

BABERGH DISTRICT COUNCIL
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CARSONS DRIVE

GREAT CORNARD, SUDBURY, SUFFOLK

TRANSPORT ASSESSMENT

REF: PHSY2/DP/01-10/TA Rev A

DATE: JANUARY 2010

ANGLIA
SURVEY
DESIGN

CARSONS DRIVE
GREAT CORNARD, SUDBURY, SUFFOLK
TRANSPORT ASSESSMENT

REPORT REF: PHSY2/DP/01-10/TA Rev A

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REVISIONS

Revision and Date	Details
Revision A January 2010	Updated site layout, public transport information and C732/A134 junction improvement plan.

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08.6716.400C

1.0 INTRODUCTION

- 1.1 Persimmon Homes have commissioned Anglia Survey and Design to prepare this Transport Assessment (TA) for a development site East of Carsons Drive, Great Comard. This assessment provides supplementary data to support the planning application for proposed development of 170 units on a site area of approximately 4.8 hectares. The location of the site is shown on Drawing PHSY2/150.
- 1.2 It should be noted that a TA for the proposed development was prepared by Millard Consulting in September 2009 (Report Reference 3895/KCT/02-08/1194 Rev A) and was submitted to the local planning and highway authority for review. Subsequent to the preparation of that report, TA Millard East Anglia Ltd (trading as Millard Consulting) have entered Administration and are no longer trading as a solvent Company. Notwithstanding this elements of the development have changed resulting in the requirement of preparing a new TA. It is understood from discussions held with the highway authority that elements of the Millard TA such as Trip Generation, Assignment, Junctions Assessed and a Review of Accidents are acceptable as was the future assessment year of 2014. Given this, these elements have been used in the production of this TA.

Proposed Development

- 1.3 The development site is located north-east of Sudbury shown on Drawing PHSY2/150 and is proposed as residential development comprising a total of 170 units. It has been anticipated within this assessment that there could be some change in the composition of the development. It is however assumed that the total number of dwellings will not exceed 170, of which 60 will be of an affordable tenure. The indicative layout for the site is shown on Drawing 08.6716.400C.
- 1.4 The number of car parking spaces to be provided at the development is to accord with the highway authorities parking requirement.
- 1.5 Cycle parking in the form of secure cycle stands will be provided in accordance with Suffolk County Council's cycle parking standard for all properties not benefiting from a garage. It is assumed that all properties with garages will use these for cycle parking.
- 1.6 The proposed access for vehicular traffic is to be via a new junction with the C732. The access road will be constructed to adoptable highway standards and vehicular access provided from this road serving residential development via minor accesses to properties and parking courts.
- 1.7 At the request of SCC the A134/C732 junction will be upgraded to improve the existing visibility splays. The improvements are shown on Drawing on PHSY2/A134. In addition improvements are also being proposed to the existing Carsons Drive/C732 staggered junction to improve pedestrian linkages. These improvements are shown on Drawing PHSY2/112. The

aforementioned junction improvements have been assessed in terms of capacity within this report.

- 1.8 The on site roads will be designed in accordance with Suffolk County Council's Estate Road Design Guide and the Manual for Streets as appropriate.

Assessment Scope

- 1.9 This assessment has been prepared in accordance with the DfT Guidance on Transport Assessments dated March 2007 and in consultation with Suffolk County Council. The assessment quantifies the existing conditions within the area and how these might be changed by the proposed development. Consideration is also given to the Suffolk Local Transport Plan and National Planning Policy Guidance.
- 1.10 This TA evaluates the development within a transport hierarchy. This is arranged so that the accessibility and sustainability of a development proposal is given priority. The walking and cycling modes are considered first, then public transport, the transport modes covering the most sustainable forms of personal travel. The assessment techniques for vehicular traffic are the best defined and this assessment uses the standard techniques for the evaluation of traffic delays and junction capacity.
- 1.11 Consultation with SCC has agreed the scope of the assessment and the extent of the highway improvements considered herein.

2.0 TRAVEL INFRASTRUCTURE CHARACTERISTICS

- 2.1 Planning Policy Guidance Note (PPG) 13 "Transport" emphasises that all new development considerations should give priority to walking and cycling strategies in preference to other modes of transport.
- 2.2 The site currently comprises of agricultural land. There is no data concerning traffic flows to this land use; however these are expected to be minimal for the purpose of this assessment with mostly agricultural vehicle usage.
- 2.3 Generally it is noted that walking and cycling linkages to the surrounding area are good. There are footways and footways/cycleways connecting the site to the existing residential areas to the south. The residential roads available around the site are suitable for cyclists. There are presently two Public Rights of Way across the site which are illustrated in Appendix A. The Public Right of Way noted as RB16 is a restricted byway running generally East/West across the site and is restricted to pedestrians and cyclists. The plan in Appendix A also notes a Bridleway (Reference BR12) connecting RB16 to the C732 and is a short North/South route. It should be noted that whilst BR12 is technically a bridleway, it does not actually provide connections to any other route for equestrian users. There are also 2 bus services passing within 400m walking distance of the site.
- 2.4 Notwithstanding the above, the modes by which access to the site can be achieved are discussed and assessed in greater detail below.

Walking and Cycling

- 2.5 Assessing the travel demands within a transport hierarchy ensures that proper consideration is given to the walking and cycling facilities surrounding a proposed development.
- 2.6 Transport statistics obtained from the DfT (Department for Transport) reveal that 90% of walk journeys in Great Britain have a "crow-fly" distance of less than 2km and 98% are less than 4km. The average length of a journey in Great Britain made entirely on foot is about 0.8 miles (0.96km). Details of local schools and amenities within the surrounding area are shown on Drawing PHSY2/201 and it can be seen from this that four schools lie within walking distance of the site.

Pedestrian Access

- 2.7 The proposals for pedestrian movement through the site would predominantly be via the footways that will align the estate roads and link with existing provisions. Pedestrian and cycle access will be retained on the known Public Rights of Way routes through the site illustrated in Appendix A. It may, however, be necessary to adjust the alignment of these during the detailed

design stage. However it is likely that as part of the development these sections of Public Rights of Way will be surfaced, thereby improving on the current situation.

- 2.8 New footway will be constructed from the site to the junction with Carsons Drive along the southern edge of the C732. At the C732 junction with Carsons Drive additional 3m wide footways will be provided where these can be accommodated within existing highway land with reduced width in other areas. The developer will also offer additional funding as part of a section 106 contribution for footway widening in the area. The extent of the additional funding will be agreed post planning approval and will be delivered by SCC. Drawing PHSY2/112 shows the proposed and possible future SCC improvements at the Carsons Drive junction.
- 2.9 Presently the footways aligning Shawlands Avenue and Carsons Drive are in good condition. In the vicinity of the site, Abbas Walk is an existing traffic free footpath which links Carsons Drive and Kempson Drive to local schools and is shown on Figures 2.1 and 2.2.
- 2.10 Pedestrian and cycle facilities within Great Cornard are predominantly on-street. Within the town centre of Sudbury segregated facilities include Valley Walk which is along the line of a former railway line.
- 2.11 Access to shops and schools in the surrounding area are important considerations for the residential development. To the north of the site there is the retail park at the roundabout with the A134. The retail park accommodates Pets At Home, Farm Foods, KFC, Halfords, Powerhouse and Carpet Right. There are also local shopping areas which include a newsagents and hairdressers on Bures Road and Poplar Road within Great Cornard. A local supermarket, the Co-op is located off "The Drift" on Canhams Road which is some 500m from the site. This is the likely nearest convenience store.
- 2.12 The only other shopping area of significance is within the town centre of Sudbury, at a distance of approximately 2km from the site. Although this is outside the normal walking distance of most people residing in Great Cornard, the area is served by regular bus services which stop at the bus station. Within convenient walking distance of the bus station are a Waitrose supermarket and Sudbury railway station.
- 2.13 Leisure amenities in the surrounding area include the Kingfisher Leisure pool located near to the railway station. Primary, Middle and Secondary schools have a range of after school activities, with the amenities also being used out of school hours. There is also a sports centre and community centre close to the schools and within walking distance of the proposed site. Other amenities to the north of the site, within Cornard Tye, include a golf driving range and farm shop.

Routes to School

2.14 Safe walking routes are important for all pedestrians; however routes to schools are even more important as they will cater for more venerable users travelling to secondary education as well as for primary education.



Figure 2.1 – Abbas Walk linking Wells Hall Road to Proposed and Existing Residential Site



Figure 2.2 – Abbas Walk Zebra Crossing Link on Wells Hall Road

- 2.15 The National Travel Survey (NTS) provides information on the modes of travel. The NTS indicates that for five to ten year olds, around 82% will walk to school if the journey to school is less than 1 mile (1.6km) but this drops to 27% if the journey is between 1 and 2 miles with a corresponding increase in vehicular trips. The site is located such that it would be expected in excess of 82% of children would walk to a primary school.
- 2.16 The nearest schools to the development are shown on Drawing PHSY2/201. The nearest first school is the Wells Hall C P School which is located on Wells Hall Road, as is Great Cornard Middle School. These are approximately 600m to the southwest of the development, well within walking distance.
- 2.17 The Great Cornard Upper School and Technology College is located some 1km to the southwest. This is also within a 7 to 10 minute walk of the site.
- 2.18 The most direct route to the schools is along Abbas Walk, a footpath, and along the quiet residential streets of Great Cornard. This footpath link is also used by cyclists to access schools. The footway crosses Wells Hall Road at a raised zebra crossing where the primary and middle schools are located. The zebra crossing is shown in Figure 2.2 and the area is particularly busy at the beginning and end of the school day. Abbas Walk is a lit route and is largely segregated from the roads.
- 2.19 An alternative route towards the schools is provided by crossing Carsons Drive and walking along the footway on Canhams Road to the junction with Wells Hall Road. The Primary and Middle schools are located on Wells Hall Road with the Great Cornard Upper School and Technology College located at the end of Nursery Road on Head lane. The schools are grouped around playing fields with some shared facilities with walking links available within the school grounds.
- 2.20 In terms of school children walking to school, it is preferable that the main footpaths in the area include street lighting. There were no deficiencies found with the street lighting within the area however the surrounding area was not surveyed during the hours of darkness, although it is expected that existing lighting columns to be well maintained and in working order.
- 2.21 In terms of cycling to schools in the area, it is not expected that a significant number would choose this mode of travel due to the close proximity of primary and secondary education facilities. There is also generally, a low level of cycling amongst children under 10 years of age.

Cycling Facilities

- 2.22 The DETR Transport Statistics indicate that in Great Britain a quarter of all journeys travelled by bicycle are less than a mile (1.6km) and another third between one and two miles. Half of all bicycle journeys to work by men and two-thirds by women had a "crow-fly" distance of less than

two miles (3.218km). In addition PPG13 suggests that 5km is the distance that could replace short car trips. Within 2km and 5km the majority of Sudbury can be reached, including the Town Centre. The residential development would be classified as being in an edge of town location having local amenities and employment within 2km. The industrial areas of Sudbury are primarily located to the north-east of the town within Chilton some 2km to the north of the site. This is well within acceptable cycling distance of the site.

- 2.23 The traffic survey at Carsons Drive priority junction revealed 7 cyclists using the junction within a two-hour period. The surveys were undertaken in December and it is possible that the weather conditions may have suppressed the number of cyclists within the area. The traffic surveys were also undertaken along the main traffic routes in the area and it is possible that cyclists will use short cuts or quieter roads within the area bypassing the busy junctions.

Public Transport Access

- 2.24 The proposed development would utilise and underpin existing public transport provision in the area.
- 2.25 Drawing PHSY2/201 shows the existing bus routes and bus stops in the local area of the site. Table 2.1 below summarises the frequencies of the bus services in the local area. From Drawing PHSY2/201 it can be noted that the site lies partially within 400m of existing bus stops. There are no bus shelters at the three bus stops nearest the site.

Route No	Operator	Route	Weekday			Saturday		Sunday	
			AM Peak	PM Peak	Evening	Day	Evening	Day	Evening
84	HC Chambers & Son	Colchester Nayland Sudbury	2 services	1 service	No service	Hourly	No service	No service	No service
91	Constable Coaches	Sudbury Hadleigh Ipswich	2 services	Hourly	Hourly until 18.00	Hourly	Hourly	No service	No service
700	Felix Taxis & Co	Sudbury Ballington Woodhall Sudbury	Approx Hourly	1 service	No service	No service	No service	No service	No service
752	HC Chambers & Son	Great Comard Sudbury Long Melford Bury St Edmunds	2 services	No service	No service	No service	No service	No service	No service
753	HC Chambers & Son	Bures Sudbury Bury St Edmunds	2 services	1 service	No service	Hourly	Until 18.58	No service	No service
S5	Constable Coaches	Sudbury Great Comard Sudbury	30 mins	30 mins	No service	30 mins	No service	No service	No service

Table 2.1 – Bus Frequency
Source: Traveline East Anglia

-
- 2.23 The main bus services passing along Carsons Drive and Shawlands Avenue are services S5 operated by Beestons and 753 operated by H C Chambers and Sons. The nearest bus stop is at Carsons Drive/Walsingham Close.
- 2.24 Bus services on route S5 turn right out of Canhams Road travel around the loop of Carsons Drive and Kempson Drive before continuing up Shawlands Avenue and turning down Newton Road into Sudbury. Service 753 does not go around the loop of Carsons Drive and is a longer route.
- 2.25 Appendix B contains timetables for all weekday bus services stopping at or near the site shown on Table 3.1. Other bus services may be viewed via the Travel line East Anglia web site. Bus routing information can also be found via SCC's website.
- 2.26 Sudbury railway station is approximately 2km to the southwest. A rail service operates from Sudbury to Marks Tey, approximately hourly throughout the day. At Marks Tey connections can be made towards Colchester and London Liverpool Street. Timetables for these routes can be viewed on www.nationalrail.co.uk or on operators' own website, www.nationalexpresseastanglia.com.
- 2.27 There is no taxi rank available at the station, however, details of nearest taxis are shown on station information posters. There is cycle storage for four bicycles. Bus Route 5 which passes close to the site and terminates at Sudbury Bus Station. From there the rail station can be accessed on foot.

Vehicular Access

- 2.28 Following consultation with SCC a number of vehicular improvements will be made along the C732. In the immediate vicinity of the site, the C732/Carsons Drive junction will be improved for pedestrian movements which will be accomplished through minor adjustments to the road alignment.
- 2.29 Along the C732 to the northeast a gateway feature marking the start of Great Cornard will be installed. Whilst the exact location will be at the discretion of SCC it is anticipated that it will be immediately adjacent to the developments northeast corner. The gateway feature could also include an extension to the current 30mph speed limit zone that presently extends as far as Sheepshead Hill. Additional gateway features will be provided for, if SCC so require, at either end of Canard Tye marking the extent of the residential areas. It is anticipated that one of these gateways will be installed close to the C732 junction with the A134. The indicative locations of the aforementioned improvements are shown on drawing PHSY2/150. The exact locations of these gateway features will be agreed with SCC and will be provided through a section 106 contribution.

2.30 The A134 junction will also be upgraded to improve visibility. Currently a visibility of 3.2m x 215m can be achieved to the right. To the left a visibility of 2.0m x 215m can be achieved to the centre line such that approaching vehicles can be seen. A short section of the tangential visibility splay cannot be seen at 2.4m from the minor road stop line, which may obscure any vehicles overtaking on the approach. The tangential visibility can currently be achieved at 2.0m. The proposed junction improvement is shown on Drawing PHSY2/A134 which improves visibility to 2.8m x 215m to the left and 4.0m x 215m to the right. Whilst short of the DMRB preferred standard this would still allow for the safe operation of the junction as it is in excess of both the DMRB minimum of 2.0m and the requirements of Manual for Streets. It should be noted that any improvements at the junction will not affect the capacity results as determined by the Transport Research Laboratory's PICADY computer program. This is discussed in more detail in Section 5.

3.0 TRIP GENERATION

3.1 It is proposed that the site will comprise of 170 dwellings though a mix of private and affordable houses and flats. For the purposes of this assessment the following mix has been assessed:

- 108 private houses;
- 48 affordable houses;
- 2 private flats; and
- 12 affordable flats.

3.2 Forecasts of vehicular traffic have been derived from the TRICS database using the 85th percentiles plus 100th percentile rates. The trip rate information used in this assessment is based on the transport information from Millard Consulting that is understood to be acceptable to the local authority. These rates are summarised in Table 3.1 below.

3.3 The selection of TRICS data excluded sites of over 300 dwellings and the geographical areas of Ireland and Greater London. Trip rates taken for flats exclude blocks of flats. It is noted that the number of surveys available for the affordable housing is less than that recommended by the TRICS Good Practice Guide for use with 85th percentile assessments. The 85th percentile has however been taken in the interests of producing robust assessment where sufficient sites were available. Where the 85th percentile cannot be calculated, 100th percentile has been used (i.e. for private and affordable flats). Table 3.2 illustrates the resulting number of trips.

Development	AM			PM		
	Arrive	Depart	Total	Arrive	Depart	Total
Private Housing	0.231	0.543	0.774	0.519	0.333	0.852
Affordable Housing	0.171	0.310	0.481	0.533	0.282	0.815
Private Flat	0.070	0.257	0.327	0.229	0.093	0.322
Affordable Flat	0.200	0.313	0.513	0.300	0.101	0.401

Table 3.1 – Trip Rates (85th and 100th percentile)

Development	AM			PM		
	Arrive	Depart	Total	Arrive	Depart	Total
Private Housing (108 Units)	25	59	84	56	36	92
Affordable Housing (48 Units)	8	15	23	26	14	40
Private Flat (2 units)	0	1	1	0	0	1
Affordable Flat (12 units)	2	4	6	4	1	5
Total	35	79	114	86	51	138

Table 3.2 – Forecast of Peak Hour Vehicular Traffic Generation

- 3.4 The development is expected to generate up to an additional 114 vehicular movements in the AM peak hour on the network and 138 in the PM peak hour.
- 3.5 The traffic count undertaken at Sheepshead Hill also provides useful local traffic data to compare with. There are a total of 60 properties accessed from the priority junction and trip rates have been calculated for this residential development in Table 3.3. The private housing rates used for the Assessment are higher than the local data and are therefore considered to be robust for assessment purposes, particularly as the site will also benefit from a Residential Travel Plan.

	AM			PM		
	Arrive	Depart	Total	Arrive	Depart	Total
60 Dwellings	8	22	30	30	19	49
Trip Rate (Per Dwelling)	0.133	0.367	0.500	0.500	0.317	0.817

Table 3.3 – Sheepshead Hill Observed Trip Rates

- 3.6 Multimodal trips for the development have been estimated based upon TRICS data included in Appendix D. Trips for a weekday 12 hour period are summarised in table 3.4 below.

Dwelling Type	Arrive/Depart	Walk	Cycle	Public Transport
Private House (108 units)	Arrive	91 (0.846)	18 (0.166)	13 (0.116)
	Depart	87 (0.809)	12 (0.108)	14 (0.126)
Affordable House (48 units)	Arrive	49 (1.030)	5 (0.108)	6 (0.121)
	Depart	53 (1.102)	4 (0.092)	6 (0.118)
Private Flat (2 units)	Arrive	2 (0.837)	0 (0.051)	0 (0.099)
	Depart	2 (0.941)	0 (0.076)	0 (0.192)
Affordable Flat (12 units)	Arrive	12 (0.971)	0 (0.030)	0 (0.000)
	Depart	13 (1.063)	0 (0.000)	0 (0.000)
TOTAL	Arrive	154	23	19
	Depart	155	16	20

Table 3.4 – Multimodal Trips and (Rates)

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

- 4.1 A full turning movement survey was undertaken by MHC Traffic Surveys at the junction of C732 and Carsons Drive on 11 December 2007 between 0700 and 0930 and 1530 and 1900. Full movement surveys were also undertaken at the C732/A134 and C732/Sheepshead Hill. The survey data and diagrammatic summarises of the peak hours is contained in Appendix C.
- 4.2 The surrounding road network is shown on Drawing Number PHSY2/201. The existing junction layout of Sheepshead Hill and Carsons Drive junctions are shown on drawing PHSY2/1/C732, with the A134/C732 junction shown on PHSY2/112.
- 4.3 In order to assess the effects of a development, it is normal practice to undertake calculations with the increase in traffic flows added onto the existing traffic flows. To enable an assessment of junctions, a number of assumptions have been made as described below.
- 4.4 The traffic has been assigned to the east and west on the C732 using turning proportions from the existing movements from the residential development at Sheepshead Hill. At the junction with Carson's Drive traffic is distributed to Shawlands Avenue and Canhams Road in accordance with existing turning proportions with no traffic being assigned to Carson's Drive. At the A134/C72 traffic has been assigned in accordance with existing turning proportions.
- 4.5 The resulting forecasts of traffic flows have been used with PICADY, which is the industry standard application for traffic modelling of priority junctions. An assessment year of 2014 has been used for the capacity assessment which was agreed with SCC prior to the submission of this TA.
- 4.6 Committed developments within an area can also affect traffic flows. No significant committed or recently constructed developments are known within the area. Therefore the use of local traffic growth factors was considered applicable for assessment purposes.

Traffic Growth and Years of Assessment

- 4.7 The traffic forecasts taken at a future year need to account in some way for traffic growth. Traffic growth forecasts enable traffic flows to be projected into the future. One element of the increase in traffic results from the projected development traffic, the other is from a growth in personal travel. A consideration within the forecasts is that they include allowances for planned development.
- 4.8 Traffic growth has been prepared using Webtag Guidance set out in unit 3.15.2, section 5.5. Regional traffic growth forecasts from the National Transport Model (NTM) for 2007 to 2014 have been adjusted using AM and PM peak local data from the National Trip End Model (NTEM) obtained through the TEMPRO computer program. Where NTEM factors are average of origins and destinations for car drivers. The NTM for Eastern England has been adjusted by

NTEM factor for the Sudbury Area. The 2007 to 2014 factor for the AM peak is 1.085 and 1.08 for the PM peak.

- 4.9 The traffic forecasts for the local assessment of junctions are shown diagrammatically in Appendix C, with calculations of growth factors shown in Appendix E.

5.0 HIGHWAY IMPACT

Pedestrian and Cycling Impact

- 5.1 The impact of the proposed development can be assessed using the modal hierarchy model. Walking and cycling from the proposed development can only be assessed subjectively as methods for quantifying and assessing accessibility are still being developed.
- 5.2 There are however no forecast difficulties with walking and cycling facilities within this area as a result of implementing the proposals. There are surfaced footways in the area linking the site with schools and shops. There is at present little cycling activity within the area however traffic surveys were undertaken during the winter and may underestimate this mode of travel. Notwithstanding the above the development proposal will include the upgrade of an existing Byways (within the site) to further enhance walking and cycling opportunities.

Public Transport Impact

- 5.3 The nearest bus stop to the site is on Shawlands Avenue part of route S5. On a typical weekday service S5 has a 30 minute service. Another stop within easy walking distance caters for the longer distance travel is on Canhams Road this is the 753 service and operates an approximately hourly service for most of the day.
- 5.4 There are no forecast difficulties with a number of additional public transport journeys due to the proposals. The development will have a good level of bus provision within 400m of the development.

Vehicular Traffic

- 5.5 The impact of the proposed development has been assessed using the standard techniques developed for traffic impact assessments.
- 5.6 The traffic flows input into the programs are shown in Appendix C. The ODTAB function on the computer analysis programs has been used in order to simulate fluctuating traffic conditions. Output files from the capacity assessment programs can be found in Appendix F and have been summarised for weekdays in Tables 5.1 to 5.5.

Sheepshead Hill/C732 Priority Junction

- 5.7 Table 5.1 shows the capacity results for the junction of the C732/Sheepshead Hill. The junction shown on Drawing PHSY2/1/C732 is anticipated to continue to operate within capacity with development traffic included.

	Max RFC	Max Queue
2014 AM No Development		
Sheepshead Hill (B-AC)	0.052	0.05
C732 (C-AB)	0.002	0.00
2014 PM No Development		
Sheepshead Hill (B-AC)	0.046	0.05
C732 (C-AB)	0.014	0.02
2014 AM With Development		
Sheepshead Hill (B-AC)	0.053	0.06
C732 (C-AB)	0.002	0.00
2014 PM With Development		
Sheepshead Hill (B-AC)	0.048	0.05
C732 (C-AB)	0.015	0.02

Table 5.1 – Summary of Sheepshead Hill PICADY Results

A134/C732 Priority Junction

- 5.8 There are no specific problems relating to visibility from an accident or capacity point of view, however at the request of SCC the development proposals will upgraded this junction to improve the existing visibility splays . It should be noted that from a capacity perspective the improvement options for this junction (Drawing PHYS2/112) would not affect assessment results, as the visibility splay utilised in the PICADY programme is taken at a point 10m back from the stop line.
- 5.9 Table 5.2 provides a summary of the capacity results for the junction *without* and with development, with geometric parameters based upon the current alignment, which is the worst case assessment.

