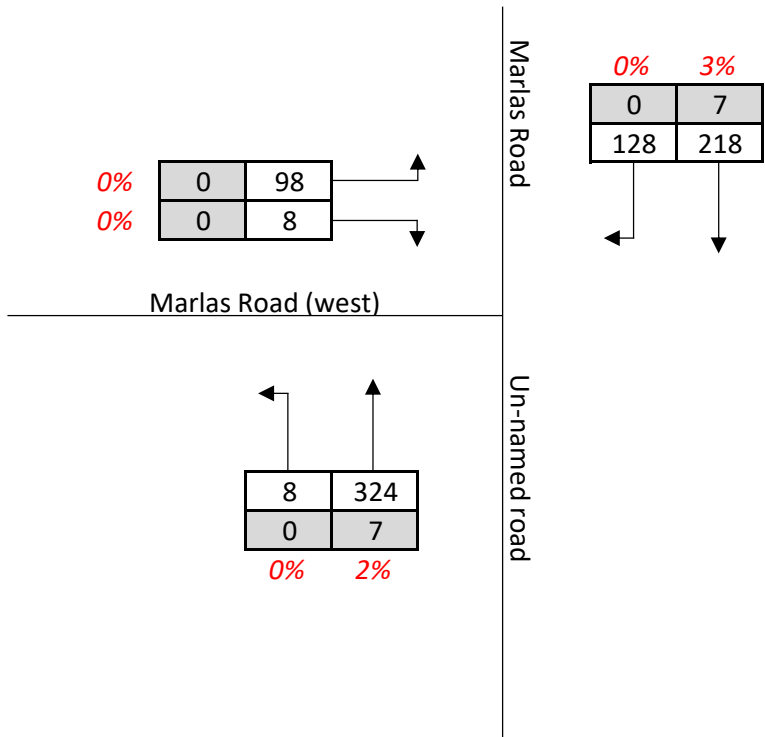


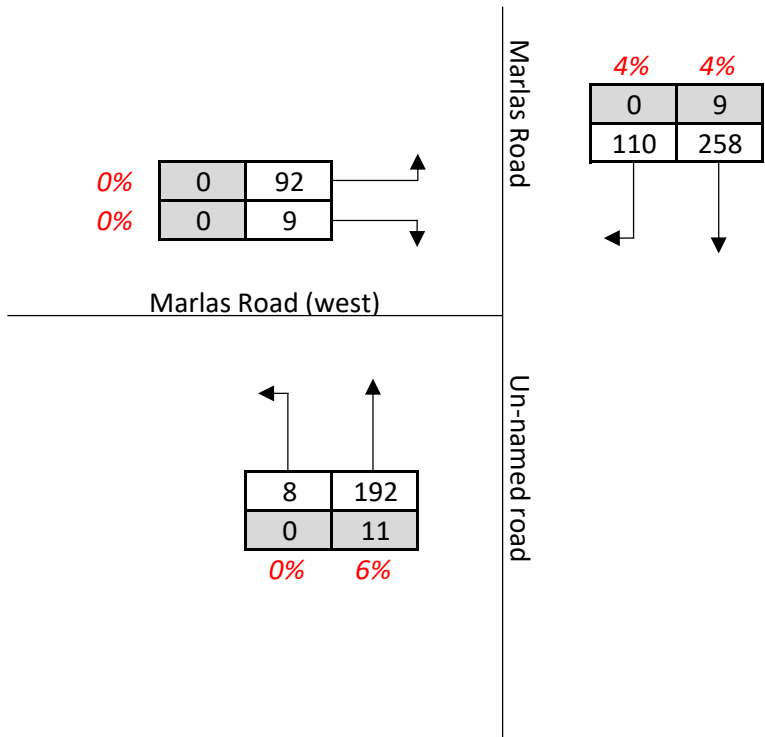


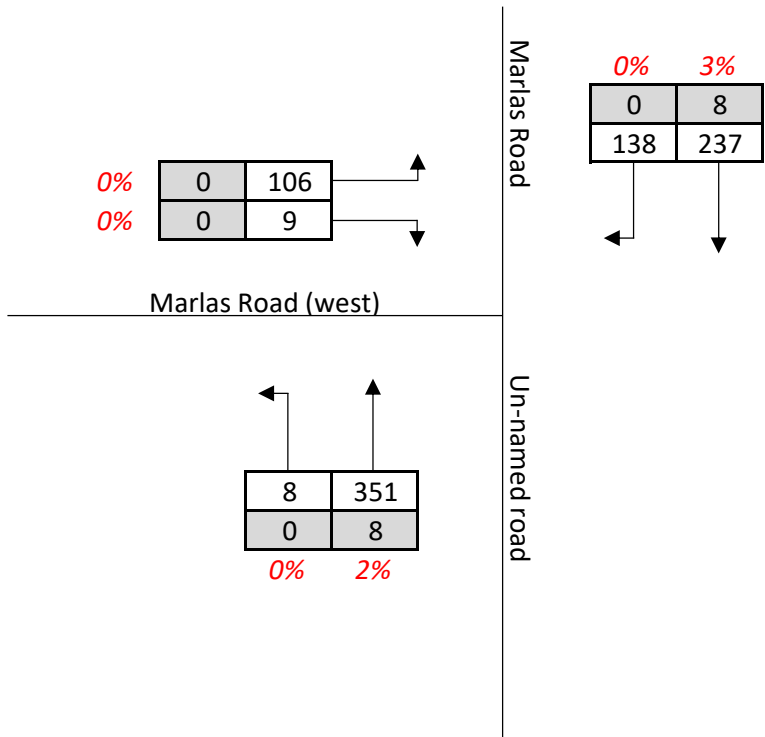
Appendix H











Appendix I

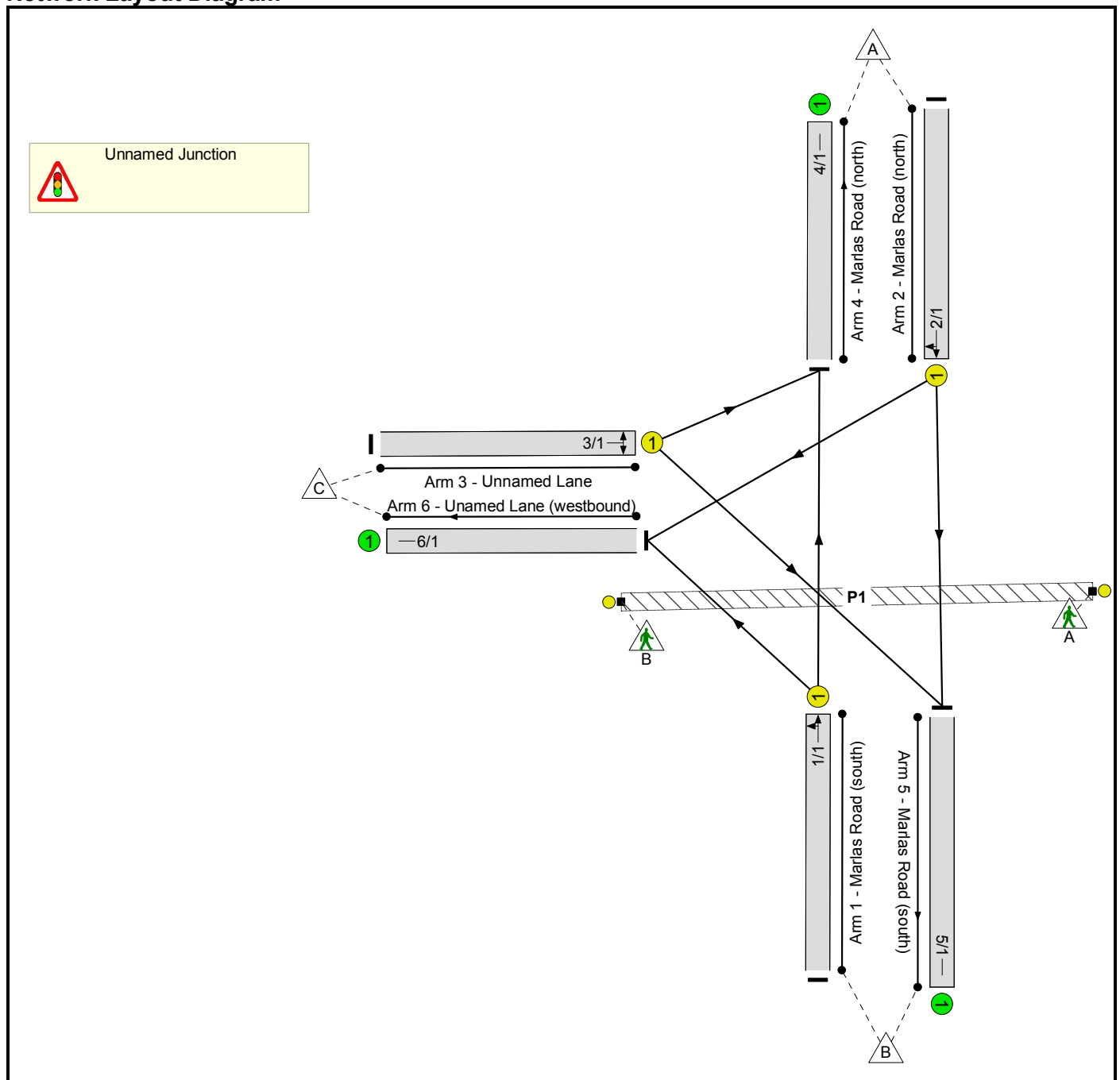


Full Input Data And Results
Full Input Data And Results

User and Project Details

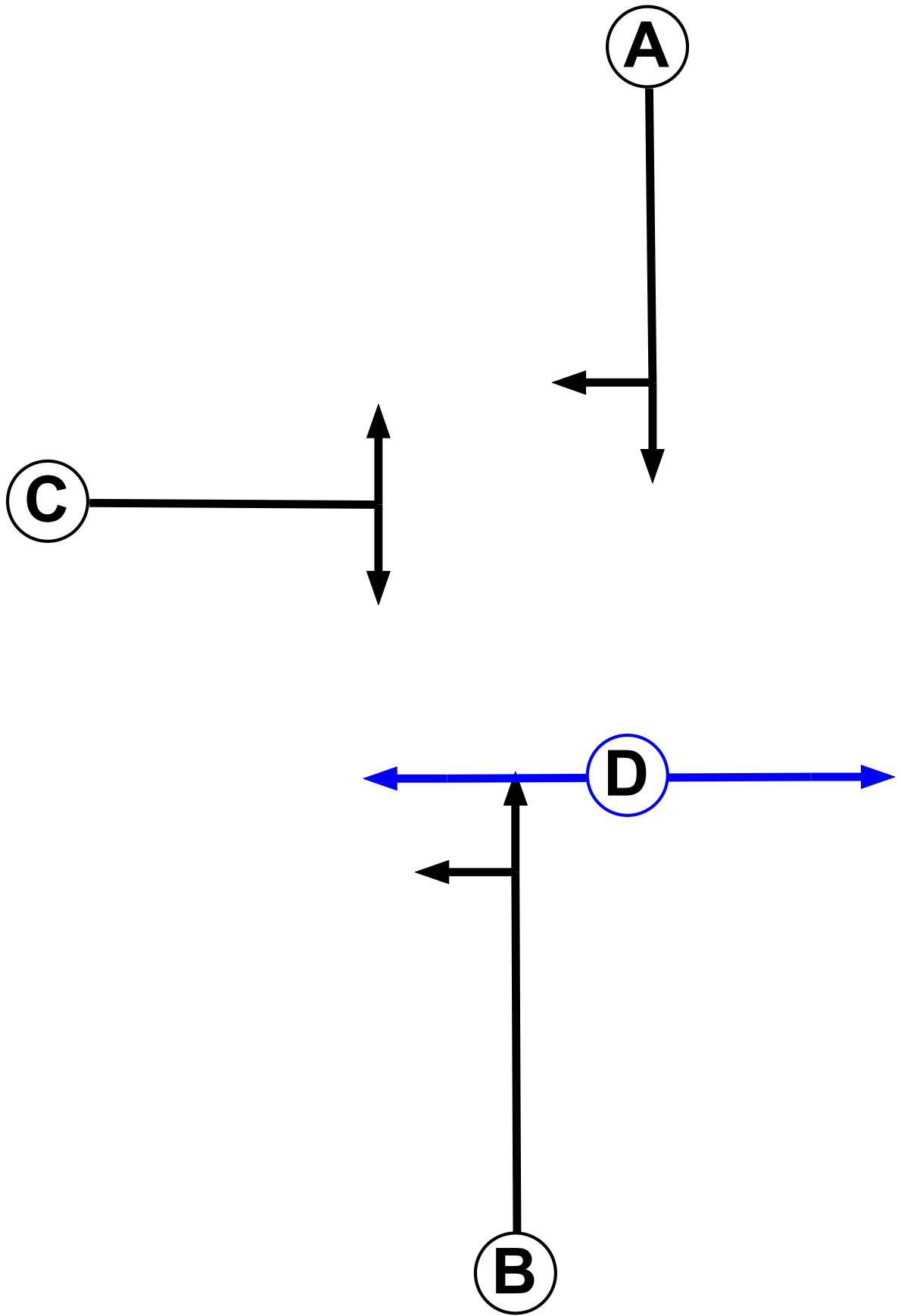
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Title:	
Location:	
Additional detail:	
File name:	New LinSig Model 1.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7

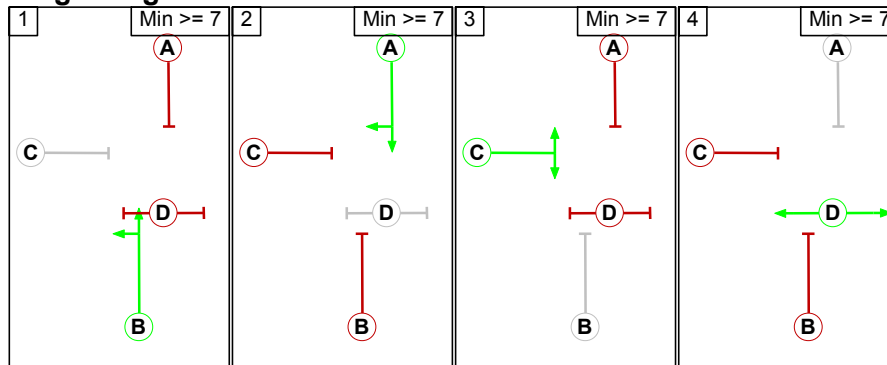
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A				
	B	10			
	C	-	-		10
	D	-	10	-	

Phases in Stage

Stage No.	Phases in Stage
1	B
2	A
3	C
4	D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage			
	1	2	3	4
1	■	10	2	0
2	2	■	10	0
3	2	2	■	10
4	10	2	2	■

