Appendix D: Accident Data

Full Confidential Accident Report

Date Produced: *17-Feb-15*

Set Name (if saved) : 19680 **Set Total :** 4

Accident Details:

Acc Ref:	2014-4100A0215	**1st / 2nd Rd:**	A1250/1 U424/10	**Jun Detail:**	T	**Weather:**	Fine	**Num Cas:**	2
Day of Week:	Tue	**Parish:**	Bishopss	**Jun Control:**	Gwy/unct	**Light:**	Daystlts	**Num Peds:**	0
Date:	15/04/2014 17:49:00	**District:**	EHerts	**Spec Conditions:**	None	**Road Surface:**	Dry	**Num Vehicles:**	2
Acc Severity:	Slight	**Speed Limit:**	30mph	**C/way Hazard:**	None	**C/way Type:**	Single	**Ped Xing:**	Npernox

A1250 Dunmow Road Bishops Stortford J/w U424 Shortcroft **On Site:** Yes

Both Vs Cars Trav East On Dunmow Road. V2 Stops Waiting To Turn Right Into Shortcroft & V1 Has Collided With Rear V2

Easting: 550611 **Northing:** 221583

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Newdrivr	Flookdri				

Casualty Details

Acc Ref:	2014-4100A0215	**Cas Class:**	Driver	**Car Passenger:**	No	**Cas Severity:**	Slight	**Ped Movement:**	Notped
Veh Ref:	1	**Cas Age:**	18	**PSV Passenger:**	No	**Road User Class:**	Car Users	**Ped Location:**	Notped
Cas Ref:	1	**Cas Gender:**	Male	**Seat Belt:**	Yes	**School Pupil:**	Other	**Ped Work on Rd:**	
Acc Ref:	2014-4100A0215	**Cas Class:**	Driver	**Car Passenger:**	No	**Cas Severity:**	Slight	**Ped Movement:**	Notped
Veh Ref:	2	**Cas Age:**	50	**PSV Passenger:**	No	**Road User Class:**	Car Users	**Ped Location:**	Notped
Cas Ref:	2	**Cas Gender:**	Female	**Seat Belt:**	Yes	**School Pupil:**	Other	**Ped Work on Rd:**	

Vehicle Details

Acc Ref:	140778	**Maneouvre:**	Ahead	**Skiding:**	Skidded	**Impact Point:**	Front	**Driver Breath Test:**	Notreq	**Driver Age:**	18
Veh Ref:	1	**Location:**	Carw	**Object in Cway:**	None	**From:**	W	**Hit and Run:**	Nothtrun		
Veh Type:	Car+3whl	**Junction:**	Approach	**Object off Cway**	None	**To:**	E	**Driver Gender:**	Male		
Foreign Veh:	Notfrv	**Towing;**	None	**velcwy**	No	**J Purpose:**	Tofrowrk	**Driver Severity:**	Slight		

Acc Ref:		**Maneouvre:**	Waitrigh	**Skiding:**	None	**Impact Point:**	Back	**Driver Breath Test:**	Notreq	**Driver Age:**	50
Veh Ref:	2	**Location:**	Carw	**Object in Cway:**	None	**From:**	W	**Hit and Run:**	Nothtrun		
Veh Type:	Car+3whl	**Junction:**	Approach	**Object off Cway**	None	**To:**	S	**Driver Gender:**	Female		
Foreign Veh:	Notfrv	**Towing;**	None	**velcwy**	No	**J Purpose:**	Other	**Driver Severity:**	Slight		

Accident Details:

Acc Ref:	2013-4100A0260	**1st / 2nd Rd:**	C125/10	**Jun Detail:**	Notjunct	**Weather:**	Fine	**Num Cas:**	1
Day of Week:	Tue	**Parish:**	Bishopss	**Jun Control:**	Notjunct	**Light:**	Daystlts	**Num Peds:**	1
Date:	30/04/2013 15:32:00	**District:**	EHerts	**Spec Conditions:**	None	**Road Surface:**	Dry	**Num Vehicles:**	1
Acc Severity:	Slight	**Speed Limit:**	30mph	**C/way Hazard:**	None	**C/way Type:**	Single	**Ped Xing:**	Nperpelx

C125 Parsonage Lane, Bishop's Stortford, Pelican Xing O/s Birchwood School,approx 100m Nw Rbt J/w A1250 Dunmow Road **On Site:** Yes

V1 Car Trav Se On Parsonage Lane When Ped Stepped Out Into C/way On Xing From N/s V1 And V1 Ran Over Foot

Easting: 550439 **Northing:** 221670

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
C 1	B	Flookped					

Casualty Details

Acc Ref:	2013-4100A0260	**Cas Class:**	Pedestri	**Car Passenger:**	Ped	**Cas Severity:**	Slight	**Ped Movement:**	Xnrside
Veh Ref:	1	**Cas Age:**	14	**PSV Passenger:**	Ped	**Road User Class:**	Pedestrians	**Ped Location:**	Pedcross
Cas Ref:	1	**Cas Gender:**	Female	**Seat Belt:**	Notapp	**School Pupil:**	Toorfrom	**Ped Work on Rd:**	No

Vehicle Details

Acc Ref:	138259	**Maneouvre:**	Ahead	**Skiding:**	None	**Impact Point:**	Nearside	**Driver Breath Test:**	Negati	**Driver Age:**	19
Veh Ref:	1	**Location:**	Carw	**Object in Cway:**	None	**From:**	Nw	**Hit and Run:**	Nothtrun		
Veh Type:	Car+3whl	**Junction:**	Notjunct	**Object off Cway**	None	**To:**	Se	**Driver Gender:**	Male		
Foreign Veh:	Notfrv	**Towing;**	None	**velcwy**	No	**J Purpose:**	Tofrowrk	**Driver Severity:**	None		

Accident Details:

Acc Ref:	2013-4100A0197	**1st / 2nd Rd:**	A1250/1 U1568/1	**Jun Detail:**	T	**Weather:**	Fine	**Num Cas:**	1
Day of Week:	Fri	**Parish:**	Bishopss	**Jun Control:**	Gwy/unct	**Light:**	Darklit	**Num Peds:**	0
Date:	12/04/2013 21:45:00	**District:**	EHerts	**Spec Conditions:**	None	**Road Surface:**	Dry	**Num Vehicles:**	1
Acc Severity:	Serious	**Speed Limit:**	30mph	**C/way Hazard:**	None	**C/way Type:**	Single	**Ped Xing:**	Nperpelx

A1250 Dunmow Road, Bishop's Stortford J/w Brooke Gardens

On Site: Yes

V1 Hgv Artic Trav Ne On Dunmow Road Left C/way O/s Colliding With Roadside Furniture

Easting: 550066 **Northing:** 221157

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Illdrivr					
V 1	B		Distrcin				

Casualty Details

Acc Ref:	2013-4100A0197	**Cas Class:**	Driver	**Car Passenger:**	No	**Cas Severity:**	Serious	**Ped Movement:**	Notped
Veh Ref:	1	**Cas Age:**	59	**PSV Passenger:**	No	**Road User Class:**	Goods Vehicles	**Ped Location:**	Notped
Cas Ref:	1	**Cas Gender:**	Male	**Seat Belt:**	Unknown	**School Pupil:**	Other	**Ped Work on Rd:**	

Vehicle Details

Acc Ref:	138252	**Maneouvre:**	Ahead	**Skiding:**	None	**Impact Point:**	Front	**Driver Breath Test:**	Ntprov	**Driver Age:**	59
Veh Ref:	1	**Location:**	Carw	**Object in Cway:**	None	**From:**	Sw	**Hit and Run:**	Nothtrun		
Veh Type:	Gdhvwght	**Junction:**	Middle	**Object off Cway**	Sign/ats	**To:**	Ne	**Driver Gender:**	Male		
Foreign Veh:	Notfrv	**Towing;**	Articula	**velcwy**	Offside	**J Purpose:**	Work	**Driver Severity:**	Serious		

Accident Details:

Acc Ref:	2012-4100A0581	**1st / 2nd Rd:**	A1250/1 U351/10	**Jun Detail:**	T	**Weather:**	Rain	**Num Cas:**	1
Day of Week:	Mon	**Parish:**	Bishopss	**Jun Control:**	Gwy/unct	**Light:**	Daystlts	**Num Peds:**	0
Date:	10/09/2012 11:40:00	**District:**	EHerts	**Spec Conditions:**	None	**Road Surface:**	Wet	**Num Vehicles:**	1
Acc Severity:	Slight	**Speed Limit:**	30mph	**C/way Hazard:**	None	**C/way Type:**	Single	**Ped Xing:**	Npernox

A1250 Dunmow Road, Bishop's Stortford J/w Haymeads Lane.

On Site: Yes

V1 Car Trav Sw On Dunmow Road Mounted N/s Kerb At J/w Haymeads Lane, Crossed Jct & Collided With Railings.

Easting: 549994 **Northing:** 221123

Contributory Factors

Participant	Confidence	Factor 1	2	3	4	5	6
V 1	A	Lostcont					

Casualty Details

Acc Ref:	2012-4100A0581	**Cas Class:**	Driver	**Car Passenger:**	No	**Cas Severity:**	Slight	**Ped Movement:**	Notped
Veh Ref:	1	**Cas Age:**	81	**PSV Passenger:**	No	**Road User Class:**	Car Users	**Ped Location:**	Notped
Cas Ref:	1	**Cas Gender:**	Male	**Seat Belt:**	Unknown	**School Pupil:**	Other	**Ped Work on Rd:**	

Vehicle Details

Acc Ref:	137662	**Maneouvre:**	Ahead	**Skiding:**	None	**Impact Point:**	Front	**Driver Breath Test:**	Notreq	**Driver Age:**	81
Veh Ref:	1	**Location:**	Carw	**Object in Cway:**	Kerb	**From:**	Ne	**Hit and Run:**	Nothtrun		
Veh Type:	Car+3whl	**Junction:**	Middle	**Object off Cway**	Otherobj	**To:**	Sw	**Driver Gender:**	Male		
Foreign Veh:	Notfrv	**Towing;**	None	**velcwy**	Nearside	**J Purpose:**	Other	**Driver Severity:**	Slight		

A1250 Dunmow Road
Bishop's Stortford

Legend

Accidents by Severity
from 1 Nov 2011 to 31 Oct 2014

- Fatal
- Serious
- Slight
- Selection Boundary

N
W E
S

Bishop's Stortford Golf Course

Hertfordshire

File.	HC_G-52028.Y2 19680		
	Prepared	Checked	Approved
Initials	ACN	ACN	
Date	17/02/2015	17/02/2015	

© Crown copyright and database rights 2015 Ordnance Survey 100019606.
Use of this data is subject to terms and conditions
You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Appendix E: TRICS data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	3 days
	HC	HAMPSHIRE	1 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	2 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 48 to 342 (units:)
Range Selected by User: 14 to 1412 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 01/10/14

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	5 days
Thursday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	6
Village	2

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

Filtering Stage 3 selection:

Use Class:

C3	9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days
1.6 to 2.0	4 days

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

Travel Plan:

Yes	6 days
No	3 days

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

LIST OF SITES relevant to selection parameters

1 **ES-03-M-03** **MIXED HOUSES** **EAST SUSSEX**
FIELD END

MARESFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 68
Survey date: WEDNESDAY *02/10/13* *Survey Type: MANUAL*

2 **ES-03-M-05** **HOUSES & FLATS** **EAST SUSSEX**
A26 CROWBOROUGH RD
FIVE ASH DOWN VILLAGE

NEAR UCKFIELD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 138
Survey date: MONDAY *30/06/14* *Survey Type: MANUAL*

3 **ES-03-M-06** **MIXED HOUSES** **EAST SUSSEX**
FIELD END

MARESFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 80
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

4 **HC-03-M-04** **HOUSES & FLATS** **HAMPSHIRE**
HUNTS POND ROAD
TITCHFIELD
NEAR FAREHAM
Edge of Town
Residential Zone
Total Number of dwellings: 282
Survey date: TUESDAY *11/12/12* *Survey Type: MANUAL*

5 **HE-03-M-01** **SEMI D./TERRACED** **HEREFORDSHIRE**
WHITECROSS ROAD
WIDEMARSH
HEREFORD
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Number of dwellings: 57
Survey date: WEDNESDAY *01/03/06* *Survey Type: MANUAL*

6 **SC-03-M-02** **HOUSES & FLATS** **SURREY**
DEEPCUT BRIDGE ROAD
DEEPCUT
NEAR FRIMLEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 342
Survey date: WEDNESDAY *10/02/10* *Survey Type: MANUAL*

7 **SC-03-M-07** **HOUSES/FLATS** **SURREY**
EPSOM ROAD

GUILDFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 199
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **WS-03-M-03** **TERRACED & FLATS** **WEST SUSSEX**
UPPER SHOREHAM ROAD

SHOREHAM BY SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 48
Survey date: WEDNESDAY 18/04/12 Survey Type: MANUAL

9 **WS-03-M-04** **HOUSES & FLATS** **WEST SUSSEX**
SUMMERSDALE ROAD

CHICHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 214
Survey date: THURSDAY 08/05/14 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BR-03-M-01	More Public Transport than the site
BR-03-M-02	More Public Transport than the site
DV-03-M-01	More Public Transport than the site
ES-03-M-04	More Public Transport than the site
KC-03-M-01	More Public Transport than the site
LE-03-M-01	More Public Transport than the site
MS-03-M-01	More Public Transport than the site
MS-03-M-02	More Public Transport than the site
MS-03-M-03	More Public Transport than the site
NY-03-M-03	Less Public Transport than the site
RE-03-M-01	More Public Transport than the site
SC-03-M-01	More Public Transport than the site
SC-03-M-03	More Public Transport than the site
SC-03-M-05	Less Public Transport than the site
SC-03-M-06	More Public Transport than the site

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	159	0.082	9	159	0.268	9	159	0.350
08:00 - 09:00	9	159	0.126	**9**	**159**	**0.381**	**9**	**159**	**0.507**
09:00 - 10:00	9	159	0.132	9	159	0.195	9	159	0.327
10:00 - 11:00	9	159	0.120	9	159	0.152	9	159	0.272
11:00 - 12:00	9	159	0.139	9	159	0.140	9	159	0.279
12:00 - 13:00	9	159	0.129	9	159	0.142	9	159	0.271
13:00 - 14:00	9	159	0.139	9	159	0.143	9	159	0.282
14:00 - 15:00	9	159	0.131	9	159	0.152	9	159	0.283
15:00 - 16:00	9	159	0.239	9	159	0.149	9	159	0.388
16:00 - 17:00	9	159	0.276	9	159	0.180	9	159	0.456
17:00 - 18:00	**9**	**159**	**0.312**	9	159	0.176	9	159	0.488
18:00 - 19:00	9	159	0.307	9	159	0.153	9	159	0.460
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.132			2.231			4.363

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

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

Parameter summary

Trip rate parameter range selected:	48 - 342 (units:)
Survey date date range:	01/01/06 - 01/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	18

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

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	159	0.001	9	159	0.000	9	159	0.001
08:00 - 09:00	9	159	0.002	9	159	0.002	9	159	0.004
09:00 - 10:00	9	159	0.002	9	159	0.002	9	159	0.004
10:00 - 11:00	9	159	0.002	9	159	0.003	9	159	0.005
11:00 - 12:00	**9**	**159**	**0.007**	**9**	**159**	**0.005**	**9**	**159**	**0.012**
12:00 - 13:00	9	159	0.000	9	159	0.001	9	159	0.001
13:00 - 14:00	9	159	0.002	9	159	0.000	9	159	0.002
14:00 - 15:00	9	159	0.000	9	159	0.001	9	159	0.001
15:00 - 16:00	9	159	0.001	9	159	0.002	9	159	0.003
16:00 - 17:00	9	159	0.000	9	159	0.001	9	159	0.001
17:00 - 18:00	9	159	0.001	9	159	0.001	9	159	0.002
18:00 - 19:00	9	159	0.000	9	159	0.001	9	159	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.019			0.037

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

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

Parameter summary

Trip rate parameter range selected:	48 - 342 (units:)
Survey date date range:	01/01/06 - 01/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	18

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

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

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	159	0.000	9	159	0.000	9	159	0.000
08:00 - 09:00	**9**	**159**	**0.001**	**9**	**159**	**0.001**	**9**	**159**	**0.002**
09:00 - 10:00	9	159	0.000	9	159	0.000	9	159	0.000
10:00 - 11:00	9	159	0.000	9	159	0.000	9	159	0.000
11:00 - 12:00	9	159	0.000	9	159	0.000	9	159	0.000
12:00 - 13:00	9	159	0.000	9	159	0.000	9	159	0.000
13:00 - 14:00	9	159	0.000	9	159	0.000	9	159	0.000
14:00 - 15:00	9	159	0.000	9	159	0.000	9	159	0.000
15:00 - 16:00	9	159	0.001	9	159	0.001	9	159	0.002
16:00 - 17:00	9	159	0.000	9	159	0.000	9	159	0.000
17:00 - 18:00	9	159	0.001	9	159	0.001	9	159	0.002
18:00 - 19:00	9	159	0.000	9	159	0.000	9	159	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