	Max RFC	Max Queue
2014 AM No Development		
C732 (B-AC)	0.481	0.90
A134 (C-AB)	0.025	0.03
2014 PM No Development		
C732 (B-AC)	0.153	0.18
A134 (C-AB)	0.046	0.07
2014 AM With Development		
C732 (B-AC)	0.578	1.31
A134 (C-AB)	0.025	0.03
2014 PM With Development		
C732 (B-AC)	0.166	0.20
A134 (C-AB)	0.053	0.08

Table 5.2 – Summary of A134/C732 PICADY Results

- 5.10 As it can be seen from the table above the capacity analysis shows the highest RFC at the A134/C732 junction in 2014 with development is 0.578. It is recommended that the RFC should fall below 0.850 in the assessment year. An RFC of 0.850 is not reached or exceeded in any of the scenarios; therefore the proposed development can be accommodated at this junction in its current form.

C732/Carsons Drive/Chanhams Road/Shawlands Avenue Staggered Junction

- 5.11 The C732/Carsons Drive/Chanhams Road/Shawlands Avenue junction is a four arm right left staggered priority layout with the major road being Carsons Drive/Shawlands Avenue. The current layout of the junction is shown on Drawing PHSY2/1/C732. Following consultation with SCC the junction is to be improved for pedestrian access to include, where possible, 3m wide footways, Drawing PHSY2/112 shows the revised alignment which incorporates these features were possible within the existing highway boundary and also provides an indication of possible future improvements. Table 5.3, below, summarises the capacity results without development and with the development and improvements. The analysis shows that the junction will continue to operate within capacity with an RFC of less than 0.850.

	Max RFC	Max Queue
2014 AM No Development		
C732 (B-AD)	0.168	0.2
Shawlands Avenue (A-BCD)	0.472	0.9
Canhams Road (D-A)	0.493	1.0
Carsons Drive (C-ABD)	0.066	0.1
2014 PM No Development		
C732 (B-AD)	0.167	0.2
Shawlands Avenue (A-BCD)	0.461	0.9
Canhams Road (D-BC)	0.514	0.6
Carsons Drive (C-ABD)	0.036	0.1
2014 AM With Development		
C732 (B-AD)	0.326	0.5
Shawlands Avenue (A-BCD)	0.487	1.0
Canhams Road (D-A)	0.516	1.1
Carsons Drive (C-ABD)	0.067	0.1
2014 PM With Development		
C732 (B-AD)	0.317	0.5
Shawlands Avenue (A-BCD)	0.472	0.9
Canhams Road (D-BC)	0.631	1.6
Carsons Drive (C-ABD)	0.038	0.1

Table 5.3 – Summary of C732/Carsons Drive PICADY Results

Site Accesses

- 5.12 There are two planned accesses to the site illustrated on Drawing 08.6716.400C. The main access (closest to Carsons Drive) will divert the C732 from Carsons Drive into the site. The C732 to the northeast will from the minor arm of a priority junction at this location with the site access being the major arm. The second site access will be with via the minor arm of a priority junction the C732. In order to assess the capacity of the junctions it has been robustly assumed for each junction that all generated traffic could pass through them, although this would clearly not be the case in reality.
- 5.13 Table 5.4 shows the capacity results for the junction where the C732 is diverted into the site and the existing road to the northeast becomes the minor arm. The junction is anticipated to

operate within capacity even if all traffic for the development was to use this as the singular access point.

	Max RFC	Max Queue
2014 AM With Development		
C732 (B-AC)	0.145	0.17
Site Access (C-AB)	0.041	0.05
2014 PM With Development		
C732 (B-AC)	0.247	0.32
Site Access (C-AB)	0.006	0.01

Table 5.4 – Summary of C732/C732(Main) Site Access PICADY Results

- 5.14 The second access though a minor arm of a priority with the C732 has also been assessed as if it was a single point of access for the development. The PICADY results summarised in Table 5.5 show that even if this junction was the single point of access to the development it would operate within capacity. Full PICADY outputs for both accesses are included in Appendix F of this report.

	Max RFC	Max Queue
2014 AM With Development		
Site Access (B-AC)	0.154	0.18
C732 (C-AB)	0.059	0.08
2014 PM With Development		
Site Access (B-AC)	0.095	0.10
C732 (C-AB)	0.130	0.18

Table 5.5 – Summary of C732/C732(Secondary) Site Access PICADY Results

- 5.15 It can be concluded that the junctions on the local highway network can easily accommodate the proposed development traffic. It is considered that if the development composition was to change slightly in terms of flats, houses and affordable dwellings, that given the robust nature of the trip generation, the local highway network would be able to accommodate any minor development changes.

6.0 ACCIDENT AND ROAD SAFETY ANALYSIS

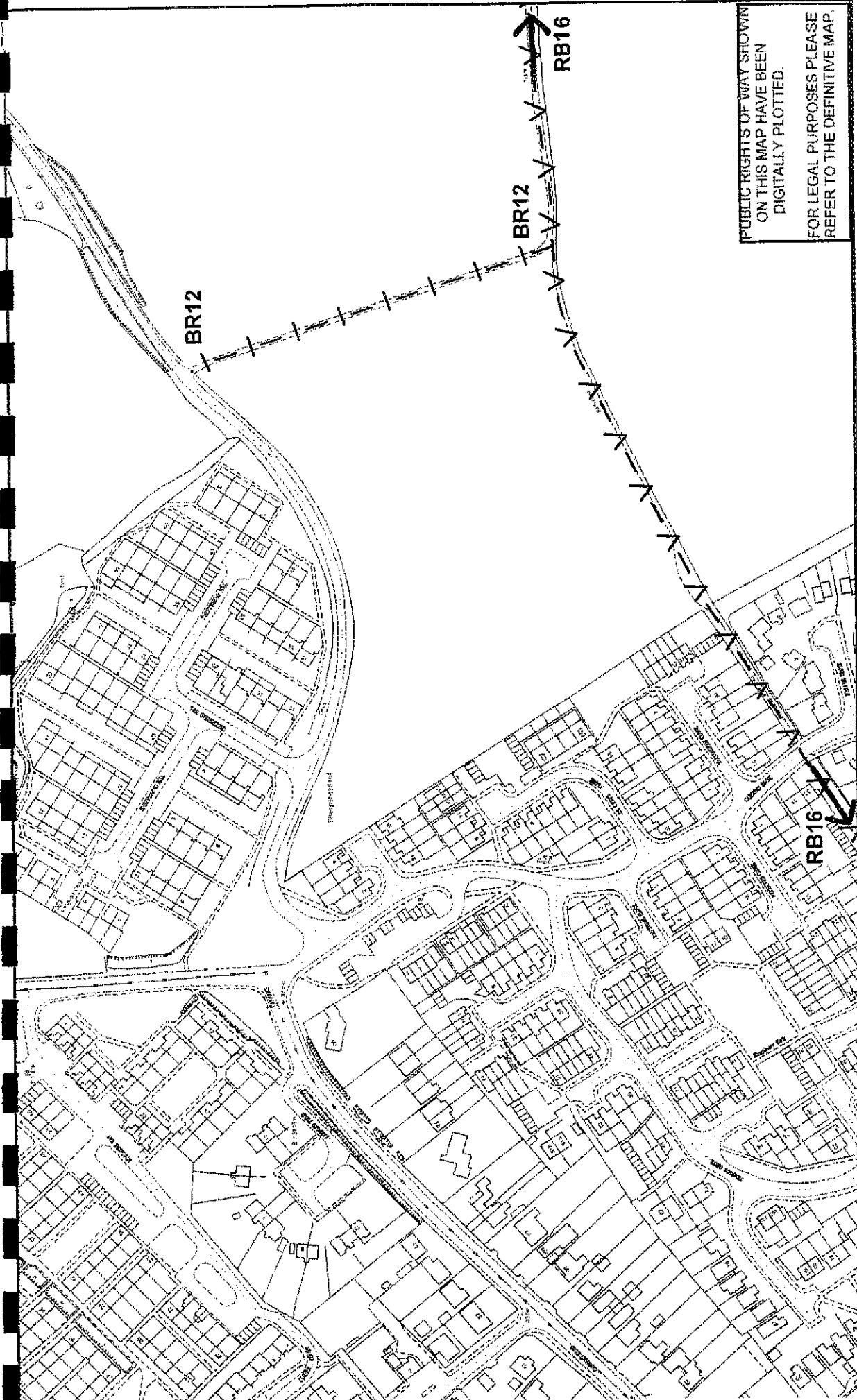
- 6.1 As noted in the introduction of this report, Millard Consulting has undertaken some preliminary analysis of the site which included an accident review. Accident data records for the area surrounding Great Cornard was obtained from Suffolk County Council for the period of June 2004 to June 2009. This can be found in Appendix G of this report along with Millard Consulting descriptive and statistical analysis of accidents in the area.
- 6.2 In summary the analysis of the recorded 98 personal injury accidents for the last five years surrounding the development included comparisons to national statistics, reviews clusters and those accidents involving vulnerable road users and fatalities. It was inferred by the Millard Report that the only area that caused concern with regards to the accidents was those that occurred on the A134. It was concluded after a comparison of accident data from the 2001 to 2007 and 2004 to 2009 that since improvements were introduced onto the A134 that there had been significant reduction in accidents on this stretch of carriageway.
- 6.3 Notwithstanding the above the development being proposed by this report includes:
- Measures to improve visibility and signage at the A134/C732 junction at Conard Tye;
 - Gateway markers at each end of the village to emphasise the residential area;
 - An additional gateway marker at the entrance to Great Cornard in the vicinity of the site; and
 - An extension of the 30mph speed limit passed the site entrance.
- 6.4 In addition to the above further footway/cycleways will be provided at the Shawlands Avenue/C732/Carsons Drive/Canhams Road junction including crossing refuges to the benefit of both existing road users and the development. Where highway land allows footways will be constructed to 3m in width with provision made for further widening by SCC in the future where sufficient highway land is not currently available for improvements. Drawing PHSY2/112 illustrates the proposed developer and future SCC improvement possibilities at this junction.
- 6.5 With the highway improvements proposed it is considered that the development will be of no detriment to road safety and may improve it in some areas.

7.0 CONCLUSIONS

- 7.1 This assessment has examined the effects on transport from a proposed housing development of 170 dwellings. The development is to be accessed via new priority junctions with the C732 including footways connecting to local facilities. The existing Public Rights of Way routes across the site will be retained providing additional access for sustainable travel.
- 7.2 Pedestrian access in the area is generally good; the routes to schools are an important consideration for new residential development. There are nearby primary and middle schools and it is to be expected that the majority of school children of these two schools should walk to school. The site is in a particularly sustainable location with regard to local schools.
- 7.3 Cycling in the area has been examined and it has been found that ample opportunities are available either on identified cycle routes or the quieter residential roads in the area. The site is also well served by public transport.
- 7.4 The accident record for the area has been assessed. It has been demonstrated that there are no abnormalities in comparison to national data of a material nature. It is to be expected that there are concerns surrounding the winding section of the A134; however this appears to have been improved with red carriageway markings. Notwithstanding this, improvement will be made to the A134/C732 junction which will enhance the existing visibility splays. In addition gateway features along the C732 plus additional pedestrian facilities at the C732/Carsons Drive junction which should improve road safety.
- 7.5 The site accesses have been assessed each on the basis that they will be used by all development traffic, individually representing the worst case. Both accesses were found to operate within capacity.
- 7.6 The capacity assessment of the existing A134/C732 junction showed that there were no operational issues. However as noted previously this junction will be upgraded to enhance visibility splays. The junction of Sheepshead Hill and the C732 will continue to operate within capacity with the development in place. The slightly revised C732/Carsons Drive junction has also been found to operate within capacity.
- 7.7 Bearing in mind the above, it is concluded that, subject to the mitigation measures detailed herein that there are no transport difficulties preventing the construction of the proposed development.

APPENDICES

APPENDIX A



PUBLIC RIGHTS OF WAY SHOWN
ON THIS MAP HAVE BEEN
DIGITALLY PLOTTED.
FOR LEGAL PURPOSES PLEASE
REFER TO THE DEFINITIVE MAP.

**GREAT CORNARD BRIDLEWAY 12
AND (PART) RESTRICTED BYWAY 16
ADJOINING LAND AT CARSONS DRIVE**

07/07/2009

- Public Footpath
- Bridleway
- Restricted Byway
- Byway
- Parish Boundary

1:2500 Scale
Ordnance Survey Landline
29 March 2001
© Crown Copyright.
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Suffolk County Council
Licence No. 100023395 2009

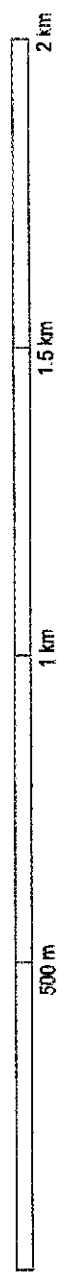
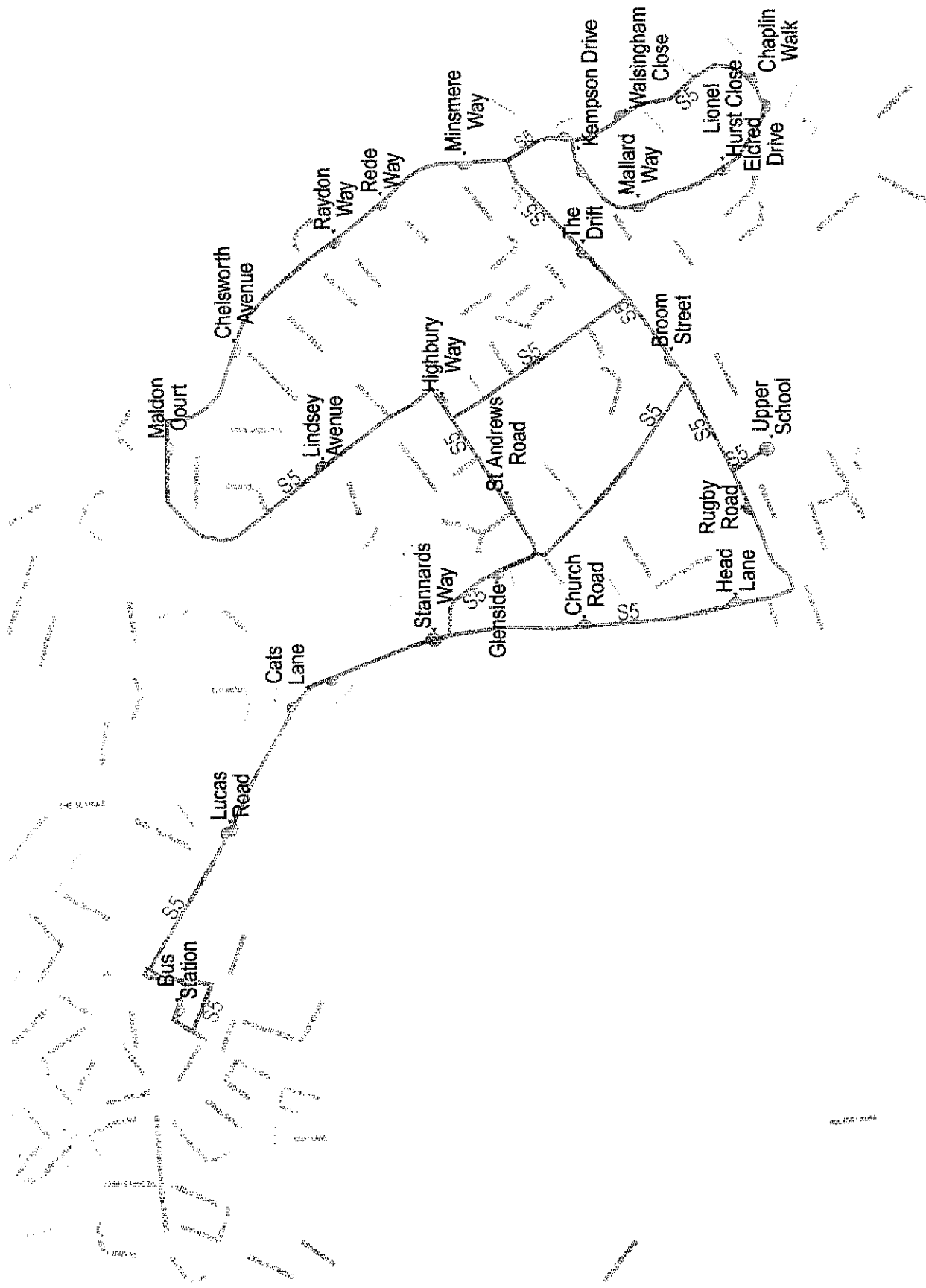
Suffolk
County Council

by Robison, Director of Environment & Transport
deavour House, 8 Russell Road, Ipswich, Suffolk. IP1 2BX.

Filed at: T:\ENV\CRN\ROW\MISC\ROWmaps\Great Cornard BR12 and P1 RB16, Search No. SO8053, Land at Carson's Drive, 2009-07-07, WIOR

APPENDIX B

Route map for Constable Coaches service S5 (inbound)



S5

Sudbury - Great Cornard - Sudbury

This timetable is expected to operate until at least 10th February 2010. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Table with columns: Stop Name, ATCO Code, Direction, Time. Includes sections for Mondays to Fridays, Saturdays, and Sundays.

For next departures from a particular stop you can use Travelsite-xt - by sending the SMS code followed by a space and the service number if you want a specific service - eg: 84388. Or you can use the mobile internet by using the code to locate the stop on NextBuses. For details of both these services see www.travelsite.info/nextbuse.htm. The return message from Travelsite-xt is free for codes prefixed crmb, lin, mto and sul (East Anglia and Lincolnshire), for all other codes it is 25p. NextBuses incurs standard internet usage charges.

Information about next departures is available on mobile internet on phones and PDAs using the SMS code - go to www.mytravelsite.mobi. Only normal browsing charges apply.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

Table with columns: SMS Code, Stop Name, Street, ATCO Code. Lists various stops and their corresponding codes.

84

Colchester - Nayland - Sudbury

This timetable is expected to operate until at least 10th February 2010. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Table with columns: Stop Name, ATCO Code, Direction, Time. Includes sections for Mondays to Fridays, Saturdays, and Sundays.

For next departures from a particular stop you can use Travelsite-xt - by sending the SMS code followed by a space and the service number if you want a specific service - eg: 84388. Or you can use the mobile internet by using the code to locate the stop on NextBuses. For details of both these services see www.travelsite.info/nextbuse.htm. The return message from Travelsite-xt is free for codes prefixed crmb, lin, mto and sul (East Anglia and Lincolnshire), for all other codes it is 25p. NextBuses incurs standard internet usage charges.

Information about next departures is available on mobile internet on phones and PDAs using the SMS code - go to www.mytravelsite.mobi. Only normal browsing charges apply.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

Table with columns: SMS Code, Stop Name, Street, ATCO Code. Lists various stops and their corresponding codes.

This timetable is expected to operate until at least 14th February 2010. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops, where shown (in W-bound) this is the compass direction towards which the bus is pointing when it stops.

Table with columns for Stop Name, SMS Code, ATCO Code, and departure times for Mondays to Fridays, Saturdays, and Sundays.

Notes regarding bus routes, including references to other timetables and specific service details.

For next departures from a particular stop you can use Travelline-xt - by sending the SMS code followed by a space and the service number if you want a specific service - eg: Busidged 60 to 84268. Or you can use the mobile internet by using the code to locate the stop on NextBuses. For details of both these services see www.Travelline-xt.com. The return messages from Travelline-xt is free for codes prefixed 0mb, 0n, 0fo and 0af (East Anglia and Lincolnshire); for all other codes it is 25p. NextBuses incurs standard internet usage charges.

Information about next departures is available on mobile internet on phones and PDAs using the SMS code - go to www.mytravelline.mobi. Only normal browsing charges apply.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

Table listing Stop Name, SMS Code, and ATCO Code for the Colchester - Nayland - Sudbury route.

For next departures from a particular stop you can use Travelline-xt - by sending the SMS code followed by a space and the service number if you want a specific service - eg: Busidged 60 to 84268. Or you can use the mobile internet by using the code to locate the stop on NextBuses. For details of both these services see www.Travelline-xt.com. The return messages from Travelline-xt is free for codes prefixed 0mb, 0n, 0fo and 0af (East Anglia and Lincolnshire); for all other codes it is 25p. NextBuses incurs standard internet usage charges.

Information about next departures is available on mobile internet on phones and PDAs using the SMS code - go to www.mytravelline.mobi. Only normal browsing charges apply.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

Table listing Stop Name, SMS Code, and ATCO Code for the Sudbury - Nayland - Colchester route.

This timetable is expected to operate until at least 18th February 2010. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Table with columns: Service, Name, M, Tu, We, Th, Fr, Sa, Su, and times for each day. Includes services like Ipswich, Hatfield, Sudbury, and various bus routes.

Saturdays table with columns: Service, Name, M, Tu, We, Th, Fr, Sa, Su, and times. Includes services like Ipswich, Hatfield, Sudbury, and various bus routes.

Sundays No service

This timetable is expected to operate until at least 18th February 2010. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Table with columns: Service, Name, M, Tu, We, Th, Fr, Sa, Su, and times. Includes services like Ipswich, Hatfield, Sudbury, and various bus routes.

Saturdays table with columns: Service, Name, M, Tu, We, Th, Fr, Sa, Su, and times. Includes services like Ipswich, Hatfield, Sudbury, and various bus routes.

Sundays No service

For next departures from a particular stop you can use traveline-xt... by sending the SMS code followed by a space and the service number if you want a specific service - eg: buscode 60 to 84288. Or you can use the mobile internet by using the code to locate the stop on NextBuses. For details of both these services see www.traveline.info/home.htm. The return message from traveline-xt is free for codes prefixed cmb, lin, nfo and suf (East Anglia and Lincolnshire); for all other codes it is 25p. NextBuses incurs standard internet usage charges.

Information about next departures is available on mobile internet on phones and PDAs using the SMS codes - go to www.mytraveline.mobi. Only normal browsing charges apply.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

Table with columns: SMS Code, Stop Name, Street, ATCO Code. Lists bus routes and stop details for the Ipswich - Hadleigh - Sudbury line.

For next departures from a particular stop you can use traveline-xt... by sending the SMS code followed by a space and the service number if you want a specific service - eg: buscode 60 to 84288. Or you can use the mobile internet by using the code to locate the stop on NextBuses. For details of both these services see www.traveline.info/home.htm. The return message from traveline-xt is free for codes prefixed cmb, lin, nfo and suf (East Anglia and Lincolnshire); for all other codes it is 25p. NextBuses incurs standard internet usage charges.

Information about next departures is available on mobile internet on phones and PDAs using the SMS codes - go to www.mytraveline.mobi. Only normal browsing charges apply.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

Table with columns: SMS Code, Stop Name, Street, ATCO Code. Lists bus routes and stop details for the Ipswich - Hadleigh - Sudbury line.

This timetable is expected to operate until at least 10th February 2010. Where we know of variations, we'll update after this date, then we show these at the top of each affected column in the table.

Table with columns: Stop Name, Street, ATCO Code. Lists bus routes and stop details for the Sudbury - Ballingdon - Woodhall - Sudbury line.

Saturdays

Table with columns: Stop Name, Street, ATCO Code. Lists bus routes and stop details for the Sudbury - Ballingdon - Woodhall - Sudbury line on Saturdays.

Sundays

Table with columns: Stop Name, Street, ATCO Code. Lists bus routes and stop details for the Sudbury - Ballingdon - Woodhall - Sudbury line on Sundays.

For next departures from a particular stop you can use traveline-xt... by sending the SMS code followed by a space and the service number if you want a specific service - eg: buscode 60 to 84288. Or you can use the mobile internet by using the code to locate the stop on NextBuses. For details of both these services see www.traveline.info/home.htm. The return message from traveline-xt is free for codes prefixed cmb, lin, nfo and suf (East Anglia and Lincolnshire); for all other codes it is 25p. NextBuses incurs standard internet usage charges.

Information about next departures is available on mobile internet on phones and PDAs using the SMS codes - go to www.mytraveline.mobi. Only normal browsing charges apply.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

Table with columns: SMS Code, Stop Name, Street, ATCO Code. Lists bus routes and stop details for the Sudbury - Ballingdon - Woodhall - Sudbury line.

This timetable is expected to operate until at least 10th February 2010. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops where shown (eg. W-bound) is the compass direction towards which the bus is pointing when it stops.

Mondays to Fridays

Table with columns: Stop, Mon, Tue, Wed, Thu, Fri, Sat, Sun. Lists bus routes and times for Monday to Friday.

Service Restrictions: 1 - Not between now and 22/02/10... 2 - Not between now and 22/02/10... 3 - Not between now and 22/02/10... 4 - Not between now and 22/02/10...

Mondays to Fridays

Table with columns: Stop, Mon, Tue, Wed, Thu, Fri, Sat, Sun. Lists bus routes and times for Monday to Friday.