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Marlas Road south))	U	B	2	3	10.0	Geom	-	4.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	Inf
2/1 (Marlas Road north))	U	A	2	3	10.4	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	Inf
3/1 (Unnamed Lane)	U	C	2	3	10.0	Geom	-	4.50	0.00	Y	Arm 4 Left	Inf
											Arm 5 Right	Inf
4/1 (Marlas Road north))	U		2	3	30.0	Inf	-	-	-	-	-	-
5/1 (Marlas Road south))	U		2	3	30.0	Inf	-	-	-	-	-	-
6/1 (Unamed Lane westbound))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 AM BASE'	08:00	09:00	01:00	
2: '2024 PM BASE'	17:00	18:00	01:00	
3: '2026 AM BASE'	08:00	09:00	01:00	
4: '2026 PM BASE'	17:00	18:00	01:00	
5: '2036 AM BASE'	08:00	09:00	01:00	
6: '2036 PM BASE'	17:00	18:00	01:00	
7: '2026 AM BASE+DEV'	08:00	09:00	01:00	
8: '2026 PM BASE+DEV'	17:00	18:00	01:00	
9: '2036 AM BASE+DEV'	08:00	09:00	01:00	
10: '2036 PM BASE+DEV'	17:00	18:00	01:00	

Scenario 1: '2024 AM BASE' (FG1: '2024 AM BASE', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	236	98	334
	B	175	0	5	180
	C	79	4	0	83
	Tot.	254	240	103	597

Traffic Lane Flows

Lane	Scenario 1: 2024 AM BASE
Junction: Unnamed Junction	
1/1	180
2/1	334
3/1	83
4/1	254
5/1	240
6/1	103

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Marlas Road (south))	4.00	0.00	Y	Arm 4 Ahead	Inf	97.2 %	2015	2015
				Arm 6 Left	Inf	2.8 %		
2/1 (Marlas Road (north))	3.50	0.00	Y	Arm 5 Ahead	Inf	70.7 %	1965	1965
				Arm 6 Right	Inf	29.3 %		
3/1 (Unnamed Lane)	4.50	0.00	Y	Arm 4 Left	Inf	95.2 %	2065	2065
				Arm 5 Right	Inf	4.8 %		
4/1 (Marlas Road (north) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Marlas Road (south) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Unnamed Lane (westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2024 PM BASE' (FG2: '2024 PM BASE', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	216	119	335
	B	320	0	2	322
	C	96	7	0	103
	Tot.	416	223	121	760

Traffic Lane Flows

Lane	Scenario 2: 2024 PM BASE
Junction: Unnamed Junction	
1/1	322
2/1	335
3/1	103
4/1	416
5/1	223
6/1	121

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Marlas Road (south))	4.00	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf Inf	99.4 % 0.6 %	2015	2015
2/1 (Marlas Road (north))	3.50	0.00	Y	Arm 5 Ahead	Inf	64.5 %	1965	1965
				Arm 6 Right	Inf	35.5 %		
3/1 (Unnamed Lane)	4.50	0.00	Y	Arm 4 Left	Inf	93.2 %	2065	2065
				Arm 5 Right	Inf	6.8 %		
4/1 (Marlas Road (north) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Marlas Road (south) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Unamed Lane (westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2026 AM BASE' (FG3: '2026 AM BASE', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	239	99	338
	B	177	0	5	182
	C	80	4	0	84
	Tot.	257	243	104	604

Traffic Lane Flows

Lane	Scenario 3: 2026 AM BASE
Junction: Unnamed Junction	
1/1	182
2/1	338
3/1	84
4/1	257
5/1	243
6/1	104

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Marlas Road (south))	4.00	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf Inf	97.3 % 2.7 %	2015	2015
2/1 (Marlas Road (north))	3.50	0.00	Y	Arm 5 Ahead	Inf	70.7 %	1965	1965
				Arm 6 Right	Inf	29.3 %		
3/1 (Unnamed Lane)	4.50	0.00	Y	Arm 4 Left	Inf	95.2 %	2065	2065
				Arm 5 Right	Inf	4.8 %		
4/1 (Marlas Road (north) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Marlas Road (south) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Unnamed Lane (westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2026 PM BASE' (FG4: '2026 PM BASE', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	218	121	339
	B	324	0	2	326
	C	97	7	0	104
	Tot.	421	225	123	769

Traffic Lane Flows

Lane	Scenario 4: 2026 PM BASE
Junction: Unnamed Junction	
1/1	326
2/1	339
3/1	104
4/1	421
5/1	225
6/1	123

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Marlas Road (south))	4.00	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf Inf	99.4 % 0.6 %	2015	2015
2/1 (Marlas Road (north))	3.50	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf Inf	64.3 % 35.7 %	1965	1965
3/1 (Unnamed Lane)	4.50	0.00	Y	Arm 4 Left Arm 5 Right	Inf Inf	93.3 % 6.7 %	2065	2065
4/1 (Marlas Road (north) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Marlas Road (south) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Unnamed Lane (westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2036 AM BASE' (FG5: '2036 AM BASE', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	258	107	365
	B	192	0	6	198
	C	87	4	0	91
	Tot.	279	262	113	654

Traffic Lane Flows

Lane	Scenario 5: 2036 AM BASE
Junction: Unnamed Junction	
1/1	198
2/1	365
3/1	91
4/1	279
5/1	262
6/1	113

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Marlas Road (south))	4.00	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf Inf	97.0 % 3.0 %	2015	2015
2/1 (Marlas Road (north))	3.50	0.00	Y	Arm 5 Ahead	Inf	70.7 %	1965	1965
				Arm 6 Right	Inf	29.3 %		
3/1 (Unnamed Lane)	4.50	0.00	Y	Arm 4 Left	Inf	95.6 %	2065	2065
				Arm 5 Right	Inf	4.4 %		
4/1 (Marlas Road (north) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Marlas Road (south) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Unamed Lane (westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2036 PM BASE' (FG6: '2036 PM BASE', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	237	131	368
	B	351	0	2	353
	C	105	8	0	113
	Tot.	456	245	133	834

Traffic Lane Flows

Lane	Scenario 6: 2036 PM BASE
Junction: Unnamed Junction	
1/1	353
2/1	368
3/1	113
4/1	456
5/1	245
6/1	133

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Marlas Road (south))	4.00	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf Inf	99.4 % 0.6 %	2015	2015
2/1 (Marlas Road (north))	3.50	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf Inf	64.4 % 35.6 %	1965	1965
3/1 (Unnamed Lane)	4.50	0.00	Y	Arm 4 Left Arm 5 Right	Inf Inf	92.9 % 7.1 %	2065	2065
4/1 (Marlas Road (north) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Marlas Road (south) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Unamed Lane (westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2026 AM BASE+DEV' (FG7: '2026 AM BASE+DEV', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	239	102	341
	B	177	0	8	185
	C	85	8	0	93
	Tot.	262	247	110	619

Traffic Lane Flows

Lane	Scenario 7: 2026 AM BASE+DEV
Junction: Unnamed Junction	
1/1	185
2/1	341
3/1	93
4/1	262
5/1	247
6/1	110

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Marlas Road (south))	4.00	0.00	Y	Arm 4 Ahead	Inf	95.7 %	2015	2015
				Arm 6 Left	Inf	4.3 %		
2/1 (Marlas Road (north))	3.50	0.00	Y	Arm 5 Ahead	Inf	70.1 %	1965	1965
				Arm 6 Right	Inf	29.9 %		
3/1 (Unnamed Lane)	4.50	0.00	Y	Arm 4 Left	Inf	91.4 %	2065	2065
				Arm 5 Right	Inf	8.6 %		
4/1 (Marlas Road (north) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Marlas Road (south) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Unamed Lane (westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2026 PM BASE+DEV' (FG8: '2026 PM BASE+DEV', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	218	126	344
	B	324	0	8	332
	C	98	8	0	106
	Tot.	422	226	134	782

Traffic Lane Flows

Lane	Scenario 8: 2026 PM BASE+DEV
Junction: Unnamed Junction	
1/1	332
2/1	344
3/1	106
4/1	422
5/1	226
6/1	134

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Marlas Road (south))	4.00	0.00	Y	Arm 4 Ahead	Inf	97.6 %	2015	2015
				Arm 6 Left	Inf	2.4 %		
2/1 (Marlas Road (north))	3.50	0.00	Y	Arm 5 Ahead	Inf	63.4 %	1965	1965
				Arm 6 Right	Inf	36.6 %		
3/1 (Unnamed Lane)	4.50	0.00	Y	Arm 4 Left	Inf	92.5 %	2065	2065
				Arm 5 Right	Inf	7.5 %		
4/1 (Marlas Road (north) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Marlas Road (south) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Unamed Lane (westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '2036 AM BASE+DEV' (FG9: '2036 AM BASE+DEV', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	258	110	368
	B	192	0	8	200
	C	92	9	0	101
	Tot.	284	267	118	669

Traffic Lane Flows

Lane	Scenario 9: 2036 AM BASE+DEV
Junction: Unnamed Junction	
1/1	200
2/1	368
3/1	101
4/1	284
5/1	267
6/1	118

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Marlas Road (south))	4.00	0.00	Y	Arm 4 Ahead	Inf	96.0 %	2015	2015
				Arm 6 Left	Inf	4.0 %		
2/1 (Marlas Road (north))	3.50	0.00	Y	Arm 5 Ahead	Inf	70.1 %	1965	1965
				Arm 6 Right	Inf	29.9 %		
3/1 (Unnamed Lane)	4.50	0.00	Y	Arm 4 Left	Inf	91.1 %	2065	2065
				Arm 5 Right	Inf	8.9 %		
4/1 (Marlas Road (north) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Marlas Road (south) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Unamed Lane (westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 10: '2036 PM BASE+DEV' (FG10: '2036 PM BASE+DEV', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	237	138	375
	B	351	0	8	359
	C	106	9	0	115
	Tot.	457	246	146	849

Traffic Lane Flows

Lane	Scenario 10: 2036 PM BASE+DEV
Junction: Unnamed Junction	
1/1	359
2/1	375
3/1	115
4/1	457
5/1	246
6/1	146

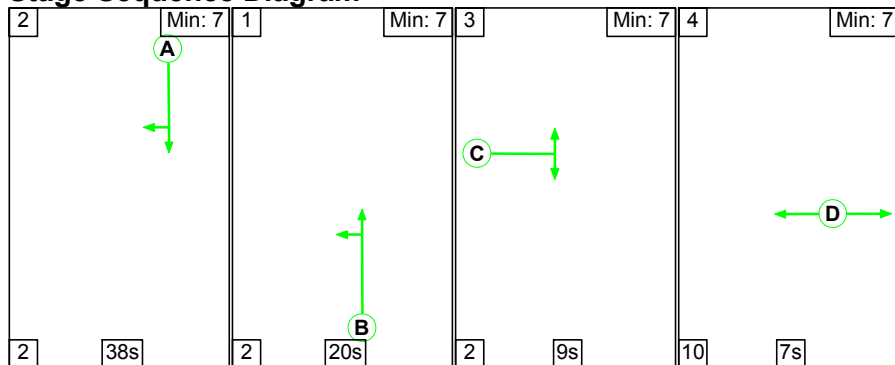
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Marlas Road (south))	4.00	0.00	Y	Arm 4 Ahead	Inf	97.8 %	2015	2015
				Arm 6 Left	Inf	2.2 %		
2/1 (Marlas Road (north))	3.50	0.00	Y	Arm 5 Ahead	Inf	63.2 %	1965	1965
				Arm 6 Right	Inf	36.8 %		
3/1 (Unnamed Lane)	4.50	0.00	Y	Arm 4 Left	Inf	92.2 %	2065	2065
				Arm 5 Right	Inf	7.8 %		
4/1 (Marlas Road (north) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Marlas Road (south) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Unamed Lane (westbound) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2024 AM BASE' (FG1: '2024 AM BASE', Plan 1: 'Network Control Plan 1')

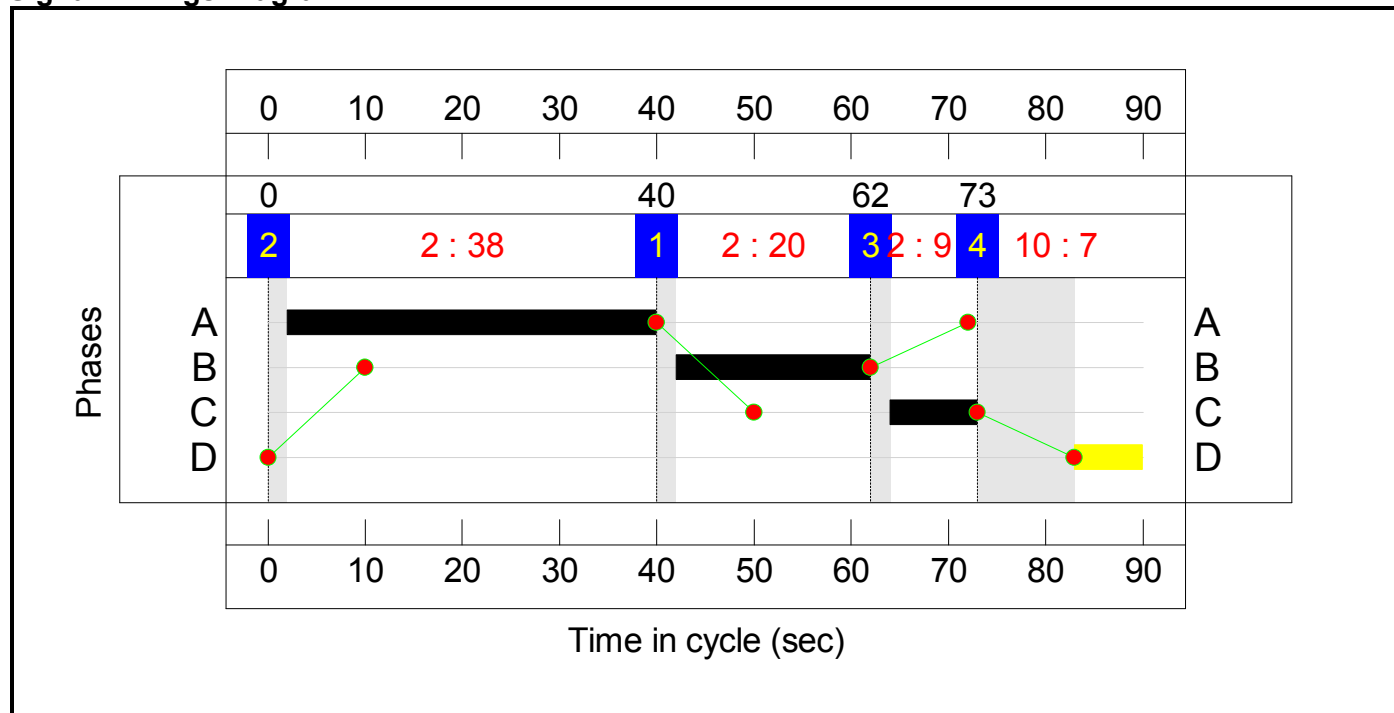
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4
Duration	38	20	9	7
Change Point	0	40	62	73

