

Date
Wednesday 13 November 2019

Weather
Cloudy
Temp: 8°C

0700 - 1900 (Wednesday 12H Session)

TIME	p1.1	p1.2	p1.3	p1.4	p1.5	p1.6	p1.7	p1.8
0700 - 0715	0	0	1	0	0	0	0	0
0715 - 0730	0	0	2	0	0	0	1	0
0730 - 0745	0	0	0	0	0	0	1	0
0745 - 0800	0	0	12	0	0	0	2	0
Hourly Total	0	0	15	0	0	0	4	0
Hourly Average	0.00	0.00	3.75	0.00	0.00	0.00	1.00	0.00
0800 - 0815	1	0	2	0	0	0	7	1
0815 - 0830	0	0	2	2	0	0	9	1
0830 - 0845	0	1	1	0	0	0	0	1
0845 - 0900	0	0	1	0	0	0	4	4
Hourly Total	1	1	6	2	0	0	20	7
Hourly Average	0.25	0.25	1.50	0.50	0.00	0.00	5.00	1.75
0900 - 0915	2	1	2	1	0	0	1	0
0915 - 0930	1	2	1	1	0	0	1	0
0930 - 0945	1	1	0	2	0	0	2	1
0945 - 1000	0	0	0	0	0	0	2	1
Hourly Total	4	4	3	4	0	0	6	2
Hourly Average	1.00	1.00	0.75	1.00	0.00	0.00	1.50	0.50
1000 - 1015	0	0	0	0	0	0	2	1
1015 - 1030	0	0	0	2	0	0	1	0
1030 - 1045	0	0	2	0	0	0	1	0
1045 - 1100	2	1	0	0	0	0	1	1
Hourly Total	2	1	2	2	0	0	5	2
Hourly Average	0.50	0.25	0.50	0.50	0.00	0.00	1.25	0.50
1100 - 1115	1	2	0	0	0	0	0	0
1115 - 1130	1	2	0	0	0	0	4	1
1130 - 1145	0	0	0	0	0	0	2	0
1145 - 1200	2	3	0	1	0	0	0	1
Hourly Total	4	7	0	1	0	0	6	2
Hourly Average	1.00	1.75	0.00	0.25	0.00	0.00	1.50	0.50
1200 - 1215	2	1	0	2	0	0	0	0
1215 - 1230	0	0	2	2	0	0	2	0
1230 - 1245	0	0	1	0	0	0	3	1
1245 - 1300	0	1	1	1	0	0	0	0
Hourly Total	2	2	4	5	0	0	5	1
Hourly Average	0.50	0.50	1.00	1.25	0.00	0.00	1.25	0.25
1300 - 1315	3	0	0	0	0	0	1	0
1315 - 1330	1	1	0	0	0	0	1	1
1330 - 1345	0	0	0	0	0	0	1	0
1345 - 1400	1	1	2	0	0	0	3	0
Hourly Total	5	2	2	0	0	0	6	1
Hourly Average	1.25	0.50	0.50	0.00	0.00	0.00	1.50	0.25
1400 - 1415	0	0	0	0	0	0	0	2
1415 - 1430	0	0	0	0	0	0	1	0
1430 - 1445	0	0	0	0	0	0	0	2
1445 - 1500	1	0	0	1	0	0	1	0
Hourly Total	1	0	0	1	0	0	2	4
Hourly Average	0.25	0.00	0.00	0.25	0.00	0.00	0.50	1.00
1500 - 1515	10	1	0	0	0	0	2	2
1515 - 1530	3	5	2	3	0	0	2	2
1530 - 1545	2	0	0	0	0	0	6	4
1545 - 1600	4	2	4	1	0	0	0	1
Hourly Total	19	8	6	4	0	0	10	9
Hourly Average	4.75	2.00	1.50	1.00	0.00	0.00	2.50	2.25
1600 - 1615	0	1	0	0	0	0	1	1
1615 - 1630	0	1	0	0	0	0	0	3
1630 - 1645	1	0	3	0	0	0	3	4
1645 - 1700	0	0	2	0	0	0	0	3
Hourly Total	1	2	5	0	0	0	4	11
Hourly Average	0.25	0.50	1.25	0.00	0.00	0.00	1.00	2.75
1700 - 1715	0	0	0	0	0	0	0	6
1715 - 1730	0	0	0	1	0	0	0	2
1730 - 1745	0	0	1	0	0	0	0	0
1745 - 1800	0	0	3	1	0	0	0	0
Hourly Total	0	0	4	2	0	0	0	8
Hourly Average	0.00	0.00	1.00	0.50	0.00	0.00	0.00	2.00
1800 - 1815	0	0	1	0	0	0	0	1
1815 - 1830	0	0	0	1	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	1
1845 - 1900	0	0	0	0	0	0	0	1
Hourly Total	0	0	1	1	0	0	0	3
Hourly Average	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.75
Session Total	39	27	48	22	0	0	68	50
Session Average	0.81	0.56	1.00	0.46	0.00	0.00	1.42	1.04

Epsom
Pedestrian Survey

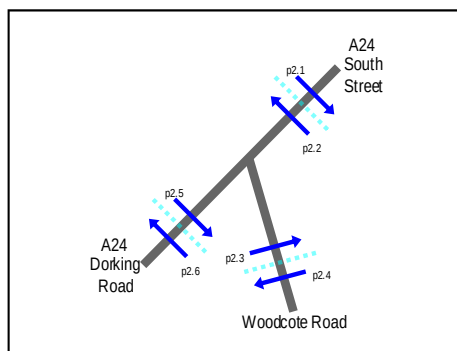
Site 2 of 3
A24 South Street
Woodcote Road
A24 Dorking Road

Lat/Long
lat 51.328668° lon -0.270543°

Date
Tuesday 12 November 2019

Weather
Cloudy
Temp: 6°C

0700 - 1900 (Tuesday 12H Session)



TIME	p2.1	p2.2	p2.3	p2.4	p2.5	p2.6
0700 - 0715	1	0	8	4	0	0
0715 - 0730	1	0	8	4	0	0
0730 - 0745	0	0	14	3	0	0
0745 - 0800	0	0	24	7	0	0
Hourly Total	2	0	54	18	0	0
Hourly Average	0.50	0.00	13.50	4.50	0.00	0.00
0800 - 0815	3	0	15	9	0	0
0815 - 0830	3	2	26	4	0	1
0830 - 0845	0	3	27	27	1	0
0845 - 0900	2	0	27	7	0	0
Hourly Total	8	5	95	47	1	1
Hourly Average	2.00	1.25	23.75	11.75	0.25	0.25
0900 - 0915	0	0	6	6	0	0
0915 - 0930	1	0	15	5	0	0
0930 - 0945	0	0	12	10	1	0
0945 - 1000	0	0	3	7	0	0
Hourly Total	1	0	36	28	1	0
Hourly Average	0.25	0.00	9.00	7.00	0.25	0.00
1000 - 1015	0	0	7	14	0	0
1015 - 1030	1	1	11	11	0	0
1030 - 1045	2	1	8	10	0	0
1045 - 1100	1	0	5	12	0	0
Hourly Total	4	2	31	47	0	0
Hourly Average	1.00	0.50	7.75	11.75	0.00	0.00
1100 - 1115	0	1	8	10	0	0
1115 - 1130	1	0	10	10	0	0
1130 - 1145	0	1	3	14	0	0
1145 - 1200	0	1	12	14	0	0
Hourly Total	1	3	33	48	0	0
Hourly Average	0.25	0.75	8.25	12.00	0.00	0.00
1200 - 1215	0	2	8	11	1	0
1215 - 1230	0	2	5	6	0	0
1230 - 1245	1	0	11	4	0	0
1245 - 1300	0	0	4	6	0	0
Hourly Total	1	4	28	27	1	0
Hourly Average	0.25	1.00	7.00	6.75	0.25	0.00
1300 - 1315	0	0	7	10	0	0
1315 - 1330	0	0	6	6	0	0
1330 - 1345	0	1	7	8	0	0
1345 - 1400	0	0	15	16	0	0
Hourly Total	0	1	35	40	0	0
Hourly Average	0.00	0.25	8.75	10.00	0.00	0.00
1400 - 1415	2	0	7	9	0	0
1415 - 1430	0	0	9	8	0	0
1430 - 1445	0	1	9	5	0	0
1445 - 1500	0	0	7	11	0	0
Hourly Total	2	1	32	33	0	0
Hourly Average	0.50	0.25	8.00	8.25	0.00	0.00
1500 - 1515	0	0	6	14	0	0
1515 - 1530	0	2	6	25	0	1
1530 - 1545	0	2	7	11	0	0
1545 - 1600	2	1	7	14	0	0
Hourly Total	2	5	26	64	0	1
Hourly Average	0.50	1.25	6.50	16.00	0.00	0.25
1600 - 1615	1	1	9	16	0	0
1615 - 1630	1	0	5	13	0	0
1630 - 1645	0	0	5	25	1	0
1645 - 1700	0	0	2	17	0	0
Hourly Total	2	1	21	71	1	0
Hourly Average	0.50	0.25	5.25	17.75	0.25	0.00
1700 - 1715	1	0	2	20	0	0
1715 - 1730	0	1	5	14	0	0
1730 - 1745	0	0	7	11	0	0
1745 - 1800	0	1	7	5	0	0
Hourly Total	1	2	21	50	0	0
Hourly Average	0.25	0.50	5.25	12.50	0.00	0.00
1800 - 1815	2	0	8	9	0	0
1815 - 1830	0	0	6	12	0	0
1830 - 1845	0	0	6	9	0	0
1845 - 1900	0	0	4	2	0	0
Hourly Total	2	0	24	32	0	0
Hourly Average	0.50	0.00	6.00	8.00	0.00	0.00
Session Total	26	24	436	505	4	2
Session Average	0.54	0.50	9.08	10.52	0.08	0.04

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TIME	p2.1	p2.2	p2.3	p2.4	p2.5	p2.6
0700 - 0715	0	1	10	3	0	0
0715 - 0730	1	0	7	5	0	0
0730 - 0745	1	0	16	3	0	0
0745 - 0800	0	0	23	6	0	0
Hourly Total	2	1	56	17	0	0
Hourly Average	0.50	0.25	14.00	4.25	0.00	0.00
0800 - 0815	0	0	17	2	0	0
0815 - 0830	0	1	19	5	0	0
0830 - 0845	0	0	25	15	0	0
0845 - 0900	0	0	28	8	0	0
Hourly Total	0	1	89	30	0	0
Hourly Average	0.00	0.25	22.25	7.50	0.00	0.00
0900 - 0915	1	1	13	5	0	0
0915 - 0930	0	0	11	5	0	0
0930 - 0945	1	0	8	10	0	0
0945 - 1000	1	0	5	10	0	0
Hourly Total	3	1	37	30	0	0
Hourly Average	0.75	0.25	9.25	7.50	0.00	0.00
1000 - 1015	0	0	7	10	0	0
1015 - 1030	1	1	9	18	0	0
1030 - 1045	0	1	4	3	0	0
1045 - 1100	1	0	8	9	0	1
Hourly Total	2	2	28	40	0	1
Hourly Average	0.50	0.50	7.00	10.00	0.00	0.25
1100 - 1115	1	1	8	8	0	0
1115 - 1130	1	0	11	15	0	0
1130 - 1145	0	0	11	9	0	0
1145 - 1200	0	0	7	9	0	0
Hourly Total	2	1	37	41	0	0
Hourly Average	0.50	0.25	9.25	10.25	0.00	0.00
1200 - 1215	0	1	10	6	0	0
1215 - 1230	0	2	8	9	0	1
1230 - 1245	1	0	10	16	0	0
1245 - 1300	1	0	7	7	0	0
Hourly Total	2	3	35	38	0	1
Hourly Average	0.50	0.75	8.75	9.50	0.00	0.25
1300 - 1315	1	1	12	9	0	0
1315 - 1330	0	1	9	12	0	0
1330 - 1345	0	0	10	9	0	0
1345 - 1400	0	0	11	6	0	0
Hourly Total	1	2	42	36	0	0
Hourly Average	0.25	0.50	10.50	9.00	0.00	0.00
1400 - 1415	0	1	6	5	0	0
1415 - 1430	0	0	6	9	0	0
1430 - 1445	0	1	11	12	0	0
1445 - 1500	0	0	8	6	0	0
Hourly Total	0	2	31	32	0	0
Hourly Average	0.00	0.50	7.75	8.00	0.00	0.00
1500 - 1515	0	0	6	9	0	0
1515 - 1530	1	0	4	22	1	1
1530 - 1545	0	0	15	6	0	0
1545 - 1600	2	0	11	11	0	0
Hourly Total	3	0	36	48	1	1
Hourly Average	0.75	0.00	9.00	12.00	0.25	0.25
1600 - 1615	0	1	5	16	0	1
1615 - 1630	1	1	8	14	0	0
1630 - 1645	0	0	5	10	0	0
1645 - 1700	0	0	8	15	0	0
Hourly Total	1	2	26	55	0	1
Hourly Average	0.25	0.50	6.50	13.75	0.00	0.25
1700 - 1715	0	0	5	9	0	0
1715 - 1730	0	0	4	13	0	0
1730 - 1745	0	0	8	9	0	0
1745 - 1800	0	0	4	7	0	0
Hourly Total	0	0	21	38	0	0
Hourly Average	0.00	0.00	5.25	9.50	0.00	0.00
1800 - 1815	0	2	8	7	0	0
1815 - 1830	0	0	4	4	0	0
1830 - 1845	0	1	3	3	0	0
1845 - 1900	2	0	3	1	0	0
Hourly Total	2	3	18	15	0	0
Hourly Average	0.50	0.75	4.50	3.75	0.00	0.00
Session Total	18	18	456	420	1	4
Session Average	0.38	0.38	9.50	8.75	0.02	0.08

Epsom
Pedestrian Survey

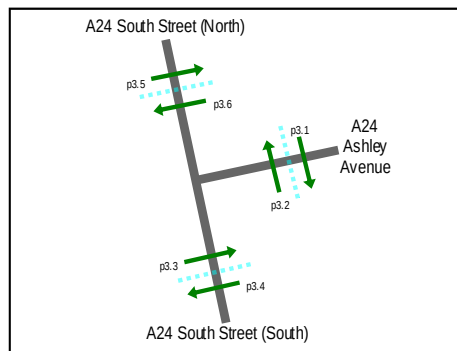
Site 3 of 3
A24 Ashley Avenue
A24 South Street (South)
A24 South Street (North)

Lat/Long
lat 51.331135° lon -0.270433°

Date
Tuesday 12 November 2019

Weather
Cloudy
Temp: 6°C

0700 - 1900 (Tuesday 12H Session)



TIME	p3.1	p3.2	p3.3	p3.4	p3.5	p3.6
0700 - 0715	8	10	0	1	0	0
0715 - 0730	6	11	0	0	0	0
0730 - 0745	8	9	1	0	0	0
0745 - 0800	16	15	1	2	0	0
Hourly Total	38	45	2	3	0	0
Hourly Average	9.50	11.25	0.50	0.75	0.00	0.00
0800 - 0815	15	24	3	4	0	1
0815 - 0830	14	9	4	2	0	0
0830 - 0845	32	10	5	13	1	0
0845 - 0900	15	16	8	3	0	0
Hourly Total	76	59	20	22	1	1
Hourly Average	19.00	14.75	5.00	5.50	0.25	0.25
0900 - 0915	7	12	3	1	0	0
0915 - 0930	4	4	4	3	0	0
0930 - 0945	4	8	5	1	0	0
0945 - 1000	5	5	4	2	0	0
Hourly Total	20	29	16	7	0	0
Hourly Average	5.00	7.25	4.00	1.75	0.00	0.00
1000 - 1015	7	6	0	0	0	0
1015 - 1030	5	8	3	0	0	0
1030 - 1045	3	8	2	0	0	0
1045 - 1100	3	9	1	1	0	0
Hourly Total	18	31	6	1	0	0
Hourly Average	4.50	7.75	1.50	0.25	0.00	0.00
1100 - 1115	4	15	2	0	0	0
1115 - 1130	7	8	3	1	0	0
1130 - 1145	10	12	2	0	0	0
1145 - 1200	8	12	1	0	0	0
Hourly Total	29	47	8	1	0	0
Hourly Average	7.25	11.75	2.00	0.25	0.00	0.00
1200 - 1215	3	16	1	1	0	0
1215 - 1230	4	11	1	1	0	0
1230 - 1245	4	9	2	0	0	0
1245 - 1300	3	2	0	0	0	0
Hourly Total	14	38	4	2	0	0
Hourly Average	3.50	9.50	1.00	0.50	0.00	0.00
1300 - 1315	6	6	1	5	0	0
1315 - 1330	2	19	2	1	0	0
1330 - 1345	8	11	1	3	0	0
1345 - 1400	8	8	2	0	0	0
Hourly Total	24	44	6	9	0	0
Hourly Average	6.00	11.00	1.50	2.25	0.00	0.00
1400 - 1415	9	6	0	2	0	0
1415 - 1430	9	5	0	1	0	0
1430 - 1445	6	2	0	3	0	0
1445 - 1500	7	9	2	6	0	0
Hourly Total	31	22	2	12	0	0
Hourly Average	7.75	5.50	0.50	3.00	0.00	0.00
1500 - 1515	5	17	12	0	1	0
1515 - 1530	4	15	3	0	0	0
1530 - 1545	2	12	4	0	0	0
1545 - 1600	5	9	0	3	0	0
Hourly Total	16	53	19	3	1	0
Hourly Average	4.00	13.25	4.75	0.75	0.25	0.00
1600 - 1615	8	25	5	0	0	0
1615 - 1630	6	15	0	1	0	0
1630 - 1645	6	17	1	1	0	0
1645 - 1700	7	29	1	2	1	0
Hourly Total	27	86	7	4	1	0
Hourly Average	6.75	21.50	1.75	1.00	0.25	0.00
1700 - 1715	4	21	1	2	0	1
1715 - 1730	12	13	1	1	0	0
1730 - 1745	7	9	0	0	0	0
1745 - 1800	5	7	0	0	0	0
Hourly Total	28	50	2	3	0	1
Hourly Average	7.00	12.50	0.50	0.75	0.00	0.25
1800 - 1815	11	8	1	0	0	0
1815 - 1830	7	14	0	0	0	1
1830 - 1845	2	4	0	0	0	0
1845 - 1900	6	7	0	0	0	0
Hourly Total	26	33	1	0	0	1
Hourly Average	6.50	8.25	0.25	0.00	0.00	0.25
Session Total	347	537	93	67	3	3
Session Average	7.23	11.19	1.94	1.40	0.06	0.06

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TIME	p3.1	p3.2	p3.3	p3.4	p3.5	p3.6
0700 - 0715	6	6	0	0	0	0
0715 - 0730	5	14	0	4	0	0
0730 - 0745	11	19	3	4	1	0
0745 - 0800	10	11	4	1	0	1
Hourly Total	32	50	7	9	1	1
Hourly Average	8.00	12.50	1.75	2.25	0.25	0.25
0800 - 0815	21	10	4	5	0	0
0815 - 0830	6	7	1	0	0	0
0830 - 0845	16	12	3	2	0	1
0845 - 0900	15	9	4	0	1	0
Hourly Total	58	38	12	7	1	1
Hourly Average	14.50	9.50	3.00	1.75	0.25	0.25
0900 - 0915	5	14	2	2	0	0
0915 - 0930	10	13	0	1	0	0
0930 - 0945	8	11	0	2	0	0
0945 - 1000	8	7	1	2	0	1
Hourly Total	31	45	3	7	0	1
Hourly Average	7.75	11.25	0.75	1.75	0.00	0.25
1000 - 1015	11	11	0	0	0	0
1015 - 1030	6	12	0	1	0	0
1030 - 1045	10	8	1	5	0	0
1045 - 1100	4	7	0	1	0	0
Hourly Total	31	38	1	7	0	0
Hourly Average	7.75	9.50	0.25	1.75	0.00	0.00
1100 - 1115	5	13	1	2	0	0
1115 - 1130	5	17	2	1	0	0
1130 - 1145	9	13	1	0	0	0
1145 - 1200	3	6	0	0	0	0
Hourly Total	22	49	4	3	0	0
Hourly Average	5.50	12.25	1.00	0.75	0.00	0.00
1200 - 1215	7	10	1	0	1	0
1215 - 1230	3	10	0	0	0	0
1230 - 1245	9	15	4	1	0	0
1245 - 1300	12	16	2	1	0	0
Hourly Total	31	51	7	2	1	0
Hourly Average	7.75	12.75	1.75	0.50	0.25	0.00
1300 - 1315	13	5	3	0	0	1
1315 - 1330	8	15	0	3	0	0
1330 - 1345	10	11	2	1	0	2
1345 - 1400	5	10	6	2	0	1
Hourly Total	36	41	11	6	0	4
Hourly Average	9.00	10.25	2.75	1.50	0.00	1.00
1400 - 1415	8	9	8	1	0	0
1415 - 1430	9	10	3	0	1	0
1430 - 1445	5	9	0	1	0	0
1445 - 1500	11	16	0	2	0	0
Hourly Total	33	44	11	4	1	0
Hourly Average	8.25	11.00	2.75	1.00	0.25	0.00
1500 - 1515	3	6	4	0	0	0
1515 - 1530	2	15	0	0	0	0
1530 - 1545	14	6	0	0	0	0
1545 - 1600	8	21	3	2	0	1
Hourly Total	27	48	7	2	0	1
Hourly Average	6.75	12.00	1.75	0.50	0.00	0.25
1600 - 1615	7	6	2	0	0	0
1615 - 1630	13	15	0	1	0	0
1630 - 1645	6	17	0	1	0	0
1645 - 1700	7	11	0	0	0	0
Hourly Total	33	49	2	2	0	0
Hourly Average	8.25	12.25	0.50	0.50	0.00	0.00
1700 - 1715	4	3	1	2	0	0
1715 - 1730	2	2	0	0	0	0
1730 - 1745	6	7	1	0	0	0
1745 - 1800	6	10	1	0	0	0
Hourly Total	18	22	3	2	0	0
Hourly Average	4.50	5.50	0.75	0.50	0.00	0.00
1800 - 1815	4	3	2	0	0	0
1815 - 1830	2	4	0	0	0	0
1830 - 1845	6	2	0	0	0	0
1845 - 1900	5	4	0	0	0	0
Hourly Total	17	13	2	0	0	0
Hourly Average	4.25	3.25	0.50	0.00	0.00	0.00
Session Total	369	488	70	51	4	8
Session Average	7.69	10.17	1.46	1.06	0.08	0.17

APPENDIX F: TRICS Output

Calculation Reference: AUDIT-807401-191106-1122

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : N - RETIREMENT FLATS
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 28 to 88 (units:)
 Range Selected by User: 28 to 88 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 23/10/18

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	2 days
Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
------------------------------------	---

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

Selected Location Sub Categories:

Residential Zone	5
------------------	---

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.

Secondary Filtering selection:

Use Class:

C3

5 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:

10,001 to 15,000

1 days

15,001 to 20,000

2 days

20,001 to 25,000

1 days

25,001 to 50,000

1 days

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

Population within 5 miles:

50,001 to 75,000

1 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:

1.1 to 1.5

4 days

1.6 to 2.0

1 days

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

Travel Plan:

No

5 days

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

PTAL Rating:

No PTAL Present

5 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-N-02	RETIREMENT FLATS	CAMBRIDGESHIRE
	DOGSTHORPE ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	32	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	KC-03-N-08	RETIREMENT FLATS	KENT
	CANTERBURY ROAD		
	HERNE BAY		
	EDDINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	88	
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL
3	SY-03-N-01	RETIREMENT FLATS	SOUTH YORKSHIRE
	MOSS CLOSE		
	NEAR ROTHERHAM		
	WICKERSLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: WEDNESDAY	19/12/12	Survey Type: MANUAL
4	VG-03-N-01	RETIREMENT FLATS	VALE OF GLAMORGAN
	BRADFORD PLACE		
	PENARTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	46	
	Survey date: MONDAY	16/07/12	Survey Type: MANUAL
5	WY-03-N-01	RETIREMENT BUNGALOWS	WEST YORKSHIRE
	GROVE AVENUE		
	HALIFAX		
	WHEATLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	34	
	Survey date: TUESDAY	23/10/18	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.031	5	46	0.026	5	46	0.057
08:00 - 09:00	5	46	0.083	5	46	0.083	5	46	0.166
09:00 - 10:00	5	46	0.061	5	46	0.096	5	46	0.157
10:00 - 11:00	5	46	0.092	5	46	0.101	5	46	0.193
11:00 - 12:00	5	46	0.123	5	46	0.096	5	46	0.219
12:00 - 13:00	5	46	0.096	5	46	0.101	5	46	0.197
13:00 - 14:00	5	46	0.079	5	46	0.096	5	46	0.175
14:00 - 15:00	5	46	0.105	5	46	0.105	5	46	0.210
15:00 - 16:00	5	46	0.088	5	46	0.088	5	46	0.176
16:00 - 17:00	5	46	0.075	5	46	0.061	5	46	0.136
17:00 - 18:00	5	46	0.053	5	46	0.048	5	46	0.101
18:00 - 19:00	5	46	0.057	5	46	0.035	5	46	0.092
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.943			0.936			1.879

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.

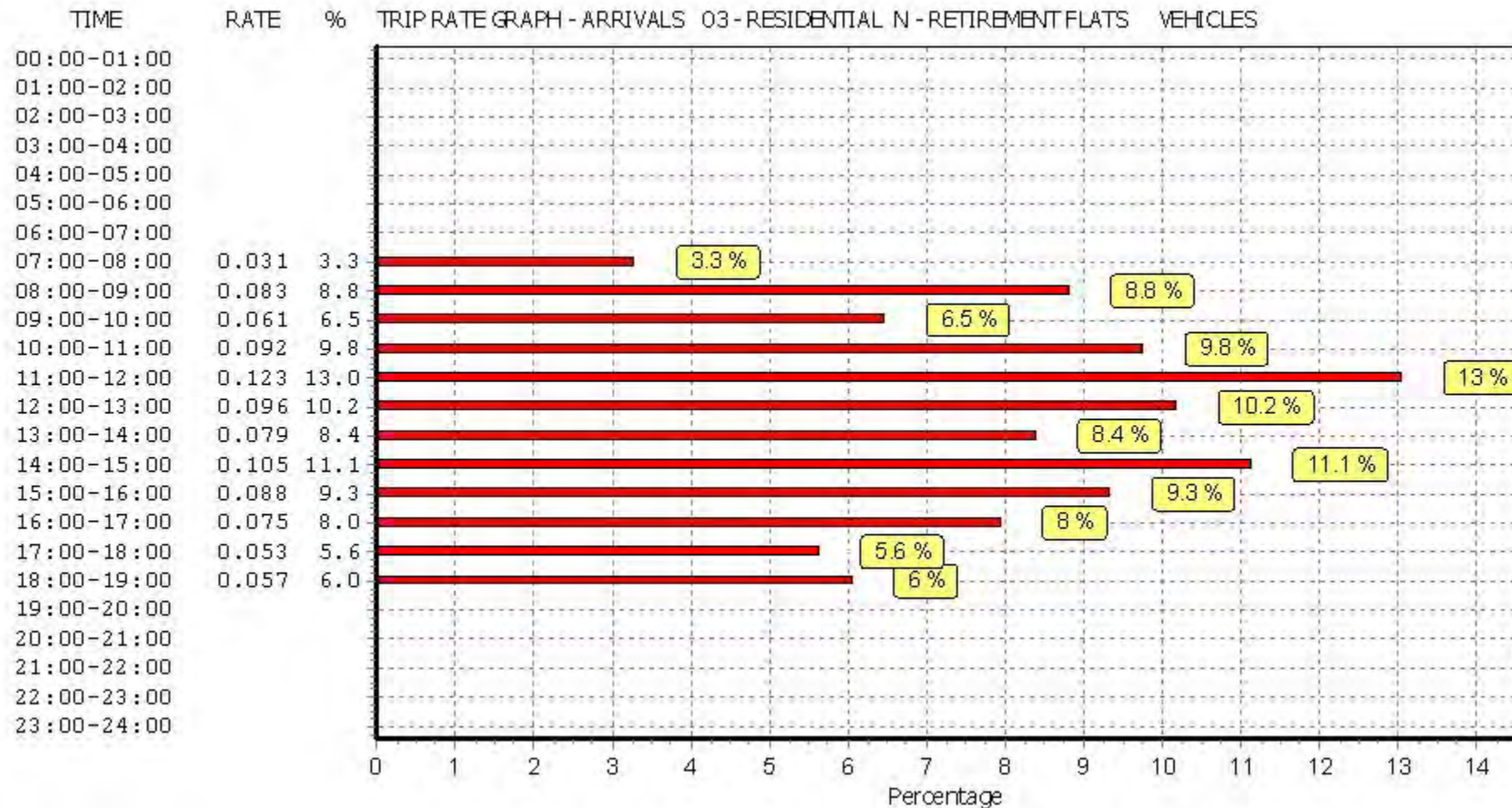
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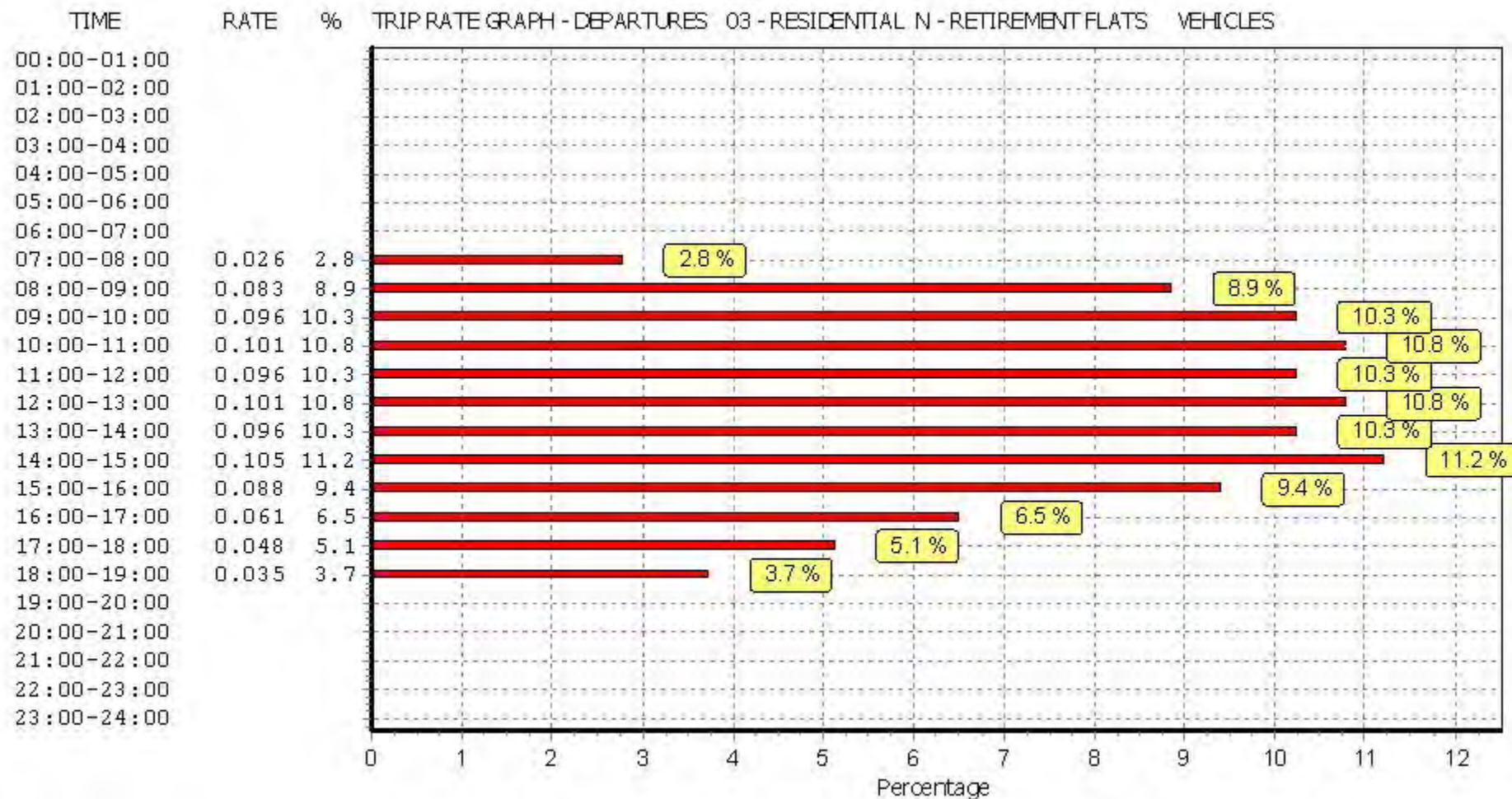
Parameter summary

Trip rate parameter range selected: 28 - 88 (units:)
 Survey date range: 01/01/11 - 23/10/18
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

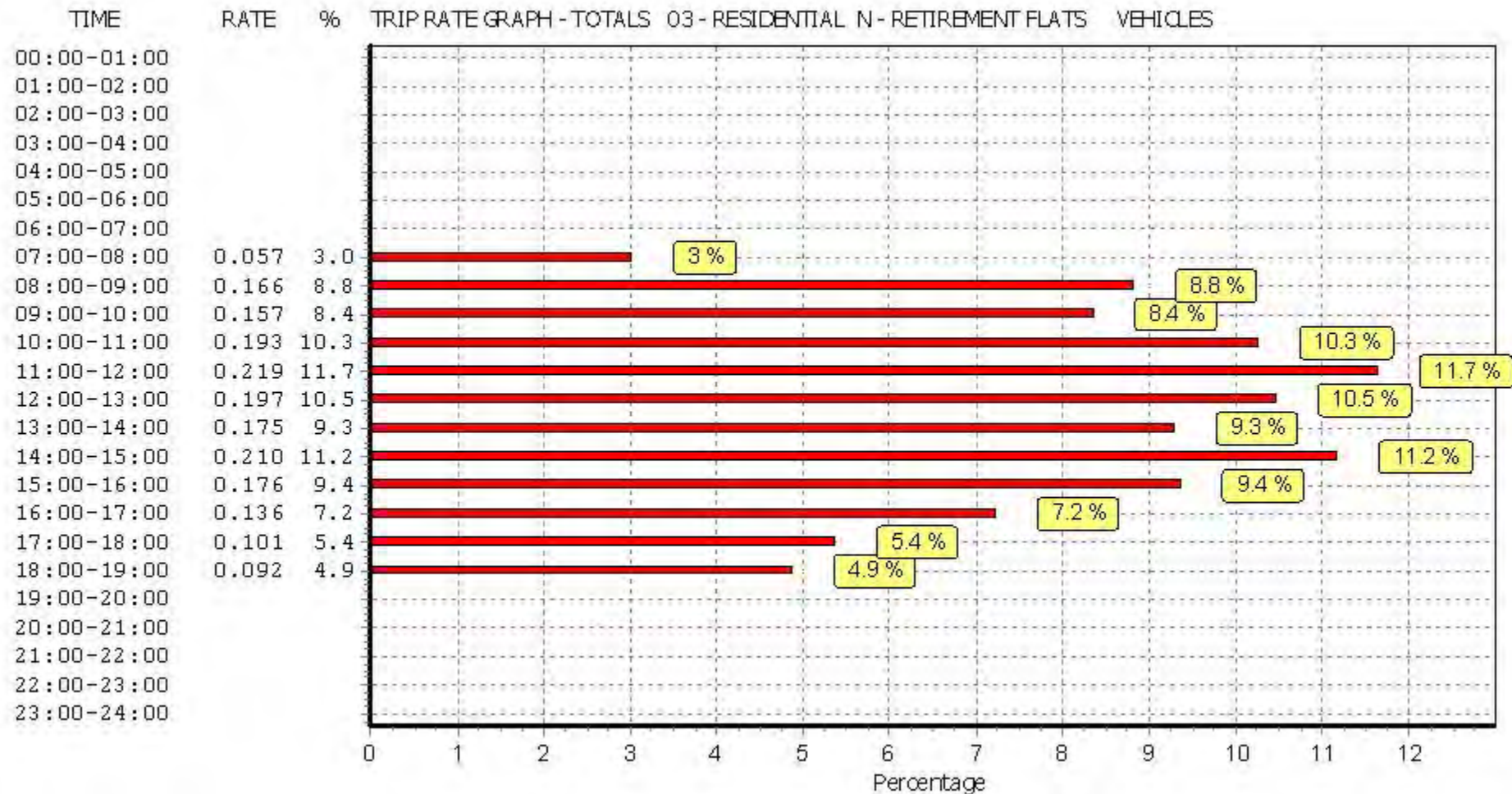
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



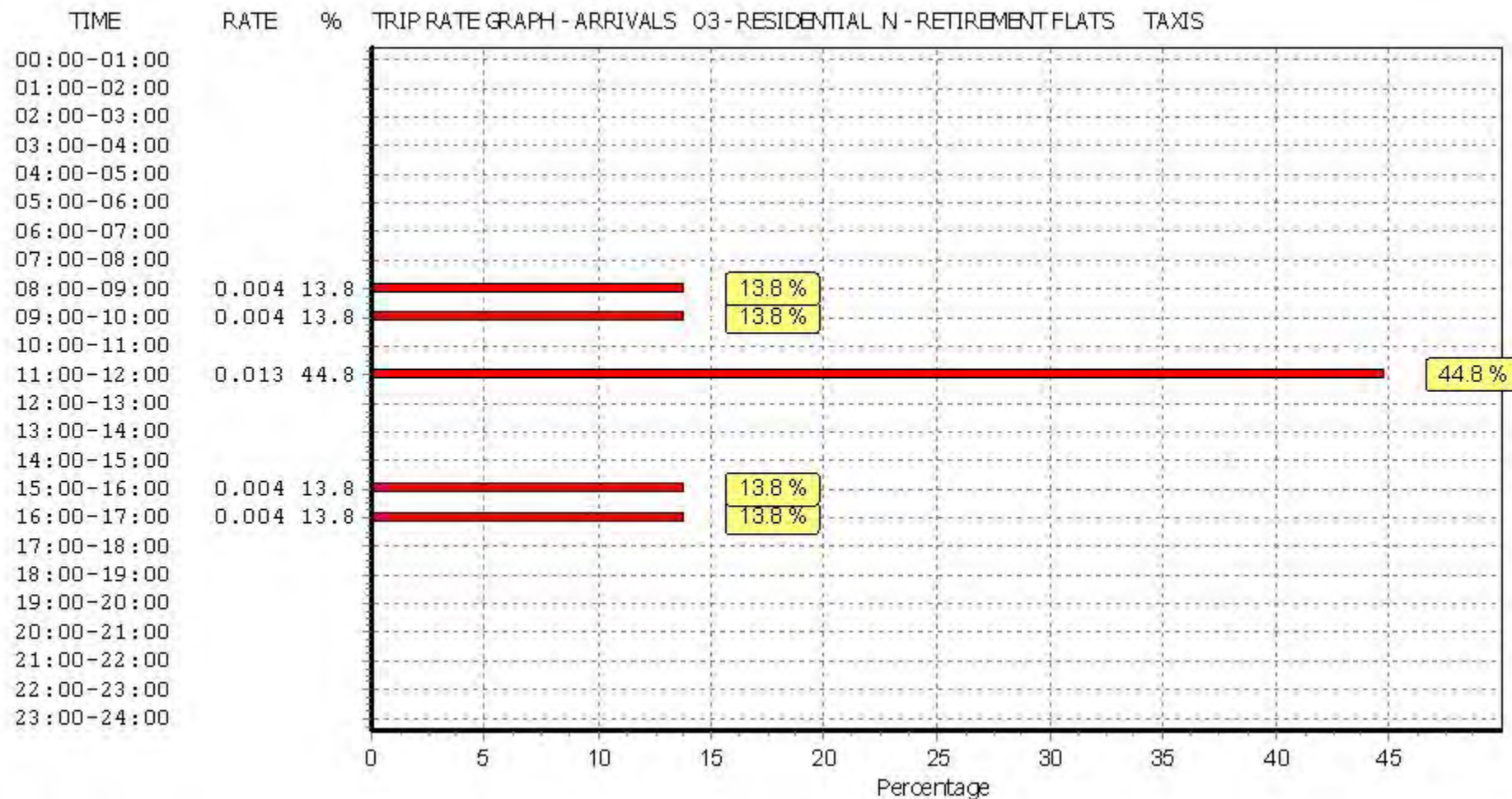
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
 TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

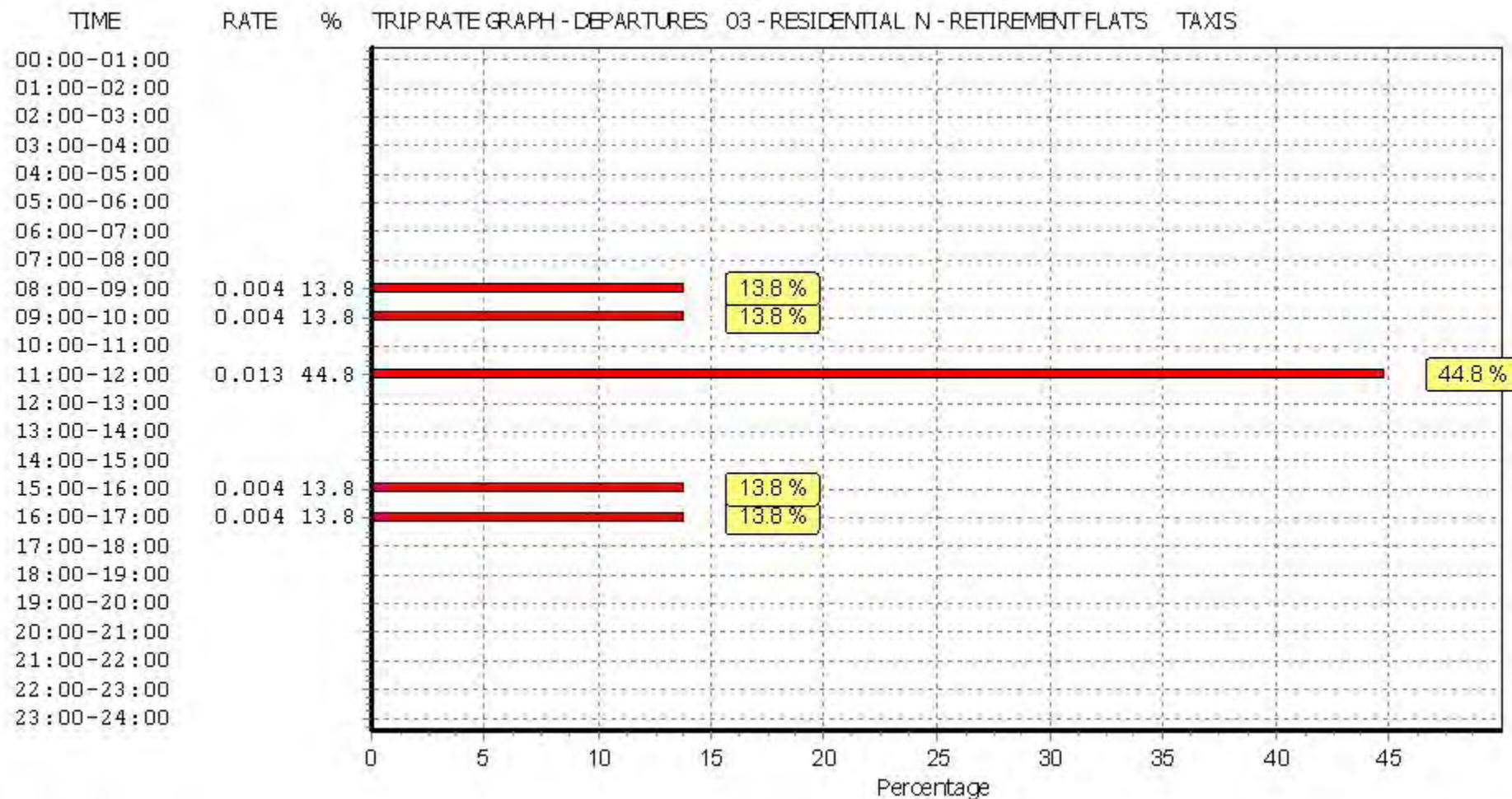
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.000	5	46	0.000	5	46	0.000
08:00 - 09:00	5	46	0.004	5	46	0.004	5	46	0.008
09:00 - 10:00	5	46	0.004	5	46	0.004	5	46	0.008
10:00 - 11:00	5	46	0.000	5	46	0.000	5	46	0.000
11:00 - 12:00	5	46	0.013	5	46	0.013	5	46	0.026
12:00 - 13:00	5	46	0.000	5	46	0.000	5	46	0.000
13:00 - 14:00	5	46	0.000	5	46	0.000	5	46	0.000
14:00 - 15:00	5	46	0.000	5	46	0.000	5	46	0.000
15:00 - 16:00	5	46	0.004	5	46	0.004	5	46	0.008
16:00 - 17:00	5	46	0.004	5	46	0.004	5	46	0.008
17:00 - 18:00	5	46	0.000	5	46	0.000	5	46	0.000
18:00 - 19:00	5	46	0.000	5	46	0.000	5	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.029			0.058

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.

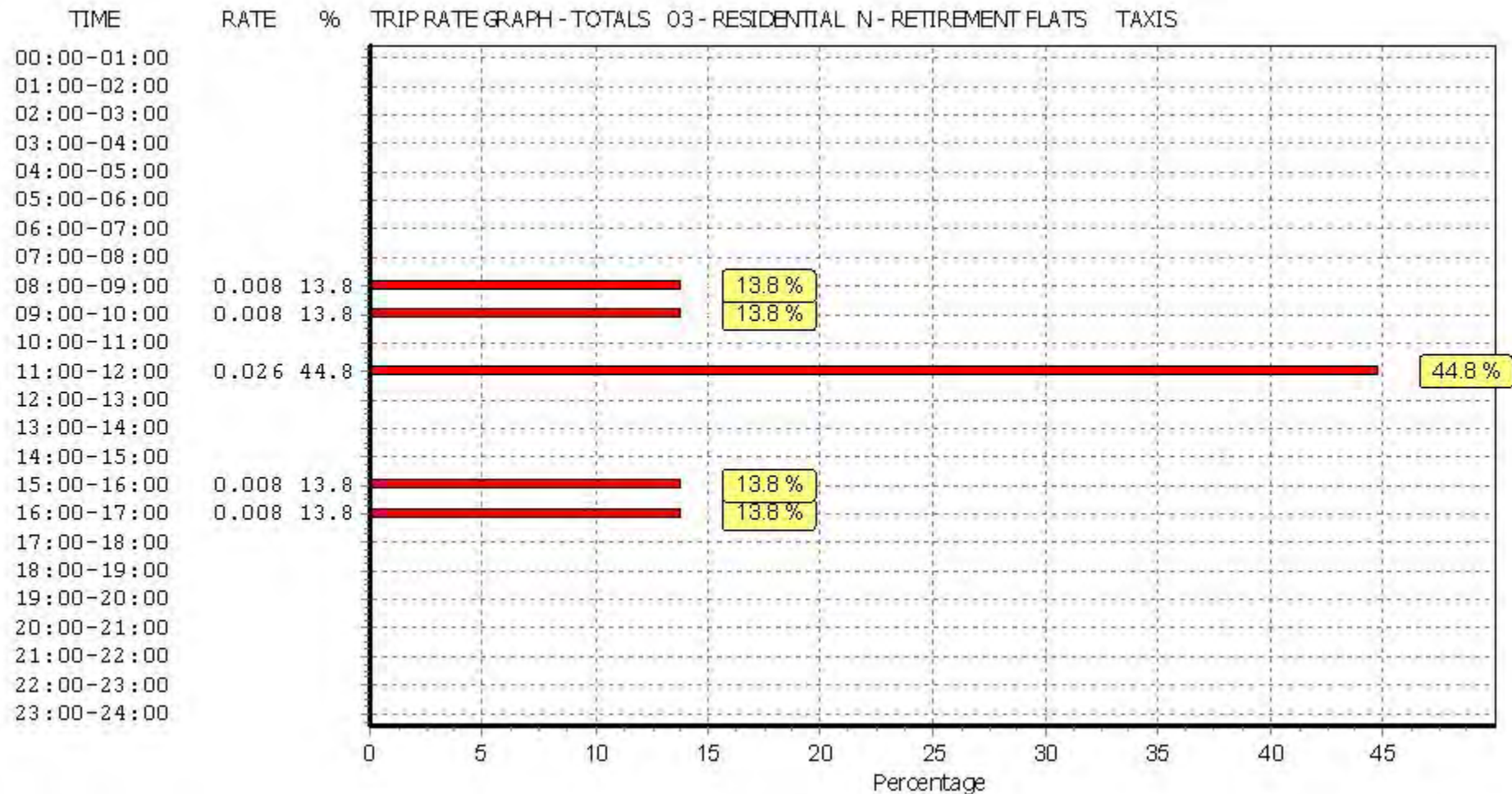
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



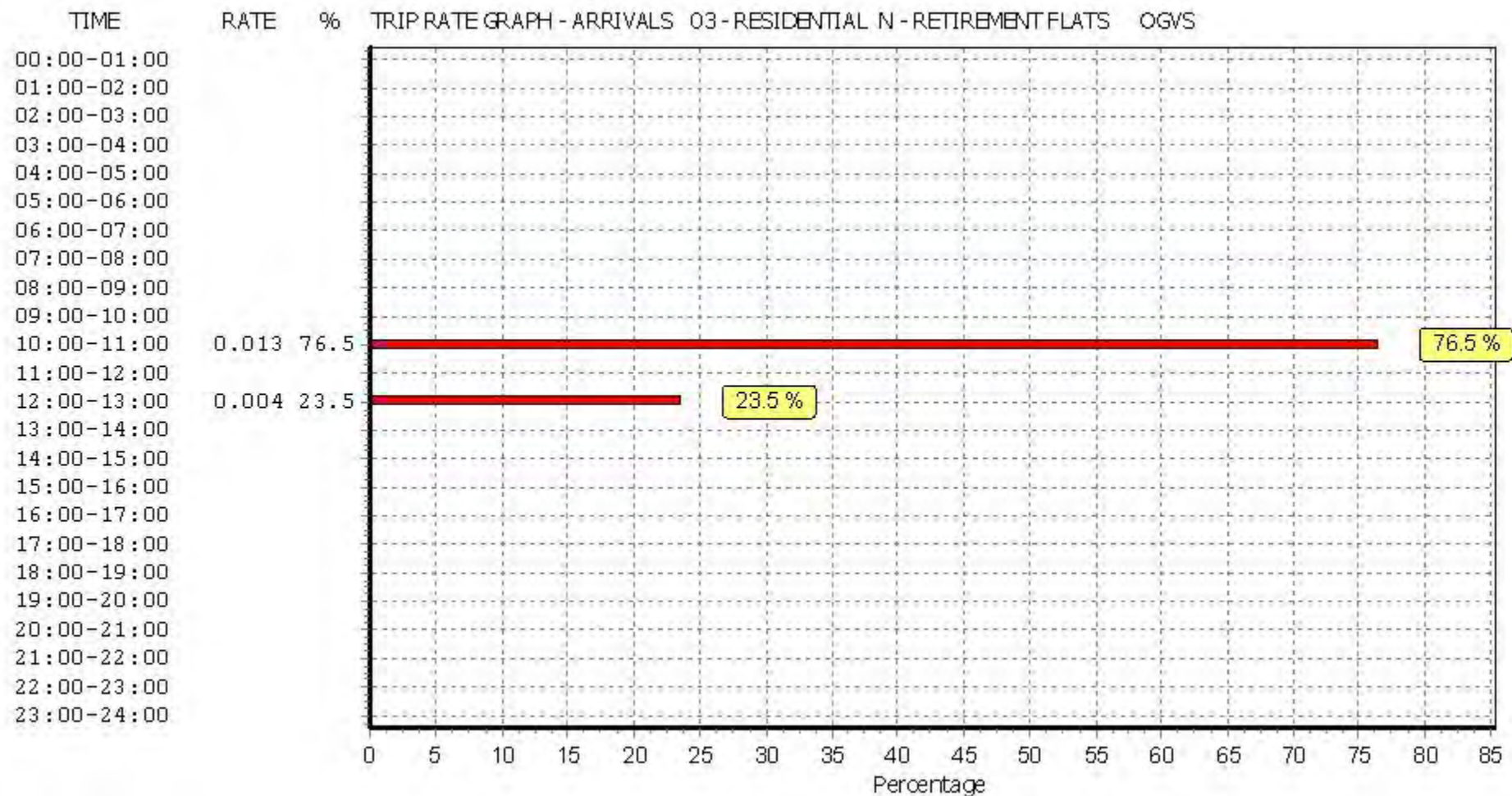
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
 OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

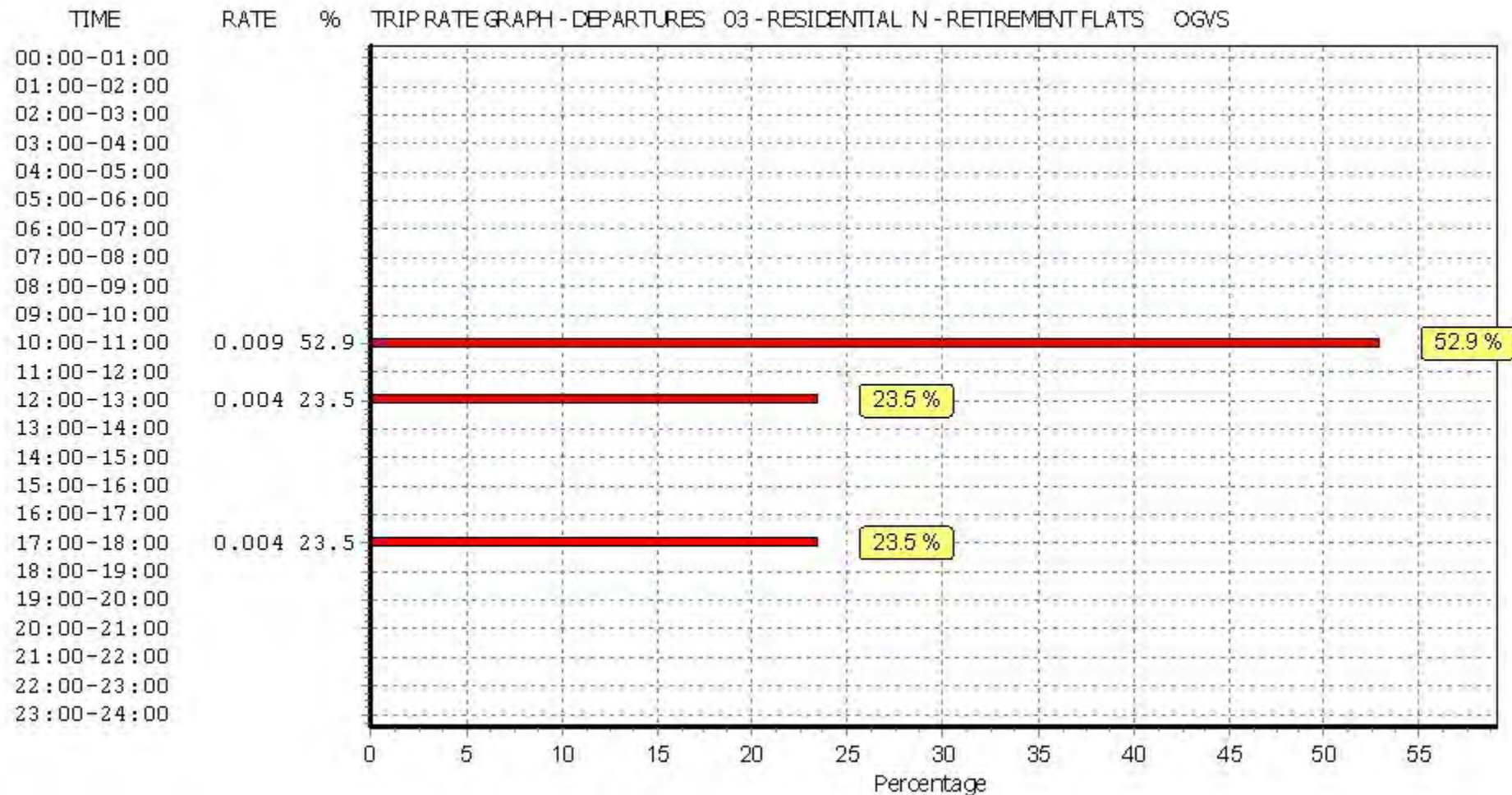
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.000	5	46	0.000	5	46	0.000
08:00 - 09:00	5	46	0.000	5	46	0.000	5	46	0.000
09:00 - 10:00	5	46	0.000	5	46	0.000	5	46	0.000
10:00 - 11:00	5	46	0.013	5	46	0.009	5	46	0.022
11:00 - 12:00	5	46	0.000	5	46	0.000	5	46	0.000
12:00 - 13:00	5	46	0.004	5	46	0.004	5	46	0.008
13:00 - 14:00	5	46	0.000	5	46	0.000	5	46	0.000
14:00 - 15:00	5	46	0.000	5	46	0.000	5	46	0.000
15:00 - 16:00	5	46	0.000	5	46	0.000	5	46	0.000
16:00 - 17:00	5	46	0.000	5	46	0.000	5	46	0.000
17:00 - 18:00	5	46	0.000	5	46	0.004	5	46	0.004
18:00 - 19:00	5	46	0.000	5	46	0.000	5	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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.