Service Restrictions: 1 - Not between now and 22/02/10... 2 - Not between now and 22/02/10... 3 - Not between now and 22/02/10... 4 - Not between now and 22/02/10...

This timetable is expected to operate until at least 10th February 2010. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops where shown (eg. W-bound) is the compass direction towards which the bus is pointing when it stops.

Saturdays

Table with columns: Stop, Sat, Sun. Lists bus routes and times for Saturday and Sunday.

Service Restrictions: 1 - Not between now and 22/02/10... 2 - Not between now and 22/02/10... 3 - Not between now and 22/02/10... 4 - Not between now and 22/02/10...

Saturdays

Table with columns: Stop, Sat, Sun. Lists bus routes and times for Saturday and Sunday.

Service Restrictions: 1 - Not between now and 22/02/10... 2 - Not between now and 22/02/10... 3 - Not between now and 22/02/10... 4 - Not between now and 22/02/10...

753

Bures - Sudbury - Bury St Edmunds

47, Clarendon & Post

For next departures from a particular stop you can use **traveline-txt** - by sending the SMS code followed by a space and the service number if you want a specific service - eg: **bu2dtdg60** to **84288**. Or you can use the mobile internet by using the code to locate the stop on **NextBuses**. For details of both these services see www.traveline.info or www.nextbuses.com. The return message from **traveline-txt** is free for codes prefixed **emb, lin, nfo** and **sur** (East Anglia and Lincolnshire); for all other codes it is 25p. **NextBuses** incurs standard internet usage charges. Information about next departures is available on mobile internet on phones and PDAs using the SMS code - go to www.mytraveline.mobi. Only normal browsing charges apply.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from those lists.

SMS Code	Stop Name	Street	ATCO Code
bu2dtdg60	Colchester Town Centre, Colchester Bus Station (Stand 1)	Queen Street	3901000000
bu2dtdg60	Colchester Town Centre, West Street (Stop 1)	West Street	3901000001
bu2dtdg60	Colchester Town Centre, West Street (Stop 2)	West Street	3901000002
bu2dtdg60	Colchester Town Centre, West Street (Stop 3)	West Street	3901000003
bu2dtdg60	Colchester Town Centre, West Street (Stop 4)	West Street	3901000004
bu2dtdg60	Colchester Town Centre, West Street (Stop 5)	West Street	3901000005
bu2dtdg60	Colchester Town Centre, West Street (Stop 6)	West Street	3901000006
bu2dtdg60	Colchester Town Centre, West Street (Stop 7)	West Street	3901000007
bu2dtdg60	Colchester Town Centre, West Street (Stop 8)	West Street	3901000008
bu2dtdg60	Colchester Town Centre, West Street (Stop 9)	West Street	3901000009
bu2dtdg60	Colchester Town Centre, West Street (Stop 10)	West Street	3901000010
bu2dtdg60	Colchester Town Centre, West Street (Stop 11)	West Street	3901000011
bu2dtdg60	Colchester Town Centre, West Street (Stop 12)	West Street	3901000012
bu2dtdg60	Colchester Town Centre, West Street (Stop 13)	West Street	3901000013
bu2dtdg60	Colchester Town Centre, West Street (Stop 14)	West Street	3901000014
bu2dtdg60	Colchester Town Centre, West Street (Stop 15)	West Street	3901000015
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bu2dtdg60	Colchester Town Centre, West Street (Stop 22)	West Street	3901000022
bu2dtdg60	Colchester Town Centre, West Street (Stop 23)	West Street	3901000023
bu2dtdg60	Colchester Town Centre, West Street (Stop 24)	West Street	3901000024
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bu2dtdg60	Colchester Town Centre, West Street (Stop 26)	West Street	3901000026
bu2dtdg60	Colchester Town Centre, West Street (Stop 27)	West Street	3901000027
bu2dtdg60	Colchester Town Centre, West Street (Stop 28)	West Street	3901000028
bu2dtdg60	Colchester Town Centre, West Street (Stop 29)	West Street	3901000029
bu2dtdg60	Colchester Town Centre, West Street (Stop 30)	West Street	3901000030
bu2dtdg60	Colchester Town Centre, West Street (Stop 31)	West Street	3901000031
bu2dtdg60	Colchester Town Centre, West Street (Stop 32)	West Street	3901000032
bu2dtdg60	Colchester Town Centre, West Street (Stop 33)	West Street	3901000033
bu2dtdg60	Colchester Town Centre, West Street (Stop 34)	West Street	3901000034
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bu2dtdg60	Colchester Town Centre, West Street (Stop 43)	West Street	3901000043
bu2dtdg60	Colchester Town Centre, West Street (Stop 44)	West Street	3901000044
bu2dtdg60	Colchester Town Centre, West Street (Stop 45)	West Street	3901000045
bu2dtdg60	Colchester Town Centre, West Street (Stop 46)	West Street	3901000046
bu2dtdg60	Colchester Town Centre, West Street (Stop 47)	West Street	3901000047
bu2dtdg60	Colchester Town Centre, West Street (Stop 48)	West Street	3901000048
bu2dtdg60	Colchester Town Centre, West Street (Stop 49)	West Street	3901000049
bu2dtdg60	Colchester Town Centre, West Street (Stop 50)	West Street	3901000050

753

Bury St Edmunds - Sudbury - Bures

47, Clarendon & Post

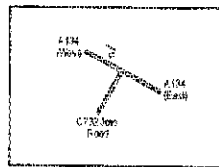
For next departures from a particular stop you can use **traveline-txt** - by sending the SMS code followed by a space and the service number if you want a specific service - eg: **bu2dtdg60** to **84288**. Or you can use the mobile internet by using the code to locate the stop on **NextBuses**. For details of both these services see www.traveline.info or www.nextbuses.com. The return message from **traveline-txt** is free for codes prefixed **emb, lin, nfo** and **sur** (East Anglia and Lincolnshire); for all other codes it is 25p. **NextBuses** incurs standard internet usage charges. Information about next departures is available on mobile internet on phones and PDAs using the SMS code - go to www.mytraveline.mobi. Only normal browsing charges apply.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from those lists.

SMS Code	Stop Name	Street	ATCO Code
bu2dtdg60	Bury St Edmunds, West Suffolk College (stop)	Drift Road	3901000000
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 1)	Queen Street	3901000001
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 2)	Queen Street	3901000002
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 3)	Queen Street	3901000003
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 4)	Queen Street	3901000004
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 5)	Queen Street	3901000005
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 6)	Queen Street	3901000006
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 7)	Queen Street	3901000007
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 8)	Queen Street	3901000008
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 9)	Queen Street	3901000009
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 10)	Queen Street	3901000010
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 11)	Queen Street	3901000011
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 12)	Queen Street	3901000012
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 13)	Queen Street	3901000013
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 14)	Queen Street	3901000014
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 15)	Queen Street	3901000015
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 16)	Queen Street	3901000016
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 17)	Queen Street	3901000017
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 18)	Queen Street	3901000018
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 19)	Queen Street	3901000019
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 20)	Queen Street	3901000020
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 21)	Queen Street	3901000021
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 22)	Queen Street	3901000022
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 23)	Queen Street	3901000023
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 24)	Queen Street	3901000024
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 25)	Queen Street	3901000025
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 26)	Queen Street	3901000026
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bu2dtdg60	Bury St Edmunds, Bus Station (Stand 30)	Queen Street	3901000030
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 31)	Queen Street	3901000031
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 32)	Queen Street	3901000032
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 33)	Queen Street	3901000033
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 34)	Queen Street	3901000034
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 35)	Queen Street	3901000035
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 36)	Queen Street	3901000036
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 37)	Queen Street	3901000037
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 38)	Queen Street	3901000038
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 39)	Queen Street	3901000039
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 40)	Queen Street	3901000040
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 41)	Queen Street	3901000041
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 42)	Queen Street	3901000042
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 43)	Queen Street	3901000043
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 44)	Queen Street	3901000044
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 45)	Queen Street	3901000045
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 46)	Queen Street	3901000046
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 47)	Queen Street	3901000047
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 48)	Queen Street	3901000048
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 49)	Queen Street	3901000049
bu2dtdg60	Bury St Edmunds, Bus Station (Stand 50)	Queen Street	3901000050

APPENDIX C

Outbury Traffic
 Classified Vehicle Count
 Sta 1 of 3
 A134
 C730-Join Road



Date
 Tuesday 11 December 2007
 C730 - Weekday AM Peak

Measurement 1.8: Road from A134 (Main) to C730-Join Road

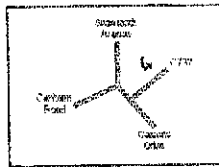
Time	AP	MP	LP	HP	SP	OP	TP	CP	EP	FP	GP	HP	IP	JP	CP	EP	FP	GP	HP	IP	JP	TOTAL	ACTUAL	
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15-08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30-08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00-09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15-09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30-09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15-10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00-11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15-11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30-13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00-16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15-16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00-18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15-18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30-18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00-19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15-19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30-19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00-20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15-20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30-20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00-21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15-21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30-21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00-22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15-22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30-22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00-23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15-23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30-23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Evening Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Section Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

0745 - 0845 (Junction AM Peak Hour)

Measurement 1.8: Road from A134 (Main) to C730-Join Road

Time	AP	MP	LP	HP	SP	OP	TP	CP	EP	FP	GP	HP	IP	JP	CP	EP	FP	GP	HP	IP	JP
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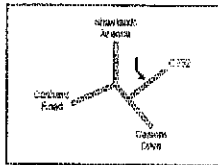
Sudbury, Suffolk
 Classified as a Class
 281.1 of 2
 1700-1800 (Monday AM Peak)
 1700-1800 (Tuesday AM Peak)



1700
 January 11, 2007
 1700-1800 (Monday AM Peak)
 1700-1800 (Tuesday AM Peak)

TIME	Movement 11 Left from Sudbury Ave to Canaan Lane										On-Street	
	THRU	THRU	THRU	THRU	THRU	THRU	THRU	THRU	THRU	THRU	TOTAL	PEAK HOUR TOTAL
1700-1715	0	0	0	0	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0	0	0	0	0
1745-1760	0	0	0	0	0	0	0	0	0	0	0	0
1760-1775	0	0	0	0	0	0	0	0	0	0	0	0
1775-1790	0	0	0	0	0	0	0	0	0	0	0	0
1790-1800	0	0	0	0	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0	0	0	0	0
1845-1860	0	0	0	0	0	0	0	0	0	0	0	0
1860-1875	0	0	0	0	0	0	0	0	0	0	0	0
1875-1890	0	0	0	0	0	0	0	0	0	0	0	0
1890-1905	0	0	0	0	0	0	0	0	0	0	0	0
1905-1920	0	0	0	0	0	0	0	0	0	0	0	0
1920-1935	0	0	0	0	0	0	0	0	0	0	0	0
1935-1950	0	0	0	0	0	0	0	0	0	0	0	0
1950-2000	0	0	0	0	0	0	0	0	0	0	0	0
2000-2015	0	0	0	0	0	0	0	0	0	0	0	0
2015-2030	0	0	0	0	0	0	0	0	0	0	0	0
2030-2045	0	0	0	0	0	0	0	0	0	0	0	0
2045-2060	0	0	0	0	0	0	0	0	0	0	0	0
2060-2075	0	0	0	0	0	0	0	0	0	0	0	0
2075-2090	0	0	0	0	0	0	0	0	0	0	0	0
2090-2105	0	0	0	0	0	0	0	0	0	0	0	0
2105-2120	0	0	0	0	0	0	0	0	0	0	0	0
2120-2135	0	0	0	0	0	0	0	0	0	0	0	0
2135-2150	0	0	0	0	0	0	0	0	0	0	0	0
2150-2165	0	0	0	0	0	0	0	0	0	0	0	0
2165-2180	0	0	0	0	0	0	0	0	0	0	0	0
2180-2195	0	0	0	0	0	0	0	0	0	0	0	0
2195-2210	0	0	0	0	0	0	0	0	0	0	0	0
2210-2225	0	0	0	0	0	0	0	0	0	0	0	0
2225-2240	0	0	0	0	0	0	0	0	0	0	0	0
2240-2255	0	0	0	0	0	0	0	0	0	0	0	0
2255-2270	0	0	0	0	0	0	0	0	0	0	0	0
2270-2285	0	0	0	0	0	0	0	0	0	0	0	0
2285-2300	0	0	0	0	0	0	0	0	0	0	0	0
2300-2315	0	0	0	0	0	0	0	0	0	0	0	0
2315-2330	0	0	0	0	0	0	0	0	0	0	0	0
2330-2345	0	0	0	0	0	0	0	0	0	0	0	0
2345-2360	0	0	0	0	0	0	0	0	0	0	0	0
2360-2375	0	0	0	0	0	0	0	0	0	0	0	0
2375-2390	0	0	0	0	0	0	0	0	0	0	0	0
2390-2405	0	0	0	0	0	0	0	0	0	0	0	0
2405-2420	0	0	0	0	0	0	0	0	0	0	0	0
2420-2435	0	0	0	0	0	0	0	0	0	0	0	0
2435-2450	0	0	0	0	0	0	0	0	0	0	0	0
2450-2465	0	0	0	0	0	0	0	0	0	0	0	0
2465-2480	0	0	0	0	0	0	0	0	0	0	0	0
2480-2495	0	0	0	0	0	0	0	0	0	0	0	0
2495-2510	0	0	0	0	0	0	0	0	0	0	0	0
2510-2525	0	0	0	0	0	0	0	0	0	0	0	0
2525-2540	0	0	0	0	0	0	0	0	0	0	0	0
2540-2555	0	0	0	0	0	0	0	0	0	0	0	0
2555-2570	0	0	0	0	0	0	0	0	0	0	0	0
2570-2585	0	0	0	0	0	0	0	0	0	0	0	0
2585-2600	0	0	0	0	0	0	0	0	0	0	0	0
2600-2615	0	0	0	0	0	0	0	0	0	0	0	0
2615-2630	0	0	0	0	0	0	0	0	0	0	0	0
2630-2645	0	0	0	0	0	0	0	0	0	0	0	0
2645-2660	0	0	0	0	0	0	0	0	0	0	0	0
2660-2675	0	0	0	0	0	0	0	0	0	0	0	0
2675-2690	0	0	0	0	0	0	0	0	0	0	0	0
2690-2705	0	0	0	0	0	0	0	0	0	0	0	0
2705-2720	0	0	0	0	0	0	0	0	0	0	0	0
2720-2735	0	0	0	0	0	0	0	0	0	0	0	0
2735-2750	0	0	0	0	0	0	0	0	0	0	0	0
2750-2765	0	0	0	0	0	0	0	0	0	0	0	0
2765-2780	0	0	0	0	0	0	0	0	0	0	0	0
2780-2795	0	0	0	0	0	0	0	0	0	0	0	0
2795-2810	0	0	0	0	0	0	0	0	0	0	0	0
2810-2825	0	0	0	0	0	0	0	0	0	0	0	0
2825-2840	0	0	0	0	0	0	0	0	0	0	0	0
2840-2855	0	0	0	0	0	0	0	0	0	0	0	0
2855-2870	0	0	0	0	0	0	0	0	0	0	0	0
2870-2885	0	0	0	0	0	0	0	0	0	0	0	0
2885-2900	0	0	0	0	0	0	0	0	0	0	0	0
2900-2915	0	0	0	0	0	0	0	0	0	0	0	0
2915-2930	0	0	0	0	0	0	0	0	0	0	0	0
2930-2945	0	0	0	0	0	0	0	0	0	0	0	0
2945-2960	0	0	0	0	0	0	0	0	0	0	0	0
2960-2975	0	0	0	0	0	0	0	0	0	0	0	0
2975-2990	0	0	0	0	0	0	0	0	0	0	0	0
2990-3005	0	0	0	0	0	0	0	0	0	0	0	0
3005-3020	0	0	0	0	0	0	0	0	0	0	0	0
3020-3035	0	0	0	0	0	0	0	0	0	0	0	0
3035-3050	0	0	0	0	0	0	0	0	0	0	0	0
3050-3065	0	0	0	0	0	0	0	0	0	0	0	0
3065-3080	0	0	0	0	0	0	0	0	0	0	0	0
3080-3095	0	0	0	0	0	0	0	0	0	0	0	0
3095-3110	0	0	0	0	0	0	0	0	0	0	0	0
3110-3125	0	0	0	0	0	0	0	0	0	0	0	0
3125-3140	0	0	0	0	0	0	0	0	0	0	0	0
3140-3155	0	0	0	0	0	0	0	0	0	0	0	0
3155-3170	0	0	0	0	0	0	0	0	0	0	0	0
3170-3185	0	0	0	0	0	0	0	0	0	0	0	0
3185-3200	0	0	0	0	0	0	0	0	0	0	0	0
3200-3215	0	0	0	0	0	0	0	0	0	0	0	0
3215-3230	0	0	0	0	0	0	0	0	0	0	0	0
3230-3245	0	0	0	0	0	0	0	0	0	0	0	0
3245-3260	0	0	0	0	0	0	0	0	0	0	0	0
3260-3275	0	0	0	0	0	0	0	0	0	0	0	0
3275-3290	0	0	0	0	0	0	0	0	0	0	0	0
3290-3305	0	0	0	0	0	0	0	0	0	0	0	0
3305-3320	0	0	0	0	0	0	0	0	0	0	0	0
3320-3335	0	0	0	0	0	0	0	0	0	0	0	0
3335-3350	0	0	0	0	0	0	0	0	0	0	0	0
3350-3365	0	0	0	0	0	0	0	0	0	0	0	0
3365-3380	0	0	0	0	0	0	0	0	0	0	0	0
3380-3395	0	0	0	0	0	0	0	0	0	0	0	0
3395-3410	0	0	0	0	0	0	0	0	0	0	0	0
3410-3425	0	0	0	0	0	0	0	0	0	0	0	0
3425-3440	0	0	0	0	0	0	0	0	0	0	0	0
3440-3455	0	0	0	0	0	0	0	0	0	0	0	0
3455-3470	0	0	0	0	0	0	0	0	0	0	0	0
3470-3485	0	0	0	0	0	0	0	0	0	0	0	0
3485-3500	0	0	0	0	0	0	0	0	0	0	0	0
3500-3515	0	0	0	0	0	0	0	0	0	0	0	0
3515-3530	0	0	0	0	0	0	0	0	0	0	0	0
3530-3545	0	0	0	0	0	0	0	0	0	0	0	0
3545-3560	0	0	0	0	0	0	0	0	0	0	0	0
3560-3575	0	0	0	0	0	0	0	0	0	0	0	0
3575-3590	0	0	0	0	0	0	0	0	0	0	0	0
3590-3605	0	0	0	0	0	0	0	0	0	0	0	0
3605-3620	0	0	0	0	0	0	0	0	0	0	0	0
3620-3635	0	0	0	0	0	0	0	0	0	0	0	0
3635-3650	0	0	0	0	0	0	0	0	0	0	0	0
3650-3665	0	0	0	0	0	0	0	0	0	0	0	0
3665-3680	0	0	0	0	0	0	0	0	0	0	0	0
3680-3695	0	0	0	0	0							

Rail Inc, Dallas
 Classified American Chart
 Site 3 of 3
 Sheppard Avenue
 CTR
 Carman Drive
 Carman Road

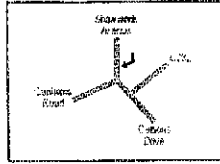


Date
 Tuesday, 11 November 2007
 08:00 - 09:00 (Weekday, AM Peak)