Parameter summary

Trip rate parameter range selected:	48 - 342 (units:)
Survey date date range:	01/01/06 - 01/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	18

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	159	0.004	9	159	0.011	9	159	0.015
08:00 - 09:00	9	159	0.005	**9**	**159**	**0.016**	**9**	**159**	**0.021**
09:00 - 10:00	9	159	0.001	9	159	0.002	9	159	0.003
10:00 - 11:00	9	159	0.001	9	159	0.003	9	159	0.004
11:00 - 12:00	9	159	0.004	9	159	0.003	9	159	0.007
12:00 - 13:00	9	159	0.006	9	159	0.001	9	159	0.007
13:00 - 14:00	9	159	0.004	9	159	0.001	9	159	0.005
14:00 - 15:00	9	159	0.003	9	159	0.004	9	159	0.007
15:00 - 16:00	9	159	0.004	9	159	0.002	9	159	0.006
16:00 - 17:00	9	159	0.005	9	159	0.001	9	159	0.006
17:00 - 18:00	**9**	**159**	**0.013**	9	159	0.007	9	159	0.020
18:00 - 19:00	9	159	0.006	9	159	0.006	9	159	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.057			0.113

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

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

Parameter summary

Trip rate parameter range selected:	48 - 342 (units:)
Survey date date range:	01/01/06 - 01/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	18

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	159	0.092	9	159	0.333	9	159	0.425
08:00 - 09:00	9	159	0.146	**9**	**159**	**0.567**	**9**	**159**	**0.713**
09:00 - 10:00	9	159	0.165	9	159	0.258	9	159	0.423
10:00 - 11:00	9	159	0.151	9	159	0.193	9	159	0.344
11:00 - 12:00	9	159	0.176	9	159	0.175	9	159	0.351
12:00 - 13:00	9	159	0.162	9	159	0.179	9	159	0.341
13:00 - 14:00	9	159	0.176	9	159	0.186	9	159	0.362
14:00 - 15:00	9	159	0.172	9	159	0.200	9	159	0.372
15:00 - 16:00	**9**	**159**	**0.422**	9	159	0.202	9	159	0.624
16:00 - 17:00	9	159	0.380	9	159	0.232	9	159	0.612
17:00 - 18:00	9	159	0.400	9	159	0.221	9	159	0.621
18:00 - 19:00	9	159	0.381	9	159	0.190	9	159	0.571
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.823			2.936			5.759

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

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

Parameter summary

Trip rate parameter range selected:	48 - 342 (units:)
Survey date date range:	01/01/06 - 01/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	18

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	159	0.017	9	159	0.042	9	159	0.059
08:00 - 09:00	9	159	0.025	**9**	**159**	**0.109**	9	159	0.134
09:00 - 10:00	9	159	0.039	9	159	0.045	9	159	0.084
10:00 - 11:00	9	159	0.031	9	159	0.025	9	159	0.056
11:00 - 12:00	9	159	0.029	9	159	0.028	9	159	0.057
12:00 - 13:00	9	159	0.023	9	159	0.023	9	159	0.046
13:00 - 14:00	9	159	0.037	9	159	0.021	9	159	0.058
14:00 - 15:00	9	159	0.029	9	159	0.041	9	159	0.070
15:00 - 16:00	**9**	**159**	**0.091**	9	159	0.045	**9**	**159**	**0.136**
16:00 - 17:00	9	159	0.064	9	159	0.022	9	159	0.086
17:00 - 18:00	9	159	0.050	9	159	0.046	9	159	0.096
18:00 - 19:00	9	159	0.033	9	159	0.032	9	159	0.065
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.468			0.479			0.947

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

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

Parameter summary

Trip rate parameter range selected:	48 - 342 (units:)
Survey date date range:	01/01/06 - 01/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	18

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	159	0.001	9	159	0.014	9	159	0.015
08:00 - 09:00	9	159	0.002	**9**	**159**	**0.029**	**9**	**159**	**0.031**
09:00 - 10:00	9	159	0.004	9	159	0.008	9	159	0.012
10:00 - 11:00	9	159	0.001	9	159	0.004	9	159	0.005
11:00 - 12:00	9	159	0.001	9	159	0.005	9	159	0.006
12:00 - 13:00	9	159	0.006	9	159	0.006	9	159	0.012
13:00 - 14:00	9	159	0.006	9	159	0.004	9	159	0.010
14:00 - 15:00	9	159	0.006	9	159	0.002	9	159	0.008
15:00 - 16:00	9	159	0.012	9	159	0.001	9	159	0.013
16:00 - 17:00	**9**	**159**	**0.019**	9	159	0.001	9	159	0.020
17:00 - 18:00	9	159	0.013	9	159	0.001	9	159	0.014
18:00 - 19:00	9	159	0.008	9	159	0.000	9	159	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.075			0.154

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

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

Parameter summary

Trip rate parameter range selected:	48 - 342 (units:)
Survey date date range:	01/01/06 - 01/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	18

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	159	0.000	9	159	0.003	9	159	0.003
08:00 - 09:00	9	159	0.000	**9**	**159**	**0.005**	**9**	**159**	**0.005**
09:00 - 10:00	9	159	0.000	9	159	0.001	9	159	0.001
10:00 - 11:00	9	159	0.000	9	159	0.000	9	159	0.000
11:00 - 12:00	9	159	0.000	9	159	0.001	9	159	0.001
12:00 - 13:00	9	159	0.000	9	159	0.000	9	159	0.000
13:00 - 14:00	9	159	0.000	9	159	0.000	9	159	0.000
14:00 - 15:00	**9**	**159**	**0.004**	9	159	0.000	9	159	0.004
15:00 - 16:00	9	159	0.002	9	159	0.000	9	159	0.002
16:00 - 17:00	9	159	0.003	9	159	0.000	9	159	0.003
17:00 - 18:00	9	159	0.001	9	159	0.000	9	159	0.001
18:00 - 19:00	9	159	0.000	9	159	0.000	9	159	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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

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

Parameter summary

Trip rate parameter range selected:	48 - 342 (units:)
Survey date date range:	01/01/06 - 01/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	18

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

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	159	0.000	9	159	0.000	9	159	0.000
08:00 - 09:00	9	159	0.000	**9**	**159**	**0.001**	**9**	**159**	**0.001**
09:00 - 10:00	9	159	0.000	9	159	0.000	9	159	0.000
10:00 - 11:00	9	159	0.000	9	159	0.000	9	159	0.000
11:00 - 12:00	9	159	0.000	9	159	0.000	9	159	0.000
12:00 - 13:00	9	159	0.000	9	159	0.000	9	159	0.000
13:00 - 14:00	9	159	0.000	9	159	0.000	9	159	0.000
14:00 - 15:00	9	159	0.000	9	159	0.000	9	159	0.000
15:00 - 16:00	**9**	**159**	**0.001**	9	159	0.000	9	159	0.001
16:00 - 17:00	9	159	0.000	9	159	0.000	9	159	0.000
17:00 - 18:00	9	159	0.000	9	159	0.000	9	159	0.000
18:00 - 19:00	9	159	0.000	9	159	0.000	9	159	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

Parameter summary

Trip rate parameter range selected:	48 - 342 (units:)
Survey date date range:	01/01/06 - 01/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	18

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	159	0.001	9	159	0.017	9	159	0.018
08:00 - 09:00	9	159	0.002	**9**	**159**	**0.034**	**9**	**159**	**0.036**
09:00 - 10:00	9	159	0.004	9	159	0.010	9	159	0.014
10:00 - 11:00	9	159	0.001	9	159	0.004	9	159	0.005
11:00 - 12:00	9	159	0.001	9	159	0.006	9	159	0.007
12:00 - 13:00	9	159	0.006	9	159	0.006	9	159	0.012
13:00 - 14:00	9	159	0.006	9	159	0.004	9	159	0.010
14:00 - 15:00	9	159	0.010	9	159	0.002	9	159	0.012
15:00 - 16:00	9	159	0.015	9	159	0.001	9	159	0.016
16:00 - 17:00	**9**	**159**	**0.022**	9	159	0.001	9	159	0.023
17:00 - 18:00	9	159	0.014	9	159	0.001	9	159	0.015
18:00 - 19:00	9	159	0.008	9	159	0.000	9	159	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.086			0.176

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

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

Parameter summary

Trip rate parameter range selected:	48 - 342 (units:)
Survey date date range:	01/01/06 - 01/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	18

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	159	0.115	9	159	0.403	9	159	0.518
08:00 - 09:00	9	159	0.179	**9**	**159**	**0.726**	**9**	**159**	**0.905**
09:00 - 10:00	9	159	0.209	9	159	0.315	9	159	0.524
10:00 - 11:00	9	159	0.183	9	159	0.225	9	159	0.408
11:00 - 12:00	9	159	0.210	9	159	0.211	9	159	0.421
12:00 - 13:00	9	159	0.196	9	159	0.209	9	159	0.405
13:00 - 14:00	9	159	0.223	9	159	0.211	9	159	0.434
14:00 - 15:00	9	159	0.214	9	159	0.246	9	159	0.460
15:00 - 16:00	**9**	**159**	**0.532**	9	159	0.250	9	159	0.782
16:00 - 17:00	9	159	0.471	9	159	0.256	9	159	0.727
17:00 - 18:00	9	159	0.477	9	159	0.275	9	159	0.752
18:00 - 19:00	9	159	0.429	9	159	0.228	9	159	0.657
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.438			3.555			6.993

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

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

Parameter summary

Trip rate parameter range selected:	48 - 342 (units:)
Survey date date range:	01/01/06 - 01/10/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	18

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

Appendix F: Traffic data and flow diagrams

K&M TRAFFIC SURVEYS

DATE : 29th JANUARY 2015

DAY : THURSDAY

LOCATION : DUNMOW RD j/w PARSONAGE LANE, BISHOPS STORTFORD, HERTS.

	QUEUES OUT OF PARSONAGE LANE	QUEUES OUT OF DUNMOW ROAD - WEST	QUEUES OUT OF DUNMOW ROAD - EAST
06:30	0	0	0
06:35	0	0	0
06:40	0	0	0
06:45	0	0	0
06:50	0	0	2
06:55	0	0	0
07:00	0	0	0
07:05	0	0	0
07:10	0	0	0
07:15	0	3	0
07:20	0	0	0
07:25	0	4	0
07:30	0	3	0
07:35	0	2	3
07:40	0	0	3
07:45	0	0	5
07:50	4	0	4
07:55	0	6	3
08:00	0	7	5
08:05	0	8	6
08:10	3	5	12
08:15	3	3	15
08:20	4	7	20+
08:25	4	5	20+
08:30	4	6	20+
08:35	4	5	20+
08:40	4	7	20+
08:45	6	9	20+
08:50	5	4	20+
08:55	2	4	20+
09:00	3	0	15
09:05	0	3	7
09:10	3	0	0
09:15	0	0	0
09:20	0	6	0
09:25	0	0	0
09:30	0	0	0

	A	D	B
08:00-09:00	3	6	20+

	QUEUES OUT OF PARSONAGE LANE	QUEUES OUT OF DUNMOW ROAD - WEST	QUEUES OUT OF DUNMOW ROAD - EAST
16:00	0	4	0
16:05	8	0	0
16:10	6	0	0
16:15	0	4	0
16:20	0	0	3
16:25	0	0	6
16:30	4	0	0
16:35	6	4	0
16:40	0	0	6
16:45	0	0	10
16:50	0	0	0
16:55	0	3	0
17:00	0	8	4
17:05	0	0	0
17:10	0	0	0
17:15	0	0	5
17:20	0	0	0
17:25	0	0	0
17:30	0	0	0
17:35	0	0	0
17:40	0	0	0
17:45	0	0	0
17:50	0	0	0
17:55	0	0	0
18:00	0	0	0
18:05	0	0	0
18:10	0	0	0
18:15	0	0	0
18:20	0	0	0
18:25	0	0	0
18:30	0	0	0
18:35	0	0	0
18:40	0	0	0
18:45	0	0	0
18:50	0	0	0
18:55	0	0	0
19:00	0	0	0

	A	D	B
17:30-18:30	0	0	0

K&M TRAFFIC SURVEYS

DATE : 29th JANUARY 2015

DAY : THURSDAY

LOCATION : DUNMOW RD j/w PARSONAGE LANE, BISHOPS STORTFORD, HERTS.

	PARSONAGE LANE TO DUNMOW RD - EAST						PARSONAGE LANE TO MANOR LINKS						PARSONAGE LANE TO DUNMOW RD - WEST						PARSONAGE LANE TO PARSONAGE LANE					
	MOVEMENT 1-AB						MOVEMENT 2-AC						MOVEMENT 3-AD						MOVEMENT 4-AA					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
0630-0645	21	0	1	0	0	**22**	0	0	0	0	0	**0**	4	0	0	0	0	**4**	0	0	0	0	0	**0**
0645-0700	23	0	0	0	0	**23**	0	0	0	0	0	**0**	10	0	0	0	0	**10**	0	0	0	0	0	**0**
0700-0715	27	1	0	0	0	**28**	0	0	0	0	0	**0**	4	0	0	0	0	**4**	0	0	0	0	0	**0**
0715-0730	22	0	1	0	0	**23**	0	0	0	0	0	**0**	9	0	0	0	0	**9**	0	0	0	0	0	**0**
0730-0745	35	0	0	0	0	**35**	0	0	0	0	0	**0**	28	0	0	0	0	**28**	0	0	0	0	0	**0**
0745-0800	41	0	1	0	0	**42**	0	0	0	0	0	**0**	22	0	1	0	0	**23**	0	0	0	0	0	**0**
0800-0815	50	2	0	0	0	**52**	0	0	0	0	0	**0**	49	0	1	0	0	**50**	0	0	0	0	0	**0**
0815-0830	73	0	0	0	0	**73**	0	0	0	0	0	**0**	74	0	2	0	0	**76**	0	0	0	0	0	**0**
0830-0845	81	0	5	0	0	**86**	0	0	0	0	0	**0**	60	0	1	0	0	**61**	0	0	0	0	0	**0**
0845-0900	90	0	0	0	0	**90**	3	0	0	0	0	**3**	56	1	1	0	0	**58**	0	0	0	0	0	**0**
0900-0915	31	0	1	0	0	**32**	1	0	0	0	0	**1**	47	0	0	0	0	**47**	0	0	0	0	0	**0**
0915-0930	16	0	0	0	0	**16**	1	0	0	0	0	**1**	18	0	1	0	0	**19**	0	0	0	0	0	**0**
0630-0930	**510**	**3**	**9**	**0**	**0**	**522**	**5**	**0**	**0**	**0**	**0**	**5**	**381**	**1**	**7**	**0**	**0**	**389**	**0**	**0**	**0**	**0**	**0**	**0**
0630-0730	93	1	2	0	0	**96**	0	0	0	0	0	**0**	27	0	0	0	0	**27**	0	0	0	0	0	**0**
0645-0745	107	1	1	0	0	**109**	0	0	0	0	0	**0**	51	0	0	0	0	**51**	0	0	0	0	0	**0**
0700-0800	125	1	2	0	0	**128**	0	0	0	0	0	**0**	63	0	1	0	0	**64**	0	0	0	0	0	**0**
0715-0815	148	2	2	0	0	**152**	0	0	0	0	0	**0**	108	0	2	0	0	**110**	0	0	0	0	0	**0**
0730-0830	199	2	1	0	0	**202**	0	0	0	0	0	**0**	173	0	4	0	0	**177**	0	0	0	0	0	**0**
0745-0845	245	2	6	0	0	**253**	0	0	0	0	0	**0**	205	0	5	0	0	**210**	0	0	0	0	0	**0**
0800-0900	294	**2**	5	0	0	**301**	3	**0**	0	0	0	**3**	239	**1**	5	0	0	**245**	0	**0**	0	0	0	**0**
0815-0915	275	0	6	0	0	**281**	4	0	0	0	0	**4**	237	1	4	0	0	**242**	0	0	0	0	0	**0**
0830-0930	218	0	6	0	0	**224**	5	0	0	0	0	**5**	181	1	3	0	0	**185**	0	0	0	0	0	**0**
	1-AB						2-AC						3-AD						4-AA					

K&M TRAFFIC SURVEYS

DATE : 29th JANUARY 2015

DAY : THURSDAY

LOCATION : DUNMOW RD j/w PARSONAGE LANE, BISHOPS STORTFORD, HERTS.