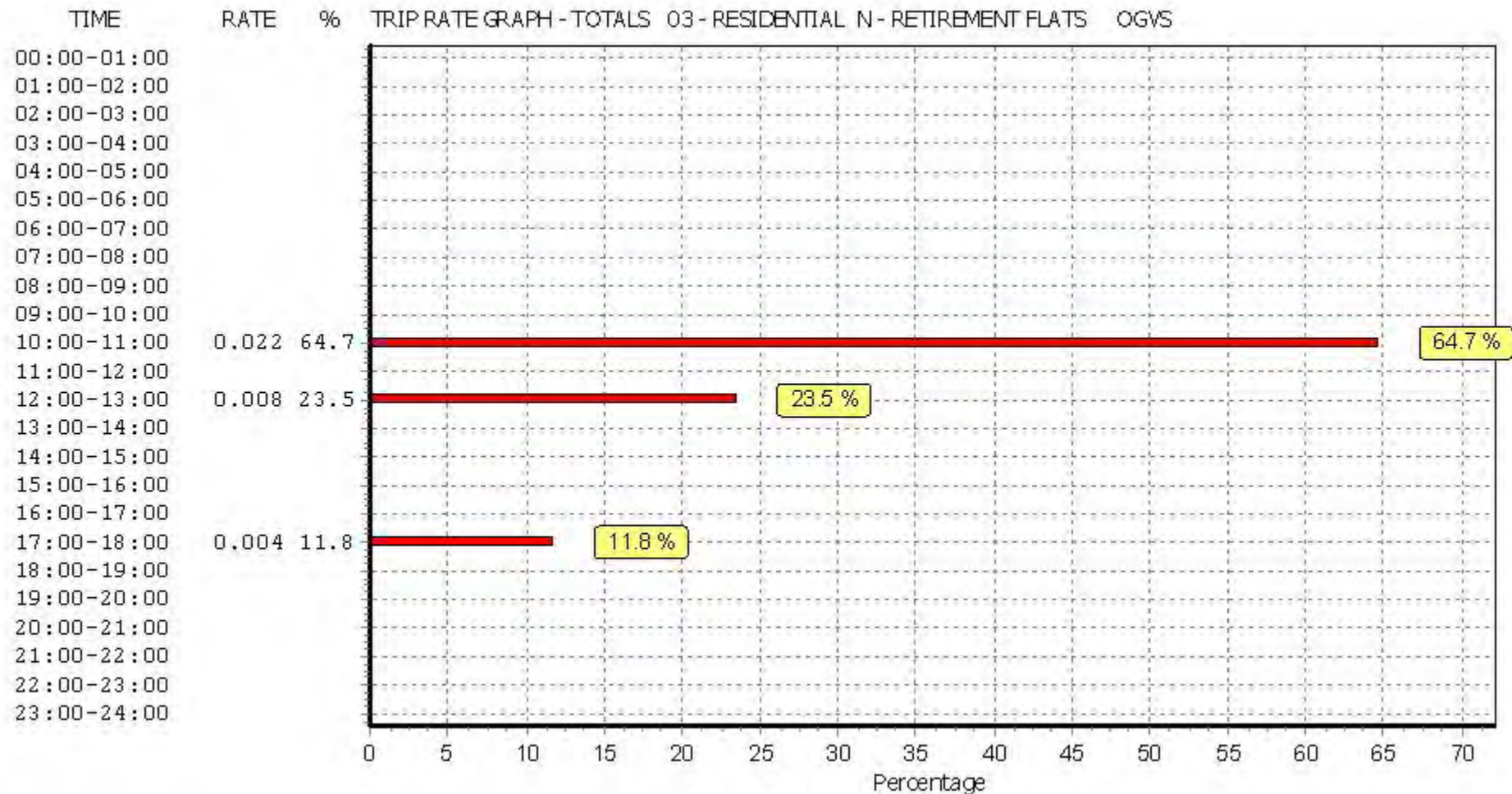
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



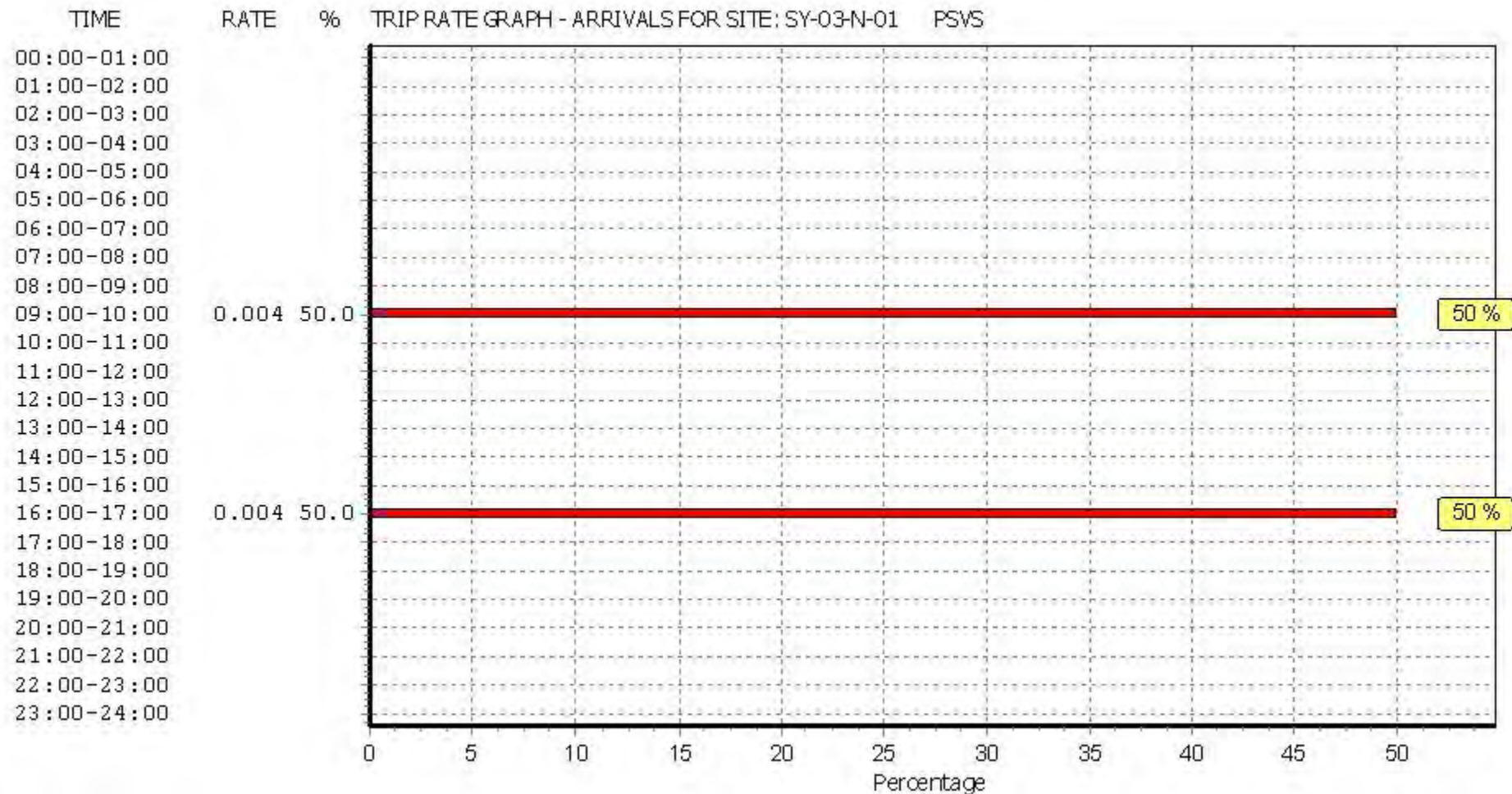
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
 PSVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

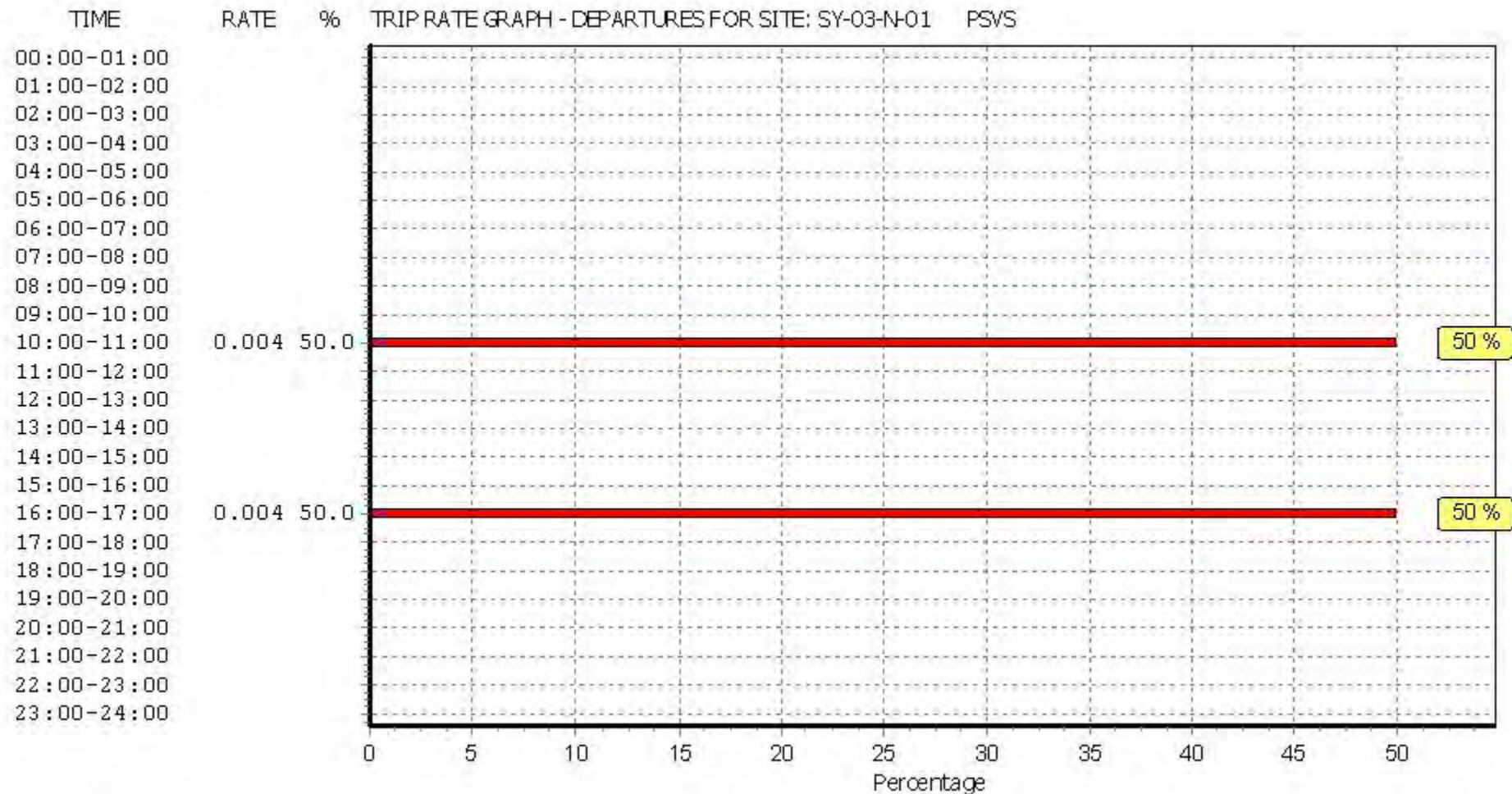
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.000	5	46	0.000	5	46	0.000
08:00 - 09:00	5	46	0.000	5	46	0.000	5	46	0.000
09:00 - 10:00	5	46	0.004	5	46	0.000	5	46	0.004
10:00 - 11:00	5	46	0.000	5	46	0.004	5	46	0.004
11:00 - 12:00	5	46	0.000	5	46	0.000	5	46	0.000
12:00 - 13:00	5	46	0.000	5	46	0.000	5	46	0.000
13:00 - 14:00	5	46	0.000	5	46	0.000	5	46	0.000
14:00 - 15:00	5	46	0.000	5	46	0.000	5	46	0.000
15:00 - 16:00	5	46	0.000	5	46	0.000	5	46	0.000
16:00 - 17:00	5	46	0.004	5	46	0.004	5	46	0.008
17:00 - 18:00	5	46	0.000	5	46	0.000	5	46	0.000
18:00 - 19:00	5	46	0.000	5	46	0.000	5	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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.

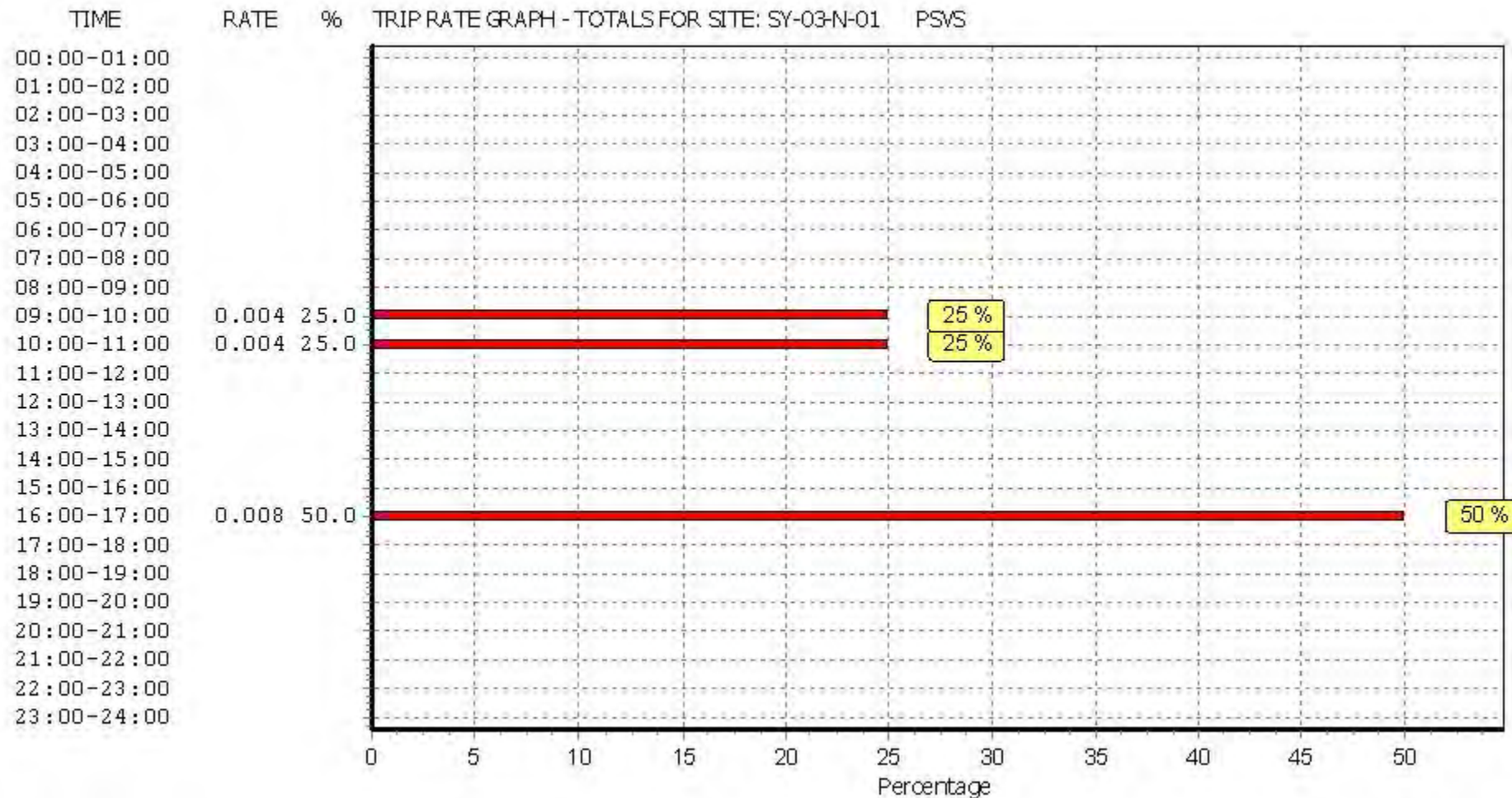
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



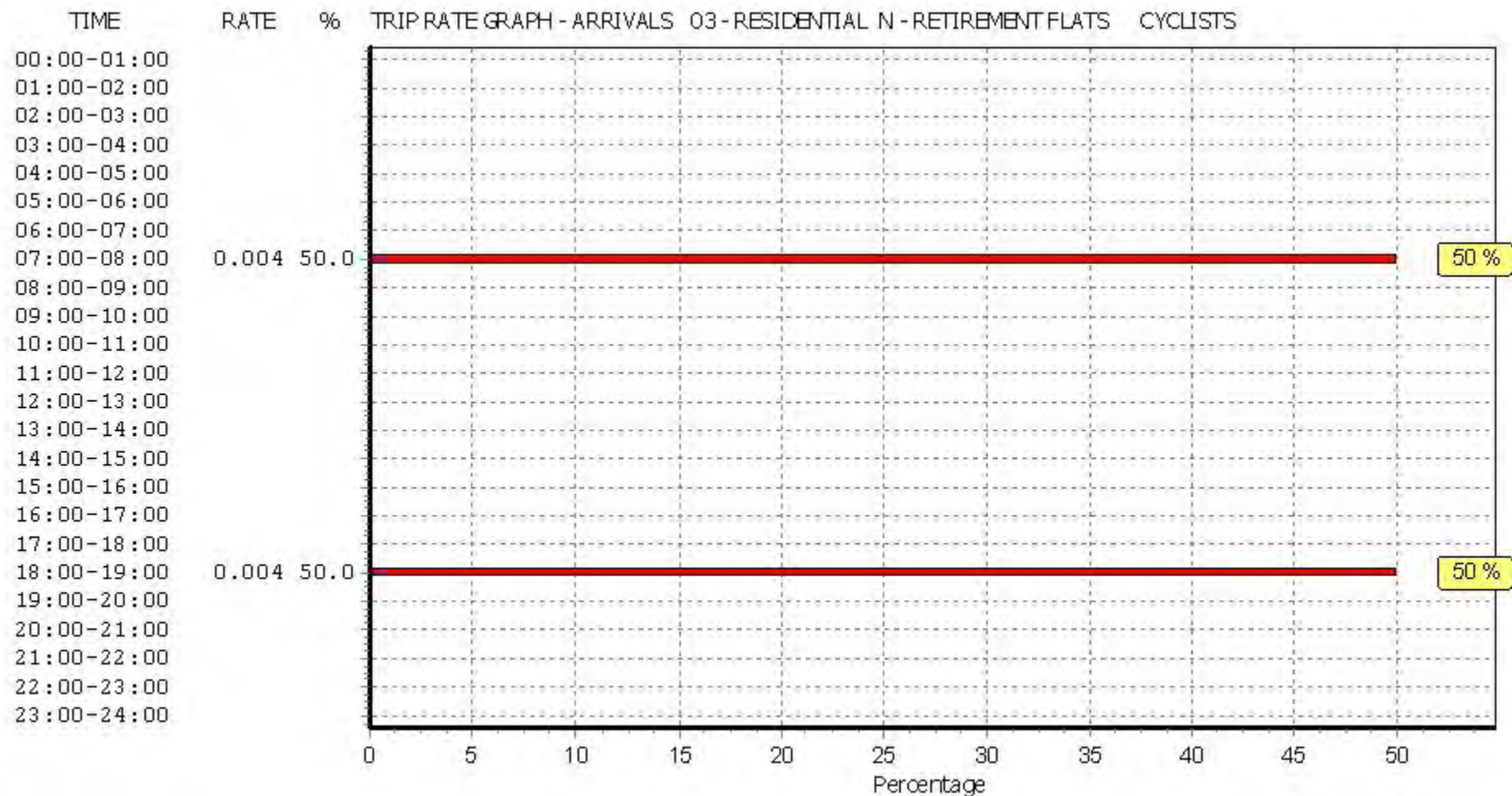
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
 CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

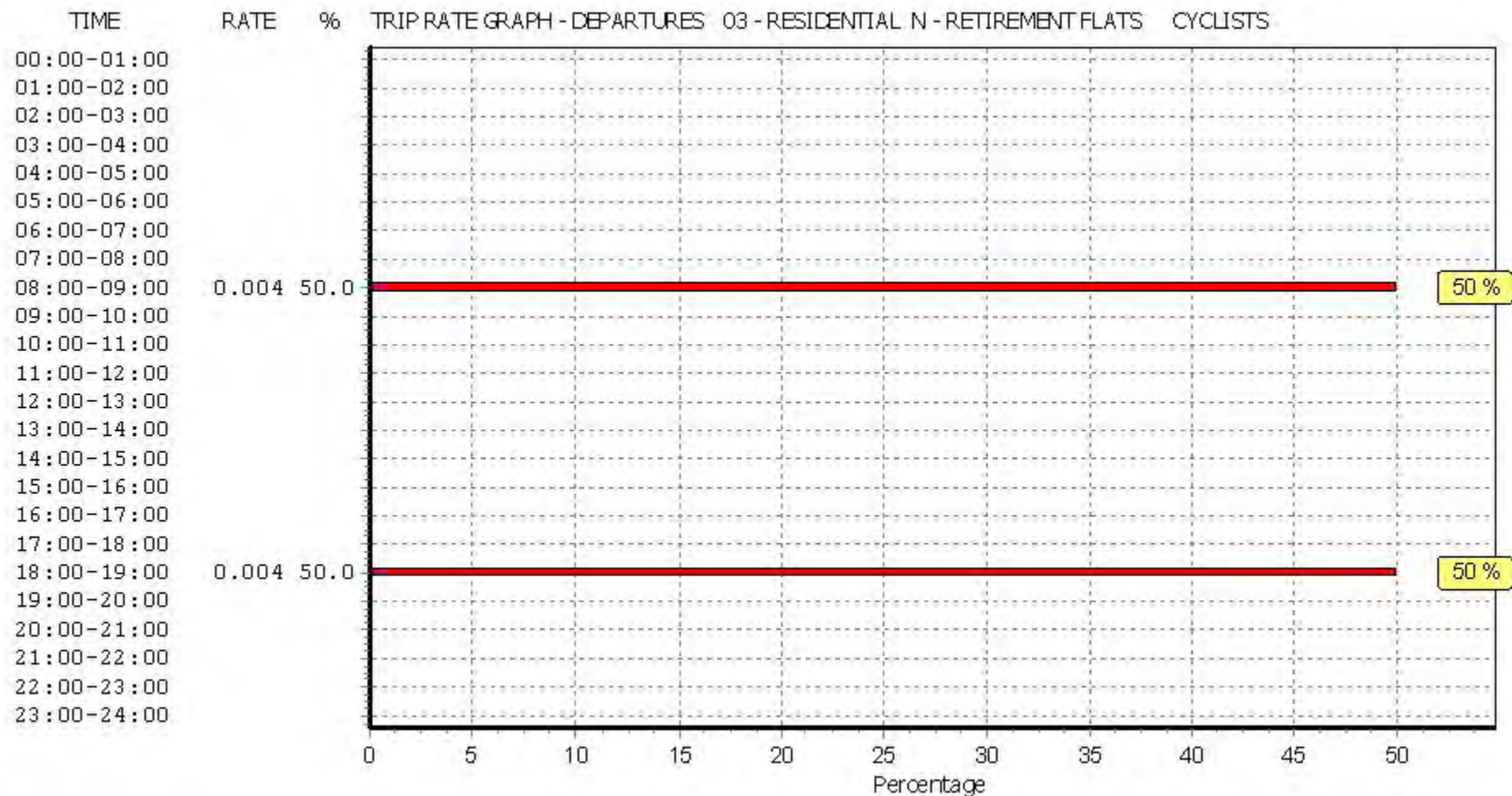
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.004	5	46	0.000	5	46	0.004
08:00 - 09:00	5	46	0.000	5	46	0.004	5	46	0.004
09:00 - 10:00	5	46	0.000	5	46	0.000	5	46	0.000
10:00 - 11:00	5	46	0.000	5	46	0.000	5	46	0.000
11:00 - 12:00	5	46	0.000	5	46	0.000	5	46	0.000
12:00 - 13:00	5	46	0.000	5	46	0.000	5	46	0.000
13:00 - 14:00	5	46	0.000	5	46	0.000	5	46	0.000
14:00 - 15:00	5	46	0.000	5	46	0.000	5	46	0.000
15:00 - 16:00	5	46	0.000	5	46	0.000	5	46	0.000
16:00 - 17:00	5	46	0.000	5	46	0.000	5	46	0.000
17:00 - 18:00	5	46	0.000	5	46	0.000	5	46	0.000
18:00 - 19:00	5	46	0.004	5	46	0.004	5	46	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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.

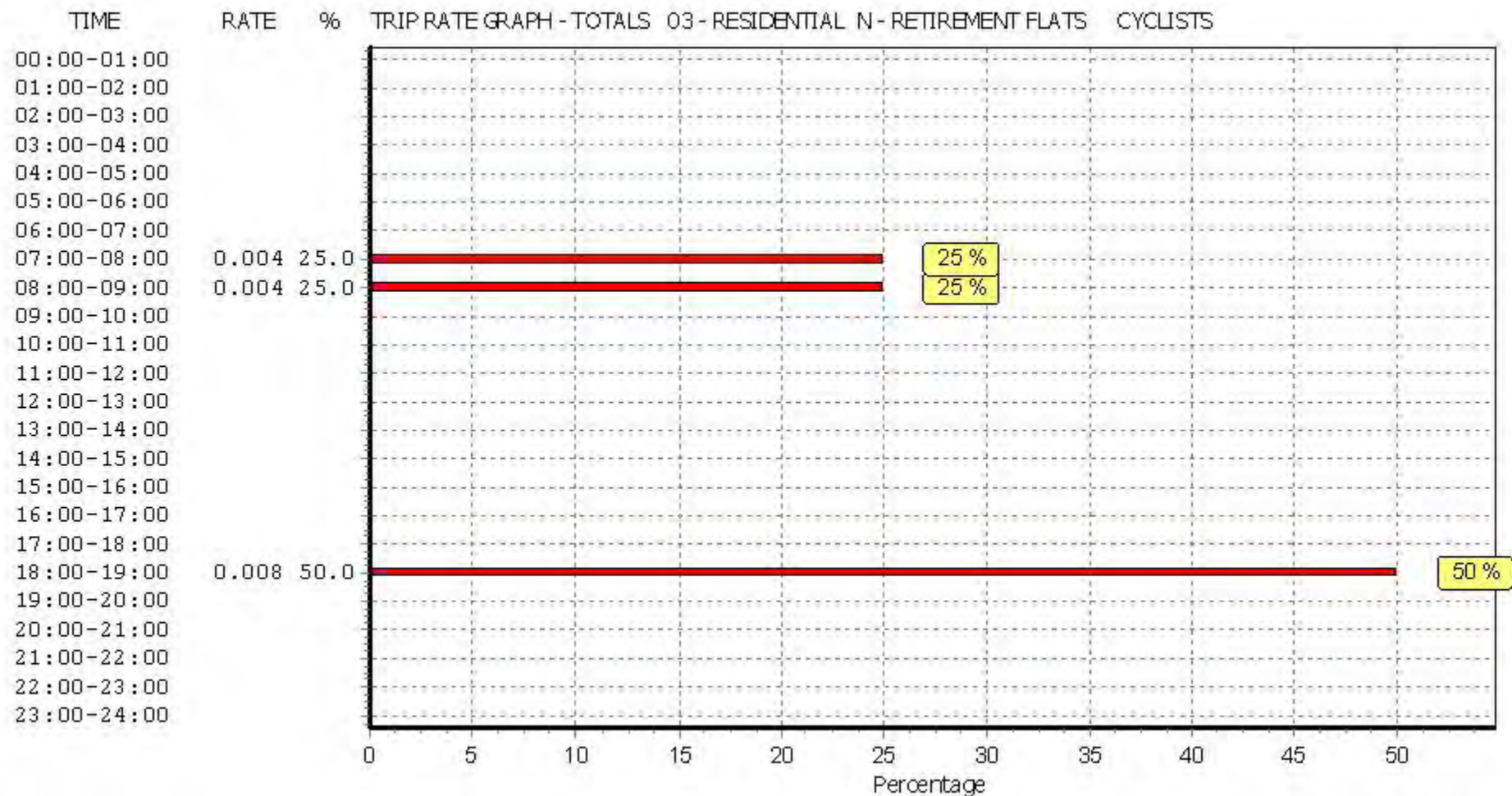
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-807401-191106-1110

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : P - ASSISTED LIVING
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
17	ULSTER (NORTHERN IRELAND)	
	TY TYRONE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 11 to 32 (units:)
 Range Selected by User: 11 to 32 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 29/03/19

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:

Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town 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:

Residential Zone	1
No Sub Category	1

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.

Secondary Filtering selection:

Use Class:

C3 2 days

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

Population within 1 mile:

1,001 to 5,000 1 days
20,001 to 25,000 1 days

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

Population within 5 miles:

25,001 to 50,000 1 days
125,001 to 250,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 1 days
1.6 to 2.0 1 days

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

Travel Plan:

No 2 days

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

PTAL Rating:

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	DV-03-P-01 GARFIELD ROAD PAIGNTON	ASSISTED LIVING	DEVON
	Edge of Town Centre Residential Zone		
	Total Number of dwellings:	11	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
2	TY-03-P-01 LIMEKILN LANE COOKSTOWN	ASSISTED LIVING	TYRONE
	Edge of Town Centre No Sub Category		
	Total Number of dwellings:	32	
	Survey date: THURSDAY	14/03/19	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	22	0.047	2	22	0.070	2	22	0.117
08:00 - 09:00	2	22	0.047	2	22	0.070	2	22	0.117
09:00 - 10:00	2	22	0.047	2	22	0.047	2	22	0.094
10:00 - 11:00	2	22	0.140	2	22	0.163	2	22	0.303
11:00 - 12:00	2	22	0.047	2	22	0.070	2	22	0.117
12:00 - 13:00	2	22	0.186	2	22	0.070	2	22	0.256
13:00 - 14:00	2	22	0.116	2	22	0.140	2	22	0.256
14:00 - 15:00	2	22	0.163	2	22	0.163	2	22	0.326
15:00 - 16:00	2	22	0.163	2	22	0.093	2	22	0.256
16:00 - 17:00	2	22	0.140	2	22	0.163	2	22	0.303
17:00 - 18:00	2	22	0.093	2	22	0.140	2	22	0.233
18:00 - 19:00	2	22	0.140	2	22	0.140	2	22	0.280
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.329			1.329			2.658

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.

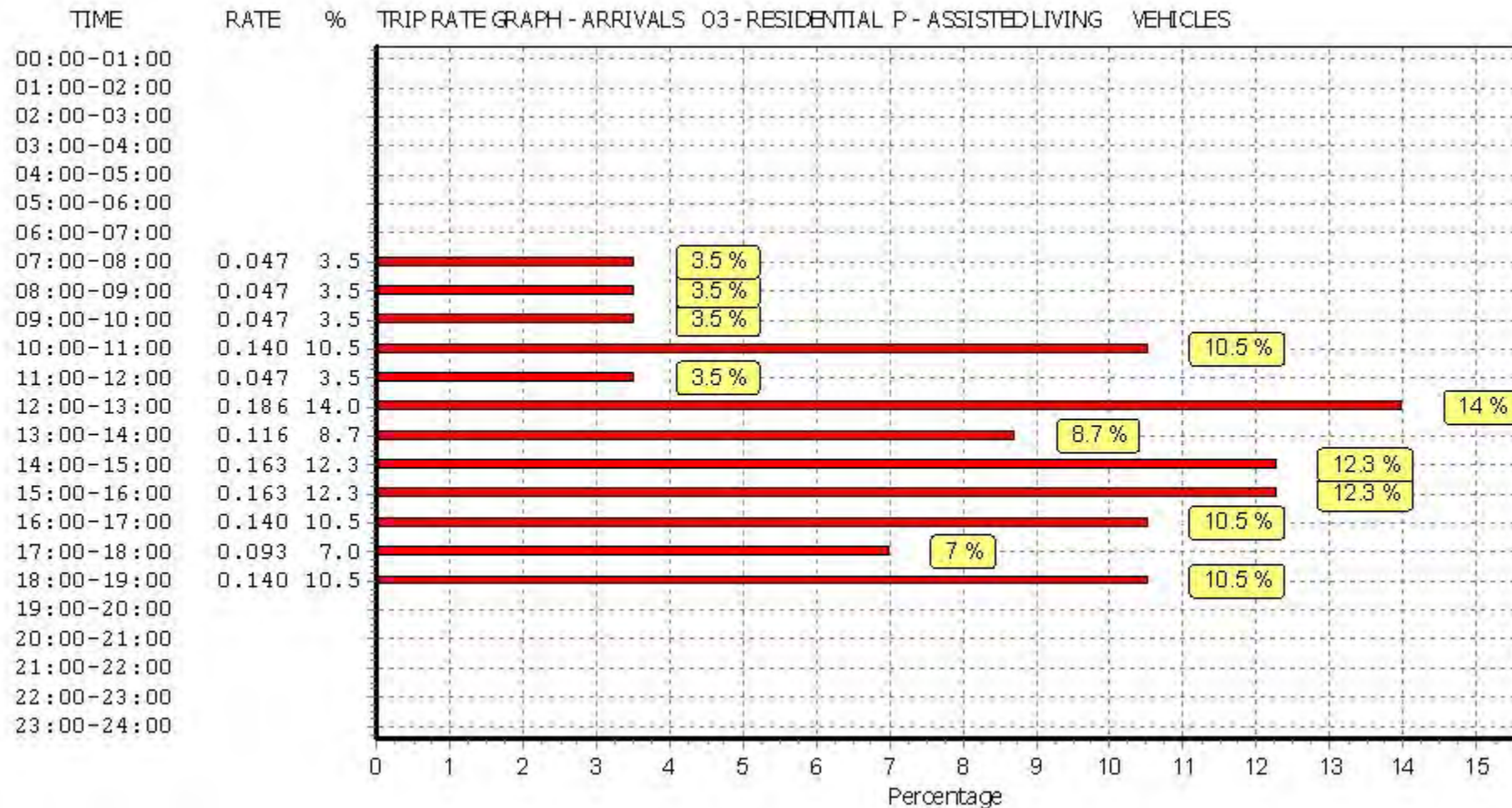
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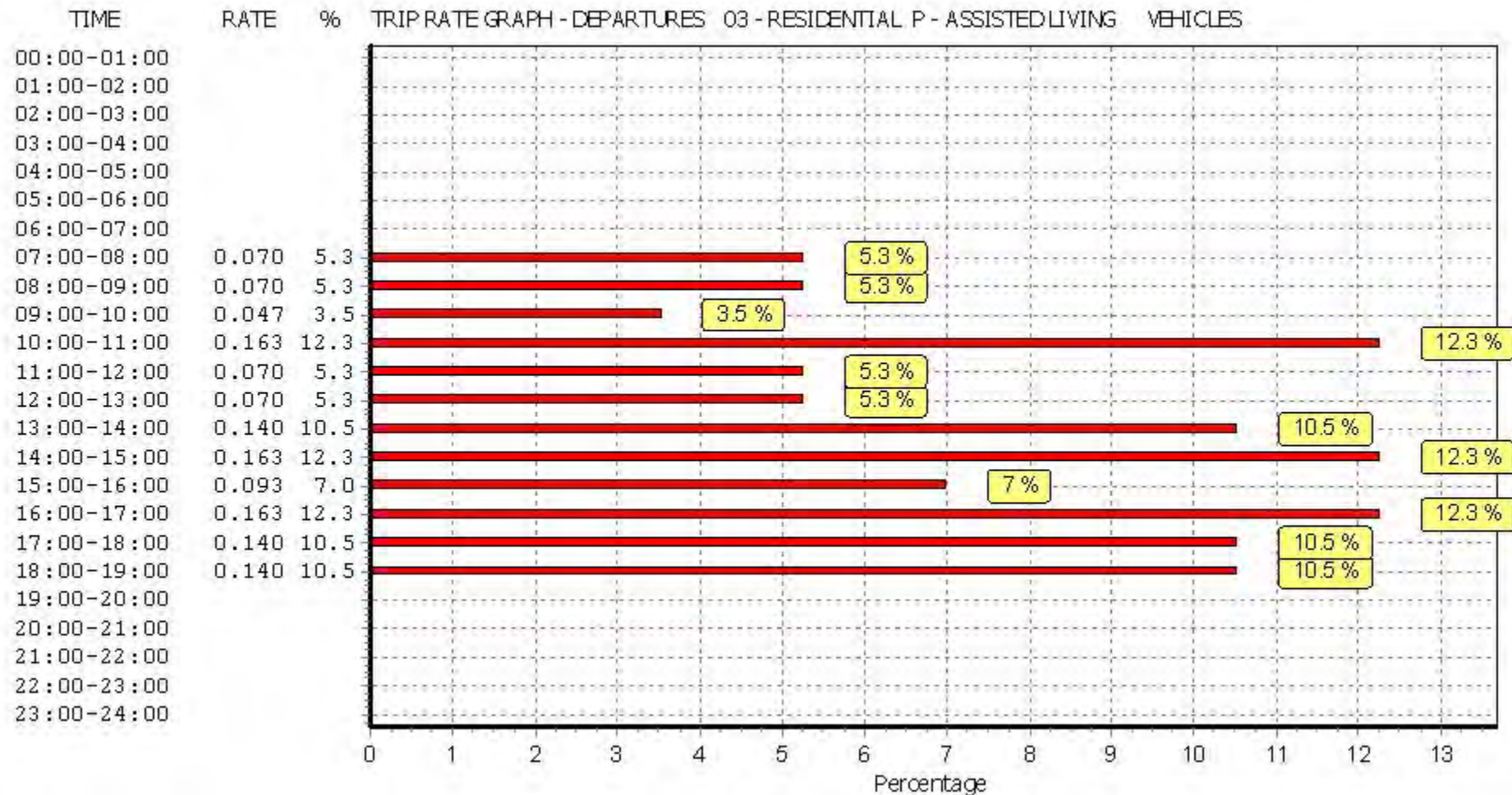
Parameter summary

Trip rate parameter range selected: 11 - 32 (units:)
 Survey date range: 01/01/11 - 29/03/19
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

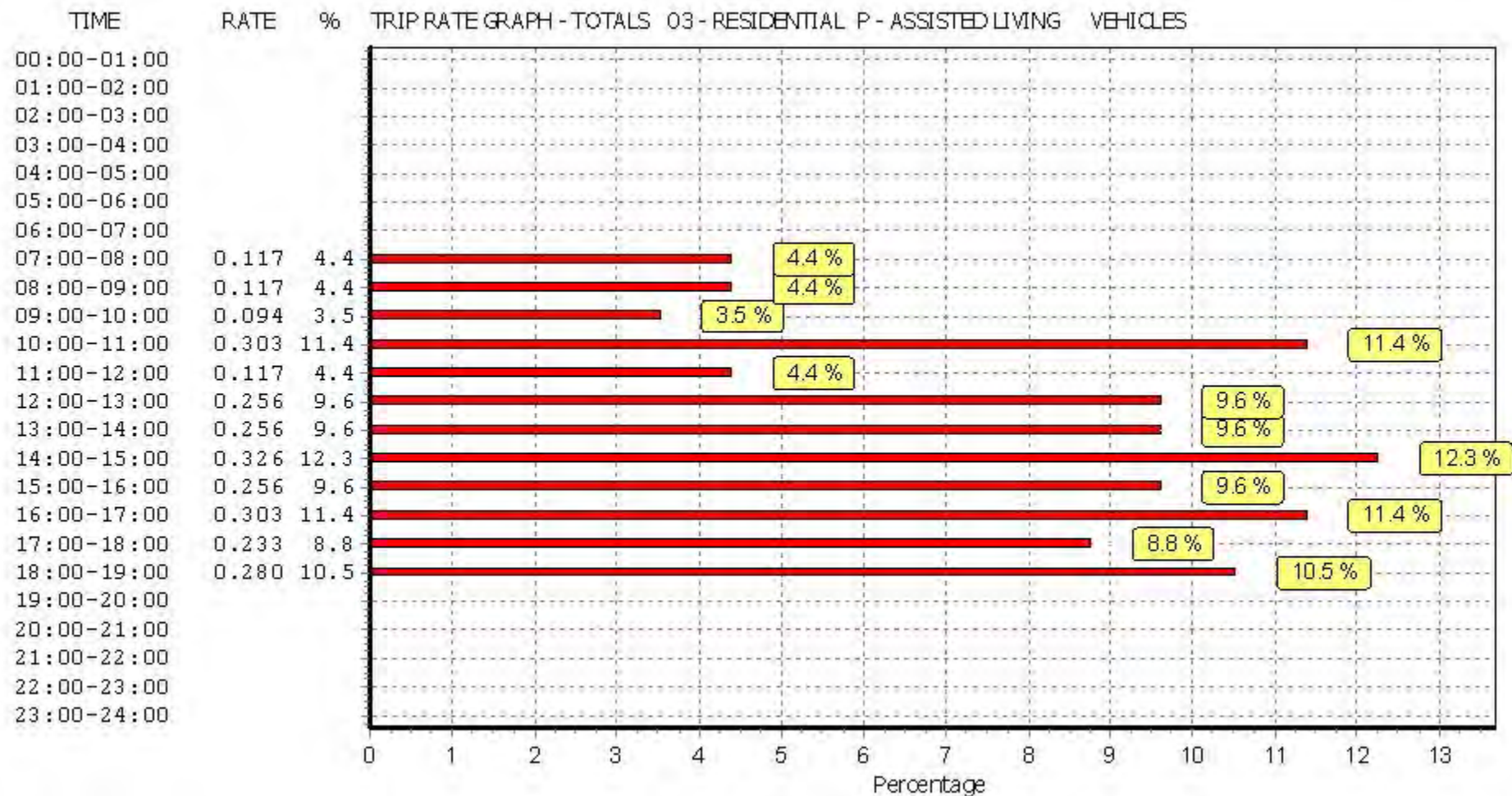
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



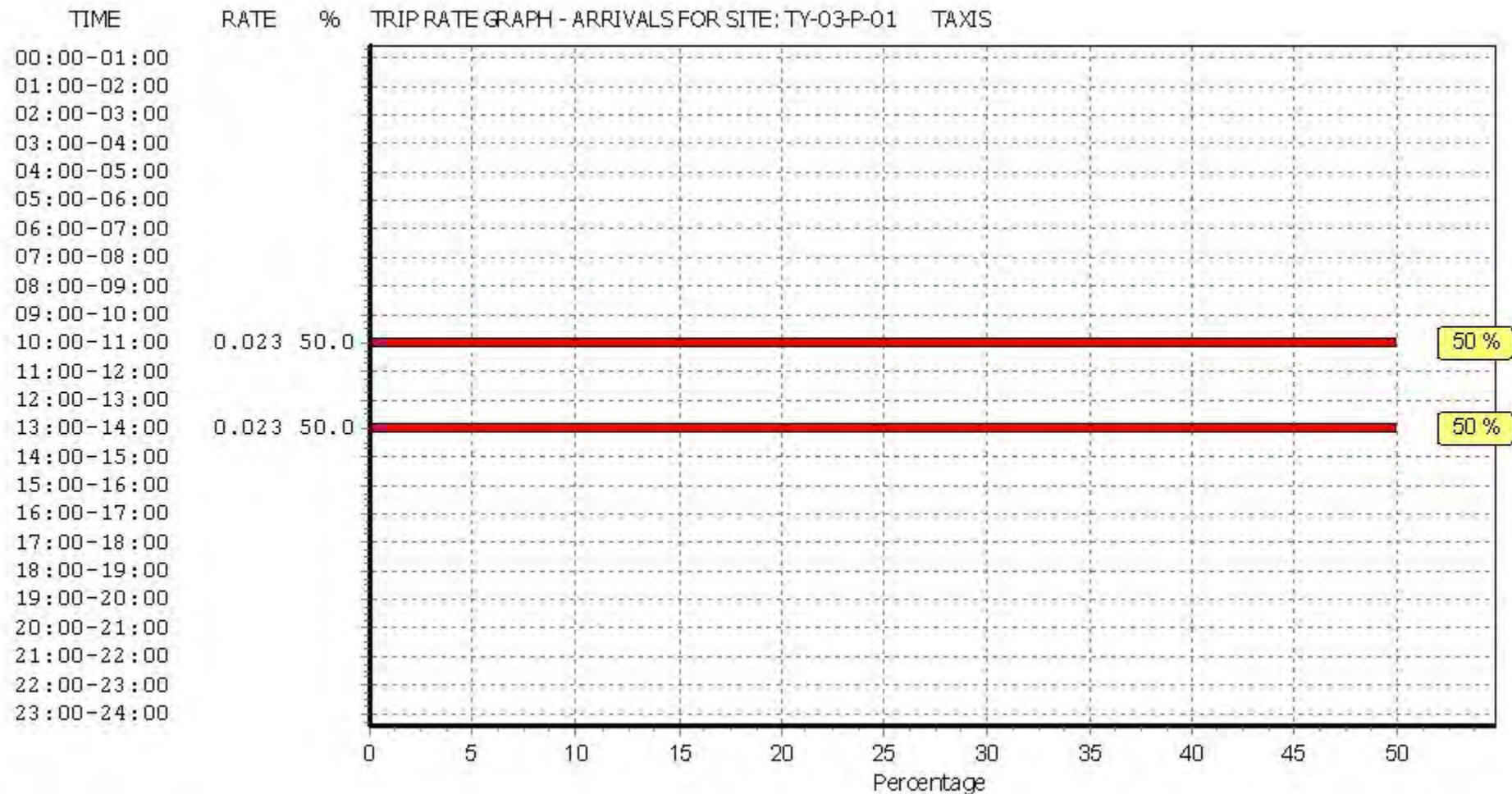
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
 TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

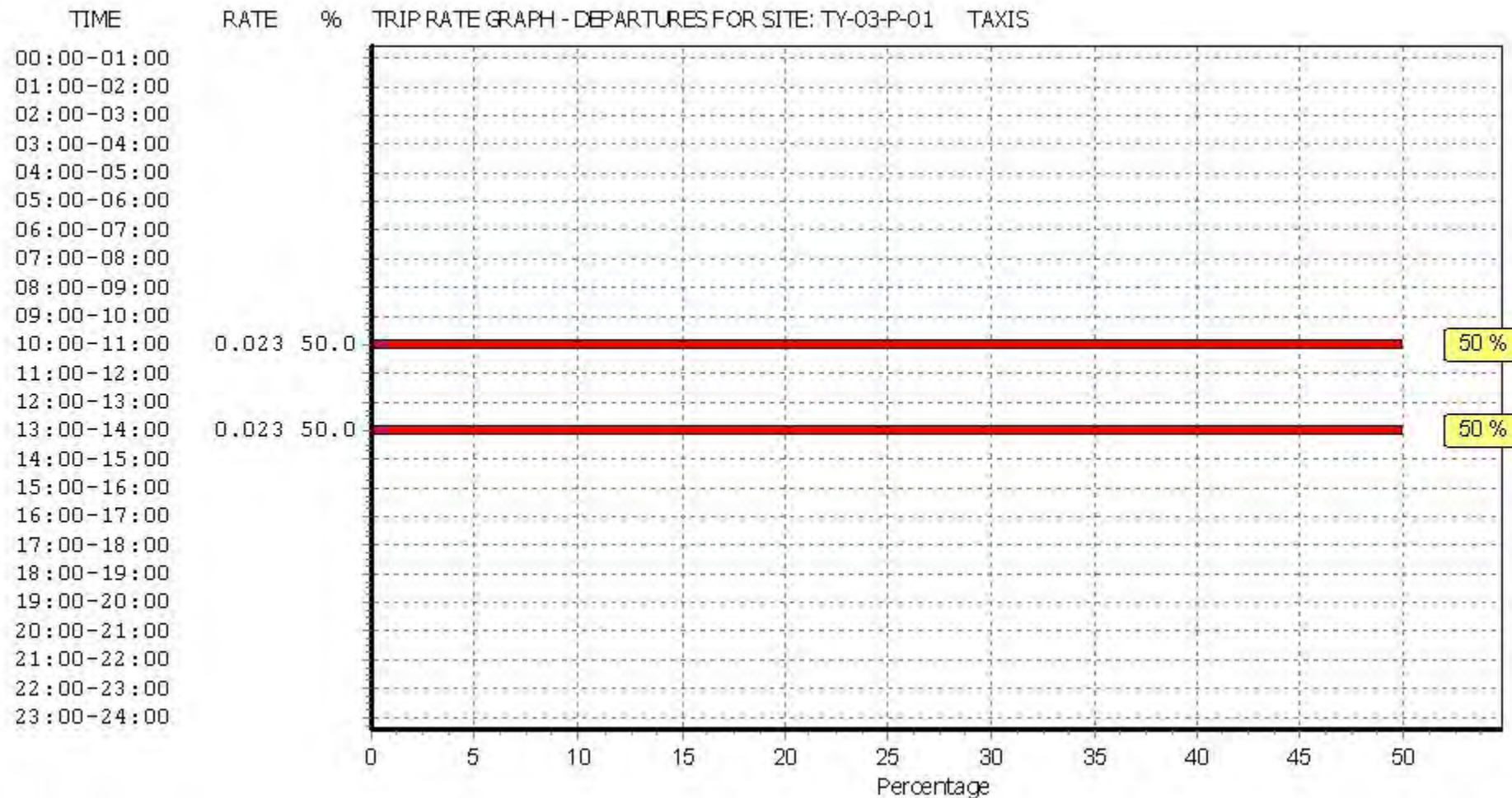
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	22	0.000	2	22	0.000	2	22	0.000
08:00 - 09:00	2	22	0.000	2	22	0.000	2	22	0.000
09:00 - 10:00	2	22	0.000	2	22	0.000	2	22	0.000
10:00 - 11:00	2	22	0.023	2	22	0.023	2	22	0.046
11:00 - 12:00	2	22	0.000	2	22	0.000	2	22	0.000
12:00 - 13:00	2	22	0.000	2	22	0.000	2	22	0.000
13:00 - 14:00	2	22	0.023	2	22	0.023	2	22	0.046
14:00 - 15:00	2	22	0.000	2	22	0.000	2	22	0.000
15:00 - 16:00	2	22	0.000	2	22	0.000	2	22	0.000
16:00 - 17:00	2	22	0.000	2	22	0.000	2	22	0.000
17:00 - 18:00	2	22	0.000	2	22	0.000	2	22	0.000
18:00 - 19:00	2	22	0.000	2	22	0.000	2	22	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.046			0.092

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.