Worksheet: 3.7 Left from Sheppard Avenue to Carman Drive

Time	Direction	MT	MT/15	MT/30	MT/45	MT/60	MT/75	MT/90	MT/105	MT/120	MT/135	MT/150	MT/165	MT/180	MT/195	MT/210	MT/225	MT/240	MT/255	MT/270	MT/285	MT/300	MT/315	MT/330	MT/345	MT/360	MT/375	MT/390	MT/405	MT/420	MT/435	MT/450	MT/465	MT/480	MT/495	MT/510	MT/525	MT/540	MT/555	MT/570	MT/585	MT/600	MT/615	MT/630	MT/645	MT/660	MT/675	MT/690	MT/705	MT/720	MT/735	MT/750	MT/765	MT/780	MT/795	MT/810	MT/825	MT/840	MT/855	MT/870	MT/885	MT/900	MT/915	MT/930	MT/945	MT/960	MT/975	MT/990	MT/1005	MT/1020	MT/1035	MT/1050	MT/1065	MT/1080	MT/1095	MT/1110	MT/1125	MT/1140	MT/1155	MT/1170	MT/1185	MT/1200	MT/1215	MT/1230	MT/1245	MT/1260	MT/1275	MT/1290	MT/1305	MT/1320	MT/1335	MT/1350	MT/1365	MT/1380	MT/1395	MT/1410	MT/1425	MT/1440	MT/1455	MT/1470	MT/1485	MT/1500	MT/1515	MT/1530	MT/1545	MT/1560	MT/1575	MT/1590	MT/1605	MT/1620	MT/1635	MT/1650	MT/1665	MT/1680	MT/1695	MT/1710	MT/1725	MT/1740	MT/1755	MT/1770	MT/1785	MT/1800	MT/1815	MT/1830	MT/1845	MT/1860	MT/1875	MT/1890	MT/1905	MT/1920	MT/1935	MT/1950	MT/1965	MT/1980	MT/1995	MT/2010	MT/2025	MT/2040	MT/2055	MT/2070	MT/2085	MT/2100	MT/2115	MT/2130	MT/2145	MT/2160	MT/2175	MT/2190	MT/2205	MT/2220	MT/2235	MT/2250	MT/2265	MT/2280	MT/2295	MT/2310	MT/2325	MT/2340	MT/2355	MT/2370	MT/2385	MT/2400	MT/2415	MT/2430	MT/2445	MT/2460	MT/2475	MT/2490	MT/2505	MT/2520	MT/2535	MT/2550	MT/2565	MT/2580	MT/2595	MT/2610	MT/2625	MT/2640	MT/2655	MT/2670	MT/2685	MT/2700	MT/2715	MT/2730	MT/2745	MT/2760	MT/2775	MT/2790	MT/2805	MT/2820	MT/2835	MT/2850	MT/2865	MT/2880	MT/2895	MT/2910	MT/2925	MT/2940	MT/2955	MT/2970	MT/2985	MT/3000	MT/3015	MT/3030	MT/3045	MT/3060	MT/3075	MT/3090	MT/3105	MT/3120	MT/3135	MT/3150	MT/3165	MT/3180	MT/3195	MT/3210	MT/3225	MT/3240	MT/3255	MT/3270	MT/3285	MT/3300	MT/3315	MT/3330	MT/3345	MT/3360	MT/3375	MT/3390	MT/3405	MT/3420	MT/3435	MT/3450	MT/3465	MT/3480	MT/3495	MT/3510	MT/3525	MT/3540	MT/3555	MT/3570	MT/3585	MT/3600	MT/3615	MT/3630	MT/3645	MT/3660	MT/3675	MT/3690	MT/3705	MT/3720	MT/3735	MT/3750	MT/3765	MT/3780	MT/3795	MT/3810	MT/3825	MT/3840	MT/3855	MT/3870	MT/3885	MT/3900	MT/3915	MT/3930	MT/3945	MT/3960	MT/3975	MT/3990	MT/4005	MT/4020	MT/4035	MT/4050	MT/4065	MT/4080	MT/4095	MT/4110	MT/4125	MT/4140	MT/4155	MT/4170	MT/4185	MT/4200	MT/4215	MT/4230	MT/4245	MT/4260	MT/4275	MT/4290	MT/4305	MT/4320	MT/4335	MT/4350	MT/4365	MT/4380	MT/4395	MT/4410	MT/4425	MT/4440	MT/4455	MT/4470	MT/4485	MT/4500	MT/4515	MT/4530	MT/4545	MT/4560	MT/4575	MT/4590	MT/4605	MT/4620	MT/4635	MT/4650	MT/4665	MT/4680	MT/4695	MT/4710	MT/4725	MT/4740	MT/4755	MT/4770	MT/4785	MT/4800	MT/4815	MT/4830	MT/4845	MT/4860	MT/4875	MT/4890	MT/4905	MT/4920	MT/4935	MT/4950	MT/4965	MT/4980	MT/4995	MT/5010	MT/5025	MT/5040	MT/5055	MT/5070	MT/5085	MT/5100	MT/5115	MT/5130	MT/5145	MT/5160	MT/5175	MT/5190	MT/5205	MT/5220	MT/5235	MT/5250	MT/5265	MT/5280	MT/5295	MT/5310	MT/5325	MT/5340	MT/5355	MT/5370	MT/5385	MT/5400	MT/5415	MT/5430	MT/5445	MT/5460	MT/5475	MT/5490	MT/5505	MT/5520	MT/5535	MT/5550	MT/5565	MT/5580	MT/5595	MT/5610	MT/5625	MT/5640	MT/5655	MT/5670	MT/5685	MT/5700	MT/5715	MT/5730	MT/5745	MT/5760	MT/5775	MT/5790	MT/5805	MT/5820	MT/5835	MT/5850	MT/5865	MT/5880	MT/5895	MT/5910	MT/5925	MT/5940	MT/5955	MT/5970	MT/5985	MT/6000	MT/6015	MT/6030	MT/6045	MT/6060	MT/6075	MT/6090	MT/6105	MT/6120	MT/6135	MT/6150	MT/6165	MT/6180	MT/6195	MT/6210	MT/6225	MT/6240	MT/6255	MT/6270	MT/6285	MT/6300	MT/6315	MT/6330	MT/6345	MT/6360	MT/6375	MT/6390	MT/6405	MT/6420	MT/6435	MT/6450	MT/6465	MT/6480	MT/6495	MT/6510	MT/6525	MT/6540	MT/6555	MT/6570	MT/6585	MT/6600	MT/6615	MT/6630	MT/6645	MT/6660	MT/6675	MT/6690	MT/6705	MT/6720	MT/6735	MT/6750	MT/6765	MT/6780	MT/6795	MT/6810	MT/6825	MT/6840	MT/6855	MT/6870	MT/6885	MT/6900	MT/6915	MT/6930	MT/6945	MT/6960	MT/6975	MT/6990	MT/7005	MT/7020	MT/7035	MT/7050	MT/7065	MT/7080	MT/7095	MT/7110	MT/7125	MT/7140	MT/7155	MT/7170	MT/7185	MT/7200	MT/7215	MT/7230	MT/7245	MT/7260	MT/7275	MT/7290	MT/7305	MT/7320	MT/7335	MT/7350	MT/7365	MT/7380	MT/7395	MT/7410	MT/7425	MT/7440	MT/7455	MT/7470	MT/7485	MT/7500	MT/7515	MT/7530	MT/7545	MT/7560	MT/7575	MT/7590	MT/7605	MT/7620	MT/7635	MT/7650	MT/7665	MT/7680	MT/7695	MT/7710	MT/7725	MT/7740	MT/7755	MT/7770	MT/7785	MT/7800	MT/7815	MT/7830	MT/7845	MT/7860	MT/7875	MT/7890	MT/7905	MT/7920	MT/7935	MT/7950	MT/7965	MT/7980	MT/7995	MT/8010	MT/8025	MT/8040	MT/8055	MT/8070	MT/8085	MT/8100	MT/8115	MT/8130	MT/8145	MT/8160	MT/8175	MT/8190	MT/8205	MT/8220	MT/8235	MT/8250	MT/8265	MT/8280	MT/8295	MT/8310	MT/8325	MT/8340	MT/8355	MT/8370	MT/8385	MT/8400	MT/8415	MT/8430	MT/8445	MT/8460	MT/8475	MT/8490	MT/8505	MT/8520	MT/8535	MT/8550	MT/8565	MT/8580	MT/8595	MT/8610	MT/8625	MT/8640	MT/8655	MT/8670	MT/8685	MT/8700	MT/8715	MT/8730	MT/8745	MT/8760	MT/8775	MT/8790	MT/8805	MT/8820	MT/8835	MT/8850	MT/8865	MT/8880	MT/8895	MT/8910	MT/8925	MT/8940	MT/8955	MT/8970	MT/8985	MT/9000	MT/9015	MT/9030	MT/9045	MT/9060	MT/9075	MT/9090	MT/9105	MT/9120	MT/9135	MT/9150	MT/9165	MT/9180	MT/9195	MT/9210	MT/9225	MT/9240	MT/9255	MT/9270	MT/9285	MT/9300	MT/9315	MT/9330	MT/9345	MT/9360	MT/9375	MT/9390	MT/9405	MT/9420	MT/9435	MT/9450	MT/9465	MT/9480	MT/9495	MT/9510	MT/9525	MT/9540	MT/9555	MT/9570	MT/9585	MT/9600	MT/9615	MT/9630	MT/9645	MT/9660	MT/9675	MT/9690	MT/9705	MT/9720	MT/9735	MT/9750	MT/9765	MT/9780	MT/9795	MT/9810	MT/9825	MT/9840	MT/9855	MT/9870	MT/9885	MT/9900	MT/9915	MT/9930	MT/9945	MT/9960	MT/9975	MT/9990	MT/10005	MT/10020	MT/10035	MT/10050	MT/10065	MT/10080	MT/10095	MT/10110	MT/10125	MT/10140	MT/10155	MT/10170	MT/10185	MT/10200	MT/10215	MT/10230	MT/10245	MT/10260	MT/10275	MT/10290	MT/10305	MT/10320	MT/10335	MT/10350	MT/10365	MT/10380	MT/10395	MT/10410	MT/10425	MT/10440	MT/10455	MT/10470	MT/10485	MT/10500	MT/10515	MT/10530	MT/10545	MT/10560	MT/10575	MT/10590	MT/10605	MT/10620	MT/10635	MT/10650	MT/10665	MT/10680	MT/10695	MT/10710	MT/10725	MT/10740	MT/10755	MT/10770	MT/10785	MT/10800	MT/10815	MT/10830	MT/10845	MT/10860	MT/10875	MT/10890	MT/10905	MT/10920	MT/10935	MT/10950	MT/10965	MT/10980	MT/10995	MT/11010	MT/11025	MT/11040	MT/11055	MT/11070	MT/11085	MT/11100	MT/11115	MT/11130	MT/11145	MT/11160	MT/11175	MT/11190	MT/11205	MT/11220	MT/11235	MT/11250	MT/11265	MT/11280	MT/11295	MT/11310	MT/11325	MT/11340	MT/11355	MT/11370	MT/11385	MT/11400	MT/11415	MT/11430	MT/11445	MT/11460	MT/11475	MT/11490	MT/11505	MT/11520	MT/11535	MT/11550	MT/11565	MT/11580	MT/11595	MT/11610	MT/11625	MT/11640	MT/11655	MT/11670	MT/11685	MT/11700	MT/11715	MT/11730	MT/11745	MT/11760	MT/11775	MT/11790	MT/11805	MT/11820	MT/11835	MT/11850	MT/11865	MT/11880	MT/11895	MT/11910	MT/11925	MT/11940	MT/11955	MT/11970	MT/11985	MT/12000	MT/12015	MT/12030	MT/12045	MT/12060	MT/12075	MT/12090	MT/12105	MT/12120	MT/12135	MT/12150	MT/12165	MT/12180	MT/12195	MT/12210	MT/12225	MT/12240	MT/12255	MT/12270	MT/12285	MT/12300	MT/12315	MT/12330	MT/12345	MT/12360	MT/12375	MT/12390	MT/12405	MT/12420	MT/12435	MT/12450	MT/12465	MT/12480	MT/12495	MT/12510	MT/12525	MT/12540	MT/12555	MT/12570	MT/12585	MT/12600	MT/12615	MT/12630	MT/12645	MT/12660	MT/12675	MT/12690	MT/12705	MT/12720	MT/12735	MT/12750	MT/12765	MT/12780	MT/12795	MT/12810	MT/12825	MT/12840	MT/12855	MT/12870	MT/12885	MT/12900	MT/12915	MT/12930	MT/12945	MT/12960	MT/12975	MT/12990	MT/13005	MT/13020	MT/13035	MT/13050	MT/13065	MT/13080	MT/13095	MT/13110	MT/13125	MT/13140	MT/13155	MT/13170	MT/13185	MT/13200	MT/13215	MT/13230	MT/13245	MT/13260	MT/13275	MT/13290	MT/13305	MT/13320	MT/13335	MT/13350	MT/13365	MT/13380	MT/13395	MT/13410	MT/13425	MT/13440	MT/13455	MT/13470	MT/13485	MT/13500	MT/13515	MT/13530	MT/13545	MT/13560	MT/13575	MT/13590	MT/13605	MT/13620	MT/13635	MT/13650	MT/13665	MT/13680	MT/13695	MT/13710	MT/13725	MT/13740	MT/13755	MT/13770	MT/13785	MT/13800	MT/13815	MT/13830	MT/13845	MT/13860	MT/13875	MT/13890	MT/13905	MT/13920	MT/13935	MT/13950	MT/13965	MT/13980	MT/13995	MT/14010	MT/14025	MT/14040	MT/14055	MT/14070	MT/14085	MT/14100	MT/14115	MT/14130	MT/14145	MT/14160	MT/14175	MT/14190	MT/14205	MT/14220	MT/14235	MT/14250	MT/14265	MT/14280	MT/14295	MT/14310	MT/14325	MT/14340	MT/14355	MT/14370	MT/14385	MT/14400	MT/14415	MT/14430	MT/14445	MT/14460	MT/14475	MT/14490	MT/14505	MT/14520	MT/14535	MT/14550	MT/14565	MT/14580	MT/14595	MT/14610	MT/14625	MT/14640	MT/14655	MT/14670	MT/14685	MT/14700	MT/14715	MT/14730	MT/14745	MT/14760	MT
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Radbury Station
 Classified Junction Point
 Site 3 of 3
 Sharnbrook Avenue
 CPO
 Caland Home
 Caland Road



Date
 Issued: 11 December 2007
 0700 - 0800 (Monday) AM Peak

0700 - 0800 (Monday) AM Peak

Link	Direction	Movement 0.1: Right from Sharnbrook Avenue to Caland Road							Original Data		
		Flow	Capacity	Flow	Capacity	Flow	Capacity	Flow	Capacity	PSI	PSI TOTAL
Sharnbrook Avenue	North	0	100	0	100	0	100	0	100	0	0
Sharnbrook Avenue	South	0	100	0	100	0	100	0	100	0	0
Caland Home	West	0	100	0	100	0	100	0	100	0	0
Caland Home	East	0	100	0	100	0	100	0	100	0	0
Caland Road	North	0	100	0	100	0	100	0	100	0	0
Caland Road	South	0	100	0	100	0	100	0	100	0	0
Peak Hour Total		0	100	0	100	0	100	0	100	0	0
PM Service Level		0.20	0.10	0.20	0.10	0.20	0.10	0.20	0.10	0.20	0.10

0800 - 0900 (Monday) AM Peak Hour

Link	Direction	Movement 0.1: Right from Sharnbrook Avenue to Caland Road							Original Data		
		Flow	Capacity	Flow	Capacity	Flow	Capacity	Flow	Capacity	PSI	PSI TOTAL
Sharnbrook Avenue	North	0	100	0	100	0	100	0	100	0	0
Sharnbrook Avenue	South	0	100	0	100	0	100	0	100	0	0
Caland Home	West	0	100	0	100	0	100	0	100	0	0
Caland Home	East	0	100	0	100	0	100	0	100	0	0
Caland Road	North	0	100	0	100	0	100	0	100	0	0
Caland Road	South	0	100	0	100	0	100	0	100	0	0
Peak Hour Total		0	100	0	100	0	100	0	100	0	0
PM Service Level		0.20	0.10	0.20	0.10	0.20	0.10	0.20	0.10	0.20	0.10

0900 - 1000 (Monday) AM Peak Hour

Link	Direction	Movement 0.1: Right from Sharnbrook Avenue to Caland Road							Original Data		
		Flow	Capacity	Flow	Capacity	Flow	Capacity	Flow	Capacity	PSI	PSI TOTAL
Sharnbrook Avenue	North	0	100	0	100	0	100	0	100	0	0
Sharnbrook Avenue	South	0	100	0	100	0	100	0	100	0	0
Caland Home	West	0	100	0	100	0	100	0	100	0	0
Caland Home	East	0	100	0	100	0	100	0	100	0	0
Caland Road	North	0	100	0	100	0	100	0	100	0	0
Caland Road	South	0	100	0	100	0	100	0	100	0	0
Peak Hour Total		0	100	0	100	0	100	0	100	0	0
PM Service Level		0.20	0.10	0.20	0.10	0.20	0.10	0.20	0.10	0.20	0.10

1100 - 1200 (Monday) PM Peak

Link	Direction	Movement 0.1: Right from Sharnbrook Avenue to Caland Road							Original Data		
		Flow	Capacity	Flow	Capacity	Flow	Capacity	Flow	Capacity	PSI	PSI TOTAL
Sharnbrook Avenue	North	0	100	0	100	0	100	0	100	0	0
Sharnbrook Avenue	South	0	100	0	100	0	100	0	100	0	0
Caland Home	West	0	100	0	100	0	100	0	100	0	0
Caland Home	East	0	100	0	100	0	100	0	100	0	0
Caland Road	North	0	100	0	100	0	100	0	100	0	0
Caland Road	South	0	100	0	100	0	100	0	100	0	0
Peak Hour Total		0	100	0	100	0	100	0	100	0	0
PM Service Level		0.20	0.10	0.20	0.10	0.20	0.10	0.20	0.10	0.20	0.10

1300 - 1400 (Monday) PM Peak Hour

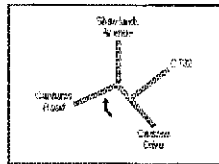
Link	Direction	Movement 0.1: Right from Sharnbrook Avenue to Caland Road							Original Data		
		Flow	Capacity	Flow	Capacity	Flow	Capacity	Flow	Capacity	PSI	PSI TOTAL
Sharnbrook Avenue	North	0	100	0	100	0	100	0	100	0	0
Sharnbrook Avenue	South	0	100	0	100	0	100	0	100	0	0
Caland Home	West	0	100	0	100	0	100	0	100	0	0
Caland Home	East	0	100	0	100	0	100	0	100	0	0
Caland Road	North	0	100	0	100	0	100	0	100	0	0
Caland Road	South	0	100	0	100	0	100	0	100	0	0
Peak Hour Total		0	100	0	100	0	100	0	100	0	0
PM Service Level		0.20	0.10	0.20	0.10	0.20	0.10	0.20	0.10	0.20	0.10

1500 - 1600 (Monday) PM Peak Hour

Link	Direction	Movement 0.1: Right from Sharnbrook Avenue to Caland Road							Original Data		
		Flow	Capacity	Flow	Capacity	Flow	Capacity	Flow	Capacity	PSI	PSI TOTAL
Sharnbrook Avenue	North	0	100	0	100	0	100	0	100	0	0
Sharnbrook Avenue	South	0	100	0	100	0	100	0	100	0	0
Caland Home	West	0	100	0	100	0	100	0	100	0	0
Caland Home	East	0	100	0	100	0	100	0	100	0	0
Caland Road	North	0	100	0	100	0	100	0	100	0	0
Caland Road	South	0	100	0	100	0	100	0	100	0	0
Peak Hour Total		0	100	0	100	0	100	0	100	0	0
PM Service Level		0.20	0.10	0.20	0.10	0.20	0.10	0.20	0.10	0.20	0.10

Delivery Traffic
Classified Traffic Count

Site # 11
Stratford Avenue
1742
Canaan Drive
Canaan, PA



Date
Tuesday 11 December 2007
1702 - 0900 (Weekday AM Peak)

Time	Direction	Vehicle Type	Light Truck	Medium Truck	Heavy Truck	Trailer	Other	TOTAL	POST TOTAL
0700 - 0715	S		21	0	0	0	0	21	21
0715 - 0730	S		14	0	0	0	0	14	35
0730 - 0745	S		14	0	0	0	0	14	49
0745 - 0800	S		14	0	0	0	0	14	63
0800 - 0815	S		14	0	0	0	0	14	77
0815 - 0830	S		14	0	0	0	0	14	91
0830 - 0845	S		14	0	0	0	0	14	105
0845 - 0900	S		14	0	0	0	0	14	119
0900 - 0915	S		14	0	0	0	0	14	133
0915 - 0930	S		14	0	0	0	0	14	147
0930 - 0945	S		14	0	0	0	0	14	161
0945 - 1000	S		14	0	0	0	0	14	175
1000 - 1015	S		14	0	0	0	0	14	189
1015 - 1030	S		14	0	0	0	0	14	203
1030 - 1045	S		14	0	0	0	0	14	217
1045 - 1100	S		14	0	0	0	0	14	231
1100 - 1115	S		14	0	0	0	0	14	245
1115 - 1130	S		14	0	0	0	0	14	259
1130 - 1145	S		14	0	0	0	0	14	273
1145 - 1200	S		14	0	0	0	0	14	287
ALL Vehicle Type			210	0	0	0	0	210	1119
ALL Vehicle Average			14.0	0.0	0.0	0.0	0.0	14.0	71.1

0900 - 0900 (Weekday AM Peak Hour)

Time	Direction	Vehicle Type	Light Truck	Medium Truck	Heavy Truck	Trailer	Other	TOTAL	POST TOTAL
0855 - 0900	S		14	0	0	0	0	14	217
0900 - 0905	S		14	0	0	0	0	14	231
0905 - 0910	S		14	0	0	0	0	14	245
0910 - 0915	S		14	0	0	0	0	14	259
0915 - 0920	S		14	0	0	0	0	14	273
0920 - 0925	S		14	0	0	0	0	14	287
0925 - 0930	S		14	0	0	0	0	14	301
0930 - 0935	S		14	0	0	0	0	14	315
0935 - 0940	S		14	0	0	0	0	14	329
0940 - 0945	S		14	0	0	0	0	14	343
0945 - 0950	S		14	0	0	0	0	14	357
0950 - 0955	S		14	0	0	0	0	14	371
0955 - 1000	S		14	0	0	0	0	14	385
Peak Hour Average			14.0	0.0	0.0	0.0	0.0	14.0	71.1

1000 - 0900 (Weekday AM Peak Hour)

Time	Direction	Vehicle Type	Light Truck	Medium Truck	Heavy Truck	Trailer	Other	TOTAL	POST TOTAL
0955 - 1000	S		14	0	0	0	0	14	385
1000 - 1005	S		14	0	0	0	0	14	400
1005 - 1010	S		14	0	0	0	0	14	414
1010 - 1015	S		14	0	0	0	0	14	429
1015 - 1020	S		14	0	0	0	0	14	443
1020 - 1025	S		14	0	0	0	0	14	458
1025 - 1030	S		14	0	0	0	0	14	472
1030 - 1035	S		14	0	0	0	0	14	487
1035 - 1040	S		14	0	0	0	0	14	501
1040 - 1045	S		14	0	0	0	0	14	516
1045 - 1050	S		14	0	0	0	0	14	530
1050 - 1055	S		14	0	0	0	0	14	545
1055 - 1100	S		14	0	0	0	0	14	559
Peak Hour Average			14.0	0.0	0.0	0.0	0.0	14.0	71.1

1500 - 1500 (Weekday PM Peak)

Time	Direction	Vehicle Type	Light Truck	Medium Truck	Heavy Truck	Trailer	Other	TOTAL	POST TOTAL
1455 - 1500	S		14	0	0	0	0	14	217
1500 - 1505	S		14	0	0	0	0	14	231
1505 - 1510	S		14	0	0	0	0	14	245
1510 - 1515	S		14	0	0	0	0	14	259
1515 - 1520	S		14	0	0	0	0	14	273
1520 - 1525	S		14	0	0	0	0	14	287
1525 - 1530	S		14	0	0	0	0	14	301
1530 - 1535	S		14	0	0	0	0	14	315
1535 - 1540	S		14	0	0	0	0	14	329
1540 - 1545	S		14	0	0	0	0	14	343
1545 - 1550	S		14	0	0	0	0	14	357
1550 - 1555	S		14	0	0	0	0	14	371
1555 - 1600	S		14	0	0	0	0	14	385
1600 - 1615	S		14	0	0	0	0	14	400
1615 - 1630	S		14	0	0	0	0	14	414
1630 - 1645	S		14	0	0	0	0	14	429
1645 - 1660	S		14	0	0	0	0	14	443
1660 - 1675	S		14	0	0	0	0	14	458
1675 - 1690	S		14	0	0	0	0	14	472
1690 - 1705	S		14	0	0	0	0	14	487
1705 - 1720	S		14	0	0	0	0	14	501
1720 - 1735	S		14	0	0	0	0	14	516
1735 - 1750	S		14	0	0	0	0	14	530
1750 - 1765	S		14	0	0	0	0	14	545
1765 - 1780	S		14	0	0	0	0	14	559
1780 - 1795	S		14	0	0	0	0	14	574
1795 - 1810	S		14	0	0	0	0	14	588
1810 - 1825	S		14	0	0	0	0	14	603
1825 - 1840	S		14	0	0	0	0	14	617
1840 - 1855	S		14	0	0	0	0	14	632
1855 - 1900	S		14	0	0	0	0	14	646
ALL Vehicle Type			210	0	0	0	0	210	1119
ALL Vehicle Average			14.0	0.0	0.0	0.0	0.0	14.0	71.1

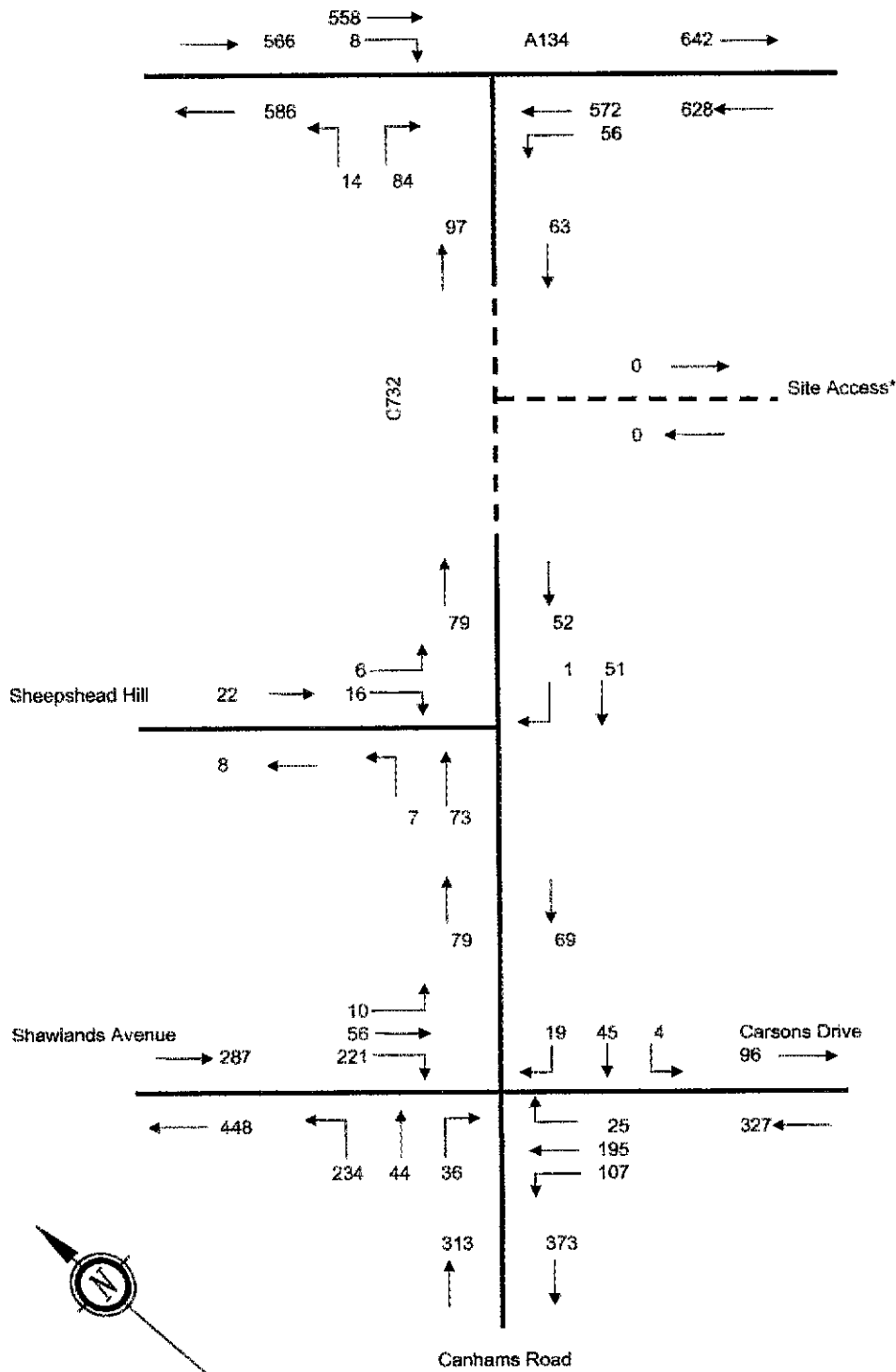
1700 - 1800 (Weekday PM Peak Hour)

Time	Direction	Vehicle Type	Light Truck	Medium Truck	Heavy Truck	Trailer	Other	TOTAL	POST TOTAL
1755 - 1800	S		14	0	0	0	0	14	646
1800 - 1805	S		14	0	0	0	0	14	660
1805 - 1810	S		14	0	0	0	0	14	675
1810 - 1815	S		14	0	0	0	0	14	689
1815 - 1820	S		14	0	0	0	0	14	704
1820 - 1825	S		14	0	0	0	0	14	718
1825 - 1830	S		14	0	0	0	0	14	733
1830 - 1835	S		14	0	0	0	0	14	747
1835 - 1840	S		14	0	0	0	0	14	762
1840 - 1845	S		14	0	0	0	0	14	776
1845 - 1850	S		14	0	0	0	0	14	791
1850 - 1855	S		14	0	0	0	0	14	805
1855 - 1900	S		14	0	0	0	0	14	820
Peak Hour Average			14.0	0.0	0.0	0.0	0.0	14.0	71.1