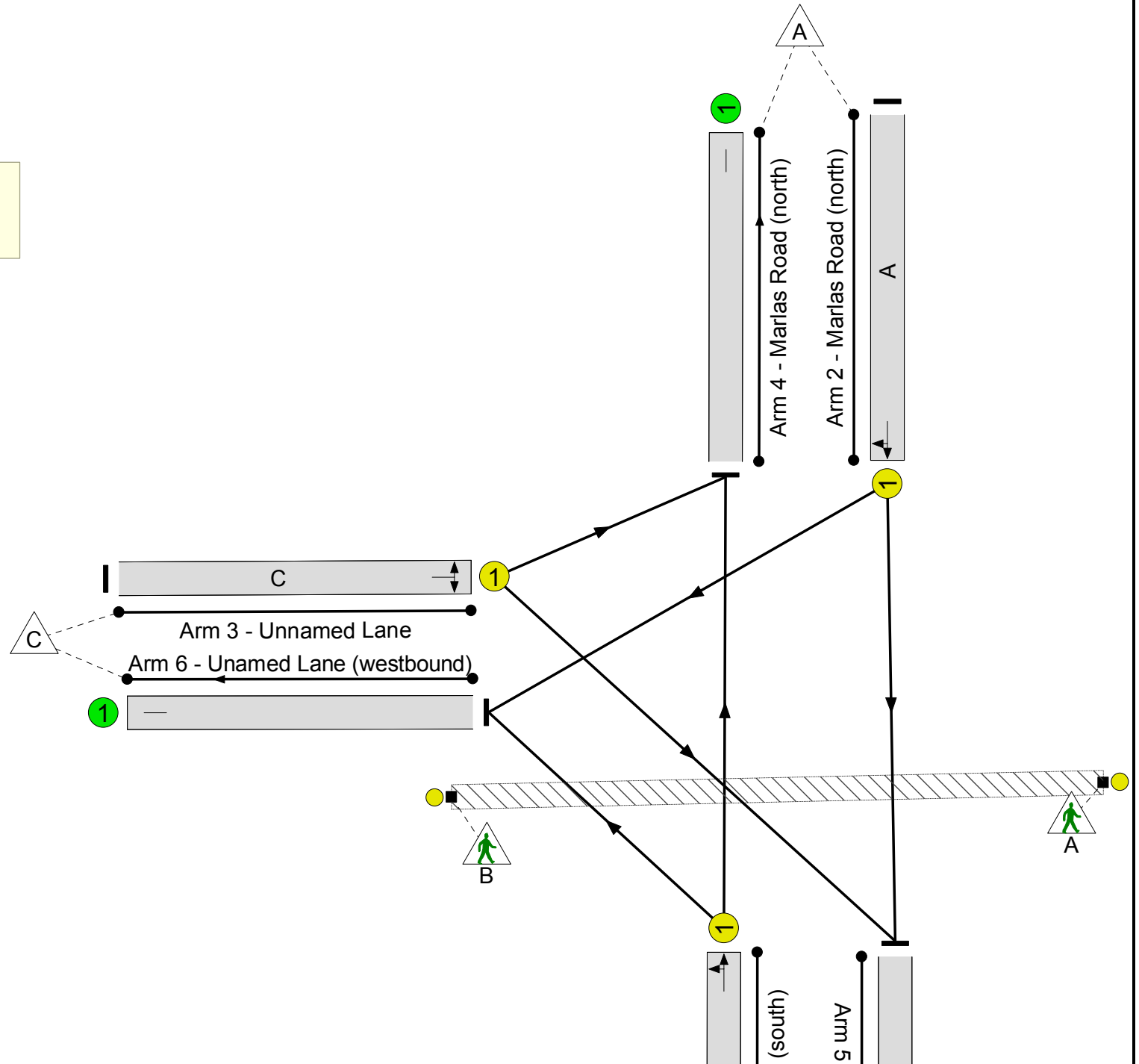
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Unnamed Junction
PRC: 129.4 %
Total Traffic Delay: 4.8 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	39.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	39.2%
1/1	Marlas Road (south) Ahead Left	U	N/A	N/A	B		1	20	-	180	2015	470	38.3%
2/1	Marlas Road (north) Ahead Right	U	N/A	N/A	A		1	38	-	334	1965	852	39.2%
3/1	Unnamed Lane Left Right	U	N/A	N/A	C		1	9	-	83	2065	229	36.2%
4/1	Marlas Road (north)	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
5/1	Marlas Road (south)	U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
6/1	Unamed Lane (westbound)	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	5600	0.0%

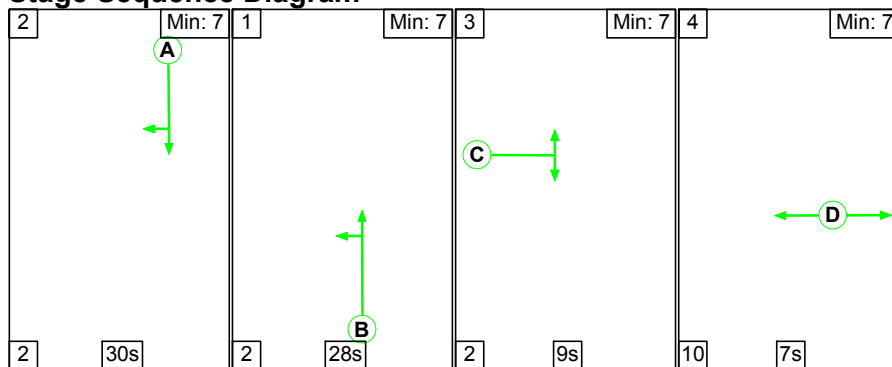
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	3.9	0.9	0.0	4.8	-	-	-	-
Unnamed Junction	-	-	0	0	0	3.9	0.9	0.0	4.8	-	-	-	-
1/1	180	180	-	-	-	1.5	0.3	-	1.8	35.2	3.8	0.3	4.1
2/1	334	334	-	-	-	1.6	0.3	-	1.9	20.9	5.7	0.3	6.0
3/1	83	83	-	-	-	0.9	0.3	-	1.1	49.3	1.9	0.3	2.2
4/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
<p>C1 PRC for Signalled Lanes (%): 129.4 Total Delay for Signalled Lanes (pcuHr): 4.84 Cycle Time (s): 90</p> <p>PRC Over All Lanes (%): 129.4 Total Delay Over All Lanes(pcuHr): 4.84</p>													

Full Input Data And Results

Scenario 2: '2024 PM BASE' (FG2: '2024 PM BASE', Plan 1: 'Network Control Plan 1')

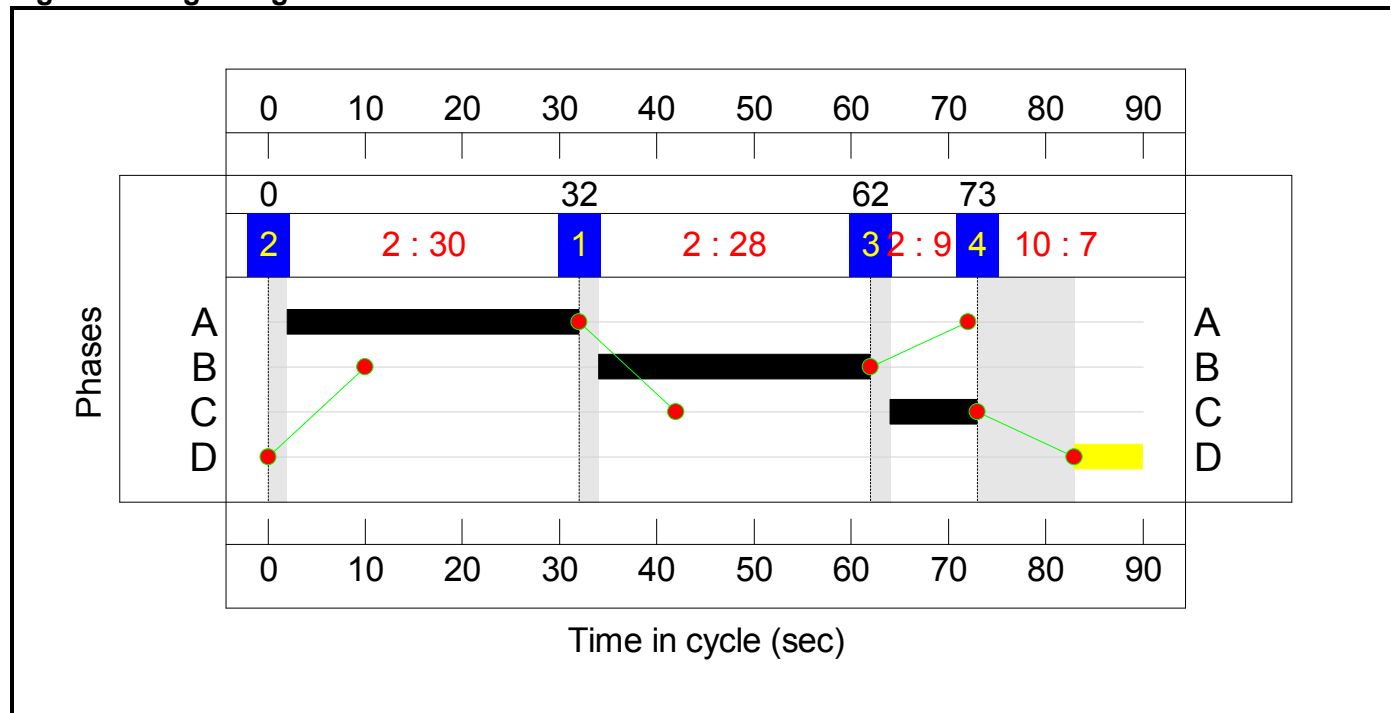
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4
Duration	30	28	9	7
Change Point	0	32	62	73

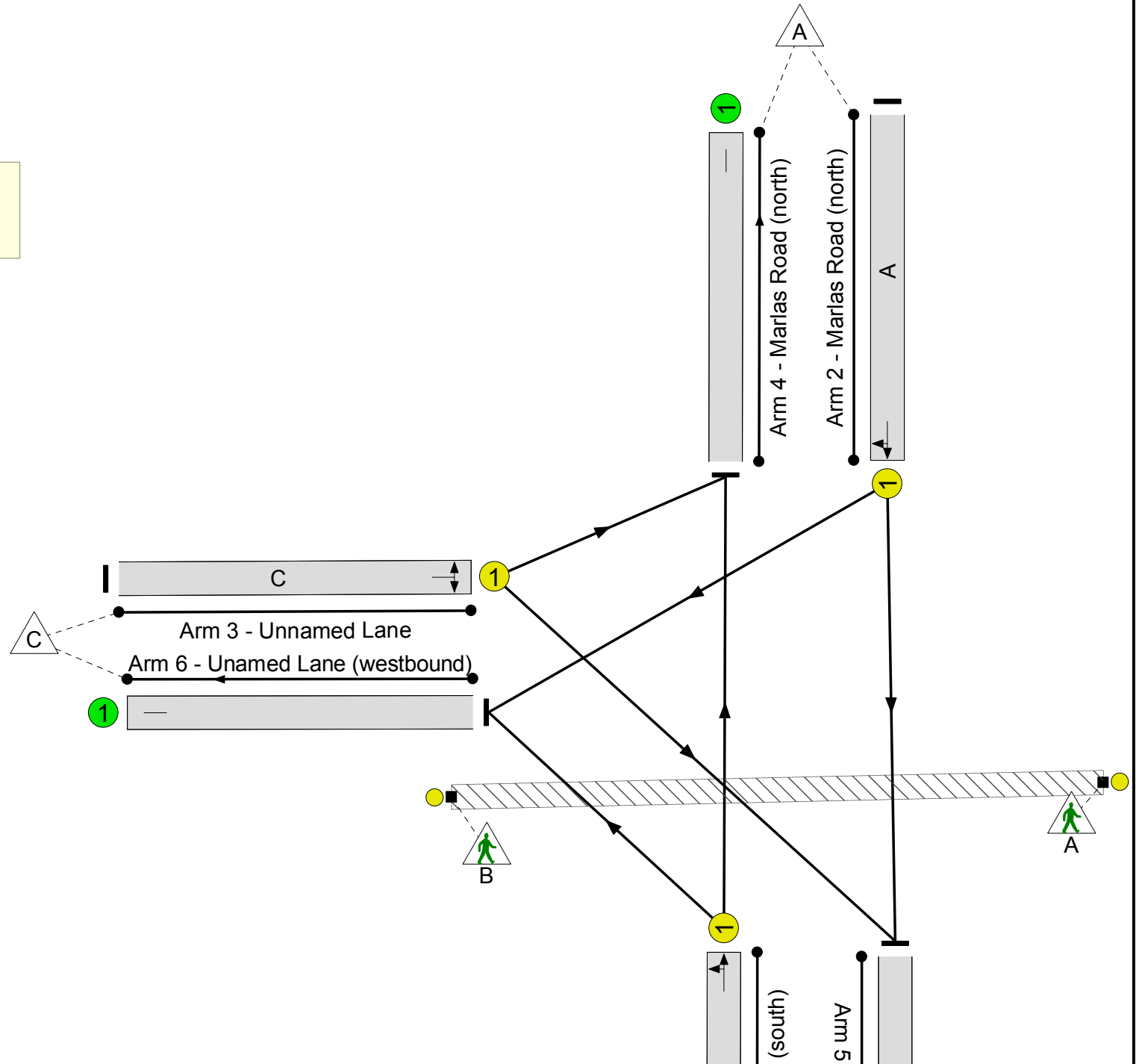
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Unnamed Junction
PRC: 81.5 %
Total Traffic Delay: 6.8 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	49.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	49.6%
1/1	Marlas Road (south) Ahead Left	U	N/A	N/A	B		1	28	-	322	2015	649	49.6%
2/1	Marlas Road (north) Ahead Right	U	N/A	N/A	A		1	30	-	335	1965	677	49.5%
3/1	Unnamed Lane Left Right	U	N/A	N/A	C		1	9	-	103	2065	229	44.9%
4/1	Marlas Road (north)	U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
5/1	Marlas Road (south)	U	N/A	N/A	-		-	-	-	223	Inf	Inf	0.0%
6/1	Unamed Lane (westbound)	U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	5600	0.0%

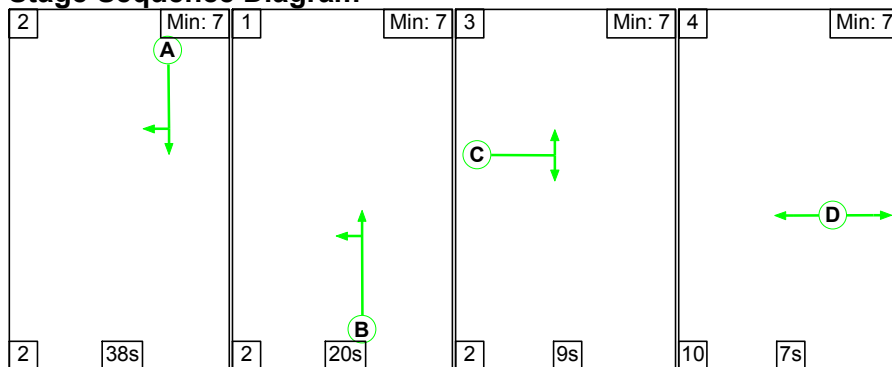
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	5.4	1.4	0.0	6.8	-	-	-	-
Unnamed Junction	-	-	0	0	0	5.4	1.4	0.0	6.8	-	-	-	-
1/1	322	322	-	-	-	2.2	0.5	-	2.7	30.1	6.4	0.5	6.9
2/1	335	335	-	-	-	2.2	0.5	-	2.7	28.6	6.6	0.5	7.1
3/1	103	103	-	-	-	1.1	0.4	-	1.5	51.6	2.4	0.4	2.8
4/1	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	121	121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1			PRC for Signalled Lanes (%):		81.5	Total Delay for Signalled Lanes (pcuHr):		6.83	Cycle Time (s):		90		
			PRC Over All Lanes (%):		81.5	Total Delay Over All Lanes(pcuHr):		6.83					

Full Input Data And Results

Scenario 3: '2026 AM BASE' (FG3: '2026 AM BASE', Plan 1: 'Network Control Plan 1')