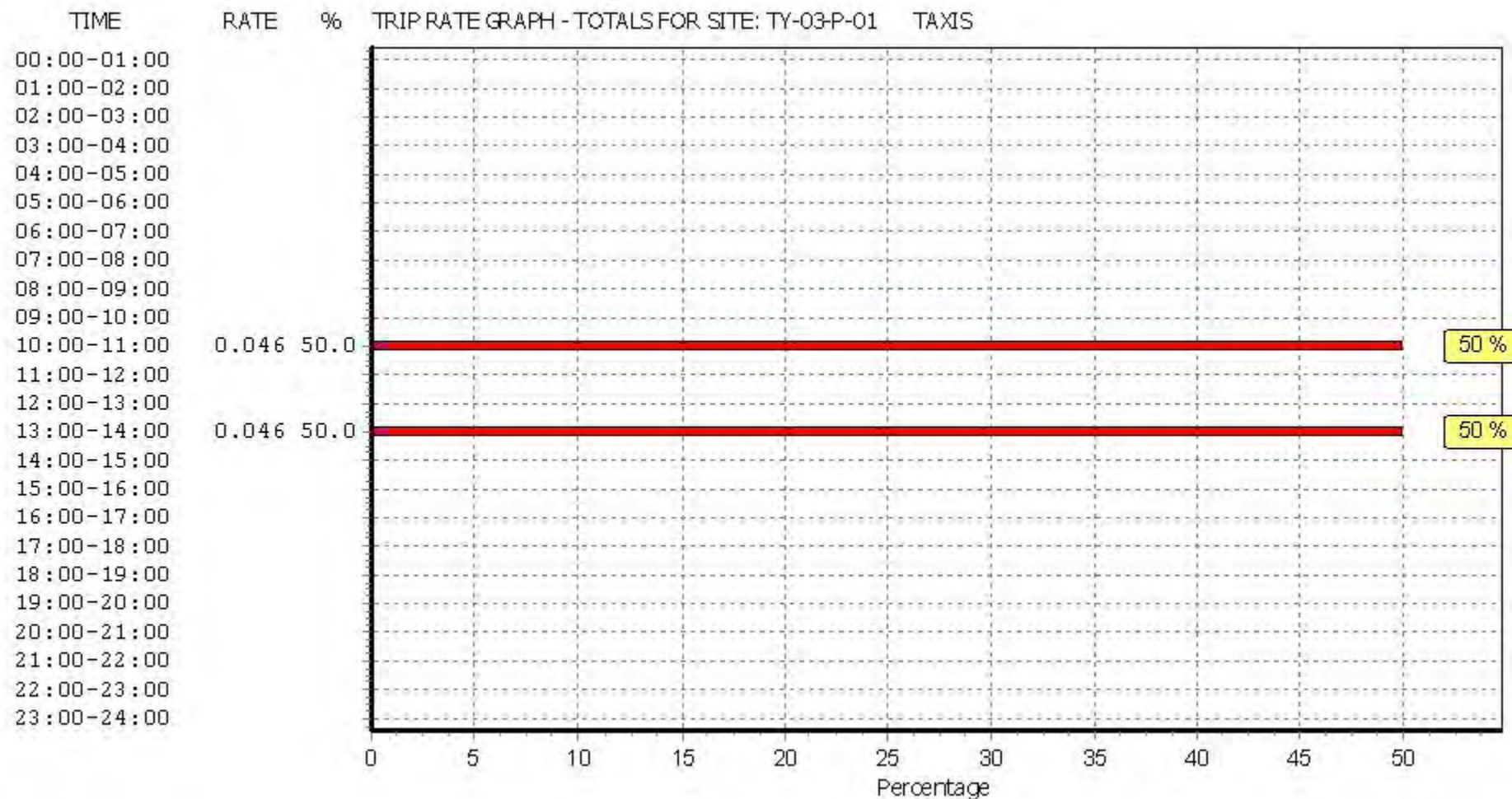
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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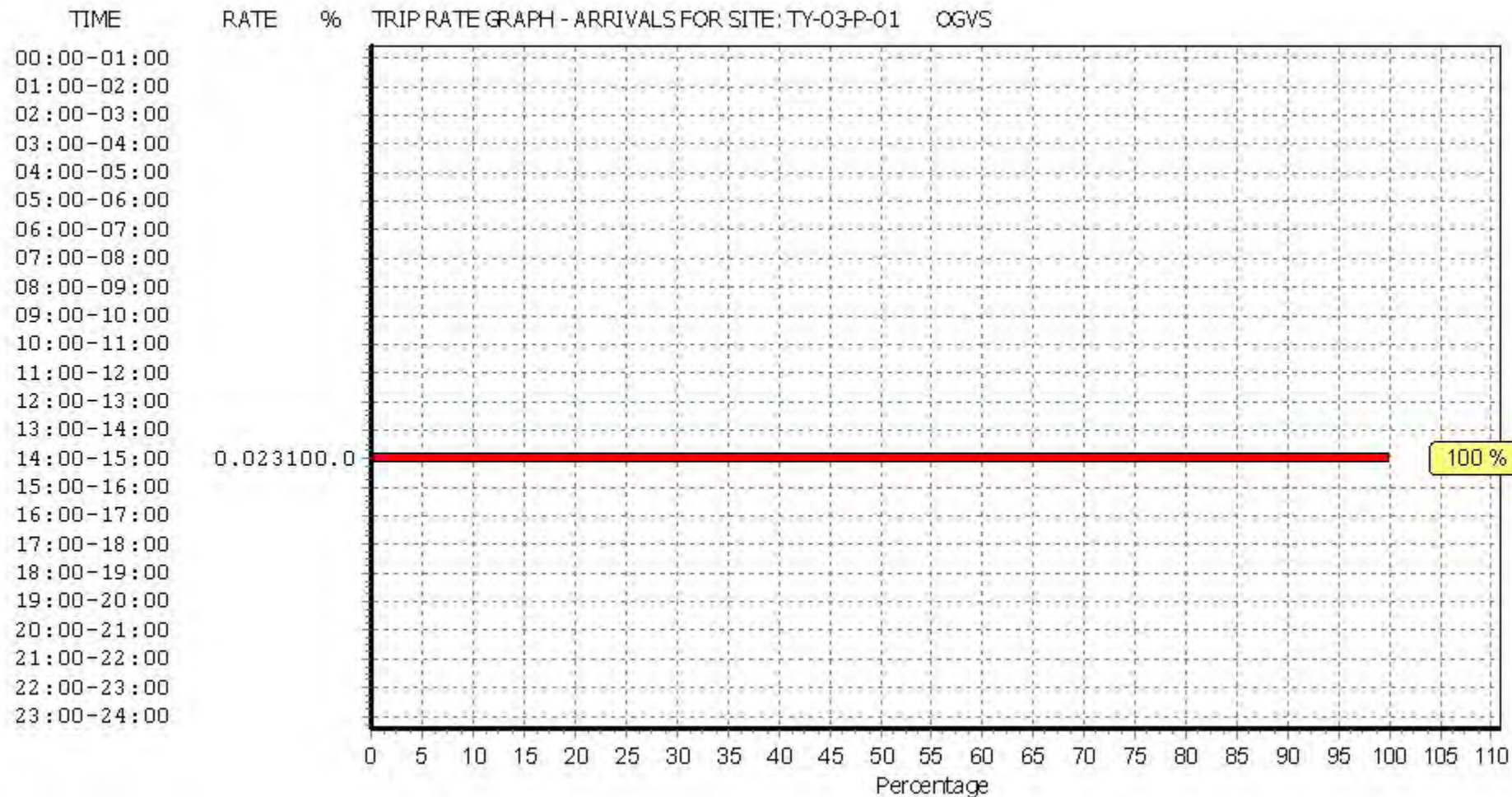
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
 OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

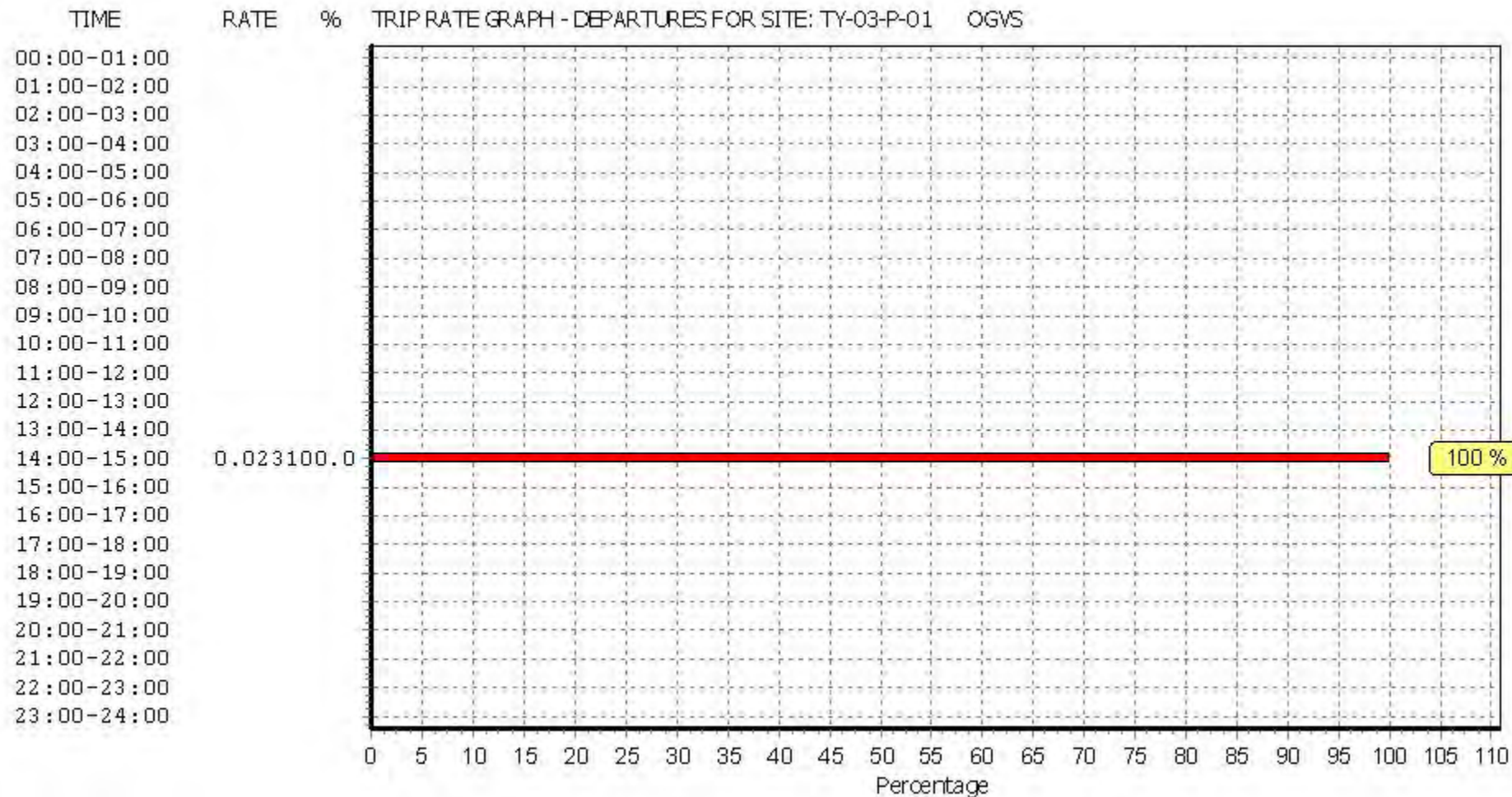
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	22	0.000	2	22	0.000	2	22	0.000
08:00 - 09:00	2	22	0.000	2	22	0.000	2	22	0.000
09:00 - 10:00	2	22	0.000	2	22	0.000	2	22	0.000
10:00 - 11:00	2	22	0.000	2	22	0.000	2	22	0.000
11:00 - 12:00	2	22	0.000	2	22	0.000	2	22	0.000
12:00 - 13:00	2	22	0.000	2	22	0.000	2	22	0.000
13:00 - 14:00	2	22	0.000	2	22	0.000	2	22	0.000
14:00 - 15:00	2	22	0.023	2	22	0.023	2	22	0.046
15:00 - 16:00	2	22	0.000	2	22	0.000	2	22	0.000
16:00 - 17:00	2	22	0.000	2	22	0.000	2	22	0.000
17:00 - 18:00	2	22	0.000	2	22	0.000	2	22	0.000
18:00 - 19:00	2	22	0.000	2	22	0.000	2	22	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

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.

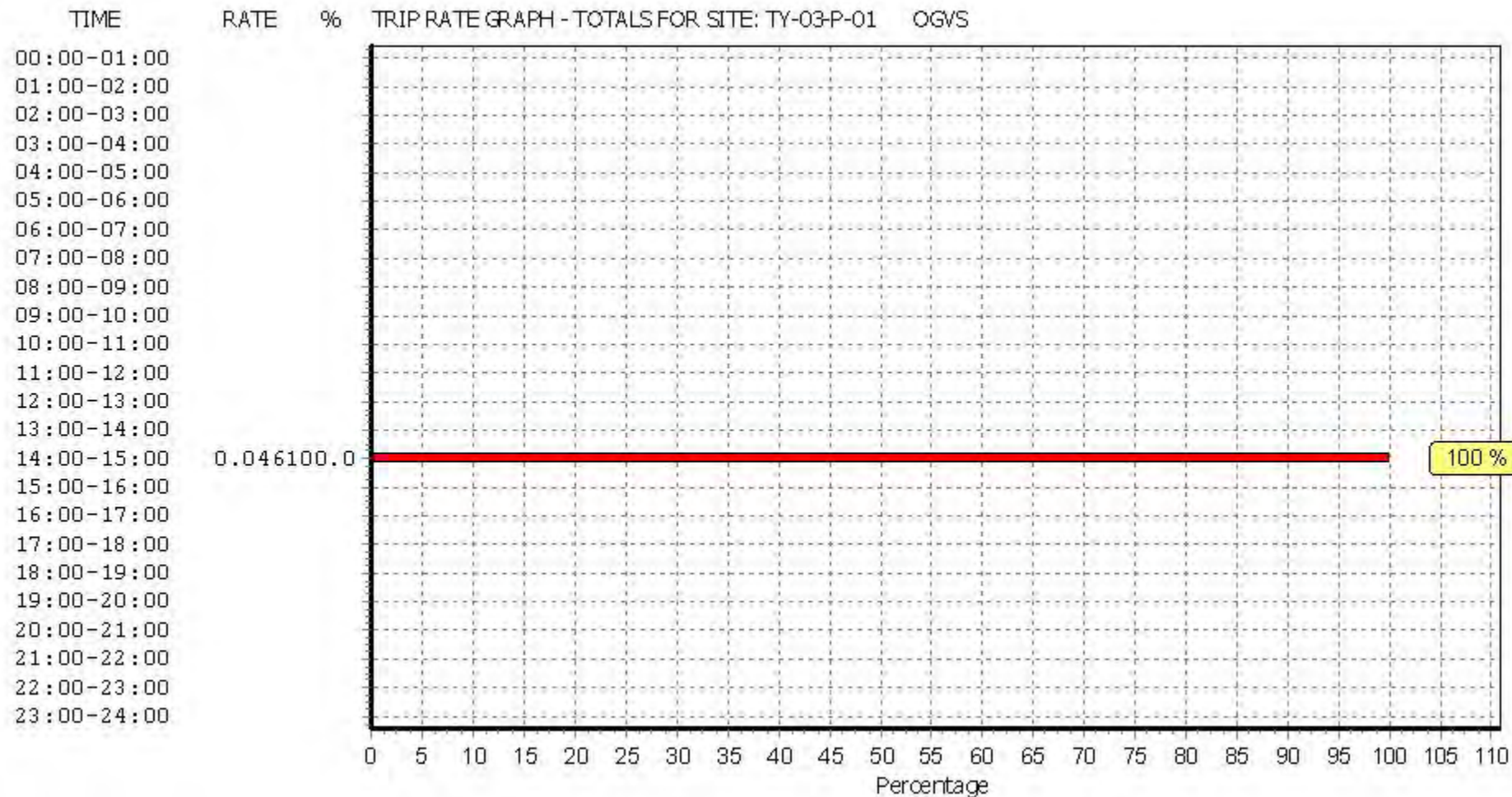
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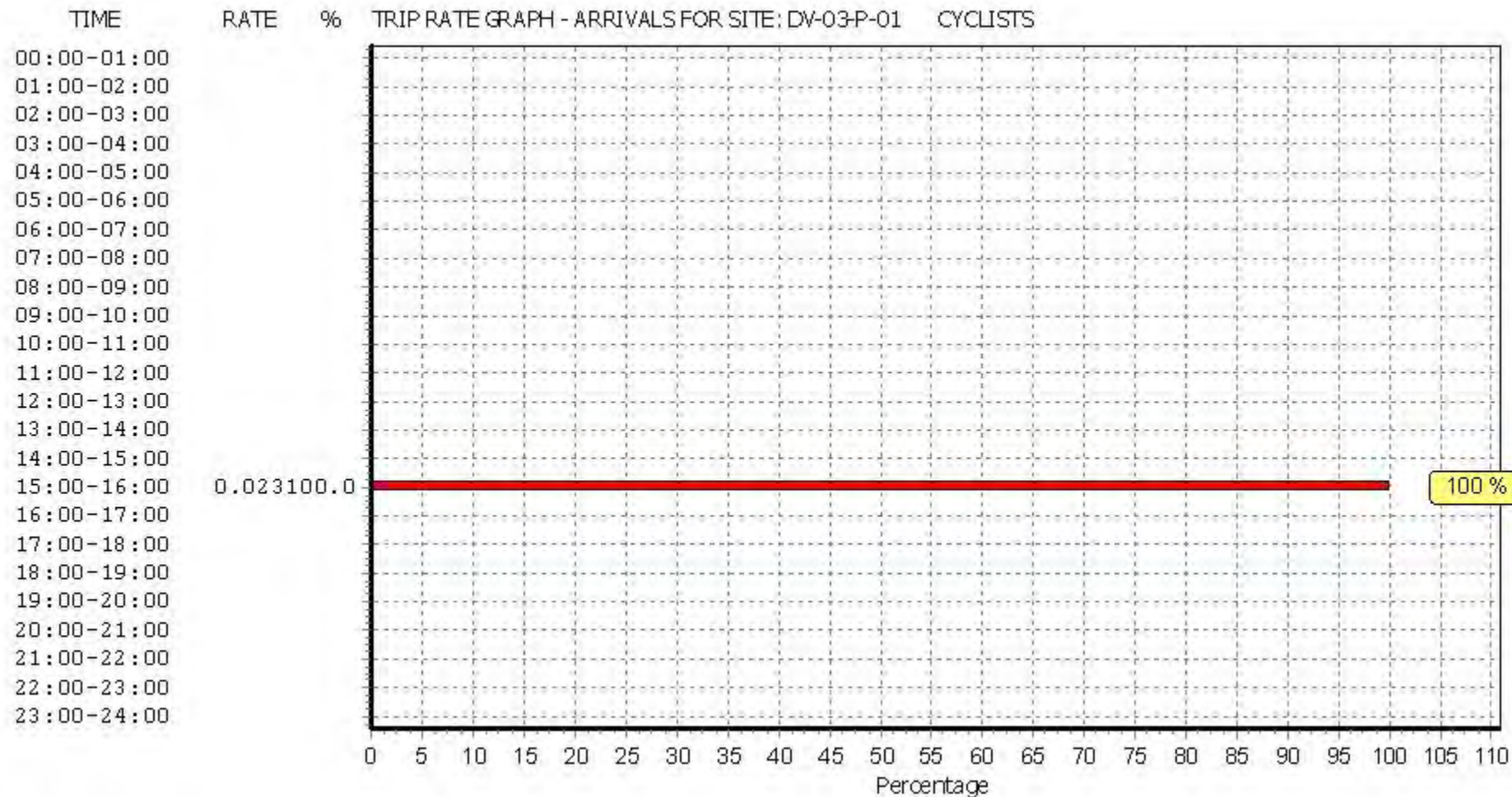
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TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
 CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	22	0.000	2	22	0.000	2	22	0.000
08:00 - 09:00	2	22	0.000	2	22	0.000	2	22	0.000
09:00 - 10:00	2	22	0.000	2	22	0.000	2	22	0.000
10:00 - 11:00	2	22	0.000	2	22	0.000	2	22	0.000
11:00 - 12:00	2	22	0.000	2	22	0.000	2	22	0.000
12:00 - 13:00	2	22	0.000	2	22	0.000	2	22	0.000
13:00 - 14:00	2	22	0.000	2	22	0.000	2	22	0.000
14:00 - 15:00	2	22	0.000	2	22	0.000	2	22	0.000
15:00 - 16:00	2	22	0.023	2	22	0.000	2	22	0.023
16:00 - 17:00	2	22	0.000	2	22	0.000	2	22	0.000
17:00 - 18:00	2	22	0.000	2	22	0.023	2	22	0.023
18:00 - 19:00	2	22	0.000	2	22	0.000	2	22	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

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.

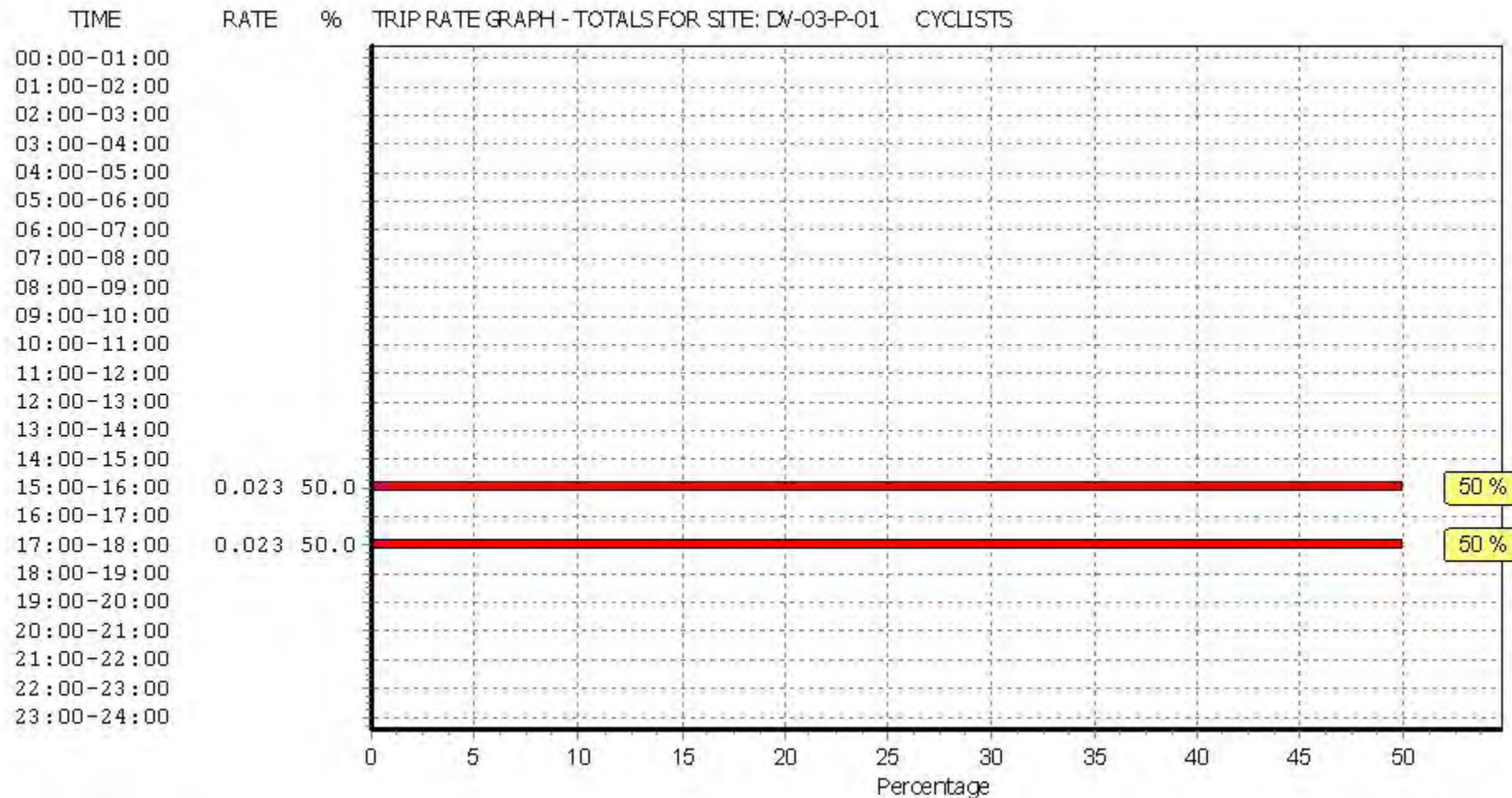
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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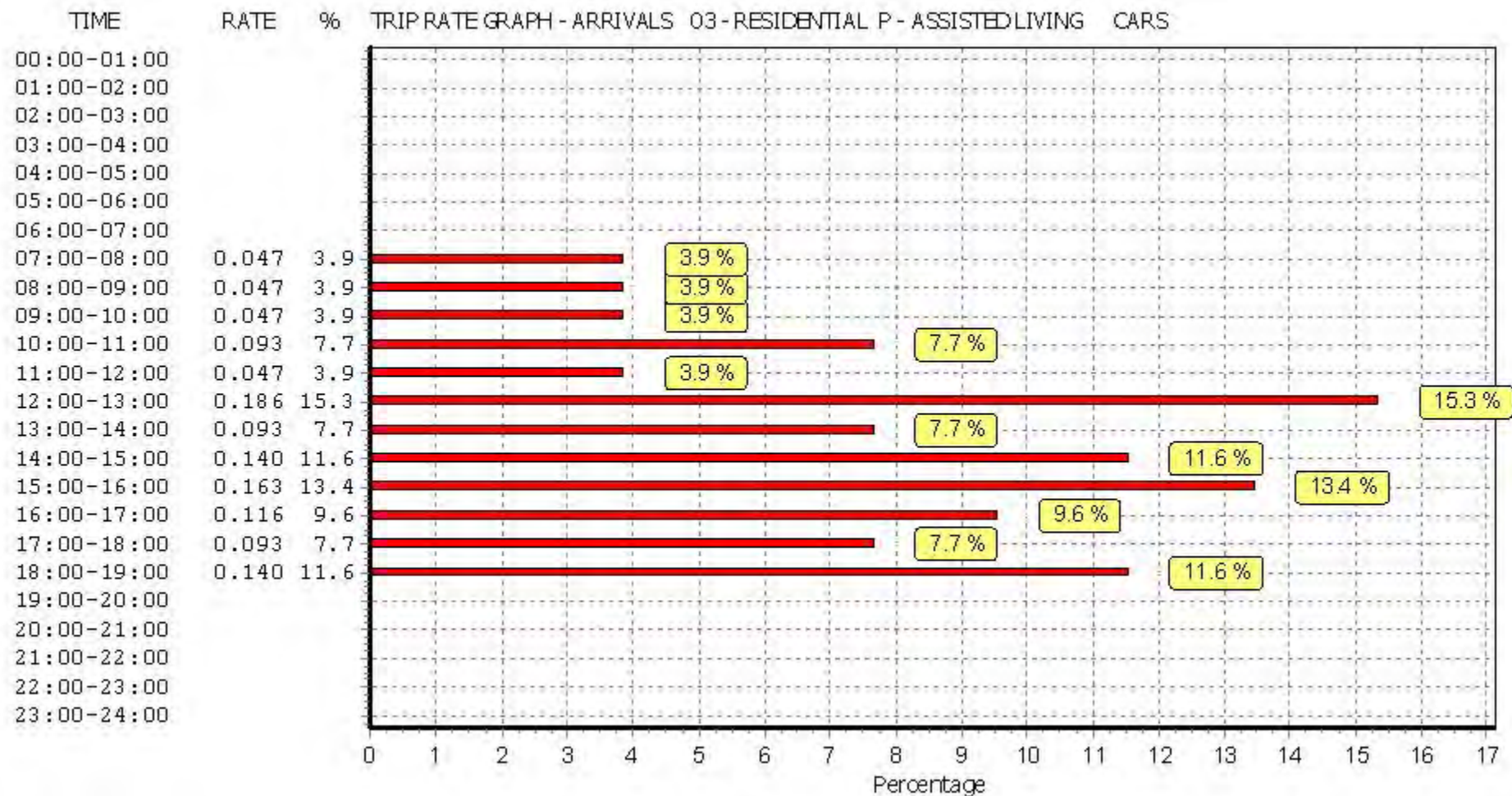
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
 CARS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

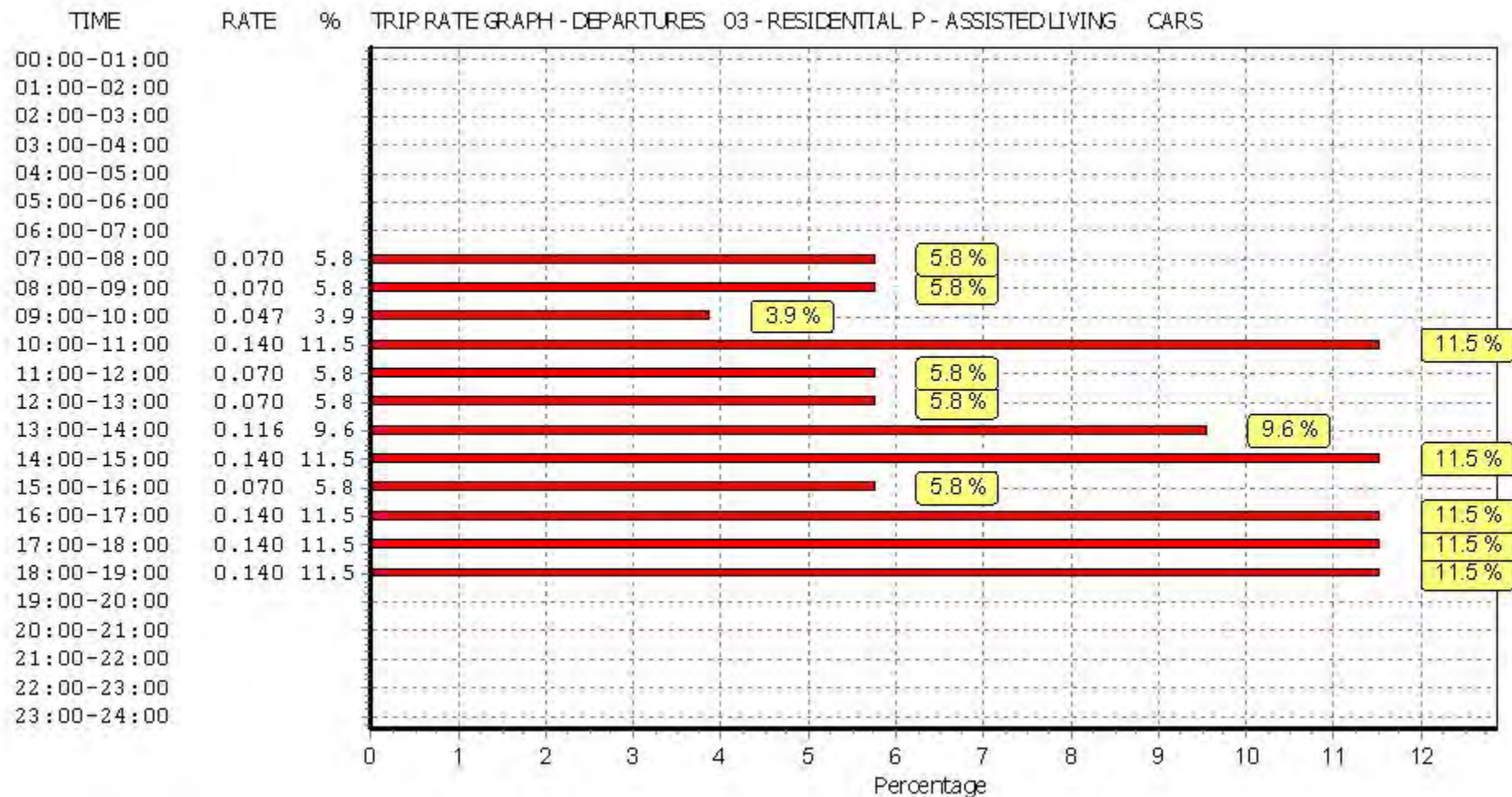
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	22	0.047	2	22	0.070	2	22	0.117
08:00 - 09:00	2	22	0.047	2	22	0.070	2	22	0.117
09:00 - 10:00	2	22	0.047	2	22	0.047	2	22	0.094
10:00 - 11:00	2	22	0.093	2	22	0.140	2	22	0.233
11:00 - 12:00	2	22	0.047	2	22	0.070	2	22	0.117
12:00 - 13:00	2	22	0.186	2	22	0.070	2	22	0.256
13:00 - 14:00	2	22	0.093	2	22	0.116	2	22	0.209
14:00 - 15:00	2	22	0.140	2	22	0.140	2	22	0.280
15:00 - 16:00	2	22	0.163	2	22	0.070	2	22	0.233
16:00 - 17:00	2	22	0.116	2	22	0.140	2	22	0.256
17:00 - 18:00	2	22	0.093	2	22	0.140	2	22	0.233
18:00 - 19:00	2	22	0.140	2	22	0.140	2	22	0.280
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.212			1.213			2.425

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.

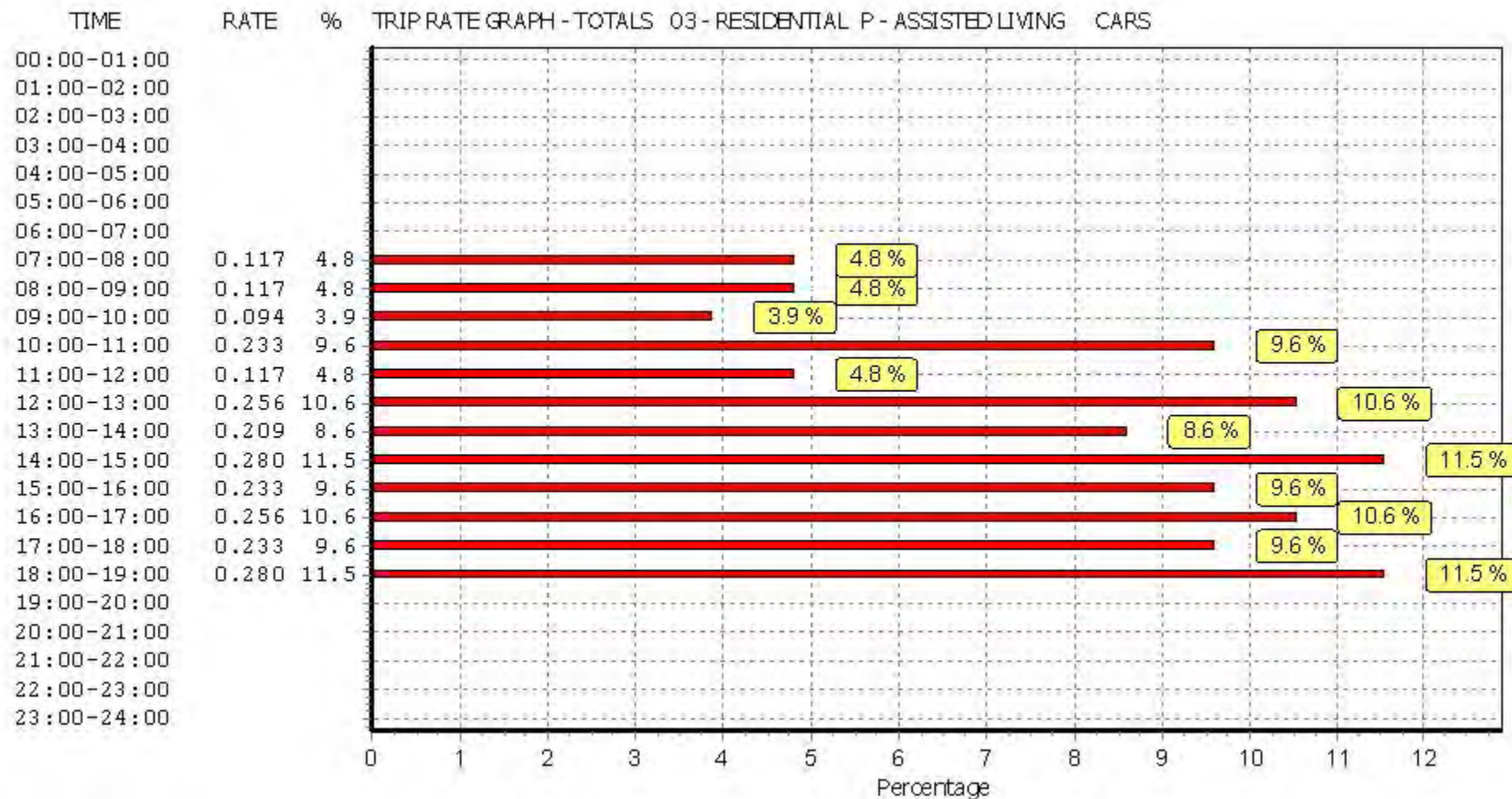
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



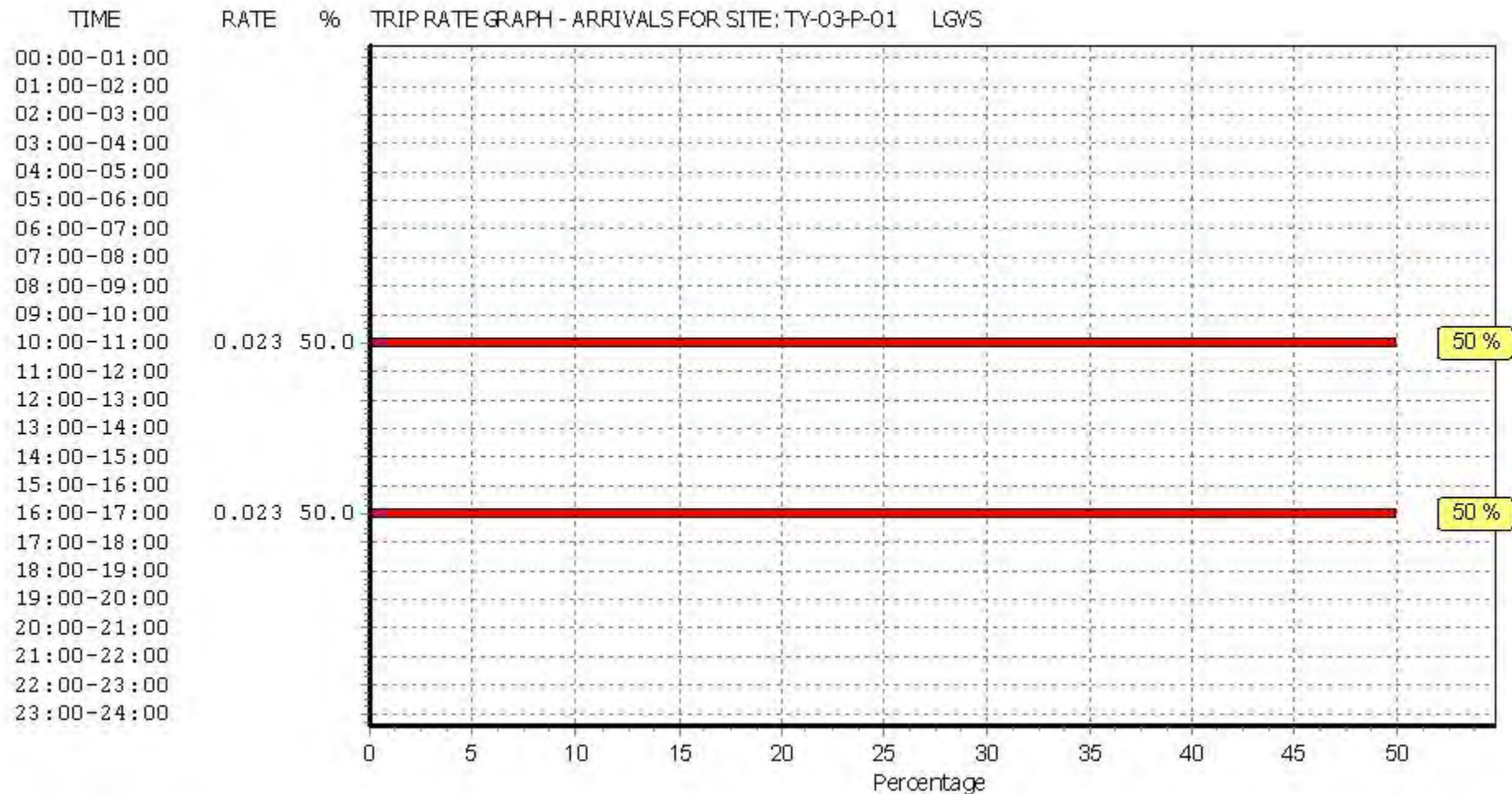
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
 LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

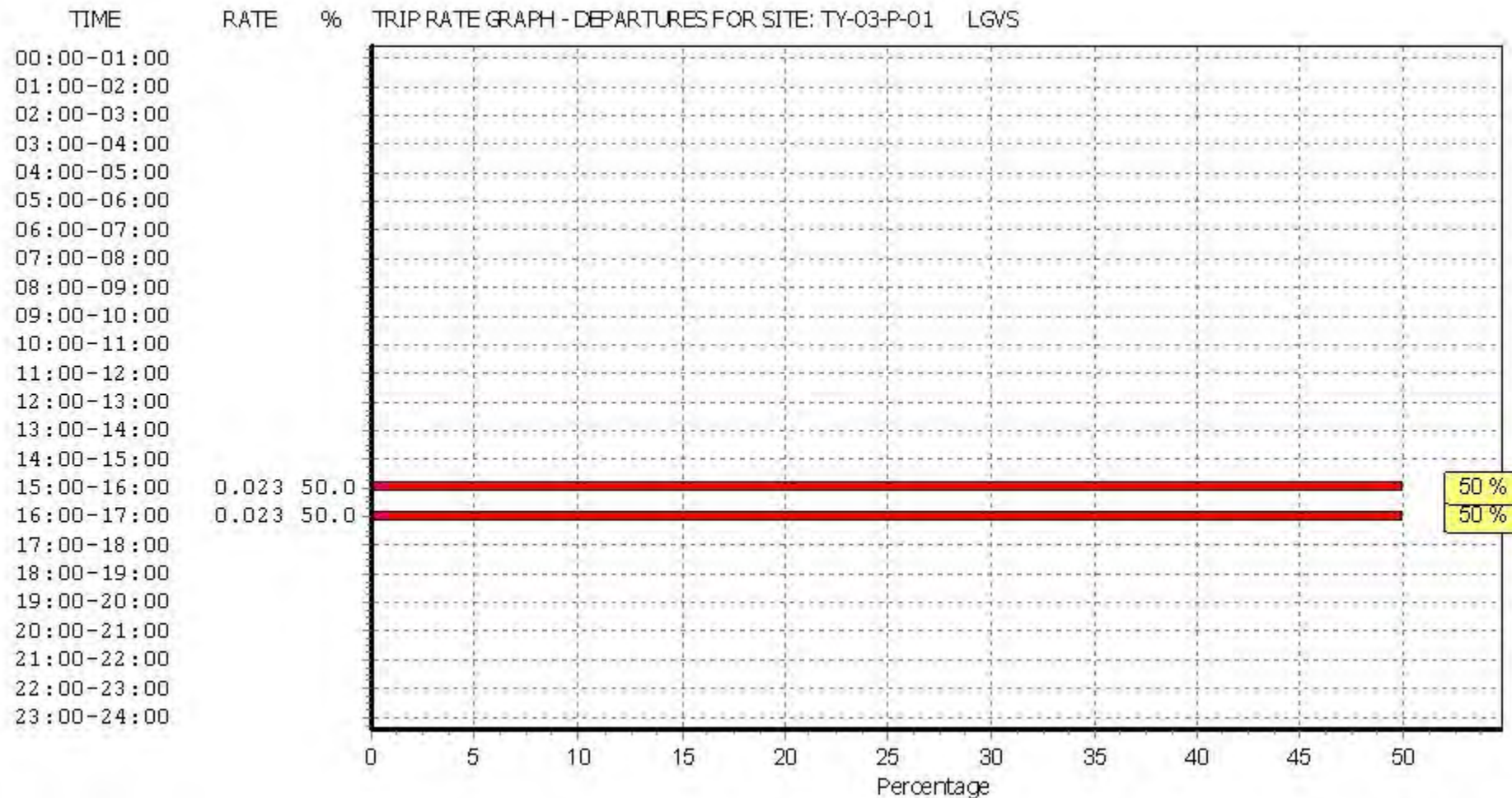
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	22	0.000	2	22	0.000	2	22	0.000
08:00 - 09:00	2	22	0.000	2	22	0.000	2	22	0.000
09:00 - 10:00	2	22	0.000	2	22	0.000	2	22	0.000
10:00 - 11:00	2	22	0.023	2	22	0.000	2	22	0.023
11:00 - 12:00	2	22	0.000	2	22	0.000	2	22	0.000
12:00 - 13:00	2	22	0.000	2	22	0.000	2	22	0.000
13:00 - 14:00	2	22	0.000	2	22	0.000	2	22	0.000
14:00 - 15:00	2	22	0.000	2	22	0.000	2	22	0.000
15:00 - 16:00	2	22	0.000	2	22	0.023	2	22	0.023
16:00 - 17:00	2	22	0.023	2	22	0.023	2	22	0.046
17:00 - 18:00	2	22	0.000	2	22	0.000	2	22	0.000
18:00 - 19:00	2	22	0.000	2	22	0.000	2	22	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.046			0.092

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.