1700 - 1800 (Weekday PM Peak Hour)

Time	Direction	Vehicle Type	Light Truck	Medium Truck	Heavy Truck	Trailer	Other	TOTAL	POST TOTAL
1755 - 1800	S		14	0	0	0	0	14	820
1800 - 1805	S		14	0	0	0	0	14	834
1805 - 1810	S		14	0	0	0	0	14	849
1810 - 1815	S		14	0	0	0	0	14	863
1815 - 1820	S		14	0	0	0	0	14	878
1820 - 1825	S		14	0	0	0	0	14	892
1825 - 1830	S		14	0	0	0	0	14	907
1830 - 1835	S		14	0	0	0	0	14	921
1835 - 1840	S		14	0	0	0	0	14	936
1840 - 1845	S		14	0	0	0	0	14	950
1845 - 1850	S		14	0	0	0	0	14	965
1850 - 1855	S		14	0	0	0	0	14	979
1855 - 1900	S		14	0	0	0	0	14	994
Peak Hour Average			14.0	0.0	0.0	0.0	0.0	14.0	71.1

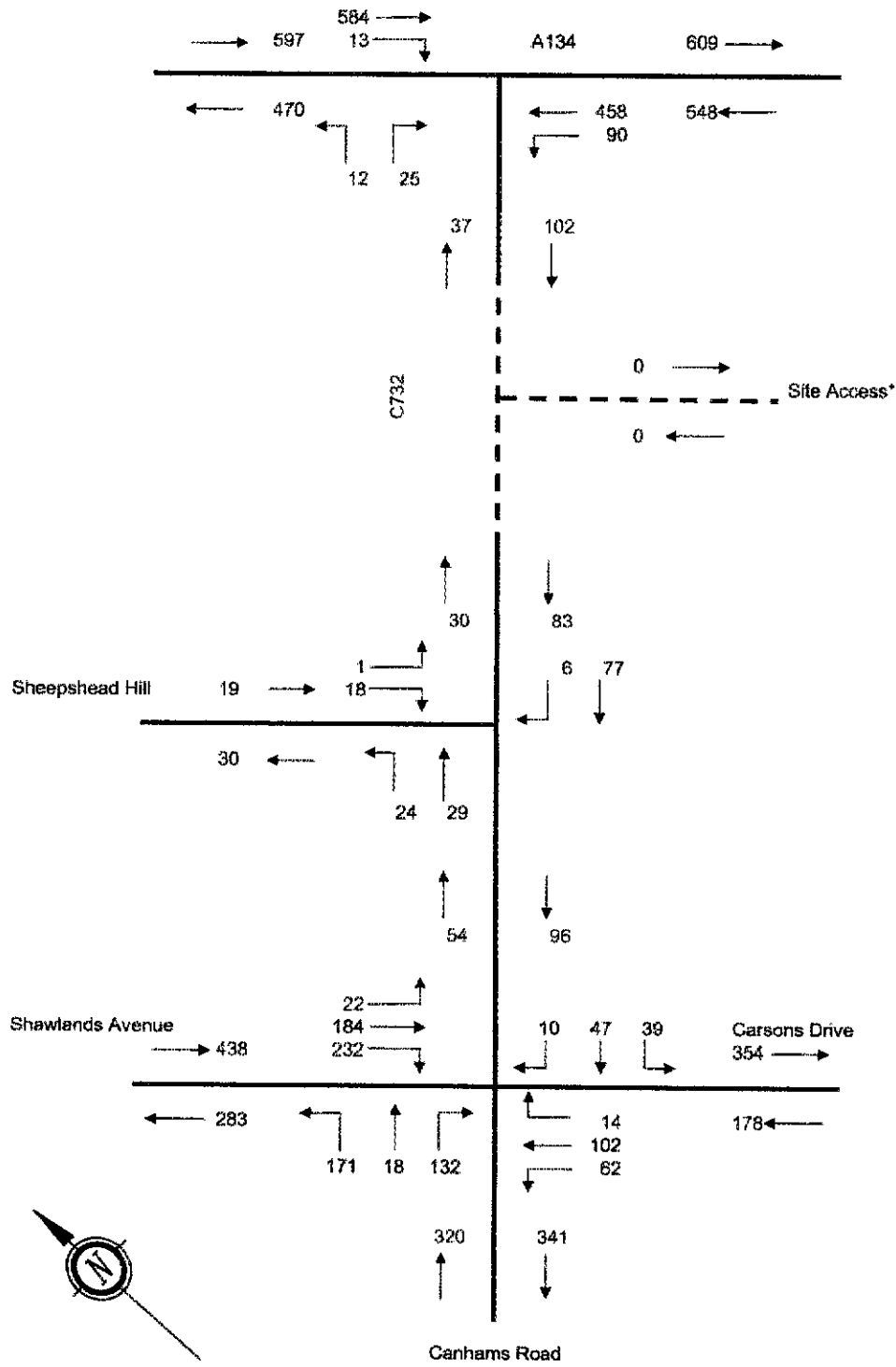
Job Number: 3895
 Project: Carson's Drive, Great Cornard
 2007 0800 - 0900 PCU Traffic Flows



Note: The site accesses are shown as a single combined access on this diagram

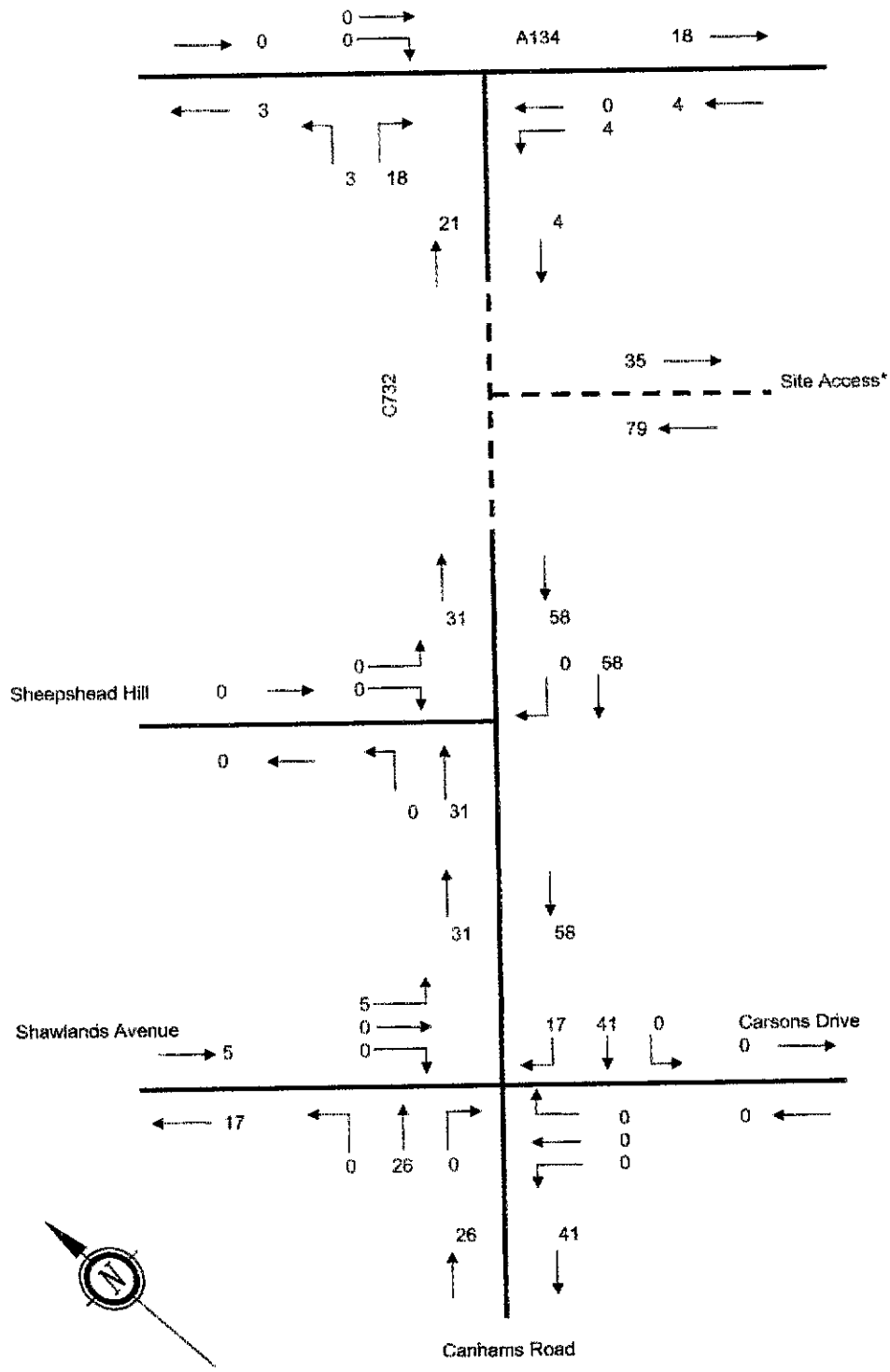
Job Number: 3895

Project: Carson's Drive, Great Cornard
2007 1700 - 1800 PCU Traffic Flows



Note: The site accesses are shown as a single combined access on this diagram

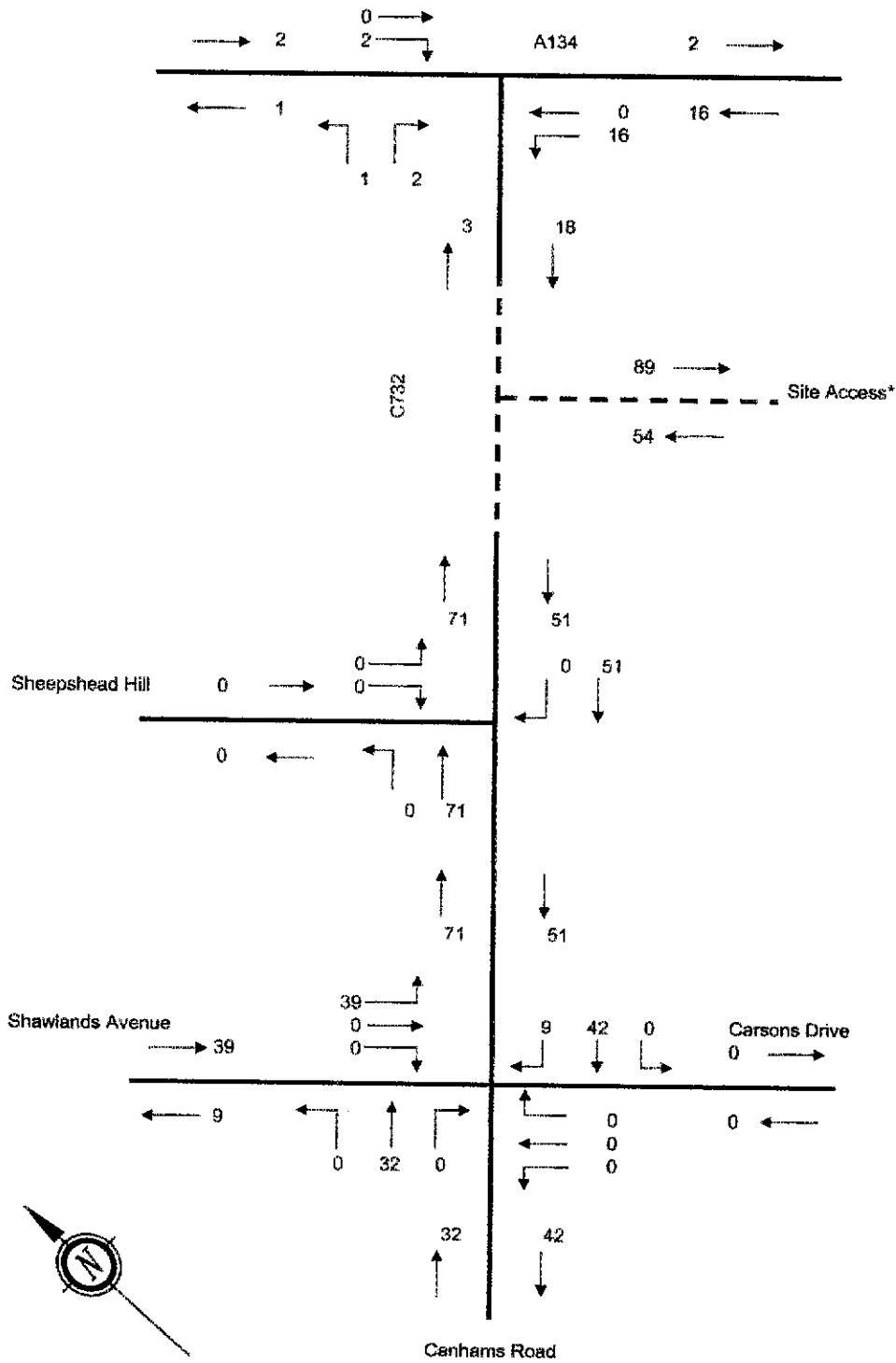
Job Number: 3895
 Project: Carson's Drive, Great Cornard
 0800 - 0900 PCU Development Flows



Note: The site accesses are shown as a single combined access on this diagram

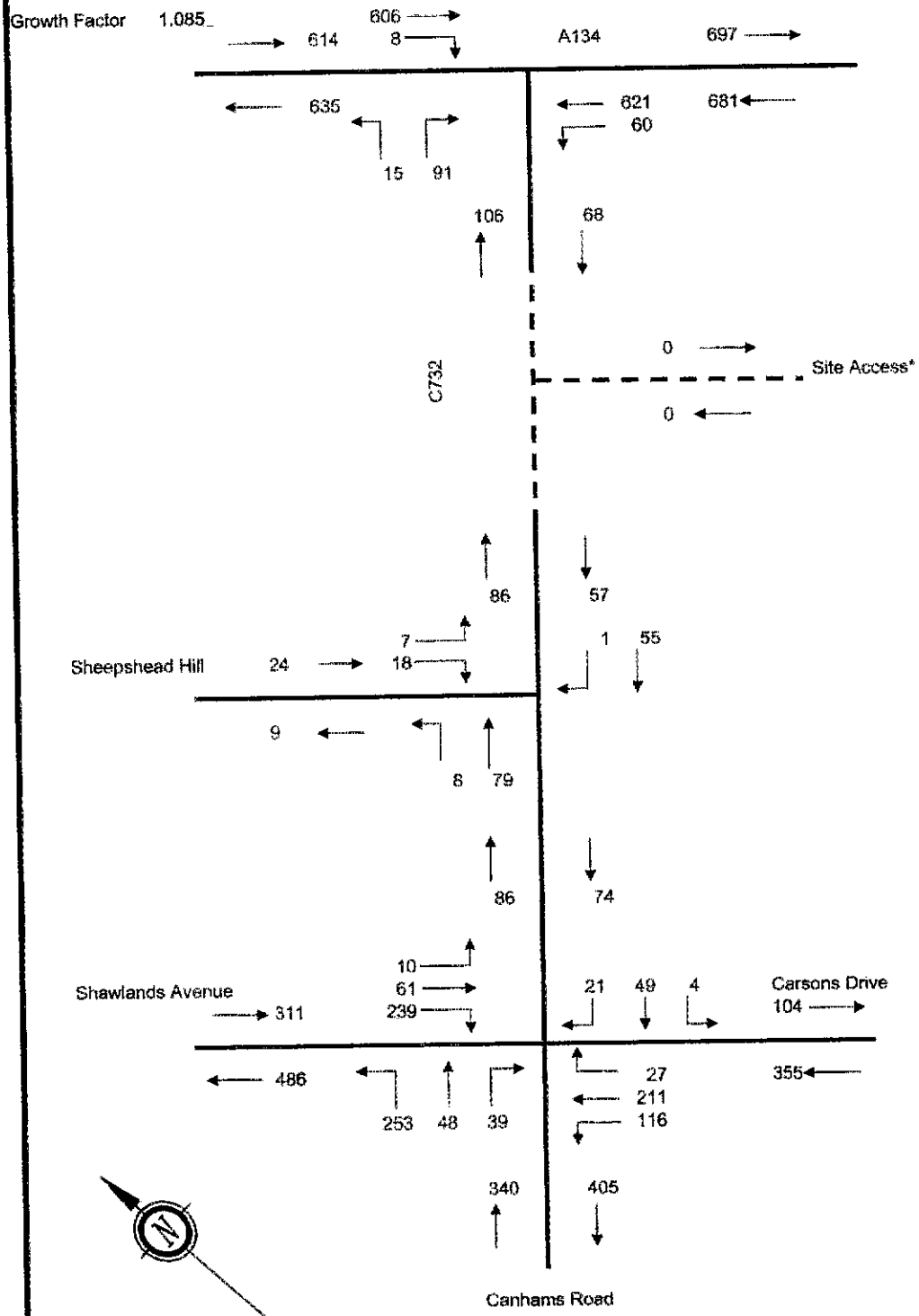
Job Number: 3895

Project: Carson's Drive, Great Cornard
1700 - 1800 PCU Development Flows



Note: The site accesses are shown as a single combined access on this diagram

Job Number: 3895
 Project: Carson's Drive, Great Cornard
 2014 0800 - 0900 PCU Traffic Flows

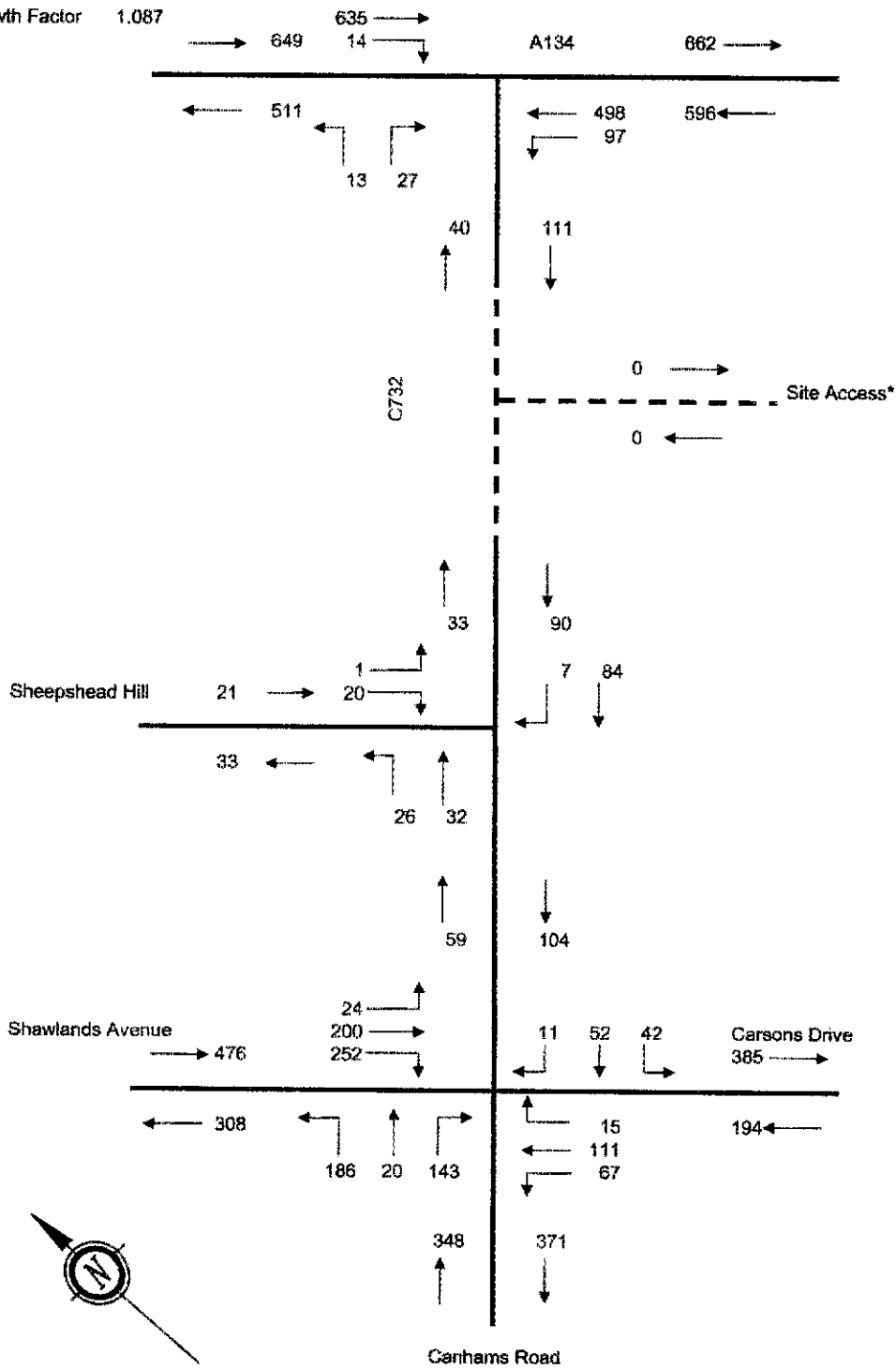


Note: The site accesses are shown as a single combined access on this diagram

Job Number: 3895

Project: Carson's Drive, Great Cornard
2014 1700 - 1800 PCU Traffic Flows

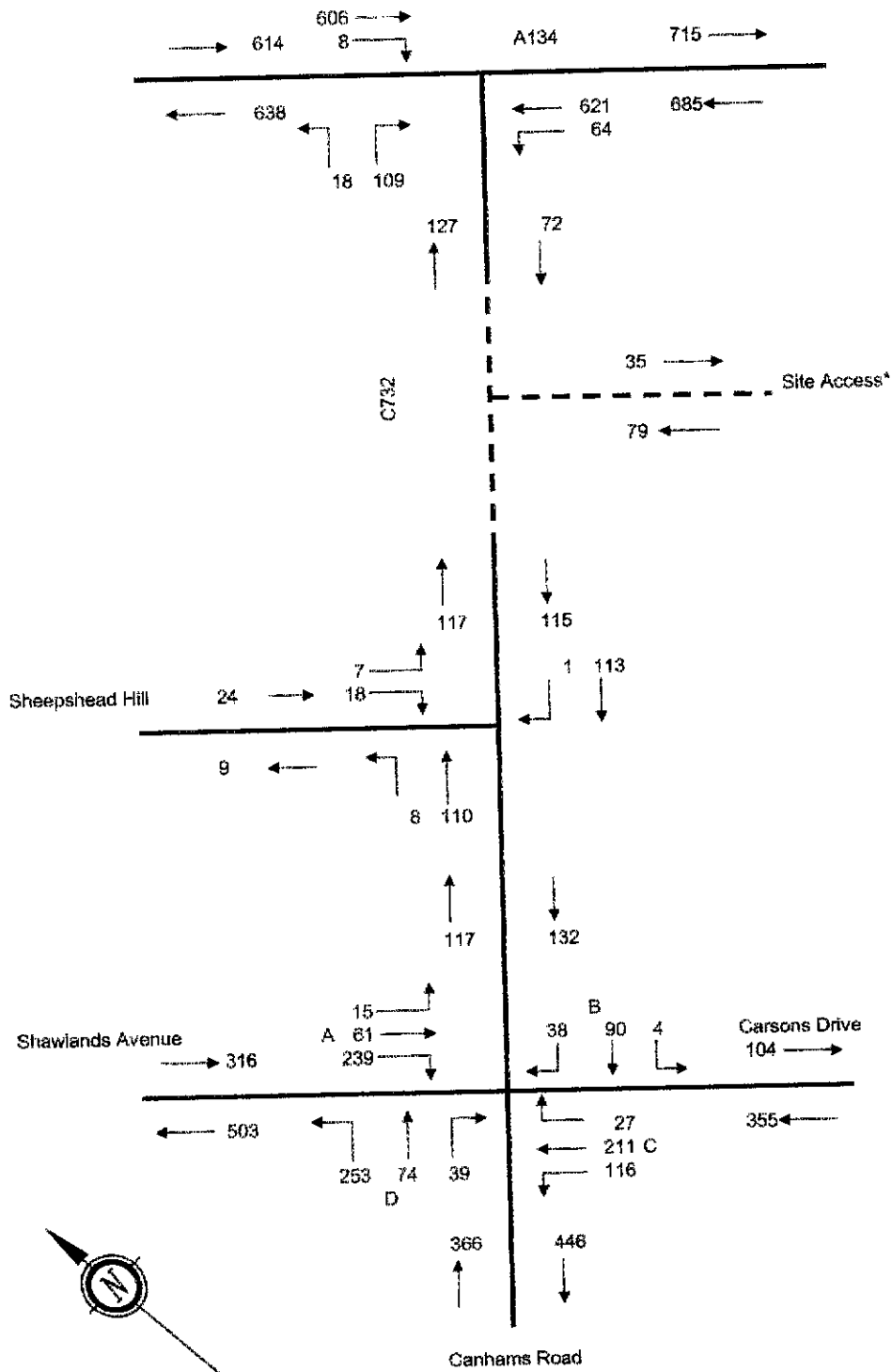
Growth Factor 1.087



Note: The site accesses are shown as a single combined access on this diagram

Job Number: 3895

Project: Carson's Drive, Great Cornard
2014 0800 - 0900 PCU Traffic Flows + Development