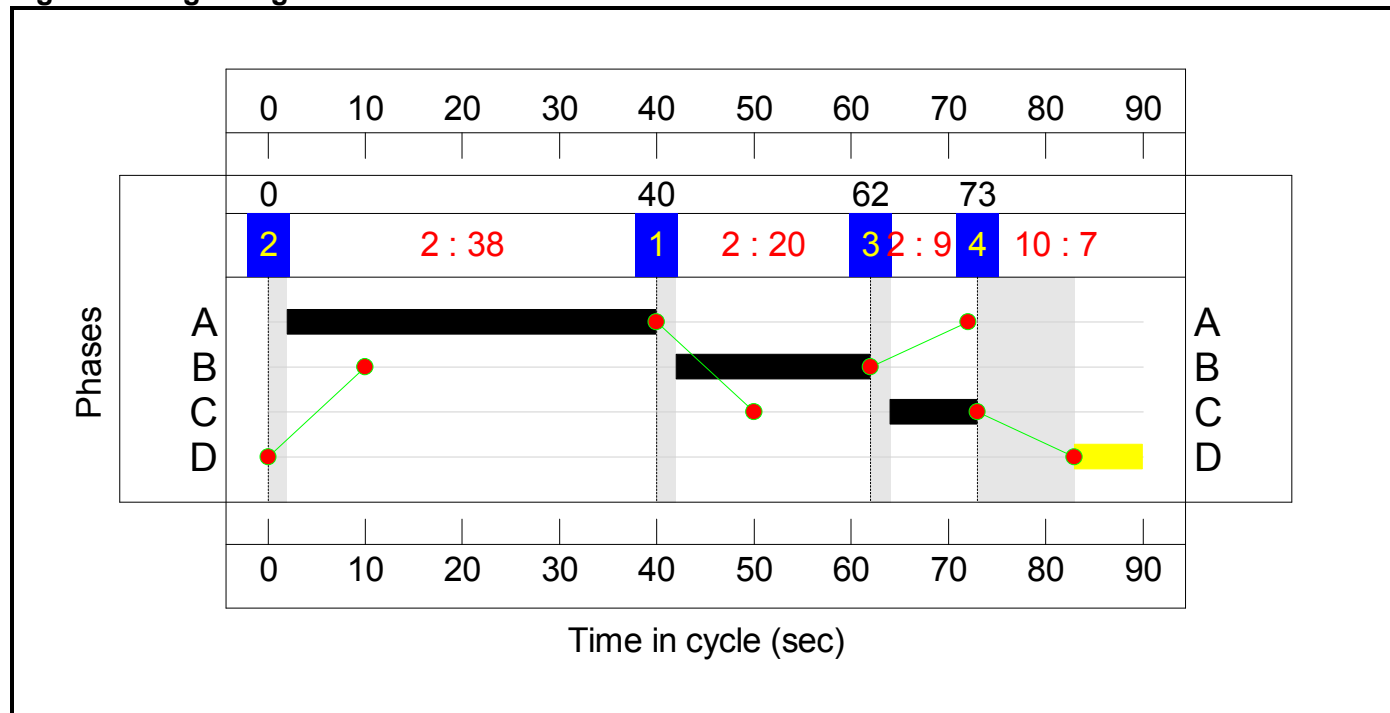
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4
Duration	38	20	9	7
Change Point	0	40	62	73

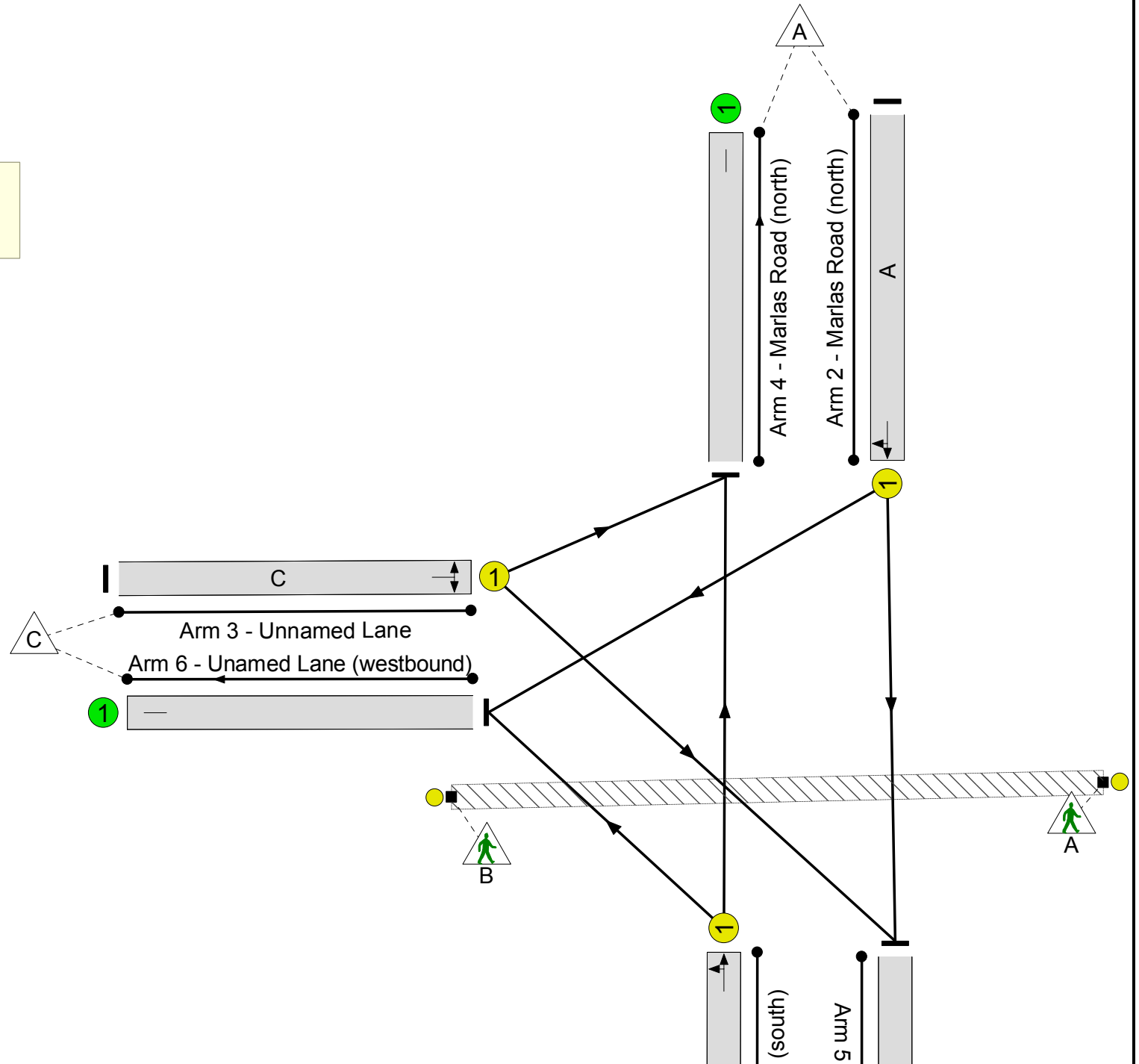
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Unnamed Junction
PRC: 126.7 %
Total Traffic Delay: 4.9 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	39.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	39.7%
1/1	Marlas Road (south) Ahead Left	U	N/A	N/A	B		1	20	-	182	2015	470	38.7%
2/1	Marlas Road (north) Ahead Right	U	N/A	N/A	A		1	38	-	338	1965	852	39.7%
3/1	Unnamed Lane Left Right	U	N/A	N/A	C		1	9	-	84	2065	229	36.6%
4/1	Marlas Road (north)	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
5/1	Marlas Road (south)	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
6/1	Unamed Lane (westbound)	U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	5600	0.0%

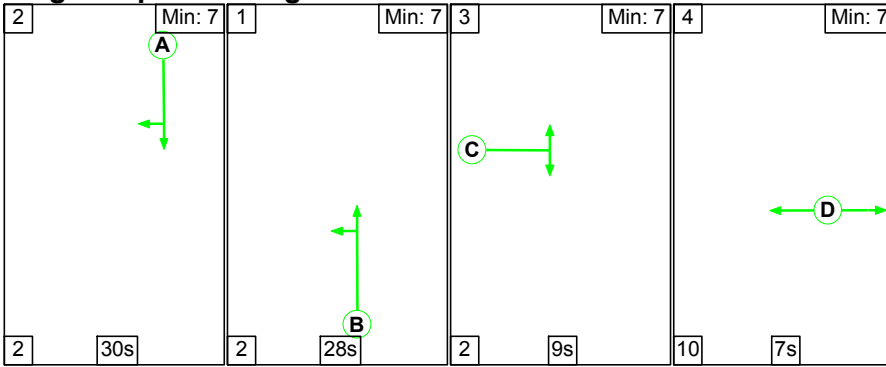
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	4.0	0.9	0.0	4.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	4.0	0.9	0.0	4.9	-	-	-	-
1/1	182	182	-	-	-	1.5	0.3	-	1.8	35.3	3.8	0.3	4.1
2/1	338	338	-	-	-	1.6	0.3	-	2.0	21.0	5.7	0.3	6.1
3/1	84	84	-	-	-	0.9	0.3	-	1.2	49.4	1.9	0.3	2.2
4/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	104	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1			PRC for Signalled Lanes (%):		126.7	Total Delay for Signalled Lanes (pcuHr):		4.91	Cycle Time (s):		90		
			PRC Over All Lanes (%):		126.7	Total Delay Over All Lanes(pcuHr):		4.91					

Full Input Data And Results

Scenario 4: '2026 PM BASE' (FG4: '2026 PM BASE', Plan 1: 'Network Control Plan 1')

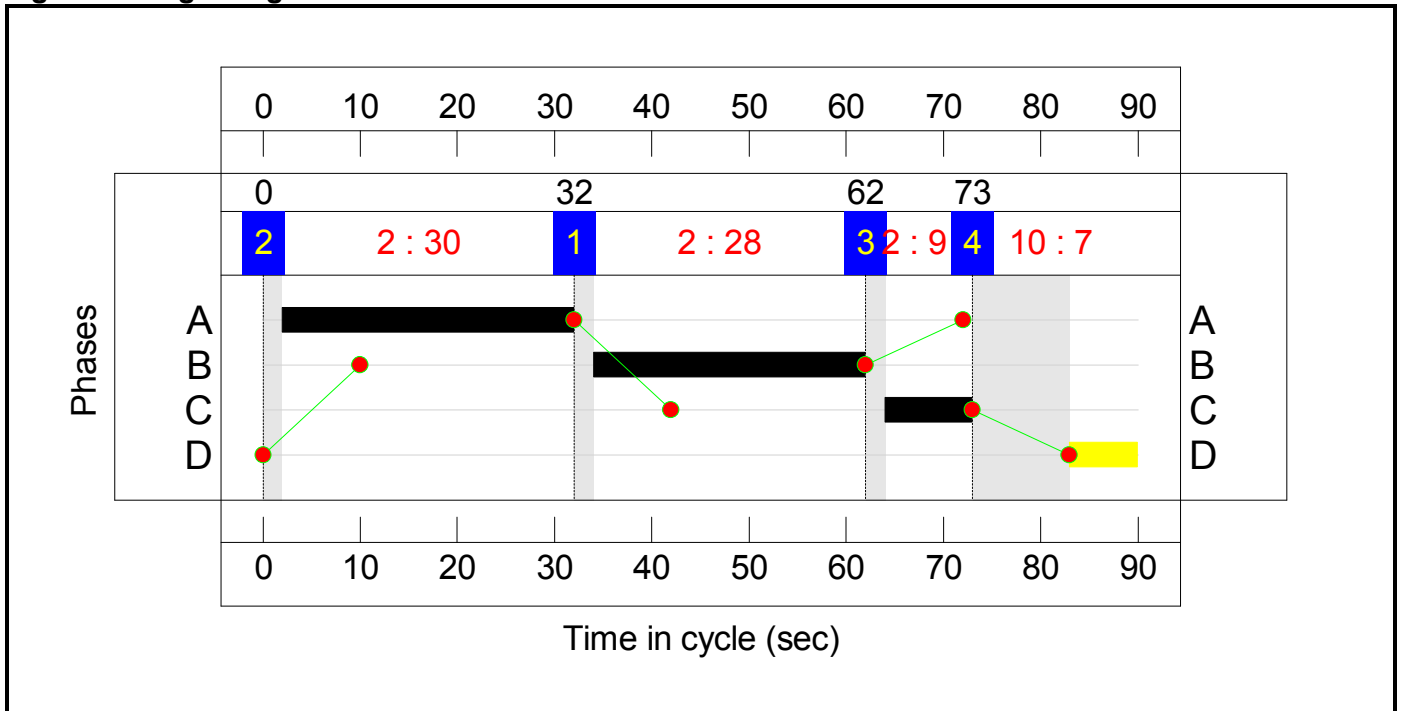
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4
Duration	30	28	9	7
Change Point	0	32	62	73

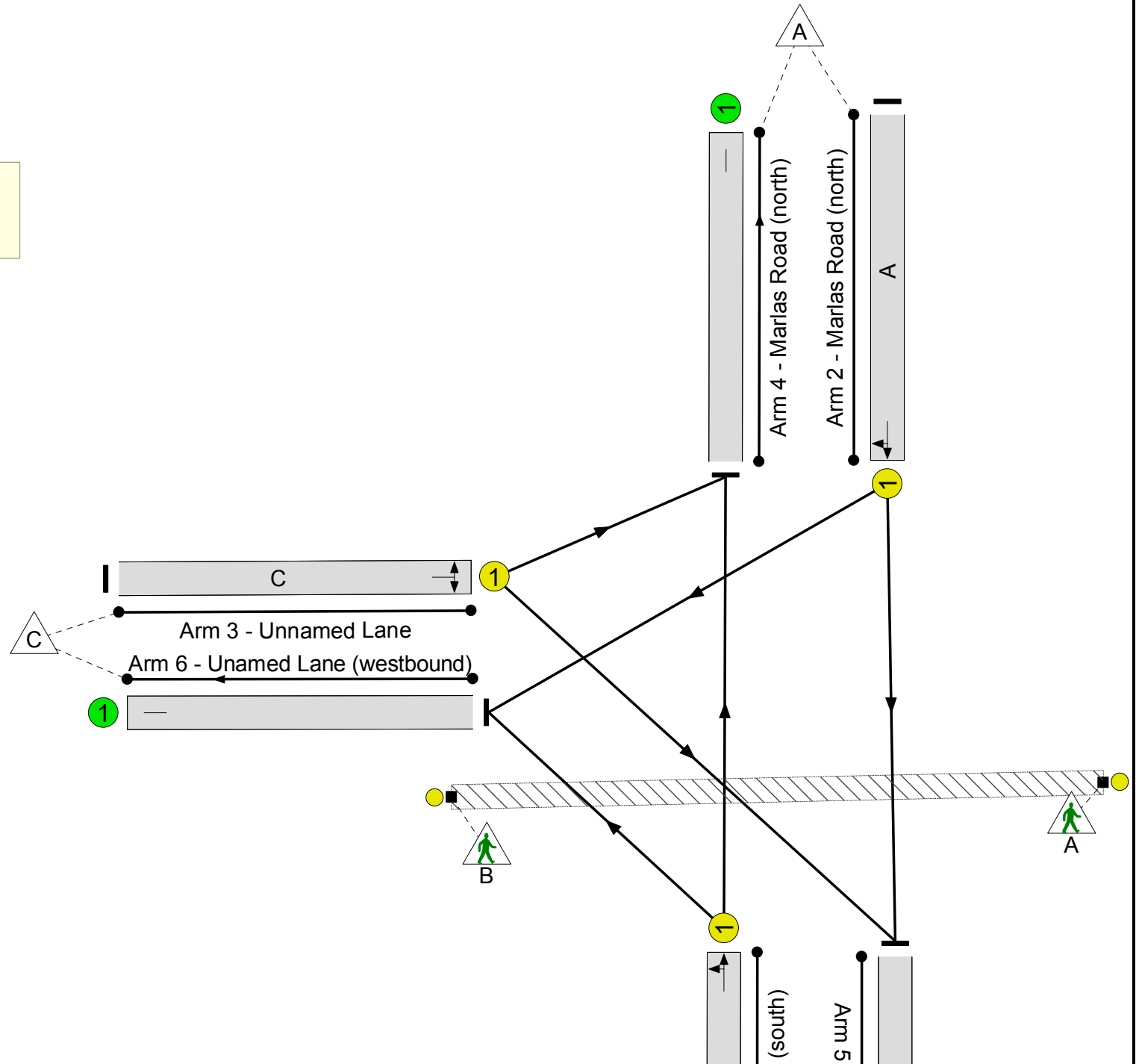
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Unnamed Junction
PRC: 79.2 %
Total Traffic Delay: 6.9 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	50.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	50.2%
1/1	Marlas Road (south) Ahead Left	U	N/A	N/A	B		1	28	-	326	2015	649	50.2%
2/1	Marlas Road (north) Ahead Right	U	N/A	N/A	A		1	30	-	339	1965	677	50.1%
3/1	Unnamed Lane Left Right	U	N/A	N/A	C		1	9	-	104	2065	229	45.3%
4/1	Marlas Road (north)	U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
5/1	Marlas Road (south)	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
6/1	Unamed Lane (westbound)	U	N/A	N/A	-		-	-	-	123	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	5600	0.0%