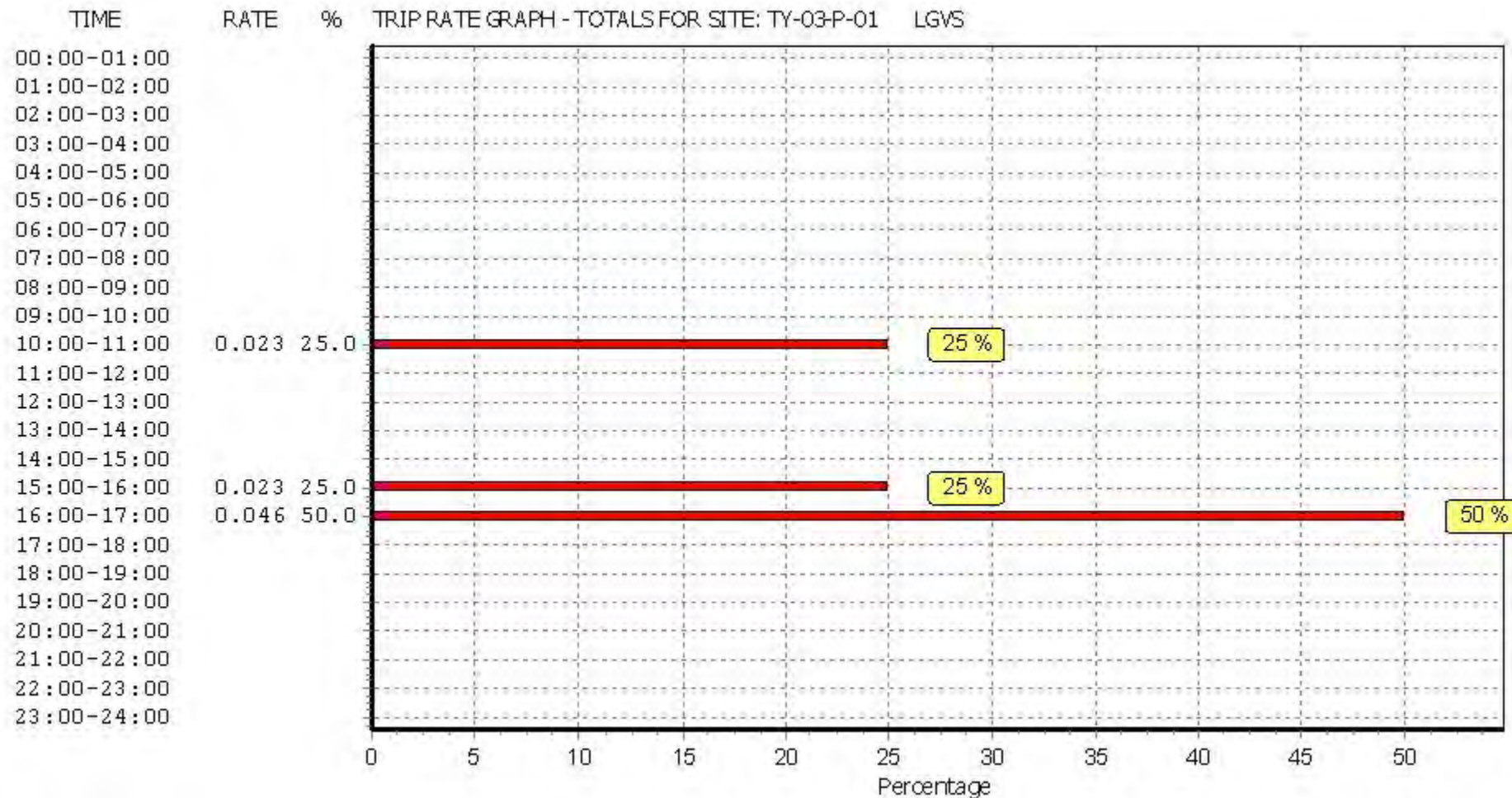
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Calculation Reference: AUDIT-807401-191024-1029

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : D - NURSERY
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	2 days

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

Secondary Filtering selection:

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

Parameter: Number of pupils
 Actual Range: 21 to 110 (units:)
 Range Selected by User: 21 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 23/10/19

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:

Tuesday	3 days
Wednesday	2 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	4

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

Selected Location Sub Categories:

Residential Zone	10
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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.

Secondary Filtering selection:

Use Class:

D1 10 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:

5,001 to 10,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	5 days
2.1 to 2.5	1 days

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

Travel Plan:

No 10 days

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

PTAL Rating:

No PTAL Present 10 days

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

LIST OF SITES relevant to selection parameters

1	CA-04-D-02 EASTFIELD ROAD PETERBOROUGH	NURSERY		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		50	
	Survey date: TUESDAY		18/10/16	Survey Type: MANUAL
2	DS-04-D-02 MAXWELL AVENUE DERBY DARLEY ABBEY Edge of Town Residential Zone Total Number of pupils:	NURSERY	54	DERBYSHIRE
	Survey date: THURSDAY		12/07/18	Survey Type: MANUAL
3	LE-04-D-01 WIGSTON ROAD LEICESTER OADBYP Edge of Town Residential Zone Total Number of pupils:	NURSERY	80	LEICESTERSHIRE
	Survey date: THURSDAY		30/10/14	Survey Type: MANUAL
4	LN-04-D-01 NEWARK ROAD LINCOLN SWALLOW BECK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:	NURSERY	49	LINCOLNSHIRE
	Survey date: TUESDAY		31/10/17	Survey Type: MANUAL
5	NR-04-D-02 PARK AVENUE KETTERING	NURSERY		NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		21	
	Survey date: WEDNESDAY		26/09/12	Survey Type: MANUAL
6	TV-04-D-01 COTSWOLD DRIVE REDCAR	NURSERY		TEES VALLEY
	Edge of Town Residential Zone Total Number of pupils:		25	
	Survey date: FRIDAY		19/05/17	Survey Type: MANUAL
7	TW-04-D-02 ETTRICK GROVE SUNDERLAND HIGH BARNES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:	NURSERY	110	TYNE & WEAR
	Survey date: WEDNESDAY		28/11/12	Survey Type: MANUAL
8	TW-04-D-03 JUBILEE ROAD NEWCASTLE UPON TYNE GOSFORTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:	NURSERY	108	TYNE & WEAR
	Survey date: TUESDAY		21/05/19	Survey Type: MANUAL
9	WK-04-D-01 THE RIDGEWAY STRATFORD UPON AVON	NURSERY		WARWICKSHIRE
	Edge of Town Residential Zone Total Number of pupils:		61	
	Survey date: FRIDAY		29/06/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	WL-04-D-01	NURSERY	WILTSHIRE
	SHREWSBURY ROAD		
	SWINDON		
	WALCOT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	75	
	Survey date: THURSDAY	22/09/16	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.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

VEHICLES

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	10	63	0.134	10	63	0.063	10	63	0.197
08:00 - 09:00	10	63	0.197	10	63	0.152	10	63	0.349
09:00 - 10:00	10	63	0.098	10	63	0.081	10	63	0.179
10:00 - 11:00	10	63	0.041	10	63	0.021	10	63	0.062
11:00 - 12:00	10	63	0.044	10	63	0.036	10	63	0.080
12:00 - 13:00	10	63	0.058	10	63	0.085	10	63	0.143
13:00 - 14:00	10	63	0.047	10	63	0.073	10	63	0.120
14:00 - 15:00	10	63	0.039	10	63	0.044	10	63	0.083
15:00 - 16:00	10	63	0.077	10	63	0.084	10	63	0.161
16:00 - 17:00	10	63	0.100	10	63	0.114	10	63	0.214
17:00 - 18:00	10	63	0.137	10	63	0.177	10	63	0.314
18:00 - 19:00	9	68	0.015	9	68	0.053	9	68	0.068
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.987			0.983			1.970

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.

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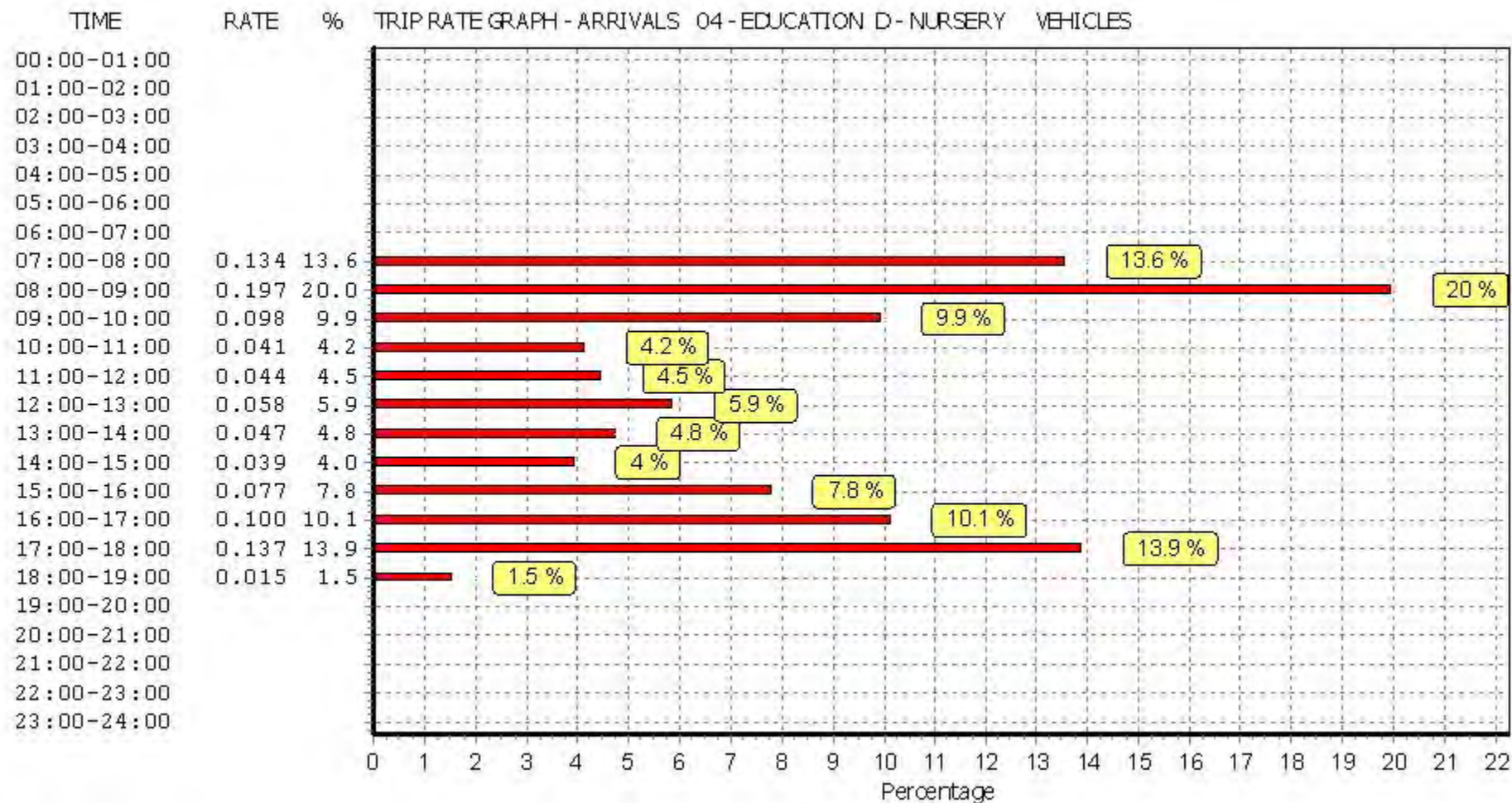
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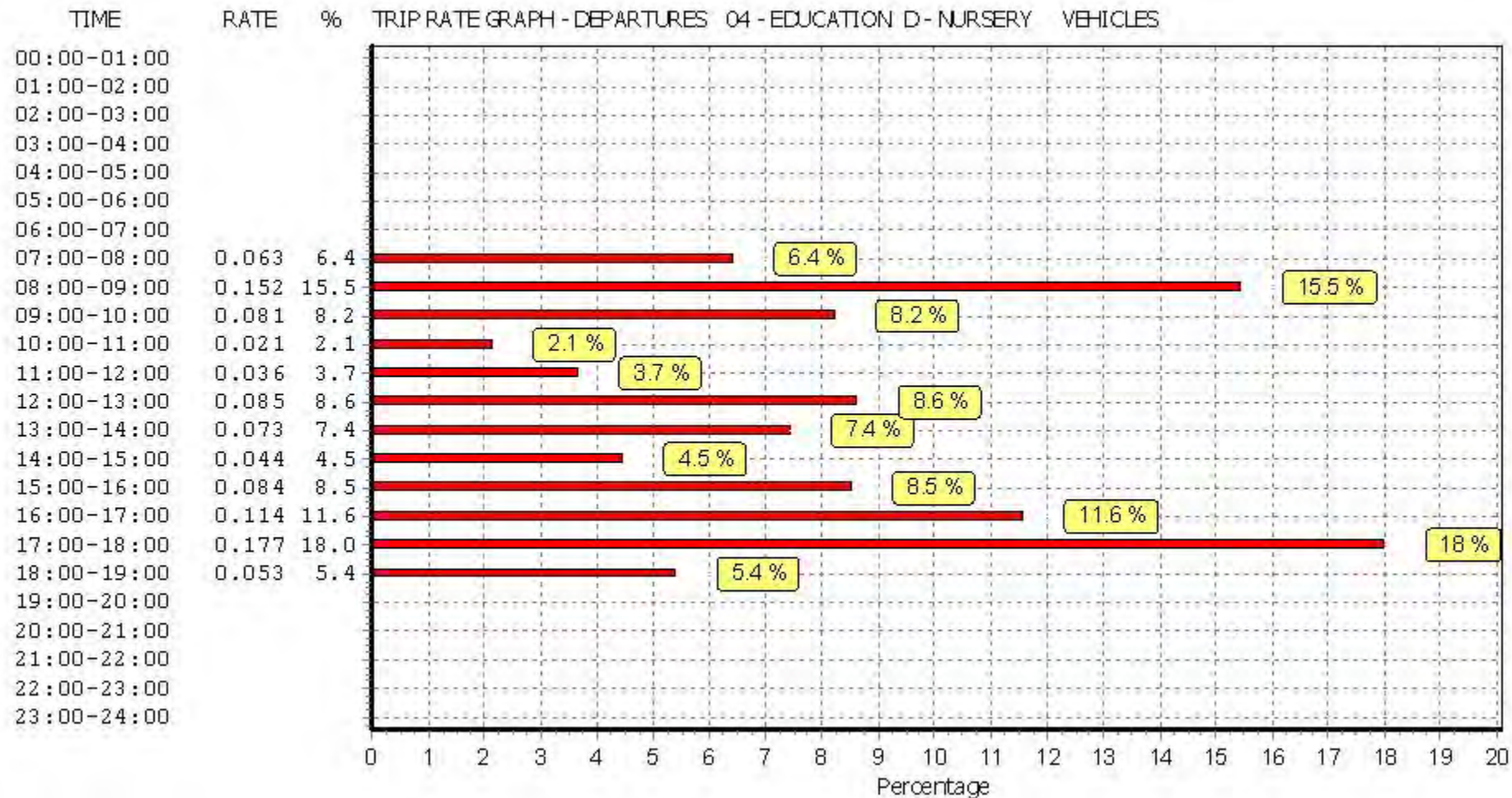
Parameter summary

Trip rate parameter range selected:	21 - 110 (units:)
Survey date range:	01/01/10 - 23/10/19
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

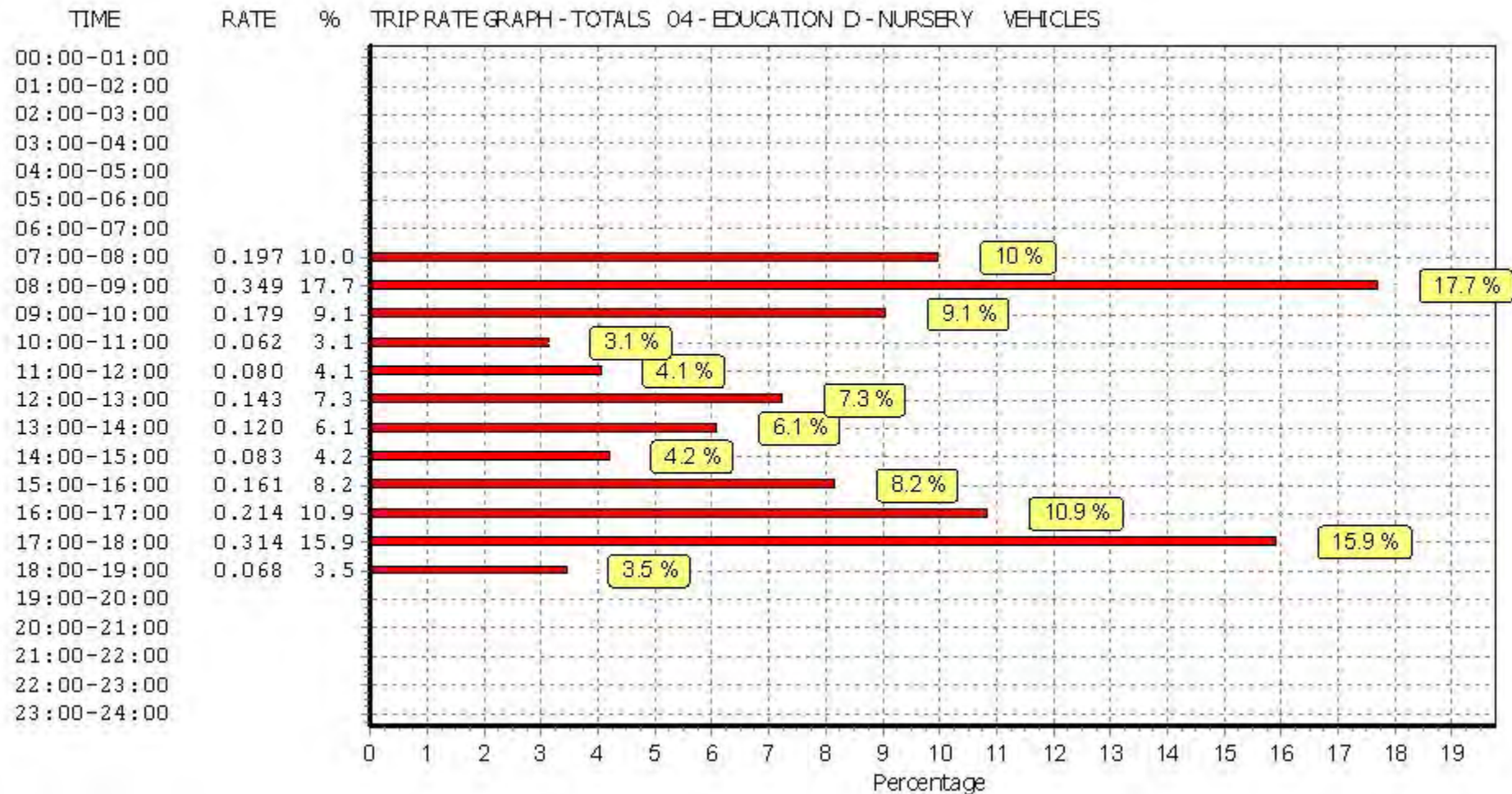
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



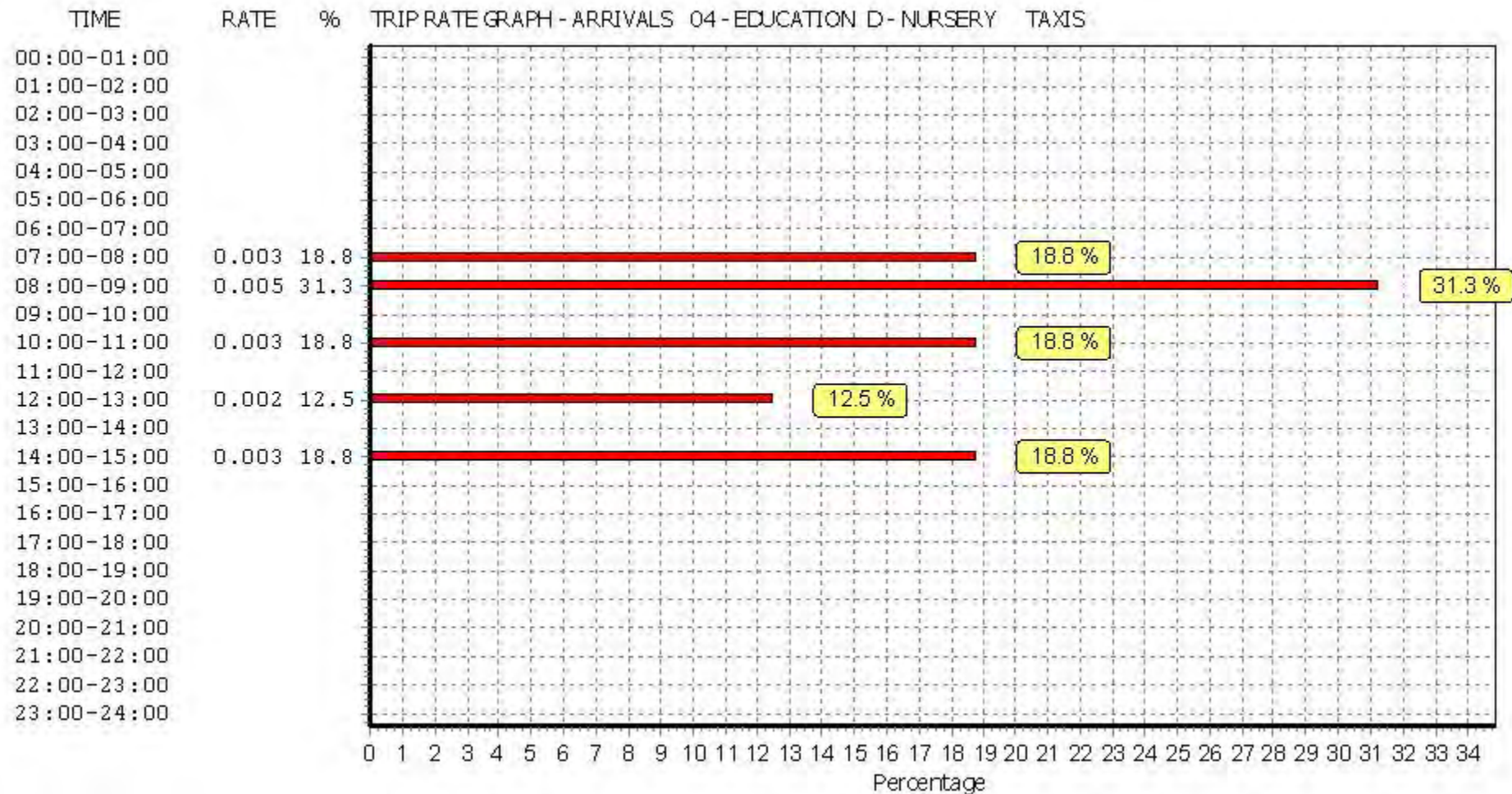
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
TAXIS
Calculation factor: 1
BOLD print indicates peak (busiest) period

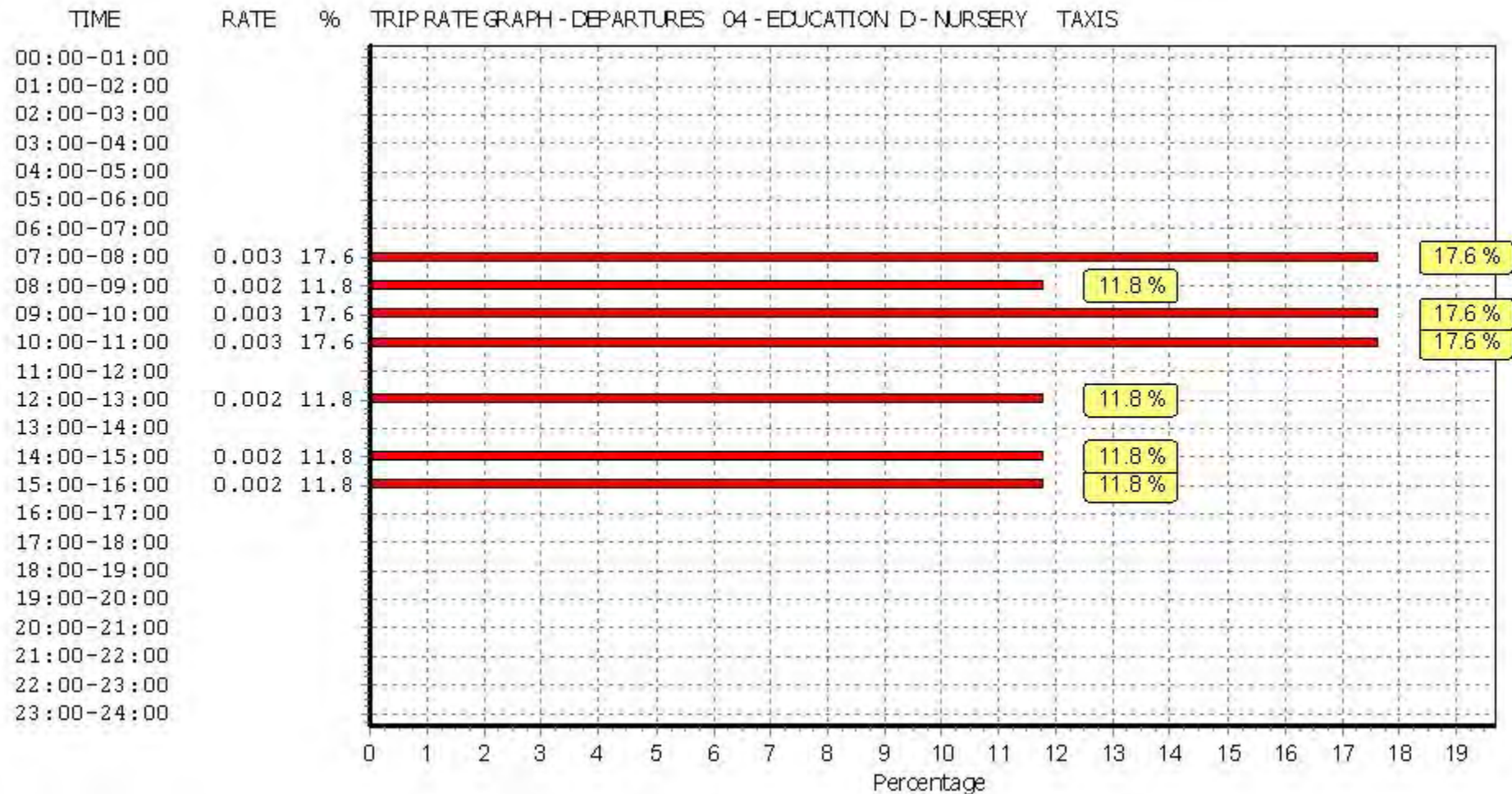
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	10	63	0.003	10	63	0.003	10	63	0.006
08:00 - 09:00	10	63	0.005	10	63	0.002	10	63	0.007
09:00 - 10:00	10	63	0.000	10	63	0.003	10	63	0.003
10:00 - 11:00	10	63	0.003	10	63	0.003	10	63	0.006
11:00 - 12:00	10	63	0.000	10	63	0.000	10	63	0.000
12:00 - 13:00	10	63	0.002	10	63	0.002	10	63	0.004
13:00 - 14:00	10	63	0.000	10	63	0.000	10	63	0.000
14:00 - 15:00	10	63	0.003	10	63	0.002	10	63	0.005
15:00 - 16:00	10	63	0.000	10	63	0.002	10	63	0.002
16:00 - 17:00	10	63	0.000	10	63	0.000	10	63	0.000
17:00 - 18:00	10	63	0.000	10	63	0.000	10	63	0.000
18:00 - 19:00	9	68	0.000	9	68	0.000	9	68	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.017			0.033

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.

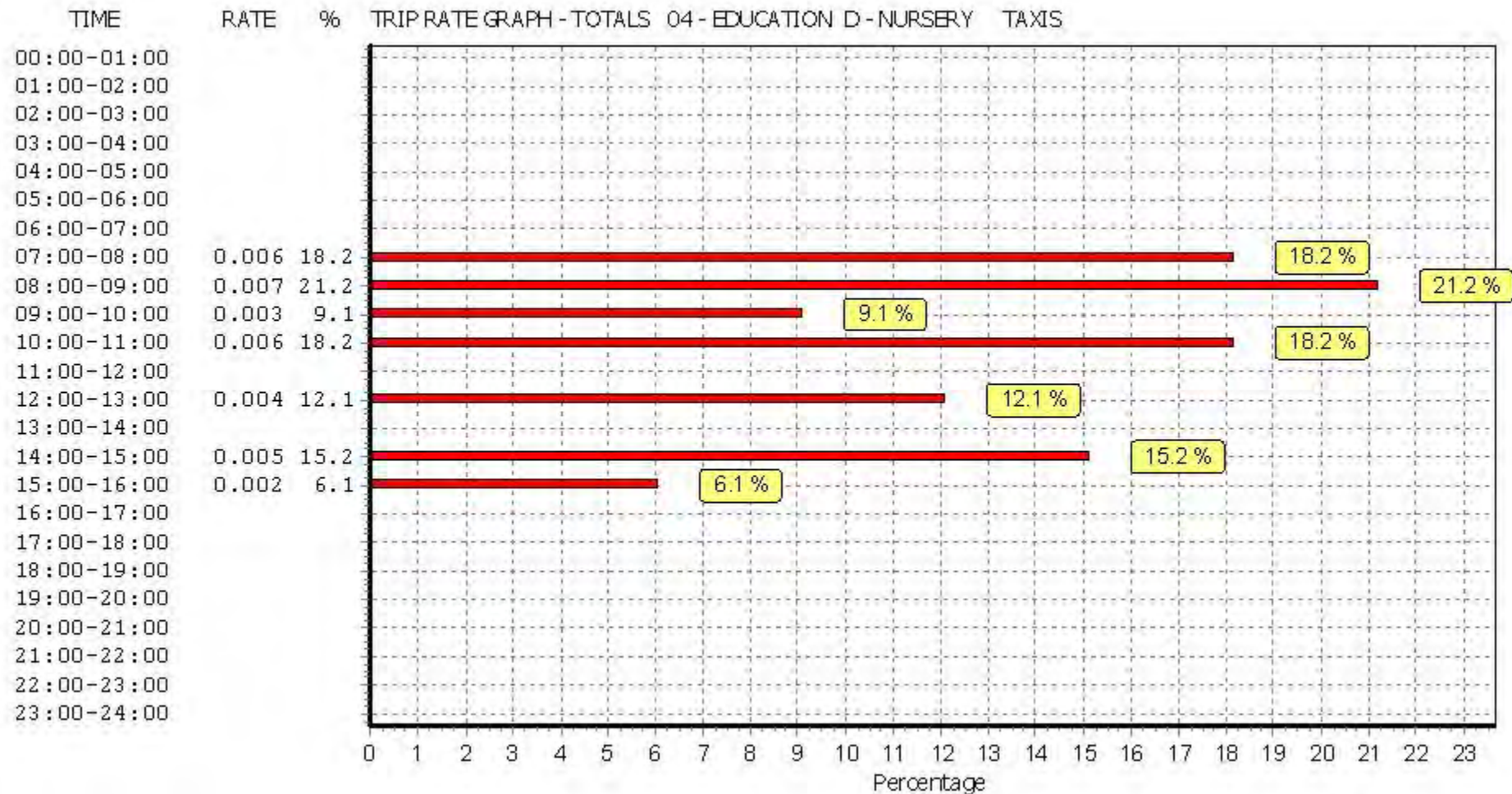
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



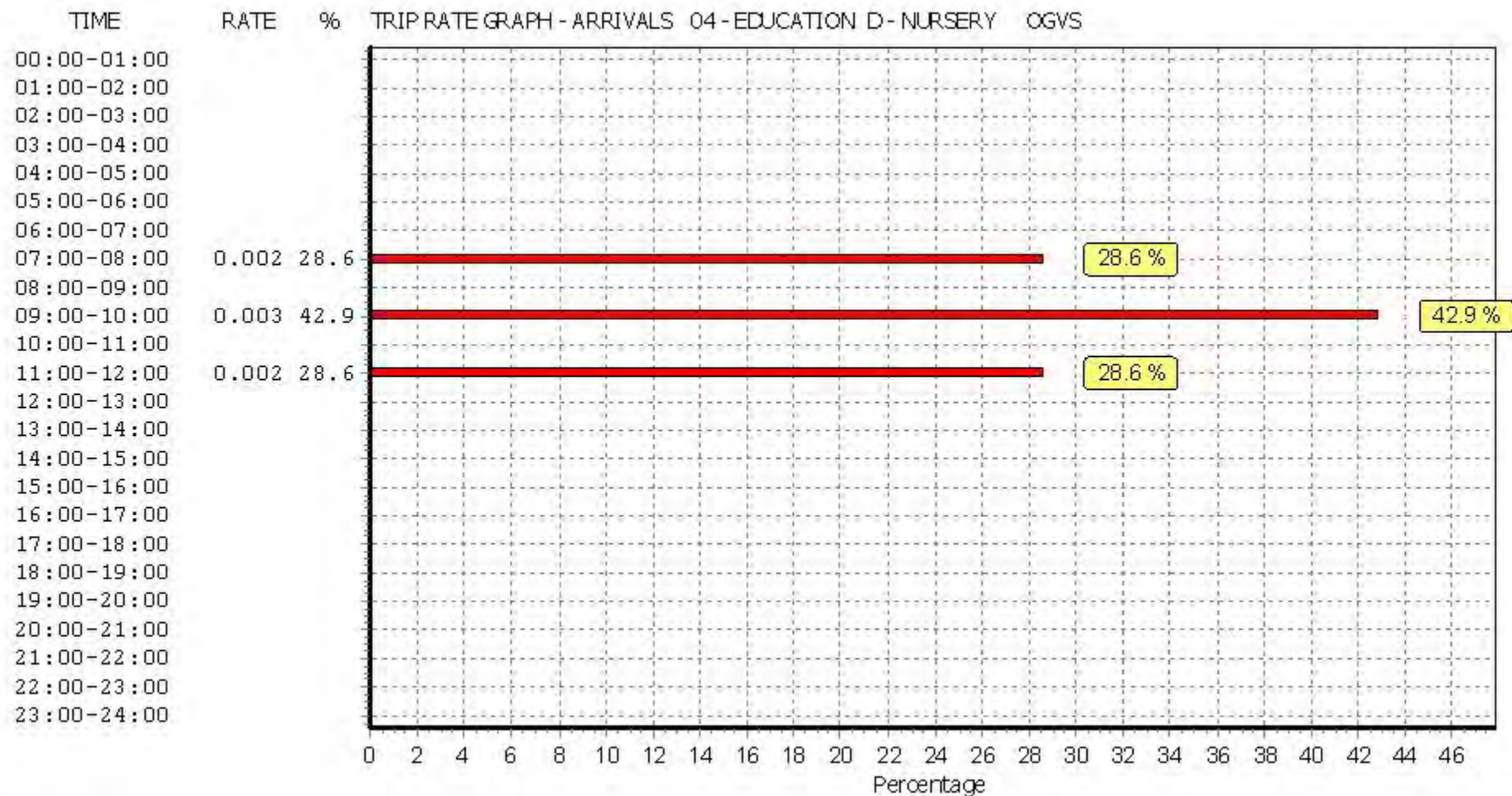
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
 OGVS
 Calculation factor: 1
 BOLD print indicates peak (busiest) period

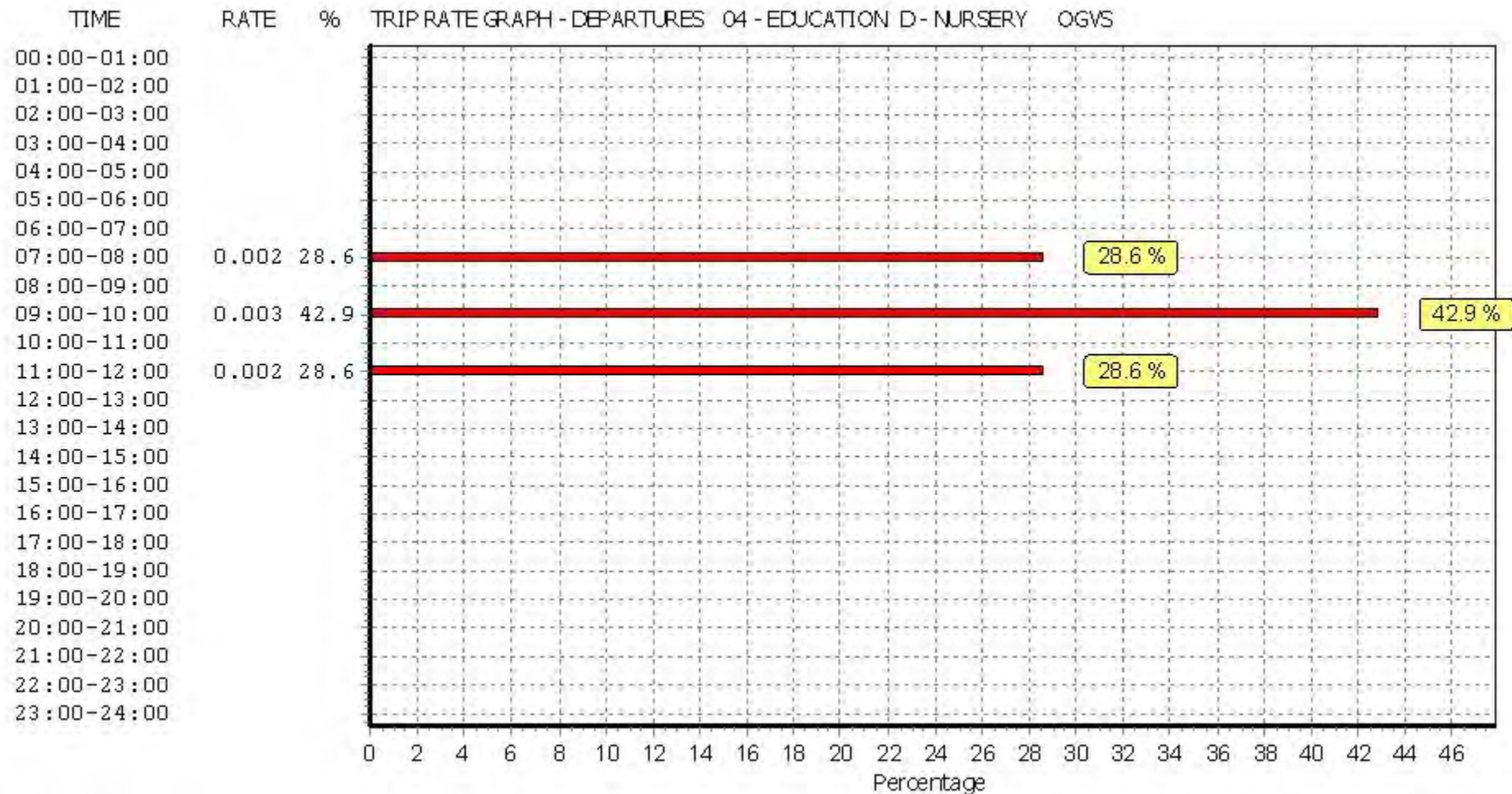
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	10	63	0.002	10	63	0.002	10	63	0.004
08:00 - 09:00	10	63	0.000	10	63	0.000	10	63	0.000
09:00 - 10:00	10	63	0.003	10	63	0.003	10	63	0.006
10:00 - 11:00	10	63	0.000	10	63	0.000	10	63	0.000
11:00 - 12:00	10	63	0.002	10	63	0.002	10	63	0.004
12:00 - 13:00	10	63	0.000	10	63	0.000	10	63	0.000
13:00 - 14:00	10	63	0.000	10	63	0.000	10	63	0.000
14:00 - 15:00	10	63	0.000	10	63	0.000	10	63	0.000
15:00 - 16:00	10	63	0.000	10	63	0.000	10	63	0.000
16:00 - 17:00	10	63	0.000	10	63	0.000	10	63	0.000
17:00 - 18:00	10	63	0.000	10	63	0.000	10	63	0.000
18:00 - 19:00	9	68	0.000	9	68	0.000	9	68	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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.

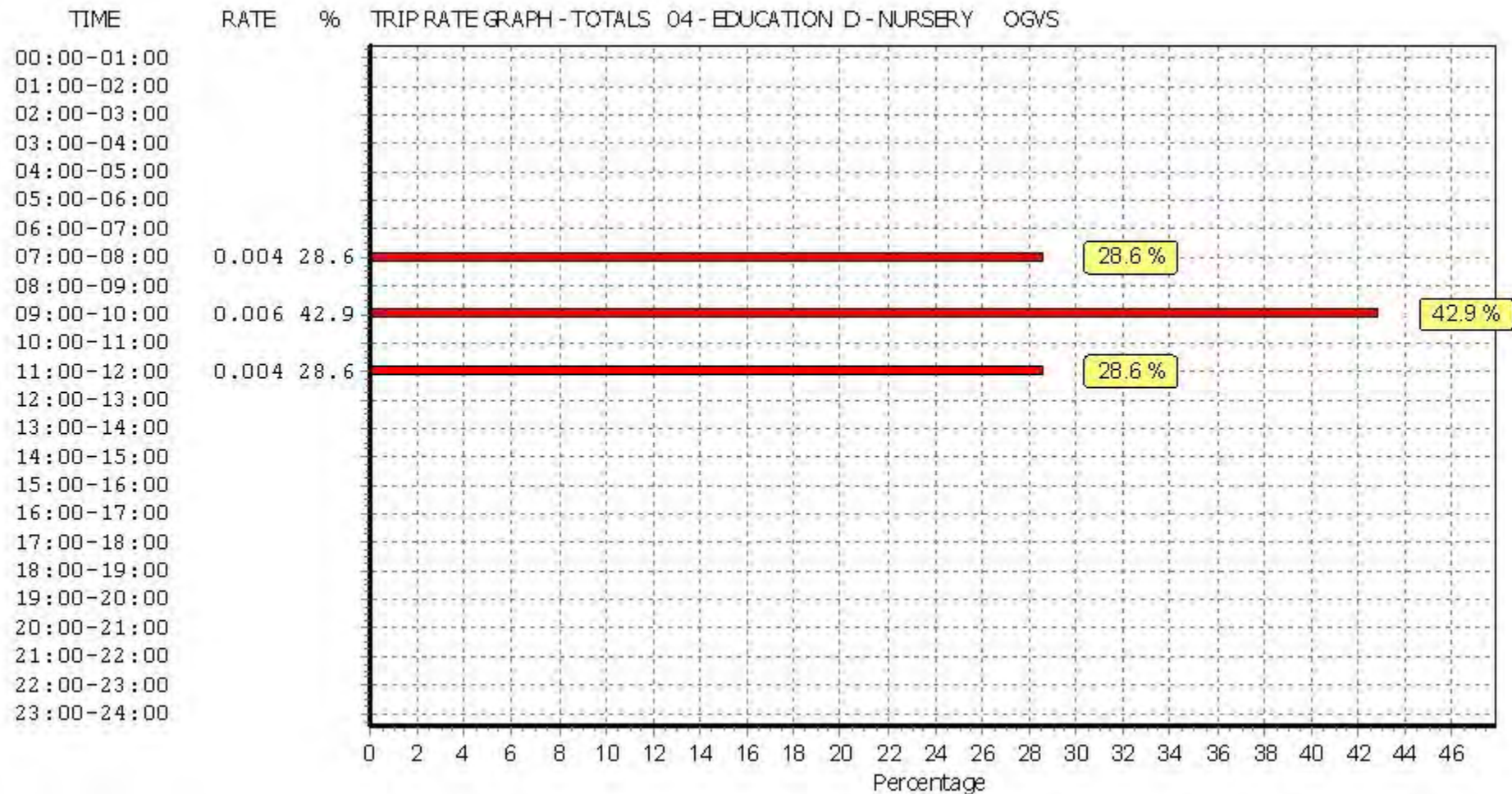
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



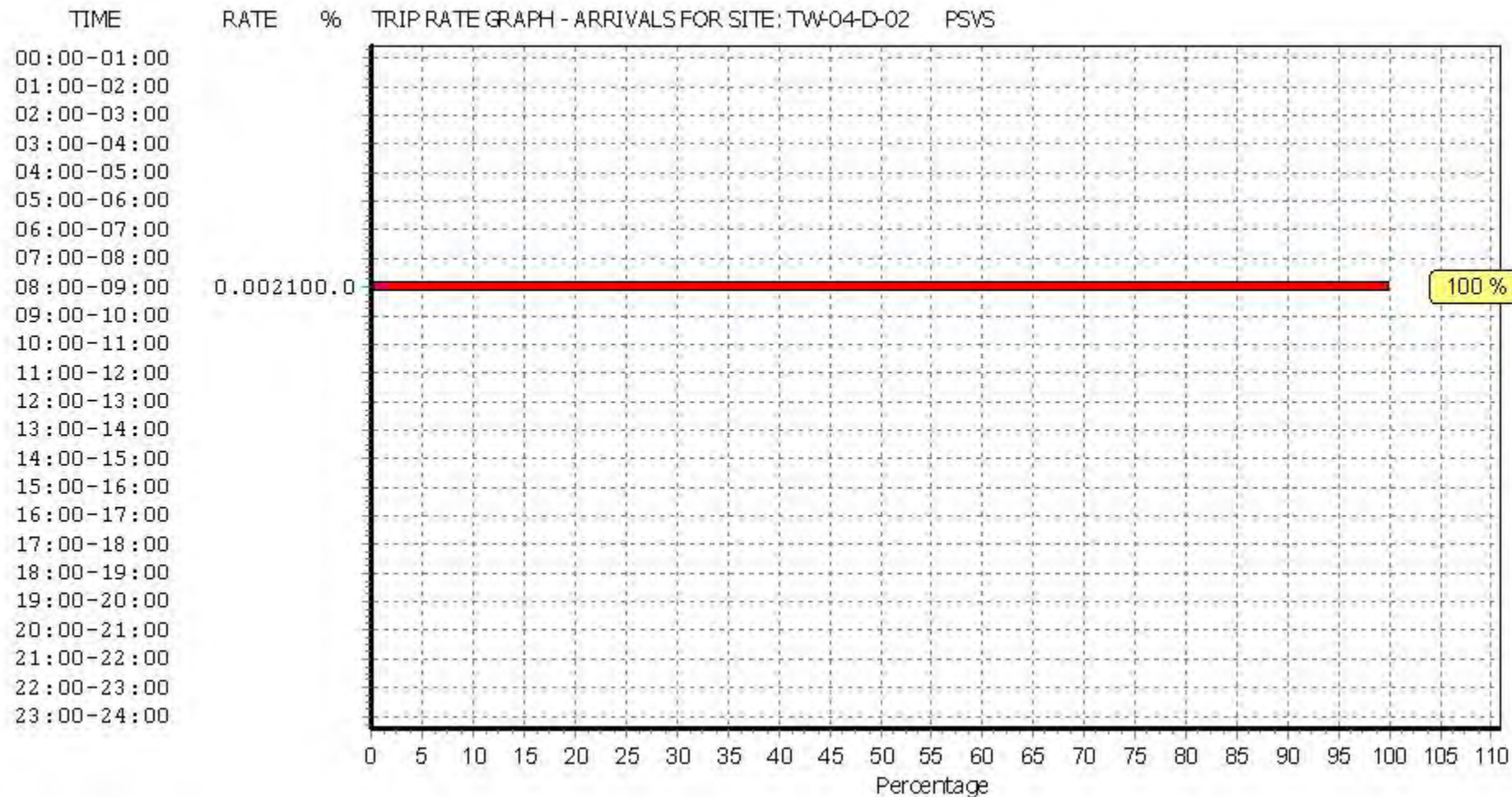
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
 PSVS
 Calculation factor: 1
 BOLD print indicates peak (busiest) period

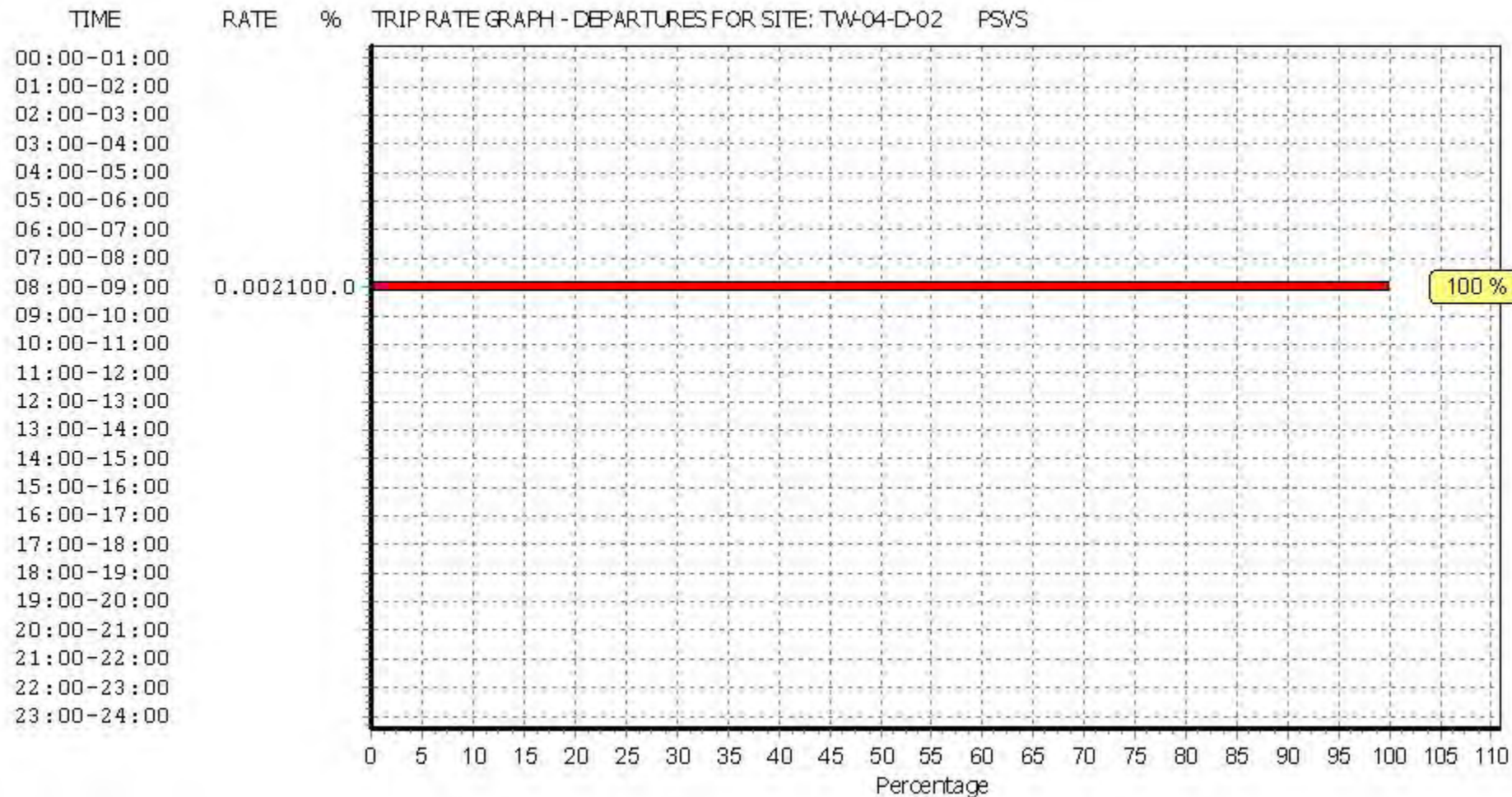
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	10	63	0.000	10	63	0.000	10	63	0.000
08:00 - 09:00	10	63	0.002	10	63	0.002	10	63	0.004
09:00 - 10:00	10	63	0.000	10	63	0.000	10	63	0.000
10:00 - 11:00	10	63	0.000	10	63	0.000	10	63	0.000
11:00 - 12:00	10	63	0.000	10	63	0.000	10	63	0.000
12:00 - 13:00	10	63	0.000	10	63	0.000	10	63	0.000
13:00 - 14:00	10	63	0.000	10	63	0.000	10	63	0.000
14:00 - 15:00	10	63	0.000	10	63	0.000	10	63	0.000
15:00 - 16:00	10	63	0.000	10	63	0.000	10	63	0.000
16:00 - 17:00	10	63	0.000	10	63	0.000	10	63	0.000
17:00 - 18:00	10	63	0.000	10	63	0.000	10	63	0.000
18:00 - 19:00	9	68	0.000	9	68	0.000	9	68	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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.