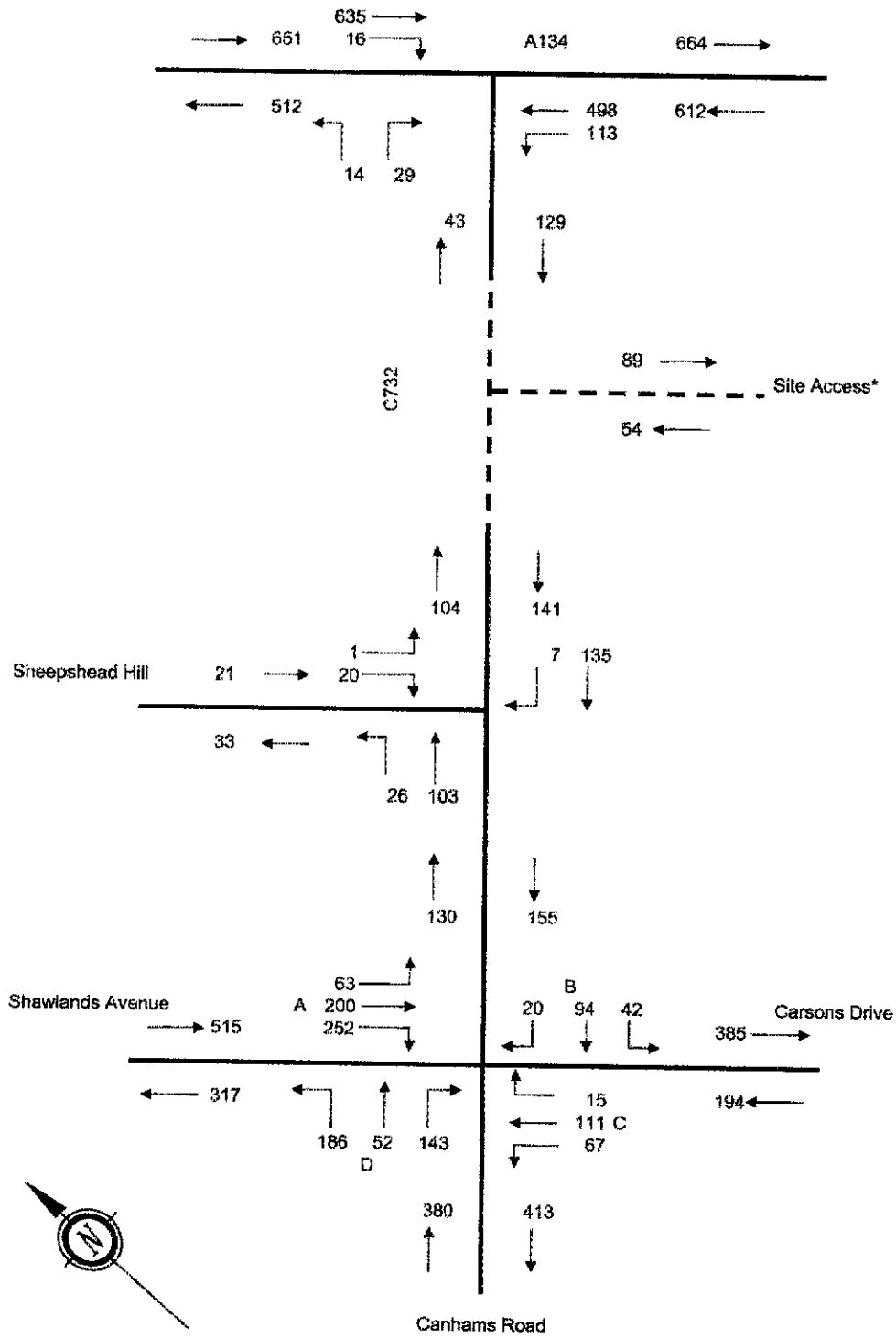


Note: The site accesses are shown as a single combined access on this diagram

Job Number: 3895

Project: Carson's Drive, Great Cornard

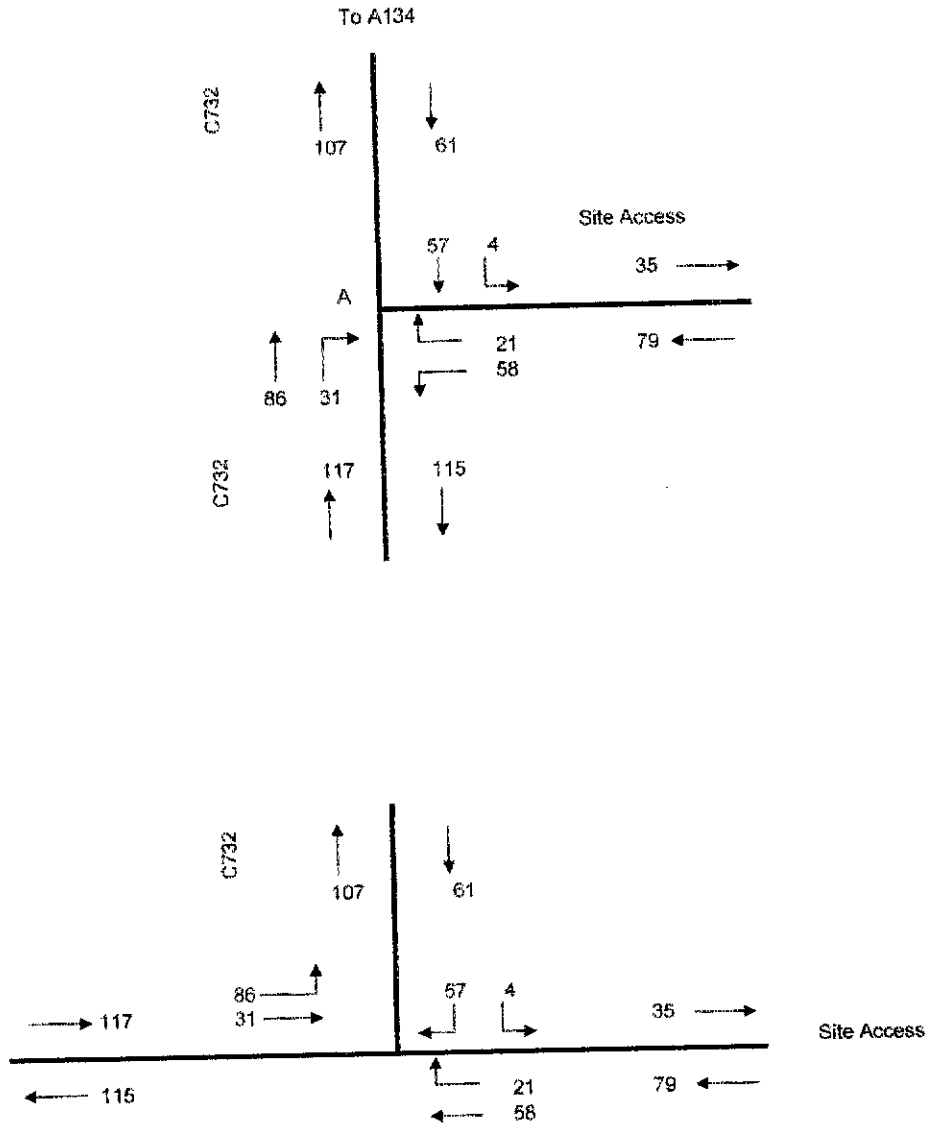
2014 1700 - 1800 PCU Traffic Flows + Development



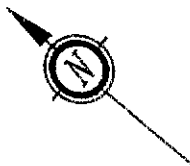
Note: The site accesses are shown as a single combined access on this diagram

Job Number: 3895

Project: Carson's Drive, Great Cornard
2014 0800 - 0900 PCU Traffic Flows + Development
Site Accesses



C732 To Sheepshead Hill



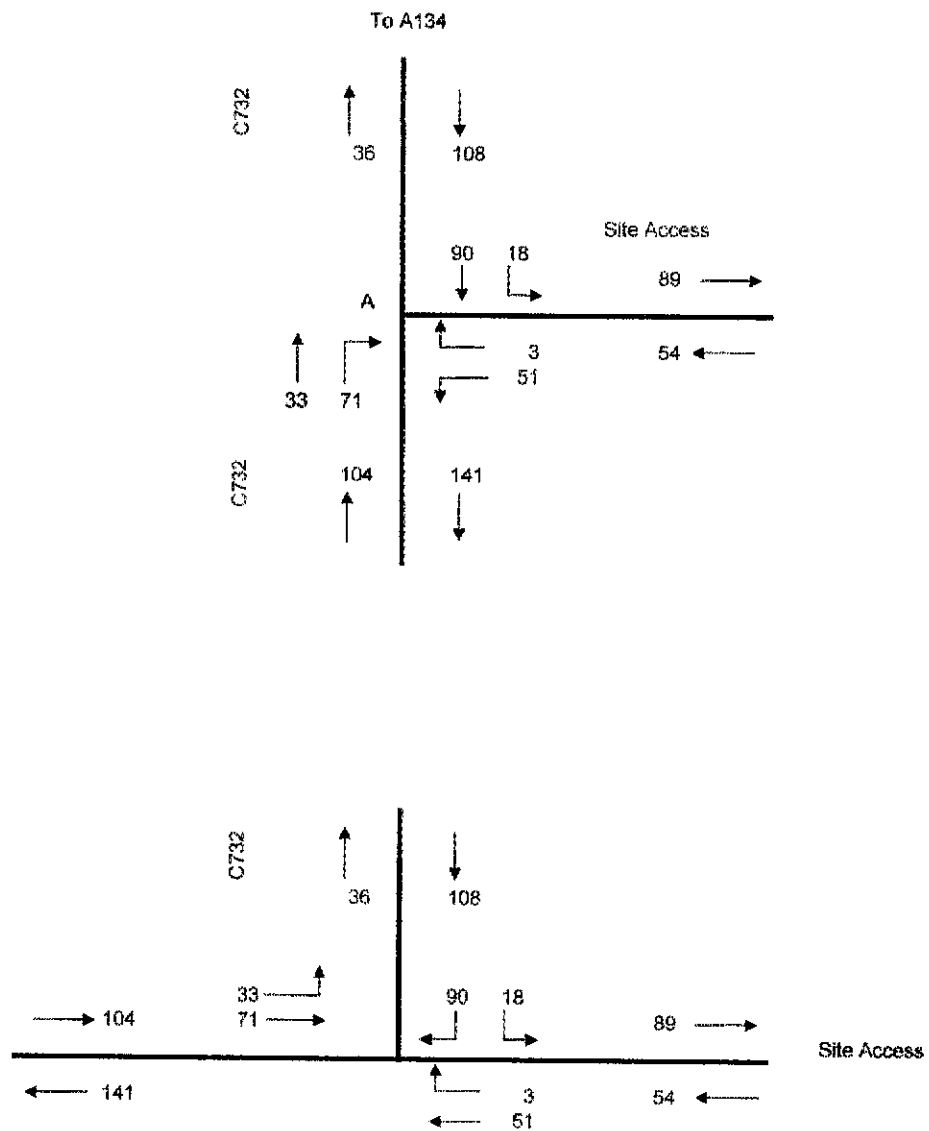
Note: Each Site Access is shown with 100% development traffic for junction assessment purposes

Job Number: 3895

Project: Carson's Drive, Great Cornard

2014 1700 - 1800 PCU Traffic Flows + Development

Site Accesses



C732 To Sheephead Hill



Note: Each Site Access is shown with 100% development traffic for junction assessment purposes

APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

- 02 SOUTH EAST
 - BD BEDFORDSHIRE 2 days
 - EX ESSEX 1 days
 - HF HERTFORDSHIRE 1 days
 - SC SURREY 1 days
 - WS WEST SUSSEX 1 days
- 03 SOUTH WEST
 - CW CORNWALL 2 days
 - DC DORSET 1 days
 - GS GLoucestershire 1 days
 - WL WILTSHIRE 1 days
- 04 EAST ANGLIA
 - CA CAMBRIDGESHIRE 1 days
 - SF SUFFOLK 3 days
- 05 EAST MIDLANDS
 - DS DERRYSHIRE 1 days
 - LE LEICESTERSHIRE 1 days
 - LN LINCOLNSHIRE 2 days
 - NT NOTTINGHAMSHIRE 1 days
- 06 WEST MIDLANDS
 - ST STAFFORDSHIRE 2 days
 - WM WEST MIDLANDS 3 days
 - WO WORCESTERSHIRE 5 days
- 07 YORKSHIRE & NORTH LINCOLNSHIRE
 - NY NORTH YORKSHIRE 3 days
- 08 NORTH WEST
 - CH CHESHIRE 3 days
 - GM GREATER MANCHESTER 2 days
 - LC LANCASHIRE 2 days
- 09 NORTH
 - CB CUMBRIA 1 days
 - TV TEES VALLEY 1 days
 - TW TYNE & WEAR 1 days
- 10 WALES
 - CF CARDIFF 3 days
 - CP CARMARHLLY 1 days
 - WR WREKHAM 1 days
- 11 SCOTLAND
 - AS ABERDEENSHIRE 1 days
 - EA EAST AYRSHIRE 1 days
 - FI FIFE 2 days
 - HI HIGHLAND 1 days
 - SR STRALING 1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Range: 5 to 300 (units:)

Public Transport Provisions:

Selection by: Include all surveys

Date Range: 01/01/00 to 26/11/08

Selected survey dates:

- Monday 14 days
- Tuesday 15 days
- Wednesday 6 days
- Thursday 11 days
- Friday 8 days

Selected survey types:

- Manual count 52 days
- Directional ATC Count 2 days

Selected Locations:

- Edge of Town Centre 3
- Suburban Area (PSS Out of Centre) 22
- Edge of Town 27
- Neighbourhood Centre (PSS Local Centre) 2

Selected Location Sub-Categories:

- Residential Zone 41
- Village 1
- Out of Town 1
- No Sub Category 11

Filtering Stage 4 selection:

Use Class:

- C 51 days

Population within 1 mile:

- 1,001 to 5,000 5 days
- 5,001 to 10,000 8 days
- 10,001 to 15,000 13 days
- 15,001 to 20,000 14 days
- 20,001 to 25,000 5 days
- 25,001 to 50,000 9 days

Population within 5 miles:

- 5,001 to 25,000 3 days
- 25,001 to 50,000 6 days
- 50,001 to 75,000 3 days
- 75,001 to 100,000 9 days
- 100,001 to 125,000 8 days
- 125,001 to 250,000 13 days
- 250,001 to 500,000 8 days
- 500,001 or More 2 days

Car ownership within 5 miles:

- 0.5 or Less 1 days
- 0.6 to 1.0 24 days
- 1.1 to 1.5 28 days
- 1.6 to 2.0 1 days

Filtering Stage 4 selection (Cont.):

Travel Time:
 Not Known
 No

10 days
 44 days

LIST OF SITES (continued):

1	AS-03-A-01 BERRYHUR ROAD	DETACHED/SEMI D., PORTLETHEN	ABERDEENSHIRE
	PORTLETHEN Total Number of dwellings: 104		
2	BD-03-A-01 NEW BEDFORD ROAD	SEMI DETACHED, LUTON	REDFORDSHIRE
	LUTON Total Number of dwellings: 131		
3	BD-03-A-02 REDDY LANE	SEMI DETACHED, LUTON	REDFORDSHIRE
	LUTON Total Number of dwellings: 82		
4	CA-03-A-01 FALLOWFIELD	SEMI D./TERRACED, CAMBRIDGE	CAMBRIDGESHIRE
	CHESTERTON Total Number of dwellings: 124		
5	CB-03-A-02 HAWSHED AVENUE	SEMI DETACHED, WORKINGTON	CUMBRIA
	WORKINGTON Total Number of dwellings: 40		
6	CF-03-A-01 VIRGIL STREET	MIXED HOUSES, CARDIFF	CARDIFF
	NIRIAN PARK CARDIFF Total Number of dwellings: 222		
7	CF-03-A-02 DROPE ROAD	MIXED HOUSES, CARDIFF	CARDIFF
	CARDIFF Total Number of dwellings: 196		
8	CF-03-A-03 LLANTRISANT ROAD	DETACHED, CARDIFF	CARDIFF
	CARDIFF Total Number of dwellings: 20		
9	CH-03-A-02 SYDNEY ROAD	HOUSES/FLATS, CREWE	CHESHIRE
	CREWE Total Number of dwellings: 174		
10	CH-03-A-05 SYDNEY ROAD	DETACHED, CREWE	CHESHIRE
	SYDNEY CREWE Total Number of dwellings: 17		
11	CH-03-A-06 CREWE ROAD	SEMI-DET./BUNGALOWS, CREWE	CHESHIRE
	CREWE Total Number of dwellings: 129		
12	CP-03-A-02 THE RISE	SEMI DETACHED, PENGAM	CAERPHILLY
	PENGAM Total Number of dwellings: 41		

LIST OF SITES relevant to selection parameters (Cont.)

13	CW-03-A-01 ALVERTON ROAD	TERRACED, PENZANCE	CORNWALL
14	CW-03-A-02 BOSVEAN GARDENS	SEMI D./DETACHED, TRURO	CORNWALL
15	DC-03-A-01 ISAACS CLOSE	DETACHED, POOLE	DORSET
16	DS-03-A-01 THE AVENUE	SEMI D./TERRACED, DRONFIELD	DERBYSHIRE
17	EA-03-A-01 TALISKER AVENUE	DETACHED, KILMARNOCK	EAST AYRSHIRE
18	EX-03-A-01 MILTON ROAD	SEMI-DET., STANFORD-LE-HOPE	ESSEX
19	FI-03-A-02 WAROUT ROAD	SEMI DETACHED, GLENROTHES	FIFE
20	FM-03-A-03 WOODMILL ROAD	MIXED HOUSES, DUNFERMLINE	FIFE
21	GM-03-A-07 MILFORD DRIVE	SEMI DETACHED, MANCHESTER	GREATER MANCHESTER
22	GM-03-A-08 ELM TREE ROAD	SEMI DETACHED, STOCKPORT	GREATER MANCHESTER
23	GS-03-A-01 KINGSHOLM ROAD	SEMI D./TERRACED, GLOUCESTER	GLOUCESTERSHIRE
24	HF-03-A-01 LONGCROFT LANE	MIXED HOUSES, WELWYN GC	HERTFORDSHIRE
	WELWYN GARDEN CITY		
	Total Number of dwellings:	53	

LIST OF SITES relevant to selection parameters (Cont.)

25	HI-03-A-11 STEVENSON ROAD	BUNGALOWS, INVERNESS INVERNESS	HIGHLAND
26	LC-03-A-22 CLIFTON DRIVE NORTH	BUNGALOWS, BLACKPOOL	LANCASHIRE
27	LC-03-A-29 REVINGE ROAD	DETACHED/SEMI D., BLACKBURN	LANCASHIRE
28	LE-03-A-01 REDWOOD AVENUE	DETACHED, MELTON MOWBRAY	LEICESTERSHIRE
29	LN-03-A-01 SRANT ROAD	MIXED HOUSES, LINCOLN	LINCOLNSHIRE
30	LN-03-A-02 HYKHAM ROAD	MIXED HOUSES, LINCOLN	LINCOLNSHIRE
31	NT-03-A-03 86018 SUTTON ROAD	SEMI DETACHED, KIRBY-IN-ASHFED	NOTTINGHAMSHIRE
32	NY-03-A-01 GRAMMAR SCHOOL LANE	MIXED HOUSES, NORTHALLERTON	NORTH YORKSHIRE
33	NY-03-A-03 NEW ROW	PRIVATE HOUSING, BOROUGHBRIDGE	NORTH YORKSHIRE
34	NY-03-A-05 BOROUGHBRIDGE ROAD	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE
35	SC-03-A-03 HURST PARK	DETACHED, EAST MOLESLEY	SURREY
36	SF-03-A-01 A1156 FELIXSTOWE ROAD	SEMI DETACHED, IPSWICH	SUFFOLK
	IPSWICH		
	Total Number of dwellings:	77	

LIST OF SITES relevant to selection parameters (Cont.)

49	WO-03-A-02 MEADOWHILL ROAD REDDITCH Total Number of dwellings: WO-03-A-03 BLAKEBROOK KIDDERMINSTER Total Number of dwellings: WO-03-A-05 ST GODWALDS ROAD ASTON FIELDS BROMSGROVE Total Number of dwellings: WO-03-A-06 ST GODWALDS ROAD ASTON FIELDS BROMSGROVE Total Number of dwellings: WR-03-A-01 RHODESDU WREXHAM Total Number of dwellings: WS-03-A-03 A256 MID LAVANT NEAR CHICHESTER Total Number of dwellings:	SEMI DETACHED, REDDITCH DETACHED, KIDDERMINSTER TERRACED/DET., BROMSGROVE DET./TERRACED, BROMSGROVE SEMI DETACHED, WREXHAM SEMI D./TERRACED, NR CHCHSTR	WORCESTERSHIRE WORCESTERSHIRE WORCESTERSHIRE WORCESTERSHIRE WREXHAM WEST SUSSEX
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LIST OF SITES relevant to selection parameters (Cont.)