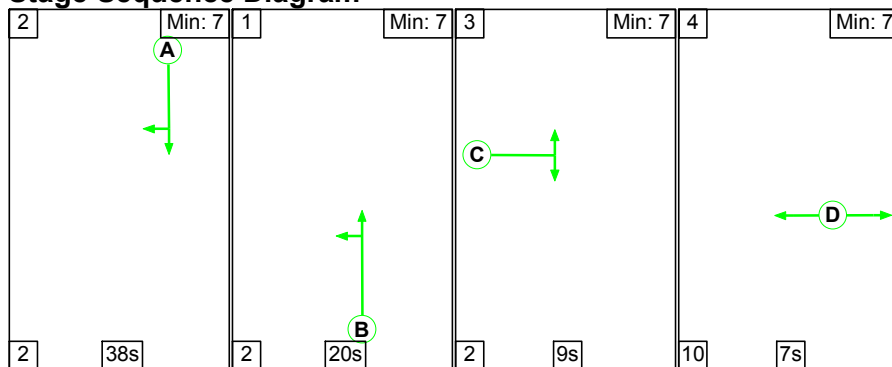
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	5.5	1.4	0.0	6.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	5.5	1.4	0.0	6.9	-	-	-	-
1/1	326	326	-	-	-	2.2	0.5	-	2.7	30.2	6.5	0.5	7.0
2/1	339	339	-	-	-	2.2	0.5	-	2.7	28.7	6.7	0.5	7.2
3/1	104	104	-	-	-	1.1	0.4	-	1.5	51.7	2.4	0.4	2.8
4/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1			PRC for Signalled Lanes (%): 79.2		PRC Over All Lanes (%): 79.2		Total Delay for Signalled Lanes (pcuHr): 6.93		Total Delay Over All Lanes(pcuHr): 6.93		Cycle Time (s): 90		

Full Input Data And Results

Scenario 5: '2036 AM BASE' (FG5: '2036 AM BASE', Plan 1: 'Network Control Plan 1')

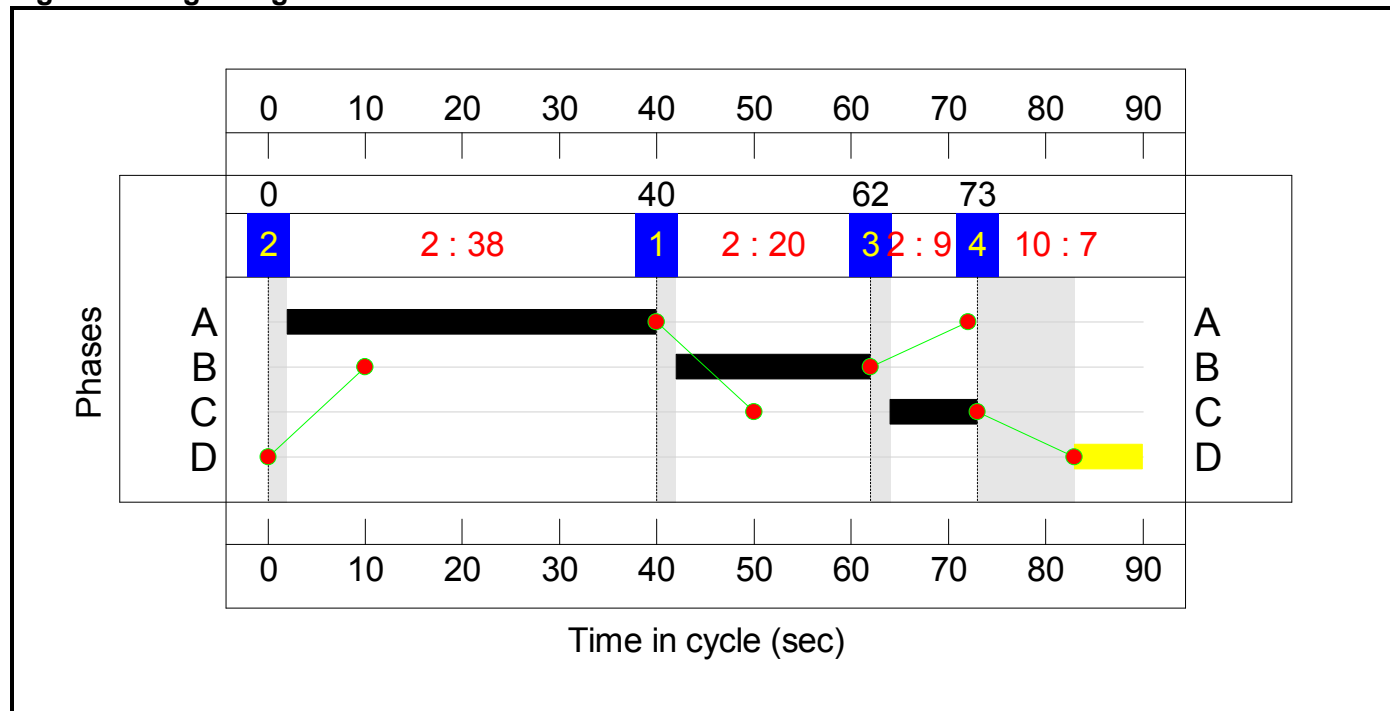
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4
Duration	38	20	9	7
Change Point	0	40	62	73

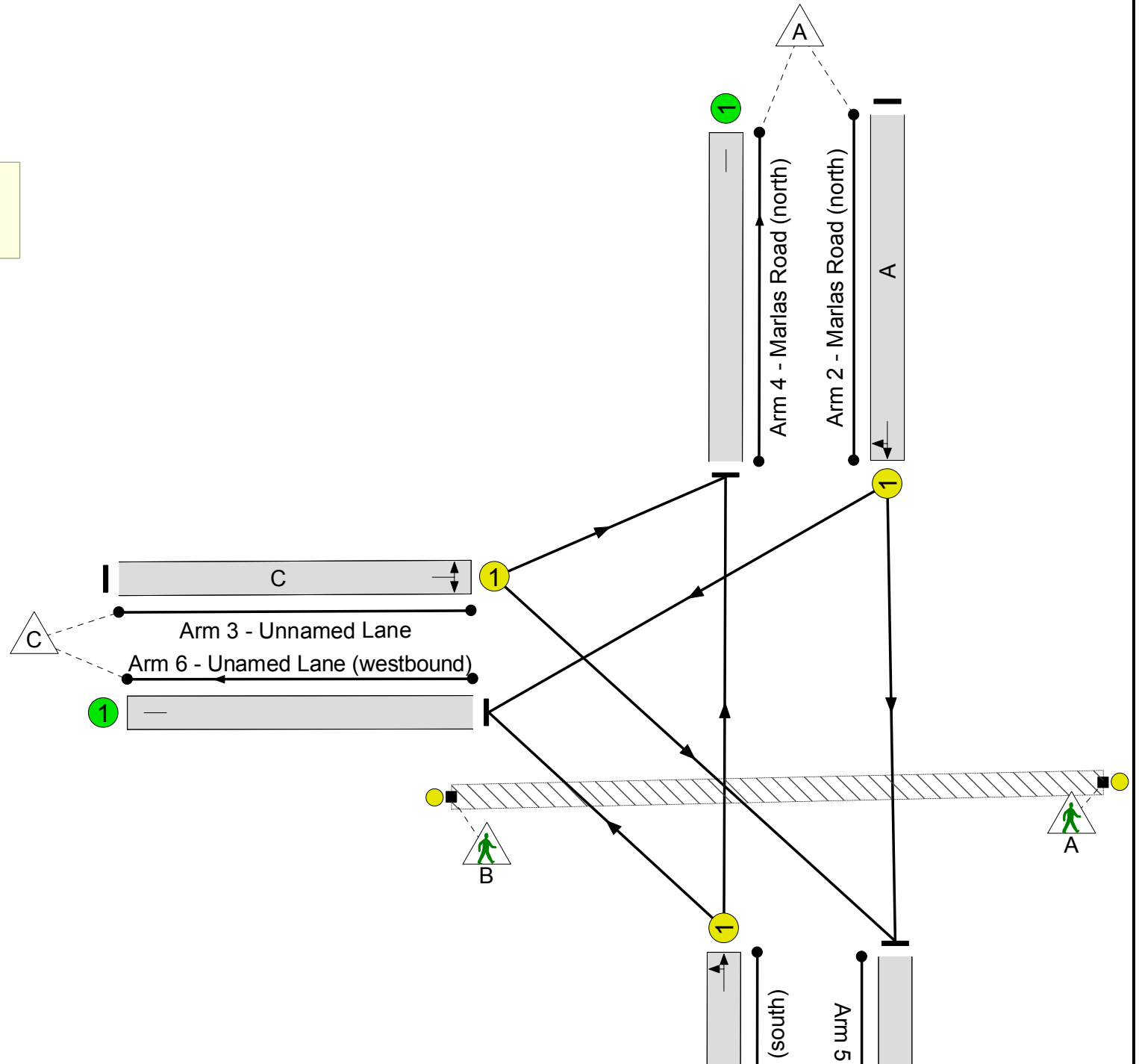
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Unnamed Junction
PRC: 110.0 %
Total Traffic Delay: 5.4 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	42.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	42.9%
1/1	Marlas Road (south) Ahead Left	U	N/A	N/A	B		1	20	-	198	2015	470	42.1%
2/1	Marlas Road (north) Ahead Right	U	N/A	N/A	A		1	38	-	365	1965	852	42.9%
3/1	Unnamed Lane Left Right	U	N/A	N/A	C		1	9	-	91	2065	229	39.7%
4/1	Marlas Road (north)	U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
5/1	Marlas Road (south)	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
6/1	Unamed Lane (westbound)	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	5600	0.0%

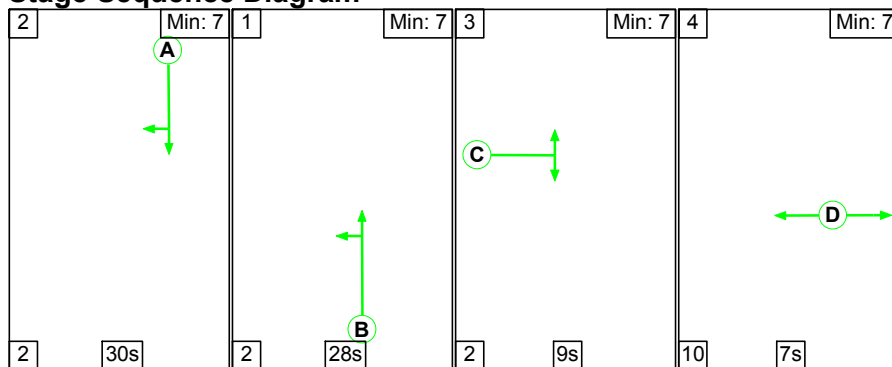
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	4.4	1.1	0.0	5.4	-	-	-	-
Unnamed Junction	-	-	0	0	0	4.4	1.1	0.0	5.4	-	-	-	-
1/1	198	198	-	-	-	1.6	0.4	-	2.0	35.9	4.2	0.4	4.5
2/1	365	365	-	-	-	1.8	0.4	-	2.2	21.4	6.3	0.4	6.7
3/1	91	91	-	-	-	0.9	0.3	-	1.3	50.2	2.1	0.3	2.4
4/1	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
<p>C1 PRC for Signalled Lanes (%): 110.0 Total Delay for Signalled Lanes (pcuHr): 5.42 Cycle Time (s): 90</p> <p> PRC Over All Lanes (%): 110.0 Total Delay Over All Lanes(pcuHr): 5.42</p>													

Full Input Data And Results

Scenario 6: '2036 PM BASE' (FG6: '2036 PM BASE', Plan 1: 'Network Control Plan 1')