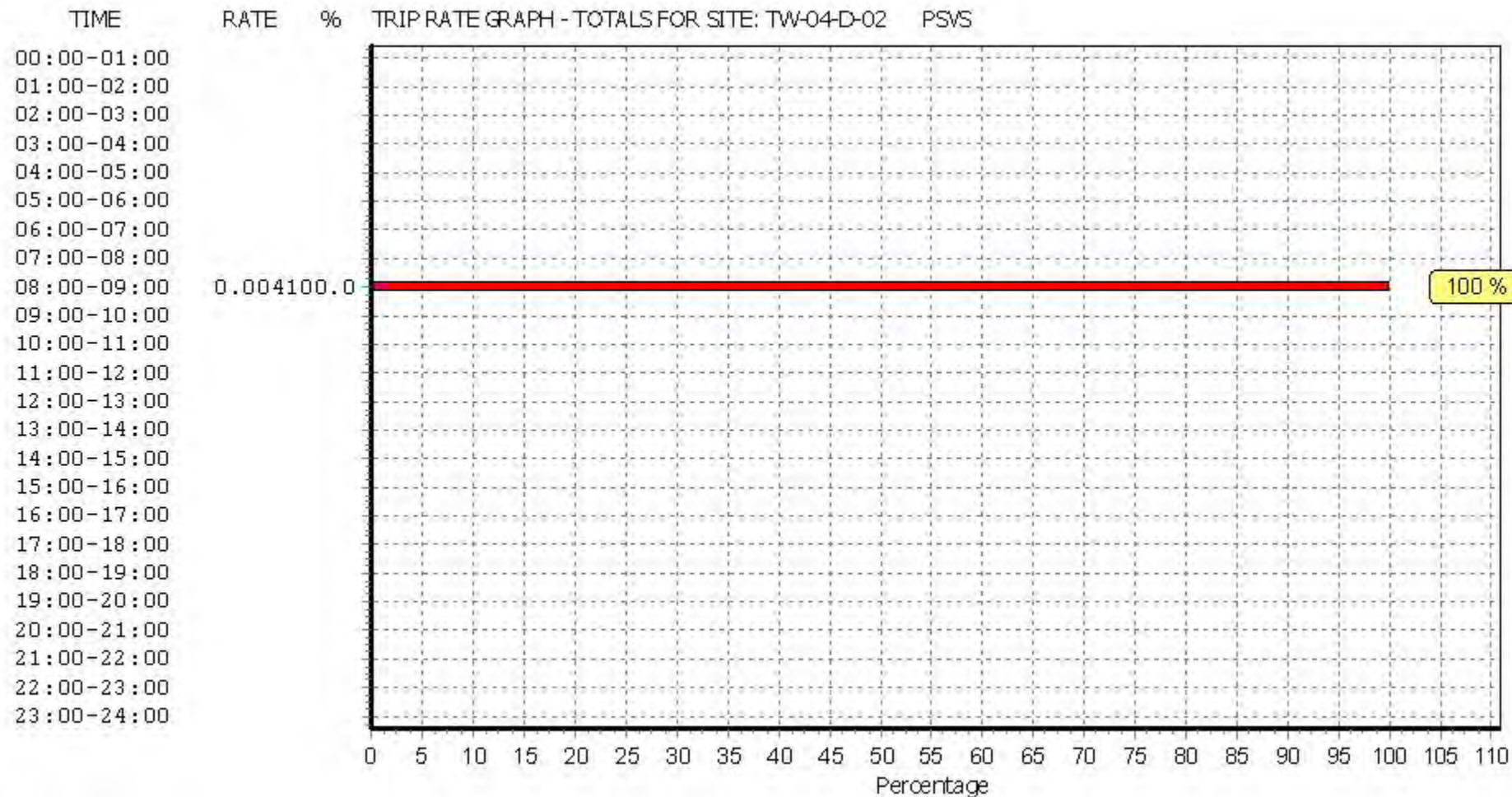
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



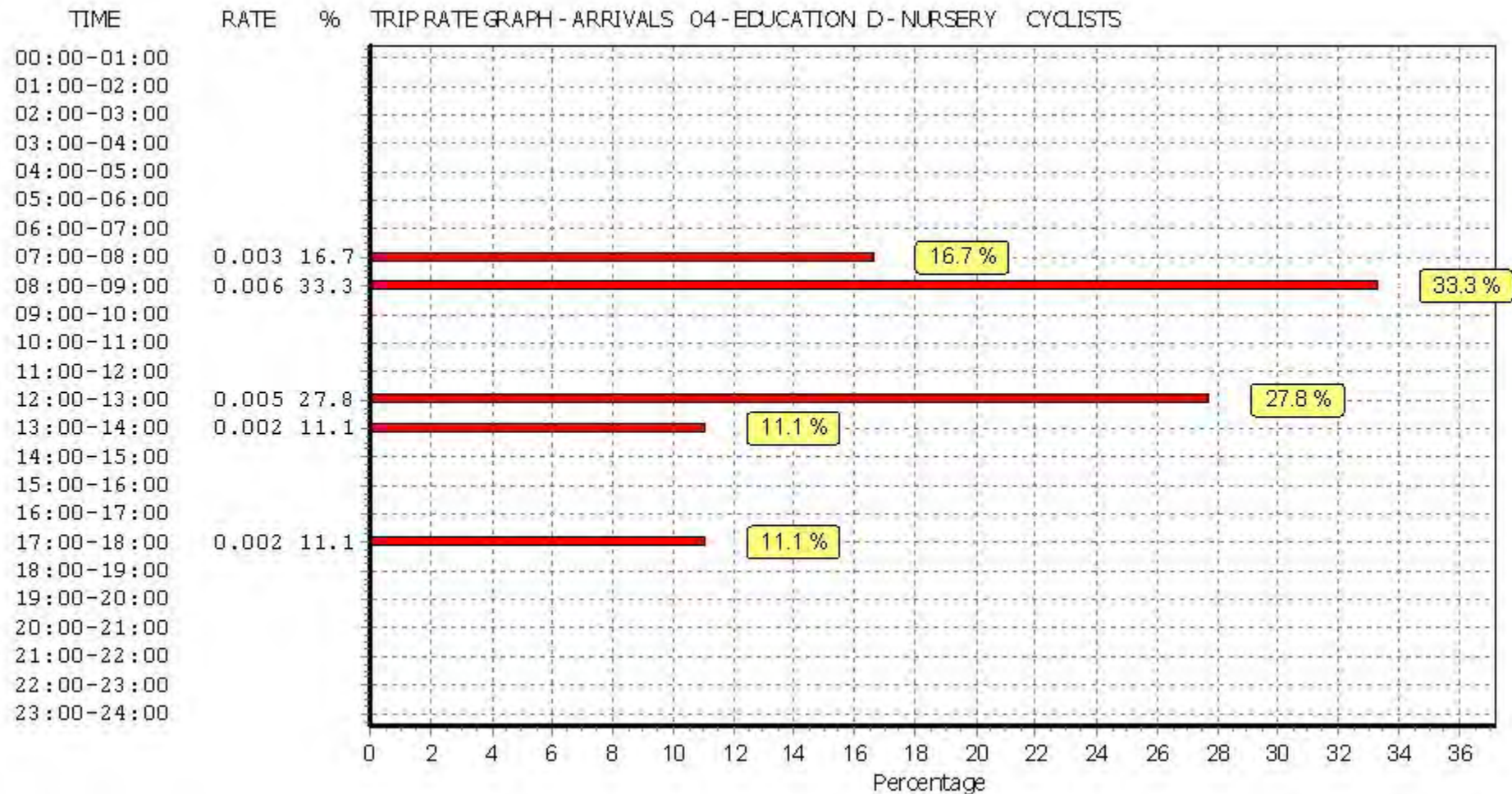
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
CYCLISTS
Calculation factor: 1
BOLD print indicates peak (busiest) period

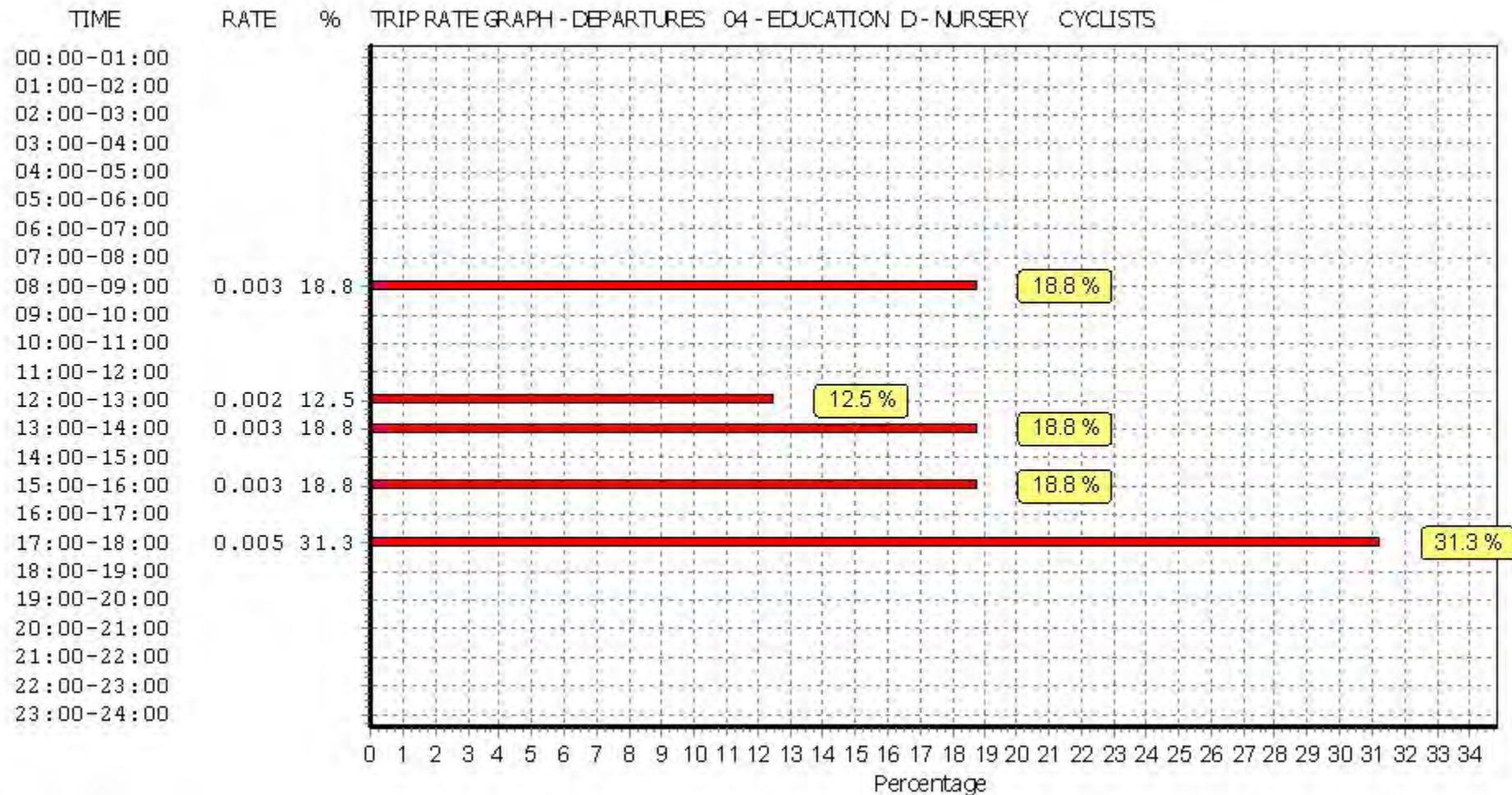
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	10	63	0.003	10	63	0.000	10	63	0.003
08:00 - 09:00	10	63	0.006	10	63	0.003	10	63	0.009
09:00 - 10:00	10	63	0.000	10	63	0.000	10	63	0.000
10:00 - 11:00	10	63	0.000	10	63	0.000	10	63	0.000
11:00 - 12:00	10	63	0.000	10	63	0.000	10	63	0.000
12:00 - 13:00	10	63	0.005	10	63	0.002	10	63	0.007
13:00 - 14:00	10	63	0.002	10	63	0.003	10	63	0.005
14:00 - 15:00	10	63	0.000	10	63	0.000	10	63	0.000
15:00 - 16:00	10	63	0.000	10	63	0.003	10	63	0.003
16:00 - 17:00	10	63	0.000	10	63	0.000	10	63	0.000
17:00 - 18:00	10	63	0.002	10	63	0.005	10	63	0.007
18:00 - 19:00	9	68	0.000	9	68	0.000	9	68	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00	1	50	0.000	1	50	0.000	1	50	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.016			0.034

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.

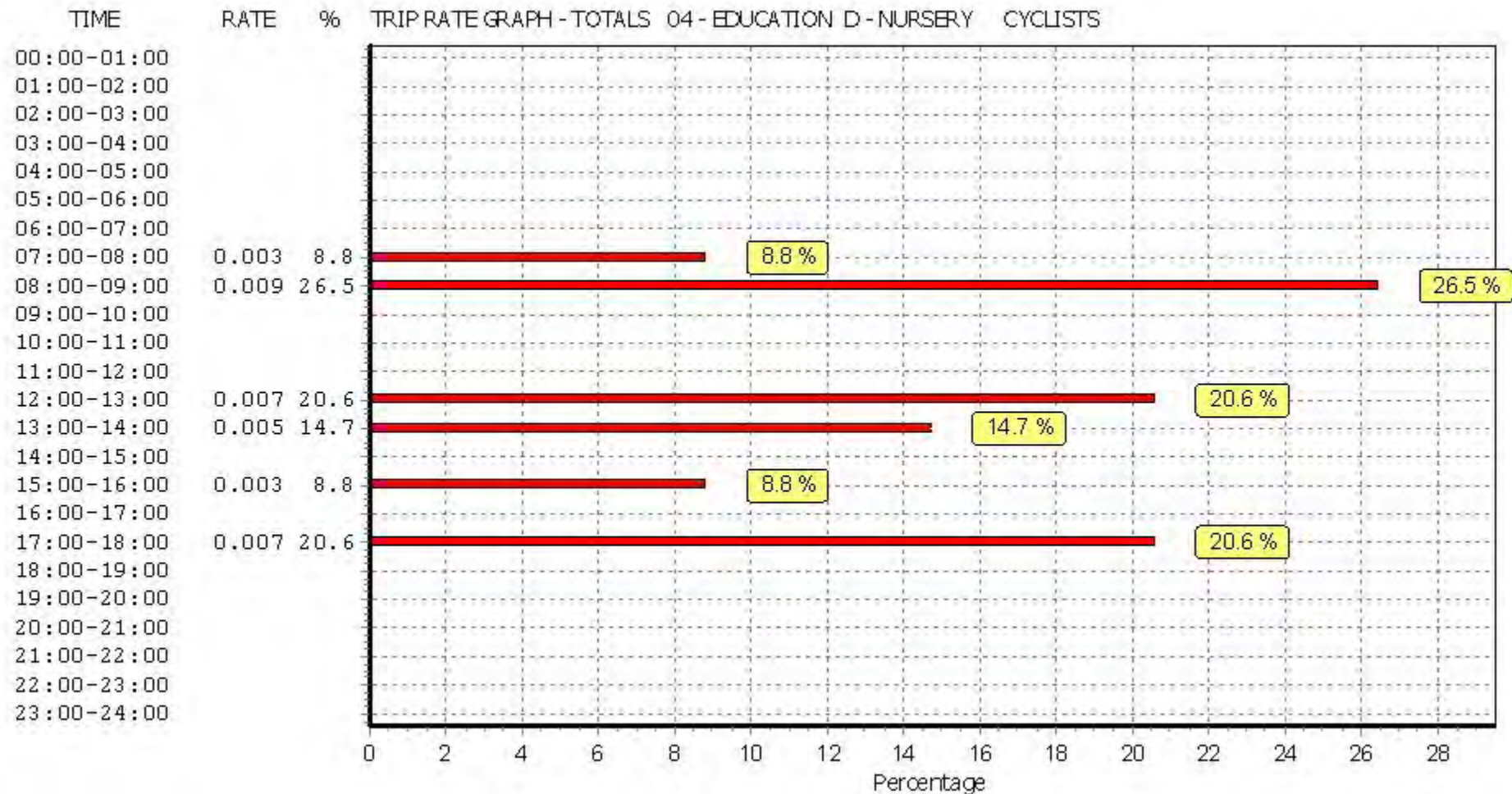
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

APPENDIX G: Trips & Parking Calculations

TRICS 7.6.3
Trip Rate Parameter: Number of dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS						
Calculation Factor: 1 DWELLS 306						
Count Type: VEHICLES						
ARRIVALS		DEPARTURES		TOTALS		
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	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	0.031	9	0.026	8	0.057	17
08:00-09:00	0.083	25	0.083	25	0.166	51
09:00-10:00	0.061	19	0.096	29	0.157	48
10:00-11:00	0.092	28	0.101	31	0.193	59
11:00-12:00	0.123	38	0.096	29	0.219	67
12:00-13:00	0.096	29	0.101	31	0.197	60
13:00-14:00	0.079	24	0.096	29	0.175	54
14:00-15:00	0.105	32	0.105	32	0.21	64
15:00-16:00	0.088	27	0.088	27	0.176	54
16:00-17:00	0.075	23	0.061	19	0.136	42
17:00-18:00	0.053	16	0.048	15	0.101	31
18:00-19:00	0.057	17	0.035	11	0.092	28
19:00-20:00						
20:00-21:00						
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip R	0.943	289	0.936	286	1.879	575

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS						
Calculation Factor: 1 DWELLS						
Count Type: TAXIS						
ARRIVALS		DEPARTURES		TOTALS		
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	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	0	0	0	0	0	0
08:00-09:00	0.004	1	0.004	1	0.008	2
09:00-10:00	0.004	1	0.004	1	0.008	2
10:00-11:00	0	0	0	0	0	0
11:00-12:00	0.013	4	0.013	4	0.026	8
12:00-13:00	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0
14:00-15:00	0	0	0	0	0	0
15:00-16:00	0.004	1	0.004	1	0.008	2
16:00-17:00	0.004	1	0.004	1	0.008	2
17:00-18:00	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0
19:00-20:00						
20:00-21:00						
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip R	0.029	9	0.029	9	0.058	18

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS						
Calculation Factor: 1 DWELLS						
Count Type: CYCLISTS						
ARRIVALS		DEPARTURES		TOTALS		
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	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	0.004	1	0	0	0.004	1
08:00-09:00	0	0	0.004	1	0.004	1
09:00-10:00	0	0	0	0	0	0
10:00-11:00	0	0	0	0	0	0
11:00-12:00	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0
14:00-15:00	0	0	0	0	0	0
15:00-16:00	0	0	0	0	0	0
16:00-17:00	0	0	0	0	0	0
17:00-18:00	0	0	0	0	0	0
18:00-19:00	0.004	1	0.004	1	0.008	2
19:00-20:00						
20:00-21:00						
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip R	0.008	2	0.008	2	0.016	5

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS						
Calculation Factor: 1 DWELLS						
Count Type: OGVS						
ARRIVALS		DEPARTURES		TOTALS		
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	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	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0
10:00-11:00	0.013	4	0.009	3	0.022	7
11:00-12:00	0	0	0	0	0	0
12:00-13:00	0.004	1	0.004	1	0.008	2
13:00-14:00	0	0	0	0	0	0
14:00-15:00	0	0	0	0	0	0
15:00-16:00	0	0	0	0	0	0
16:00-17:00	0	0	0	0	0	0
17:00-18:00	0	0	0.004	1	0.004	1
18:00-19:00	0	0	0	0	0	0
19:00-20:00						
20:00-21:00						
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip R	0.017	5	0.017	5	0.034	10

Count Type: CARS (APPROX. CALCULATED)						
ARRIVALS		DEPARTURES		TOTALS		
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	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	0.031	9	0.026	8	0.057	17
08:00-09:00	0.079	24	0.079	24	0.158	48
09:00-10:00	0.053	16	0.092	28	0.145	44
10:00-11:00	0.079	24	0.088	27	0.167	51
11:00-12:00	0.11	34	0.083	25	0.193	59
12:00-13:00	0.092	28	0.097	30	0.189	58
13:00-14:00	0.079	24	0.096	29	0.175	54
14:00-15:00	0.105	32	0.105	32	0.21	64
15:00-16:00	0.084	26	0.084	26	0.168	51
16:00-17:00	0.067	21	0.053	16	0.12	37
17:00-18:00	0.053	16	0.044	13	0.097	30
18:00-19:00	0.057	17	0.035	11	0.092	28
19:00-20:00						
20:00-21:00						
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip R	0.889	272	0.882	270	1.829	560

Parking
Accumulation

150
152
152
140
137
145
144
138
138
138
143
145
152

TRICS 7.6.3
Trip Rate Parameter: Number of dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING						
Calculation Factor: 1 DWELLS 38						
Count Type: VEHICLES						
ARRIVALS		DEPARTURES		TOTALS		
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	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	0.047	2	0.07	3	0.117	4
08:00-09:00	0.047	2	0.07	3	0.117	4
09:00-10:00	0.047	2	0.047	2	0.094	4
10:00-11:00	0.14	5	0.163	6	0.303	12
11:00-12:00	0.047	2	0.07	3	0.117	4
12:00-13:00	0.186	7	0.07	3	0.256	10
13:00-14:00	0.116	4	0.14	5	0.256	10
14:00-15:00	0.163	6	0.163	6	0.326	12
15:00-16:00	0.163	6	0.093	4	0.256	10
16:00-17:00	0.14	5	0.163	6	0.303	12
17:00-18:00	0.093	4	0.14	5	0.233	9
18:00-19:00	0.14	5	0.14	5	0.28	11
19:00-20:00						
20:00-21:00						
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip R	1.329	51	1.329	51	2.658	101

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING						
Calculation Factor: 1 DWELLS						
Count Type: CYCLISTS						
ARRIVALS		DEPARTURES		TOTALS		
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	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	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0
10:00-11:00	0	0	0	0	0	0
11:00-12:00	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0
14:00-15:00	0	0	0	0	0	0
15:00-16:00	0.023	1	0	0	0.023	1
16:00-17:00	0	0	0	0	0	0
17:00-18:00	0	0	0.023	1	0.023	1
18:00-19:00	0	0	0	0	0	0
19:00-20:00						
20:00-21:00						
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip R	0.023	1	0.023	1	0.046	2

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING						
Calculation Factor: 1 DWELLS						
Count Type: CARS						
ARRIVALS		DEPARTURES		TOTALS		
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	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	0.047	2	0.07	3	0.117	4
08:00-09:00	0.047	2	0.07	3	0.117	4
09:00-10:00	0.047	2	0.047	2	0.094	4
10:00-11:00	0.093	4	0.14	5	0.233	9
11:00-12:00	0.047	2	0.07	3	0.117	4
12:00-13:00	0.186	7	0.07	3	0.256	10
13:00-14:00	0.093	4	0.116	4	0.209	8
14:00-15:00	0.14	5	0.14	5	0.28	11
15:00-16:00	0.163	6	0.07	3	0.233	9
16:00-17:00	0.116	4	0.14	5	0.256	10
17:00-18:00	0.093	4	0.14	5	0.233	9
18:00-19:00	0.14	5	0.14	5	0.28	11
19:00-20:00						
20:00-21:00						
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip R	1.212	46	1.213	46	2.425	92

Parking
Accumulation

4
3
2
0
0
4
3
3
7
6
4
4

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING						
Calculation Factor: 1 DWELLS						
Count Type: TAXIS						
ARRIVALS		DEPARTURES		TOTALS		
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	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	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0
10:00-11:00	0.023	1	0.023	1	0.046	2
11:00-12:00	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0
13:00-14:00	0.023	1	0.023	1	0.046	2
14:00-15:00	0	0	0	0	0	0
15:00-16:00	0	0	0	0	0	0
16:00-17:00	0	0	0	0	0	0
17:00-18:00	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0
19:00-20:00						
20:00-21:00						
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip R	0.046	2	0.046	2	0.092	3

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING						
Calculation Factor: 1 DWELLS						
Count Type: OGVS						
ARRIVALS		DEPARTURES		TOTALS		
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	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	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0
10:00-11:00	0	0	0	0	0	0
11:00-12:00	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0
14:00-15:00	0.023	1	0.023	1	0.046	2
15:00-16:00	0	0	0	0	0	0
16:00-17:00	0	0	0	0	0	0
17:00-18:00	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0
19:00-20:00						
20:00-21:00						
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip R	0.023	1	0.023	1	0.046	2

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING						
Calculation Factor: 1 DWELLS						
Count Type: LGVS						
ARRIVALS		DEPARTURES		TOTALS		
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	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	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0
10:00-11:00	0.023	1	0	0	0.023	1
11:00-12:00	0	0	0	0	0	0
12:00-13:00	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0
14:00-15:00	0	0	0	0	0	0
15:00-16:00	0	0	0.023	1	0.023	1
16:00-17:00	0.023	1	0.023	1	0.046	2
17:00-18:00	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0
19:00-20:00						
20:00-21:00						
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip R	0.046	2	0.046	2	0.092	3

TOTAL - GUILD LIVING APS

Count Type: VEHICLES			
ARRIVALS DEPARTUR TOTALS			
Time Range	Trips	Trips	Trips
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	11	11	22
08:00-09:00	27	28	55
09:00-10:00	20	31	52
10:00-11:00	33	37	71
11:00-12:00	39	32	71
12:00-13:00	36	34	70
13:00-14:00	29	35	63
14:00-15:00	38	38	77
15:00-16:00	33	30	64
16:00-17:00	28	25	53
17:00-18:00	20	20	40
18:00-19:00	23	16	39
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			
Daily Trip R	339	337	676

Count Type: CYCLISTS			
ARRIVALS DEPARTUR TOTALS			
Time Range	Trips	Trips	Trips
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	1	0	1
08:00-09:00	0	1	1
09:00-10:00	0	0	0
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	1	0	1
16:00-17:00	0	0	0
17:00-18:00	0	1	1
18:00-19:00	1	1	2
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily Trip R	3	3	7

Count Type: CARS			
ARRIVALS DEPARTUR TOTALS			
Time Range	Trips	Trips	Trips
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	11	11	22
08:00-09:00	26	27	53
09:00-10:00	18	30	48
10:00-11:00	28	32	60
11:00-12:00	35	28	64
12:00-13:00	35	32	68
13:00-14:00	28	34	61
14:00-15:00	37	37	75
15:00-16:00	32	28	60
16:00-17:00	25	22	46
17:00-18:00	20	19	39
18:00-19:00	23	16	39
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			
Daily Trip R	318	316	652

Parking
Accumulation

150
151
150
138
133
141
144
137
137
141
144
145
152

Count Type: TAXIS			
ARRIVALS DEPARTUR TOTALS			
Time Range	Trips	Trips	Trips
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	0	0	0
08:00-09:00	1	1	2
09:00-10:00	1	1	2
10:00-11:00	1	1	2
11:00-12:00	4	4	8
12:00-13:00	0	0	0
13:00-14:00	1	1	2
14:00-15:00	0	0	0
15:00-16:00	1	1	2
16:00-17:00	1	1	2
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			
Daily Trip R	11	11	21

Count Type: OGVS			
ARRIVALS DEPARTUR TOTALS			
Time Range	Trips	Trips	Trips
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	0	0	0
08:00-09:00	0	0	0
09:00-10:00	0	0	0
10:00-11:00	4	3	7
11:00-12:00	0	0	0
12:00-13:00	1	1	2
13:00-14:00	0	0	0
14:00-15:00	1	1	2
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	1	1
18:00-19:00	0	0	0
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			
Daily Trip R	6	6	12

Count Type: LGVS			
ARRIVALS DEPARTUR TOTALS			
Time Range	Trips	Trips	Trips
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	0	0	0
08:00-09:00	0	0	0
09:00-10:00	0	0	0
10:00-11:00	1	0	1
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	1	1
16:00-17:00	1	1	2
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			
Daily Trip R	2	2	3

Count Type: PSVS			
ARRIVALS DEPARTUR TOTALS			
Time Range	Trips	Trips	Trips
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	0	0	0
08:00-09:00	0	0	0
09:00-10:00	1	0	1
10:00-11:00	0	1	1
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	1	1	2
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily Trip R	2	2	5

TRICS 7.6.3
Trip Rate Parameter: Number of pupils

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY						
Calculation Factor: 1						
Count Type: VEHICLES 10						
ARRIVALS		DEPARTURES		TOTALS		
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	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	0	0	0	0	0	0
07:00-08:00	0.134	1	0.063	1	0.197	2
08:00-09:00	0.197	2	0.152	2	0.349	3
09:00-10:00	0.098	1	0.081	1	0.179	2
10:00-11:00	0.041	0	0.021	0	0.062	1
11:00-12:00	0.044	0	0.036	0	0.08	1
12:00-13:00	0.058	1	0.085	1	0.143	1
13:00-14:00	0.047	0	0.073	1	0.12	1
14:00-15:00	0.039	0	0.044	0	0.083	1
15:00-16:00	0.077	1	0.084	1	0.161	2
16:00-17:00	0.1	1	0.114	1	0.214	2
17:00-18:00	0.137	1	0.177	2	0.314	3
18:00-19:00	0.015	0	0.053	1	0.068	1
19:00-20:00	0	0	0	0	0	0
20:00-21:00						
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip R	0.987	10	0.983	10	1.97	20

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY						
Calculation Factor: 1						
Count Type: TAXIS						
ARRIVALS		DEPARTURES		TOTALS		
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	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	0	0	0	0	0	0
07:00-08:00	0.003	0	0.003	0	0.006	0
08:00-09:00	0.005	0	0.002	0	0.007	0
09:00-10:00	0	0	0.003	0	0.003	0
10:00-11:00	0.003	0	0.003	0	0.006	0
11:00-12:00	0	0	0	0	0	0
12:00-13:00	0.002	0	0.002	0	0.004	0
13:00-14:00	0	0	0	0	0	0
14:00-15:00	0.003	0	0.002	0	0.005	0
15:00-16:00	0	0	0.002	0	0.002	0
16:00-17:00	0	0	0	0	0	0
17:00-18:00	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0
19:00-20:00	0	0	0	0	0	0
20:00-21:00						
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip R	0.016	0	0.017	0	0.033	0

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY						
Calculation Factor: 1						
Count Type: CYCLISTS						
ARRIVALS		DEPARTURES		TOTALS		
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	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	0	0	0	0	0	0
07:00-08:00	0.003	0	0	0	0.003	0
08:00-09:00	0.006	0	0.003	0	0.009	0
09:00-10:00	0	0	0	0	0	0
10:00-11:00	0	0	0	0	0	0
11:00-12:00	0	0	0	0	0	0
12:00-13:00	0.005	0	0.002	0	0.007	0
13:00-14:00	0.002	0	0.003	0	0.005	0
14:00-15:00	0	0	0	0	0	0
15:00-16:00	0	0	0.003	0	0.003	0
16:00-17:00	0	0	0	0	0	0
17:00-18:00	0.002	0	0.005	0	0.007	0
18:00-19:00	0	0	0	0	0	0
19:00-20:00	0	0	0	0	0	0
20:00-21:00						
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip R	0.018	0	0.016	0	0.034	0

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY						
Calculation Factor: 1						
Count Type: OGVS						
ARRIVALS		DEPARTURES		TOTALS		
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	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	0	0	0	0	0	0
07:00-08:00	0.002	0	0.002	0	0.004	0
08:00-09:00	0	0	0	0	0	0
09:00-10:00	0.003	0	0.003	0	0.006	0
10:00-11:00	0	0	0	0	0	0
11:00-12:00	0.002	0	0.002	0	0.004	0
12:00-13:00	0	0	0	0	0	0
13:00-14:00	0	0	0	0	0	0
14:00-15:00	0	0	0	0	0	0
15:00-16:00	0	0	0	0	0	0
16:00-17:00	0	0	0	0	0	0
17:00-18:00	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0
19:00-20:00	0	0	0	0	0	0
20:00-21:00						
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip R	0.007	0	0.007	0	0.014	0

Count Type: CARS (APPROX. CALCULATED)

ARRIVALS		DEPARTURES		TOTALS		
Time Range	Trip Rate	Trip Rate	Trip Rate	Trip Rate	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	0	0	0	0	0	0
07:00-08:00	0.129	1	0.058	1	0.187	2
08:00-09:00	0.192	2	0.15	2	0.342	3
09:00-10:00	0.095	1	0.075	1	0.17	2
10:00-11:00	0.038	0	0.018	0	0.056	1
11:00-12:00	0.042	0	0.034	0	0.076	1
12:00-13:00	0.056	1	0.083	1	0.139	1
13:00-14:00	0.047	0	0.073	1	0.12	1
14:00-15:00	0.036	0	0.042	0	0.078	1
15:00-16:00	0.077	1	0.082	1	0.159	2
16:00-17:00	0.1	1	0.114	1	0.214	2
17:00-18:00	0.137	1	0.177	2	0.314	3
18:00-19:00	0.015	0	0.053	1	0.068	1
19:00-20:00	0	0	0	0	0	0
20:00-21:00						
21:00-22:00						
22:00-23:00						
23:00-24:00						
Daily Trip R	0.964	10	0.959	10	1.923	19

Parking
Accumulation

TOTAL - GUILD LIVING + NURSERY, APS & SURFACE

Count Type: VEHICLES			
ARRIVALS DEPARTUR TOTALS			
Time Range	Trips	Trips	Trips
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	13	11	24
08:00-09:00	29	30	59
09:00-10:00	21	32	53
10:00-11:00	34	37	71
11:00-12:00	40	32	72
12:00-13:00	37	34	71
13:00-14:00	29	35	64
14:00-15:00	39	39	77
15:00-16:00	34	31	65
16:00-17:00	29	26	55
17:00-18:00	21	22	43
18:00-19:00	23	17	39
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			
Daily Trip R	349	347	696

Count Type: CYCLISTS			
ARRIVALS DEPARTUR TOTALS			
Time Range	Trips	Trips	Trips
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	1	0	1
08:00-09:00	0	1	1
09:00-10:00	0	0	0
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	1	0	1
16:00-17:00	0	0	0
17:00-18:00	0	1	1
18:00-19:00	1	1	2
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			
Daily Trip R	4	3	7

Count Type: CARS			
ARRIVALS DEPARTUR TOTALS			
Time Range	Trips	Trips	Trips
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	13	11	24
08:00-09:00	28	28	56
09:00-10:00	19	31	50
10:00-11:00	28	32	61
11:00-12:00	36	28	64
12:00-13:00	36	33	69
13:00-14:00	28	35	63
14:00-15:00	38	38	76
15:00-16:00	33	29	62
16:00-17:00	26	23	49
17:00-18:00	21	21	42
18:00-19:00	23	17	39
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			
Daily Trip R	328	326	671

Count Type: TAXIS			
ARRIVALS DEPARTUR TOTALS			
Time Range	Trips	Trips	Trips
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	0	0	0
08:00-09:00	1	1	3
09:00-10:00	1	1	2
10:00-11:00	1	1	2
11:00-12:00	4	4	8
12:00-13:00	0	0	0
13:00-14:00	1	1	2
14:00-15:00	0	0	0
15:00-16:00	1	1	2
16:00-17:00	1	1	2
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			
Daily Trip R	11	11	22

Count Type: OGVS			
ARRIVALS DEPARTUR TOTALS			
Time Range	Trips	Trips	Trips
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	0	0	0
08:00-09:00	0	0	0
09:00-10:00	0	0	0
10:00-11:00	4	3	7
11:00-12:00	0	0	0
12:00-13:00	1	1	2
13:00-14:00	0	0	0
14:00-15:00	1	1	2
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	1	1
18:00-19:00	0	0	0
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			
Daily Trip R	6	6	12

Count Type: LGVS			
ARRIVALS DEPARTUR TOTALS			
Time Range	Trips	Trips	Trips
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	0	0	0
08:00-09:00	0	0	0
09:00-10:00	0	0	0
10:00-11:00	1	0	1
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	1	1
16:00-17:00	1	1	2
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			
Daily Trip R	2	2	3

Count Type: PSVS			
ARRIVALS DEPARTUR TOTALS			
Time Range	Trips	Trips	Trips
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	0	0	0
08:00-09:00	0	0	0
09:00-10:00	1	0	1
10:00-11:00	0	1	1
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	1	1	2
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			
Daily Trip R	2	2	5

Parking
Accumulation

0
0
0
1
1
1
1
1
1
0
0
0
0

APPENDIX H: Interview Survey Data

Respondent ID	Collector ID	Start Date	End Date	IP Address	Email Address	First Name	Last Name	Custom Data 1	Which of the following best describes your reason for using this Costa Coffee / M&S Food / WHSmith unit today?	How did you travel to the hospital today?
									Response	Response
11140601810	249395734	2019-11-13 14:43:38	2019-11-13 14:48:18	184.50.26.186					I work at the hospital	Car
11140585812	249395734	2019-11-13 14:43:30	2019-11-13 14:43:38	104.86.111.37					I work at the hospital	Car
11140585041	249395734	2019-11-13 14:35:46	2019-11-13 14:43:30	23.212.3.157					I am a patient at the hospital	Other
11140568667	249395734	2019-11-13 14:38:03	2019-11-13 14:38:37	23.1.237.23					I will be / was visiting a patient at the hospital	Car
11140567161	249395734	2019-11-13 14:37:28	2019-11-13 14:38:03	23.1.237.23					I work at the hospital	Bicycle
11140564449	249395734	2019-11-13 14:35:12	2019-11-13 14:37:28	23.46.211.84					I work at the hospital	Car
11140559528	249395734	2019-11-13 14:30:21	2019-11-13 14:35:46	23.212.3.108					I am a patient at the hospital	Other
11140557677	249395734	2019-11-13 14:32:26	2019-11-13 14:35:12	23.1.237.28					I work at the hospital	Car
11140548334	249395734	2019-11-13 14:31:32	2019-11-13 14:32:25	2.18.66.134					I work at the hospital	Car
11140544259	249395734	2019-11-13 14:24:50	2019-11-13 14:31:32	23.219.38.174					I work at the hospital	Car
11140540992	249395734	2019-11-13 14:24:12	2019-11-13 14:30:18	184.27.141.86					I work at the hospital	Car
11140521740	249395734	2019-11-13 14:24:14	2019-11-13 14:24:50	23.1.237.28					I am visiting the hospital on other business	Other
11140520087	249395734	2019-11-13 14:24:05	2019-11-13 14:24:12	23.212.3.108					I work at the hospital	Car
11140520072	249395734	2019-11-13 14:20:53	2019-11-13 14:24:14	23.46.211.47					I am visiting the hospital on other business	Other
11140519701	249395734	2019-11-13 14:21:18	2019-11-13 14:24:05	23.36.15.28					I work at the hospital	Car
11140510427	249395734	2019-11-13 14:15:53	2019-11-13 14:21:17	23.46.211.47					I will be / was visiting a patient at the hospital	Car
11140508910	249395734	2019-11-13 14:19:57	2019-11-13 14:20:52	23.219.38.180					I have / had an out-patient appointment at the hospital	Car
11140505587	249395734	2019-11-13 14:15:18	2019-11-13 14:19:54	23.219.38.174					I have / had an out-patient appointment at the hospital	Car
11140492285	249395734	2019-11-13 14:07:21	2019-11-13 14:15:53	92.123.66.135					I work at the hospital	Other
11140490272	249395734	2019-11-13 14:14:11	2019-11-13 14:15:18	23.46.211.84					I will be / was visiting a patient at the hospital	Car
11140466012	249395734	2019-11-13 13:59:35	2019-11-13 14:07:59	23.219.38.180					I have / had an out-patient appointment at the hospital	Car
11140463744	249395734	2019-11-13 14:06:43	2019-11-13 14:07:20	92.122.54.71					I will be / was visiting a patient at the hospital	Car
11140461405	249395734	2019-11-13 14:03:17	2019-11-13 14:06:43	184.27.141.86					I have / had an out-patient appointment at the hospital	Car
11140450695	249395734	2019-11-13 14:01:45	2019-11-13 14:03:17	104.117.183.46					I will be / was visiting a patient at the hospital	Car
11140445529	249395734	2019-11-13 14:01:01	2019-11-13 14:01:44	184.27.141.86					I work at the hospital	Car
11140443269	249395734	2019-11-13 13:58:59	2019-11-13 14:01:01	23.46.211.47					I work at the hospital	Car
11140438573	249395734	2019-11-13 13:59:17	2019-11-13 13:59:35	23.1.237.28					I work at the hospital	Car
11140437698	249395734	2019-11-13 13:58:50	2019-11-13 13:59:16	23.46.211.84					I work at the hospital	Car
11140436854	249395734	2019-11-13 13:48:39	2019-11-13 13:58:59	184.27.141.86					I have / had an out-patient appointment at the hospital	Bus
11140436463	249395734	2019-11-13 13:58:37	2019-11-13 13:58:49	23.1.237.28					I work at the hospital	Car
11140436019	249395734	2019-11-13 13:58:23	2019-11-13 13:58:37	23.215.60.21					I work at the hospital	Car
11140435179	249395734	2019-11-13 13:58:06	2019-11-13 13:58:22	23.46.211.47					I work at the hospital	Car
11140434230	249395734	2019-11-13 13:57:36	2019-11-13 13:58:06	23.215.60.21					I will be / was visiting a patient at the hospital	Car
11140432712	249395734	2019-11-13 13:57:09	2019-11-13 13:57:36	23.1.237.28					I work at the hospital	Car
11140428702	249395734	2019-11-13 13:55:26	2019-11-13 13:57:09	23.1.237.28					I work at the hospital	Other
11140423729	249395734	2019-11-13 13:54:08	2019-11-13 13:55:26	23.215.60.21					I am a patient at the hospital	Car
11140422410	249395734	2019-11-13 13:53:43	2019-11-13 13:54:08	23.1.237.28					I have / had an out-patient appointment at the hospital	Car
11140421122	249395734	2019-11-13 13:47:41	2019-11-13 13:53:43	23.215.60.21					I work at the hospital	Car
11140405790	249395734	2019-11-13 13:46:13	2019-11-13 13:48:39	23.219.38.180					I work at the hospital	Car
11140402120	249395734	2019-11-13 13:46:53	2019-11-13 13:47:01	23.1.237.23					I work at the hospital	
11140401315	249395734	2019-11-13 13:46:26	2019-11-13 13:46:52	23.46.211.47					I am visiting the hospital on other business	Walking
11140400288	249395734	2019-11-13 13:46:16	2019-11-13 13:46:26	23.1.237.23					I am visiting the hospital on other business	Car
11140399798	249395734	2019-11-13 13:46:02	2019-11-13 13:46:16	23.46.211.47					I have / had an out-patient appointment at the hospital	Car
11140399390	249395734	2019-11-13 13:43:49	2019-11-13 13:46:13	92.123.66.135					I have / had an out-patient appointment at the hospital	Bus
11140399095	249395734	2019-11-13 13:45:52	2019-11-13 13:46:02	23.46.211.47					I work at the hospital	Car
11140398620	249395734	2019-11-13 13:37:10	2019-11-13 13:45:52	23.1.237.28					I work at the hospital	Car
11140392592	249395734	2019-11-13 13:43:24	2019-11-13 13:43:49	23.212.3.100					I work at the hospital	Car
11140391530	249395734	2019-11-13 13:26:47	2019-11-13 13:43:24	23.212.3.100					I will be / was visiting a patient at the hospital	Bus
11140373495	249395734	2019-11-13 13:36:56	2019-11-13 13:37:10	184.50.26.185					I will be / was visiting a patient at the hospital	Car
11140372573	249395734	2019-11-13 13:36:35	2019-11-13 13:36:55	23.1.237.23					I am visiting the hospital on other business	Other
11140371906	249395734	2019-11-13 13:36:24	2019-11-13 13:36:35	23.215.60.21					I will be / was visiting a patient at the hospital	Other
11140371417	249395734	2019-11-13 13:36:07	2019-11-13 13:36:23	184.50.26.186					I have / had an out-patient appointment at the hospital	Car
11140370534	249395734	2019-11-13 13:35:54	2019-11-13 13:36:07	23.215.60.21					I work at the hospital	Car
11140370043	249395734	2019-11-13 13:35:46	2019-11-13 13:35:54	184.50.26.186					I work at the hospital	Bus
11140344375	249395734	2019-11-13 13:25:17	2019-11-13 13:26:47	23.212.3.157					I work at the hospital	Bus
11140340761	249395734	2019-11-13 13:25:20	2019-11-13 13:25:27	23.215.60.21					I work at the hospital	Bus
11140340425	249395734	2019-11-13 13:25:12	2019-11-13 13:25:20	23.215.60.21					I work at the hospital	Car
11140340097	249395734	2019-11-13 13:24:14	2019-11-13 13:25:16	23.219.38.174					I work at the hospital	Bus
11140340019	249395734	2019-11-13 13:24:58	2019-11-13 13:25:12	23.215.60.21					I work at the hospital	Car
11140339260	249395734	2019-11-13 13:24:43	2019-11-13 13:24:58	23.1.237.23					I work at the hospital	Other
11140338657	249395734	2019-11-13 13:24:32	2019-11-13 13:24:43	23.1.237.28					I am visiting the hospital on other business	Bus
11140338249	249395734	2019-11-13 13:24:21	2019-11-13 13:24:31	23.215.60.21					I am visiting the hospital on other business	Other
11140337791	249395734	2019-11-13 13:24:13	2019-11-13 13:24:21	23.1.237.23					I work at the hospital	Walking
11140337577	249395734	2019-11-13 13:23:22	2019-11-13 13:24:14	104.86.111.12					I work at the hospital	Car
11140337465	249395734	2019-11-13 13:24:02	2019-11-13 13:24:13	23.1.237.28					I have / had an out-patient appointment at the hospital	Bus
11140336931	249395734	2019-11-13 13:23:50	2019-11-13 13:24:02	23.215.60.21					I have / had an out-patient appointment at the hospital	Car
11140336447	249395734	2019-11-13 13:19:31	2019-11-13 13:23:50	23.219.38.180					I work at the hospital	Car
11140335247	249395734	2019-11-13 13:22:34	2019-11-13 13:23:22	23.212.3.100					I work at the hospital	Car
11140332992	249395734	2019-11-13 13:21:14	2019-11-13 13:22:34	184.27.141.191					I will be / was visiting a patient at the hospital	Other
11140329652	249395734	2019-11-13 13:19:30	2019-11-13 13:21:13	95.101.143.188					I work at the hospital	Car

11140324907	249395734	2019-11-13 12:56:55	2019-11-13 13:19:29	23.212.3.100	I have / had an out-patient appointment at the hospital	Car
11140324634	249395734	2019-11-13 13:19:10	2019-11-13 13:19:22	23.219.38.180	I am visiting the hospital on other business	Bus
11140324151	249395734	2019-11-13 13:18:57	2019-11-13 13:19:09	23.1.237.23	I will be / was visiting a patient at the hospital	Car
11140323553	249395734	2019-11-13 13:18:10	2019-11-13 13:18:56	23.1.237.28	I will be / was visiting a patient at the hospital	Car
11140321281	249395734	2019-11-13 13:17:47	2019-11-13 13:18:10	23.219.38.180	I will be / was visiting a patient at the hospital	Bicycle
11140320284	249395734	2019-11-13 13:17:35	2019-11-13 13:17:45	23.1.237.23	I have / had an out-patient appointment at the hospital	Car
11140319240	249395734	2019-11-13 13:14:48	2019-11-13 13:17:34	23.215.60.21	I work at the hospital	Car
11140312363	249395734	2019-11-13 13:14:29	2019-11-13 13:14:46	23.219.38.174	I am a patient at the hospital	Car
11140311478	249395734	2019-11-13 13:14:14	2019-11-13 13:14:29	23.219.38.180	I work at the hospital	Car
11140266381	249395734	2019-11-13 12:55:21	2019-11-13 12:56:54	23.219.38.174	I am visiting the hospital on other business	Car
11140262555	249395734	2019-11-13 12:41:24	2019-11-13 12:55:20	23.219.38.174	I am visiting the hospital on other business	Bus
11140248713	249395734	2019-11-13 12:38:24	2019-11-13 12:49:24	184.27.141.198	I work at the hospital	Car
11140229283	249395734	2019-11-13 12:39:13	2019-11-13 12:41:24	184.27.141.198	I work at the hospital	Other
11140223627	249395734	2019-11-13 12:35:13	2019-11-13 12:39:13	184.27.141.198	I have / had an out-patient appointment at the hospital	Car
11140221613	249395734	2019-11-13 12:37:55	2019-11-13 12:38:24	184.27.141.198	I work at the hospital	Car
11140214679	249395734	2019-11-13 12:35:01	2019-11-13 12:37:54	23.212.109.21	I have / had an out-patient appointment at the hospital	Car
11140214089	249395734	2019-11-13 12:34:49	2019-11-13 12:35:12	95.101.143.188	I am visiting the hospital on other business	Other
11140213576	249395734	2019-11-13 12:34:53	2019-11-13 12:35:01	23.1.237.28	I work at the hospital	Car
11140213235	249395734	2019-11-13 12:34:29	2019-11-13 12:34:53	23.1.237.28	I am visiting the hospital on other business	Other
11140213083	249395734	2019-11-13 12:24:22	2019-11-13 12:34:49	95.101.143.188	I work at the hospital	Car
11140212164	249395734	2019-11-13 12:34:07	2019-11-13 12:34:28	104.98.117.4	I am visiting the hospital on other business	Other
11140211229	249395734	2019-11-13 12:33:50	2019-11-13 12:34:07	104.98.117.22	I work at the hospital	Car
11140210316	249395734	2019-11-13 12:33:18	2019-11-13 12:33:50	104.98.117.4	I work at the hospital	Bus
11140209004	249395734	2019-11-13 12:19:56	2019-11-13 12:33:18	23.212.109.21	I work at the hospital	Car
11140189702	249395734	2019-11-13 12:22:24	2019-11-13 12:24:21	104.86.111.37	I have / had an out-patient appointment at the hospital	Other
11140185124	249395734	2019-11-13 12:20:35	2019-11-13 12:22:23	184.27.141.86	I work at the hospital	Car
11140180923	249395734	2019-11-13 12:19:57	2019-11-13 12:20:35	23.219.38.180	I will be / was visiting a patient at the hospital	Other
11140179430	249395734	2019-11-13 12:18:48	2019-11-13 12:19:57	23.212.3.157	I work at the hospital	Car
11140179264	249395734	2019-11-13 12:19:34	2019-11-13 12:19:56	23.212.3.157	I work at the hospital	Walking
11140177056	249395734	2019-11-13 12:18:47	2019-11-13 12:19:33	104.86.111.37	I have / had an out-patient appointment at the hospital	Other
11140176524	249395734	2019-11-13 12:16:46	2019-11-13 12:18:47	23.212.3.149	I have / had an out-patient appointment at the hospital	Other
11140176503	249395734	2019-11-13 12:10:13	2019-11-13 12:18:47	104.86.111.37	I work at the hospital	Bus
11140171631	249395734	2019-11-13 12:16:39	2019-11-13 12:16:46	23.1.237.23	I work at the hospital	Other
11140171379	249395734	2019-11-13 12:06:47	2019-11-13 12:16:39	23.212.3.157	I work at the hospital	Car
11140155141	249395734	2019-11-13 12:09:56	2019-11-13 12:10:13	23.1.237.28	I am visiting the hospital on other business	Car
11140154514	249395734	2019-11-13 12:09:44	2019-11-13 12:09:56	23.212.3.149	I am visiting the hospital on other business	Other
11140154038	249395734	2019-11-13 12:09:33	2019-11-13 12:09:44	2.18.66.110	I am visiting the hospital on other business	Car
11140153558	249395734	2019-11-13 12:04:23	2019-11-13 12:09:33	2.18.66.110	I work at the hospital	Car
11140146365	249395734	2019-11-13 12:02:20	2019-11-13 12:06:47	104.117.183.38	I work at the hospital	Car
11140140526	249395734	2019-11-13 12:03:48	2019-11-13 12:04:23	23.212.3.108	I am visiting the hospital on other business	Car
11140138690	249395734	2019-11-13 12:03:19	2019-11-13 12:03:48	23.215.60.21	I am visiting the hospital on other business	Car
11140137478	249395734	2019-11-13 12:02:53	2019-11-13 12:03:19	23.212.3.108	I am visiting the hospital on other business	Car
11140136686	249395734	2019-11-13 12:02:35	2019-11-13 12:02:53	23.1.237.23	I work at the hospital	Car
11140136267	249395734	2019-11-13 12:02:19	2019-11-13 12:02:35	23.212.3.100	I work at the hospital	Bus
11140135765	249395734	2019-11-13 12:01:07	2019-11-13 12:02:20	2.18.66.110	I work at the hospital	Car
11140135684	249395734	2019-11-13 12:02:00	2019-11-13 12:02:19	23.215.60.21	I work at the hospital	Walking
11140134617	249395734	2019-11-13 12:01:44	2019-11-13 12:01:59	23.212.3.108	I will be / was visiting a patient at the hospital	Car
11140134240	249395734	2019-11-13 12:01:35	2019-11-13 12:01:44	23.212.3.108	I work at the hospital	Car
11140133768	249395734	2019-11-13 12:01:19	2019-11-13 12:01:34	23.212.3.100	I have / had an out-patient appointment at the hospital	Walking
11140132964	249395734	2019-11-13 11:53:37	2019-11-13 12:01:18	23.212.3.100	I work at the hospital	Walking
11140132612	249395734	2019-11-13 12:00:58	2019-11-13 12:01:06	2.18.66.110	I have / had an out-patient appointment at the hospital	Other
11140132212	249395734	2019-11-13 11:59:24	2019-11-13 12:00:58	23.1.237.28	I have / had an out-patient appointment at the hospital	Car
11140128410	249395734	2019-11-13 11:57:23	2019-11-13 11:59:24	184.27.141.191	I work at the hospital	Bicycle
11140124048	249395734	2019-11-13 11:55:39	2019-11-13 11:57:23	23.1.237.23	I work at the hospital	Car
11140120178	249395734	2019-11-13 11:55:07	2019-11-13 11:55:38	104.117.183.46	I will be / was visiting a patient at the hospital	Car
11140118961	249395734	2019-11-13 11:49:18	2019-11-13 11:55:07	184.27.141.198	I work at the hospital	Car
11140115569	249395734	2019-11-13 11:53:27	2019-11-13 11:53:37	23.1.237.28	I am visiting the hospital on other business	Other
11140114749	249395734	2019-11-13 11:52:58	2019-11-13 11:53:27	23.1.237.28	I will be / was visiting a patient at the hospital	Other
11140113949	249395734	2019-11-13 11:52:44	2019-11-13 11:52:58	23.212.109.21	I have / had an out-patient appointment at the hospital	Bus
11140113564	249395734	2019-11-13 11:52:02	2019-11-13 11:52:44	23.212.109.21	I work at the hospital	Car
11140112051	249395734	2019-11-13 11:50:41	2019-11-13 11:52:02	23.212.109.21	I am a patient at the hospital	Car
11140106073	249395734	2019-11-13 11:49:06	2019-11-13 11:50:41	23.36.15.45	I will be / was visiting a patient at the hospital	Walking
11140105943	249395734	2019-11-13 11:48:37	2019-11-13 11:49:18	23.219.38.180	I have / had an out-patient appointment at the hospital	Bus
11140104956	249395734	2019-11-13 11:48:29	2019-11-13 11:49:06	23.36.15.45	I am visiting the hospital on other business	Car
11140104315	249395734	2019-11-13 11:40:59	2019-11-13 11:48:36	23.212.3.157	I work at the hospital	Car
11140097846	249395734	2019-11-13 11:45:28	2019-11-13 11:48:29	23.36.15.28	I will be / was visiting a patient at the hospital	Other
11140097444	249395734	2019-11-13 11:45:07	2019-11-13 11:45:27	23.36.15.28	I have / had an out-patient appointment at the hospital	Bus
11140096069	249395734	2019-11-13 11:44:31	2019-11-13 11:45:07	23.215.60.21	I am visiting the hospital on other business	Other
11140095185	249395734	2019-11-13 11:44:14	2019-11-13 11:44:30	23.1.237.28	I work at the hospital	Walking
11140094848	249395734	2019-11-13 11:43:59	2019-11-13 11:44:14	23.36.15.45	I work at the hospital	Bicycle
11140094361	249395734	2019-11-13 11:41:13	2019-11-13 11:43:59	23.1.237.28	I am visiting the hospital on other business	Other
11140087728	249395734	2019-11-13 11:40:49	2019-11-13 11:41:12	23.215.60.21	I work at the hospital	