37	SF-03-A-02 STOKE PARK DRIVE MADENHALL Total Number of dwellings: SF-03-A-03 BARTON HILL FORNHAM ST MARTIN BURY ST EDMUNDS Total Number of dwellings: SR-03-A-01 BERVIEW STIRLING Total Number of dwellings: ST-03-A-03 QUEENSVILLE	SEMI DET./TERRACED, IPSWICH MIXED HOUSES, BURY ST EDMUNDS DETACHED, STIRLING MIXED HOUSES, STAFFORD	SUFFOLK SUFFOLK STIRLING STAFFORDSHIRE
41	STAFFORD Total Number of dwellings: ST-03-A-05 WATERHEAT GROVE ETRURIA STOKE-ON-TRENT Total Number of dwellings: TV-03-A-01 POWLETT ROAD HARTLEPOOL Total Number of dwellings: TW-03-A-01 LEECHMERE ROAD HILLVIEW SUNDERLAND Total Number of dwellings: WL-03-A-01 MAPLE DRIVE WOOTTON BASSETT Total Number of dwellings: WM-03-A-01 FOLESHILL ROAD COVENTRY Total Number of dwellings: WM-03-A-02 HEATH STREET STOURBRIDGE Total Number of dwellings: WM-03-A-03 BAGELEY WAY ROWLEYS GREEN COVENTRY Total Number of dwellings: WO-03-A-01 HARLBOROUGH AVENUE ASTON FIELDS BROMSGROVE Total Number of dwellings:	TERRACED/DETACHED, STOKE MIXED HOUSES/FLATS, HARTLEPL SEMI DETACHED, SUNDERLAND SEMI D./TERRACED W. BASSETT TERRACED, COVENTRY DETACHED/SEMI D., STRBRIDGE MIXED HOUSING, COVENTRY	STAFFORDSHIRE TEES VALLEY TYNE & WEAR WILTSHIRE WEST MIDLANDS WEST MIDLANDS WEST MIDLANDS WORCESTERSHIRE

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	2	97	0.015	2	97	0.010	2	97	0.025
01:00 - 02:00	2	97	0.021	2	97	0.010	2	97	0.031
02:00 - 03:00	2	97	0.000	2	97	0.000	2	97	0.000
03:00 - 04:00	2	97	0.026	2	97	0.031	2	97	0.057
04:00 - 05:00	2	97	0.005	2	97	0.005	2	97	0.010
05:00 - 06:00	2	97	0.005	2	97	0.021	2	97	0.026
06:00 - 07:00	2	97	0.010	2	97	0.113	2	97	0.123
07:00 - 08:00	54	105	0.079	54	105	0.294	54	105	0.373
08:00 - 09:00	54	105	0.153	54	105	0.444	54	105	0.597
09:00 - 10:00	54	105	0.170	54	105	0.225	54	105	0.395
10:00 - 11:00	54	105	0.154	54	105	0.187	54	105	0.341
11:00 - 12:00	54	105	0.184	54	105	0.173	54	105	0.357
12:00 - 13:00	54	105	0.207	54	105	0.187	54	105	0.394
13:00 - 14:00	54	105	0.198	54	105	0.182	54	105	0.380
14:00 - 15:00	54	105	0.195	54	105	0.192	54	105	0.387
15:00 - 16:00	54	105	0.298	54	105	0.215	54	105	0.513
16:00 - 17:00	54	105	0.344	54	105	0.213	54	105	0.557
17:00 - 18:00	54	105	0.420	54	105	0.238	54	105	0.658
18:00 - 19:00	54	105	0.308	54	105	0.242	54	105	0.550
19:00 - 20:00	2	97	0.222	2	97	0.206	2	97	0.428
20:00 - 21:00	2	97	0.170	2	97	0.175	2	97	0.345
21:00 - 22:00	2	97	0.119	2	97	0.072	2	97	0.191
22:00 - 23:00	2	97	0.129	2	97	0.062	2	97	0.191
23:00 - 24:00	2	97	0.072	2	97	0.052	2	97	0.124
Total Rates:			3.504			3.559			7.063

Parameter summary

Trip rate parameter range selected: 5 - 300 (units:)
 Survey date date range: 01/01/00 - 26/11/08
 Number of weekdays (Monday-Friday): 60
 Number of Saturdays: 8
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Ranking Type: **ARRIVALS** Time Range: 08:00-09:00
 15th Percentile = No. **46 (**)**
 85th Percentile = No. **9 (**)**

Median Values

Arrivals: 0.144
 Departures: 0.460
 Totals: 0.604

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
							Arrivals	Departures	Totals	
1	WO-03-A-01	DETACHED, BRDMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.500	0.600	1.100	
2	CW-03-A-01	TERRACED, PENZANCE	CORNWALL	13	Thu	30/06/05	0.385	0.231	0.616	
3	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.321	0.405	0.726	
4	BD-03-A-02	SEMI DETACHED, LUTON	BEDFORDSHIRE	82	Tue	06/07/04	0.317	0.537	0.854	
5	FI-03-A-02	SEMI DETACHED, GLENROTHE	FIFE	58	Mon	16/05/05	0.276	0.569	0.845	
6	SF-03-A-02	SEMI DET./TERRACED, IPSW	SUFFOLK	230	Thu	24/05/07	0.243	0.491	0.734	
7	CH-03-A-05	DETACHED, CREWE	CHESHIRE	17	Tue	14/10/08	0.235	0.588	0.823	
8	TW-03-A-01	SEMI DETACHED, SUNDERLAN	TYNE & WEAR	81	Wed	18/09/02	0.235	0.506	0.741	
9 **	EA-03-A-01	DETACHED, KILMARNOCK	EAST AYRSHIRE	39	Thu	05/06/08	0.231	0.359	0.590	
10	WO-03-A-03	DETACHED, KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.203	0.543	0.746	
11	DS-03-A-01	SEMI D./TERRACED, DRONFI	DERBYSHIRE	20	Thu	22/06/06	0.200	0.100	0.300	
12	GM-03-A-07	SEMI DETACHED, MANCHESTE	GREATER MANCHESTER	138	Fri	09/11/01	0.196	0.420	0.616	
13	CP-03-A-02	SEMI DETACHED, PENGAM	CAERPHILLY	41	Mon	05/09/05	0.195	0.415	0.610	
14	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.187	0.440	0.627	
15	LN-03-A-02	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.183	0.425	0.608	
16	EX-03-A-01	SEMI-DET., STANFORD-LE-H	ESSEX	237	Tue	13/05/08	0.177	0.523	0.700	
17	FI-03-A-03	MIXED HOUSES, DUNFERMLIN	FIFE	155	Mon	30/04/07	0.174	0.548	0.722	
18	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.173	0.337	0.510	
19	NY-03-A-01	MIXED HOUSES, NORTHALLERT	NORTH YORKSHIRE	52	Tue	25/09/07	0.173	0.173	0.346	
20	CF-03-A-01	MIXED HOUSES, CARDIFF	CARDIFF	222	Thu	17/10/02	0.167	0.491	0.658	
21	SR-03-A-01	DETACHED, STIRLING	STIRLING	115	Mon	23/04/07	0.165	0.678	0.843	
22	ST-03-A-03	MIXED HOUSES, STAFFORD	STAFFORDSHIRE	224	Tue	04/07/00	0.165	0.638	0.803	
23	CH-03-A-06	SEMI-DET./BUNGALOWS, CREW	CHESHIRE	129	Tue	14/10/08	0.163	0.240	0.403	
24	CA-03-A-01	SEMI D./TERRACED, CAMBRI	CAMBRIDGESHIRE	124	Tue	06/02/01	0.153	0.395	0.548	
25	WM-03-A-01	MIXED, COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.152	0.418	0.570	
26	SC-03-A-03	DETACHED, EAST MOLESEY	SURREY	54	Tue	12/11/02	0.148	0.389	0.537	
27	BD-03-A-01	SEMI DETACHED, LUTON	BEDFORDSHIRE	131	Thu	08/07/04	0.145	0.420	0.565	
28	ST-03-A-05	TERRACED/DETACHED, STOKE	STAFFORDSHIRE	14	Wed	26/11/08	0.143	0.500	0.643	
29	NY-03-A-03	PRIVATE HOUSING, BOROUGH	NORTH YORKSHIRE	14	Mon	15/09/08	0.143	0.143	0.286	
30	WO-03-A-05	TERRACED/DET., BRDMSGROV	WORCESTERSHIRE	215	Thu	23/05/02	0.140	0.516	0.656	
31	TV-03-A-01	MIXED HOUSES/FLATS, HART	TEES VALLEY	225	Thu	14/04/05	0.138	0.458	0.596	
32	LC-03-A-29	DETACHED/SEMI D., BLACKB	LANCASHIRE	185	Thu	10/06/04	0.130	0.524	0.654	
33	HI-03-A-11	BUNGALOWS, INVERNESS	HIGHLAND	85	Mon	05/06/06	0.129	0.424	0.553	
34	GS-03-A-01	SEMI D./TERRACED, GLOUCE	GLOUCESTERSHIRE	73	Tue	25/05/04	0.123	0.260	0.383	

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
							Arrivals	Departures	Totals	
35	GM-03-A-08	SEMI DETACHED, STOCKPORT	GREATER MANCHESTER	247	Fri	12/10/01	0.113	0.377	0.490	
36	HF-03-A-01	MIXED HOUSES, WELWYN GC	HERTFORDSHIRE	53	Fri	06/09/02	0.113	0.302	0.415	
37	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.113	0.465	0.578	
38	WS-03-A-03	SEMI D./TERRACED, NR CH	WEST SUSSEX	90	Fri	24/11/00	0.111	0.500	0.611	
39	SF-03-A-03	MIXED HOUSES, BURY ST ED	SUFFOLK	101	Mon	15/05/06	0.109	0.554	0.663	
40	NT-03-A-03	SEMI DETACHED, KIRKBY-IN-	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.108	0.313	0.421	
41	CF-03-A-02	MIXED HOUSES, CARDIFF	CARDIFF	196	Fri	05/10/07	0.107	0.413	0.520	
42	WO-03-A-02	SEMI DETACHED, REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.104	0.333	0.437	
43	SF-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK	77	Wed	23/05/07	0.104	0.416	0.520	
44	CH-03-A-02	HOUSES/FLATS, CREWE	CHESHIRE	174	Tue	14/10/08	0.103	0.374	0.477	
45	WO-03-A-06	DET./TERRACED, BRDMSGROV	WORCESTERSHIRE	232	Thu	30/06/05	0.099	0.448	0.547	
46 **	DC-03-A-01	DETACHED, POOLE	DORSET	51	Wed	16/07/08	0.098	0.373	0.471	
47	CW-03-A-02	SEMI D./DETACHED, TRURO	CORNWALL	73	Tue	18/09/07	0.096	0.329	0.425	
48	LE-03-A-01	DETACHED, MELTON MOWBRAY	LEICESTERSHIRE	11	Tue	03/05/05	0.091	0.364	0.455	
49	WR-03-A-01	SEMI DETACHED, WREXHAM	WREXHAM	82	Mon	05/07/04	0.085	0.366	0.451	
50	WM-03-A-02	DETACHED/SEMI D., STRBRJ	WEST MIDLANDS	12	Wed	26/04/06	0.083	0.250	0.333	
51	AS-03-A-01	DETACHED/SEMI D., PORTLE	ABERDEENSHIRE	104	Fri	11/02/00	0.077	0.385	0.462	
52	CB-03-A-02	SEMI DETACHED, WORKINGTO	CUMBRIA	40	Mon	20/06/05	0.075	0.425	0.500	
53	WL-03-A-01	SEMI D./TERRACED W, BASS	WILTSHIRE	99	Mon	02/10/06	0.071	0.333	0.404	
54	CF-03-A-03	DETACHED, CARDIFF	CARDIFF	29	Mon	08/10/07	0.069	0.552	0.621	

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

Ranking Type: DEPARTURES Time Range: 08:00-09:00
 15th Percentile = No. 46 (**)
 85th Percentile = No. 9 (**)

Median Values
 Arrivals: 0.148
 Departures: 0.419
 Totals: 0.567

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
							Arrivals	Departures	Totals	
1	SR-03-A-01	DETACHED, STIRLING	STIRLING	115	Mon	23/04/07	0.165	0.678	0.843	
2	ST-03-A-03	MIXED HOUSES, STAFFORD	STAFFORDSHIRE	224	Tue	04/07/00	0.165	0.638	0.803	
3	WO-03-A-01	DETACHED, BROMSGROVE	WORCESTERSHIRE	10	Thu	23/05/05	0.500	0.600	1.100	
4	CH-03-A-05	DETACHED, CREWE	CHESHIRE	17	Tue	14/10/08	0.235	0.588	0.823	
5	FI-03-A-02	SEMI DETACHED, GLENROTHIE	FIFE	58	Mon	16/05/05	0.276	0.569	0.845	
6	SF-03-A-03	MIXED HOUSES, BURY ST ED	SUFFOLK	101	Mon	15/05/06	0.109	0.554	0.663	
7	CF-03-A-03	DETACHED, CARDIFF	CARDIFF	29	Mon	08/10/07	0.069	0.552	0.621	
8	FI-03-A-03	MIXED HOUSES, DUNFERMLIN	FIFE	155	Mon	30/04/07	0.174	0.548	0.722	
9 **	WO-03-A-03	DETACHED, KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.203	0.543	0.746	
10	BD-03-A-02	SEMI DETACHED, LUTON	BEDFORDSHIRE	62	Tue	06/07/04	0.317	0.537	0.854	
11	LC-03-A-29	DETACHED/SEMI D. BLACKB	LANCASHIRE	185	Thu	10/06/04	0.130	0.524	0.654	
12	EX-03-A-01	SEMI-DET., STANFORD-LE-H	ESSEX	237	Tue	13/05/08	0.177	0.523	0.700	
13	WO-03-A-05	TERRACED/DET., BROMSGROV	WORCESTERSHIRE	215	Thu	23/05/02	0.140	0.516	0.656	
14	TW-03-A-01	SEMI DETACHED, SUNDERLAN	TYNE & WEAR	81	Wed	18/09/02	0.235	0.506	0.741	
15	ST-03-A-05	TERRACED/DETACHED, STOKE	STAFFORDSHIRE	14	Wed	26/11/08	0.143	0.500	0.643	
16	WS-03-A-03	SEMI D./TERRACED, NR CH'	WEST SUSSEX	90	Fri	24/11/00	0.111	0.500	0.611	
17	SF-03-A-02	SEMI DET./TERRACED, IPSW	SUFFOLK	230	Thu	24/05/07	0.243	0.491	0.734	
18	CF-03-A-01	MIXED HOUSES, CARDIFF	CARDIFF	222	Thu	17/10/02	0.167	0.491	0.658	
19	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.113	0.465	0.578	
20	TV-03-A-01	MIXED HOUSES/FLATS, HART	TEES VALLEY	225	Thu	14/04/05	0.138	0.458	0.596	
21	WO-03-A-06	DET./TERRACED, BROMSGROV	WORCESTERSHIRE	232	Thu	30/06/05	0.099	0.448	0.547	
22	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.187	0.440	0.627	
23	CB-03-A-02	SEMI DETACHED, WORKINGTO	CUMBRIA	40	Mon	20/06/05	0.075	0.425	0.500	
24	LN-03-A-02	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.183	0.425	0.608	
25	HI-03-A-11	BUNGALOWS, INVERNESS	HIGHLAND	85	Mon	05/06/06	0.129	0.424	0.553	
26	GM-03-A-07	SEMI DETACHED, MANCHESTE	GREATER MANCHESTER	138	Fri	09/11/01	0.196	0.420	0.616	
27	BD-03-A-01	SEMI DETACHED, LUTON	BEDFORDSHIRE	131	Thu	08/07/04	0.145	0.420	0.565	
28	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.152	0.418	0.570	
29	SF-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK	77	Wed	23/05/07	0.104	0.416	0.520	
30	CP-03-A-02	SEMI DETACHED, PENGAM	CAERPHILLY	41	Mon	05/09/05	0.195	0.415	0.610	
31	CF-03-A-02	MIXED HOUSES, CARDIFF	CARDIFF	196	Fri	05/10/07	0.107	0.413	0.520	
32	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.321	0.405	0.726	
33	CA-03-A-01	SEMI D./TERRACED, CAMBRI	CAMBRIDGESHIRE	124	Tue	06/02/01	0.153	0.395	0.548	
34	SC-03-A-03	DETACHED, EAST MOLESEY	SURREY	54	Tue	12/11/02	0.148	0.389	0.537	

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
							Arrivals	Departures	Totals	
35	AS-03-A-01	DETACHED/SEMI D., PORTLE	ABERDEENSHIRE	104	Fri	11/02/00	0.077	0.385	0.462	
36	GM-03-A-08	SEMI DETACHED, STOCKPORT	GREATER MANCHESTER	247	Fri	12/10/01	0.113	0.377	0.490	
37	CH-03-A-02	HOUSES/FLATS, CREWE	CHESHIRE	174	Tue	14/10/08	0.103	0.374	0.477	
38	DC-03-A-01	DETACHED, POOLE	DORSET	51	Wed	16/07/08	0.098	0.373	0.471	
39	WR-03-A-01	SEMI DETACHED, WREXHAM	WREXHAM	82	Mon	05/07/04	0.085	0.366	0.451	
40	LE-03-A-01	DETACHED, MELTON MOWBRAY	LEICESTERSHIRE	11	Tue	03/05/05	0.091	0.364	0.455	
41	EA-03-A-01	DETACHED, KILMARNOCK	EAST AYRSHIRE	39	Thu	05/06/08	0.231	0.359	0.590	
42	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.173	0.337	0.510	
43	WO-03-A-02	SEMI DETACHED, REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.104	0.333	0.437	
44	WL-03-A-01	SEMI D./TERRACED W. BASS	WILTSHIRE	99	Mon	02/10/06	0.071	0.333	0.404	
45	CW-03-A-02	SEMI D./DETACHED, TRURO	CORNWALL	73	Tue	18/09/07	0.096	0.329	0.425	
46 **	NT-03-A-03	SEMI DETACHED, KIRKBY-IN-	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.108	0.313	0.421	
47	HF-03-A-01	MIXED HOUSES, WELWYN GC	HERTFORDSHIRE	53	Fri	06/09/02	0.113	0.302	0.415	
48	GS-03-A-01	SEMI D./TERRACED, GLOUCE	GLOUCESTERSHIRE	73	Tue	25/05/04	0.123	0.260	0.383	
49	WM-03-A-02	DETACHED/SEMI D., STRBRT	WEST MIDLANDS	12	Wed	26/04/06	0.083	0.250	0.333	
50	CH-03-A-06	SEMI-DET./BUNGALOWS, CREW	CHESHIRE	129	Tue	14/10/08	0.163	0.240	0.403	
51	CW-03-A-01	TERRACED, PENZANCE	CORNWALL	13	Thu	30/06/05	0.385	0.231	0.616	
52	NY-03-A-01	MIXED HOUSES, NORTHALLERT	NORTH YORKSHIRE	52	Tue	25/09/07	0.173	0.173	0.346	
53	NY-03-A-03	PRIVATE HOUSING, BOROUGH	NORTH YORKSHIRE	14	Mon	15/09/08	0.143	0.143	0.286	
54	DS-03-A-01	SEMI D./TERRACED, DRONFI	DERBYSHIRE	20	Thu	22/06/06	0.200	0.100	0.300	

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

Ranking Type: **ARRIVALS** Time Range: 17:00-18:00
 15th Percentile = No. **46 (**)**
 85th Percentile = No. **9 (**)**

Median Values
 Arrivals: 0.410
 Departures: 0.173
 Totals: 0.583

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
							Arrivals	Departures	Totals	
1	EA-03-A-01	DETACHED, KILMARNOCK	EAST AYRSHIRE	39	Thu	05/06/08	0.667	0.179	0.846	
2	AS-03-A-01	DETACHED/SEMI D., PORTLE	ABERDEENSHIRE	104	Fri	11/02/00	0.596	0.269	0.865	
3	SR-03-A-01	DETACHED, STIRLING	STIRLING	115	Mon	23/04/07	0.583	0.304	0.887	
4	WO-03-A-03	DETACHED, KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.558	0.319	0.877	
5	LC-03-A-29	DETACHED/SEMI D., BLACKB	LANCASHIRE	185	Thu	10/06/04	0.551	0.346	0.897	
6	ST-03-A-03	MIXED HOUSES, STAFFORD	STAFFORDSHIRE	224	Tue	04/07/00	0.531	0.335	0.866	
7	CB-03-A-02	SEMI DETACHED, WORKINGTO	CUMBRIA	40	Mon	20/06/05	0.525	0.400	0.925	
8	SF-03-A-03	MIXED HOUSES, BURY ST ED	SUFFOLK	101	Mon	15/05/06	0.525	0.228	0.753	
9 **	TW-03-A-01	SEMI DETACHED, SUNDERLAN	TYNE & WEAR	81	Wed	18/09/02	0.519	0.259	0.778	
10	DC-03-A-01	DETACHED, POOLE	DORSET	51	Wed	16/07/08	0.510	0.333	0.843	
11	CF-03-A-01	MIXED HOUSES, CARDIFF	CARDIFF	222	Thu	17/10/02	0.509	0.185	0.694	
12	WO-03-A-01	DETACHED, BROMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.500	0.600	1.100	
13	LN-03-A-02	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.495	0.355	0.850	
14	FL-03-A-02	SEMI DETACHED, GLENROTHE	FIFE	58	Mon	16/05/05	0.483	0.224	0.707	
15	SF-03-A-02	SEMI DET./TERRACED, IPSW	SUFFOLK	230	Thu	24/05/07	0.478	0.248	0.726	
16	WO-03-A-05	TERRACED/DET., BROMSGROV	WORCESTERSHIRE	215	Thu	23/05/02	0.474	0.214	0.688	
17	WO-03-A-02	SEMI DETACHED, REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.458	0.229	0.687	
18	EX-03-A-01	SEMI-DET., STANFORD-LE-H	ESSEX	237	Tue	13/05/08	0.439	0.274	0.713	
19	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.437	0.169	0.606	
20	GM-03-A-08	SEMI DETACHED, STOCKPORT	GREATER MANCHESTER	247	Fri	12/10/01	0.429	0.259	0.688	
21	CW-03-A-02	SEMI D./DETACHED, TRURO	CORNWALL	73	Tue	18/09/07	0.425	0.219	0.644	
22	WS-03-A-03	SEMI D./TERRACED, NR CH	WEST SUSSEX	90	Fri	24/11/00	0.422	0.122	0.544	
23	FL-03-A-03	MIXED HOUSES, DUNFERMLIN	FIFE	155	Mon	30/04/07	0.419	0.245	0.664	
24	CF-03-A-03	DETACHED, CARDIFF	CARDIFF	29	Mon	08/10/07	0.414	0.241	0.655	
25	WO-03-A-06	DET./TERRACED, BROMSGROV	WORCESTERSHIRE	232	Thu	30/06/05	0.414	0.185	0.599	
26	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.411	0.213	0.626	
27	GS-03-A-01	SEMI D./TERRACED, GLOUCE	GLOUCESTERSHIRE	73	Tue	25/05/04	0.411	0.137	0.548	
28	TV-03-A-01	MIXED HOUSES/FLATS, HART	TEES VALLEY	225	Thu	14/04/05	0.409	0.209	0.618	
29	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.369	0.774	
30	CF-03-A-02	MIXED HOUSES, CARDIFF	CARDIFF	196	Fri	05/10/07	0.398	0.214	0.612	
31	NT-03-A-03	SEMI DETACHED, KIRKBY-IN-	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.396	0.307	0.705	
32	HI-03-A-11	BUNGALOWS, INVERNESS	HIGHLAND	85	Mon	05/06/06	0.376	0.141	0.517	
33	WL-03-A-01	SEMI D./TERRACED W. BASS	WILTSHIRE	99	Mon	02/10/06	0.374	0.141	0.515	
34	CH-03-A-05	DETACHED, CREWE	CHESHIRE	17	Tue	14/10/08	0.353	0.412	0.765	

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
							Arrivals	Departures	Totals	
35	BD-03-A-01	SEMI DETACHED, LUTON	BEDFORDSHIRE	131	Thu	08/07/04	0.351	0.183	0.534	
36	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.347	0.173	0.520	
37	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.342	0.203	0.545	
38	CP-03-A-02	SEMI DETACHED, PENGAM	CAERPHILLY	41	Mon	05/09/05	0.341	0.317	0.658	
39	GM-03-A-07	SEMI DETACHED, MANCHESTE	GREATER MANCHESTER	138	Fri	09/11/01	0.341	0.261	0.602	
40	CH-03-A-02	HOUSES/FLATS, CREWE	CHESHIRE	174	Tue	14/10/08	0.322	0.236	0.558	
41	CA-03-A-01	SEMI D./TERRACED, CAMBRI	CAMBRIDGESHIRE	124	Tue	06/02/01	0.315	0.218	0.533	
42	CW-03-A-01	TERRACED, PENZANCE	CORNWALL	13	Thu	30/06/05	0.308	0.154	0.462	
43	WR-03-A-01	SEMI DETACHED, WREXHAM	WREXHAM	82	Mon	05/07/04	0.305	0.098	0.403	
44	SC-03-A-03	DETACHED, EAST MOLESEY	SURREY	54	Tue	12/11/02	0.296	0.130	0.426	
45	ST-03-A-05	TERRACED/DETACHED, STOKE	STAFFORDSHIRE	14	Wed	26/11/08	0.286	0.214	0.500	
46 **	LE-03-A-01	DETACHED, MELTON MOWBRAY	LEICESTERSHIRE	11	Tue	03/05/05	0.273	0.182	0.455	
47	HF-03-A-01	MIXED HOUSES, IRLWYN GC	HERTFORDSHIRE	53	Fri	06/09/02	0.264	0.151	0.415	
48	ST-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK	77	Wed	23/05/07	0.247	0.169	0.416	
49	BD-03-A-02	SEMI DETACHED, LUTON	BEDFORDSHIRE	82	Tue	06/07/04	0.234	0.268	0.500	
50	NY-03-A-03	PRIVATE HOUSING, BOROUGH	NORTH YORKSHIRE	14	Mon	15/09/08	0.214	0.143	0.357	
51	NY-03-A-01	MIXED HOUSES, NORTHALLERT	NORTH YORKSHIRE	52	Tue	25/09/07	0.154	0.231	0.385	
52	CH-03-A-06	SEMI-DET./BUNGALOWS, CREW	CHESHIRE	129	Tue	14/10/08	0.132	0.140	0.272	
53	DS-03-A-01	SEMI D./TERRACED, DRONFI	DERBYSHIRE	20	Thu	27/06/06	0.100	0.150	0.250	
54	WM-03-A-02	DETACHED/SEMI D., STRBRI	WEST MIDLANDS	12	Wed	26/04/06	0.083	0.333	0.416	

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

VEHICLES

Ranking Type: **DEPARTURES** Time Range: 17:00-18:00
 15th Percentile = No. 46 (**)
 85th Percentile = No. 9 (**)