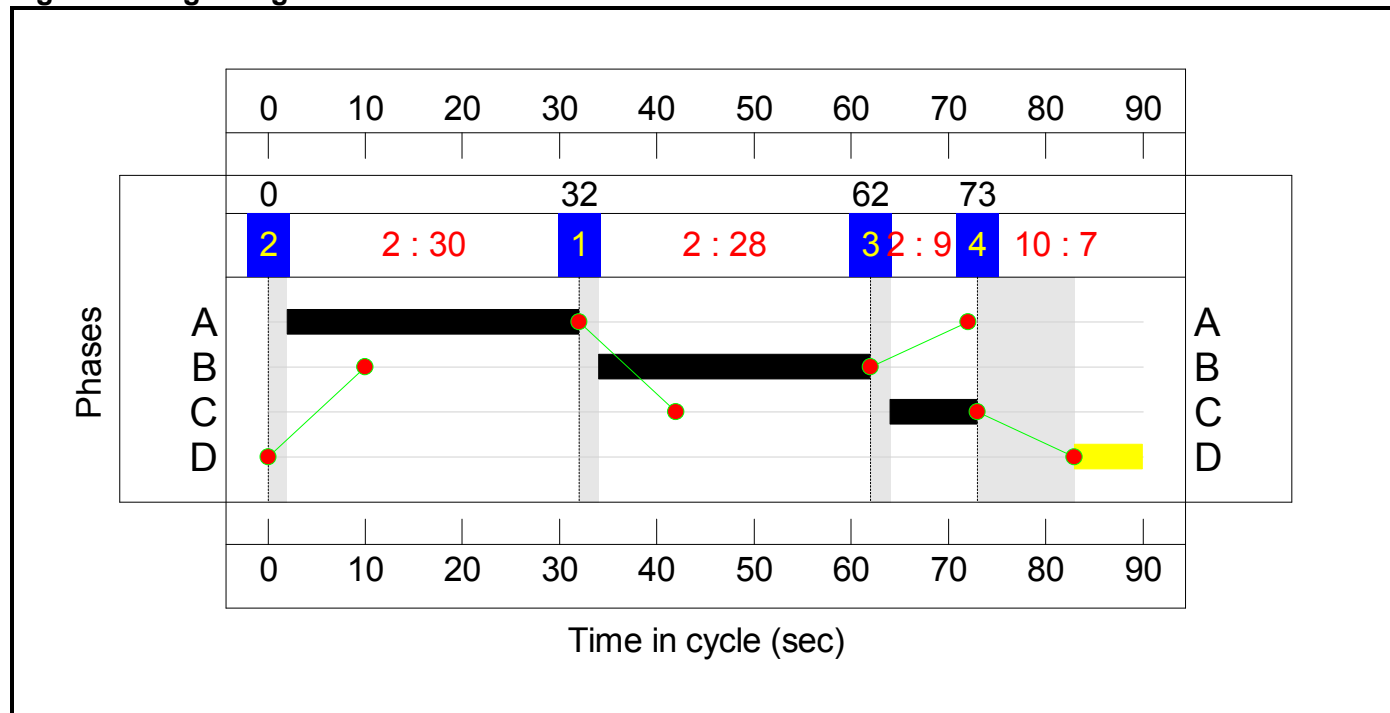
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4
Duration	30	28	9	7
Change Point	0	32	62	73

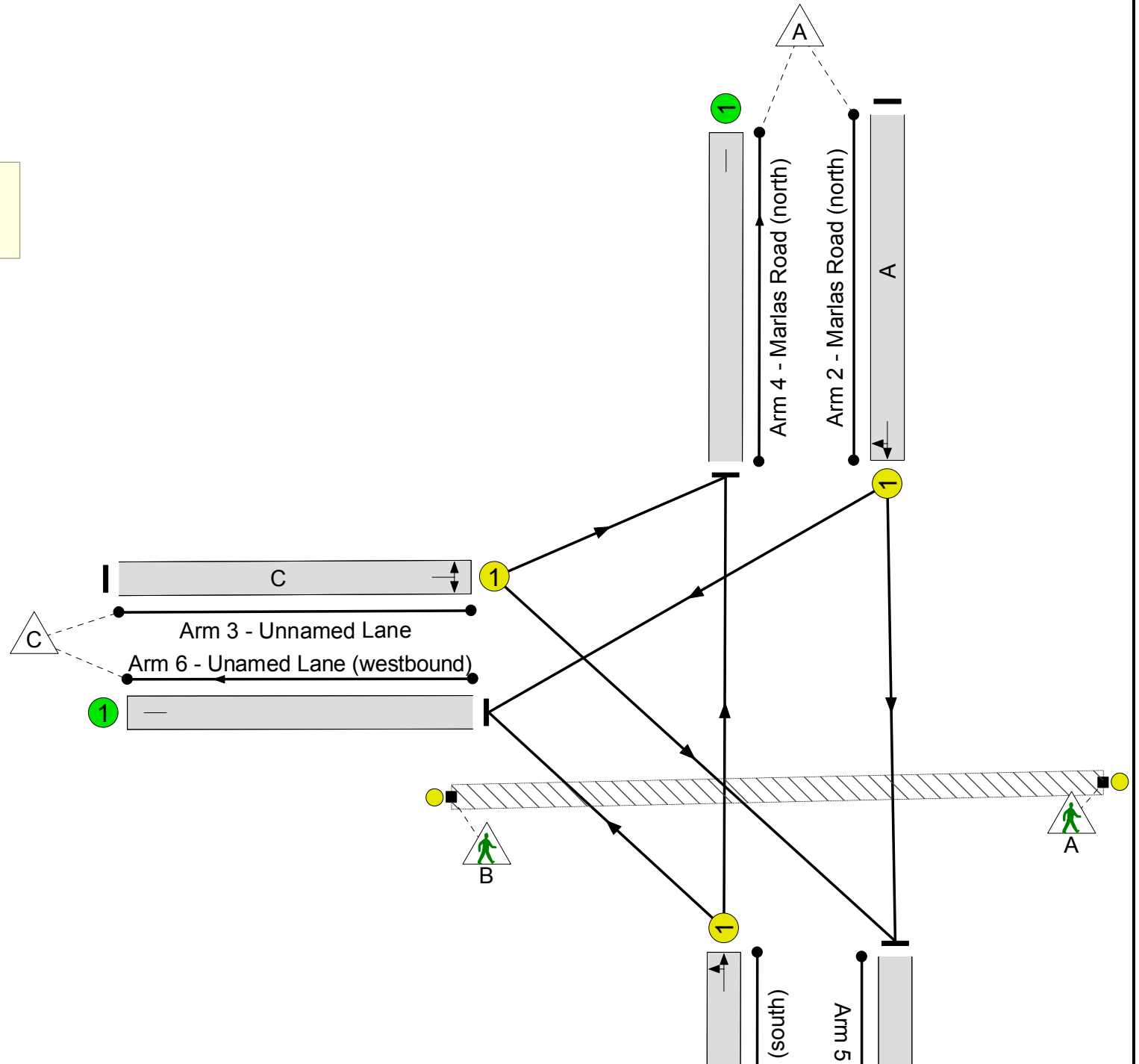
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Unnamed Junction
PRC: 65.5 %
Total Traffic Delay: 7.7 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	54.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	54.4%
1/1	Marlas Road (south) Ahead Left	U	N/A	N/A	B		1	28	-	353	2015	649	54.4%
2/1	Marlas Road (north) Ahead Right	U	N/A	N/A	A		1	30	-	368	1965	677	54.4%
3/1	Unnamed Lane Left Right	U	N/A	N/A	C		1	9	-	113	2065	229	49.2%
4/1	Marlas Road (north)	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
5/1	Marlas Road (south)	U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
6/1	Unamed Lane (westbound)	U	N/A	N/A	-		-	-	-	133	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	5600	0.0%

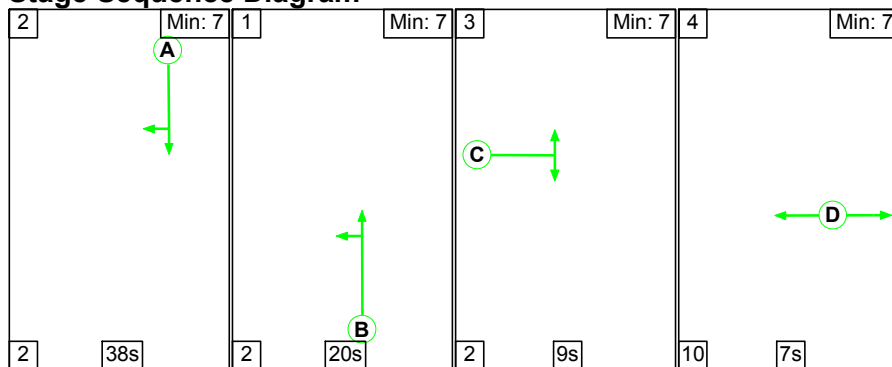
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	6.1	1.7	0.0	7.7	-	-	-	-
Unnamed Junction	-	-	0	0	0	6.1	1.7	0.0	7.7	-	-	-	-
1/1	353	353	-	-	-	2.5	0.6	-	3.1	31.1	7.2	0.6	7.8
2/1	368	368	-	-	-	2.4	0.6	-	3.0	29.6	7.4	0.6	8.0
3/1	113	113	-	-	-	1.2	0.5	-	1.7	53.0	2.6	0.5	3.1
4/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	133	133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1			PRC for Signalled Lanes (%):		65.5	Total Delay for Signalled Lanes (pcuHr):		7.74	Cycle Time (s):		90		
			PRC Over All Lanes (%):		65.5	Total Delay Over All Lanes(pcuHr):		7.74					

Full Input Data And Results

Scenario 7: '2026 AM BASE+DEV' (FG7: '2026 AM BASE+DEV', Plan 1: 'Network Control Plan 1')

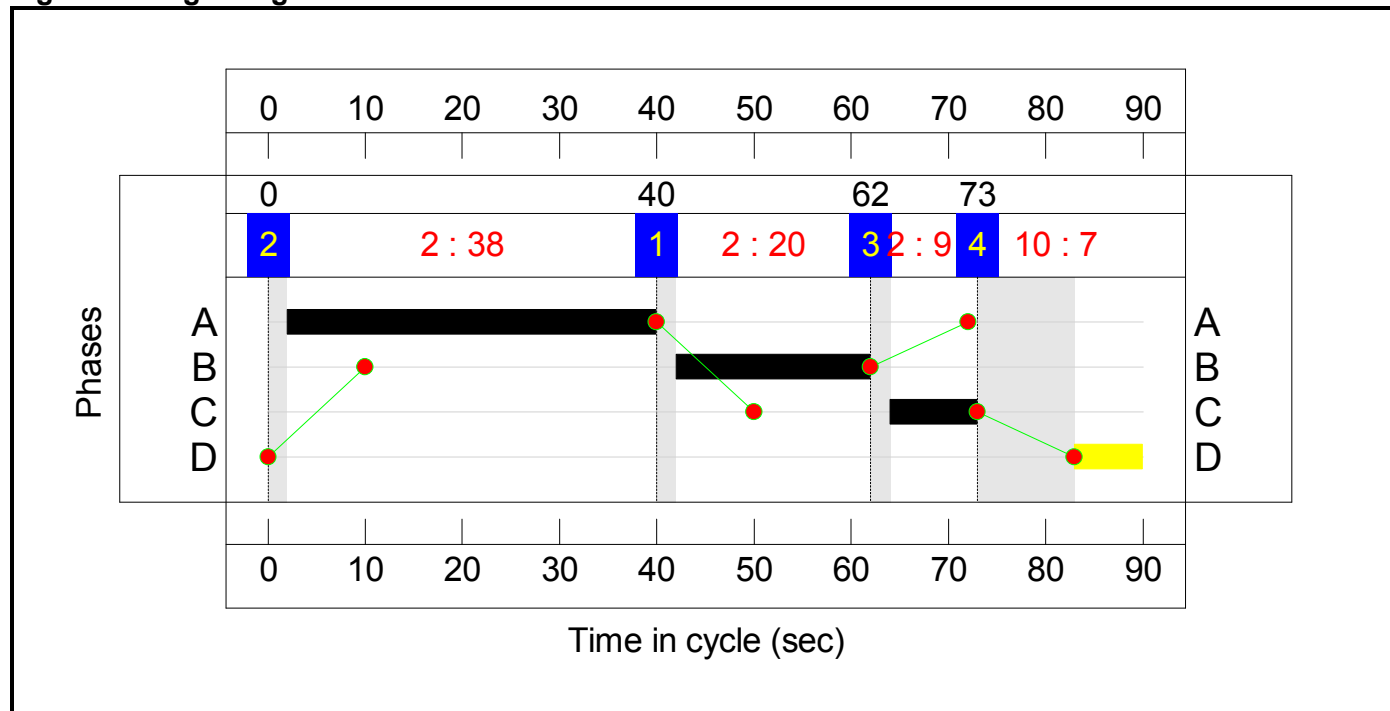
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4
Duration	38	20	9	7
Change Point	0	40	62	73

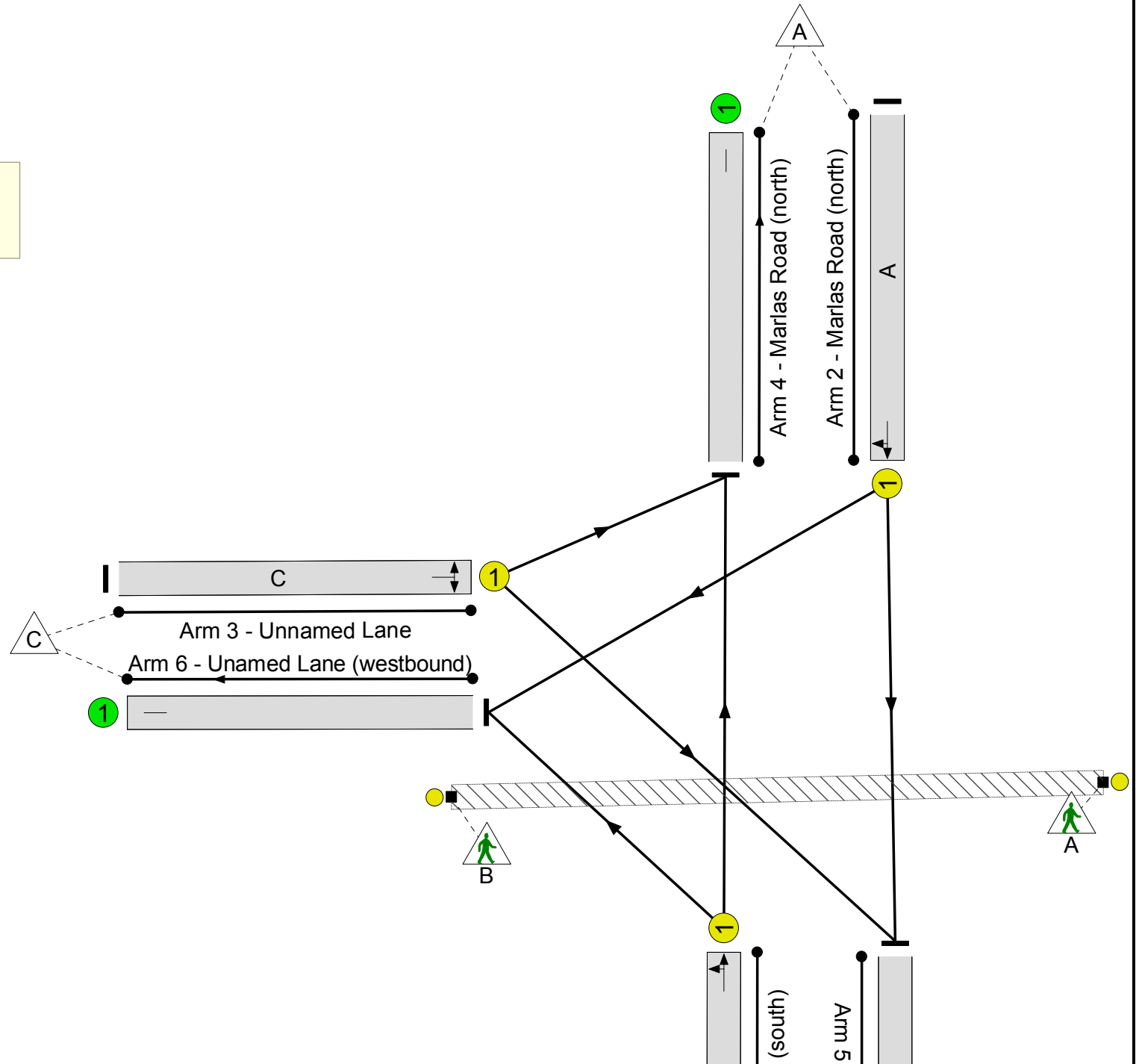
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Unnamed Junction
PRC: 122.0 %
Total Traffic Delay: 5.1 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	40.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	40.5%
1/1	Marlas Road (south) Ahead Left	U	N/A	N/A	B		1	20	-	185	2015	470	39.3%
2/1	Marlas Road (north) Ahead Right	U	N/A	N/A	A		1	38	-	341	1965	852	40.0%
3/1	Unnamed Lane Left Right	U	N/A	N/A	C		1	9	-	93	2065	229	40.5%
4/1	Marlas Road (north)	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
5/1	Marlas Road (south)	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
6/1	Unamed Lane (westbound)	U	N/A	N/A	-		-	-	-	110	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	5600	0.0%