11140087705	249395734	2019-11-13 11:36:14	2019-11-13 11:40:58	2.18.66.110	I work at the hospital	Bicycle
11140087337	249395734	2019-11-13 11:35:57	2019-11-13 11:40:49	23.215.60.21	I am a patient at the hospital	Walking
11140077417	249395734	2019-11-13 11:29:44	2019-11-13 11:36:14	2.18.66.110	I will be / was visiting a patient at the hospital	Other
11140076811	249395734	2019-11-13 11:35:40	2019-11-13 11:35:57	23.212.109.21	I have / had an out-patient appointment at the hospital	Car
11140076195	249395734	2019-11-13 11:28:35	2019-11-13 11:35:40	23.15.241.214	I work at the hospital	Car
11140063089	249395734	2019-11-13 11:28:14	2019-11-13 11:29:43	184.29.35.30	I work at the hospital	Car
11140060285	249395734	2019-11-13 11:28:15	2019-11-13 11:28:35	23.1.237.28	I am visiting the hospital on other business	Car
11140059512	249395734	2019-11-13 11:28:05	2019-11-13 11:28:15	23.212.109.21	I have / had an out-patient appointment at the hospital	Other
11140059441	249395734	2019-11-13 11:27:54	2019-11-13 11:28:13	184.29.35.55	I work at the hospital	Car
11140059079	249395734	2019-11-13 11:27:53	2019-11-13 11:28:05	23.212.109.21	I have / had an out-patient appointment at the hospital	Bus
11140058703	249395734	2019-11-13 11:24:28	2019-11-13 11:27:54	104.117.183.46	I work at the hospital	Car
11140058598	249395734	2019-11-13 11:27:45	2019-11-13 11:27:53	184.27.141.93	I am a patient at the hospital	Walking
11140058262	249395734	2019-11-13 11:27:36	2019-11-13 11:27:44	184.27.141.93	I work at the hospital	Car
11140058006	249395734	2019-11-13 11:26:50	2019-11-13 11:27:36	23.1.237.28	I work at the hospital	Car
11140055956	249395734	2019-11-13 11:24:33	2019-11-13 11:26:50	184.27.141.86	I am a patient at the hospital	Car
11140050205	249395734	2019-11-13 11:22:34	2019-11-13 11:24:32	23.1.237.28	I have / had an out-patient appointment at the hospital	Bus
11140050180	249395734	2019-11-13 11:22:58	2019-11-13 11:24:27	2.18.66.110	I work at the hospital	Car
11140046676	249395734	2019-11-13 11:22:24	2019-11-13 11:22:58	184.29.35.55	I am a patient at the hospital	Other
11140045646	249395734	2019-11-13 11:22:00	2019-11-13 11:22:33	2.18.66.134	I work at the hospital	Walking
11140045168	249395734	2019-11-13 11:21:46	2019-11-13 11:22:24	23.52.0.79	I work at the hospital	Car
11140044376	249395734	2019-11-13 11:21:36	2019-11-13 11:21:59	23.60.168.94	I work at the hospital	Car
11140044137	249395734	2019-11-13 11:20:55	2019-11-13 11:21:46	184.29.35.55	I work at the hospital	Car
11140043522	249395734	2019-11-13 11:21:20	2019-11-13 11:21:35	23.60.168.119	I work at the hospital	Walking
11140043133	249395734	2019-11-13 11:21:00	2019-11-13 11:21:20	23.52.0.79	I have / had an out-patient appointment at the hospital	Bus
11140042232	249395734	2019-11-13 11:19:51	2019-11-13 11:20:55	23.52.0.79	I work at the hospital	Car
11140042024	249395734	2019-11-13 11:19:52	2019-11-13 11:21:00	2.18.66.134	I am a patient at the hospital	Bus
11140039901	249395734	2019-11-13 11:11:10	2019-11-13 11:19:50	23.52.0.79	I work at the hospital	Bus
11140039891	249395734	2019-11-13 11:19:20	2019-11-13 11:19:51	23.52.0.79	I work at the hospital	Car
11140020797	249395734	2019-11-13 11:08:25	2019-11-13 11:11:10	2.18.66.134	I work at the hospital	Car
11140014804	249395734	2019-11-13 11:07:44	2019-11-13 11:08:25	23.52.0.79	I work at the hospital	Bus
11140013400	249395734	2019-11-13 10:59:39	2019-11-13 11:07:44	2.18.66.110	I am visiting the hospital on other business	Car
11139997292	249395734	2019-11-13 10:57:57	2019-11-13 10:59:39	184.28.198.143	I work at the hospital	Car
11139994546	249395734	2019-11-13 10:57:55	2019-11-13 10:58:13	2.18.66.134	I am visiting the hospital on other business	
11139993972	249395734	2019-11-13 10:55:12	2019-11-13 10:57:57	184.28.198.143	I am a patient at the hospital	Other
11139993884	249395734	2019-11-13 10:57:23	2019-11-13 10:57:55	23.212.3.100	I am visiting the hospital on other business	Other
11139992774	249395734	2019-11-13 10:57:04	2019-11-13 10:57:23	23.212.3.100	I am a patient at the hospital	Car
11139992166	249395734	2019-11-13 10:56:35	2019-11-13 10:57:03	2.18.66.134	I work at the hospital	Car
11139991243	249395734	2019-11-13 10:56:26	2019-11-13 10:56:35	23.212.3.100	I work at the hospital	Car
11139990813	249395734	2019-11-13 10:54:30	2019-11-13 10:56:23	23.212.3.100	I work at the hospital	Car
11139988548	249395734	2019-11-13 10:53:47	2019-11-13 10:55:12	23.212.3.100	I work at the hospital	Car
11139986974	249395734	2019-11-13 10:53:54	2019-11-13 10:54:29	23.215.60.21	I have / had an out-patient appointment at the hospital	Car
11139985726	249395734	2019-11-13 10:53:24	2019-11-13 10:53:47	184.50.26.186	I will be / was visiting a patient at the hospital	Car
11139985448	249395734	2019-11-13 10:53:27	2019-11-13 10:53:54	23.52.0.79	I work at the hospital	Car
11139984961	249395734	2019-11-12 22:55:13	2019-11-13 10:53:23	184.50.26.186	I work at the hospital	Car
11137110120	249395734	2019-11-12 14:58:39	2019-11-12 15:00:05	23.46.211.84	I will be / was visiting a patient at the hospital	Other
11137109862	249395734	2019-11-12 14:53:24	2019-11-12 15:00:01	2.18.66.134	I will be / was visiting a patient at the hospital	Walking
11137104912	249395734	2019-11-12 14:58:08	2019-11-12 14:58:39	23.46.211.84	I am a patient at the hospital	Other
11137103288	249395734	2019-11-12 14:55:02	2019-11-12 14:58:07	184.50.26.185	I will be / was visiting a patient at the hospital	Car
11137092834	249395734	2019-11-12 14:52:32	2019-11-12 14:55:02	2.18.66.110	I work at the hospital	Car
11137087018	249395734	2019-11-12 14:50:14	2019-11-12 14:53:24	23.215.60.21	I will be / was visiting a patient at the hospital	Walking
11137084054	249395734	2019-11-12 14:49:26	2019-11-12 14:52:32	184.50.26.185	I work at the hospital	Car
11137075774	249395734	2019-11-12 14:43:42	2019-11-12 14:50:14	2.18.66.110	I will be / was visiting a patient at the hospital	Car
11137072989	249395734	2019-11-12 14:41:39	2019-11-12 14:49:25	184.50.26.185	I will be / was visiting a patient at the hospital	Car
11137053220	249395734	2019-11-12 14:41:18	2019-11-12 14:43:42	2.18.66.110	I have / had an out-patient appointment at the hospital	Car
11137045915	249395734	2019-11-12 14:40:09	2019-11-12 14:41:39	2.18.66.110	I will be / was visiting a patient at the hospital	Car
11137044800	249395734	2019-11-12 14:40:59	2019-11-12 14:41:18	184.50.26.185	I will be / was visiting a patient at the hospital	Car
11137042995	249395734	2019-11-12 14:40:10	2019-11-12 14:40:59	184.50.26.185	I work at the hospital	Car
11137040604	249395734	2019-11-12 14:37:52	2019-11-12 14:40:09	2.18.66.110	I will be / was visiting a patient at the hospital	Car
11137040015	249395734	2019-11-12 14:24:25	2019-11-12 14:40:09	23.46.211.84	I work at the hospital	Car
11137032880	249395734	2019-11-12 14:35:07	2019-11-12 14:37:51	23.46.211.47	I will be / was visiting a patient at the hospital	Car
11137023399	249395734	2019-11-12 14:33:16	2019-11-12 14:35:06	184.50.26.185	I work at the hospital	Car
11137017139	249395734	2019-11-12 14:32:45	2019-11-12 14:33:15	92.122.54.71	I will be / was visiting a patient at the hospital	Car
11137015376	249395734	2019-11-12 14:32:30	2019-11-12 14:32:45	92.122.54.71	I work at the hospital	Walking
11137014493	249395734	2019-11-12 14:32:07	2019-11-12 14:32:29	92.122.54.71	I work at the hospital	Walking
11137013073	249395734	2019-11-12 14:27:36	2019-11-12 14:32:06	81.52.134.6	I am visiting the hospital on other business	Other
11136997835	249395734	2019-11-12 14:27:16	2019-11-12 14:27:36	81.52.134.100	I am visiting the hospital on other business	Car
11136996976	249395734	2019-11-12 14:26:53	2019-11-12 14:27:16	92.122.54.71	I work at the hospital	Car
11136995800	249395734	2019-11-12 14:26:42	2019-11-12 14:26:53	23.219.38.174	I will be / was visiting a patient at the hospital	Car
11136995106	249395734	2019-11-12 14:24:05	2019-11-12 14:26:42	23.219.38.174	I work at the hospital	Car
11136987470	249395734	2019-11-12 14:24:09	2019-11-12 14:24:24	184.50.26.185	I work at the hospital	Car
11136986656	249395734	2019-11-12 14:24:01	2019-11-12 14:24:09	92.122.92.76	I work at the hospital	Car
11136986234	249395734	2019-11-12 14:21:46	2019-11-12 14:24:04	2.18.66.110	I work at the hospital	Car

11136985650	249395734	2019-11-12 14:23:13	2019-11-12 14:24:00	23.46.211.84	I work at the hospital	Car
11136982902	249395734	2019-11-12 14:21:31	2019-11-12 14:23:13	92.122.92.76	I work at the hospital	Car
11136978554	249395734	2019-11-12 14:21:34	2019-11-12 14:21:45	23.46.211.47	I work at the hospital	Car
11136977942	249395734	2019-11-12 14:18:51	2019-11-12 14:21:34	184.50.26.185	I work at the hospital	Car
11136977545	249395734	2019-11-12 14:11:36	2019-11-12 14:21:31	184.50.26.186	I work at the hospital	Car
11136969097	249395734	2019-11-12 14:18:39	2019-11-12 14:18:51	95.101.143.207	I have / had an out-patient appointment at the hospital	Car
11136968187	249395734	2019-11-12 14:18:06	2019-11-12 14:18:39	23.219.38.180	I will be / was visiting a patient at the hospital	Walking
11136966219	249395734	2019-11-12 14:17:40	2019-11-12 14:18:06	23.219.38.174	I have / had an out-patient appointment at the hospital	Car
11136964786	249395734	2019-11-12 14:15:47	2019-11-12 14:17:40	81.52.134.47	I work at the hospital	Car
11136958826	249395734	2019-11-12 14:08:28	2019-11-12 14:15:46	172.232.11.86	I have / had an out-patient appointment at the hospital	Bus
11136945442	249395734	2019-11-12 14:07:53	2019-11-12 14:11:36	104.86.111.12	I work at the hospital	Bus
11136935073	249395734	2019-11-12 14:07:58	2019-11-12 14:08:28	95.101.143.188	I have / had an out-patient appointment at the hospital	Car
11136933235	249395734	2019-11-12 14:07:44	2019-11-12 14:07:58	23.212.3.100	I work at the hospital	Car
11136933095	249395734	2019-11-12 14:05:52	2019-11-12 14:07:52	23.1.237.28	I will be / was visiting a patient at the hospital	Car
11136932704	249395734	2019-11-12 14:01:42	2019-11-12 14:07:44	95.101.143.188	I work at the hospital	Car
11136926367	249395734	2019-11-12 13:52:41	2019-11-12 14:05:51	92.122.54.71	I work at the hospital	Car
11136913466	249395734	2019-11-12 14:01:31	2019-11-12 14:01:42	23.46.211.84	I work at the hospital	Other
11136912886	249395734	2019-11-12 13:55:46	2019-11-12 14:01:30	184.50.26.186	I work at the hospital	Car
11136886206	249395734	2019-11-12 13:51:54	2019-11-12 13:52:41	81.52.131.53	I work at the hospital	Other
11136884170	249395734	2019-11-12 13:49:51	2019-11-12 13:51:54	81.52.131.53	I work at the hospital	Bus
11136878415	249395734	2019-11-12 13:48:07	2019-11-12 13:49:51	81.52.134.47	I will be / was visiting a patient at the hospital	Car
11136873531	249395734	2019-11-12 13:47:24	2019-11-12 13:48:07	81.52.131.53	I work at the hospital	Car
11136871066	249395734	2019-11-12 13:42:36	2019-11-12 13:47:24	23.1.237.28	I came to the hospital specifically to visit Costa Coffee / M&S Food / WHSmith	
11136863121	249395734	2019-11-12 13:42:19	2019-11-12 13:44:33	23.212.3.100	I work at the hospital	Car
11136857527	249395734	2019-11-12 13:42:01	2019-11-12 13:42:36	23.1.237.23	I work at the hospital	Car
11136856542	249395734	2019-11-12 13:38:54	2019-11-12 13:42:18	23.219.38.174	I am visiting the hospital on other business	Car
11136855698	249395734	2019-11-12 13:41:16	2019-11-12 13:42:01	2.17.209.151	I am visiting the hospital on other business	Walking
11136853580	249395734	2019-11-12 13:40:01	2019-11-12 13:41:15	2.17.209.151	I work at the hospital	Car
11136850033	249395734	2019-11-12 13:39:45	2019-11-12 13:40:01	23.212.3.100	I work at the hospital	Car
11136849198	249395734	2019-11-12 13:38:59	2019-11-12 13:39:45	92.122.54.71	I work at the hospital	Car
11136846954	249395734	2019-11-12 13:37:09	2019-11-12 13:38:59	92.122.54.71	I will be / was visiting a patient at the hospital	Car
11136846741	249395734	2019-11-12 13:38:24	2019-11-12 13:38:53	23.1.237.28	I am visiting the hospital on other business	Car
11136845261	249395734	2019-11-12 13:37:13	2019-11-12 13:38:23	23.212.3.100	I work at the hospital	Walking
11136841855	249395734	2019-11-12 13:36:02	2019-11-12 13:37:13	23.215.60.21	I work at the hospital	Bus
11136841607	249395734	2019-11-12 13:33:58	2019-11-12 13:37:09	23.212.3.100	I am visiting the hospital on other business	Car
11136838327	249395734	2019-11-12 13:35:22	2019-11-12 13:36:02	23.1.237.28	I work at the hospital	Car
11136836594	249395734	2019-11-12 13:33:27	2019-11-12 13:35:22	23.212.3.108	I work at the hospital	Car
11136832669	249395734	2019-11-12 13:30:59	2019-11-12 13:33:58	2.18.66.110	I came to the hospital specifically to visit Costa Coffee / M&S Food / WHSmith	Car
11136831285	249395734	2019-11-12 13:32:16	2019-11-12 13:33:27	23.212.3.108	I work at the hospital	Bus
11136828228	249395734	2019-11-12 13:31:55	2019-11-12 13:32:16	23.212.3.100	I work at the hospital	Car
11136827307	249395734	2019-11-12 13:31:23	2019-11-12 13:31:55	23.212.3.100	I work at the hospital	Car
11136825540	249395734	2019-11-12 13:28:31	2019-11-12 13:31:22	23.1.237.28	I work at the hospital	Car
11136824405	249395734	2019-11-12 13:30:05	2019-11-12 13:30:58	2.18.66.110	I work at the hospital	
11136822388	249395734	2019-11-12 13:29:19	2019-11-12 13:30:05	23.212.3.108	I am visiting the hospital on other business	Car
11136820266	249395734	2019-11-12 13:28:32	2019-11-12 13:29:19	184.50.26.185	I work at the hospital	Other
11136818310	249395734	2019-11-12 13:28:06	2019-11-12 13:28:32	23.212.3.100	I work at the hospital	Walking
11136818285	249395734	2019-11-12 13:28:22	2019-11-12 13:28:31	23.212.3.100	I work at the hospital	Car
11136817851	249395734	2019-11-12 13:26:27	2019-11-12 13:28:22	92.122.54.71	I work at the hospital	Bus
11136817044	249395734	2019-11-12 13:27:44	2019-11-12 13:28:06	23.212.3.100	I work at the hospital	Car
11136816147	249395734	2019-11-12 13:21:23	2019-11-12 13:27:43	184.50.26.186	I work at the hospital	Walking
11136813131	249395734	2019-11-12 13:26:20	2019-11-12 13:26:27	23.1.237.28	I work at the hospital	Other
11136812729	249395734	2019-11-12 13:25:35	2019-11-12 13:26:19	23.212.3.100	I work at the hospital	Other
11136810855	249395734	2019-11-12 13:25:19	2019-11-12 13:25:35	23.1.237.28	I work at the hospital	Walking
11136810156	249395734	2019-11-12 13:25:10	2019-11-12 13:25:19	23.212.109.21	I work at the hospital	Other
11136809717	249395734	2019-11-12 13:24:59	2019-11-12 13:25:09	23.212.109.21	I work at the hospital	Other
11136808970	249395734	2019-11-12 13:23:58	2019-11-12 13:24:58	23.1.237.23	I work at the hospital	Other
11136806678	249395734	2019-11-12 13:23:49	2019-11-12 13:23:58	23.212.109.21	I work at the hospital	Walking
11136806299	249395734	2019-11-12 13:23:13	2019-11-12 13:23:49	23.212.109.21	I work at the hospital	Bus
11136804723	249395734	2019-11-12 13:18:28	2019-11-12 13:23:13	23.212.109.21	I will be / was visiting a patient at the hospital	Car
11136799333	249395734	2019-11-12 13:20:39	2019-11-12 13:21:22	23.1.237.28	I work at the hospital	Car
11136792483	249395734	2019-11-12 13:17:00	2019-11-12 13:18:27	23.215.60.21	I work at the hospital	Walking
11136788739	249395734	2019-11-12 13:16:06	2019-11-12 13:16:59	23.212.3.100	I work at the hospital	Walking
11136786437	249395734	2019-11-12 13:14:54	2019-11-12 13:16:06	23.1.237.28	I work at the hospital	Car
11136782853	249395734	2019-11-12 13:13:24	2019-11-12 13:14:53	81.52.134.92	I have / had an out-patient appointment at the hospital	Other
11136777175	249395734	2019-11-12 13:05:28	2019-11-12 13:13:24	23.212.3.100	I work at the hospital	Car
11136760353	249395734	2019-11-12 13:05:02	2019-11-12 13:05:27	23.215.60.21	I work at the hospital	Bus
11136759333	249395734	2019-11-12 13:03:32	2019-11-12 13:05:02	23.1.237.28	I have / had an out-patient appointment at the hospital	Car
11136755679	249395734	2019-11-12 13:01:58	2019-11-12 13:03:32	23.1.237.28	I will be / was visiting a patient at the hospital	Car
11136751933	249395734	2019-11-12 13:01:50	2019-11-12 13:01:58	23.212.109.21	I work at the hospital	Bicycle
11136751186	249395734	2019-11-12 13:01:32	2019-11-12 13:01:50	23.212.3.108	I work at the hospital	Car
11136750875	249395734	2019-11-12 13:00:20	2019-11-12 13:01:32	23.212.109.21	I work at the hospital	Car
11136747981	249395734	2019-11-12 12:59:58	2019-11-12 13:00:20	23.212.3.100	I work at the hospital	Car

11136747231	249395734	2019-11-12 12:59:50	2019-11-12 12:59:58	23.212.109.21	I work at the hospital	Car
11136746096	249395734	2019-11-12 12:56:42	2019-11-12 12:59:30	23.212.3.100	I work at the hospital	Car
11136744104	249395734	2019-11-12 12:57:36	2019-11-12 12:58:35	2.18.66.165	I will be / was visiting a patient at the hospital	Car
11136741833	249395734	2019-11-12 12:56:49	2019-11-12 12:57:35	2.18.66.165	I will be / was visiting a patient at the hospital	Car
11136740021	249395734	2019-11-12 12:55:57	2019-11-12 12:56:49	23.212.3.108	I will be / was visiting a patient at the hospital	Car
11136739676	249395734	2019-11-12 12:55:31	2019-11-12 12:56:42	23.212.109.21	I have / had an out-patient appointment at the hospital	Car
11136738139	249395734	2019-11-12 12:55:17	2019-11-12 12:55:57	2.18.66.165	I work at the hospital	Bus
11136737228	249395734	2019-11-12 12:53:33	2019-11-12 12:55:31	23.212.3.108	I work at the hospital	Car
11136736122	249395734	2019-11-12 12:54:07	2019-11-12 12:55:17	23.212.3.100	I work at the hospital	Other
11136734079	249395734	2019-11-12 12:53:52	2019-11-12 12:54:07	2.18.66.165	I have / had an out-patient appointment at the hospital	Car
11136733531	249395734	2019-11-12 12:53:08	2019-11-12 12:53:52	2.18.66.165	I will be / was visiting a patient at the hospital	Car
11136732605	249395734	2019-11-12 12:53:08	2019-11-12 12:53:33	95.101.143.188	I will be / was visiting a patient at the hospital	Car
11136731646	249395734	2019-11-12 12:50:31	2019-11-12 12:53:07	23.212.3.100	I have / had an out-patient appointment at the hospital	Car
11136731643	249395734	2019-11-12 12:52:27	2019-11-12 12:53:08	23.212.3.100	I work at the hospital	Other
11136730273	249395734	2019-11-12 12:52:17	2019-11-12 12:52:27	23.212.3.108	I work at the hospital	Walking
11136729936	249395734	2019-11-12 12:51:34	2019-11-12 12:52:17	81.52.134.92	I work at the hospital	Bicycle
11136725950	249395734	2019-11-12 12:49:31	2019-11-12 12:50:31	23.212.3.108	I will be / was visiting a patient at the hospital	Car
11136723677	249395734	2019-11-12 12:49:09	2019-11-12 12:49:30	184.50.26.185	I work at the hospital	Car
11136722777	249395734	2019-11-12 12:48:40	2019-11-12 12:49:09	2.18.66.165	I work at the hospital	Bicycle
11136721690	249395734	2019-11-12 12:48:24	2019-11-12 12:48:39	184.50.26.185	I work at the hospital	Car
11136721105	249395734	2019-11-12 12:42:39	2019-11-12 12:48:23	184.50.26.185	I came to the hospital specifically to visit Costa Coffee / M&S Food / WHSmith	Car
11136718855	249395734	2019-11-12 12:45:58	2019-11-12 12:51:34	23.10.252.157	I work at the hospital	Bus
11136715307	249395734	2019-11-12 12:45:39	2019-11-12 12:45:58	2.18.66.110	I work at the hospital	Other
11136714548	249395734	2019-11-12 12:43:35	2019-11-12 12:45:39	184.50.26.185	I have / had an out-patient appointment at the hospital	Car
11136709824	249395734	2019-11-12 12:42:11	2019-11-12 12:43:35	23.192.163.173	I am visiting the hospital on other business	Other
11136707696	249395734	2019-11-12 12:42:11	2019-11-12 12:42:38	2.18.66.70	I have / had an out-patient appointment at the hospital	Car
11136706632	249395734	2019-11-12 12:40:27	2019-11-12 12:42:11	23.1.237.28	I will be / was visiting a patient at the hospital	Car
11136706586	249395734	2019-11-12 12:41:40	2019-11-12 12:42:11	23.192.163.173	I will be / was visiting a patient at the hospital	Car
11136705468	249395734	2019-11-12 12:41:17	2019-11-12 12:41:40	23.192.163.173	I work at the hospital	Car
11136704256	249395734	2019-11-12 12:40:27	2019-11-12 12:41:16	23.212.3.100	I am visiting the hospital on other business	Other
11136702739	249395734	2019-11-12 12:40:19	2019-11-12 12:40:27	23.212.3.100	I work at the hospital	Other
11136702708	249395734	2019-11-12 12:40:07	2019-11-12 12:40:26	184.50.26.185	I work at the hospital	Car
11136702484	249395734	2019-11-12 12:40:10	2019-11-12 12:40:18	23.212.3.100	I work at the hospital	Other
11136702017	249395734	2019-11-12 12:39:35	2019-11-12 12:40:07	2.18.66.165	I work at the hospital	Car
11136701422	249395734	2019-11-12 12:39:35	2019-11-12 12:40:10	23.212.3.100	I work at the hospital	Other
11136700859	249395734	2019-11-12 12:39:17	2019-11-12 12:39:34	2.18.66.165	I work at the hospital	Car
11136700616	249395734	2019-11-12 12:39:18	2019-11-12 12:39:34	23.212.3.100	I work at the hospital	Other
11136700285	249395734	2019-11-12 12:35:00	2019-11-12 12:39:17	23.1.237.23	I work at the hospital	Car
11136700275	249395734	2019-11-12 12:35:22	2019-11-12 12:39:17	23.212.3.100	I work at the hospital	Other
11136691280	249395734	2019-11-12 12:34:34	2019-11-12 12:35:22	23.212.3.100	I work at the hospital	Car
11136690421	249395734	2019-11-12 12:34:42	2019-11-12 12:35:00	81.52.131.53	I will be / was visiting a patient at the hospital	Car
11136689729	249395734	2019-11-12 12:23:04	2019-11-12 12:34:41	81.52.131.53	I work at the hospital	Car
11136689279	249395734	2019-11-12 12:32:29	2019-11-12 12:34:34	23.212.3.100	I will be / was visiting a patient at the hospital	Car
11136684288	249395734	2019-11-12 12:31:27	2019-11-12 12:32:29	23.212.3.100	I have / had an out-patient appointment at the hospital	Car
11136681722	249395734	2019-11-12 12:30:09	2019-11-12 12:31:27	23.212.3.108	I have / had an out-patient appointment at the hospital	Car
11136678288	249395734	2019-11-12 12:29:43	2019-11-12 12:30:09	184.50.26.186	I work at the hospital	Car
11136677057	249395734	2019-11-12 12:29:17	2019-11-12 12:29:43	23.212.3.100	I will be / was visiting a patient at the hospital	Car
11136675864	249395734	2019-11-12 12:28:45	2019-11-12 12:29:15	184.50.26.185	I work at the hospital	Car
11136674650	249395734	2019-11-12 12:28:24	2019-11-12 12:28:45	2.18.66.110	I will be / was visiting a patient at the hospital	Bus
11136672694	249395734	2019-11-12 12:27:09	2019-11-12 12:28:24	23.212.3.100	I work at the hospital	Bus
11136670463	249395734	2019-11-12 12:22:13	2019-11-12 12:27:09	184.50.26.185	I work at the hospital	Car
11136658732	249395734	2019-11-12 12:19:28	2019-11-12 12:23:04	184.50.26.185	I will be / was visiting a patient at the hospital	Car
11136656317	249395734	2019-11-12 12:21:41	2019-11-12 12:22:13	23.1.237.28	I work at the hospital	Car
11136654620	249395734	2019-11-12 12:19:52	2019-11-12 12:21:41	23.215.60.21	I work at the hospital	Walking
11136650594	249395734	2019-11-12 12:15:40	2019-11-12 12:19:52	23.212.109.21	I work at the hospital	Car
11136649809	249395734	2019-11-12 12:19:11	2019-11-12 12:19:28	23.1.237.28	I will be / was visiting a patient at the hospital	Car
11136649182	249395734	2019-11-12 12:18:38	2019-11-12 12:19:11	2.18.66.70	I will be / was visiting a patient at the hospital	Car
11136647914	249395734	2019-11-12 12:17:04	2019-11-12 12:18:38	2.18.66.70	I work at the hospital	Other
11136644693	249395734	2019-11-12 12:16:37	2019-11-12 12:17:03	2.18.66.70	I will be / was visiting a patient at the hospital	Car
11136643769	249395734	2019-11-12 12:14:11	2019-11-12 12:16:36	2.18.66.70	I will be / was visiting a patient at the hospital	Car
11136641714	249395734	2019-11-12 12:15:31	2019-11-12 12:15:39	23.212.3.100	I work at the hospital	Car
11136641384	249395734	2019-11-12 12:13:40	2019-11-12 12:15:31	23.212.109.21	I work at the hospital	Car
11136638637	249395734	2019-11-12 12:12:07	2019-11-12 12:14:11	2.18.66.165	I work at the hospital	Bus
11136637550	249395734	2019-11-12 12:13:31	2019-11-12 12:13:39	23.1.237.28	I work at the hospital	Car
11136637251	249395734	2019-11-12 12:09:01	2019-11-12 12:13:31	23.1.237.23	I work at the hospital	Car
11136634397	249395734	2019-11-12 12:11:41	2019-11-12 12:12:06	23.212.3.100	I work at the hospital	Walking
11136633252	249395734	2019-11-12 12:10:51	2019-11-12 12:11:40	23.212.3.100	I work at the hospital	Other
11136631839	249395734	2019-11-12 12:10:34	2019-11-12 12:10:50	2.18.66.165	I will be / was visiting a patient at the hospital	Car
11136631205	249395734	2019-11-12 12:09:51	2019-11-12 12:10:33	2.18.66.165	I work at the hospital	Car
11136629493	249395734	2019-11-12 12:07:53	2019-11-12 12:09:50	184.50.26.185	I work at the hospital	Bicycle
11136627787	249395734	2019-11-12 12:07:42	2019-11-12 12:09:01	23.212.3.108	I am visiting the hospital on other business	Car
11136625198	249395734	2019-11-12 12:05:59	2019-11-12 12:07:52	23.212.3.100	I work at the hospital	Car

11136625038	249395734	2019-11-12 12:07:32	2019-11-12 12:07:41	23.212.3.100	I work at the hospital	Car
11136624689	249395734	2019-11-12 12:07:09	2019-11-12 12:07:31	23.212.3.100	I work at the hospital	Car
11136623802	249395734	2019-11-12 12:06:46	2019-11-12 12:07:09	23.212.3.100	I work at the hospital	Walking
11136622258	249395734	2019-11-12 12:04:50	2019-11-12 12:06:46	23.1.237.28	I work at the hospital	Bus
11136621400	249395734	2019-11-12 12:05:33	2019-11-12 12:05:58	2.18.66.70	I have / had an out-patient appointment at the hospital	Car
11136620604	249395734	2019-11-12 12:04:31	2019-11-12 12:05:33	2.18.66.70	I work at the hospital	Car
11136619008	249395734	2019-11-12 12:02:49	2019-11-12 12:04:49	23.212.109.21	I work at the hospital	Bus
11136618271	249395734	2019-11-12 12:04:00	2019-11-12 12:04:30	184.50.26.185	I will be / was visiting a patient at the hospital	Car
11136617179	249395734	2019-11-12 12:03:39	2019-11-12 12:04:00	2.18.66.70	I am a patient at the hospital	Car
11136616476	249395734	2019-11-12 12:03:02	2019-11-12 12:03:39	23.212.3.110	I work at the hospital	Car
11136615159	249395734	2019-11-12 12:02:10	2019-11-12 12:03:02	184.50.26.186	I work at the hospital	Car
11136614639	249395734	2019-11-12 12:02:34	2019-11-12 12:02:48	23.212.3.100	I work at the hospital	Car
11136613842	249395734	2019-11-12 12:01:06	2019-11-12 12:02:33	23.212.3.110	I am a patient at the hospital	Car
11136613152	249395734	2019-11-12 12:01:33	2019-11-12 12:02:09	184.50.26.186	I will be / was visiting a patient at the hospital	Walking
11136611886	249395734	2019-11-12 12:00:47	2019-11-12 12:01:32	2.18.66.70	I work at the hospital	Car
11136610860	249395734	2019-11-12 11:58:35	2019-11-12 12:01:05	81.52.134.92	I work at the hospital	Car
11136610205	249395734	2019-11-12 11:59:02	2019-11-12 12:00:46	23.212.3.110	I work at the hospital	Walking
11136606239	249395734	2019-11-12 11:58:46	2019-11-12 11:59:01	184.50.26.186	I work at the hospital	Car
11136605680	249395734	2019-11-12 11:57:00	2019-11-12 11:58:45	2.18.66.165	I work at the hospital	Car
11136605231	249395734	2019-11-12 11:56:32	2019-11-12 11:58:34	23.1.237.23	I work at the hospital	Other
11136601394	249395734	2019-11-12 11:56:33	2019-11-12 11:57:00	2.18.66.165	I have / had an out-patient appointment at the hospital	Other
11136600548	249395734	2019-11-12 11:56:16	2019-11-12 11:56:33	184.50.26.185	I work at the hospital	Car
11136600506	249395734	2019-11-12 11:51:25	2019-11-12 11:56:32	23.212.3.108	I work at the hospital	Car
11136599688	249395734	2019-11-12 11:55:56	2019-11-12 11:56:15	184.50.26.185	I came to the hospital specifically to visit Costa Coffee / M&S Food / WHSmith	Walking
11136598990	249395734	2019-11-12 11:55:37	2019-11-12 11:55:56	23.212.3.100	I work at the hospital	Car
11136598230	249395734	2019-11-12 11:53:41	2019-11-12 11:55:37	2.18.66.165	I will be / was visiting a patient at the hospital	Other
11136593503	249395734	2019-11-12 11:53:05	2019-11-12 11:53:40	184.50.26.186	I will be / was visiting a patient at the hospital	Car
11136592353	249395734	2019-11-12 11:52:04	2019-11-12 11:53:05	184.50.26.186	I will be / was visiting a patient at the hospital	Car
11136590252	249395734	2019-11-12 11:51:52	2019-11-12 11:52:03	23.212.3.100	I work at the hospital	Car
11136589745	249395734	2019-11-12 11:48:10	2019-11-12 11:51:51	2.18.66.165	I work at the hospital	Car
11136588899	249395734	2019-11-12 11:49:55	2019-11-12 11:51:24	81.52.134.92	I am a patient at the hospital	Car
11136585953	249395734	2019-11-12 11:49:05	2019-11-12 11:49:55	81.52.134.100	I am a patient at the hospital	Car
11136584301	249395734	2019-11-12 11:47:02	2019-11-12 11:49:04	23.219.38.174	I work at the hospital	Walking
11136582521	249395734	2019-11-12 11:46:30	2019-11-12 11:48:09	2.18.66.70	I will be / was visiting a patient at the hospital	Car
11136580234	249395734	2019-11-12 11:43:46	2019-11-12 11:47:02	23.212.3.108	I work at the hospital	Car
11136579126	249395734	2019-11-12 11:43:25	2019-11-12 11:46:29	184.50.26.185	I will be / was visiting a patient at the hospital	Walking
11136573655	249395734	2019-11-12 11:43:16	2019-11-12 11:43:46	95.101.143.207	I am a patient at the hospital	Bus
11136573028	249395734	2019-11-12 11:42:52	2019-11-12 11:43:24	23.212.3.100	I will be / was visiting a patient at the hospital	Car
11136572653	249395734	2019-11-12 11:38:16	2019-11-12 11:43:16	81.52.134.100	I am a patient at the hospital	Car
11136571957	249395734	2019-11-12 11:42:31	2019-11-12 11:42:51	184.50.26.186	I work at the hospital	Bus
11136571311	249395734	2019-11-12 11:41:14	2019-11-12 11:42:31	184.50.26.185	I work at the hospital	Car
11136568630	249395734	2019-11-12 11:40:20	2019-11-12 11:41:14	92.123.245.165	I am a patient at the hospital	Other
11136566988	249395734	2019-11-12 11:38:18	2019-11-12 11:40:20	92.123.245.165	I am a patient at the hospital	Car
11136562967	249395734	2019-11-12 11:37:08	2019-11-12 11:38:18	23.219.38.174	I have / had an out-patient appointment at the hospital	Walking
11136562838	249395734	2019-11-12 11:36:51	2019-11-12 11:38:16	23.219.38.174	I am a patient at the hospital	Car
11136560587	249395734	2019-11-12 11:36:35	2019-11-12 11:37:07	23.219.38.174	I will be / was visiting a patient at the hospital	Car
11136559869	249395734	2019-11-12 11:35:42	2019-11-12 11:36:51	92.122.54.71	I work at the hospital	Other
11136559547	249395734	2019-11-12 11:33:32	2019-11-12 11:36:35	23.219.38.174	I work at the hospital	Car
11136557737	249395734	2019-11-12 11:35:07	2019-11-12 11:35:42	23.1.237.23	I will be / was visiting a patient at the hospital	Other
11136556613	249395734	2019-11-12 11:34:37	2019-11-12 11:35:07	81.52.134.92	I am visiting the hospital on other business	Other
11136555641	249395734	2019-11-12 11:33:58	2019-11-12 11:34:37	92.122.54.71	I work at the hospital	Other
11136554385	249395734	2019-11-12 11:33:22	2019-11-12 11:33:58	23.1.237.23	I am a patient at the hospital	Car
11136553551	249395734	2019-11-12 11:30:53	2019-11-12 11:33:31	23.212.3.100	I work at the hospital	Car
11136553230	249395734	2019-11-12 11:33:13	2019-11-12 11:33:21	23.1.237.23	I work at the hospital	Car
11136552913	249395734	2019-11-12 11:32:27	2019-11-12 11:33:13	23.1.237.28	I work at the hospital	Car
11136551254	249395734	2019-11-12 11:32:08	2019-11-12 11:32:27	23.1.237.23	I am a patient at the hospital	Car
11136550788	249395734	2019-11-12 11:31:34	2019-11-12 11:32:08	23.1.237.28	I work at the hospital	Car
11136549690	249395734	2019-11-12 11:31:12	2019-11-12 11:31:34	81.52.134.92	I work at the hospital	Car
11136548942	249395734	2019-11-12 11:28:58	2019-11-12 11:31:11	23.1.237.23	I am a patient at the hospital	Bus
11136548286	249395734	2019-11-12 11:30:43	2019-11-12 11:30:52	184.50.26.185	I work at the hospital	Car
11136544891	249395734	2019-11-12 11:24:47	2019-11-12 11:29:17	184.50.26.186	I work at the hospital	Car
11136543105	249395734	2019-11-12 11:28:08	2019-11-12 11:28:58	81.52.134.92	I work at the hospital	Car
11136542688	249395734	2019-11-12 11:26:37	2019-11-12 11:28:08	81.52.134.92	I am a patient at the hospital	Car
11136539685	249395734	2019-11-12 11:25:53	2019-11-12 11:26:37	23.1.237.28	I am a patient at the hospital	Bus
11136538246	249395734	2019-11-12 11:24:47	2019-11-12 11:25:52	92.122.54.71	I am visiting the hospital on other business	Walking
11136536279	249395734	2019-11-12 11:23:30	2019-11-12 11:24:47	2.18.66.165	I work at the hospital	Car
11136536208	249395734	2019-11-12 11:24:36	2019-11-12 11:24:46	23.1.237.23	I work at the hospital	Bicycle
11136535817	249395734	2019-11-12 11:24:24	2019-11-12 11:24:36	95.101.143.188	I work at the hospital	Bicycle
11136535406	249395734	2019-11-12 11:22:41	2019-11-12 11:24:23	23.1.237.23	I work at the hospital	Car
11136533777	249395734	2019-11-12 11:23:02	2019-11-12 11:23:29	2.18.66.70	I work at the hospital	Car
11136532882	249395734	2019-11-12 11:19:39	2019-11-12 11:23:02	23.212.3.100	I work at the hospital	Car
11136526325	249395734	2019-11-12 11:17:29	2019-11-12 11:19:39	23.212.3.100	I work at the hospital	Walking

11136522214	249395734	2019-11-12 11:17:08	2019-11-12 11:17:29	23.212.3.100	I work at the hospital	Car
11136521447	249395734	2019-11-12 11:15:44	2019-11-12 11:17:07	2.18.66.70	I have / had an out-patient appointment at the hospital	Bus
11136519541	249395734	2019-11-12 11:15:57	2019-11-12 11:22:38	23.212.109.21	I work at the hospital	Car
11136518537	249395734	2019-11-12 11:14:55	2019-11-12 11:15:44	2.18.66.70	I will be / was visiting a patient at the hospital	Car
11136516923	249395734	2019-11-12 11:14:36	2019-11-12 11:14:54	23.212.3.100	I work at the hospital	Bus
11136516030	249395734	2019-11-12 11:14:14	2019-11-12 11:14:36	23.212.3.108	I work at the hospital	Bus
11136515600	249395734	2019-11-12 11:11:30	2019-11-12 11:14:14	2.18.66.70	I work at the hospital	Car
11136510350	249395734	2019-11-12 11:09:00	2019-11-12 11:11:29	23.212.3.100	I work at the hospital	Car
11136506359	249395734	2019-11-12 11:08:16	2019-11-12 11:09:54	184.50.26.185	I work at the hospital	Car
11136505550	249395734	2019-11-12 11:08:15	2019-11-12 11:08:59	23.212.3.108	I work at the hospital	Car
11136504158	249395734	2019-11-12 11:07:44	2019-11-12 11:08:14	23.1.237.28	I will be / was visiting a patient at the hospital	Car
11136504100	249395734	2019-11-12 11:06:49	2019-11-12 11:08:16	184.50.26.185	I work at the hospital	Car
11136503241	249395734	2019-11-12 11:07:21	2019-11-12 11:07:44	2.18.66.70	I will be / was visiting a patient at the hospital	Car
11136502534	249395734	2019-11-12 11:06:56	2019-11-12 11:07:21	23.1.237.28	I will be / was visiting a patient at the hospital	Car
11136501705	249395734	2019-11-12 11:05:10	2019-11-12 11:06:56	184.50.26.185	I work at the hospital	Car
11136501312	249395734	2019-11-12 11:05:44	2019-11-12 11:06:48	23.1.237.23	I work at the hospital	Car
11136498686	249395734	2019-11-12 11:05:01	2019-11-12 11:05:43	23.215.60.21	I work at the hospital	Other
11136498153	249395734	2019-11-12 11:04:06	2019-11-12 11:05:09	2.18.66.165	I work at the hospital	Car
11136497972	249395734	2019-11-12 11:04:37	2019-11-12 11:05:00	23.212.3.108	I work at the hospital	Car
11136497005	249395734	2019-11-12 11:02:03	2019-11-12 11:04:37	23.215.60.21	I work at the hospital	Other
11136496435	249395734	2019-11-12 11:00:25	2019-11-12 11:04:05	184.50.26.186	I work at the hospital	Car
11136491198	249395734	2019-11-12 11:01:01	2019-11-12 11:02:00	23.212.3.100	I am a patient at the hospital	Bus
11136490569	249395734	2019-11-12 11:00:40	2019-11-12 11:01:00	23.212.3.100	I work at the hospital	Car
11136489484	249395734	2019-11-12 10:57:31	2019-11-12 11:00:25	184.50.26.185	I am visiting the hospital on other business	Car
11136489465	249395734	2019-11-12 10:59:29	2019-11-12 11:00:35	23.212.3.108	I work at the hospital	Car
11136486677	249395734	2019-11-12 10:58:23	2019-11-12 10:59:29	23.212.109.21	I work at the hospital	Car
11136485343	249395734	2019-11-12 10:57:13	2019-11-12 10:58:20	23.1.237.23	I work at the hospital	Car
11136484119	249395734	2019-11-12 10:56:50	2019-11-12 10:57:30	184.50.26.185	I will be / was visiting a patient at the hospital	Car
11136482801	249395734	2019-11-12 10:50:01	2019-11-12 10:56:49	184.50.26.185	I have / had an out-patient appointment at the hospital	Car
11136481059	249395734	2019-11-12 10:54:57	2019-11-12 10:55:59	23.212.3.108	I am a patient at the hospital	Walking
11136478958	249395734	2019-11-12 10:53:45	2019-11-12 10:54:56	23.212.3.108	I work at the hospital	Car
11136477120	249395734	2019-11-12 10:46:42	2019-11-12 10:53:45	23.212.3.100	I came to the hospital specifically to visit Costa Coffee / M&S Food / WHSmith	Bus
11136470045	249395734	2019-11-12 10:49:43	2019-11-12 10:50:00	23.212.3.100	I have / had an out-patient appointment at the hospital	Car
11136357635	249395734	2019-11-12 09:46:49	2019-11-12 09:47:02	81.52.134.100	I work at the hospital	Car

APPENDIX I: ANPR Survey Data

SUMMARY OF RED ZONE PARKING

Tuesday 21st May

Total parked in Red Zone

0700	1100	1300	1900
36	134	130	19

Parked in Red Zone and arriving via Woodcote Green Road

0700	1100	1300	1900
33	125	117	18
92%	93%	90%	95%
	105		
	15		
		2	
		101	

Maximum parked that arrive from Woodcote Green Road
Percentage of Red Zone parking using Woodcote Green Road
Arrived between 0700 and 1100 - assume arrived in peak hour
Departed between 0700 and 1100 - assume departed in peak hour
Arrived between 1300 and 1900 - assume arrived in peak hour
Departed between 1300 and 1900 - assume departed in peak hour

Wednesday 22nd May

Total parked in Red Zone

0700	1100	1300	1900
35	119	99	25

Parked in Red Zone and arriving via Woodcote Green Road

0700	1100	1300	1900
31	105	87	20
89%	88%	88%	80%
	78		
	4		
		4	
		71	

Maximum parked that arrive from Woodcote Green Road
Percentage of Red Zone parking using Woodcote Green Road
Arrived between 0700 and 1100 - assume arrived in peak hour
Departed between 0700 and 1100 - assume departed in peak hour
Arrived between 1300 and 1900 - assume arrived in peak hour
Departed between 1300 and 1900 - assume departed in peak hour

Thursday 23rd May

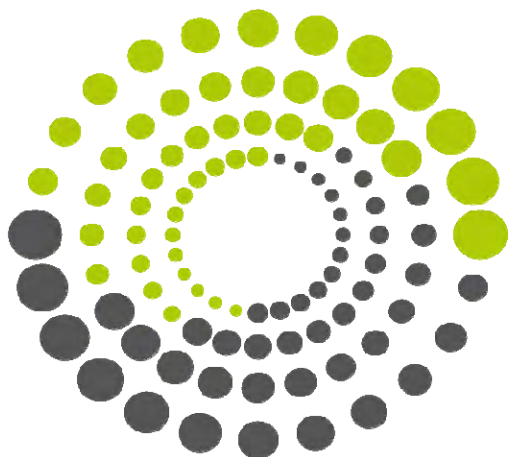
Total parked in Red Zone

0700	1100	1300	1900
28	134	128	20

Parked in Red Zone and arriving via Woodcote Green Road

0700	1100	1300	1900
26	116	112	18
93%	87%	88%	90%
	103		
	12		
		9	
		84	

Maximum parked that arrive from Woodcote Green Road
Percentage of Red Zone parking using Woodcote Green Road
Arrived between 0700 and 1100 - assume arrived in peak hour
Departed between 0700 and 1100 - assume departed in peak hour
Arrived between 1300 and 1900 - assume arrived in peak hour
Departed between 1300 and 1900 - assume departed in peak hour