	PARSONAGE LANE TO DUNMOW RD - EAST						PARSONAGE LANE TO MANOR LINKS						PARSONAGE LANE TO DUNMOW RD - WEST						PARSONAGE LANE TO PARSONAGE LANE					
	MOVEMENT 1-AB						MOVEMENT 2-AC						MOVEMENT 3-AD						MOVEMENT 4-AA					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
1600-1615	32	2	1	0	0	**35**	0	0	0	0	0	**0**	31	0	1	0	0	**32**	0	0	0	0	0	**0**
1615-1630	38	1	0	0	0	**39**	2	0	0	0	0	**2**	40	1	0	0	0	**41**	0	0	0	0	0	**0**
1630-1645	62	0	1	0	0	**63**	3	0	0	0	0	**3**	67	1	0	0	0	**68**	0	0	0	0	0	**0**
1645-1700	37	0	0	0	0	**37**	0	0	0	0	0	**0**	35	0	0	0	1	**36**	0	0	0	0	0	**0**
1700-1715	29	0	1	0	0	**30**	1	0	0	0	0	**1**	27	0	0	0	0	**27**	0	0	0	0	0	**0**
1715-1730	19	2	0	0	0	**21**	1	0	0	0	0	**1**	15	0	0	0	0	**15**	0	0	0	0	0	**0**
1730-1745	22	0	1	0	0	**23**	0	0	0	0	0	**0**	32	0	0	0	0	**32**	0	0	0	0	0	**0**
1745-1800	16	0	0	0	0	**16**	0	0	0	0	0	**0**	24	0	0	0	0	**24**	0	0	0	0	0	**0**
1800-1815	19	0	1	0	0	**20**	1	0	0	0	1	**2**	39	0	0	0	0	**39**	0	0	0	0	0	**0**
1815-1830	12	0	0	0	0	**12**	1	0	0	0	0	**1**	23	0	0	0	0	**23**	0	0	0	0	0	**0**
1830-1845	9	0	0	0	0	**9**	0	0	0	0	0	**0**	12	0	0	0	0	**12**	0	0	0	0	0	**0**
1845-1900	15	0	1	0	0	**16**	0	0	0	0	0	**0**	27	0	0	0	0	**27**	0	0	0	0	0	**0**
1600-1900	**310**	**5**	**6**	**0**	**0**	**321**	**9**	**0**	**0**	**0**	**1**	**10**	**372**	**2**	**1**	**0**	**1**	**376**	**0**	**0**	**0**	**0**	**0**	**0**
1600-1700	169	3	2	0	0	**174**	5	0	0	0	0	**5**	173	2	1	0	1	**177**	0	0	0	0	0	**0**
1615-1715	166	1	2	0	0	**169**	6	0	0	0	0	**6**	169	2	0	0	1	**172**	0	0	0	0	0	**0**
1630-1730	147	2	2	0	0	**151**	5	0	0	0	0	**5**	144	1	0	0	1	**146**	0	0	0	0	0	**0**
1645-1745	107	2	2	0	0	**111**	2	0	0	0	0	**2**	109	0	0	0	1	**110**	0	0	0	0	0	**0**
1700-1800	86	2	2	0	0	**90**	2	0	0	0	0	**2**	98	0	0	0	0	**98**	0	0	0	0	0	**0**
1715-1815	76	2	2	0	0	**80**	2	0	0	0	1	**3**	110	0	0	0	0	**110**	0	0	0	0	0	**0**
1730-1830	69	**0**	2	0	0	**71**	2	**0**	0	0	1	**3**	118	**0**	0	0	0	**118**	0	**0**	0	0	0	**0**
1745-1845	56	0	1	0	0	**57**	2	0	0	0	1	**3**	98	0	0	0	0	**98**	0	0	0	0	0	**0**
1800-1900	55	0	2	0	0	**57**	2	0	0	0	1	**3**	101	0	0	0	0	**101**	0	0	0	0	0	**0**
	1-AB						2-AC						3-AD						4-AA					

K&M TRAFFIC SURVEYS

DATE : 29th JANUARY 2015

DAY : THURSDAY

LOCATION : DUNMOW RD j/w PARSONAGE LANE, BISHOPS STORTFORD, HERTS.

	DUNMOW RD - WEST TO PARSONAGE LANE						DUNMOW RD - WEST TO DUNMOW RD - EAST						DUNMOW RD - WEST TO MANOR LINKS						DUNMOW RD - WEST TO DUNMOW RD - WEST					
	MOVEMENT 5-DA						MOVEMENT 6-DB						MOVEMENT 7-DC						MOVEMENT 8-DD					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
0630-0645	2	0	0	0	0	**2**	112	5	0	0	0	**117**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0645-0700	3	0	0	0	0	**3**	113	3	1	1	1	**119**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0700-0715	6	0	0	0	0	**6**	127	4	0	0	0	**131**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
0715-0730	4	0	0	0	0	**4**	139	4	2	1	0	**146**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0730-0745	18	0	0	0	0	**18**	123	3	1	3	0	**130**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0745-0800	22	1	1	0	0	**24**	124	4	3	0	0	**131**	0	0	0	0	0	**0**	1	0	0	0	0	**1**
0800-0815	39	0	0	0	0	**39**	122	10	3	2	0	**137**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0815-0830	61	0	0	0	0	**61**	104	7	3	2	2	**118**	1	0	0	0	0	**1**	2	0	0	0	0	**2**
0830-0845	57	2	1	0	0	**60**	106	2	5	0	0	**113**	2	0	0	0	0	**2**	1	0	0	0	0	**1**
0845-0900	30	0	0	0	0	**30**	130	6	1	0	1	**138**	1	0	0	0	0	**1**	2	0	0	0	0	**2**
0900-0915	25	0	0	0	0	**25**	88	8	1	0	1	**98**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0915-0930	24	0	0	0	0	**24**	93	7	2	0	0	**102**	0	0	0	0	0	**0**	1	0	0	0	0	**1**
0630-0930	**291**	**3**	**2**	**0**	**0**	**296**	**1381**	**63**	**22**	**9**	**5**	**1480**	**5**	**0**	**0**	**0**	**0**	**5**	**7**	**0**	**0**	**0**	**0**	**7**
0630-0730	15	0	0	0	0	**15**	491	16	3	2	1	**513**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
0645-0745	31	0	0	0	0	**31**	502	14	4	5	1	**526**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
0700-0800	50	1	1	0	0	**52**	513	15	6	4	0	**538**	1	0	0	0	0	**1**	1	0	0	0	0	**1**
0715-0815	83	1	1	0	0	**85**	508	21	9	6	0	**544**	0	0	0	0	0	**0**	1	0	0	0	0	**1**
0730-0830	140	1	1	0	0	**142**	473	24	10	7	2	**516**	1	0	0	0	0	**1**	3	0	0	0	0	**3**
0745-0845	179	3	2	0	0	**184**	456	23	14	4	2	**499**	3	0	0	0	0	**3**	4	0	0	0	0	**4**
0800-0900	187	**2**	1	0	0	**190**	462	**25**	12	4	3	**506**	4	**0**	0	0	0	**4**	5	**0**	0	0	0	**5**
0815-0915	173	2	1	0	0	**176**	428	23	10	2	4	**467**	4	0	0	0	0	**4**	5	0	0	0	0	**5**
0830-0930	136	2	1	0	0	**139**	417	23	9	0	2	**451**	3	0	0	0	0	**3**	4	0	0	0	0	**4**
	5-DA						6-DB						7-DC						8-DD					

K&M TRAFFIC SURVEYS

DATE : 29th JANUARY 2015

DAY : THURSDAY

LOCATION : DUNMOW RD j/w PARSONAGE LANE, BISHOPS STORTFORD, HERTS.

	DUNMOW RD - WEST TO PARSONAGE LANE						DUNMOW RD - WEST TO DUNMOW RD - EAST						DUNMOW RD - WEST TO MANOR LINKS						DUNMOW RD - WEST TO DUNMOW RD - WEST					
	MOVEMENT 5-DA						MOVEMENT 6-DB						MOVEMENT 7-DC						MOVEMENT 8-DD					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
1600-1615	32	0	1	0	0	**33**	127	4	8	0	1	**140**	2	0	0	0	0	**2**	1	0	0	0	0	**1**
1615-1630	47	0	0	0	0	**47**	154	3	1	0	0	**158**	2	0	0	0	0	**2**	2	0	0	0	0	**2**
1630-1645	40	1	1	1	0	**43**	128	3	2	0	0	**133**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
1645-1700	28	0	0	0	0	**28**	136	2	0	0	0	**138**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
1700-1715	27	0	0	0	0	**27**	175	0	2	0	1	**178**	0	0	0	0	0	**0**	2	0	0	0	0	**2**
1715-1730	33	0	0	0	0	**33**	135	0	0	3	0	**138**	3	0	0	0	0	**3**	4	0	0	0	0	**4**
1730-1745	31	1	0	0	0	**32**	159	0	1	2	0	**162**	0	0	0	0	0	**0**	3	0	0	0	0	**3**
1745-1800	38	0	0	0	0	**38**	150	1	0	1	0	**152**	3	0	0	0	0	**3**	1	0	0	0	0	**1**
1800-1815	35	0	0	0	0	**35**	154	1	3	0	0	**158**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1815-1830	22	0	0	0	0	**22**	88	2	0	0	0	**90**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
1830-1845	24	1	0	0	0	**25**	103	1	1	0	0	**105**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
1845-1900	37	0	0	0	0	**37**	88	1	2	0	0	**91**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1600-1900	**394**	**3**	**2**	**1**	**0**	**400**	**1597**	**18**	**20**	**6**	**2**	**1643**	**14**	**0**	**0**	**0**	**0**	**14**	**13**	**0**	**0**	**0**	**0**	**13**
1600-1700	147	1	2	1	0	**151**	545	12	11	0	1	**569**	6	0	0	0	0	**6**	3	0	0	0	0	**3**
1615-1715	142	1	1	1	0	**145**	593	8	5	0	1	**607**	4	0	0	0	0	**4**	4	0	0	0	0	**4**
1630-1730	128	1	1	1	0	**131**	574	5	4	3	1	**587**	5	0	0	0	0	**5**	6	0	0	0	0	**6**
1645-1745	119	1	0	0	0	**120**	605	2	3	5	1	**616**	4	0	0	0	0	**4**	9	0	0	0	0	**9**
1700-1800	129	1	0	0	0	**130**	619	1	3	6	1	**630**	6	0	0	0	0	**6**	10	0	0	0	0	**10**
1715-1815	137	1	0	0	0	**138**	598	2	4	6	0	**610**	6	0	0	0	0	**6**	8	0	0	0	0	**8**
1730-1830	126	**1**	0	0	0	**127**	551	**4**	4	3	0	**562**	4	**0**	0	0	0	**4**	4	**0**	0	0	0	**4**
1745-1845	119	1	0	0	0	**120**	495	5	4	1	0	**505**	5	0	0	0	0	**5**	1	0	0	0	0	**1**
1800-1900	118	1	0	0	0	**119**	433	5	6	0	0	**444**	2	0	0	0	0	**2**	0	0	0	0	0	**0**
	5-DA						6-DB						7-DC						8-DD					

K&M TRAFFIC SURVEYS

DATE : 29th JANUARY 2015

DAY : THURSDAY

LOCATION : DUNMOW RD j/w PARSONAGE LANE, BISHOPS STORTFORD, HERTS.

	MANOR LINKS TO DUNMOW RD - WEST						MANOR LINKS TO PARSONAGE LANE						MANOR LINKS TO DUNMOW RD - EAST						MANOR LINKS TO MANOR LINKS					
	MOVEMENT 9-CD						MOVEMENT 10-CA						MOVEMENT 11-CB						MOVEMENT 12-CC					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
0630-0645	2	0	0	0	0	**2**	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0645-0700	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0700-0715	0	0	0	0	0	**0**	1	0	0	0	0	**1**	2	0	0	0	0	**2**	0	0	0	0	0	**0**
0715-0730	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0730-0745	0	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**2**	0	0	0	0	0	**0**
0745-0800	0	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**2**	0	0	0	0	0	**0**
0800-0815	3	0	0	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0815-0830	2	0	0	0	0	**2**	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0830-0845	3	0	0	0	0	**3**	1	0	0	0	0	**1**	0	1	0	0	0	**1**	0	0	0	0	0	**0**
0845-0900	2	0	0	0	0	**2**	3	0	0	0	0	**3**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
0900-0915	6	0	0	0	0	**6**	1	0	0	0	1	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0915-0930	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0630-0930	**21**	**0**	**0**	**0**	**0**	**21**	**8**	**0**	**0**	**0**	**1**	**9**	**7**	**1**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**
0630-0730	4	0	0	0	0	**4**	2	0	0	0	0	**2**	2	0	0	0	0	**2**	0	0	0	0	0	**0**
0645-0745	2	0	0	0	0	**2**	1	0	0	0	0	**1**	4	0	0	0	0	**4**	0	0	0	0	0	**0**
0700-0800	2	0	0	0	0	**2**	1	0	0	0	0	**1**	6	0	0	0	0	**6**	0	0	0	0	0	**0**
0715-0815	5	0	0	0	0	**5**	0	0	0	0	0	**0**	4	0	0	0	0	**4**	0	0	0	0	0	**0**
0730-0830	5	0	0	0	0	**5**	1	0	0	0	0	**1**	4	0	0	0	0	**4**	0	0	0	0	0	**0**
0745-0845	8	0	0	0	0	**8**	2	0	0	0	0	**2**	2	1	0	0	0	**3**	0	0	0	0	0	**0**
0800-0900	10	**0**	0	0	0	**10**	5	**0**	0	0	0	**5**	1	**1**	0	0	0	**2**	0	**0**	0	0	0	**0**
0815-0915	13	0	0	0	0	**13**	6	0	0	0	1	**7**	1	1	0	0	0	**2**	0	0	0	0	0	**0**
0830-0930	12	0	0	0	0	**12**	5	0	0	0	1	**6**	1	1	0	0	0	**2**	0	0	0	0	0	**0**
	9-CD						10-CA						11-CB						12-CC					

K&M TRAFFIC SURVEYS

DATE : 29th JANUARY 2015

DAY : THURSDAY

LOCATION : DUNMOW RD j/w PARSONAGE LANE, BISHOPS STORTFORD, HERTS.

	MANOR LINKS TO DUNMOW RD - WEST						MANOR LINKS TO PARSONAGE LANE						MANOR LINKS TO DUNMOW RD - EAST						MANOR LINKS TO MANOR LINKS					
	MOVEMENT 9-CD						MOVEMENT 10-CA						MOVEMENT 11-CB						MOVEMENT 12-CC					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	**TOTAL**	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	**TOTAL**	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	**TOTAL**	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	**TOTAL**
1600-1615	1	0	0	0	0	**1**	1	0	0	0	0	**1**	2	0	0	0	0	**2**	0	0	0	0	0	**0**
1615-1630	1	0	0	0	0	**1**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
1630-1645	1	0	0	0	0	**1**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
1645-1700	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1700-1715	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1715-1730	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1730-1745	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1745-1800	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1800-1815	0	0	0	0	0	**0**	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1815-1830	1	0	0	0	0	**1**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
1830-1845	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1845-1900	1	0	0	0	0	**1**	1	0	0	0	0	**1**	2	0	0	0	0	**2**	0	0	0	0	0	**0**
1600-1900	**11**	**0**	**0**	**0**	**0**	**11**	**4**	**0**	**0**	**0**	**0**	**4**	**7**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**
1600-1700	4	0	0	0	0	**4**	1	0	0	0	0	**1**	4	0	0	0	0	**4**	0	0	0	0	0	**0**
1615-1715	4	0	0	0	0	**4**	0	0	0	0	0	**0**	2	0	0	0	0	**2**	0	0	0	0	0	**0**
1630-1730	3	0	0	0	0	**3**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
1645-1745	3	0	0	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1700-1800	4	0	0	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1715-1815	3	0	0	0	0	**3**	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1730-1830	4	**0**	0	0	0	**4**	2	**0**	0	0	0	**2**	1	**0**	0	0	0	**1**	0	**0**	0	0	0	**0**
1745-1845	4	0	0	0	0	**4**	2	0	0	0	0	**2**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
1800-1900	3	0	0	0	0	**3**	3	0	0	0	0	**3**	3	0	0	0	0	**3**	0	0	0	0	0	**0**
	9-CD						10-CA						11-CB						12-CC					

K&M TRAFFIC SURVEYS

DATE : 29th JANUARY 2015

DAY : THURSDAY

LOCATION : DUNMOW RD j/w PARSONAGE LANE, BISHOPS STORTFORD, HERTS.