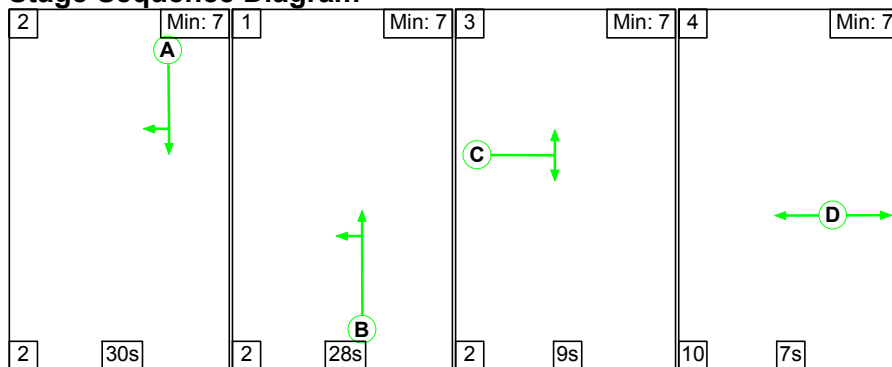
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	4.1	1.0	0.0	5.1	-	-	-	-
Unnamed Junction	-	-	0	0	0	4.1	1.0	0.0	5.1	-	-	-	-
1/1	185	185	-	-	-	1.5	0.3	-	1.8	35.4	3.9	0.3	4.2
2/1	341	341	-	-	-	1.7	0.3	-	2.0	21.0	5.8	0.3	6.1
3/1	93	93	-	-	-	1.0	0.3	-	1.3	50.4	2.1	0.3	2.5
4/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	110	110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
<p style="text-align: center;">C1 PRC for Signalled Lanes (%): 122.0 Total Delay for Signalled Lanes (pcuHr): 5.11 Cycle Time (s): 90 PRC Over All Lanes (%): 122.0 Total Delay Over All Lanes(pcuHr): 5.11</p>													

Full Input Data And Results

Scenario 8: '2026 PM BASE+DEV' (FG8: '2026 PM BASE+DEV', Plan 1: 'Network Control Plan 1')

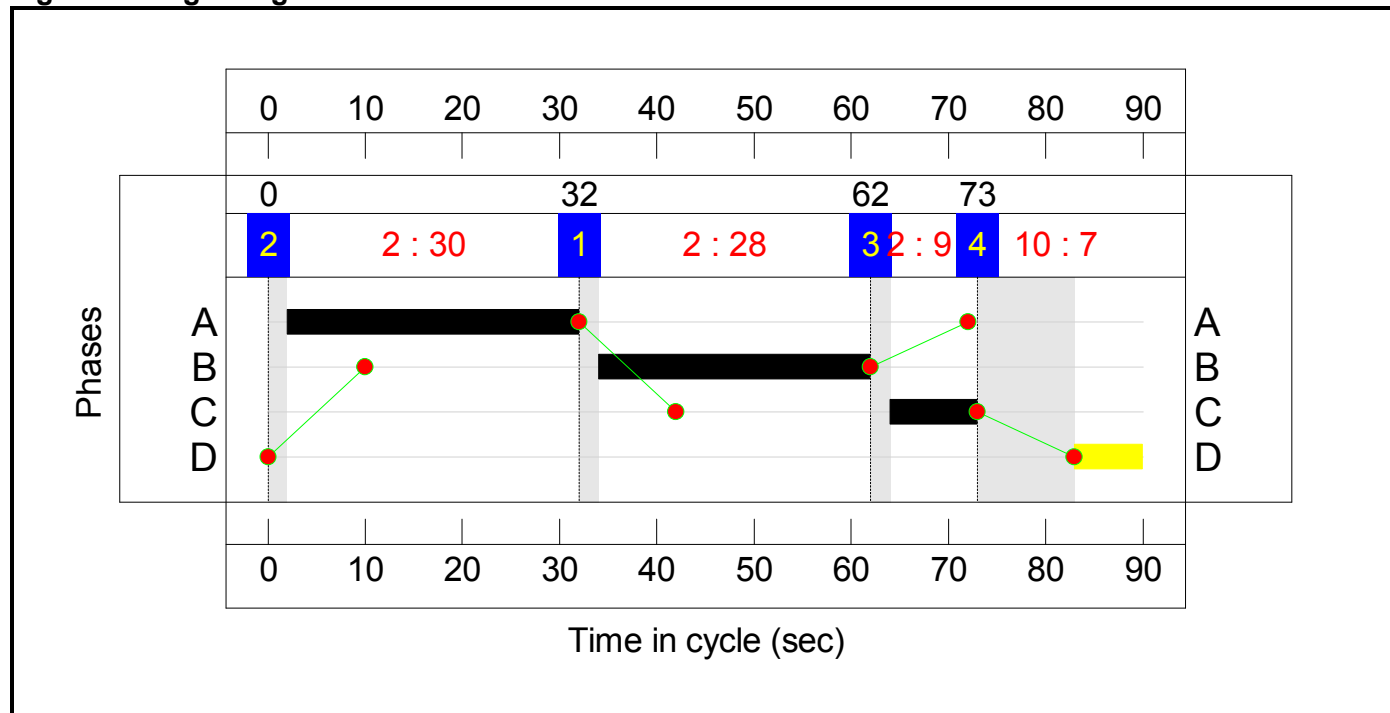
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4
Duration	30	28	9	7
Change Point	0	32	62	73

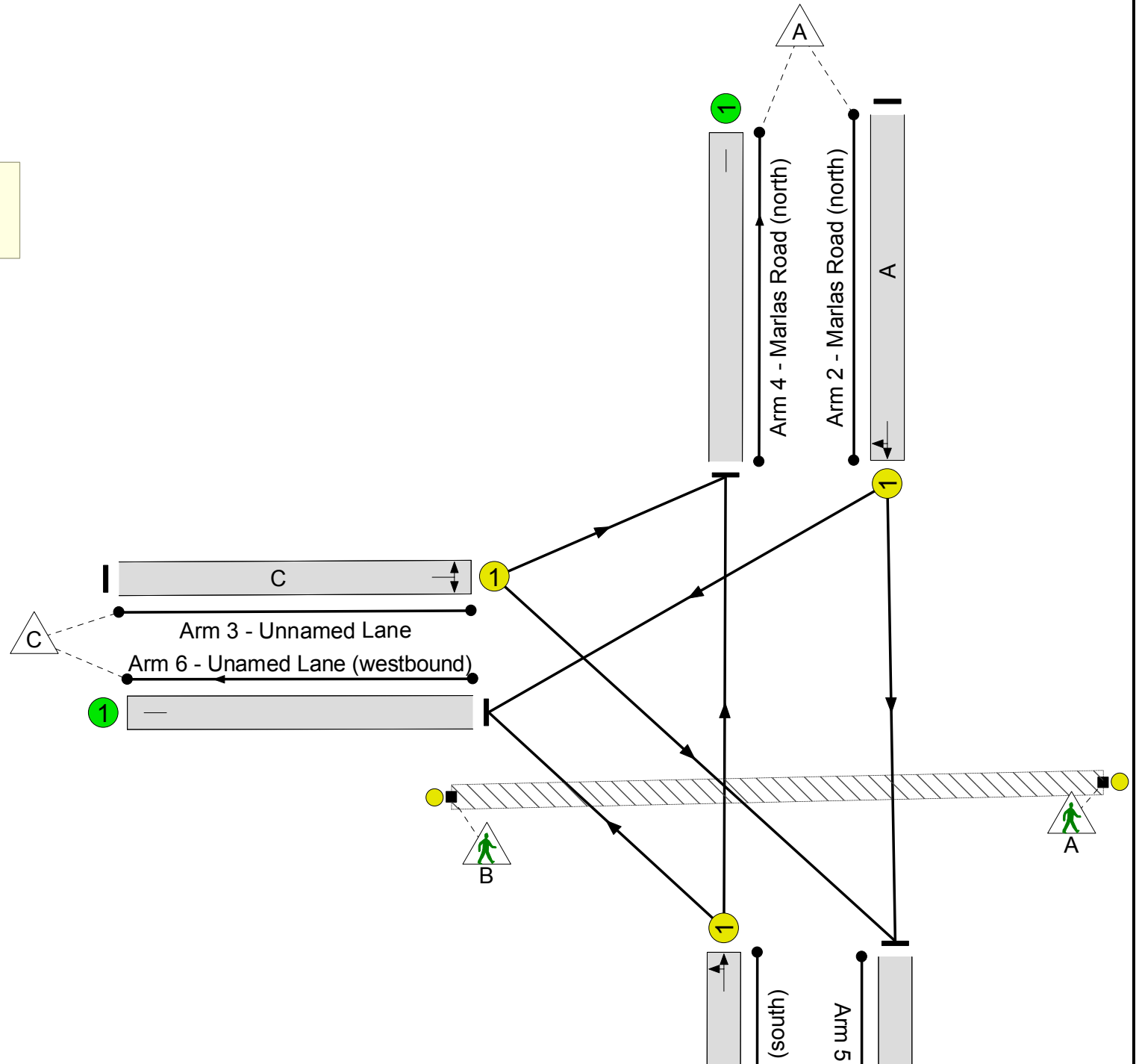
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Unnamed Junction
PRC: 76.0 %
Total Traffic Delay: 7.1 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	51.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	51.1%
1/1	Marlas Road (south) Ahead Left	U	N/A	N/A	B		1	28	-	332	2015	649	51.1%
2/1	Marlas Road (north) Ahead Right	U	N/A	N/A	A		1	30	-	344	1965	677	50.8%
3/1	Unnamed Lane Left Right	U	N/A	N/A	C		1	9	-	106	2065	229	46.2%
4/1	Marlas Road (north)	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
5/1	Marlas Road (south)	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
6/1	Unamed Lane (westbound)	U	N/A	N/A	-		-	-	-	134	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	5600	0.0%

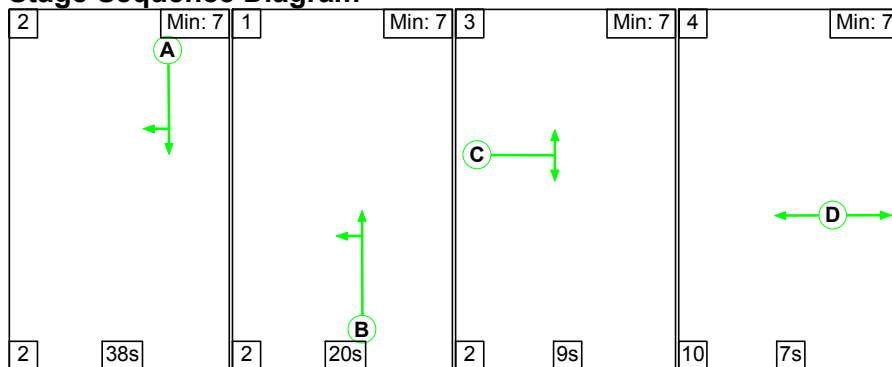
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	5.6	1.5	0.0	7.1	-	-	-	-
Unnamed Junction	-	-	0	0	0	5.6	1.5	0.0	7.1	-	-	-	-
1/1	332	332	-	-	-	2.3	0.5	-	2.8	30.4	6.7	0.5	7.3
2/1	344	344	-	-	-	2.2	0.5	-	2.8	28.8	6.8	0.5	7.3
3/1	106	106	-	-	-	1.1	0.4	-	1.5	52.0	2.5	0.4	2.9
4/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1			PRC for Signalled Lanes (%): 76.0		PRC Over All Lanes (%): 76.0		Total Delay for Signalled Lanes (pcuHr): 7.09		Total Delay Over All Lanes(pcuHr): 7.09		Cycle Time (s): 90		

Full Input Data And Results

Scenario 9: '2036 AM BASE+DEV' (FG9: '2036 AM BASE+DEV', Plan 1: 'Network Control Plan 1')

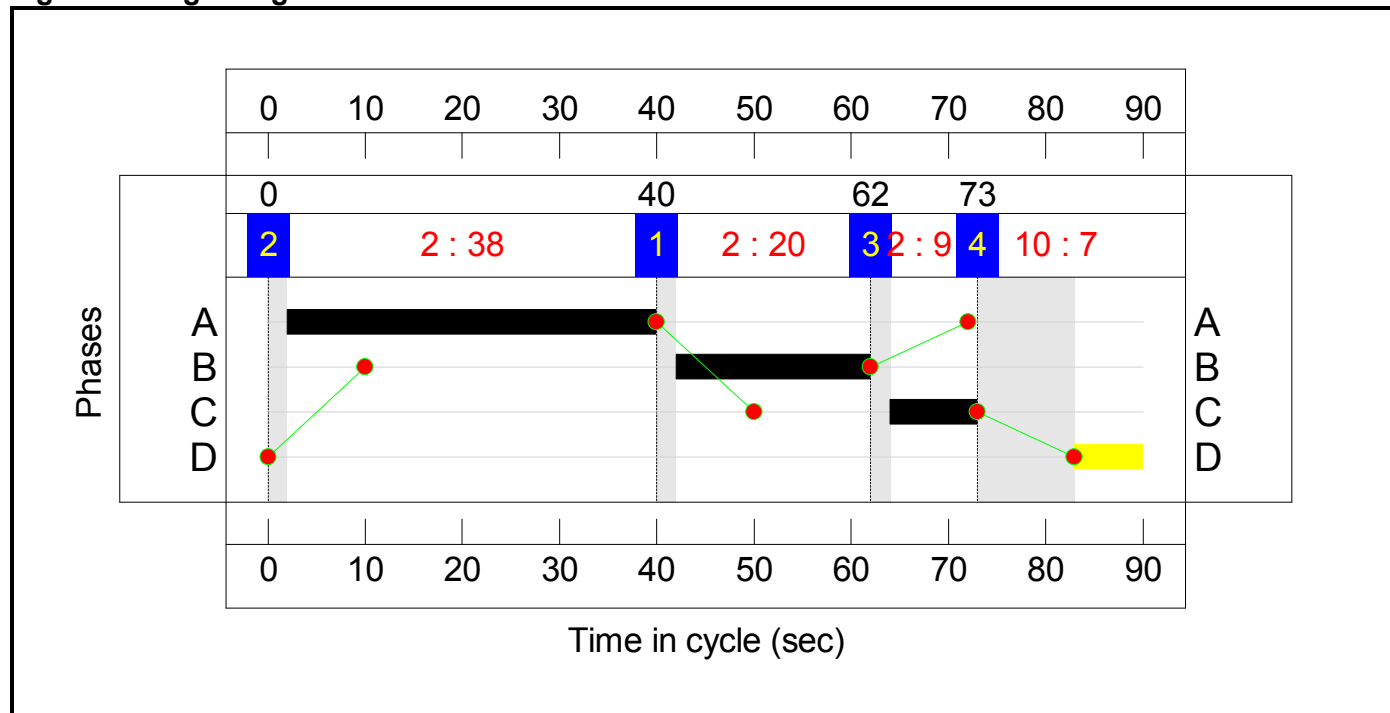
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4
Duration	38	20	9	7
Change Point	0	40	62	73