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 21326 Epsom Hospital

Site Number/Name: Red Zone

Client: Mayer Brown

Date: 21/05/2019

Weather: Cloudy, Dry

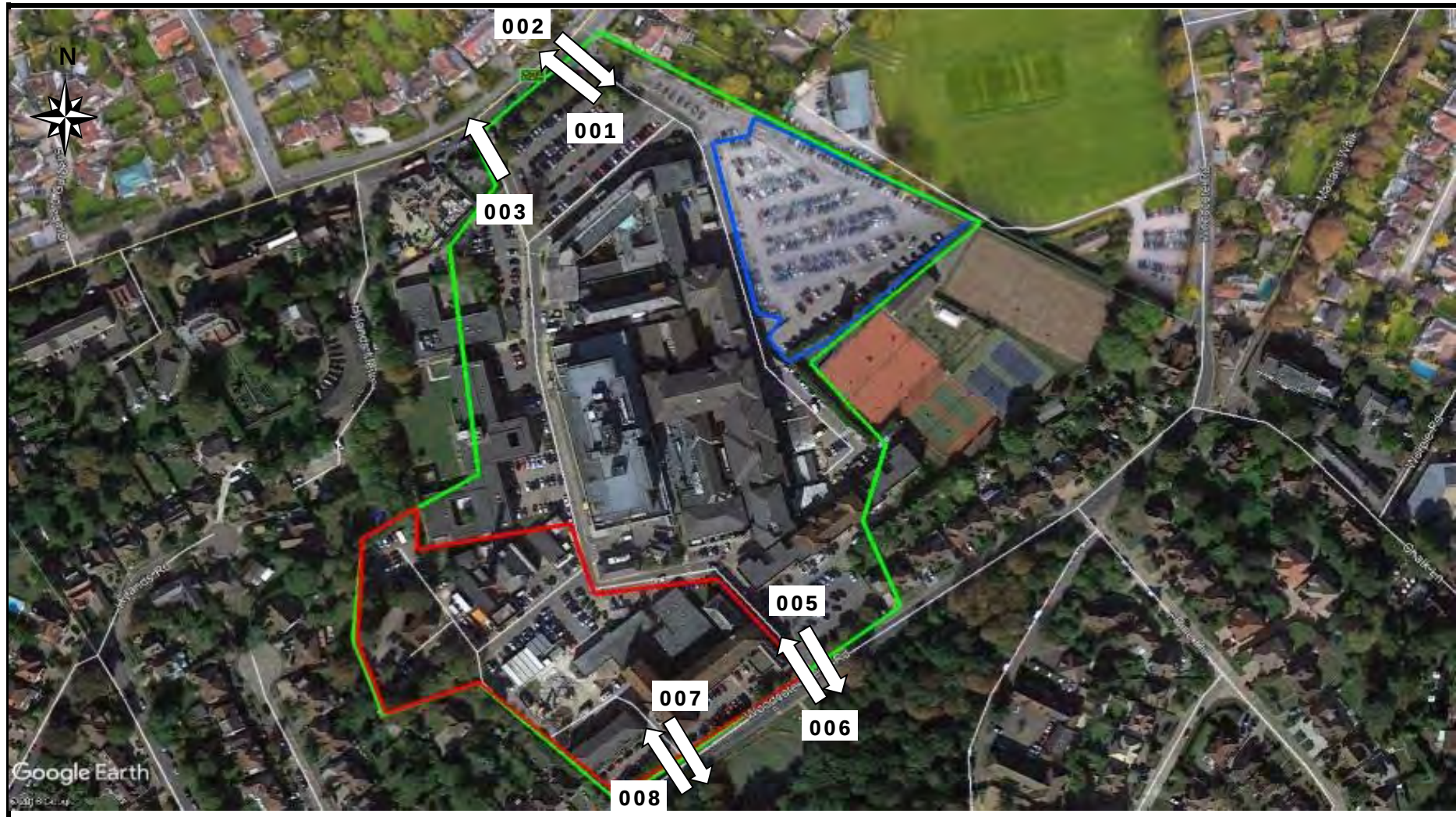
Comments: None

Job Type: Reg Plates

Co-ordinates: 51°19'34.99"N, 0°16'21.14"W

Postcode: KT18 7JT

Times: 0700-1900



Advanced Transport Research	Job Number & Name:	21326 Epsom Hospital
Red Zone	Client:	Mayer Brown
Entry & Exit Locations	Date:	Tuesday 21 May 2019

	0700	1100	1300	1900	Entry	Exit
LY66	X	X	X	X	006	005
GK11	X	X	X	X	008	007
LD18	X	X	X	X	008	007
LF06	X	X	X	X	008	007
LJ64	X	X	X	X	008	007
LT66	X	X	X	X	008	007
MK14	X	X	X		008	003
L30E	X	X	X		006	005
LB06	X	X	X		006	005
LC68	X	X	X		006	005
LF16	X	X	X		006	005
LG19	X	X	X		006	005
LG56	X	X	X		006	005
LG66	X	X	X		006	005
OV53	X	X	X		006	005
YG51	X	X	X		006	005
YP56	X	X	X		006	005
HJ62	X	X	X		008	007
W954	X	X	X		008	007
WV57	X	X	X		008	007
WF60	X				006	003
KR57	X				002	005
LO64	X				002	005
T50J	X				002	005
AU63	X				006	005
BJ57	X				006	005
GN07	X				006	005
GY11	X				006	005
LB09	X				006	005
LF68	X				006	005

Advanced Transport Research	Job Number & Name:	21326 Epsom Hospital
Red Zone	Client:	Mayer Brown
Entry & Exit Locations	Date:	Tuesday 21 May 2019

LG09	X				006	005
MV14	X				006	005
PE61	X				006	005
VU04	X				006	005
VU05	X				006	005
SG16	X				008	007
GX67		X	X	X	006	005
LA66		X	X	X	006	005
LD14		X	X	X	006	005
LD56		X	X	X	006	005
EX18		X	X	X	008	007
GU18		X	X	X	008	007
NU62		X	X	X	008	007
Y441		X	X	X	008	007
LL67		X	X		002	001
LT10		X	X		002	001
OY67		X	X		002	001
BG68		X	X		002	003
HG58		X	X		002	003
K19A		X	X		002	003
SP63		X	X		002	003
AF13		X	X		006	003
LF17		X	X		006	003
LG04		X	X		006	003
S17E		X	X		006	003
SW11		X	X		006	003
GF61		X	X		006	005
GK08		X	X		006	005
GV54		X	X		006	005
GX68		X	X		006	005
GY13		X	X		006	005

Advanced Transport Research	<i>Job Number & Name:</i>	21326 Epsom Hospital
Red Zone	<i>Client:</i>	Mayer Brown
Entry & Exit Locations	<i>Date:</i>	Tuesday 21 May 2019

GY17		X	X		006	005
GY17		X	X		006	005
HJ12		X	X		006	005
HK07		X	X		006	005
HN06		X	X		006	005
HV59		X	X		006	005
HY11		X	X		006	005
J98B		X	X		006	005
KB05		X	X		006	005
LA06		X	X		006	005
LD55		X	X		006	005
LD59		X	X		006	005
LD62		X	X		006	005
LD67		X	X		006	005
LF14		X	X		006	005
LF14		X	X		006	005
LF19		X	X		006	005
LF67		X	X		006	005
LG04		X	X		006	005
LG09		X	X		006	005
LG18		X	X		006	005
LM64		X	X		006	005
LO09		X	X		006	005
LS65		X	X		006	005
LT05		X	X		006	005
LV62		X	X		006	005
LW17		X	X		006	005
LX11		X	X		006	005
MF57		X	X		006	005
MF64		X	X		006	005
MV15		X	X		006	005

Advanced Transport Research	Job Number & Name:	21326 Epsom Hospital
Red Zone	Client:	Mayer Brown
Entry & Exit Locations	Date:	Tuesday 21 May 2019

NA64		X	X		006	005
NV64		X	X		006	005
PK13		X	X		006	005
RE12		X	X		006	005
RK12		X	X		006	005
RV58		X	X		006	005
S2RD		X	X		006	005
ST10		X	X		006	005
VA59		X	X		006	005
WF03		X	X		006	005
WP65		X	X		006	005
WU16		X	X		006	005
Y209		X	X		006	005
AK59		X	X		008	005
LD15		X	X		008	005
LG64		X	X		008	005
BN67		X	X		006	007
FA07		X	X		008	007
FL10		X	X		008	007
GC16		X	X		008	007
GD65		X	X		008	007
LA68		X	X		008	007
LB11		X	X		008	007
LB66		X	X		008	007
LC16		X	X		008	007
LF66		X	X		008	007
LG66		X	X		008	007
LH60		X	X		008	007
LJ68		X	X		008	007
LL12		X	X		008	007
LX17		X	X		008	007

Advanced Transport Research	Job Number & Name:	21326 Epsom Hospital
Red Zone	Client:	Mayer Brown
Entry & Exit Locations	Date:	Tuesday 21 May 2019

LX63		X	X		008	007
MF62		X	X		008	007
OV57		X	X		008	007
RF60		X	X		008	007
YY67		X	X		008	007
DE13		X			006	003
EO17		X			006	003
G16J		X			006	003
KT10		X			002	005
BG09		X			006	005
LB09		X			006	005
LB64		X			006	005
LD14		X			006	005
LD64		X			006	005
LG15		X			006	005
LG19		X			006	005
LL09		X			006	005
LT12		X			006	005
LY15		X			006	005
RJ65		X			006	005
TA52		X			006	005
YA13		X			006	005
OW56		X			008	005
GV59		X			002	007
LC18		X			008	007
WV04		X			008	007
YA11		X			008	007
GU60			X	X	006	005
GX17			X	X	006	005
AP10			X		002	001
GN68			X		002	001

Advanced Transport Research	<i>Job Number & Name:</i>	21326 Epsom Hospital
Red Zone	<i>Client:</i>	Mayer Brown
Entry & Exit Locations	<i>Date:</i>	Tuesday 21 May 2019

LC09			X		002	003
LG55			X		002	003
OY60			X		006	003
LB66			X		002	005
NU58			X		002	005
EN17			X		006	005
EX58			X		006	005
HN18			X		006	005
LB17			X		006	005
LC68			X		006	005
LG68			X		006	005
LJ13			X		006	005
RY03			X		006	005
EY12			X		008	007
LG64				X	002	001
DS18				X	006	005
EN11				X	008	007



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 21326 Epsom Hospital

Site Number/Name: Red Zone

Client: Mayer Brown

Date: 22/05/2019

Weather: Cloudy, Dry

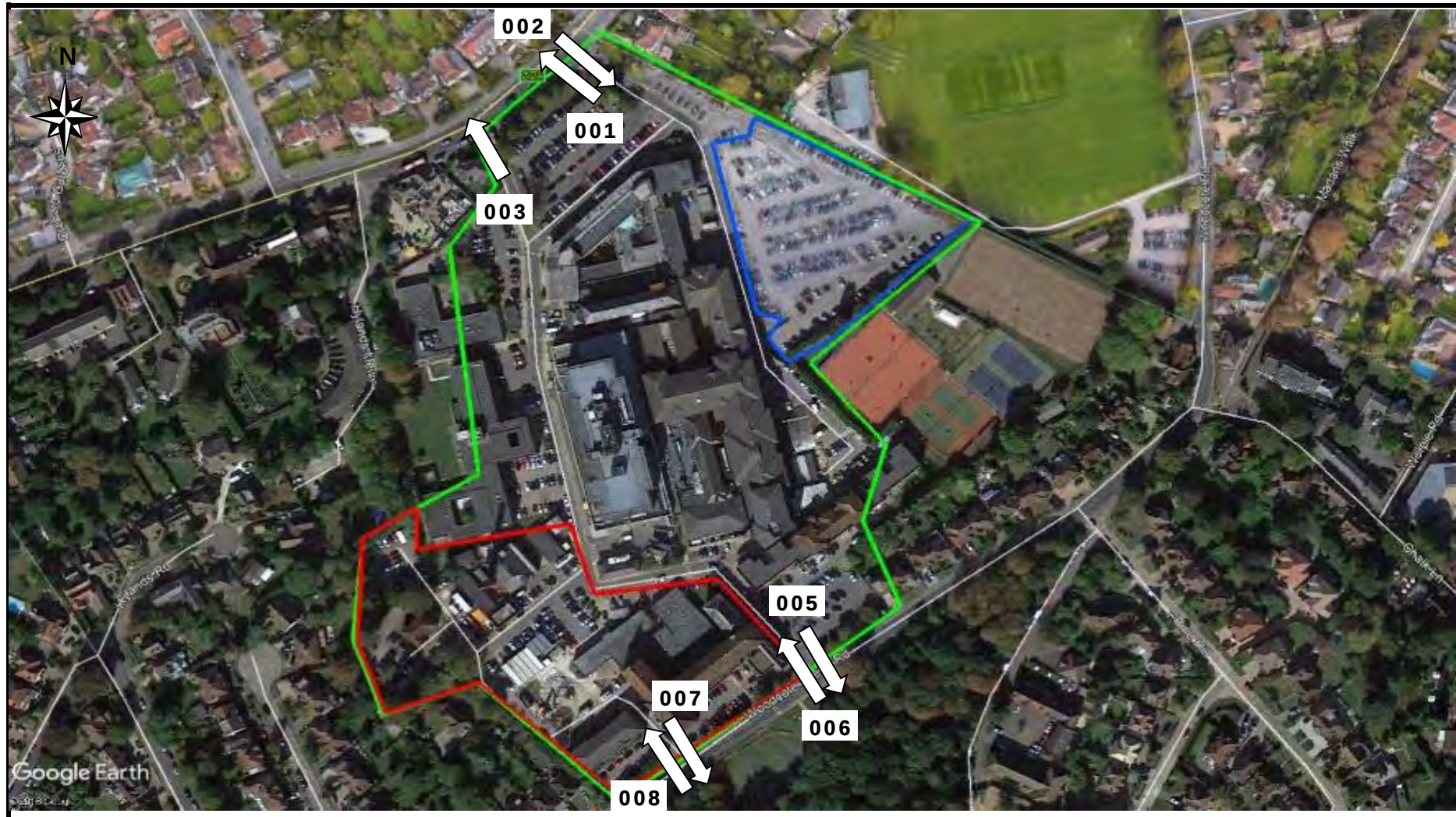
Comments: None

Job Type: Reg Plates

Co-ordinates: 51°19'34.99"N, 0°16'21.14"W

Postcode: KT18 7JT

Times: 0700-1900



Advanced Transport Research	Job Number & Name:	21326 Epsom Hospital
Red Zone	Client:	Mayer Brown
Entry & Exit Locations	Date:	Wednesday 22 May 2019

	0700	1100	1300	1900	Entry	Exit
LC18	X	X	X	X	006	005
BJ52	X	X	X	X	008	007
LS06	X	X	X	X	008	007
K19A	X	X	X		002	003
YG62	X	X	X		008	003
BJ57	X	X	X		006	005
EX03	X	X	X		006	005
FV19	X	X	X		006	005
GX68	X	X	X		006	005
K8WB	X	X	X		006	005
LG14	X	X	X		006	005
LM63	X	X	X		006	005
DC65	X	X	X		006	007
LG12	X	X	X		006	007
LG13	X	X	X		006	007
NC07	X	X	X	X	008	007
NU62	X	X	X	X	008	007
RL02	X	X	X	X	008	007
HJ62	X	X			006	005
EY17	X	X			008	007
FA07	X	X			008	007
LB66	X	X			008	007
LF14	X	X			008	007
MF62	X	X			008	007
AK66	X	X	X	X	002	003
LD67	X	X	X	X	006	005
LG57	X	X	X		006	005
LB65	X	X	X	X	006	005
LT66	X	X	X	X	008	007
AK52	X				002	003

Advanced Transport Research	Job Number & Name:	21326 Epsom Hospital
Red Zone	Client:	Mayer Brown
Entry & Exit Locations	Date:	Wednesday 22 May 2019

LV17	X				002	003
AU63	X				006	005
LB09	X				006	005
PE61	X				006	005
VE62	X				006	005
DA55		X	X	X	002	001
HF63		X	X	X	006	005
LB57		X	X	X	006	005
BN67		X	X	X	008	007
KM10		X	X	X	008	007
LL18		X	X		002	001
LC66		X	X		006	001
V88E		X	X		006	001
EO17		X	X		002	003
HD08		X	X		002	003
KN68		X	X		002	003
LD66		X	X		002	003
OY67		X	X		002	003
RE16		X	X		002	003
RJ57		X	X		002	003
DA58		X	X		006	003
DL14		X	X		006	003
HJ15		X	X		006	003
LF13		X	X		006	003
LG67		X	X		006	003
LL18		X	X		006	003
LM61		X	X		006	003
OY60		X	X		006	003
TA52		X	X		006	003
EY17		X	X		008	003
FE13		X	X		008	003

Advanced Transport Research	Job Number & Name:	21326 Epsom Hospital
Red Zone	Client:	Mayer Brown
Entry & Exit Locations	Date:	Wednesday 22 May 2019

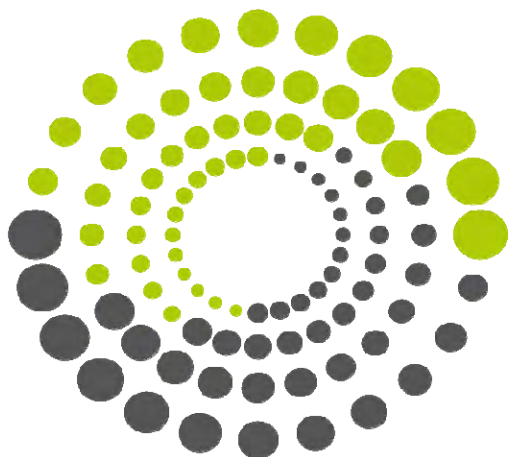
GC16		X	X		008	003
GU18		X	X		008	003
HA10		X	X		008	003
LC14		X	X		008	003
LC59		X	X		008	003
LG04		X	X		008	003
WV04		X	X		008	003
YP61		X	X		008	003
GK60		X	X		006	005
LC64		X	X		006	005
LC68		X	X		006	005
LJ68		X	X		006	005
WF03		X	X		006	005
X11A		X	X		006	005
AX12		X	X		006	007
BG57		X	X		006	007
EK17		X	X		006	007
EU10		X	X		006	007
FY58		X	X		006	007
GF13		X	X		006	007
GU17		X	X		006	007
GY11		X	X		006	007
KU64		X	X		006	007
KY15		X	X		006	007
LB17		X	X		006	007
LD17		X	X		006	007
LF67		X	X		006	007
R999		X	X		006	007
RK12		X	X		006	007
YO16		X	X		006	007
B7VE		X	X		008	007

Advanced Transport Research	Job Number & Name:	21326 Epsom Hospital
Red Zone	Client:	Mayer Brown
Entry & Exit Locations	Date:	Wednesday 22 May 2019

DA62		X	X		008	007
DN10		X	X		008	007
EX18		X	X		008	007
GF10		X	X		008	007
HV65		X	X		008	007
LA53		X	X		008	007
LF67		X	X		008	007
LG09		X	X		008	007
LK53		X	X		008	007
LX17		X	X		008	007
YA11		X	X		008	007
YY67		X	X		008	007
BK53		X	X	X	008	007
GV54		X	X	X	008	007
MA15		X	X	X	008	007
GJ66		X			002	001
L22C		X			002	001
AV60		X			006	003
LR09		X			006	003
GL64		X			008	003
LE02		X			008	003
YP09		X			008	003
LF65		X			002	005
LB11		X			006	005
LC54		X			006	005
LC65		X			006	005
LC67		X			006	005
LD65		X			006	005
T44L		X			006	005
YG07		X			006	005
LS61		X			006	007

Advanced Transport Research	<i>Job Number & Name:</i>	21326 Epsom Hospital
Red Zone	<i>Client:</i>	Mayer Brown
Entry & Exit Locations	<i>Date:</i>	Wednesday 22 May 2019

AJ06		X			008	007
LS11		X			008	007
FE05			X		002	001
EG07			X		006	003
PL05			X		008	003
HV59			X		006	005
WL15				X	002	001
NV10				X	002	003
LB60				X	006	003
BL14				X	008	003
V860				X	002	005
LS14				X	006	005
LJ64				X	008	007



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 21326 Epsom Hospital

Site Number/Name: Red Zone

Client: Mayer Brown

Date: 23/05/2019

Weather: Cloudy, Dry

Comments: None

Job Type: Reg Plates

Co-ordinates: 51°19'34.99"N, 0°16'21.14"W

Postcode: KT18 7JT

Times: 0700-1900



Advanced Transport Research	Job Number & Name:	21326 Epsom Hospital
Red Zone	Client:	Mayer Brown
Entry & Exit Locations	Date:	Thursday 23 May 2019

	0700	1100	1300	1900	Entry	Exit
AK66	X	X	X	X	006	005
HX05	X	X	X		006	005
KN05	X	X	X		006	005
KY61	X	X	X		006	005
L30E	X	X	X		006	005
LC18	X	X	X		006	005
LC68	X	X	X		006	005
LG56	X	X	X		006	005
LG66	X	X	X		006	005
LV09	X	X	X		006	005
NA64	X	X	X		006	005
SN68	X	X	X		006	005
LF57	X	X	X	X	008	007
V6SC	X		X		006	005
LD15	X		X		008	007
V860	X			X	002	005
NG64	X			X	006	005
V728	X			X	006	005
LT66	X			X	008	007
MW08	X			X	008	007
KR57	X				002	003
BJ57	X				006	003
EN11	X				006	003
AE54	X				006	005
GK62	X				006	005
GY11	X				006	005
HK55	X				006	005
PE61	X				006	005
LD08		X	X	X	006	005
GY56		X	X	X	008	007

Advanced Transport Research	<i>Job Number & Name:</i>	21326 Epsom Hospital
Red Zone	<i>Client:</i>	Mayer Brown
Entry & Exit Locations	<i>Date:</i>	Thursday 23 May 2019

LD18		X	X	X	008	007
LF14		X	X	X	008	007
LL16		X	X	X	008	007
SG16		X	X	X	008	007
BL59		X	X		002	001
FL53		X	X		002	001
GU07		X	X		002	001
LS65		X	X		002	003
LV60		X	X		002	003
LX15		X	X		002	003
R12M		X	X		002	003
WN08		X	X		002	003
YA15		X	X		002	003
YE59		X	X		002	003
AB06		X	X		006	003
AV60		X	X		006	003
AY08		X	X		006	003
BN64		X	X		006	003
LF13		X	X		006	003
LJ68		X	X		006	003
LM61		X	X		006	003
LM10		X	X		008	003
LP62		X	X		008	003
LT12		X	X		008	003
RE16		X	X		008	003
RJ57		X	X		008	003
RX68		X	X		008	003
WV04		X	X		008	003
YP09		X	X		008	003
YS60		X	X		008	003
A297		X	X		002	005

Advanced Transport Research	<i>Job Number & Name:</i>	21326 Epsom Hospital
Red Zone	<i>Client:</i>	Mayer Brown
Entry & Exit Locations	<i>Date:</i>	Thursday 23 May 2019

BF14		X	X		002	005
DY68		X	X		002	005
EA62		X	X		002	005
LG17		X	X		002	005
LJ13		X	X		002	005
A14E		X	X		006	005
AU09		X	X		006	005
AX12		X	X		006	005
EK17		X	X		006	005
EO10		X	X		006	005
EU10		X	X		006	005
GL64		X	X		006	005
GY17		X	X		006	005
LC05		X	X		006	005
LC15		X	X		006	005
LC58		X	X		006	005
LC63		X	X		006	005
LC65		X	X		006	005
LC66		X	X		006	005
LD10		X	X		006	005
LD16		X	X		006	005
LD17		X	X		006	005
LD59		X	X		006	005
LD67		X	X		006	005
LD67		X	X		006	005
LD68		X	X		006	005
LF13		X	X		006	005
LF13		X	X		006	005
LF14		X	X		006	005
LF16		X	X		006	005
LF66		X	X		006	005

Advanced Transport Research	Job Number & Name:	21326 Epsom Hospital
Red Zone	Client:	Mayer Brown
Entry & Exit Locations	Date:	Thursday 23 May 2019

LG04		X	X		006	005
LG13		X	X		006	005
LG18		X	X		006	005
LG18		X	X		006	005
LG55		X	X		006	005
LG58		X	X		006	005
LH12		X	X		006	005
LJ14		X	X		006	005
LJ18		X	X		006	005
LL12		X	X		006	005
LN16		X	X		006	005
LO09		X	X		006	005
LP15		X	X		006	005
LR57		X	X		006	005
LR60		X	X		006	005
LX63		X	X		006	005
LX63		X	X		006	005
LX66		X	X		006	005
LY59		X	X		006	005
M16E		X	X		006	005
MF64		X	X		006	005
PK13		X	X		006	005
R25F		X	X		006	005
RK12		X	X		006	005
RV58		X	X		006	005
SC14		X	X		006	005
WM14		X	X		006	005
LF67		X	X		008	005
DN10		X	X		008	007
DU15		X	X		008	007
FL10		X	X		008	007

Advanced Transport Research	Job Number & Name:	21326 Epsom Hospital
Red Zone	Client:	Mayer Brown
Entry & Exit Locations	Date:	Thursday 23 May 2019

GF10		X	X		008	007
GP16		X	X		008	007
HJ62		X	X		008	007
LB11		X	X		008	007
LC13		X	X		008	007
LD15		X	X		008	007
LE16		X	X		008	007
LG61		X	X		008	007
LJ68		X	X		008	007
LR64		X	X		008	007
LY12		X	X		008	007
M13S		X	X		008	007
RO68		X	X		008	007
S8DF		X	X		008	007
YF11		X	X		008	007
J66R		X	X	X	008	007
LG11		X			002	001
FV10		X			006	005
LB17		X			006	005
LH60		X			006	005
LY19		X			002	007
AJ06		X			008	007
LA68		X			008	007
LB66		X			008	007
LD64		X			008	007
YY67		X			008	007
FY58			X		006	005
WU16			X		008	005
BJ04				X	002	001
WF60				X	006	003
DS18				X	006	005

Advanced Transport Research	<i>Job Number & Name:</i>	21326 Epsom Hospital
Red Zone	<i>Client:</i>	Mayer Brown
Entry & Exit Locations	<i>Date:</i>	Thursday 23 May 2019

LB57				X	006	005
LJ17				X	006	005
LS06				X	008	007

APPENDIX J: NTS Data

Table NTS0601a
Average number of trips (trip rates) by age, gender and main mode: England, from 2002

Select gender	All									
Select mode:	All modes									
Trips per person per year										Unweighted sample size (all ages/modes)
	All ages	0-16	17-20	21-29	30-39	40-49	50-59	60-69	70+ individuals	trips (000s)
2002	1,074	942	1,003	1,061	1,232	1,279	1,189	1,084	750	14,369
2003	1,060	972	962	1,056	1,221	1,241	1,138	1,036	740	16,685
2004	1,054	958	995	1,033	1,208	1,209	1,157	1,053	751	16,487
2005	1,070	985	977	1,054	1,212	1,242	1,165	1,063	761	16,956
2006	1,067	967	970	1,059	1,224	1,242	1,156	1,054	772	16,648
2007	998	909	949	970	1,124	1,175	1,056	1,016	741	16,858
2008	1,014	944	887	961	1,159	1,197	1,089	1,003	755	16,360
2009	997	922	919	1,003	1,104	1,139	1,070	996	758	17,299
2010	982	890	879	955	1,110	1,154	1,090	974	730	16,553
2011	972	871	817	966	1,117	1,126	1,033	1,000	753	15,730
2012	971	877	854	896	1,098	1,149	1,057	1,016	750	16,670
2013	943	869	802	908	1,066	1,071	1,015	982	740	16,192
2014	942	862	785	881	1,057	1,106	1,009	997	742	16,491
2015	934	846	800	861	1,044	1,081	1,011	990	774	15,525
2016	954	853	775	872	1,061	1,117	1,051	1,045	777	15,840
2017	975	869	806	915	1,063	1,139	1,086	1,058	793	14,541
2018	986	872	835	906	1,110	1,160	1,054	1,052	853	14,150

Select year	2018									
-------------	------	--	--	--	--	--	--	--	--	--

Trips per person per year									
Main mode	All ages	0-16	17-20	21-29	30-39	40-49	50-59	60-69	70+
All people:									
Walk ¹	262	298	266	255	283	274	239	249	212
Walks of over a mile	64	62	78	72	59	61	74	67	47
Bicycle	17	15	16	17	22	26	18	14	8
Car / van driver	395	-	201	356	554	648	593	541	369
Car / van passenger	207	478	184	130	123	107	127	163	165
Motorcycle	2	-	2	3	1	3	4	3	1
Other private transport ²	7	16	7	2	6	7	3	6	6
Bus in London	15	13	26	19	20	14	9	12	16
Other local bus	33	32	73	34	21	22	19	36	53
Non-local bus	-	-	-	1	-	-	-	1	1
London Underground	11	2	16	27	21	15	7	4	2
Surface Rail	22	7	29	35	45	31	22	13	6
Taxi / minicab	10	8	12	19	10	9	10	8	11
Other public transport ³	3	2	4	8	5	4	3	2	2
All modes	986	872	835	906	1,110	1,160	1,054	1,052	853
Unweighted sample size:									
individuals	14,150	2,890	532	1,266	1,748	1,756	1,942	1,813	2,203
trips (000s)	256	47	8	21	36	38	37	35	34
Males:									
Walk ¹	251	300	265	229	228	231	237	250	244
Walks of over a mile	62	58	82	67	54	51	72	74	58
Bicycle	25	21	29	23	32	35	24	18	17
Car / van driver	416	-	215	345	503	614	626	636	557
Car / van passenger	162	465	139	86	87	70	68	73	78
Motorcycle	4	-	2	6	1	6	7	6	2
Other private transport ²	8	20	11	3	4	9	5	3	6
Bus in London	13	13	27	14	15	13	8	10	17
Other local bus	28	31	66	28	20	12	14	33	45
Non-local bus	-	-	-	-	1	-	-	-	-
London Underground	12	1	20	30	21	19	7	3	4
Surface Rail	24	6	22	33	49	37	26	15	7
Taxi / minicab	10	10	9	19	11	7	9	8	7
Other public transport ³	3	1	4	6	5	4	4	3	2
All modes	956	870	811	821	978	1,056	1,034	1,058	985
Unweighted sample size:									
individuals	6,861	1,483	269	610	813	846	950	885	1,005
trips (000s)	121	24	4	9	15	17	18	17	18
Females:									
Walk ¹	274	295	267	282	337	315	242	249	186
Walks of over a mile	65	68	73	76	63	70	76	61	39
Bicycle	10	9	2	11	12	17	11	10	2
Car / van driver	375	0	186	367	603	682	562	450	213
Car / van passenger	251	493	232	174	158	143	184	249	237
Motorcycle	-	0	1	-	-	-	-	-	0
Other private transport ²	6	12	3	2	7	5	1	9	6
Bus in London	17	14	24	24	25	15	11	15	15
Other local bus	38	33	80	41	23	33	24	38	61
Non-local bus	-	0	1	1	-	-	1	1	1
London Underground	10	3	12	24	22	11	7	4	2
Surface Rail	21	8	37	38	40	26	19	12	5
Taxi / minicab	11	6	14	19	9	10	11	9	14
Other public transport ³	3	2	4	9	4	4	2	2	2
All modes	1,016	875	861	991	1,241	1,260	1,074	1,047	744
Unweighted sample size:									
individuals	7,289	1,407	263	656	935	910	992	928	1,198
trips (000s)	135	23	4	12	21	21	20	18	16

1 There is an apparent under-recording of short walks in 2002 and 2003 and short trips in 2007 and 2008 compared to other years.

2 Mostly private hire bus (including school buses).

3 Air, ferries and light rail.

Data for 2002-2015 have been revised, see publication for details.

The figures in this table are National Statistics.

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.

Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data.

The survey results are subject to sampling error. The error will usually be proportionately larger for sub groups with smaller sample numbers

APPENDIX K: PICADY Output

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM

RELEASE 5.0 (JUNE 2010) (Patch 15 Apr 2011)

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EMAIL: software@trl.co.uk
-----THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTIONRun with file:-
"S:_Planning RG Bristol\Current Jobs\GLEpsom.1\Analysis\Picady\
PICADY - Site Access - Woodcote Green Road (v1 Dec2019).vpi"
(drive-on-the-left) at 14:26:28 on Thursday, 12 December 2019RUN INFORMATION
*****RUN TITLE : Site access / Woodcote Green Road
LOCATION : Epsom
DATE : 12/12/19
CLIENT :
ENUMERATOR : hiorwerth [MBBPC09]
JOB NUMBER : B/GLEpsom.1
STATUS :
DESCRIPTION :MAJOR/MINOR JUNCTION CAPACITY AND DELAY
*****INPUT DATA
-----MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
I
MINOR ROAD (ARM B)ARM A IS Woodcote Green Road (west)
ARM B IS Site access
ARM C IS Woodcote Green Road (east)STREAM LABELLING CONVENTION
-----STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 7.00 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 90.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 16.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 39.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 4.00 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	713.41		0.26		0.10	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I	
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B
I	552.14		0.24		0.10		0.15		0.35

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	626.08		0.23		0.23	I

(NB These values do not allow for any site specific corrections)

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-AC	0.16	7.97	0.021		0.03	0.02	0.3		0.13	I
I	C-AB	0.10	9.04	0.012		0.02	0.01	0.2		0.11	I
I	A-B	0.09									I
I	A-C	5.77									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-AC	0.14	8.35	0.017		0.02	0.02	0.3		0.12	I
I	C-AB	0.09	9.26	0.009		0.01	0.01	0.1		0.11	I
I	A-B	0.08									I
I	A-C	4.83									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.15	0.0
07.30	0.0
07.45	0.0
08.00	0.0
08.15	0.0
08.30	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
07.15	0.0
07.30	0.0
07.45	0.0
08.00	0.0
08.15	0.0
08.30	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-AC	I	15.1	I	2.0	I	2.0	I
I	C-AB	I	9.6	I	1.1	I	1.1	I
I	A-B	I	8.3	I		I		I
I	A-C	I	529.9	I		I		I
I	ALL	I	1157.6	I	3.1	I	3.1	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	713.41	0.26	0.10	I

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	552.14	0.24	0.10	0.15	0.35	I

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	626.08	0.23	0.23	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-AC	0.28	8.71	0.032		0.04	0.03	0.5		0.12	I
I	C-AB	0.11	9.17	0.012		0.02	0.01	0.2		0.11	I
I	A-B	0.15									I
I	A-C	5.23									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING * * DELAY *	I	* INCLUSIVE QUEUEING * * DELAY *	I
I		I	(VEH)	I	(VEH/H)	I	(MIN)	I
I		I	(VEH)	I	(MIN/VEH)	I	(MIN)	I
I	B-AC	I	30.3	I	20.2	I	3.8	I
I	C-AB	I	12.4	I	8.3	I	1.4	I
I	A-B	I	16.5	I	11.0	I		I
I	A-C	I	574.0	I	382.6	I		I
I	ALL	I	1076.4	I	717.6	I	5.2	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

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STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

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GEOMETRIC DATA

DATA ITEM		MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I (W)	7.20 M.
CENTRAL RESERVE WIDTH	I (WCR)	0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	I (WC-B)	3.60 M.
- VISIBILITY	I (VC-B)	150.00 M.
- BLOCKS TRAFFIC (SPACES)	I	YES (6)
MINOR ROAD - VISIBILITY TO LEFT	I (VB-C)	25.0 M.
- VISIBILITY TO RIGHT	I (VB-A)	70.0 M.
- LANE 1 WIDTH	I (WB-C)	-
- LANE 2 WIDTH	I (WB-A)	-
WIDTH AT 0 M FROM JUNCTION	I	7.20 M.
WIDTH AT 5 M FROM JUNCTION	I	5.90 M.
WIDTH AT 10 M FROM JUNCTION	I	4.60 M.
WIDTH AT 15 M FROM JUNCTION	I	3.90 M.
WIDTH AT 20 M FROM JUNCTION	I	3.30 M.
- LENGTH OF FLARED SECTION	I DERIVED:	1 PCU

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For Stream B-C	Slope For Stream A-C	Opposing Stream A-B
0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For Stream B-A	Slope For Stream A-C	Opposing Stream A-B	Slope For Stream C-A	Opposing Stream C-B
0.00	0.00	0.00	0.00	0.00

* Due to the presence of a flare, data is not available

Intercept For Stream C-B	Slope For Stream A-C	Opposing Stream A-B
761.52	0.28	0.28

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: AM 2019 Observed

TIME PERIOD BEGINS 07.00 AND ENDS 08.30

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	TOP OF PEAK IS REACHED	FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	AT TOP OF PEAK	AFTER PEAK
A	15.00	45.00	75.00	10.19	15.28	10.19
B	15.00	45.00	75.00	4.11	6.17	4.11
C	15.00	45.00	75.00	12.73	19.09	12.73

Demand set: AM 2019 Observed

TIME		TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)					
FROM/TO	ARM	A	B	C	A	B	C
07.00 - 08.30	ARM A	0.000	0.065	0.935	0.0	53.0	762.0
		(0.0)	(9.0)	(2.0)			
	ARM B	0.058	0.000	0.942	19.0	0.0	310.0
		(16.0)	(0.0)	(2.0)			
	ARM C	0.776	0.224	0.000	790.0	228.0	0.0
		(3.0)	(1.0)	(0.0)			

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET AM 2019 Observed
AND FOR TIME PERIOD 1

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	07.00-07.15										I
I	B-C	3.89	9.38	0.415		0.00	0.69	9.8		0.18	I
I	B-A	0.24	2.62	0.091		0.00	0.10	1.3		0.42	I
I	C-AB	2.86	9.67	0.296		0.00	0.42	6.1		0.15	I
I	A-B	0.67									I
I	A-C	9.56									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	07.15-07.30										I
I	B-C	4.64	8.70	0.534		0.69	1.11	15.7		0.24	I
I	B-A	0.28	1.87	0.152		0.10	0.17	2.4		0.63	I
I	C-AB	3.42	9.10	0.375		0.42	0.59	8.9		0.18	I
I	A-B	0.79									I
I	A-C	11.42									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	07.30-07.45										I
I	B-C	5.69	7.35	0.774		1.11	2.96	38.0		0.53	I
I	B-A	0.35	0.82	0.423		0.17	0.60	7.4		1.90	I
I	C-AB	4.18	8.32	0.503		0.59	1.00	14.9		0.24	I
I	A-B	0.97									I
I	A-C	13.98									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	07.45-08.00										I
I	B-C	5.69	7.22	0.788		2.96	3.34	47.9		0.62	I
I	B-A	0.35	0.78	0.447		0.60	0.70	9.9		2.23	I
I	C-AB	4.18	8.32	0.503		1.00	1.02	15.5		0.24	I
I	A-B	0.97									I
I	A-C	13.98									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-C	4.64	8.63	0.538		3.34	1.21	20.3		0.27	I
I	B-A	0.28	1.82	0.156		0.70	0.19	3.4		0.68	I
I	C-AB	3.42	9.10	0.375		1.02	0.61	9.3		0.18	I
I	A-B	0.79									I
I	A-C	11.42									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-C	3.89	9.37	0.415		1.21	0.72	11.4		0.18	I
I	B-A	0.24	2.60	0.092		0.19	0.10	1.7		0.43	I
I	C-AB	2.86	9.67	0.296		0.61	0.43	6.4		0.15	I
I	A-B	0.67									I
I	A-C	9.56									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.15	0.7	*
07.30	1.1	*
07.45	3.0	***
08.00	3.3	***
08.15	1.2	*
08.30	0.7	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.15	0.1	
07.30	0.2	
07.45	0.6	*
08.00	0.7	*
08.15	0.2	
08.30	0.1	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.15	0.4	
07.30	0.6	*
07.45	1.0	*
08.00	1.0	*
08.15	0.6	*
08.30	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING	*	I	* INCLUSIVE	QUEUEING	*	I
I		I			I	* DELAY	*	I	* DELAY	*	I	I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I	I
I	B-C	I	426.7	I 284.5	I	143.1	I 0.34	I	143.1	I 0.34	I	I
I	B-A	I	26.2	I 17.4	I	26.2	I 1.00	I	26.2	I 1.00	I	I
I	C-AB	I	313.8	I 209.2	I	61.2	I 0.19	I	61.2	I 0.20	I	I
I	A-B	I	73.0	I 48.6	I		I	I		I	I	I
I	A-C	I	1048.8	I 699.2	I		I	I		I	I	I
I	ALL	I	2975.8	I 1983.9	I	230.5	I 0.08	I	230.5	I 0.08	I	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	761.52		0.28		0.28	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I		I			I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: PM 2019 Observed

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

			NUMBER OF	MINUTES FROM	START WHEN	RATE OF FLOW (VEH/MIN)		
ARM		I	FLOW STARTS	I TOP	I FLOW	I BEFORE	I AT TOP	I AFTER
		I	TO RISE	I IS	REACHED	PEAK	OF PEAK	PEAK
		I		I		I	I	I
ARM A	I		15.00	I	45.00	I	8.27	I 12.41
ARM B	I		15.00	I	45.00	I	2.81	I 4.22
ARM C	I		15.00	I	45.00	I	12.27	I 18.41

Demand set: PM 2019 Observed

TIME	TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)						
	FROM/TO	ARM	A	ARM	B	ARM	C
16.45 - 18.15	ARM A		0.000	0.100	0.900		
			0.0	66.0	596.0		
			(0.0)	(6.0)	(3.0)		
	ARM B		0.053	0.000	0.947		
			12.0	0.0	213.0		
			(0.0)	(0.0)	(1.0)		
	ARM C		0.697	0.303	0.000		
			684.0	298.0	0.0		
			(2.0)	(0.0)	(0.0)		

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET PM 2019 Observed
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	2.67	10.15	0.263		0.00	0.35	5.1		0.13
B-A	0.15	3.49	0.043		0.00	0.04	0.6		0.30
C-AB	3.74	10.29	0.363		0.00	0.56	8.3		0.15
A-B	0.83								
A-C	7.48								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	3.19	9.66	0.330		0.35	0.49	7.1		0.15
B-A	0.18	2.77	0.065		0.07	0.07	1.0		0.39
C-AB	4.46	9.83	0.454		0.56	0.82	12.3		0.19
A-B	0.99								
A-C	8.93								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	3.91	8.92	0.438		0.49	0.76	10.9		0.20
B-A	0.22	1.79	0.123		0.13	0.13	1.9		0.63
C-AB	5.47	9.18	0.596		0.82	1.49	21.8		0.26
A-B	1.21								
A-C	10.94								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	3.91	8.91	0.439		0.76	0.77	11.5		0.20
B-A	0.22	1.77	0.124		0.14	0.14	2.0		0.64
C-AB	5.47	9.18	0.596		1.49	1.52	23.3		0.27
A-B	1.21								
A-C	10.94								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	3.19	9.65	0.331		0.77	0.50	7.8		0.16
B-A	0.18	2.76	0.065		0.14	0.07	1.2		0.39
C-AB	4.46	9.83	0.454		1.52	0.86	13.1		0.19
A-B	0.99								
A-C	8.93								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	2.67	10.14	0.264		0.50	0.36	5.6		0.13
B-A	0.15	3.48	0.043		0.07	0.05	0.7		0.30
C-AB	3.74	10.29	0.363		0.86	0.58	8.8		0.15
A-B	0.83								
A-C	7.48								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C		
TIME	NO. OF	
SEGMENT	VEHICLES	
ENDING	IN QUEUE	
17.00	0.4	
17.15	0.5	
17.30	0.8	*
17.45	0.8	*
18.00	0.5	*
18.15	0.4	

QUEUE FOR STREAM B-A		
TIME	NO. OF	
SEGMENT	VEHICLES	
ENDING	IN QUEUE	
17.00	0.0	
17.15	0.1	
17.30	0.1	
17.45	0.1	
18.00	0.1	
18.15	0.0	

QUEUE FOR STREAM C-AB		
TIME	NO. OF	
SEGMENT	VEHICLES	
ENDING	IN QUEUE	
17.00	0.6	*
17.15	0.8	*
17.30	1.5	*
17.45	1.5	**
18.00	0.9	*
18.15	0.6	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD											
I	STREAM	I	TOTAL DEMAND	I	* QUEUEING	*	I	* INCLUSIVE QUEUEING	*	I	
I		I		I	* DELAY	*	I	* DELAY	*	I	
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	293.2	I	195.5	I	48.0	I	0.16	I	
I	B-A	I	16.5	I	11.0	I	7.4	I	0.45	I	
I	C-AB	I	410.2	I	273.4	I	87.6	I	0.21	I	
I	A-B	I	90.8	I	60.6	I		I		I	
I	A-C	I	820.3	I	546.9	I		I		I	
I	ALL	I	2572.5	I	1715.0	I	143.0	I	0.06	I	

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT
(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		0.00		0.00		0.00			I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	C-B	STREAM	C-B	I
I		0.00		0.00		0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		761.52		0.28		0.28			I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA				

I	ARM	I	FLOW SCALE(%)	I

I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: AM 2025 Base

TIME PERIOD BEGINS 07.00 AND ENDS 08.30

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-C	4.19	9.10	0.460		1.85	0.87	14.0		0.21	I
I	B-A	0.25	2.30	0.109		0.37	0.13	2.1		0.50	I
I	C-AB	3.09	9.44	0.327		0.74	0.49	7.5		0.16	I
I	A-B	0.72									I
I	A-C	10.30									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.15	0.8	*
07.30	1.4	*
07.45	8.8	*****
08.00	16.9	*****
08.15	1.8	**
08.30	0.9	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.15	0.1	
07.30	0.2	
07.45	1.9	**
08.00	2.4	**
08.15	0.4	
08.30	0.1	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.15	0.5	
07.30	0.7	*
07.45	1.3	*
08.00	1.3	*
08.15	0.7	*
08.30	0.5	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I	I	I	I	I	* DELAY *	I	* DELAY *	I
I	I	I	(VEH)	I	(MIN)	I	(MIN)	I
I	I	I	(VEH/H)	I	(MIN/VEH)	I	(MIN/VEH)	I
I	B-C	I	459.7	I	306.5	I	406.5	I
I	B-A	I	27.5	I	18.4	I	67.6	I
I	C-AB	I	338.6	I	225.7	I	76.1	I
I	A-B	I	78.5	I	52.3	I		I
I	A-C	I	1130.0	I	753.4	I		I
I	ALL	I	3205.7	I	2137.1	I	550.3	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	761.52		0.28		0.28	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-C	3.45	9.40	0.367		0.97	0.59	9.2		0.17	I
I	B-A	0.19	2.40	0.081		0.21	0.09	1.5		0.46	I
I	C-AB	4.81	9.60	0.501		2.11	1.05	16.2		0.22	I
I	A-B	1.06									I
I	A-C	9.63									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	2.89	9.95	0.290		0.59	0.41	6.4		0.14	I
I	B-A	0.16	3.19	0.051		0.09	0.06	0.9		0.33	I
I	C-AB	4.03	10.10	0.399		1.05	0.68	10.3		0.17	I
I	A-B	0.89									I
I	A-C	8.07									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM	B-C
TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.4
17.15	0.6 *
17.30	1.0 *
17.45	1.0 *
18.00	0.6 *
18.15	0.4

QUEUE FOR STREAM	B-A
TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

QUEUE FOR STREAM	C-AB
TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.7 *
17.15	1.0 *
17.30	2.0 **
17.45	2.1 **
18.00	1.1 *
18.15	0.7 *

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING	*	I	* INCLUSIVE	QUEUEING	*	I
I		I			I	* DELAY	*	I	* DELAY	*	*	I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I	I
I	B-C	I	316.6	I 211.1	I	57.6	I 0.18	I	57.6	I 0.18	I	I
I	B-A	I	17.9	I 11.9	I	10.0	I 0.56	I	10.0	I 0.56	I	I
I	C-AB	I	441.8	I 294.6	I	112.6	I 0.25	I	112.6	I 0.25	I	I
I	A-B	I	97.7	I 65.2	I		I	I		I	I	I
I	A-C	I	885.0	I 590.0	I		I	I		I	I	I
I	ALL	I	2774.9	I 1849.9	I	180.2	I 0.06	I	180.2	I 0.06	I	I

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 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-C	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	C-B	STREAM	C-B	I
I		0.00		0.00		0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept	For	Slope	For	Opposing	Slope	For	Opposing	I
I	STREAM	C-B	STREAM	A-C	STREAM	A-B	STREAM	A-B	I
I		761.52		0.28		0.28		0.28	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100	I	I
I	B	I	100	I	I
I	C	I	100	I	I

Demand set: AM 2025 Forecast

TIME PERIOD BEGINS 07.00 AND ENDS 08.30

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF	MINUTES FROM	START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I TOP OF PEAK	I FLOW STOPS	I BEFORE	I AT TOP	I AFTER
I		I	TO RISE	I IS REACHED	I FALLING	I PEAK	I OF PEAK	I PEAK
I		I		I	I	I	I	I
I	ARM A	I	15.00	I 45.00	I 75.00	I 11.02	I 16.54	I 11.02
I	ARM B	I	15.00	I 45.00	I 75.00	I 4.45	I 6.67	I 4.45
I	ARM C	I	15.00	I 45.00	I 75.00	I 13.79	I 20.68	I 13.79

Demand set: AM 2025 Forecast

I		I	TURNING PROPORTIONS	I
I		I	TURNING COUNTS	I
I		I	(PERCENTAGE OF H.V.S)	I
I	TIME	I	FROM/TO	I
I		I	ARM	I
I		I	A	I
I		I	B	I
I		I	C	I
I	07.00 - 08.30	I		I
I		I	ARM A	I
I		I	0.000	I 0.065
I		I	0.0	I 57.0
I		I	(0.0)	I (9.0)
I		I		I (2.0)
I		I		I
I		I	ARM B	I
I		I	0.056	I 0.000
I		I	20.0	I 0.0
I		I	(16.0)	I (0.0)
I		I		I (2.0)
I		I		I
I		I	ARM C	I
I		I	0.793	I 0.207
I		I	875.0	I 228.0
I		I	(3.0)	I (1.0)
I		I		I (0.0)
I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET AM 2025 Forecast
 AND FOR TIME PERIOD 1

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	07.00-07.15										I
I	B-C	4.22	9.12	0.462		0.00	0.84	11.8		0.20	I
I	B-A	0.25	2.34	0.107		0.00	0.12	1.6		0.48	I
I	C-AB	2.86	9.43	0.303		0.00	0.43	6.4		0.15	I
I	A-B	0.72									I
I	A-C	10.35									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	07.15-07.30										I
I	B-C	5.03	8.33	0.604		0.84	1.46	20.3		0.30	I
I	B-A	0.30	1.51	0.198		0.12	0.23	3.2		0.82	I
I	C-AB	3.42	8.82	0.387		0.43	0.62	9.3		0.18	I
I	A-B	0.85									I
I	A-C	12.36									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	07.30-07.45										I
I	B-C	6.17	6.23	0.989		1.46	8.85	90.3		1.27	I
I	B-A	0.37	0.38	0.964		0.23	1.88	18.2		6.04	I
I	C-AB	4.18	7.98	0.525		0.62	1.10	16.3		0.26	I
I	A-B	1.05									I
I	A-C	15.14									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	07.45-08.00										I
I	B-C	6.17	5.80	1.063		8.85	16.79	194.7		2.57	I
I	B-A	0.37	0.42	0.869		1.88	2.42	32.5		6.70	I
I	C-AB	4.18	7.98	0.525		1.10	1.13	17.2		0.26	I
I	A-B	1.05									I
I	A-C	15.14									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.00-08.15										I
I	B-C	5.03	7.93	0.635		16.79	1.88	75.1		0.76	I
I	B-A	0.30	1.19	0.251		2.42	0.37	9.9		1.49	I
I	C-AB	3.42	8.82	0.387		1.13	0.65	9.9		0.19	I
I	A-B	0.85									I
I	A-C	12.36									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.15-08.30										I
I	B-C	4.22	9.09	0.464		1.88	0.89	14.2		0.21	I
I	B-A	0.25	2.31	0.109		0.37	0.13	2.1		0.49	I
I	C-AB	2.86	9.43	0.303		0.65	0.44	6.7		0.15	I
I	A-B	0.72									I
I	A-C	10.35									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.15	0.8	*
07.30	1.5	*
07.45	8.8	*****
08.00	16.8	*****
08.15	1.9	**
08.30	0.9	*