Median Values
 Arrivals: 0.454
 Departures: 0.222
 Totals: 0.675

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
							Arrivals	Departures	Totals	
1	WO-03-A-01	DETACHED, BROMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.500	0.600	1.100	
2	CH-03-A-05	DETACHED, CREWE	CHESHIRE	17	Tue	14/10/08	0.353	0.412	0.765	
3	CB-03-A-02	SEMI DETACHED, WORKINGTO	CUMBRIA	40	Mon	29/06/05	0.525	0.400	0.925	
4	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.369	0.774	
5	LN-03-A-02	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.495	0.355	0.850	
5	LC-03-A-29	DETACHED/SEMI D., BLACKB	LANCASHIRE	185	Tue	10/06/04	0.551	0.346	0.897	
7	ST-03-A-03	MIXED HOUSES, STAFFORD	STAFFORDSHIRE	224	Tue	04/07/00	0.531	0.335	0.866	
8	DC-03-A-01	DETACHED, POOLE	DORSET	51	Wed	16/07/08	0.510	0.333	0.843	
9 **	WM-03-A-02	DETACHED/SEMI D., STRBRI	WEST MIDLANDS	12	Wed	26/04/06	0.083	0.333	0.416	
10	WO-03-A-03	DETACHED, KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.556	0.319	0.877	
11	CP-03-A-02	SEMI DETACHED, PENGAM	CAERPHILLY	41	Mon	05/09/05	0.341	0.317	0.658	
12	NT-03-A-03	SEMI DETACHED, KIRKBY-IN-	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.398	0.307	0.705	
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17	GM-03-A-07	SEMI DETACHED, MANCHESTE	GREATER MANCHESTER	138	Fri	09/11/01	0.341	0.261	0.602	
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19	GM-03-A-08	SEMI DETACHED, STOCKPORT	GREATER MANCHESTER	247	Fri	12/10/01	0.429	0.259	0.688	
20	SP-03-A-02	SEMI DET., TERRACED, IPSW	SUFFOLK	230	Thu	24/05/07	0.478	0.248	0.726	
21	FL-03-A-03	MIXED HOUSES, DUNFERMLIN	FIFE	155	Mon	30/04/07	0.449	0.245	0.694	
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26	SP-03-A-03	MIXED HOUSES, BURY ST ED	SUFFOLK	101	Mon	15/05/06	0.525	0.228	0.753	
27	FL-03-A-02	SEMI DETACHED, GLENROTHE	FIFE	58	Mon	16/05/05	0.483	0.224	0.707	
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31	ST-03-A-05	TERRACED/DETACHED, STOKE	STAFFORDSHIRE	14	Wed	26/11/08	0.286	0.214	0.500	
32	WO-03-A-05	TERRACED/DET., BROMSGROV	WORCESTERSHIRE	215	Thu	23/05/02	0.474	0.214	0.688	
33	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.413	0.213	0.626	
34	TV-03-A-01	MIXED HOUSES/FLATS, HART	TEES VALLEY	225	Thu	14/04/05	0.409	0.209	0.618	

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
							Arrivals	Departures	Totals	
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36	WO-03-A-06	DET./TERRACED, BROMSGROV	WORCESTERSHIRE	232	Thu	30/06/05	0.414	0.185	0.599	
37	CF-03-A-01	MIXED HOUSES, CARDIFF	CARDIFF	222	Thu	17/10/02	0.509	0.185	0.694	
38	BD-03-A-01	SEMI DETACHED, LUTON	BEDFORDSHIRE	131	Thu	08/07/04	0.351	0.183	0.534	
39	LE-03-A-01	DETACHED, MELTON MOWBRAY	LEICESTERSHIRE	11	Tue	03/05/05	0.273	0.182	0.455	
40	EA-03-A-01	DETACHED, KILMARNOCK	EAST AYRSHIRE	39	Thu	05/06/08	0.667	0.179	0.846	
41	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.347	0.173	0.520	
42	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.437	0.169	0.606	
43	SP-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK	77	Wed	23/05/07	0.247	0.169	0.416	
44	CW-03-A-01	TERRACED, PENZANCE	CORNWALL	13	Thu	30/06/05	0.308	0.154	0.462	
45	HF-03-A-01	MIXED HOUSES, WELWYN GC	HERTFORDSHIRE	53	Fri	06/09/02	0.264	0.151	0.415	
46 **	DS-03-A-01	SEMI D./TERRACED, DRONFI	DERBYSHIRE	20	Thu	22/06/06	0.100	0.150	0.250	
47	NY-03-A-03	PRIVATE HOUSING, BOROUGH	NORTH YORKSHIRE	14	Mon	15/09/08	0.214	0.143	0.357	
48	WL-03-A-01	SEMI D./TERRACED W. BASS	WILTSHIRE	99	Mon	02/10/06	0.374	0.141	0.515	
49	HI-03-A-11	BUNGALOWS, INVERNESS	HIGHLAND	85	Mon	05/06/06	0.376	0.141	0.517	
50	CH-03-A-06	SEMI-DET./BUNGALOWS, CREW	CHESHIRE	129	Tue	14/10/08	0.132	0.140	0.272	
51	GS-03-A-01	SEMI D./TERRACED, GLOUCE	GLOUCESTERSHIRE	73	Tue	25/05/04	0.411	0.137	0.548	
52	SC-03-A-03	DETACHED, EAST MOLESEY	SURREY	54	Tue	12/11/02	0.296	0.130	0.426	
53	WS-03-A-03	SEMI D./TERRACED, NR CH'	WEST SUSSEX	90	Fri	24/11/00	0.422	0.122	0.544	
54	WR-03-A-01	SEMI DETACHED, WREXHAM	WREXHAM	82	Mon	05/07/04	0.305	0.098	0.403	

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Range: 10 to 247 (units:)

Public Transport Provision:
 Selection by: Include all surveys

Date Range: 01/01/00 to 26/11/08

Selected Survey Days:
 Monday 14 days
 Tuesday 14 days
 Wednesday 5 days
 Thursday 10 days
 Friday 6 days

Selected Survey Dates:
 Manual count 48 days
 Directional ATC Count 8 days

Selected Locations:
 Edge of Town Centre 3
 Suburban Area (PMS Out of Centre) 21
 Edge of Town 24
 Neighbourhood Centre (PMS Local Centre) 1

Selected Location Sub-Categories:
 Residential Zone 38
 Out of Town 1
 No Sub Category 10

Filtering Stage 4 selection:

Use Class:
 C3 48 days

Population within 1 mile:
 1,001 to 5,000 3 days
 5,001 to 10,000 6 days
 10,001 to 15,000 13 days
 15,001 to 20,000 14 days
 20,001 to 25,000 5 days
 25,001 to 50,000 9 days

Population within 5 miles:
 5,001 to 15,000 3 days
 15,001 to 50,000 7 days
 50,001 to 75,000 3 days
 75,001 to 100,000 7 days
 100,001 to 125,000 7 days
 125,001 to 250,000 13 days
 250,001 to 500,000 7 days
 500,001 or More 2 days

Car ownership within 5 miles:
 0.5 or Less 1 day
 0.6 to 1.0 24 days
 1.1 to 1.5 23 days
 1.6 to 2.0 1 day

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected Locations and Dates:

02 SOUTH EAST	BD REDFORDSHIRE	2 days
	EX ESSEX	1 days
	HP HERTFORDSHIRE	1 days
	SC SURREY	1 days
03 SOUTH WEST	CW CORNWALL	2 days
	GS GLOUCESTERSHIRE	1 days
	WL WILTSHIRE	1 days
04 EAST ANGLIA	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	3 days
05 EAST MIDLANDS	DE DERRYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06 WEST MIDLANDS	ST STAFFORDSHIRE	2 days
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	4 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	NY NORTH YORKSHIRE	3 days
08 NORTH WEST	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	2 days
09 NORTH	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
10 WALES	CF CARDIFF	3 days
	CP CAERPHILLY	1 days
	WR WREXHAM	1 days
11 SCOTLAND	EA EAST Ayrshire	1 days
	FI FIFE	2 days
	HI HIGHLAND	1 days
	SR STIRLING	1 days

Filtering Stage 4 Selection (Cont.):

Leaves/Plots:
 Not Known
 No

7 days
 42 days

LIST OF SITES relevant to selection criteria:

1	BD-03-A-01 NEW BEDFORD ROAD LUTON	SEMI DETACHED, LUTON	BEDFORDSHIRE
2	Total Number of dwellings: 131 BD-03-A-02 RIDDY LAINE LUTON	SEMI DETACHED, LUTON	BEDFORDSHIRE
3	Total Number of dwellings: 87 CA-03-A-01 FALLOWFIELD CHESTERTON CAMBRIDGE	SEMI D./TERRACED, CAMBRIDGE	CAMBRIDGESHIRE
4	Total Number of dwellings: 124 CB-03-A-02 HAWKSHED AVENUE WORKINGTON	SEMI DETACHED, WORKINGTON	CUMBRIA
5	Total Number of dwellings: 40 CF-03-A-01 VIRGIL STREET MINIAN PARK CARDIFF	MIXED HOUSES, CARDIFF	CARDIFF
6	Total Number of dwellings: 222 CF-03-A-02 DROPE ROAD CARDIFF	MIXED HOUSES, CARDIFF	CARDIFF
7	Total Number of dwellings: 196 CF-03-A-03 LAMTRISANT ROAD CARDIFF	DETACHED, CARDIFF	CARDIFF
8	Total Number of dwellings: 29 CH-03-A-05 SYDNEY ROAD STONEY CREWE	DETACHED, CREWE	CHESHIRE
9	Total Number of dwellings: 17 CH-03-A-06 CREWE ROAD CREWE	SEMI-DET./BUNGALOWS, CREWE	CHESHIRE
10	Total Number of dwellings: 125 CP-03-A-02 THE RISE PENGAM	SEMI DETACHED, PENGAM	CAERPHILLY
11	Total Number of dwellings: 41 CW-03-A-01 ALVERTON ROAD PENANCE	TERRACED, PENANCE	CORNWALL
12	Total Number of dwellings: 13 CW-03-A-02 BOSHEAN GARDENS TRURO	SEMI D./DETACHED, TRURO	CORNWALL
	Total Number of dwellings: 73		

LIST OF SITES relevant to selection parameters (Cont.)

13	DS-03-A-01 THE AVENUE HOLMESDALE DRONFIELD	SEMI D./TERRACED, DRONFIELD	20	DERBYSHIRE
14	Total Number of dwellings: EA-03-A-01 TALSKER AVENUE	DETACHED, KILMARNOCK	20	EAST Ayrshire
15	Total Number of dwellings: EK-03-A-01 MILTON ROAD CORRINGHAM STANFORD-LE-HOPE	SEMI-DET., STANFORD-LE-HOPE	39	ESSEX
16	Total Number of dwellings: FI-03-A-02 WAROUT ROAD	SEMI DETACHED, GLENROTHES	237	FIFE
17	Total Number of dwellings: FI-03-A-03 WOORWILL ROAD	MIXED HOUSES, DUMFERMLINE	58	FIFE
18	Total Number of dwellings: GM-03-A-07 MILFORD DRIVE LYVENSHULME MANCHESTER	SEMI DETACHED, MANCHESTER	155	GREATER MANCHESTER
19	Total Number of dwellings: GM-03-A-08 ELM TREE ROAD LOWER BREDBURY STOCKPORT	SEMI DETACHED, STOCKPORT	138	GREATER MANCHESTER
20	Total Number of dwellings: GS-03-A-01 KINGSHOLM ROAD GLOUCESTER	SEMI D./TERRACED, GLOUCESTER	247	GLOUCESTERSHIRE
21	Total Number of dwellings: HR-03-A-01 LONGROFT LANE	MIXED HOUSES, WELWYN GC	73	HERTFORDSHIRE
22	WELWYN GARDEN CITY Total Number of dwellings: RI-03-A-11 STEVENSON ROAD IRFRESH	BUNGALOWS, INVERNESS	53	HIGHLAND
23	Total Number of dwellings: LC-03-A-22 CLIFTON DRIVE NORTH	BUNGALOWS, BLACKPOOL	85	LANCASHIRE
24	BLACKPOOL Total Number of dwellings: LC-03-A-29 REVIDGE ROAD FOUR LANE ENDS BLACKBURN	DETACHED/SEMI D., BLACKBURN	98	LANCASHIRE
	Total Number of dwellings:		385	

LIST OF SITES relevant to selection parameters (Cont.)

25	LE-03-A-01 REDWOOD AVENUE	DETACHED, MELTON MOWBRAY		LEICESTERSHIRE
26	MELTON MOWBRAY Total Number of dwellings: LN-03-A-01 BRANT ROAD BRACEBRIDGE LINCOLN	MIXED HOUSES, LINCOLN	11	LINCOLNSHIRE
27	Total Number of dwellings: LN-03-A-02 HYGEMAN ROAD	MIXED HOUSES, LINCOLN	150	LINCOLNSHIRE
28	LINCOLN Total Number of dwellings: NY-03-A-03 BRD38 SUTTON ROAD	SEMI DETACHED, KIRKBY-IN-ASHFED	186	NOTTINGHAMSHIRE
29	KIRKBY-IN-ASHFIELD Total Number of dwellings: NY-03-A-01 GRANHAM SCHOOL LAWE	MIXED HOUSES, NORTHALLERTON	366	NORTH YORKSHIRE
30	NORTHALLERTON Total Number of dwellings: NY-03-A-03 NEW ROW	PRIVATE HOUSING, BOROUGHBRIDGE	52	NORTH YORKSHIRE
31	BOROUGHBRIDGE Total Number of dwellings: NY-03-A-05 BOROUGHBRIDGE ROAD	HOUSES AND FLATS, RIPON	14	NORTH YORKSHIRE
32	RIPON Total Number of dwellings: SC-03-A-03 A3050 HURST ROAD HURST PARK EAST MOLESLEY	DETACHED, EAST MOLESLEY	71	SURREY
33	Total Number of dwellings: SF-03-A-01 RACECOURSE IPSWICH	SEMI DETACHED, IPSWICH	54	SUFFOLK
34	Total Number of dwellings: SF-03-A-02 MAIDENHALL	SEMI DET./TERRACED, IPSWICH	77	SUFFOLK
35	Total Number of dwellings: SF-03-A-03 BARTON HILL FORNHAM ST MARTIN BURY ST EDMUNDS	MIXED HOUSES, BURY ST EDMUNDS	230	SUFFOLK
36	Total Number of dwellings: SR-03-A-01 BENVIEW STIRLING	DETACHED, STIRLING	101	STIRLING
	Total Number of dwellings:		115	

LIST OF SITES relevant to selection parameters (Cont.)

37	ST-03-A-03 QUEENSVILLE	MIXED HOUSES, STAFFORD	STAFFORDSHIRE
	STAFFORD		
	Total Number of dwellings:	224	
38	ST-03-A-05 WATERMEET GROVE	TERRACED/DETACHED, STONE	STAFFORDSHIRE
	ETURJA		
	STONE-ON-TRENT		
	Total Number of dwellings:	14	
39	TV-03-A-01 POWLETT ROAD	MIXED HOUSES/FLATS, HARTLEPL	TEES VALLEY
	HARTLEPOOL		
	Total Number of dwellings:	225	
40	TW-03-A-01 LEECHWERE ROAD	SEMI DETACHED, SUNDERLAND	TYNE & WEAR
	HILLVIEW		
	SUNDERLAND		
	Total Number of dwellings:	81	
41	WL-03-A-01 MAPLE DRIVE	SEMI D./TERRACED W. BASSETT	WILTSHIRE
	WOOTTON BASSETT		
	Total Number of dwellings:	99	
42	WM-03-A-01 FOLESHILL ROAD	TERRACED, COVENTRY	WEST MIDLANDS
	FOLESHILL		
	COVENTRY		
	Total Number of dwellings:	79	
43	WM-03-A-02 HEATH STREET	DETACHED/SEMI D., STRBRIDGE	WEST MIDLANDS
	STOURBRIDGE		
	Total Number of dwellings:	12	
44	WM-03-A-03 BASELEY WAY	MIXED HOUSING, COVENTRY	WEST MIDLANDS
	ROWLEY'S GREEN		
	COVENTRY		
	Total Number of dwellings:	84	
45	WO-03-A-01 MARLBOROUGH AVENUE	DETACHED, BROMSGROVE	WORCESTERSHIRE
	ASTON FIELDS		
	BROMSGROVE		
	Total Number of dwellings:	10	
46	WO-03-A-02 MEADOWHILL ROAD	SEMI DETACHED, REDDITCH	WORCESTERSHIRE
	REDDITCH		
	Total Number of dwellings:	46	
47	WO-03-A-03 BLAKEBROOK	DETACHED, KIDDERMINSTER	WORCESTERSHIRE
	KIDDERMINSTER		
	Total Number of dwellings:	138	
48	WO-03-A-06 ASTON FIELDS	DET./TERRACED, BROMSGROVE	WORCESTERSHIRE
	ST GODWALDS ROAD		
	BROMSGROVE		
	Total Number of dwellings:	232	

LIST OF SITES relevant to selection parameters (Cont.)

49	WR-03-A-01 MOLD ROAD	SEMI DETACHED, WREXHAM	WREXHAM
	RHOESDU		
	WREXHAM		
	Total Number of dwellings:	82	

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Tip Rate	No. Days	Ave. DWELLS	Tip Rate	No. Days	Ave. DWELLS	Tip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	49	103	0.009	49	103	0.014	98	103	0.023
08:00 - 09:00	49	103	0.009	49	103	0.023	98	103	0.032
09:00 - 10:00	49	103	0.005	49	103	0.006	98	103	0.011
10:00 - 11:00	49	103	0.004	49	103	0.005	98	103	0.009
11:00 - 12:00	49	103	0.005	49	103	0.004	98	103	0.012
12:00 - 13:00	49	103	0.007	49	103	0.003	98	103	0.010
13:00 - 14:00	49	103	0.004	49	103	0.003	98	103	0.007
14:00 - 15:00	49	103	0.007	49	103	0.003	98	103	0.010
15:00 - 16:00	49	103	0.018	49	103	0.010	98	103	0.028
16:00 - 17:00	49	103	0.018	49	103	0.013	98	103	0.031
17:00 - 18:00	49	103	0.018	49	103	0.012	98	103	0.030
18:00 - 19:00	49	103	0.012	49	103	0.010	98	103	0.022
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.116			0.108			0.224

Parameter summary
 Trip rate parameter range selected: 10 - 247 (units:)
 Survey date date range: 01/01/00 - 26/11/08
 Number of weekdays (Monday-Friday): 49
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Tip Rate	No. Days	Ave. DWELLS	Tip Rate	No. Days	Ave. DWELLS	Tip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	49	103	0.080	49	103	0.286	98	103	0.366
08:00 - 09:00	49	103	0.158	49	103	0.444	98	103	0.602
09:00 - 10:00	49	103	0.177	49	103	0.229	98	103	0.406
10:00 - 11:00	49	103	0.155	49	103	0.189	98	103	0.344
11:00 - 12:00	49	103	0.187	49	103	0.174	98	103	0.361
12:00 - 13:00	49	103	0.210	49	103	0.190	98	103	0.400
13:00 - 14:00	49	103	0.199	49	103	0.194	98	103	0.393
14:00 - 15:00	49	103	0.196	49	103	0.192	98	103	0.388
15:00 - 16:00	49	103	0.304	49	103	0.221	98	103	0.525
16:00 - 17:00	49	103	0.346	49	103	0.215	98	103	0.563
17:00 - 18:00	49	103	0.417	49	103	0.239	98	103	0.656
18:00 - 19:00	49	103	0.301	49	103	0.244	98	103	0.545
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.732			2.817			5.549

Parameter summary
 Trip rate parameter range selected: 10 - 247 (units:)
 Survey date date range: 01/01/00 - 26/11/08
 Number of weekdays (Monday-Friday): 49
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	49	103	0.025	49	103	0.051	49	103	0.076
08:00 - 09:00	49	103	0.046	49	103	0.190	49	103	0.236
09:00 - 10:00	49	103	0.049	49	103	0.058	49	103	0.107
10:00 - 11:00	49	103	0.032	49	103	0.047	49	103	0.079
11:00 - 12:00	49	103	0.049	49	103	0.046	49	103	0.095
12:00 - 13:00	49	103	0.046	49	103	0.039	49	103	0.085
13:00 - 14:00	49	103	0.043	49	103	0.048	49	103	0.091
14:00 - 15:00	49	103	0.041	49	103	0.045	49	103	0.086
15:00 - 16:00	49	103	0.179	49	103	0.073	49	103	0.352
16:00 - 17:00	49	103	0.059	49	103	0.062	49	103	0.161
17:00 - 18:00	49	103	0.071	49	103	0.054	49	103	0.125
18:00 - 19:00	49	103	0.063	49	103	0.062	49	103	0.125
19:00 - 20:00	1	29	0.069	1	29	0.034	1	29	0.103
20:00 - 21:00	1	29	0.034	1	29	0.000	1	29	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.846			0.809			1.655

Parameter summary
 Trip rate parameter range selected: 10 - 247 (units:)
 Survey date date range: 01/01/00 - 26/11/08
 Number of weekdays (Monday-Friday): 49
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	49	103	0.001	49	103	0.018	49	103	0.019
08:00 - 09:00	49	103	0.007	49	103	0.033	49	103	0.040
09:00 - 10:00	49	103	0.006	49	103	0.012	49	103	0.018
10:00 - 11:00	49	103	0.005	49	103	0.008	49	103	0.014
11:00 - 12:00	49	103	0.008	49	103	0.010	49	103	0.017
12:00 - 13:00	49	103	0.007	49	103	0.010	49	103	0.017
13:00 - 14:00	49	103	0.009	49	103	0.006	49	103	0.015
14:00 - 15:00	49	103	0.007	49	103	0.005	49	103	0.012
15:00 - 16:00	49	103	0.019	49	103	0.008	49	103	0.027
16:00 - 17:00	49	103	0.017	49	103	0.006	49	103	0.023
17:00 - 18:00	49	103	0.018	49	103	0.005	49	103	0.023
18:00 - 19:00	49	103	0.012	49	103	0.004	49	103	0.016
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.116			0.126			0.242

Parameter summary
 Trip rate parameter range selected: 10 - 247 (units:)
 Survey date date range: 01/01/00 - 26/11/08
 Number of weekdays (Monday-Friday): 49
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : 8 - HOUSES FOR RENT
VEHICLES

Selected regions and areas:

02 SOUTH EAST	1 days
03 SOUTH WEST	1 days
04 EAST ANGLIA	1 days
06 WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	1 days
09 NORTH	1 days
11 SCOTLAND	2 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Range: 11 to 299 (units:)

Public Transport Provisions:

Include all surveys

Date Range: 01/01/00 to 28/09/07

Selected survey days:

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

Selected survey bases:

Manual count	10 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PP55 Out of Centres)	4
Edge of Town	3
Neighbourhood Centre (PP56 Local Centres)	1

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	1
Village	1
No Sub Category	4

Filtering Stage 4 selection:

Use Class:
 C3

Population within 1 mile:

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

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	2 days

Travel Plan:
 Not known
 No

LIST OF SITES assigned to selected parameters

- | | | |
|----|--|-----------------|
| 1 | CB-03-B-01
VICTORIA ROAD
BOTCHERY
CARLISLE | CUMBRIA |
| 2 | DH-03-B-01
BLACKGATE WAY | DURHAM |
| 3 | COXHOE
Total Number of dwellings: 135
SEMI DETACHED, COXHOE
BLACKGATE WAY | DEVON |
| 4 | DV-03-B-01
HAY DRIVE | EAST SUSSEX |
| 5 | PLYMOUTH
Total Number of dwellings: 35
BUNGALOWS, HAILSHAM
BOWLEY ROAD | MORAY |
| 6 | HAILSHAM
Total Number of dwellings: 14
SEMI DETACHED, ELGIN
HAWTHORN ROAD | MORAY |
| 7 | ELGIN
Total Number of dwellings: 15
BUNGALOWS, ELGIN
PLUSCARTEN ROAD | NORTH YORKSHIRE |
| 8 | NY-03-B-01
NORTHALLERTON ROAD
HIRSK | SUFFOLK |
| 9 | LOWESTOFT
Total Number of dwellings: 280
SEMI D./TERRACED, LOWESTOFT
A1144 ST PETERS STREET | WORCESTERSHIRE |
| 10 | LEEDS
Total Number of dwellings: 25
TERRACED, LEEDS
LINCOLN GREEN ROAD | WEST YORKSHIRE |

TRIP RATE for Land Use 03 - RESIDENTIAL/B - HOUSES FOR RENT

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. DVEs	Ave. DWELLS	Trips Rate	No. DVEs	Ave. DWELLS	Trips Rate	No. DVEs	Ave. DWELLS	Trips Rate
06:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	10	75	0.061	10	75	0.142	10	75	0.203
08:00 - 09:00	10	75	0.118	10	75	0.215	10	75	0.333
09:00 - 10:00	10	75	0.130	10	75	0.124	10	75	0.254
10:00 - 11:00	10	75	0.139	10	75	0.130	10	75	0.269
11:00 - 12:00	10	75	0.147	10	75	0.140	10	75	0.287
12:00 - 13:00	10	75	0.124	10	75	0.150	10	75	0.274
13:00 - 14:00	10	75	0.172	10	75	0.143	10	75	0.315
14:00 - 15:00	10	75	0.142	10	75	0.167	10	75	0.309
15:00 - 16:00	10	75	0.205	10	75	0.180	10	75	0.389
16:00 - 17:00	10	75	0.205	10	75	0.191	10	75	0.396
17:00 - 18:00	10	75	0.249	10	75	0.166	10	75	0.415
18:00 - 19:00	10	75	0.156	10	75	0.123	10	75	0.279
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:	0	0	1.852	0	0	1.871	0	0	3.723

Parameter summary

Trip rate parameter range selected: 11 - 295 (units:)
 Survey date date range: 01/01/00 - 26/09/07
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0