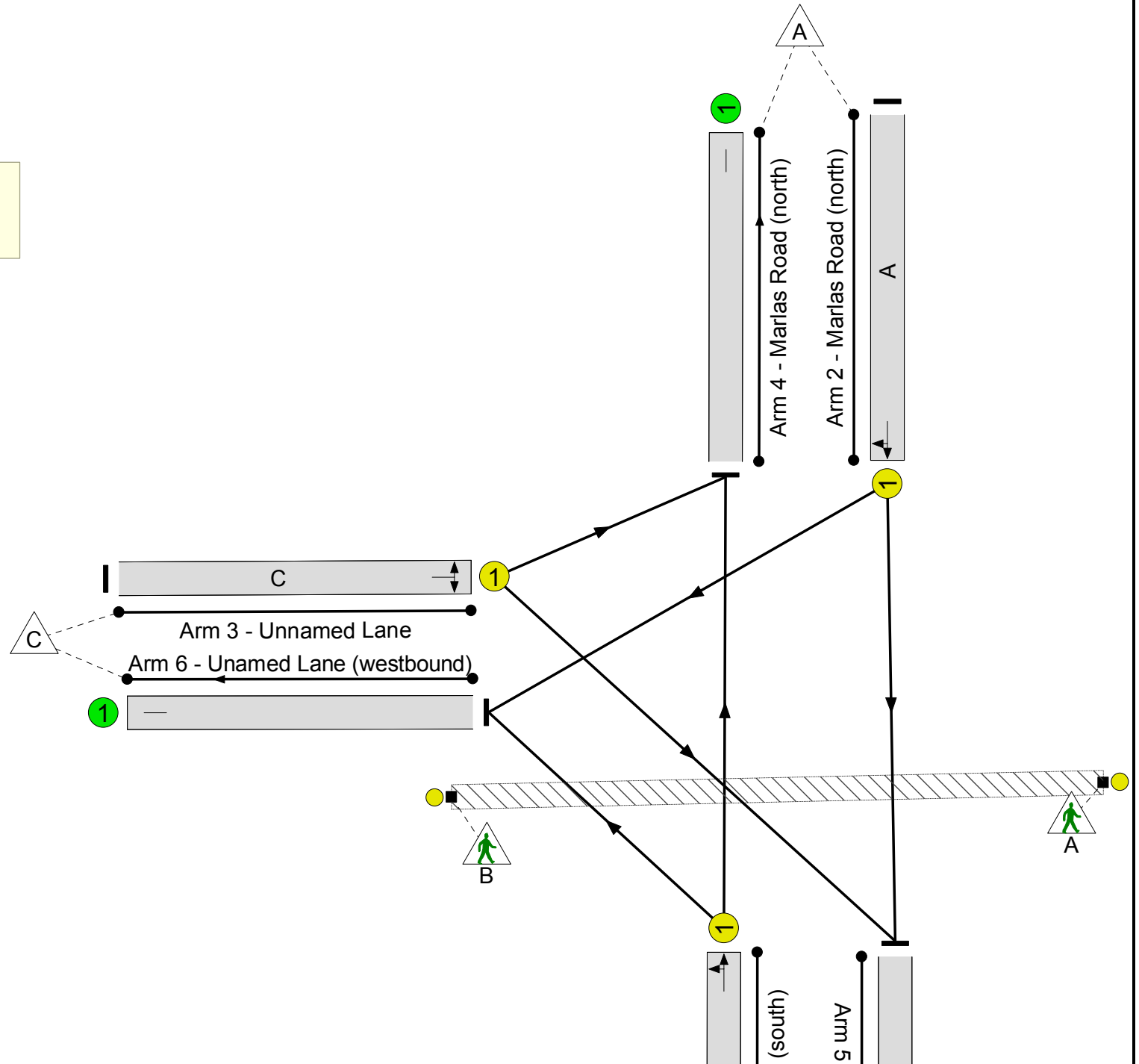
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Unnamed Junction
PRC: 104.5 %
Total Traffic Delay: 5.6 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	44.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	44.0%
1/1	Marlas Road (south) Ahead Left	U	N/A	N/A	B		1	20	-	200	2015	470	42.5%
2/1	Marlas Road (north) Ahead Right	U	N/A	N/A	A		1	38	-	368	1965	852	43.2%
3/1	Unnamed Lane Left Right	U	N/A	N/A	C		1	9	-	101	2065	229	44.0%
4/1	Marlas Road (north)	U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
5/1	Marlas Road (south)	U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
6/1	Unamed Lane (westbound)	U	N/A	N/A	-		-	-	-	118	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	5600	0.0%

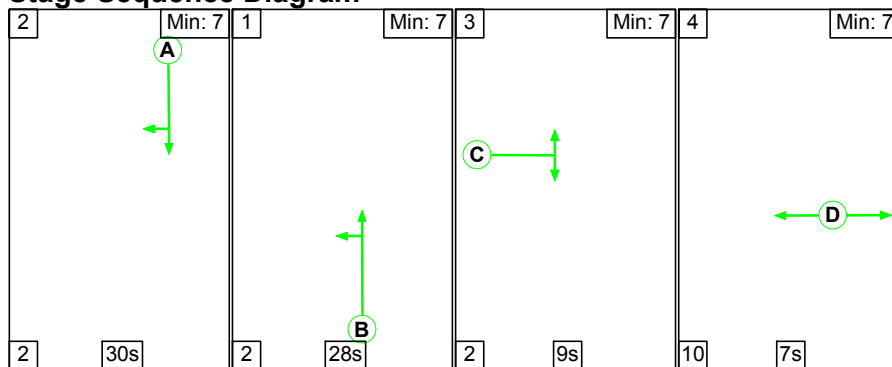
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	4.5	1.1	0.0	5.6	-	-	-	-
Unnamed Junction	-	-	0	0	0	4.5	1.1	0.0	5.6	-	-	-	-
1/1	200	200	-	-	-	1.6	0.4	-	2.0	36.0	4.2	0.4	4.6
2/1	368	368	-	-	-	1.8	0.4	-	2.2	21.5	6.3	0.4	6.7
3/1	101	101	-	-	-	1.0	0.4	-	1.4	51.3	2.4	0.4	2.7
4/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	118	118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1			PRC for Signalled Lanes (%):		104.5	Total Delay for Signalled Lanes (pcuHr):		5.64	Cycle Time (s):		90		
			PRC Over All Lanes (%):		104.5	Total Delay Over All Lanes(pcuHr):		5.64					

Full Input Data And Results

Scenario 10: '2036 PM BASE+DEV' (FG10: '2036 PM BASE+DEV', Plan 1: 'Network Control Plan 1')

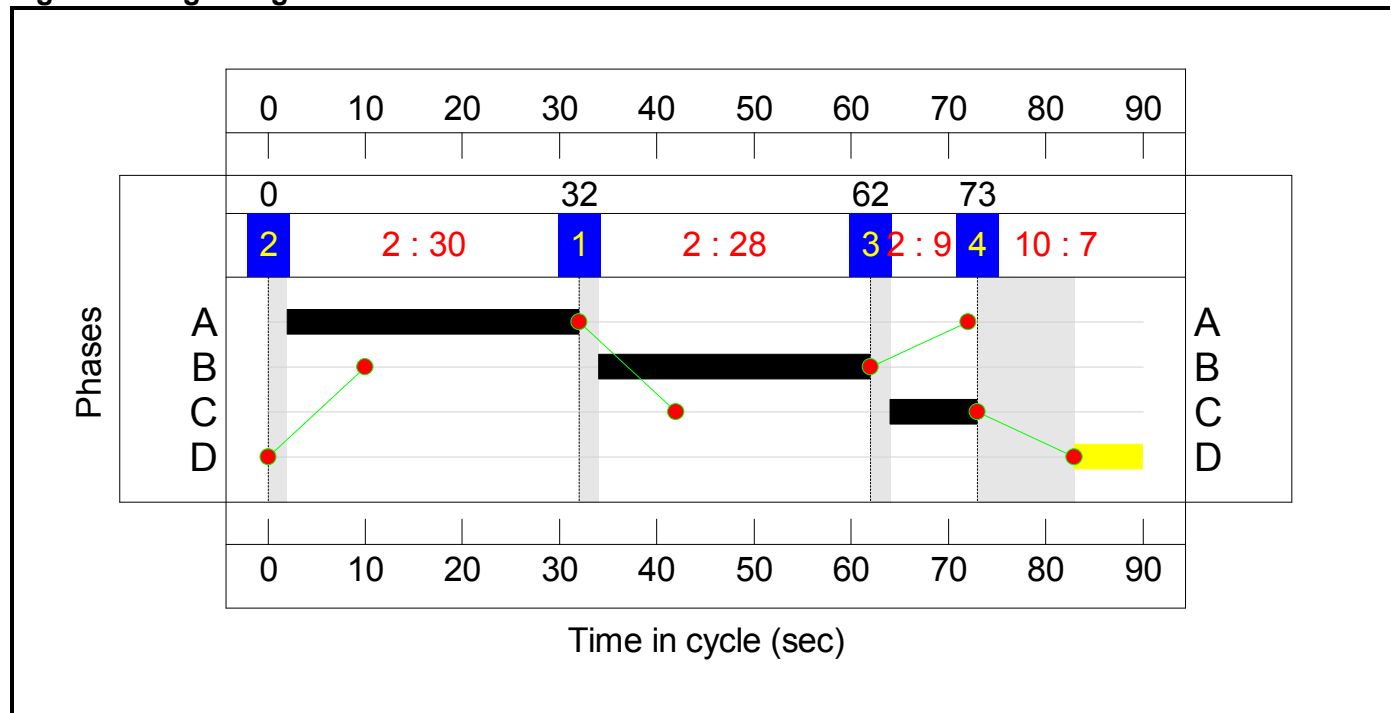
Stage Sequence Diagram



Stage Timings

Stage	2	1	3	4
Duration	30	28	9	7
Change Point	0	32	62	73

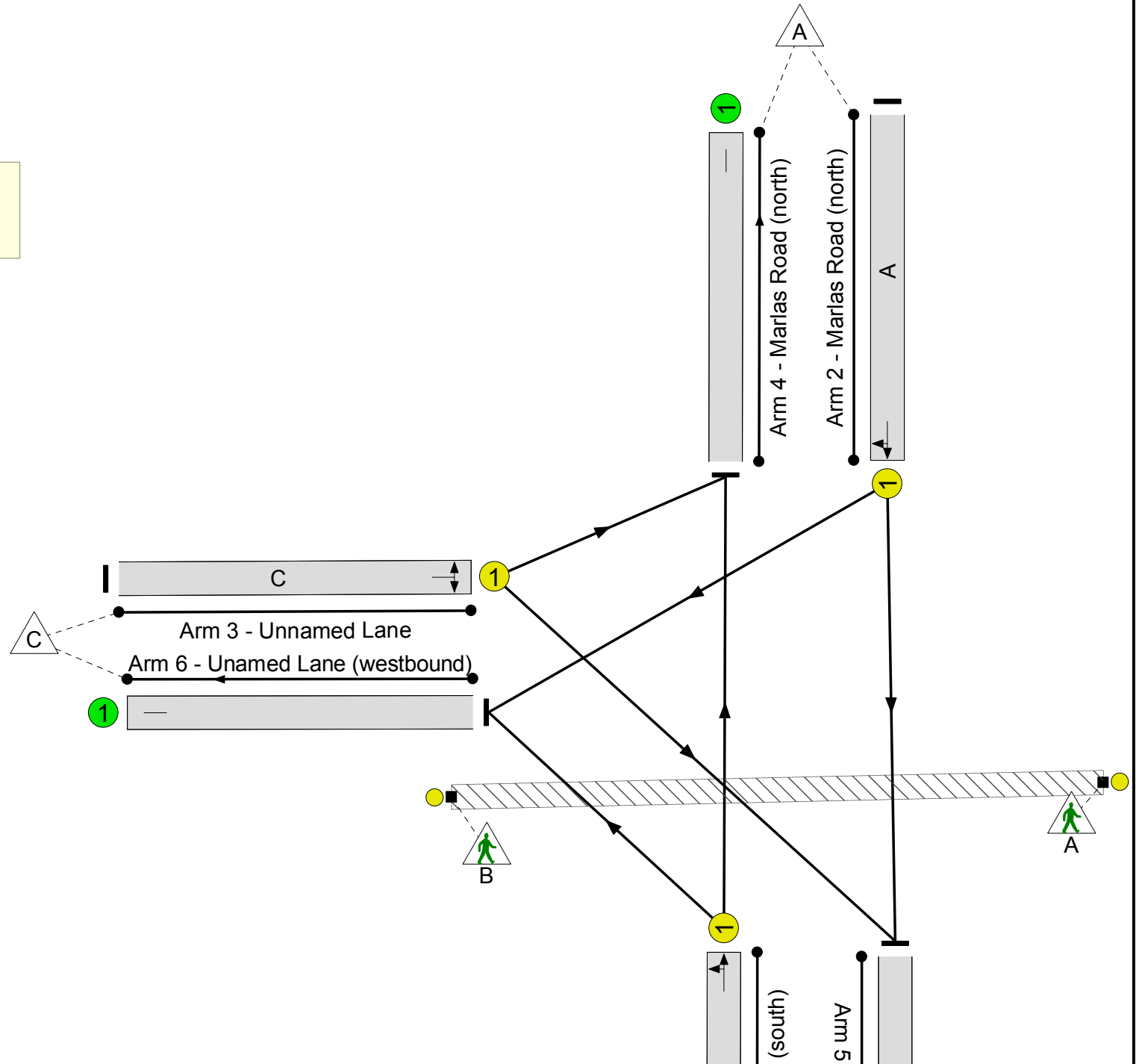
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Unnamed Junction
PRC: 62.4 %
Total Traffic Delay: 7.9 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	55.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	55.4%
1/1	Marlas Road (south) Ahead Left	U	N/A	N/A	B		1	28	-	359	2015	649	55.3%
2/1	Marlas Road (north) Ahead Right	U	N/A	N/A	A		1	30	-	375	1965	677	55.4%
3/1	Unnamed Lane Left Right	U	N/A	N/A	C		1	9	-	115	2065	229	50.1%
4/1	Marlas Road (north)	U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
5/1	Marlas Road (south)	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
6/1	Unamed Lane (westbound)	U	N/A	N/A	-		-	-	-	146	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	5600	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	6.2	1.7	0.0	7.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	6.2	1.7	0.0	7.9	-	-	-	-
1/1	359	359	-	-	-	2.5	0.6	-	3.1	31.3	7.4	0.6	8.0
2/1	375	375	-	-	-	2.5	0.6	-	3.1	29.8	7.5	0.6	8.1
3/1	115	115	-	-	-	1.2	0.5	-	1.7	53.3	2.7	0.5	3.2
4/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	146	146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1			PRC for Signalled Lanes (%):		62.4	Total Delay for Signalled Lanes (pcuHr):			7.93	Cycle Time (s): 90			
			PRC Over All Lanes (%):		62.4	Total Delay Over All Lanes(pcuHr):			7.93				