	DUNMOW RD - EAST TO MANOR LINKS						DUNMOW RD - EAST TO DUNMOW RD - WEST						DUNMOW RD - EAST TO PARSONAGE LANE						DUNMOW RD - EAST TO DUNMOW RD - EAST					
	MOVEMENT 13-BC						MOVEMENT 14-BD						MOVEMENT 15-BA						MOVEMENT 16-BB					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
0630-0645	1	0	0	0	0	**1**	61	4	1	0	1	**67**	5	1	1	0	0	**7**	0	0	0	0	0	**0**
0645-0700	0	0	0	0	0	**0**	110	6	2	1	0	**119**	3	0	0	0	0	**3**	0	0	0	0	0	**0**
0700-0715	2	0	0	0	0	**2**	99	8	1	3	0	**111**	15	0	1	0	0	**16**	0	0	0	0	0	**0**
0715-0730	1	0	0	0	0	**1**	132	8	1	0	0	**141**	23	1	0	0	0	**24**	0	0	0	0	0	**0**
0730-0745	0	0	0	0	0	**0**	198	6	1	1	0	**206**	19	1	1	0	1	**22**	0	0	0	0	0	**0**
0745-0800	2	0	0	0	0	**2**	203	4	1	3	0	**211**	29	0	0	0	0	**29**	1	0	0	0	0	**1**
0800-0815	1	0	0	0	0	**1**	217	6	2	0	1	**226**	62	2	0	0	0	**64**	0	0	0	0	0	**0**
0815-0830	1	0	0	0	0	**1**	160	7	1	2	0	**170**	40	0	0	0	0	**40**	0	0	1	0	0	**1**
0830-0845	2	0	0	0	0	**2**	126	4	1	0	0	**131**	76	4	0	0	0	**80**	0	0	0	0	0	**0**
0845-0900	0	0	0	0	0	**0**	185	9	2	0	0	**196**	39	2	1	0	0	**42**	0	0	0	0	0	**0**
0900-0915	1	0	0	0	0	**1**	159	9	0	1	0	**169**	15	0	0	0	0	**15**	0	0	0	0	0	**0**
0915-0930	2	0	0	0	0	**2**	148	11	2	0	0	**161**	20	0	0	0	0	**20**	1	0	0	0	0	**1**
0630-0930	**13**	**0**	**0**	**0**	**0**	**13**	**1798**	**82**	**15**	**11**	**2**	**1908**	**346**	**11**	**4**	**0**	**1**	**362**	**2**	**0**	**1**	**0**	**0**	**3**
0630-0730	4	0	0	0	0	**4**	402	26	5	4	1	**438**	46	2	2	0	0	**50**	0	0	0	0	0	**0**
0645-0745	3	0	0	0	0	**3**	539	28	5	5	0	**577**	60	2	2	0	1	**65**	0	0	0	0	0	**0**
0700-0800	5	0	0	0	0	**5**	632	26	4	7	0	**669**	86	2	2	0	1	**91**	1	0	0	0	0	**1**
0715-0815	4	0	0	0	0	**4**	750	24	5	4	1	**784**	133	4	1	0	1	**139**	1	0	0	0	0	**1**
0730-0830	4	0	0	0	0	**4**	778	23	5	6	1	**813**	150	3	1	0	1	**155**	1	0	1	0	0	**2**
0745-0845	6	0	0	0	0	**6**	706	21	5	5	1	**738**	207	6	0	0	0	**213**	1	0	1	0	0	**2**
0800-0900	4	**0**	0	0	0	**4**	688	**26**	6	2	1	**723**	217	**8**	1	0	0	**226**	0	**0**	1	0	0	**1**
0815-0915	4	0	0	0	0	**4**	630	29	4	3	0	**666**	170	6	1	0	0	**177**	0	0	1	0	0	**1**
0830-0930	5	0	0	0	0	**5**	618	33	5	1	0	**657**	150	6	1	0	0	**157**	1	0	0	0	0	**1**
	13-BC						14-BD						15-BA						16-BB					

K&M TRAFFIC SURVEYS

DATE : 29th JANUARY 2015

DAY : THURSDAY

LOCATION : DUNMOW RD j/w PARSONAGE LANE, BISHOPS STORTFORD, HERTS.

	DUNMOW RD - EAST TO MANOR LINKS						DUNMOW RD - EAST TO DUNMOW RD - WEST						DUNMOW RD - EAST TO PARSONAGE LANE						DUNMOW RD - EAST TO DUNMOW RD - EAST					
	MOVEMENT 13-BC						MOVEMENT 14-BD						MOVEMENT 15-BA						MOVEMENT 16-BB					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
1600-1615	1	0	0	0	0	**1**	133	1	0	0	0	**134**	28	1	0	0	0	**29**	0	0	0	0	0	**0**
1615-1630	0	0	0	0	0	**0**	123	4	0	0	2	**129**	60	0	1	0	0	**61**	0	0	0	0	0	**0**
1630-1645	1	0	0	0	0	**1**	117	1	1	1	0	**120**	51	0	1	0	0	**52**	0	0	0	0	0	**0**
1645-1700	0	0	0	0	0	**0**	139	2	1	1	0	**143**	32	0	0	0	0	**32**	0	0	0	0	0	**0**
1700-1715	2	0	0	0	0	**2**	148	3	1	1	0	**153**	32	0	0	0	0	**32**	0	0	0	0	0	**0**
1715-1730	2	0	0	0	0	**2**	148	1	0	2	0	**151**	48	1	1	0	0	**50**	1	1	0	0	0	**2**
1730-1745	3	0	0	0	0	**3**	135	1	1	4	0	**141**	32	0	0	0	0	**32**	0	0	0	0	0	**0**
1745-1800	2	0	0	0	0	**2**	147	2	2	0	2	**153**	47	0	1	1	0	**49**	0	0	0	0	0	**0**
1800-1815	3	0	0	0	0	**3**	146	3	0	0	1	**150**	24	0	1	0	0	**25**	0	0	0	0	0	**0**
1815-1830	0	0	0	0	0	**0**	147	2	1	1	0	**151**	27	0	0	0	0	**27**	0	0	0	0	0	**0**
1830-1845	2	0	0	0	0	**2**	108	1	4	1	0	**114**	20	0	1	0	0	**21**	0	0	0	0	0	**0**
1845-1900	0	0	0	0	0	**0**	102	1	0	1	0	**104**	14	0	1	0	0	**15**	0	0	0	0	0	**0**
1600-1900	**16**	**0**	**0**	**0**	**0**	**16**	**1593**	**22**	**11**	**12**	**5**	**1643**	**415**	**2**	**7**	**1**	**0**	**425**	**1**	**1**	**0**	**0**	**0**	**2**
1600-1700	2	0	0	0	0	**2**	512	8	2	2	2	**526**	171	1	2	0	0	**174**	0	0	0	0	0	**0**
1615-1715	3	0	0	0	0	**3**	527	10	3	3	2	**545**	175	0	2	0	0	**177**	0	0	0	0	0	**0**
1630-1730	5	0	0	0	0	**5**	552	7	3	5	0	**567**	163	1	2	0	0	**166**	1	1	0	0	0	**2**
1645-1745	7	0	0	0	0	**7**	570	7	3	8	0	**588**	144	1	1	0	0	**146**	1	1	0	0	0	**2**
1700-1800	9	0	0	0	0	**9**	578	7	4	7	2	**598**	159	1	2	1	0	**163**	1	1	0	0	0	**2**
1715-1815	10	0	0	0	0	**10**	576	7	3	6	3	**595**	151	1	3	1	0	**156**	1	1	0	0	0	**2**
1730-1830	8	**0**	0	0	0	**8**	575	**8**	4	5	3	**595**	130	**0**	2	1	0	**133**	0	**0**	0	0	0	**0**
1745-1845	7	0	0	0	0	**7**	548	8	7	2	3	**568**	118	0	3	1	0	**122**	0	0	0	0	0	**0**
1800-1900	5	0	0	0	0	**5**	503	7	5	3	1	**519**	85	0	3	0	0	**88**	0	0	0	0	0	**0**
	13-BC						14-BD						15-BA						16-BB					

K&M TRAFFIC SURVEYS

DATE : 29th JANUARY 2015

DAY : THURSDAY

LOCATION : DUNMOW RD j/w PARSONAGE LANE, BISHOPS STORTFORD, HERTS.

	GOLF CLUB ACCESS TO DUNMOW RD - WEST						GOLF CLUB ACCESS TO DUNMOW RD - EAST						DUNMOW RD - EAST TO GOLF CLUB ACCESS						DUNMOW RD - EAST TO DUNMOW RD - WEST					
	MOVEMENT 17-BC						MOVEMENT 18-BA						MOVEMENT 19-AB						MOVEMENT 20-AC					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
0630-0645	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	83	5	2	0	1	**91**
0645-0700	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	135	6	3	1	0	**145**
0700-0715	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	120	9	2	1	1	**133**
0715-0730	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	177	11	1	0	0	**189**
0730-0745	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	243	8	2	1	1	**255**
0745-0800	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	215	6	0	4	0	**225**
0800-0815	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	277	9	3	2	1	**292**
0815-0830	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	258	8	2	2	0	**270**
0830-0845	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	175	9	2	0	0	**186**
0845-0900	0	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	1	0	**3**	220	11	4	0	0	**235**
0900-0915	0	0	0	0	0	**0**	0	0	0	0	0	**0**	6	0	0	0	0	**6**	190	13	0	0	1	**204**
0915-0930	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	171	9	3	0	0	**183**
0630-0930	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**1**	**0**	**10**	**2264**	**104**	**24**	**11**	**5**	**2408**
0630-0730	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	515	31	8	2	2	**558**
0645-0745	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	675	34	8	3	2	**722**
0700-0800	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	755	34	5	6	2	**802**
0715-0815	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	912	34	6	7	2	**961**
0730-0830	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	993	31	7	9	2	**1042**
0745-0845	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	925	32	7	8	1	**973**
0800-0900	0	**0**	0	0	0	**0**	0	**0**	0	0	0	**0**	3	**0**	0	1	0	**4**	930	**37**	11	4	1	**983**
0815-0915	0	0	0	0	0	**0**	0	0	0	0	0	**0**	9	0	0	1	0	**10**	843	41	8	2	1	**895**
0830-0930	0	0	0	0	0	**0**	0	0	0	0	0	**0**	9	0	0	1	0	**10**	756	42	9	0	1	**808**
	17-BC						18-BA						19-AB						20-AC					

K&M TRAFFIC SURVEYS

DATE : 29th JANUARY 2015

DAY : THURSDAY

LOCATION : DUNMOW RD j/w PARSONAGE LANE, BISHOPS STORTFORD, HERTS.

	GOLF CLUB ACCESS TO DUNMOW RD - WEST						GOLF CLUB ACCESS TO DUNMOW RD - EAST						DUNMOW RD - EAST TO GOLF CLUB ACCESS						DUNMOW RD - EAST TO DUNMOW RD - WEST					
	MOVEMENT 17-BC						MOVEMENT 18-BA						MOVEMENT 19-AB						MOVEMENT 20-AC					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	**TOTAL**	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	**TOTAL**	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	**TOTAL**	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	**TOTAL**
1600-1615	5	0	0	0	0	**5**	4	0	0	0	0	**4**	1	0	0	0	0	**1**	131	3	0	0	1	**135**
1615-1630	3	0	0	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	152	5	1	0	2	**160**
1630-1645	1	0	0	0	0	**1**	2	0	0	0	0	**2**	0	0	0	0	0	**0**	178	1	3	0	0	**182**
1645-1700	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	160	2	0	2	0	**164**
1700-1715	2	0	0	0	0	**2**	3	0	0	1	0	**4**	0	0	0	0	0	**0**	156	2	3	1	0	**162**
1715-1730	1	0	0	0	0	**1**	4	0	0	0	0	**4**	0	0	0	0	0	**0**	196	3	0	2	0	**201**
1730-1745	0	0	0	0	0	**0**	1	0	0	0	0	**1**	0	0	0	0	0	**0**	155	0	1	3	0	**159**
1745-1800	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	186	3	3	1	1	**194**
1800-1815	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	145	2	1	0	1	**149**
1815-1830	0	0	0	0	0	**0**	2	0	0	0	0	**2**	0	0	0	0	0	**0**	182	2	1	2	0	**187**
1830-1845	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	128	3	2	0	0	**133**
1845-1900	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	106	2	1	1	0	**110**
1600-1900	**12**	**0**	**0**	**0**	**0**	**12**	**16**	**0**	**0**	**1**	**0**	**17**	**2**	**0**	**0**	**0**	**0**	**2**	**1875**	**28**	**16**	**12**	**5**	**1936**
1600-1700	9	0	0	0	0	**9**	6	0	0	0	0	**6**	2	0	0	0	0	**2**	621	11	4	2	3	**641**
1615-1715	6	0	0	0	0	**6**	5	0	0	1	0	**6**	1	0	0	0	0	**1**	646	10	7	3	2	**668**
1630-1730	4	0	0	0	0	**4**	9	0	0	1	0	**10**	1	0	0	0	0	**1**	690	8	6	5	0	**709**
1645-1745	3	0	0	0	0	**3**	8	0	0	1	0	**9**	1	0	0	0	0	**1**	667	7	4	8	0	**686**
1700-1800	3	0	0	0	0	**3**	8	0	0	1	0	**9**	0	0	0	0	0	**0**	693	8	7	7	1	**716**
1715-1815	1	0	0	0	0	**1**	5	0	0	0	0	**5**	0	0	0	0	0	**0**	682	8	5	6	2	**703**
1730-1830	0	**0**	0	0	0	**0**	3	**0**	0	0	0	**3**	0	**0**	0	0	0	**0**	668	**7**	6	6	2	**689**
1745-1845	0	0	0	0	0	**0**	2	0	0	0	0	**2**	0	0	0	0	0	**0**	641	10	7	3	2	**663**
1800-1900	0	0	0	0	0	**0**	2	0	0	0	0	**2**	0	0	0	0	0	**0**	561	9	5	3	1	**579**
	17-BC						18-BA						19-AB						20-AC					

K&M TRAFFIC SURVEYS

DATE : 29th JANUARY 2015

DAY : THURSDAY

LOCATION : DUNMOW RD j/w PARSONAGE LANE, BISHOPS STORTFORD, HERTS.

	DUNMOW RD - WEST TO DUNMOW RD - EAST						DUNMOW RD - WEST TO GOLF CLUB ACCESS					
	MOVEMENT 21-CA						MOVEMENT 22-CB					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	**TOTAL**	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	**TOTAL**
0630-0645	109	5	0	0	1	**115**	0	0	0	0	0	**0**
0645-0700	119	3	2	1	0	**125**	1	0	0	0	0	**1**
0700-0715	130	4	0	0	1	**135**	0	0	0	0	0	**0**
0715-0730	173	7	3	1	0	**184**	0	0	0	0	0	**0**
0730-0745	137	5	1	2	0	**145**	0	0	0	0	0	**0**
0745-0800	151	5	4	0	1	**161**	0	0	0	0	0	**0**
0800-0815	173	12	3	0	0	**188**	0	0	0	0	0	**0**
0815-0830	184	6	3	1	2	**196**	0	0	0	0	0	**0**
0830-0845	164	3	10	0	0	**177**	1	0	0	0	0	**1**
0845-0900	188	5	1	0	0	**194**	1	0	0	0	0	**1**
0900-0915	123	11	1	0	1	**136**	1	0	0	0	0	**1**
0915-0930	110	10	3	0	0	**123**	0	0	0	0	0	**0**
0630-0930	**1761**	**76**	**31**	**5**	**6**	**1879**	**4**	**0**	**0**	**0**	**0**	**4**
0630-0730	531	19	5	2	2	**559**	1	0	0	0	0	**1**
0645-0745	559	19	6	4	1	**589**	1	0	0	0	0	**1**
0700-0800	591	21	8	3	2	**625**	0	0	0	0	0	**0**
0715-0815	634	29	11	3	1	**678**	0	0	0	0	0	**0**
0730-0830	645	28	11	3	3	**690**	0	0	0	0	0	**0**
0745-0845	672	26	20	1	3	**722**	1	0	0	0	0	**1**
0800-0900	709	**26**	17	1	2	**755**	2	**0**	0	0	0	**2**
0815-0915	659	25	15	1	3	**703**	3	0	0	0	0	**3**
0830-0930	585	29	15	0	1	**630**	3	0	0	0	0	**3**
	21-CA						22-CB					

K&M TRAFFIC SURVEYS

DATE : 29th JANUARY 2015

DAY : THURSDAY

LOCATION : DUNMOW RD j/w PARSONAGE LANE, BISHOPS STORTFORD, HERTS.

	DUNMOW RD - WEST TO DUNMOW RD - EAST						DUNMOW RD - WEST TO GOLF CLUB ACCESS					
	MOVEMENT 21-CA						MOVEMENT 22-CB					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	**TOTAL**	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	**TOTAL**
1600-1615	177	4	7	0	1	**189**	0	0	0	0	0	**0**
1615-1630	171	2	1	0	1	**175**	0	0	0	0	0	**0**
1630-1645	202	2	2	0	1	**207**	0	0	0	0	0	**0**
1645-1700	192	1	0	0	0	**193**	0	0	0	0	0	**0**
1700-1715	228	2	2	0	0	**232**	0	0	0	0	0	**0**
1715-1730	207	3	1	2	0	**213**	1	0	0	0	0	**1**
1730-1745	197	0	2	2	0	**201**	0	0	0	0	0	**0**
1745-1800	190	2	0	1	0	**193**	0	0	0	0	0	**0**
1800-1815	165	3	3	0	0	**171**	0	0	0	0	0	**0**
1815-1830	117	2	1	0	0	**120**	0	0	0	0	0	**0**
1830-1845	131	1	2	0	0	**134**	1	0	0	0	0	**1**
1845-1900	112	1	2	0	0	**115**	0	0	0	0	0	**0**
1600-1900	**2089**	**23**	**23**	**5**	**3**	**2143**	**2**	**0**	**0**	**0**	**0**	**2**
1600-1700	742	9	10	0	3	**764**	0	0	0	0	0	**0**
1615-1715	793	7	5	0	2	**807**	0	0	0	0	0	**0**
1630-1730	829	8	5	2	1	**845**	1	0	0	0	0	**1**
1645-1745	824	6	5	4	0	**839**	1	0	0	0	0	**1**
1700-1800	822	7	5	5	0	**839**	1	0	0	0	0	**1**
1715-1815	759	8	6	5	0	**778**	1	0	0	0	0	**1**
1730-1830	669	**7**	6	3	0	**685**	0	**0**	0	0	0	**0**
1745-1845	603	8	6	1	0	**618**	1	0	0	0	0	**1**
1800-1900	525	7	8	0	0	**540**	1	0	0	0	0	**1**
	21-CA						22-CB					

AM Peak

VEH

Junction 1	TO A	TO B	TO C	TO D
FROM A	0	301	3	245
FROM B	226	1	4	723
FROM C	5	2	0	10
FROM D	190	506	4	5

3969

HGV

Junction 1	TO A	TO B	TO C	TO D
FROM A	0	2	0	1
FROM B	8	0	0	26
FROM C	0	1	0	0
FROM D	2	25	0	0

%HGV

Junction 1	TO A	TO B	TO C	TO D
FROM A	0%	1%	0%	0%
FROM B	4%	0%	0%	4%
FROM C	0%	50%	0%	0%
FROM D	1%	5%	0%	0%

Queue

Junction 1	TO A	TO B	TO C	TO D
FROM A				3
FROM B				20+
FROM C				
FROM D			6	

PM Peak

VEH

Junction 1	TO A	TO B	TO C	TO D
FROM A	0	71	3	118
FROM B	133	0	8	595
FROM C	2	1	0	4
FROM D	127	562	4	4

HGV

Junction 1	TO A	TO B	TO C	TO D
FROM A	0	0	0	0
FROM B	0	0	0	8
FROM C	0	0	0	0
FROM D	1	4	0	0

%HGV

Junction 1	TO A	TO B	TO C	TO D
FROM A	0%	0%	0%	0%
FROM B	0%	0%	0%	1%
FROM C	0%	0%	0%	0%
FROM D	1%	1%	0%	0%

Queue

Junction 1	TO A	TO B	TO C	TO D
FROM A				0
FROM B				0
FROM C				
FROM D			0	

Arm	Road Name
A	Parsonage Lane
B	Dunmow Road (E)
C	Manor Links
D	Dunmow Road (W)

PTP

Project: Bishops Stortford Golf Course - Residential Development
Title: Base Flows 2015
Date: April 2016
Units: Veh / HGV / %HGV / Queues in Veh

AM Peak

VEH

Junction 1	TO			
	A	B	C	D
A	0	343	3	279
FROM B	258	1	5	824
C	6	2	0	11
D	217	577	5	6

HGV

Junction 1	TO			
	A	B	C	D
A	0	2	0	1
FROM B	9	0	0	30
C	0	1	0	0
D	2	28	0	0

%HGV

Junction 1	TO			
	A	B	C	D
A	0%	1%	0%	0%
FROM B	4%	0%	0%	4%
C	0%	57%	0%	0%
D	1%	5%	0%	0%

PM Peak

VEH

Junction 1	TO			
	A	B	C	D
A	0	82	3	136
FROM B	153	0	9	685
C	2	1	0	5
D	146	647	5	5

HGV

Junction 1	TO			
	A	B	C	D
A	0	0	0	0
FROM B	0	0	0	9
C	0	0	0	0
D	1	5	0	0

%HGV

Junction 1	TO			
	A	B	C	D
A	0%	0%	0%	0%
FROM B	0%	0%	0%	1%
C	0%	0%	0%	0%
D	1%	1%	0%	0%

Arm	Road Name
A	Parsonage Lane
B	Dunmow Road (E)
C	Manioc Links
D	Dunmow Road (W)

PTP

Project: Bishops Stortford Golf Course - Residential Development
Title: Base Flows 2031
Date: April 2016
Units: Veh / HGV / %HGV / Queues in Veh

AM Peak

Veh

Junction 1	TO			
	A	B	C	D
FROM A			25%	
FROM B			43%	
FROM C	25%	31%		44%
FROM D			32%	

HGV

Junction 1	TO			
	A	B	C	D
FROM A			5%	
FROM B			53%	
FROM C	16%	41%		43%
FROM D			42%	

PM Peak

VEH

Junction 1	TO			
	A	B	C	D
FROM A			12%	
FROM B			45%	
FROM C	18%	40%		42%
FROM D			43%	

HGV

Junction 1	TO			
	A	B	C	D
FROM A			0%	
FROM B			62%	
FROM C	8%	31%		62%
FROM D			38%	

Junction 1

Arm	Road Name
A	Parsonage Lane
B	Dunmow Road (E)
C	Manor Links
D	Dunmow Road (W)

PTP

Project: Bishops Stortford Golf Course - Residential Development
Title: Development Trip Distributions
Date: April 2016
Units: Veh / HGV / %HGV / Queues in Veh

AM Peak

VEH

Junction 1	TO			
	A	B	C	D
FROM A				2
FROM B				3
FROM C		5	6	8
FROM D				2

HGV

Junction 1	TO			
	A	B	C	D
FROM A	0	0	0	0
FROM B	0	0	0	0
FROM C	0	0	0	0
FROM D	0	0	0	0

%HGV

Junction 1	TO			
	A	B	C	D
FROM A	0%	0%	0%	0%
FROM B	0%	0%	0%	0%
FROM C	0%	0%	0%	0%
FROM D	0%	0%	0%	0%

PM Peak

VEH

Junction 1	TO			
	A	B	C	D
FROM A				2
FROM B				7
FROM C		2	3	4
FROM D				7

HGV

Junction 1	TO			
	A	B	C	D
FROM A	0	0	0	0
FROM B	0	0	0	0
FROM C	0	0	0	0
FROM D	0	0	0	0

%HGV

Junction 1	TO			
	A	B	C	D
FROM A	0%	0%	0%	0%
FROM B	0%	0%	0%	0%
FROM C	0%	0%	0%	0%
FROM D	0%	0%	0%	0%

Arm	Road Name
A	Parsonage Lane
B	Dunmow Road (E)
C	Manor Links
D	Dunmow Road (W)

PTP

Project: Bishops Stortford Golf Course - Residential Development
Title: Development Trips - 50 units
Date: April 2016
Units: Veh / HGV / %HGV / Queues in Veh

AM Peak

VEH

Junction 1	TO A	B	C	D
A	0	343	5	279
FROM B	258	1	8	824
C	11	8	0	19
D	217	577	7	6

HGV

Junction 1	TO A	B	C	D
A	0	2	0	1
FROM B	9	0	0	30
C	0	1	0	0
D	2	28	0	0

%HGV

Junction 1	TO A	B	C	D
A	0%	1%	0%	0%
FROM B	4%	0%	0%	4%
C	0%	15%	0%	0%
D	1%	5%	0%	0%

PM Peak

VEH

Junction 1	TO A	B	C	D
A	0	82	5	136
FROM B	153	0	16	685
C	4	4	0	9
D	146	647	12	5

Check 1903

HGV

Junction 1	TO A	B	C	D
A	0	0	0	0
FROM B	0	0	0	9
C	0	0	0	0
D	1	5	0	0

Check 15

%HGV

Junction 1	TO A	B	C	D
A	0%	0%	0%	0%
FROM B	0%	0%	0%	1%
C	0%	0%	0%	0%
D	1%	1%	0%	0%

Junction 1

Arm	Road Name
A	Parsonage Lane
B	Dunmow Road (E)
C	Manor Links
D	Dunmow Road (W)

PTP

Project: Bishops Stortford Golf Course - Residential Development
Title: 2031 plus Development Trips - 75 units
Date: April 2016
Units: Veh / HGV / %HGV / Queues in Veh

Appendix G: Model Results

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
© Copyright TRL Limited, 2016

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Import of Bishops Stortford 4.j9
Path: C:\Users\Mike\Documents\safesync\PTP Projects\21195 Bishops Stortford\Admin\Analysis\Arcady Picady Models\002 April 2016
Report generation date: 19/04/2016 14:45:07

«Mitigation measures - Puffin - Scenario 2, AM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
	Existing geometry - Scenario 1			
A - Parsonage Lane	1.7	0.64	0.3	0.23
B - Dunmow Road E	10.2	0.93	1.8	0.65
C - Manor Links	0.1	0.06	0.0	0.01
D - Dunmow Road W	1.6	0.62	1.3	0.56
	Existing geometry - Scenario 2			
A - Parsonage Lane	3.1	0.76	0.4	0.28
B - Dunmow Road E	53.5	1.07	3.0	0.76
C - Manor Links	0.1	0.08	0.0	0.02
D - Dunmow Road W	2.4	0.71	1.9	0.66
	Existing geometry - Scenario 3 50 Units			
A - Parsonage Lane	3.2	0.77	0.4	0.28
B - Dunmow Road E	56.1	1.08	3.1	0.76
C - Manor Links	0.2	0.15	0.0	0.04
D - Dunmow Road W	2.5	0.72	2.0	0.66

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
	Mitigation measures - Refuge - Scenario 3 50 Units			
A - Parsonage Lane	3.2	0.77	0.4	0.28
B - Dunmow Road E	42.7	1.05	2.8	0.74
C - Manor Links	0.2	0.16	0.0	0.04
D - Dunmow Road W	2.5	0.72	2.0	0.66

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
	Mitigation measures - Puffin - Scenario 3 50 Units			
A - Parsonage Lane	3.2	0.77	0.4	0.28
B - Dunmow Road E	41.4	1.05	2.7	0.74
C - Manor Links	0.2	0.16	0.0	0.04
D - Dunmow Road W	2.5	0.72	2.0	0.66

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

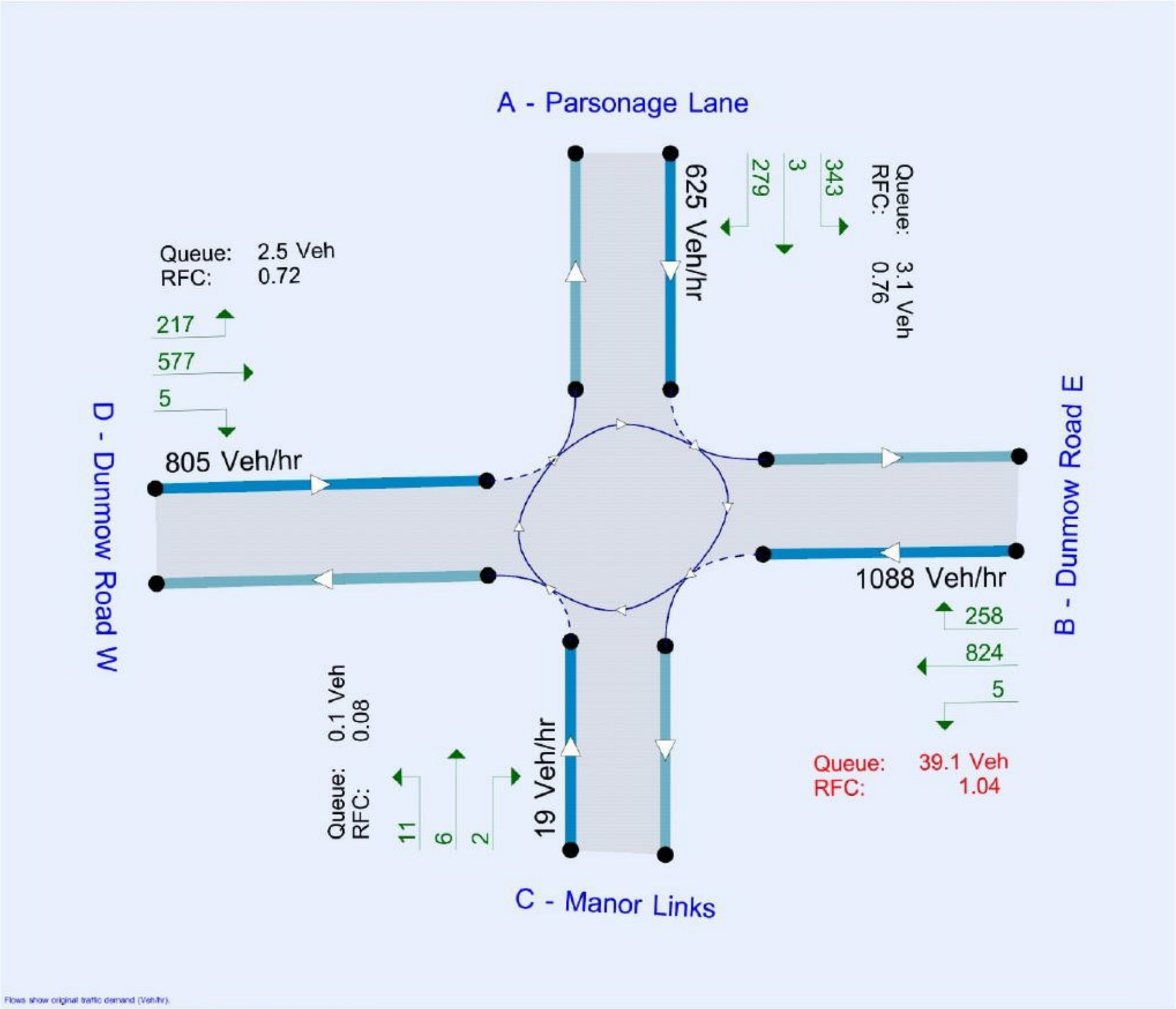
File summary

File Description

Title	Bishops Stortford Base Rev 1
Location	
Site number	
Date	18/02/2015
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	PTP2\Mike
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Mitigation measures - Puffin	✓	✓	D5,D6	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Scenario 2	AM	Scenario 2 - AM 2031 Base	ONE HOUR	07:45	09:15	15	✓

Mitigation measures - Puffin - Scenario 2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Manor Links	Standard Roundabout	A,B,C,D	55.14	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Parsonage Lane	
B	Dunmow Road E	
C	Manor Links	
D	Dunmow Road W	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - Parsonage Lane	3.20	5.50	11.8	9.7	28.0	40.0	
B - Dunmow Road E	3.50	5.90	8.8	11.6	28.0	34.0	
C - Manor Links	3.00	3.80	9.6	9.0	28.0	46.0	
D - Dunmow Road W	4.10	5.70	3.0	38.9	28.0	28.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Parsonage Lane	0.546	1278
B - Dunmow Road E	0.578	1377
C - Manor Links	0.475	974
D - Dunmow Road W	0.621	1465

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Parsonage Lane		ONE HOUR	✓	625	100.000
B - Dunmow Road E		ONE HOUR	✓	1088	100.000
C - Manor Links		ONE HOUR	✓	19	100.000
D - Dunmow Road W		ONE HOUR	✓	805	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Parsonage Lane	B - Dunmow Road E	C - Manor Links	D - Dunmow Road W
From	A - Parsonage Lane	0	343	3	279
	B - Dunmow Road E	258	1	5	824
	C - Manor Links	6	2	0	11
	D - Dunmow Road W	217	577	5	6

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Parsonage Lane	B - Dunmow Road E	C - Manor Links	D - Dunmow Road W
From	A - Parsonage Lane	0	1	0	0
	B - Dunmow Road E	4	0	0	4
	C - Manor Links	0	57	0	0
	D - Dunmow Road W	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Parsonage Lane	0.76	16.89	3.1	C	574	860
B - Dunmow Road E	1.04	110.53	39.1	F	998	1498
C - Manor Links	0.08	15.59	0.1	C	17	26
D - Dunmow Road W	0.72	10.23	2.5	B	739	1108

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Parsonage Lane	471	118	442	1018	0.462	467	359	0.0	0.8	6.494	A
B - Dunmow Road E	819	205	219	1208	0.678	811	690	0.0	2.0	8.889	A
C - Manor Links	14	4	1020	448	0.032	14	10	0.0	0.0	8.288	A
D - Dunmow Road W	606	152	199	1288	0.471	603	835	0.0	0.9	5.229	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Parsonage Lane	562	140	530	968	0.580	560	430	0.8	1.4	8.770	A
B - Dunmow Road E	978	245	262	1184	0.826	969	827	2.0	4.3	16.089	C
C - Manor Links	17	4	1220	356	0.048	17	12	0.0	0.0	10.602	B
D - Dunmow Road W	724	181	238	1264	0.573	722	999	0.9	1.3	6.625	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Parsonage Lane	688	172	647	901	0.763	682	509	1.4	3.0	15.909	C
B - Dunmow Road E	1198	299	320	1152	1.040	1118	1009	4.3	24.4	58.636	F
C - Manor Links	21	5	1423	263	0.080	21	14	0.0	0.1	14.866	B
D - Dunmow Road W	886	222	275	1241	0.714	882	1169	1.3	2.4	9.917	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Parsonage Lane	688	172	650	900	0.765	688	516	3.0	3.1	16.886	C
B - Dunmow Road E	1198	299	322	1150	1.041	1139	1016	24.4	39.1	110.527	F
C - Manor Links	21	5	1447	252	0.083	21	14	0.1	0.1	15.593	C
D - Dunmow Road W	886	222	280	1237	0.716	886	1188	2.4	2.5	10.229	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Parsonage Lane	562	140	535	966	0.582	569	465	3.1	1.4	9.214	A
B - Dunmow Road E	978	245	267	1182	0.828	1111	837	39.1	5.9	65.583	F
C - Manor Links	17	4	1365	289	0.059	17	12	0.1	0.1	13.242	B
D - Dunmow Road W	724	181	272	1243	0.582	728	1111	2.5	1.4	7.051	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A - Parsonage Lane	471	118	446	1016	0.463	473	366	1.4	0.9	6.655	A
B - Dunmow Road E	819	205	222	1207	0.679	834	698	5.9	2.2	10.016	B
C - Manor Links	14	4	1046	437	0.033	14	10	0.1	0.0	8.528	A
D - Dunmow Road W	606	152	205	1284	0.472	608	855	1.4	0.9	5.342	A

Appendix H: HCC Pre App Responses

Mike Younghusband
Head of Highways Operations & Strategy
Hertfordshire County Council
Postal Point CHN203
County Hall
Pegs Lane
Hertford
SG13 8DN

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning and Property
East Herts District Council
Wallfields
Pegs Lane
Hertford
SG13 8EQ

District ref:
HCC ref: EH/406/2016 (Amended)
HCC received: 20/07/2016
Area manager: Juliet Cromack
Case officer: Lindsay McCauley

Location
Land east of Manor Links
Bishops Stortford

Application type
Pre application

Proposal
Residential development comprising approximately 50 residential units

Amendment
Request review of revise Transport Note. Will upload to livelink - email and documents.

Decision
Other

Dear Mr. Mike Brain,

Re: Residential Development of Land East of Manor Links (BISH 6), Bishop Stortford Golf Course

HCC Reference: EH/406/2016

Hertfordshire County Council (HCC) have reviewed the Memo and revised Technical Note received 14 July 2016 and whilst HCC do not have an objection in principle to the proposed development further revision to the access arrangements will be required as part of any planning submission.

This letter discusses the information set out in the Memo and the revised Technical Note and provides specific feedback regarding the suitability of the access arrangements.

Technical Note and Memo

A revised Technical Note (TN), Technical Note 3 ? Revised to HCC Comments, was provided 14 July 2016 and was revised to address pre-application comments provided by HCC Highways 24 June 2016. In addition to the TN, a Memo was provided to highlight the Applicants? response to the comments in HCC?s Pre-Application advice. The pre-application advice provided identified that a number of items needed clarification or additional information. These are discussed below.

Design and Access Statement and Transport Assessment
As part of the revised TN, the applicant has specified that a Design and Access Statement (DAS) and a Transport Assessment (TA) will be provided with the full planning application. The TA will include Policy Review as requested through the pre-application comments. This is considered acceptable.

TRICs Criterion
The pre-application advice provided requested further justification for the use of the Mixed Private/Affordable Housing criteria. The Memo identified that the distribution of affordable to private housing justifies the use of the Mixed Private/Affordable Housing criteria. The proposals seek to provide 20 affordable housing units and 30 private housing units. Therefore, as 40% of the dwellings will be affordable, this is considered appropriate.

Trip Distribution Profile
Within the revised TN, the consultant has provided further justification to support the proposed trip distribution, as was requested in the pre-application advice. The trip distribution profile was based on existing traffic distributions. This was further supported by considering 2011 Census Data to determine commuter destinations from Bishops Stortford. This is considered acceptable.

Horizon Year
Further justification for the chosen 2031 horizon year was sought as part of the pre-application advice. As part of the Memo, it was stated that the selected horizon year was selected so as to present a robust scenario. This is considered acceptable.

Mitigation Measures
As part of the pre-application advice, it was requested that additional justification be provided to support the selected mitigation measures. The Memo responses stated that no changes would be made to this section as the measures proposed are intended to improve the capacity of the junction while maintaining and/or improving pedestrian provisions.

The Development Management (DM) Implementation Team at HCC was consulted to determine the acceptability of the proposed mitigation options. The DM Implementation team agreed that the proposed arrangements are suitable from an engineering standpoint. However, these are only agreed in principle at this stage and would be subject to S278 Agreements and technical approval procedures at the full planning application stage.

Junction Modelling
The original TN did not include all junction modelling outputs and these were therefore requested as part of the pre-application advice. The revised TN includes all junction modelling outputs as part of an appendix. This is considered acceptable.

Road Safety Audit
The original TN did not include a Road Safety Audit for the proposed access arrangements and this was requested through the pre-application advice. The Memo specifies that a Stage 1 Road Safety Audit will be provided with the TA as part of the full planning application. This is considered acceptable.

It should be noted that any mitigation improvements to be undertaken at the Dunmow Road / Manor Links / Parsonage Lane roundabout will be subject to a Stage 1 Road Safety Audit as well.

Access Arrangements
The DM Implementation team was further consulted to determine the suitability of the proposed access arrangements, both the south and north accesses. The DM Implementation team does not consider the proposed access arrangements suitable for the proposed development and requests that the width of the carriageway be increased to 5.5m to alleviate any parking and manoeuvre issues at the site accesses. It has also been requested that 6m kerb radii be provided. Therefore, the access arrangements will need to be revised to demonstrate a 5.5m wide carriageway and 6m kerb radii is achievable. This can be provided as part of the full planning application.

Swept Path Assessments
It is noted that swept paths for a refuse vehicle of 10.22m in length have been provided as part of the site access arrangements drawing. These are not considered appropriate as the wheels travel over the footway in the southern access arrangements and the front chassis overhangs the footway for both access arrangements. These will need to be revised with the updated access arrangements as discussed above and will need to be submitted with the TA as part of the full planning application. Further swept path assessments were requested for the internal layout to demonstrate that a refuse and servicing vehicle can safely manoeuvre through the site. Swept path assessments were also requested for any car parking areas to demonstrate that a large car can safely access all parking spaces. The TN and Memo state that these will be provided as part of the TA that will accompany the planning application and this is considered appropriate.

Additional Information Required
The pre-application advice requested that as part of the full planning application submission, the following additional information be included:

- Refuse and Servicing arrangements;
- Car and Cycle Parking provisions and Car Parking facilities, etc.;
- Removal of Bus Routes 302 and 306 from Bus Services section;
- Arrangements for walking and cycling through the proposed site;
- Contributions will be sought for updating bus stops in the area;
- Travel Plan; and,
- Construction Traffic Management Plan.

The Memo states that these will be provided as part of the TA to be submitted alongside the full planning application. This is acceptable.

Conclusion
HCC has no objection to the principle of the development on the site and are satisfied with the additional information provided as part of the revised TN and Memo. However, the access arrangements are not considered appropriate for the proposed development and will need to be revised to meet the requirements set out by the HCC DM Implementation Team.

Signed

Date 03/08/2016

Mike Younghusband
Head of Highways Operations & Strategy
Hertfordshire County Council
Postal Point CHN203
County Hall
Pegs Lane
Hertford
SG13 8DN

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning and Property
East Herts District Council
Wallfields
Pegs Lane
Hertford
SG13 8EQ

District ref:
HCC ref: EH/406/2016
HCC received: 10/05/2016
Area manager: Juliet Cromack
Case officer: Lindsay McCauley

Location
Land east of Manor Links
Bishops Stortford

Application type
Pre application

Proposal
Residential development comprising approximately 50 residential units

Decision
Other

Description of the Proposal
Pre-application advice is sought for 50 new dwellings with 104 car parking spaces and with access to the proposed development from Manor Links in Bishops Stortford. The development site consists of two 'areas', Area 1 and Area 2. The proposed 50 dwellings will be constructed on Area 1.

Site Description
The proposed development site is located from Manor Links in Bishop's Stortford. The proposed development site is on a large parcel of undeveloped land behind existing residential dwellings on Manor Links. Manor Links is an unclassified L2 local access road with a 30mph speed limit.

The development site is bound by residential dwellings to the north and west and the Bishop's Stortford Golf Club/Course to the south and east.

Analysis
The applicant has provided a Transport Assessment (TA) 'Technical Note 3' for HCC consideration as part of the pre-application package. This is acceptable as per Roads in Herts but will need to be resubmitted as part of any formal planning application.

It should be noted that a Design and Access Statement (DAS) is required for all full planning applications that have an impact on the highway, as outlined in Roads in Hertfordshire: Design Guide (3rd Edition), and therefore should be provided alongside any application submission. The DAS needs to include three potential aspects of access:
- Why the access points for the development have been chosen;
- How the site responds to road layout, road safety, and public transport provision; and,
- How everyone can move through the place on equal terms regardless of age, disability, ethnicity or social grouping.

Policy
No policy review has been provided at this stage. The applicant will need to provide evidence that the following key policy documents have been reviewed as part of a full application within TA:
- National Planning Policy Framework (NPPF);
- National Planning Practice Guidance; and
- Roads in Hertfordshire Highway Design Guide (3rd Edition)

The applicant should also provide evidence that the proposed development is consistent with the following key planning policies including (but not limited to):
- Hertfordshire County Council (HCC) Local Transport Plan 3-2011-2031
- Relevant East Herts District Council Policies, i.e. Local Plan; and,
- Department for Transport, Manual for Streets, 2007

Transport Assessment
Trip Generation
Trip generation profile for the proposed development of 50 residential dwellings, comprising of a mix of both houses and flats, was carried out by interrogating the TRICS database. The TA included trip rates for all modes of transport.
The following selection criterion were used for the TRICS interrogation:
- 03 - Residential;
- M - Mixed Private/Affordable Housing;
- Multi-Modal trips;
- Region: All sites in England except Greater London;
- Location Type: All except 'Edge of Town Centre'

Further omission was made from the selected sites to omit developments with significantly more or less access to public transport. The selection criterion utilised to determine the trip generation profiles is considered acceptable; however, further justification should be provided in the TA, particularly regarding the mixed private/affordable housing criteria.

The vehicle trip rates per dwelling that are generated for the AM peak (07:00 - 08:00) are 0.126 arrivals, 0.381 departures and therefore 0.507 two-way. The trip rates generated for the PM peak (17:00 - 18:00) are 0.312 arrivals, 0.176 departures and therefore 0.488 two-way.

The resultant number of vehicle trips for the AM peak are 6 arrivals, 19 departures and therefore 25 total two-way trips. For the PM peak there will be 16 arrivals, 9 departures and therefore 25 total two-way trips. No additional heavy goods vehicles will result as a consequence of the proposed development during the AM or PM peak hours.

Trip Distribution
As part of the TA, the consultant provided the trip distribution profile for the modelled Dunmow Road/Parsonage Road/Manor Links roundabout. There has been no explanation for the proposed percentage distribution for the vehicles. This needs to be included in the final TA for the full

application. Appropriate justification and explanation is required to determine the suitability of the distribution profile.

Impact on Highway Network
Junction Assessment
As part of the TA, the consultant has provided junction assessment for the Dunmow Road/Parsonage Road/Manor Links roundabout. The junction assessment was carried out using industry standard Junctions 9 (Arcady/Picady) software.

Traffic Data
To carry out the junction assessment, traffic counts were carried out on 29th January 2015 for both the Dunmow Road/Parsonage Road/Manor Links roundabout and the Golf Club Access with Dunmow Road priority T-junction. These counts were used to determine the network peak hour and respective peak hour volumes. This is considered acceptable.

Growth Rate
TEMPRO 6.2, an industry accepted software, was interrogated to obtain a growth rate for the Urban Area of Bishop's Stortford for 2015 to 2031. The growth rates were determined to be 1.140 and 1.151 for the AM and PM peaks, respectively. This approach is considered acceptable; however, more justification is required as part of the TA for the method of selecting the 2031 horizon year. Typically, the horizon year is based on the year the proposed development is to be completed.

Modelling Scenarios
The junction modelling was carried out for three scenarios:
- 2015 Base Flows - manual traffic count base flows;
- 2031 Base Flows - 2015 base flows grown to 2031; and,
- 2031 Base + Development Flows - Base 2031 flows added to development traffic.

Junction modelling will also be undertaken for the existing geometries at the junction, in addition to two proposed mitigation measures to mitigate the impact of the proposed development at the roundabout. The two mitigation measures were:
- Option 1 - Puffin Crossing on the Dunmow Road east arm; and,
- Option 2 - Provide new wider traffic island in place of the existing refuge island. New traffic island will be complete with tactile paving and dropped kerbs.

The applicant will need to provide justification for the mitigation options.

Junction Modelling Results
Junction modelling results are summarised as part of the TA; however, only the full traffic modelling outputs for Mitigation Measures Option 1 are provided in the Appendices. All traffic modelling outputs need to be provided for review as part of the full planning application.

The summarised junction modelling results for the existing geometries are as follows:
- 2015 Base Flows:
  - Parsonage Lane:
    AM Peak: Queue (veh) - 1.7, RFC - 0.64
    PM Peak: Queue (veh) - 0.3, RFC - 0.23
  - Dunmow Road E:
    AM Peak: Queue (veh) - 10.2, RFC - 0.93
    PM Peak: Queue (veh) - 1.8, RFC - 0.65
  - Manor Links:
    AM Peak: Queue (veh) - 0.1, RFC - 0.06
    PM Peak: Queue (veh) - 0, RFC - 0.01

- Dunmow Road W:
    AM Peak: Queue (veh) - 1.6, RFC - 0.62
    PM Peak: Queue (veh) - 1.3, RFC - 0.56
- 2031 Base Flows:
  - Parsonage Lane:
    AM Peak: Queue (veh) - 3.1, RFC - 0.76
    PM Peak: Queue (veh) - 0.4, RFC - 0.28
  - Dunmow Road E:
    AM Peak: Queue (veh) - 53.5, RFC - 1.07
    PM Peak: Queue (veh) - 3.0, RFC - 0.76
  - Manor Links:
    AM Peak: Queue (veh) - 0.1, RFC - 0.08
    PM Peak: Queue (veh) - 0, RFC - 0.02
  - Dunmow Road W:
    AM Peak: Queue (veh) - 2.4, RFC - 0.71
    PM Peak: Queue (veh) - 1.9, RFC - 0.66
- 2031 Base + Development Flows:
  - Parsonage Lane:
    AM Peak: Queue (veh) - 3.2, RFC - 0.28
    PM Peak: Queue (veh) - 0.4, RFC - 0.93
  - Dunmow Road E:
    AM Peak: Queue (veh) - 56.1, RFC - 1.08
    PM Peak: Queue (veh) - 3.1, RFC - 0.76
  - Manor Links:
    AM Peak: Queue (veh) - 0.2, RFC - 0.15
    PM Peak: Queue (veh) - 0, RFC - 0.04
  - Dunmow Road W:
    AM Peak: Queue (veh) - 2.5, RFC - 0.72
    PM Peak: Queue (veh) - 2.0, RFC - 0.66

The junction modelling results for the existing geometry show that for all scenarios the Dunmow Road E arm operates over desired thresholds in the AM Peak, i.e. over an RFC of 0.85 and/or queue of 20+ vehicles. Queue surveys were carried out at the roundabout on the same day ? 29th January 2015. The queue surveys demonstrated that heavy queuing is experienced on the Dunmow Road E junction around during the 08:00 to 09:00 peak period. The queues determined as part of the queue survey for all arms are higher than those in the junction modelling outputs. However, both present a clear case that the queuing on the Dunmow Road E arm is in excess of desired queuing.

Further analysis was undertaken to mitigate the queuing on Dunmow Road E by exploring two options for mitigation as outlined above. The junction modelling was undertaken for each option for scenario 3, 2031 Base + Development Traffic, only. The results of the junction modelling are detailed below:
- Increased size of Refuge Island:
  - Parsonage Lane:
    AM Peak: Queue (veh) - 3.2, RFC - 0.77
    PM Peak: Queue (veh) - 0.4, RFC - 0.28
  - Dunmow Road E:
    AM Peak: Queue (veh) - 42.7, RFC - 1.05
    PM Peak: Queue (veh) - 2.8, RFC - 0.74
  - Manor Links:
    AM Peak: Queue (veh) - 0.2, RFC - 0.16
    PM Peak: Queue (veh) - 0, RFC - 0.04
  - Dunmow Road W:
    AM Peak: Queue (veh) - 2.5, RFC - 0.72

PM Peak: Queue (veh) - 2.0, RFC - 0.66

- Puffing Crossing:
  - Parsonage Lane:
    AM Peak: Queue (veh) - 3.2, RFC - 0.77
    PM Peak: Queue (veh) - 0.4, RFC - 0.28
  - Dunmow Road E:
    AM Peak: Queue (veh) - 41.4, RFC - 1.05
    PM Peak: Queue (veh) - 2.7, RFC - 0.74
  - Manor Links:
    AM Peak: Queue (veh) - 0.2, RFC - 0.16
    PM Peak: Queue (veh) - 0, RFC - 0.04
  - Dunmow Road W:
    AM Peak: Queue (veh) - 2.5, RFC - 0.72
    PM Peak: Queue (veh) - 2.0, RFC - 0.66

The mitigated options both improve the performance of the Dunmow Road E arm for the 2031 Base Flows and the 2031 Base + Development Flows scenarios. The results are considered acceptable and demonstrate that reasonable mitigation measures can be introduced to improve the operation of the junction and mitigate the impact of the proposed development.

Road Safety
The TA includes a review of 3 years of collision data C within the vicinity of the proposed development site, obtained from HC. The collision analysis found that there were 3 slight collisions and 1 serious collision in the vicinity of the development site. There were no clusters evident or clear evidence that the highway arrangements contributed to the collisions. Therefore, due to the nature of the proposed development, it is not expected that the proposal will impact the safety of the highway.

Road Safety Audit
A Stage 1 Road Safety Audit (RSA) will be required for the proposed development for all new junctions and the new internal road network to ensure that the proposed designs are safe and suitable for the intended use.

Highway Layout
Access Arrangements
The site will be accessed from Manor Links. The applicant will need to provide evidence to support that the proposed new junction access arrangements will be safe and suitable for the proposed development. Drawings are required with the full planning application and are required to be to scale with geometries (widths, kerb radii, etc.), visibility splays, pavement markings, etc. Swept path assessments will also be required for the proposed new access arrangements to demonstrate that large refuse and servicing vehicles can safely enter and egress the site in a forward gear.

Geometries for the site access will need to be provided on scaled drawings for the planning application and will need to be designed to the standards set out in Roads in Hertfordshire Highway Design Guide 3rd Edition.

It should be noted that all new site accesses and any changes to the highway will be subject to a S278 agreement. Furthermore, any internal roads to be adopted by HCC will be subject to S38 agreements.

Refuse and Servicing Arrangements
No information has been provided on the existing or proposed refuse and servicing arrangements. Any subsequent application should include information relating to the location and collection of refuse within the site.

Swept Path Analysis
The applicant will need to provide swept path assessments of the internal layout and new site access arrangements as part of future planning applications to demonstrate that large refuse and servicing vehicles can safely enter and egress the site in a forward gear. Swept path assessments will be required for any car parks to demonstrate that large cars can safely access all parking spaces.

Parking
Car Parking Provision
The proposed development weeks to provide 104 parking spaces for 50 dwellings. The applicant should provide suitable justification for any proposed parking arrangements. Car parking provisions will need to be provided in line with East Herts District Council's Local Plan (2007) - Vehicle Parking Provision at New Development.

Car Parking Layout
No details were provided relating to the car park arrangements with the pre-application documents. The applicant will need to provide details about the location and geometries, etc., of any car parking facilities. The car park will need to be designed in accordance with guidance set out in the Roads in Hertfordshire.

Cycle Parking
Cycle parking provisions were not included as part of the information provided for the pre-application advice. Cycle parking provisions should be included in the application package and will need to be provided in line with East Herts District Council's Local Plan (2007) - Vehicle Parking Provision at New Development.

Accessibility
Bus Services
The nearest bus stops are located on Dunmow Road, north of the proposed development site. The bus stops are approximately 400m from the proposed development accesses. The bus stop on the south side of Dunmow Road servicing the westbound direction is serviced by bus routes 7 and 7A Bishop's Stortford, 309 Bishop's Stortford, 319 Bishop's Stortford, 508 Harlow Town Centre and 509 Harlow Town Centre. The bus stop on the north side of Dunmow Road servicing the eastbound direction is serviced by bus routes 7 and 7A Stansted Airport, 309 Stansted Airport, 319 High Roding, 508 Stansted Airport and 509 Stansted Airport. Both stops are serviced regularly by their respective bus routes. The application will need to revise the TA as the service levels are broadly correct within the document however the bus routes 302 and 306 no longer exist and should be removed from the note.

Rail Services
Bishop's Stortford is located approximately 1.1miles east of the proposed development site. The train station is serviced by the Greater Anglia Train Services with trains to London Liverpool Street, Cambridge, Stratford, Stansted Airport, Ely, and Kings Lynn.

Walking and Cycling
There are dedicated pedestrian facilities on both sides of Manor Links and these are deemed acceptable for the proposed level of development. The applicant will need to ensure that pedestrians are accommodated through the proposed development site.

There are no dedicated cycling routes located on Manor Links. However, Manor Links has a 30mph speed limit in the vicinity of the development site and is therefore considered suitable for cycling.

The level of accessibility of the surrounding area is deemed suitable for the proposed level of development.

Other Comments
Summary
- Site is within easy walking distance of the local bus stops but located on the edge of Bishop's Stortford albeit 1 mile from the town centre
- Existing footway provision already provided along Dunmow Road
- 104 car parking spaces provided plus secure cycle parking provision
- The site is located on six local bus routes with connections to the town centre/rail station and Stansted Airport

Planning Contributions
This development is located on the northern edge of Bishop's Stortford, with bus stops reasonably close to the site. Bus routes available from the nearest stops give good access to the town centre and the surrounding areas and also Saffron Walden.

As neither of the closest bus stops close to the site currently meet accessibility requirements in terms of easy access kerbing and there no shelter provision it is considered a high priority for improvements at these locations and/or others in the nearby vicinity. In terms of developer contributions £16,000 would allow for easy access kerbing enhancements at two stops to be completed. Provision of an additional shelter would cost a further £6,000.

Travel Plan
A Travel Plan Statement will be required for the proposed development as the proposal is for 50 dwelling units. The requirement is per Hertfordshire's Travel Plan Guidance for Business and Residential Development. A Travel Plan Statement will be required to promote the use of sustainable transport. Per the Travel Plan Guidance, a Travel Plan Statement is:

"Small applications may not validate a Full Travel Plan. Instead, a Travel Plan Statement can deal with any issues raised in the TA. A Travel Plan Statement is likely to focus on site measures encouraging sustainable travel, or contribution towards a more strategic scheme. For example, the developer/occupier might be required to join a local travel forum or similar travel plan network to promote use of sustainable modes."

Construction
A construction logistics plan will be required to ensure construction vehicles will not have a detrimental impact on the vicinity of the site and a condition will likely be required to provide adequate parking for construction vehicles on-site to prevent on-street conflict and impacts to the highway safety.

Planning Obligations/ Community Infrastructure Levy (CIL)
Planning obligations will be determined at the application stage.

Summary
HCC has no objection to the principle of development on the site. However, as detailed above, there are a number of items that will require further information, justification and / or clarification to be provided as part of any planning application.

The contents of this letter are an informal officer opinion and should not be taken as a formal response to a planning application. It may not reflect the contents of any formal reply made by the Highway Authority in response to an official consultation from the LPA on a planning application for a similar proposal.

Signed

Date 24/06/2016

Mike Brain

From: Lindsay M. McCauley [redacted]
Sent: 12 August 2016 16:12
To: [redacted]
Cc: Juliet Cromack; 'Peter Luder'; [redacted] 'Chris Church'
Subject: RE: Land East of Manor Links in Bishops Stortford - Pre-Application Advice

Hi Mike,

I apologise for the delay.

I have spoken to the DM Implementation team at HCC and we've agreed that the access arrangements provided in drawing **1010-21195-05** are acceptable in principle. However, any changes to the highway boundary, i.e. the access arrangements, will still need to be secured and approved via a S278 Agreement with HCC.

I trust this is helpful.

If you have any questions or comments please do not hesitate to contact me.

All the best,
Lindsay

OPUS

Lindsay McCauley
Transport Planner

Opus International Consultants (UK) Ltd, Unit C1, The City Cloisters, 196 Old Street
London, EC1V 9FR
[redacted]

www.opusinternational.co.uk

Registered in England & Wales Company Reg. No: 2847568
Reg Office: Willow House Brotherswood Court Great Park Road Bristol BS32 4QW

New Civil Engineer 100 COMPANY OF THE YEAR 2016
Company of the Year 2016
Opus International Consultants

Drawings

INDICATIVE PROPOSED SKETCH LAYOUT 1:1000

Dwelling Summary
50 dwellings in total

Private
30 dwellings Comprising:
2no. 1 Bed Apartments
1no. 2 Bed Apartment
4no 2 Bed Bungalow
3no. 2 Bed Houses
4no 3 Bed Bungalow
6no. 3 Bed Houses
4no 4 Bed Houses
6no 5 bed houses

Affordable
20 dwellings (40% of total) Comprising:
6no. 1 Bed Apartments 30% of affordable
11no. 2 Bed Apartments 55% of affordable
1no. 2 Bed Houses 5% of affordable
2no. 3 Bed Houses 10% of affordable

Scheme Summary

Approx Site Area
2.158 hectares (5.33 acres)
Dwellings per hectare 23.2
Net development area 1.726ha (4.27 acres)
Net dwellings per hectare: 29

Total Parking Spaces 119
Public Open Space 2040sqm

STOREY HEIGHTS PLAN (NTS)

Sketch Perspective (View 1)

Sketch Perspective (View 2)

KEY

Single storey sub-station

Single storey garage

Single storey bungalow

2 storey (flat above garage)

2 storey house

Existing trees within boundary

New trees within boundary

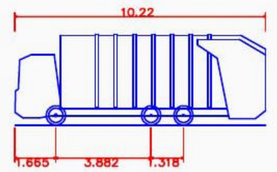
Revisions
A:Access roads widened to HCC requirement 09.08.16
B:Minor adjustments 11/11/16
East Herts District Plan
Site BISH 9 - Land off Manor Links
Indicative Sketch Layout
Date 04.07.2016
Drawing WH117/P/16/SK10.01

BISHOP'S STORTFORD GC
Est 1910

Weston Homes Plc

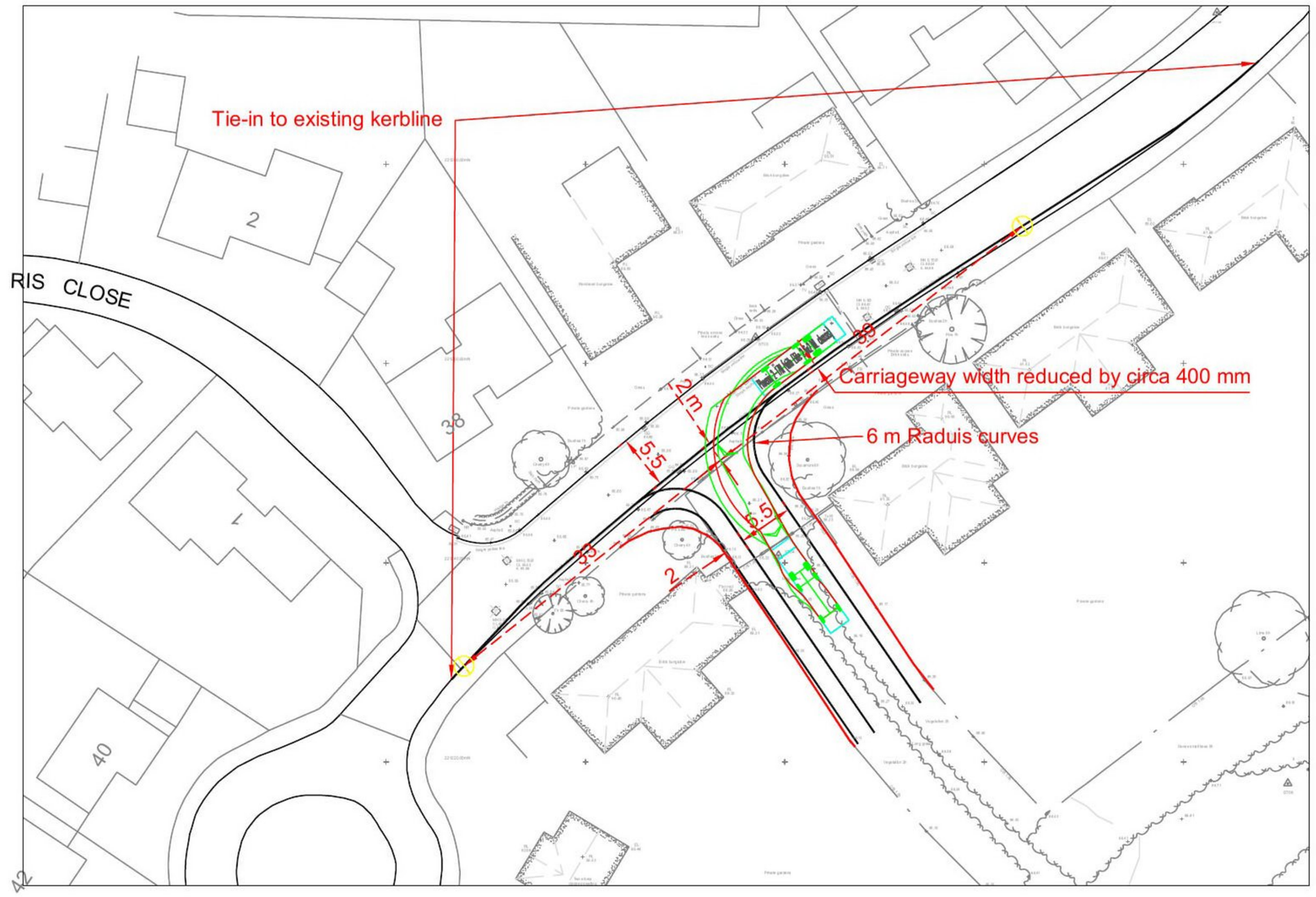
Northern Access

Key
Site Boundary
Prposed carriageway footway



Phoenix 2-17N (with Elite 2 6x2 ML chassis)

Overall Length	10.220m
Overall Width	2.250m
Overall Body Height	3.707m
Min Body Ground Clearance	0.260m
Track Width	2.250m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	10.550m



Southern Access

REV	DESCRIPTION	DATE
Issue	Description	Date

100mm on Original

Client
Weston Homes plc
& Bishop's Stortford Golf Club

Status
Planning

Scales	1:500	Current Issue Signatures	
		Drawn by	MNB
Original Size	A2	Checked by	PT
Height Datum	DATUM	Approved by	PT

Project
Residential Development of Land
East of Manor Links (BISH 6)
Bishops Stortford Golf Course

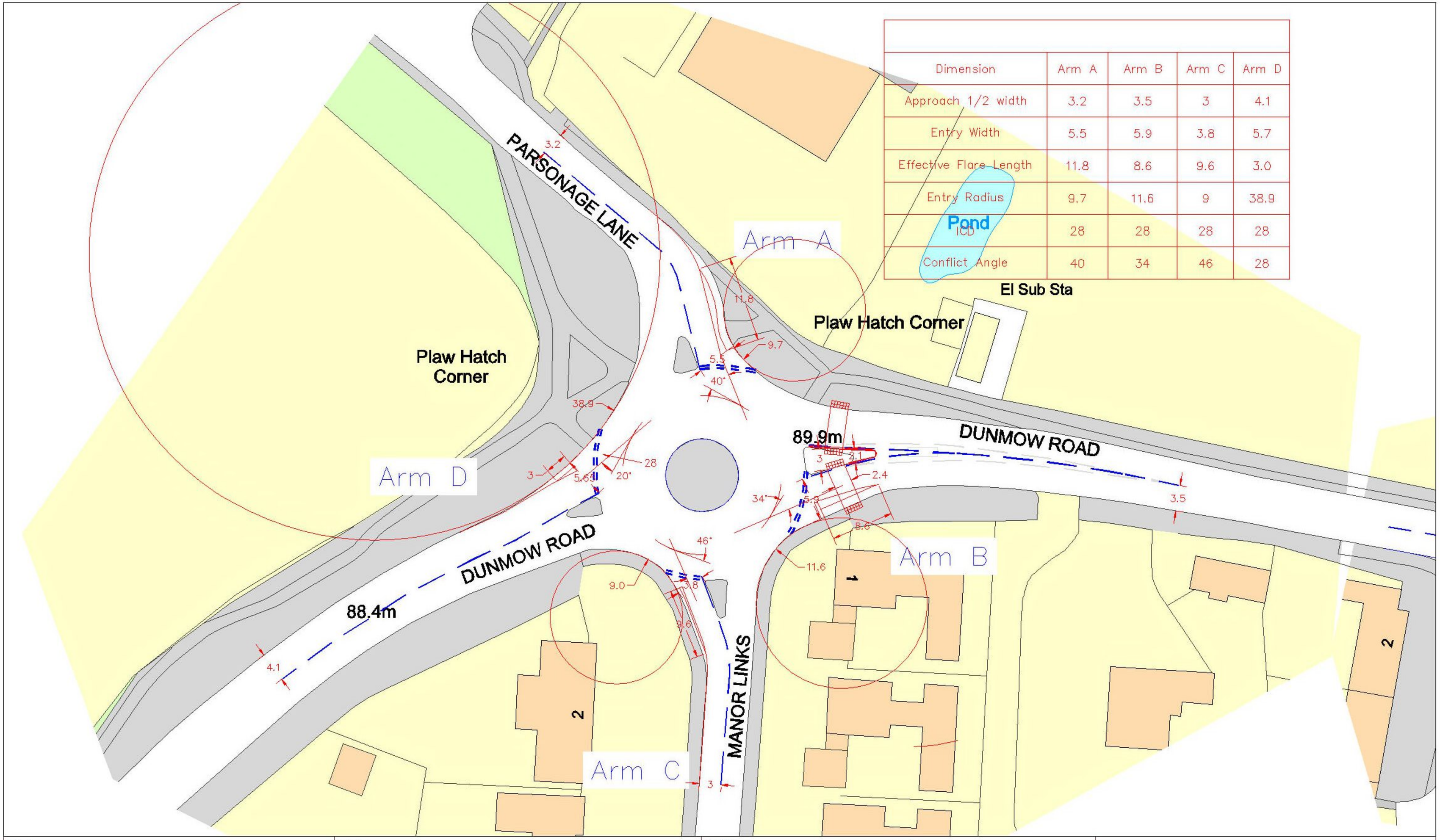
Title
Access Arrangments
5.5 m Carriageway and 2 m footway

PTP
PTP
"The Old Stables"
Ridgewood
Two Gates Lane
Bellingdon
Buckinghamsire
HP5 2XS

Tel: +44(0)1494 757244
Website: www.ptplanners.com

Drawing No.		Project No.		Rev.
1010	-	21195	-	05

C:\Offline Versions\21195 - Bishops Stortford - Offline\Drawings\1010-21198-05.dwg



Dimension	Arm A	Arm B	Arm C	Arm D
Approach 1/2 width	3.2	3.5	3	4.1
Entry Width	5.5	5.9	3.8	5.7
Effective Flare Length	11.8	8.6	9.6	3.0
Entry Radius	9.7	11.6	9	38.9
ICD	28	28	28	28
Conflict Angle	40	34	46	28

Client

Status: PLANNING

Scales	1:500	Current Issue Signatures	
		Drawn by	MNB
Original Size	A3	Checked by	PT
Height Datum	N/A	Approved by	PT

Project: BISHOP'S STORTFORD GOLF CLUB

Title: MITIGATION MEASURES OPTION 2 – REFUGE DUNMOW RD/ PARSONAGE LN

PTP
"The Old Stables"
Ridgewood
Two Gates Lane
Bellingdon
Buckinghamsire
HP5 2XS

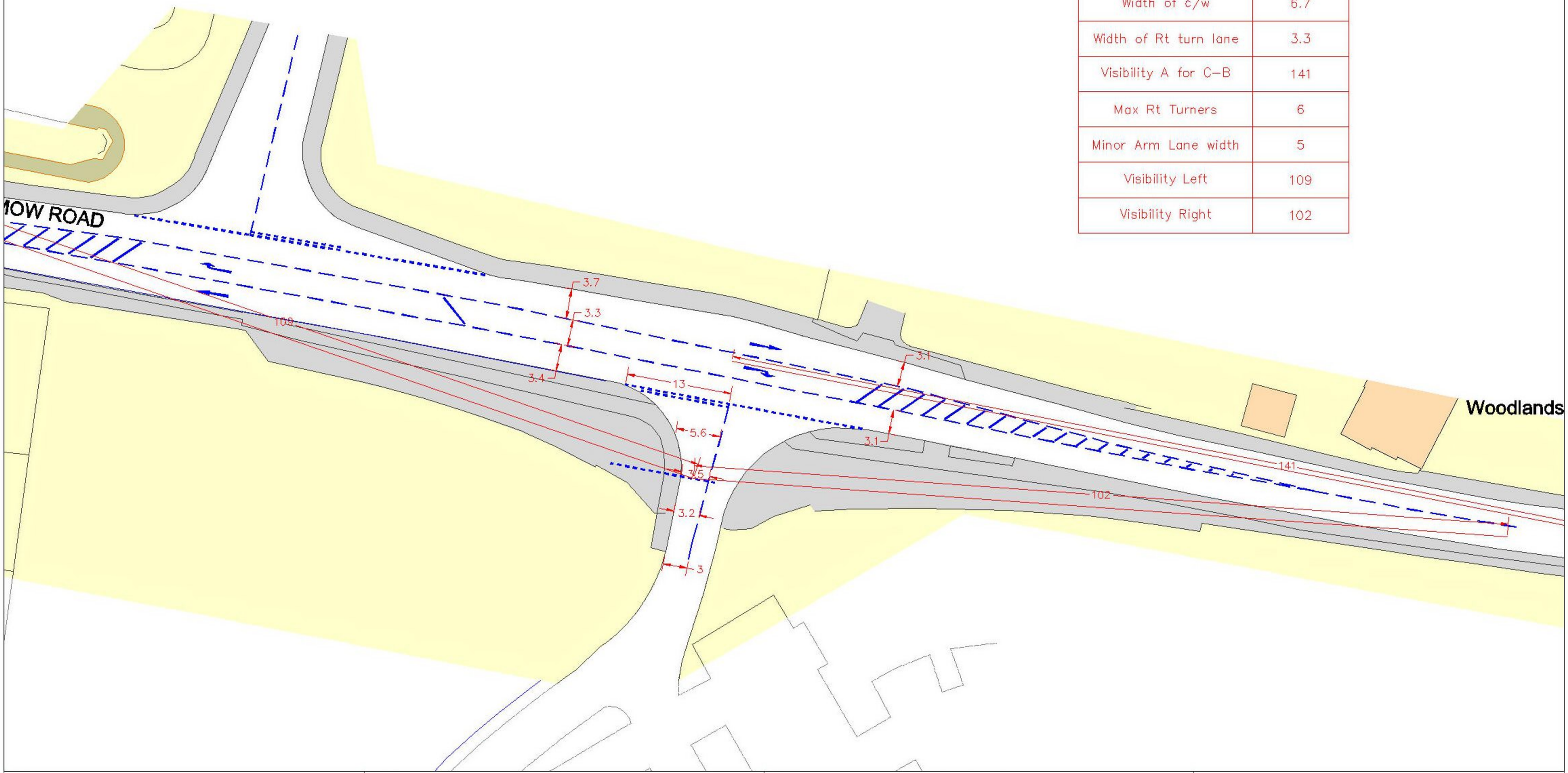
Tel: +44(0)1494 757244
Website: www.ptplanners.com

Drawing No.	Project No.	Rev.
1004	21195	01

100mm on Original

C:\Users\Mike\Documents\safesync\PTP Projects\21195 Bishops Stortford\CAD\Dwg\ARCADY AND PICADY\1001 1002 1003 21195-01.dwg

Width of c/w	6.7
Width of Rt turn lane	3.3
Visibility A for C–B	141
Max Rt Turners	6
Minor Arm Lane width	5
Visibility Left	109
Visibility Right	102



Client			
Status	PLANNING		
Scales	1: 500	Current Issue Signatures	
		Drawn by	MNB
Original Size	A3	Checked by	PT
Height Datum	N/A	Approved by	PT

Project: BISHOP'S STORTFORD GOLF CLUB

Title: EXISTING ARCADY MEASUREMENTS DUNMOW RD/ GOLF CLUB ACCESS

PTP
"The Old Stables"
Ridgewood
Two Gates Lane
Bellingdon
Buckinghamsire
HP5 2XS

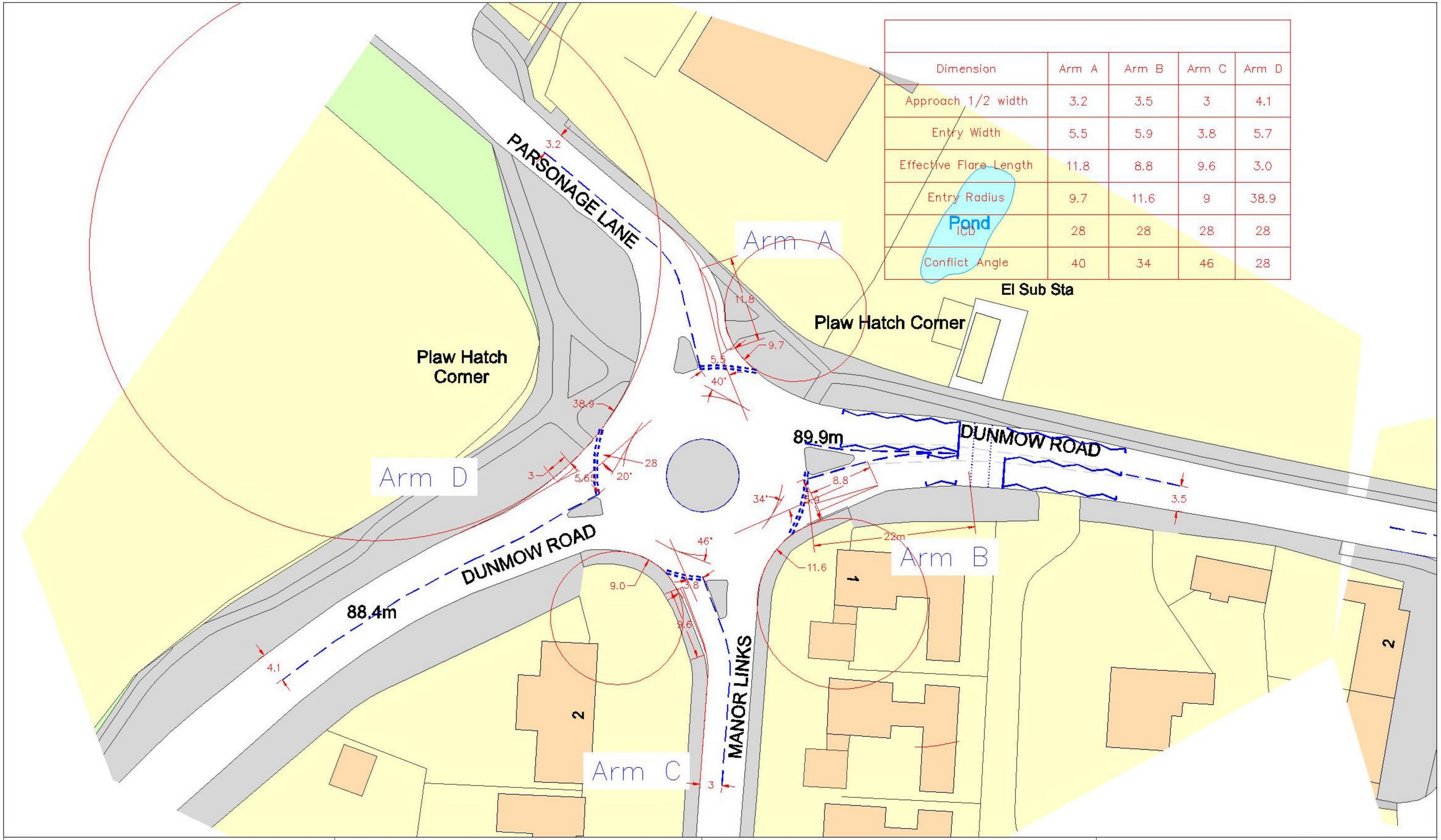
Tel: +44(0)1494 757244
Website: www.ptplanners.com

Drawing No.	Project No.	Rev.
1003	21195	01

100mm on Original

C:\Users\Mike\Documents\safesync\PTP Projects\21195 Bishops Stortford\CAD\Dwg\ARCADY AND PICADY\1001 1002 1003 1004 21195-01.dwg

Dimension	Arm A	Arm B	Arm C	Arm D
Approach 1/2 width	3.2	3.5	3	4.1
Entry Width	5.5	5.9	3.8	5.7
Effective Flare Length	11.8	8.8	9.6	3.0
Entry Radius	9.7	11.6	9	38.9
ICD	28	28	28	28
Conflict Angle	40	34	46	28



Client

Status: PLANNING

Scales	1:500	Current Issue Signatures	
		Drawn by	MNB
Original Size	A3	Checked by	PT
Height Datum	N/A	Approved by	PT

Project: BISHOP'S STORTFORD GOLF CLUB

Title: MITIGATION MEASURES OPTION 1 – PUFFIN DUNMOW RD/ PARSONAGE LN

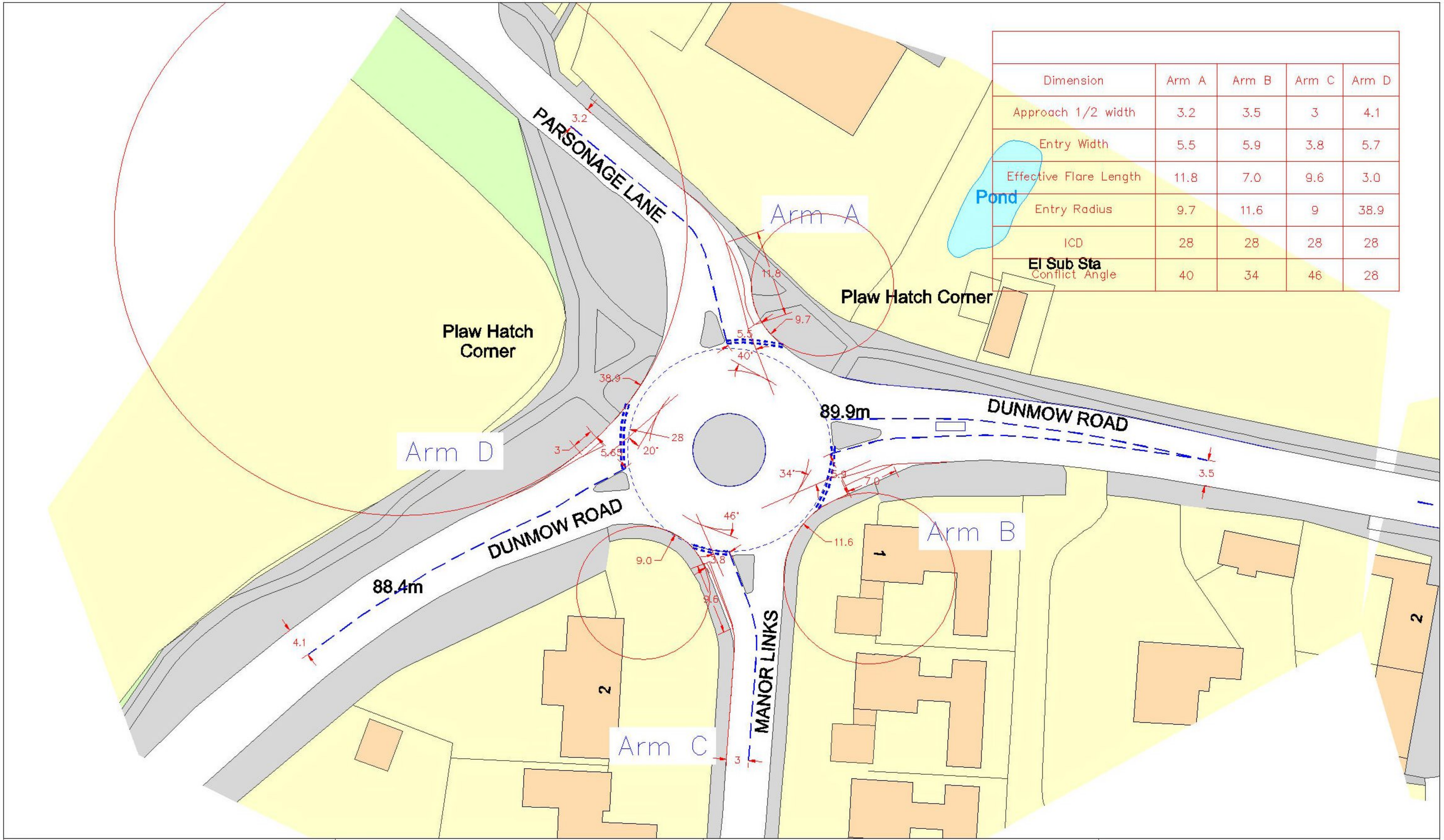
PTP
"The Old Stables"
Ridgewood
Two Gates Lane
Bellingdon
Buckinghamsire
HP5 2XS

Tel: +44(0)1494 757244
Website: www.ptplanners.com

Drawing No.	Project No.	Rev.
1002	21195	01

100mm on Original

C:\Users\Mike\Documents\safesync\PTP Projects\21195 Bishops Stortford\CAD\Dwg\ARCADY AND PICADY\1001 1002 1003 21195-01.dwg



Dimension	Arm A	Arm B	Arm C	Arm D
Approach 1/2 width	3.2	3.5	3	4.1
Entry Width	5.5	5.9	3.8	5.7
Effective Flare Length	11.8	7.0	9.6	3.0
Entry Radius	9.7	11.6	9	38.9
ICD	28	28	28	28
Conflict Angle	40	34	46	28

Client

Status: PLANNING

Scales	1:500	Current Issue Signatures	
		Drawn by	MNB
Original Size	A3	Checked by	PT
Height Datum	N/A	Approved by	PT

Project: BISHOP'S STORTFORD GOLF CLUB

Title: EXISTING ARCADY MEASUREMENTS DUNMOW RD/ PARSONAGE LN

PTP
"The Old Stables"
Ridgewood
Two Gates Lane
Bellingdon
Buckinghamsire
HP5 2XS

Tel: +44(0)1494 757244
Website: www.ptplanners.com

Drawing No.	Project No.	Rev.
1001	21195	01

100mm on Original

C:\Users\Mike\Documents\safesync\PTP Projects\21195 Bishops Stortford\CAD\Dwg\ARCADY AND PICADY\1001 1002 1003 21195-01.dwg