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.15	0.1	
07.30	0.2	
07.45	1.9	**
08.00	2.4	**
08.15	0.4	
08.30	0.1	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
07.15	0.4	
07.30	0.6	*
07.45	1.1	*
08.00	1.1	*
08.15	0.6	*
08.30	0.4	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING	*	I	* INCLUSIVE	QUEUEING	*	I
I		I			I	* DELAY	*	I	* DELAY	*	I	I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I	I
I	B-C	I	462.5	I 308.3	I	406.4	I 0.88	I	406.4	I 0.88	I	I
I	B-A	I	27.5	I 18.4	I	67.5	I 2.45	I	67.5	I 2.45	I	I
I	C-AB	I	313.8	I 209.2	I	65.7	I 0.21	I	65.7	I 0.21	I	I
I	A-B	I	78.5	I 52.3	I	I	I	I	I	I	I	I
I	A-C	I	1135.6	I 757.0	I	I	I	I	I	I	I	I
I	ALL	I	3222.2	I 2148.1	I	539.5	I 0.17	I	539.6	I 0.17	I	I

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 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
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 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	761.52		0.28		0.28	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I		I			I
I	A	I	100	I	I
I	B	I	100	I	I
I	C	I	100	I	I

Demand set: PM 2025 Forecast

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

			NUMBER OF	MINUTES FROM	START WHEN		RATE OF FLOW (VEH/MIN)	
ARM		I	FLOW STARTS	I TOP	I FLOW	I	BEFORE	I
		I	TO RISE	I IS	PEAK	STOP	I	I
		I		REACHED	FALLING		PEAK	AT PEAK
		I						I AFTER
		I						PEAK
ARM A	I		15.00	I	45.00	I	9.19	I 13.78
ARM B	I		15.00	I	45.00	I	2.89	I 4.33
ARM C	I		15.00	I	45.00	I	13.39	I 20.08
								I 13.39

Demand set: PM 2025 Forecast

TIME	TURNING PROPORTIONS TURNING COUNTS (PERCENTAGE OF H.V.S)						
	FROM/TO	ARM	A	ARM	B	ARM	C
16.45 - 18.15	ARM A		0.000	0.097	0.903		
			0.0	71.0	664.0		
			(0.0)	(6.0)	(3.0)		
	ARM B		0.056	0.000	0.944		
			13.0	0.0	218.0		
			(0.0)	(0.0)	(1.0)		
	ARM C		0.690	0.310	0.000		
			739.0	332.0	0.0		
			(2.0)	(0.0)	(0.0)		

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR DEMAND SET PM 2025 Forecast
AND FOR TIME PERIOD 2

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-C	2.74	9.87	0.277		0.00	0.38	5.4		0.14
B-A	0.16	3.13	0.052		0.00	0.05	0.8		0.34
C-AB	4.17	10.03	0.415		0.00	0.70	10.3		0.17
A-B	0.89								
A-C	8.33								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-C	3.27	9.32	0.351		0.38	0.53	7.7		0.16
B-A	0.19	2.34	0.083		0.05	0.09	1.2		0.46
C-AB	4.97	9.51	0.523		0.70	1.09	16.2		0.22
A-B	1.06								
A-C	9.95								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-C	4.00	8.37	0.478		0.53	0.89	12.6		0.23
B-A	0.24	1.27	0.188		0.09	0.21	2.9		0.95
C-AB	6.09	8.80	0.693		1.09	2.38	33.8		0.35
A-B	1.30								
A-C	12.18								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	4.00	8.34	0.480		0.89	0.91	13.5		0.23
B-A	0.24	1.25	0.191		0.21	0.23	3.3		0.99
C-AB	6.09	8.80	0.693		2.38	2.49	38.5		0.37
A-B	1.30								
A-C	12.18								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	3.27	9.30	0.351		0.91	0.55	8.6		0.17
B-A	0.19	2.31	0.084		0.23	0.10	1.6		0.48
C-AB	4.97	9.51	0.523		2.49	1.16	17.9		0.23
A-B	1.06								
A-C	9.95								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	2.74	9.87	0.277		0.55	0.39	6.0		0.14
B-A	0.16	3.11	0.052		0.10	0.06	0.9		0.34
C-AB	4.17	10.03	0.415		1.16	0.73	11.0		0.17
A-B	0.89								
A-C	8.33								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.4	
17.15	0.5	*
17.30	0.9	*
17.45	0.9	*
18.00	0.6	*
18.15	0.4	

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.1	
17.15	0.1	
17.30	0.2	
17.45	0.2	
18.00	0.1	
18.15	0.1	

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	1.1	*
17.30	2.4	**
17.45	2.5	**
18.00	1.2	*
18.15	0.7	*

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I		I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	300.1	I 200.0	I	53.9	I 0.18	I
I	B-A	I	17.9	I 11.9	I	10.7	I 0.60	I
I	C-AB	I	457.0	I 304.6	I	127.8	I 0.28	I
I	A-B	I	97.7	I 65.2	I		I	I
I	A-C	I	913.9	I 609.3	I		I	I
I	ALL	I	2803.8	I 1869.2	I	192.3	I 0.07	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

APPENDIX L: LINSIG Output

Project and User Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	LinSig- Dorking Road - Woodcote Road (v1 Dec2019).lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 2, 40, 0

Network Summary

Scenario 1: 'AM 2019 observed' (FG1: 'AM 2019 Observed', Plan 1: 'Network Control Plan 1')

Total Network Delay: 17.74 pcuHr
Worst PRC: 10.26 % (On Lane 2/1)

Scenario 2: 'AM 2025 Base' (FG2: 'AM 2025 Base', Plan 1: 'Network Control Plan 1')

Total Network Delay: 22.17 pcuHr
Worst PRC: 2.46 % (On Lane 2/1)

Scenario 3: 'AM 2025 forecast' (FG3: 'AM 2025 Forecast', Plan 1: 'Network Control Plan 1')

Total Network Delay: 21.99 pcuHr
Worst PRC: 2.28 % (On Lane 1/1)

Scenario 4: 'PM 2019 Observed' (FG4: 'PM 2019 Observed', Plan 1: 'Network Control Plan 1')

Total Network Delay: 13.46 pcuHr
Worst PRC: 23.97 % (On Lane 1/1)

Scenario 5: 'PM 2025 Base' (FG5: 'PM 2025 Base', Plan 1: 'Network Control Plan 1')

Total Network Delay: 16.20 pcuHr
Worst PRC: 15.06 % (On Lane 1/1)

Scenario 6: 'PM 2025 Forecast' (FG6: 'PM 2025 Forecast', Plan 1: 'Network Control Plan 1')

Total Network Delay: 13.48 pcuHr
Worst PRC: 21.15 % (On Lane 1/1)

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic	A	7	7
B	Traffic		7	7
C	Ind. Arrow		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		6	6

Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	-	8	10	-
	B	-		5	8	8	-
	C	-	7		5	10	-
	D	5	5	5		-	5
	E	0	0	0	-		-
	F	-	-	-	0	-	

Phase Delays

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

Phases in Stage

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

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/2 (Dorking Road (southwest))	5/1 (Right)	1439	0	1/1	1.09	All	3.00	-	0.50	3	3.00

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Dorking Road (northeast))	U	B	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 5 Left	24.00
2/1 (Woodcote Road (south))	U	D	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 6 Ahead	Inf
3/1 (Dorking Road (southwest))	U	A	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 4 Right	14.00
3/2 (Dorking Road (southwest))	O	A C	2	3	7.0	Geom	-	2.70	0.00	Y	Arm 6 Left	11.00
4/1	U		2	3	60.0	Inf	-	-	-	-	Arm 4 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	Arm 5 Right	8.00
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2019 Observed'	07:15	08:15	01:00	

Scenario 1: 'AM 2019 observed' (FG1: 'AM 2019 Observed', Plan 1: 'Network Control Plan 1')

Stage Timings

Stage	1	2	3
Duration	69	7	24
Change Point	0	74	86

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	81.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.6%
1/1	Dorking Road (northeast) Left Ahead	U	N/A	N/A	B		1	69	-	961	2021	1179	81.5%
2/1	Woodcote Road (south) Right Left	U	N/A	N/A	D		1	26	-	326	1775	399	81.6%
3/1+3/2	Dorking Road (southwest) Ahead Right	U+O	N/A	N/A	A	C	1	81	7	849	1885:1587	1299	65.4%
4/1		U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	211	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1041	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	78	26	3	11.6	5.2	0.9	17.7	-	-	-	-
Unnamed Junction	-	-	78	26	3	11.6	5.2	0.9	17.7	-	-	-	-
1/1	961	961	-	-	-	5.3	2.2	-	7.5	28.0	25.4	2.2	27.5
2/1	326	326	-	-	-	4.0	2.1	-	6.1	67.3	10.2	2.1	12.3
3/1+3/2	849	849	78	26	3	2.3	0.9	0.9	4.2	17.7	14.3	0.9	15.3
4/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1041	1041	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 10.3 PRC Over All Lanes (%): 10.3 Total Delay for Signalled Lanes (pcuHr): 17.74 Total Delay Over All Lanes (pcuHr): 17.74 Cycle Time (s): 120													

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
2: 'AM 2025 Base'	07:15	08:15	01:00	

Scenario 2: 'AM 2025 Base' (FG2: 'AM 2025 Base', Plan 1: 'Network Control Plan 1')

Stage Timings

Stage	1	2	3
Duration	69	7	24
Change Point	0	74	86

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	87.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	87.8%
1/1	Dorking Road (northeast) Left Ahead	U	N/A	N/A	B		1	69	-	1035	2021	1179	87.8%
2/1	Woodcote Road (south) Right Left	U	N/A	N/A	D		1	26	-	351	1776	400	87.8%
3/1+3/2	Dorking Road (southwest) Ahead Right	U+O	N/A	N/A	A	C	1	81	7	915	1885:1587	1299	70.4%
4/1		U	N/A	N/A	-		-	-	-	953	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1121	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	44	68	3	13.2	7.8	1.2	22.2	-	-	-	-
Unnamed Junction	-	-	44	68	3	13.2	7.8	1.2	22.2	-	-	-	-
1/1	1035	1035	-	-	-	6.1	3.4	-	9.6	33.3	29.3	3.4	32.8
2/1	351	351	-	-	-	4.4	3.2	-	7.6	77.7	11.2	3.2	14.4
3/1+3/2	915	915	44	68	3	2.7	1.2	1.2	5.0	19.8	16.8	1.2	18.0
4/1	953	953	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1121	1121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 2.5 Total Delay for Signalled Lanes (pcuHr): 22.17 Cycle Time (s): 120 PRC Over All Lanes (%): 2.5 Total Delay Over All Lanes(pcuHr): 22.17													

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
3: 'AM 2025 Forecast'	07:15	08:15	01:00	

Scenario 3: 'AM 2025 forecast' (FG3: 'AM 2025 Forecast', Plan 1: 'Network Control Plan 1')

Stage Timings

Stage	1	2	3
Duration	69	7	24
Change Point	0	74	86

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	88.0%
1/1	Dorking Road (northeast) Left Ahead	U	N/A	N/A	B		1	69	-	1042	2030	1184	88.0%
2/1	Woodcote Road (south) Right Left	U	N/A	N/A	D		1	26	-	345	1775	399	86.4%
3/1+3/2	Dorking Road (southwest) Ahead Right	U+O	N/A	N/A	A	C	1	81	7	926	1885:1587	1299	71.3%
4/1		U	N/A	N/A	-		-	-	-	958	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1202	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	43	69	3	13.2	7.6	1.2	22.0	-	-	-	-
Unnamed Junction	-	-	43	69	3	13.2	7.6	1.2	22.0	-	-	-	-
1/1	1042	1042	-	-	-	6.2	3.5	-	9.7	33.5	29.5	3.5	33.0
2/1	345	345	-	-	-	4.3	2.9	-	7.2	74.7	11.0	2.9	13.9
3/1+3/2	926	926	43	69	3	2.8	1.2	1.2	5.1	20.0	17.3	1.2	18.5
4/1	958	958	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1202	1202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 2.3 PRC Over All Lanes (%): 2.3 Total Delay for Signalled Lanes (pcuHr): 21.99 Total Delay Over All Lanes (pcuHr): 21.99 Cycle Time (s): 120													

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
4: 'PM 2019 Observed'	17:00	18:00	01:00	

Scenario 4: 'PM 2019 Observed' (FG4: 'PM 2019 Observed', Plan 1: 'Network Control Plan 1')

Stage Timings

Stage	1	2	3
Duration	77	7	20
Change Point	0	82	94

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	72.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.6%
1/1	Dorking Road (northeast) Left Ahead	U	N/A	N/A	B		1	77	-	917	2008	1263	72.6%
2/1	Woodcote Road (south) Right Left	U	N/A	N/A	D		1	22	-	233	1785	331	70.4%
3/1+3/2	Dorking Road (southwest) Ahead Right	U+O	N/A	N/A	A	C	1	89	7	905	1885:1587	1379	65.6%
4/1		U	N/A	N/A	-		-	-	-	905	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	132	12	4	9.0	3.4	1.0	13.5	-	-	-	-
Unnamed Junction	-	-	132	12	4	9.0	3.4	1.0	13.5	-	-	-	-
1/1	917	917	-	-	-	4.0	1.3	-	5.3	20.9	21.4	1.3	22.7
2/1	233	233	-	-	-	3.1	1.2	-	4.2	65.2	7.5	1.2	8.7
3/1+3/2	905	905	132	12	4	2.0	1.0	1.0	3.9	15.6	13.7	1.0	14.7
4/1	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 24.0 Total Delay for Signalled Lanes (pcuHr): 13.46 Cycle Time (s): 124 PRC Over All Lanes (%): 24.0 Total Delay Over All Lanes(pcuHr): 13.46													

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
5: 'PM 2025 Base'	17:00	18:00	01:00	

Scenario 5: 'PM 2025 Base' (FG5: 'PM 2025 Base', Plan 1: 'Network Control Plan 1')**Stage Timings**

Stage	1	2	3
Duration	77	7	20
Change Point	0	82	94

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	78.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.2%
1/1	Dorking Road (northeast) Left Ahead	U	N/A	N/A	B		1	77	-	988	2008	1263	78.2%
2/1	Woodcote Road (south) Right Left	U	N/A	N/A	D		1	22	-	252	1785	331	76.1%
3/1+3/2	Dorking Road (southwest) Ahead Right	U+O	N/A	N/A	A	C	1	89	7	976	1885:1587	1379	70.8%
4/1		U	N/A	N/A	-		-	-	-	976	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	868	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	96	60	4	10.3	4.5	1.4	16.2	-	-	-	-
Unnamed Junction	-	-	96	60	4	10.3	4.5	1.4	16.2	-	-	-	-
1/1	988	988	-	-	-	4.6	1.8	-	6.4	23.3	24.7	1.8	26.5
2/1	252	252	-	-	-	3.4	1.5	-	4.9	69.8	8.2	1.5	9.7
3/1+3/2	976	976	96	60	4	2.3	1.2	1.4	4.9	18.2	16.2	1.2	17.5
4/1	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	868	868	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 15.1 PRC Over All Lanes (%): 15.1 Total Delay for Signalled Lanes (pcuHr): 16.20 Total Delay Over All Lanes (pcuHr): 16.20 Cycle Time (s): 124													

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
6: 'PM 2025 Forecast'	17:00	18:00	01:00	

Scenario 6: 'PM 2025 Forecast' (FG6: 'PM 2025 Forecast', Plan 1: 'Network Control Plan 1')

Stage Timings

Stage	1	2	3
Duration	82	7	15
Change Point	0	87	99

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	74.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	74.3%
1/1	Dorking Road (northeast) Left Ahead	U	N/A	N/A	B		1	82	-	998	2007	1343	74.3%
2/1	Woodcote Road (south) Right Left	U	N/A	N/A	D		1	17	-	184	1778	258	71.3%
3/1+3/2	Dorking Road (southwest) Ahead Right	U+O	N/A	N/A	A	C	1	94	7	1056	1885:1587	1452	72.7%
4/1		U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	869	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	119	37	4	8.3	4.0	1.3	13.5	-	-	-	-
Unnamed Junction	-	-	119	37	4	8.3	4.0	1.3	13.5	-	-	-	-
1/1	998	998	-	-	-	3.7	1.4	-	5.2	18.7	22.5	1.4	23.9
2/1	184	184	-	-	-	2.6	1.2	-	3.8	74.1	6.0	1.2	7.2
3/1+3/2	1056	1056	119	37	4	1.9	1.3	1.3	4.5	15.4	16.3	1.3	17.7
4/1	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 21.1 PRC Over All Lanes (%): 21.1 Total Delay for Signalled Lanes (pcuHr): 13.48 Total Delay Over All Lanes (pcuHr): 13.48 Cycle Time (s): 124													

Project and User Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Linsig - A24 - Ashley Avenue (v1 Dec2019).lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 2, 40, 0

Network Summary

Scenario 1: 'AM 2019 Obs' (FG1: 'AM 2019 Observed ', Plan 1: 'Network Control Plan 1')

Total Network Delay: 14.49 pcuHr
Worst PRC: 54.32 % (On Lane 3/1)

Scenario 2: 'AM 2025 Base' (FG2: 'AM 2025 Base', Plan 1: 'Network Control Plan 1')

Total Network Delay: 16.19 pcuHr
Worst PRC: 43.12 % (On Lane 3/1)

Scenario 3: 'AM 2025 Fore' (FG3: 'AM 2025 forecast', Plan 1: 'Network Control Plan 1')

Total Network Delay: 16.31 pcuHr
Worst PRC: 42.11 % (On Lane 1/1)

Scenario 4: 'PM 2019 Obs' (FG4: 'PM 2019 Observed', Plan 1: 'Network Control Plan 1')

Total Network Delay: 16.68 pcuHr
Worst PRC: 52.41 % (On Lane 2/1)

Scenario 5: 'PM 2025 Base' (FG5: 'PM 2025 Base', Plan 1: 'Network Control Plan 1')

Total Network Delay: 18.73 pcuHr
Worst PRC: 41.35 % (On Lane 2/1)

Scenario 6: 'PM 2025 Fore' (FG6: 'PM 2025 forecast', Plan 1: 'Network Control Plan 1')

Total Network Delay: 18.91 pcuHr
Worst PRC: 39.62 % (On Lane 2/1)

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7

Phase Intergreens Matrix

Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A	-	-	-	5	-	5	-	-	-
	B	-	-	5	6	8	8	5	-	-
	C	-	5	-	5	-	8	5	-	-
	D	5	6	5	-	-	-	5	-	-
	E	-	5	-	-	-	-	-	-	5
	F	5	5	5	-	-	-	-	-	-
	G	-	5	5	-	-	-	-	-	-
	H	-	-	-	5	-	-	-	-	-
	I	-	-	-	-	9	-	-	-	-

Phases in Stage

Stage No.	Phases in Stage
1	A C E H
2	A B H I
3	D E F G

Epsom

Give-Way Lane Input Data

Junction: Unnamed Junction

There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Ashley Avenue)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 5 Left	15.00
1/2 (Ashley Avenue)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	19.00
1/3 (Ashley Avenue)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	16.00
2/1 (A24 south)	U	A	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 6 Ahead	Inf
2/2 (A24 south)	U	A	2	3	8.9	Geom	-	2.75	0.00	N	Arm 6 Ahead	Inf
2/3 (A24 south)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	13.50
3/1 (A24 north)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left Arm 5 Ahead	13.00 Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2019 Observed '	07:15	08:15	01:00	

Scenario 1: 'AM 2019 Obs' (FG1: 'AM 2019 Observed ', Plan 1: 'Network Control Plan 1')

Stage Timings

Stage	1	2	3
Duration	45	24	32
Change Point	0	50	79

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	58.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	58.3%
1/1	Ashley Avenue Left	U	N/A	N/A	E		1	82	-	718	1800	1245	57.7%
1/2	Ashley Avenue Right	U	N/A	N/A	D		1	35	-	233	1775	533	43.8%
1/3	Ashley Avenue Right	U	N/A	N/A	D		1	35	-	228	1751	525	43.4%
2/1+2/2	A24 south Ahead	U	N/A	N/A	A		1	74	-	849	1885:2030	1497	56.7%
2/3	A24 south Right	U	N/A	N/A	C		1	45	-	27	1724	661	4.1%
3/1	A24 north Left Ahead	U	N/A	N/A	B		1	24	-	230	1893	394	58.3%
4/1		U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	24	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%

Epsom

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	11.7	2.8	0.0	14.5	-	-	-	-
Unnamed Junction	-	-	0	0	0	11.7	2.8	0.0	14.5	-	-	-	-
1/1	718	718	-	-	-	1.9	0.7	-	2.6	12.9	12.2	0.7	12.8
1/2	233	233	-	-	-	2.2	0.4	-	2.6	39.8	6.2	0.4	6.6
1/3	228	228	-	-	-	2.1	0.4	-	2.5	39.8	6.1	0.4	6.5
2/1+2/2	849	849	-	-	-	2.5	0.7	-	3.2	13.6	7.0	0.7	7.6
2/3	27	27	-	-	-	0.2	0.0	-	0.2	26.1	0.6	0.0	0.6
3/1	230	230	-	-	-	2.7	0.7	-	3.4	53.7	6.9	0.7	7.6
4/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 54.3 PRC Over All Lanes (%): 54.3 Total Delay for Signalled Lanes (pcuHr): 14.49 Total Delay Over All Lanes(pcuHr): 14.49 Cycle Time (s): 120													

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
2: 'AM 2025 Base'	07:15	08:15	01:00	

Scenario 2: 'AM 2025 Base' (FG2: 'AM 2025 Base', Plan 1: 'Network Control Plan 1')

Stage Timings

Stage	1	2	3
Duration	45	24	32
Change Point	0	50	79

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	62.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	62.9%
1/1	Ashley Avenue Left	U	N/A	N/A	E		1	82	-	774	1800	1245	62.2%
1/2	Ashley Avenue Right	U	N/A	N/A	D		1	35	-	251	1775	533	47.1%
1/3	Ashley Avenue Right	U	N/A	N/A	D		1	35	-	246	1751	525	46.8%
2/1+2/2	A24 south Ahead	U	N/A	N/A	A		1	74	-	915	1885:2030	1497	61.1%
2/3	A24 south Right	U	N/A	N/A	C		1	45	-	29	1724	661	4.4%
3/1	A24 north Left Ahead	U	N/A	N/A	B		1	24	-	248	1893	394	62.9%
4/1		U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%

Epsom

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	12.8	3.3	0.0	16.2	-	-	-	-
Unnamed Junction	-	-	0	0	0	12.8	3.3	0.0	16.2	-	-	-	-
1/1	774	774	-	-	-	2.2	0.8	-	3.0	13.8	13.8	0.8	14.6
1/2	251	251	-	-	-	2.4	0.4	-	2.8	40.6	6.8	0.4	7.2
1/3	246	246	-	-	-	2.3	0.4	-	2.8	40.6	6.6	0.4	7.1
2/1+2/2	915	915	-	-	-	2.8	0.8	-	3.6	14.1	7.6	0.8	8.4
2/3	29	29	-	-	-	0.2	0.0	-	0.2	26.1	0.6	0.0	0.6
3/1	248	248	-	-	-	3.0	0.8	-	3.8	55.4	7.5	0.8	8.3
4/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 43.1 PRC Over All Lanes (%): 43.1 Total Delay for Signalled Lanes (pcuHr): 16.19 Total Delay Over All Lanes(pcuHr): 16.19 Cycle Time (s): 120													

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
3: 'AM 2025 forecast'	07:15	08:15	01:00	

Scenario 3: 'AM 2025 Fore' (FG3: 'AM 2025 forecast', Plan 1: 'Network Control Plan 1')

Stage Timings

Stage	1	2	3
Duration	44	25	32
Change Point	0	49	79

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	63.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	63.3%
1/1	Ashley Avenue Left	U	N/A	N/A	E		1	81	-	779	1800	1230	63.3%
1/2	Ashley Avenue Right	U	N/A	N/A	D		1	35	-	251	1775	533	47.1%
1/3	Ashley Avenue Right	U	N/A	N/A	D		1	35	-	246	1751	525	46.8%
2/1+2/2	A24 south Ahead	U	N/A	N/A	A		1	74	-	920	1885:2030	1497	61.5%
2/3	A24 south Right	U	N/A	N/A	C		1	44	-	29	1724	646	4.5%
3/1	A24 north Left Ahead	U	N/A	N/A	B		1	25	-	250	1893	410	61.0%
4/1		U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1004	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%

Epsom

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	13.0	3.3	0.0	16.3	-	-	-	-
Unnamed Junction	-	-	0	0	0	13.0	3.3	0.0	16.3	-	-	-	-
1/1	779	779	-	-	-	2.3	0.9	-	3.2	14.6	14.3	0.9	15.1
1/2	251	251	-	-	-	2.4	0.4	-	2.8	40.6	6.8	0.4	7.2
1/3	246	246	-	-	-	2.3	0.4	-	2.8	40.6	6.6	0.4	7.1
2/1+2/2	920	920	-	-	-	2.8	0.8	-	3.6	14.1	7.7	0.8	8.5
2/3	29	29	-	-	-	0.2	0.0	-	0.2	26.8	0.6	0.0	0.6
3/1	250	250	-	-	-	2.9	0.8	-	3.7	53.6	7.5	0.8	8.3
4/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1004	1004	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 42.1 PRC Over All Lanes (%): 42.1 Total Delay for Signalled Lanes (pcuHr): 16.31 Total Delay Over All Lanes(pcuHr): 16.31 Cycle Time (s): 120													

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
4: 'PM 2019 Observed'	17:00	18:00	01:00	

Scenario 4: 'PM 2019 Obs' (FG4: 'PM 2019 Observed', Plan 1: 'Network Control Plan 1')

Stage Timings

Stage	1	2	3
Duration	47	22	32
Change Point	0	52	79

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	59.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	59.1%
1/1	Ashley Avenue Left	U	N/A	N/A	E		1	84	-	705	1800	1275	55.3%
1/2	Ashley Avenue Right	U	N/A	N/A	D		1	35	-	312	1775	533	58.6%
1/3	Ashley Avenue Right	U	N/A	N/A	D		1	35	-	305	1751	525	58.1%
2/1+2/2	A24 south Ahead	U	N/A	N/A	A		1	74	-	884	1885:2030	1497	59.1%
2/3	A24 south Right	U	N/A	N/A	C		1	47	-	29	1724	690	4.2%
3/1	A24 north Left Ahead	U	N/A	N/A	B		1	22	-	214	1907	366	58.5%
4/1		U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	18	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	911	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	763	Inf	Inf	0.0%

Epsom

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	13.2	3.4	0.0	16.7	-	-	-	-
Unnamed Junction	-	-	0	0	0	13.2	3.4	0.0	16.7	-	-	-	-
1/1	705	705	-	-	-	1.6	0.6	-	2.3	11.5	11.2	0.6	11.8
1/2	312	312	-	-	-	3.1	0.7	-	3.8	43.8	8.8	0.7	9.5
1/3	305	305	-	-	-	3.0	0.7	-	3.7	43.7	8.6	0.7	9.2
2/1+2/2	884	884	-	-	-	2.7	0.7	-	3.4	13.8	7.4	0.7	8.1
2/3	29	29	-	-	-	0.2	0.0	-	0.2	24.7	0.6	0.0	0.6
3/1	214	214	-	-	-	2.6	0.7	-	3.3	55.9	6.5	0.7	7.2
4/1	19	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	18	18	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 52.4 PRC Over All Lanes (%): 52.4 Total Delay for Signalled Lanes (pcuHr): 16.68 Total Delay Over All Lanes(pcuHr): 16.68 Cycle Time (s): 120													

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
5: 'PM 2025 Base'	17:00	18:00	01:00	

Scenario 5: 'PM 2025 Base' (FG5: 'PM 2025 Base', Plan 1: 'Network Control Plan 1')**Stage Timings**

Stage	1	2	3
Duration	47	22	32
Change Point	0	52	79

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	63.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	63.7%
1/1	Ashley Avenue Left	U	N/A	N/A	E		1	84	-	760	1800	1275	59.6%
1/2	Ashley Avenue Right	U	N/A	N/A	D		1	35	-	335	1775	533	62.9%
1/3	Ashley Avenue Right	U	N/A	N/A	D		1	35	-	330	1751	525	62.8%
2/1+2/2	A24 south Ahead	U	N/A	N/A	A		1	74	-	953	1885:2030	1497	63.7%
2/3	A24 south Right	U	N/A	N/A	C		1	47	-	31	1724	690	4.5%
3/1	A24 north Left Ahead	U	N/A	N/A	B		1	22	-	231	1906	365	63.2%
4/1		U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	19	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	982	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	824	Inf	Inf	0.0%

Epsom

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	14.6	4.2	0.0	18.7	-	-	-	-
Unnamed Junction	-	-	0	0	0	14.6	4.2	0.0	18.7	-	-	-	-
1/1	760	760	-	-	-	1.9	0.7	-	2.6	12.3	12.7	0.7	13.4
1/2	335	335	-	-	-	3.4	0.8	-	4.2	45.3	9.6	0.8	10.4
1/3	330	330	-	-	-	3.3	0.8	-	4.2	45.4	9.4	0.8	10.3
2/1+2/2	953	953	-	-	-	3.0	0.9	-	3.8	14.5	8.1	0.9	9.0
2/3	31	31	-	-	-	0.2	0.0	-	0.2	24.8	0.6	0.0	0.7
3/1	231	231	-	-	-	2.9	0.8	-	3.7	57.9	7.1	0.8	7.9
4/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	19	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	982	982	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 41.4 PRC Over All Lanes (%): 41.4 Total Delay for Signalled Lanes (pcuHr): 18.73 Total Delay Over All Lanes(pcuHr): 18.73 Cycle Time (s): 120													

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
6: 'PM 2025 forecast'	17:00	18:00	01:00	

Scenario 6: 'PM 2025 Fore' (FG6: 'PM 2025 forecast', Plan 1: 'Network Control Plan 1')

Stage Timings

Stage	1	2	3
Duration	47	22	32
Change Point	0	52	79

Network Results

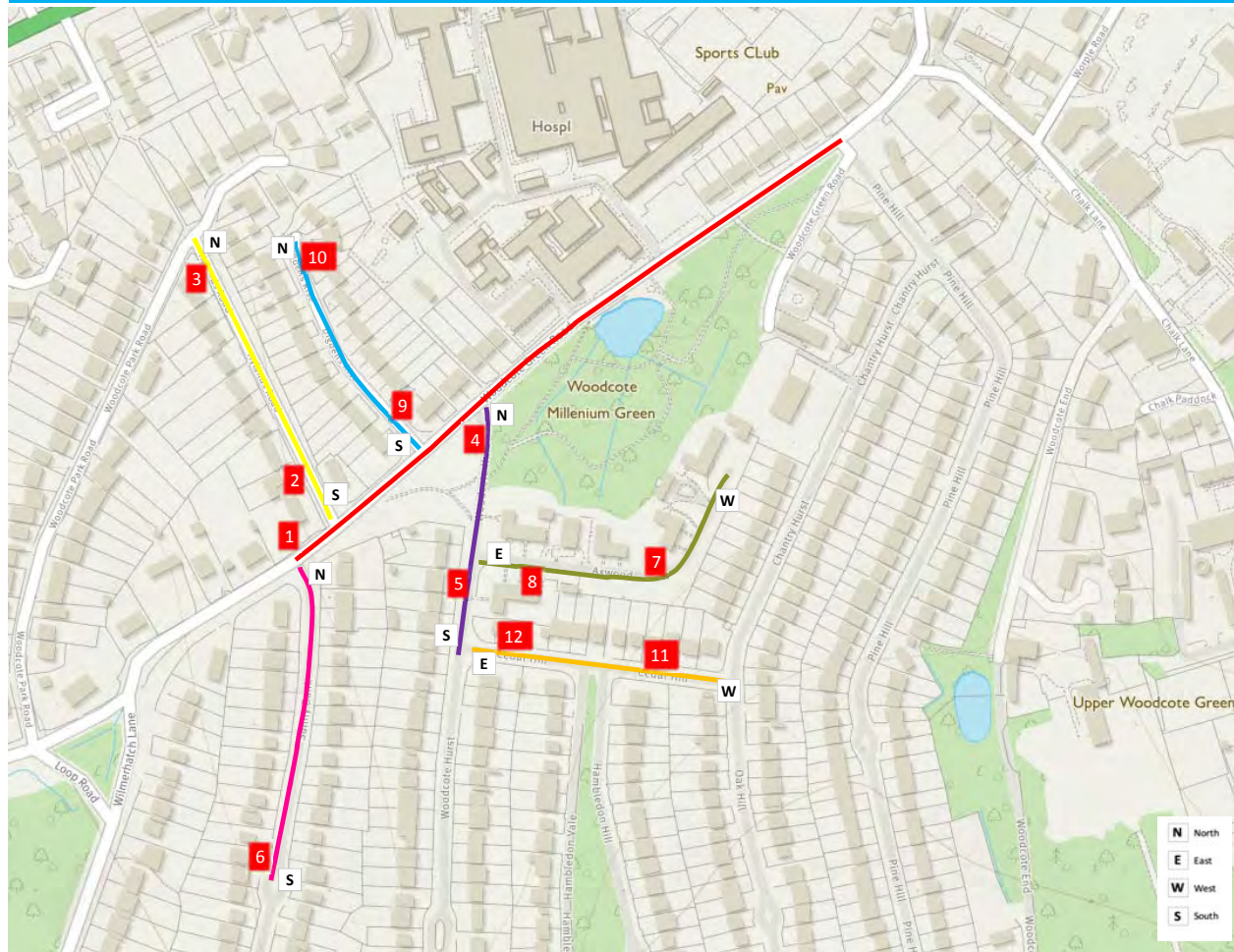
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	64.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.5%
1/1	Ashley Avenue Left	U	N/A	N/A	E		1	84	-	767	1800	1275	60.2%
1/2	Ashley Avenue Right	U	N/A	N/A	D		1	35	-	336	1775	533	63.1%
1/3	Ashley Avenue Right	U	N/A	N/A	D		1	35	-	329	1751	525	62.6%
2/1+2/2	A24 south Ahead	U	N/A	N/A	A		1	74	-	965	1885:2030	1497	64.5%
2/3	A24 south Right	U	N/A	N/A	C		1	47	-	32	1724	690	4.6%
3/1	A24 north Left Ahead	U	N/A	N/A	B		1	22	-	233	1907	366	63.7%
4/1		U	N/A	N/A	-		-	-	-	21	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	20	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	801	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%

Epsom

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	14.7	4.2	0.0	18.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	14.7	4.2	0.0	18.9	-	-	-	-
1/1	767	767	-	-	-	1.9	0.8	-	2.6	12.4	12.8	0.8	13.5
1/2	336	336	-	-	-	3.4	0.8	-	4.2	45.4	9.6	0.8	10.5
1/3	329	329	-	-	-	3.3	0.8	-	4.1	45.3	9.4	0.8	10.2
2/1+2/2	965	965	-	-	-	3.0	0.9	-	3.9	14.6	8.2	0.9	9.1
2/3	32	32	-	-	-	0.2	0.0	-	0.2	24.8	0.6	0.0	0.7
3/1	233	233	-	-	-	2.9	0.9	-	3.8	58.1	7.1	0.9	8.0
4/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	20	20	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 39.6 PRC Over All Lanes (%): 39.6 Total Delay for Signalled Lanes (pcuHr): 18.91 Total Delay Over All Lanes(pcuHr): 18.91 Cycle Time (s): 120													

APPENDIX M: On-Street Parking Survey Data

On-Street Parking Beat Surveys
Epsom, Surrey
Dates: Tuesday, 12th November 2019 10:00hrs & 19:00hrs



Two Parking Counts undertaken on the following Dates & Times:

Tuesday, 12th November 2019
 10:00 hrs

Tuesday, 12th November 2019
 19:00 hrs

Tuesday, 12th November 2019 10:00hrs

Street Name	Number of Spaces	Number of Cars Parked	Parking Stress (%)
Woodcote Green Rd (b/n Sunnysbank & Pine Hill)	137	0	0.00%
Sunnysbank (up to 200m from Woodcote Green Jnx)	57	10	17.54%
Hylands Rd	82	24	29.27%
Digdons Rise	52	17	32.69%
Woodcote Hurst (b/n Woodcote Green Rd & Cedar Hill)	64	3	4.69%
Axwood	76	20	26.32%
Cedar Hill	40	1	2.50%
Total	508	75	14.76%

Tuesday, 12th November 2019 19:00hrs

Street Name	Number of Spaces	Number of Cars Parked	Parking Stress (%)
Woodcote Green Rd (b/n Sunnysbank & Pine Hill)	137	0	0.00%
Sunnysbank (up to 200m from Woodcote Green Jnx)	57	9	15.79%
Hylands Rd	82	8	9.76%
Digdons Rise	52	10	19.23%
Woodcote Hurst (b/n Woodcote Green Rd & Cedar Hill)	64	6	9.38%
Axwood	76	16	21.05%
Cedar Hill	40	5	12.50%
Total	508	54	10.63%

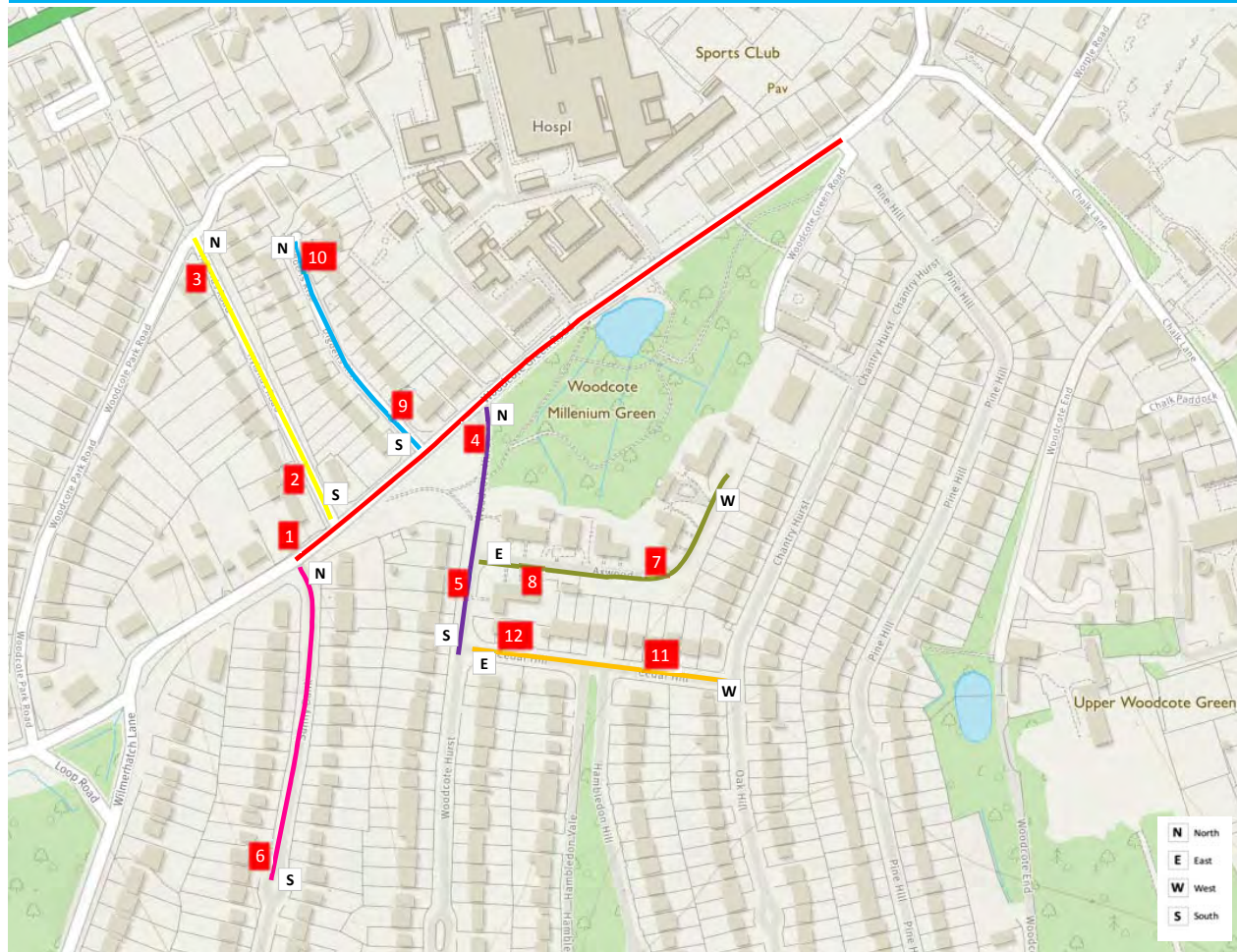
Epsom, Surrey
Counts of Vehicles - Indicated in the Tables below
Tuesday, 12th November 2019 10:00 hrs

		LEFTSIDE				RIGHTSIDE						
East to West											Left	Right
Woodcote Green Rd (b/n Sunnysbank & Pine Hill)	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Total Parking	65	72
	10:00 AM	65	0	65	0.00%	72	0	72	0.00%	No Restriction	0	0
										Single yellow line	65	72
										Double yellow line / ZigZag	8	8
										Crossovers	13	0
North to South											Left	Right
Sunnysbank (up to 200m from Woodcote Green Jnx)	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Total Parking	28	29
	10:08 AM	22	6	28	21.43%	25	4	29	13.79%	No Restriction	27	28
										Single yellow line	1	1
										Double yellow line	0	0
										Crossovers	13	12
South to North											Left	Right
Hylands Rd	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Total Parking	41	41
	10:20 AM	17	24	41	58.54%	41	0	41	0.00%	No Restriction	0	27
										Single yellow line	41	14
										Double yellow line	0	0
										Crossovers	15	4
South to North											Left	Right
Digdens Rise	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Total Parking	32	20
	10:25 AM	24	8	32	25.00%	11	9	20	45.00%	No Restriction	6	8
										Single yellow line	26	12
										Double yellow line	0	0
										Crossovers/Build outs	18	12
North to South											Left	Right
Woodcote Hurst (b/n Woodcote Green Rd & Cedar Hill)	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Total Parking	32	32
	10:32 AM	31	1	32	3.13%	30	2	32	6.25%	Free	32	32
										Single yellow line	0	0
										Double yellow line	2	1
										Crossovers	3	9
East to West											Left	Right
Axwood	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Total Parking	38	38
	10:39 AM	18	20	38	52.63%	38	0	38	0.00%	No Restriction	38	38
										Single yellow line	0	0
										Double yellow line	0	0
										Crossovers	6	5
East to West											Left	Right
Cedar Hill	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Total Parking	20	20
	10:45 AM	19	1	20	5.00%	20	0	20	0.00%	No Restriction	20	20
										Single yellow line	0	0
										Double yellow line	0	0
										Crossovers	11	5

Epsom, Surrey
Counts of Vehicles - Indicated in the Tables below
Tuesday, 12th November 2019 19:00 hrs

		LEFTSIDE				RIGHTSIDE						
East to West											Left	Right
Woodcote Green Rd (b/n Sunnysbank & Pine Hill)	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Total Parking	65	72
	7:00 PM	65	0	65	0.00%	72	0	72	0.00%	No Restriction	0	0
										Single yellow line	65	72
										Double yellow line / ZigZag	8	8
										Crossovers	13	0
											Left	Right
North to South										Total Parking	28	29
Sunnysbank (up to 200m from Woodcote Green Jnx)	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	No Restriction	27	28
	7:11 PM	25	3	28	10.71%	23	6	29	20.69%	Single yellow line	1	1
										Double yellow line	0	0
										Crossovers	13	12
											Left	Right
South to North										Total Parking	41	41
Hylands Rd	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	No Restriction	0	27
	7:22 PM	39	2	41	4.88%	35	6	41	14.63%	Single yellow line	41	14
										Double yellow line	0	0
										Crossovers	15	4
											Left	Right
South to North										Total Parking	32	20
Digdens Rise	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	No Restriction	6	8
	7:28 PM	29	3	32	9.38%	13	7	20	35.00%	Single yellow line	26	12
										Double yellow line	0	0
										Crossovers/Build outs	18	12
											Left	Right
North to South										Total Parking	32	32
Woodcote Hurst (b/n Woodcote Green Rd & Cedar Hill)	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Free	32	32
	7:35 PM	30	2	32	6.25%	28	4	32	12.50%	Single yellow line	0	0
										Double yellow line	2	1
										Crossovers	3	9
											Left	Right
East to West										Total Parking	38	38
Axwood	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	No Restriction	38	38
	7:42 PM	23	15	38	39.47%	37	1	38	2.63%	Single yellow line	0	0
										Double yellow line	0	0
										Crossovers	6	5
											Left	Right
East to West										Total Parking	20	20
Cedar Hill	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	No Restriction	20	20
	7:47 PM	18	2	20	10.00%	17	3	20	15.00%	Single yellow line	0	0
										Double yellow line	0	0
										Crossovers	11	5

On-Street Parking Beat Surveys
Epsom, Surrey
Date: Wednesday, 13th November 2019 10:00hrs & 19:00hrs



Two Parking Counts undertaken on the following Dates & Times:

Wednesday, 13th November 2019
 10:00 hrs

Wednesday, 13th November 2019
 19:00 hrs

Wednesday, 13th November 2019 10:00hrs

Street Name	Number of Spaces	Number of Cars Parked	Parking Stress (%)
Woodcote Green Rd (b/n Sunnybank & Pine Hill)	137	1	0.73%
Sunnybank (up to 200m from Woodcote Green Jnx)	57	5	8.77%
Hylands Rd	82	0	0.00%
Digdens Rise	52	10	19.23%
Woodcote Hurst (b/n Woodcote Green Rd & Cedar Hill)	64	5	7.81%
Axwood	76	6	7.89%
Cedar Hill	40	13	32.50%
Total	508	40	7.87%

Wednesday, 13th November 2019 19:00hrs

Street Name	Number of Spaces	Number of Cars Parked	Parking Stress (%)
Woodcote Green Rd (b/n Sunnybank & Pine Hill)	137	1	0.73%
Sunnybank (up to 200m from Woodcote Green Jnx)	57	9	15.79%
Hylands Rd	82	6	7.32%
Digdens Rise	52	13	25.00%
Woodcote Hurst (b/n Woodcote Green Rd & Cedar Hill)	64	8	12.50%
Axwood	76	17	22.37%
Cedar Hill	40	9	22.50%
Total	508	63	12.40%

Epsom, Surrey
Counts of Vehicles - indicated in the Tables below
Wednesday, 13th November 2019 10:00 hrs

East to West		LEFTSIDE				RIGHTSIDE						
Woodcote Green Rd (b/n Sunnysbank & Pine Hill)	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Total Parking	Left	Right
	10:00 AM	65	0	65	0.00%	71	1	72	1.39%	No Restriction	0	0
										Single yellow line	65	72
										Double yellow line / ZigZag	8	8
										Crossovers	13	0
North to South		LEFTSIDE				RIGHTSIDE						
Sunnysbank (up to 200m from Woodcote Green Jnx)	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Total Parking	Left	Right
	10:08 AM	25	3	28	10.71%	27	2	29	6.90%	No Restriction	27	28
										Single yellow line	1	1
										Double yellow line	0	0
										Crossovers	13	12
South to North		LEFTSIDE				RIGHTSIDE						
Hylands Rd	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Total Parking	Left	Right
	10:20 AM	41	0	41	0.00%	41	0	41	0.00%	No Restriction	0	27
										Single yellow line	41	14
										Double yellow line	0	0
										Crossovers	15	4
South to North		LEFTSIDE				RIGHTSIDE						
Digdens Rise	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Total Parking	Left	Right
	10:25 AM	27	5	32	15.63%	15	5	20	25.00%	No Restriction	6	8
										Single yellow line	26	12
										Double yellow line	0	0
										Crossovers/Build outs	18	12
North to South		LEFTSIDE				RIGHTSIDE						
Woodcote Hurst (b/n Woodcote Green Rd & Cedar Hill)	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Total Parking	Left	Right
	10:32 AM	29	3	32	9.38%	30	2	32	6.25%	No Restriction	32	32
										Single yellow line	0	0
										Double yellow line	2	1
										Crossovers	3	9
East to West		LEFTSIDE				RIGHTSIDE						
Axwood	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Total Parking	Left	Right
	10:39 AM	36	2	38	5.26%	34	4	38	10.53%	No Restriction	38	38
										Single yellow line	0	0
										Double yellow line	0	0
										Crossovers	6	5
East to West		LEFTSIDE				RIGHTSIDE						
Cedar Hill	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Total Parking	Left	Right
	10:45 AM	7	13	20	65.00%	20	0	20	0.00%	No Restriction	20	20
										Single yellow line	0	0
										Double yellow line	0	0
										Crossovers	11	5

Epsom, Surrey
Counts of Vehicles - indicated in the Tables below
Wednesday, 13th November 2019 19:00 hrs

		LEFTSIDE				RIGHTSIDE						
East to West											Left	Right
Woodcote Green Rd (b/n Sunnysbank & Pine Hill)	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	Total Parking	65	72
	7:00 PM	64	1	65	1.54%	72	0	72	0.00%	No Restriction	0	0
										Single yellow line	65	72
										Double yellow line / ZigZag	8	8
										Crossovers	13	0
											Left	Right
North to South										Total Parking	28	29
Sunnysbank (up to 200m from Woodcote Green Jnx)	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	No Restriction	27	28
	7:11 PM	26	2	28	7.14%	22	7	29	24.14%	Single yellow line	1	1
										Double yellow line	0	0
										Crossovers	13	12
											Left	Right
South to North										Total Parking	41	41
Hylands Rd	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	No Restriction	0	27
	7:22 PM	40	1	41	2.44%	36	5	41	12.20%	Single yellow line	41	14
										Double yellow line	0	0
										Crossovers	15	4
											Left	Right
South to North										Total Parking	32	20
Digdens Rise	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	No Restriction	6	8
	7:28 PM	28	4	32	12.50%	11	9	20	45.00%	Single yellow line	26	12
										Double yellow line	0	0
										Crossovers/Build outs	18	12
											Left	Right
North to South										Total Parking	32	32
Woodcote Hurst (b/n Woodcote Green Rd & Cedar Hill)	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	No Restriction	32	32
	7:35 PM	29	3	32	9.38%	27	5	32	15.63%	Single yellow line	0	0
										Double yellow line	2	1
										Crossovers	3	9
											Left	Right
East to West										Total Parking	38	38
Axwood	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	No Restriction	38	38
	7:42 PM	25	13	38	34.21%	34	4	38	10.53%	Single yellow line	0	0
										Double yellow line	0	0
										Crossovers	6	5
											Left	Right
East to West										Total Parking	20	20
Cedar Hill	Time	Available	Occupied parking spaces	Totals	% Occup	Available	Occupied parking spaces	Totals	% Occup	No Restriction	20	20
	7:47 PM	15	5	20	25.00%	16	4	20	20.00%	Single yellow line	0	0
										Double yellow line	0	0
										Crossovers	11	5

APPENDIX N: Accident Report

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/05/2019 (65) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query Sites ("MJB/MAYERBROWN/WOODCOTEGREENRD")

Notes:

Woodcote Green Road

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

Selected Polygon:MJB/MAYERBROWN/WOODCOTEGREI

EP13995/14	Wednesday	A24 SOUTH STREET EPSOM	Veh 1	Car	Going ahead	S	to	N	Ped	F	18	Slight
R1: A 24	26/03/2014											
E 520,597	1300hrs	Daylight:street lights present										
N 160,510	Dry	Fine without high winds										
	30 mph											

Causation Factor:

Participant:

Confidence:

1st:	Failed to look properly	Vehicle 001	Very Likely
	PEDESTRIAN C1 CROSSING ROAD WHEN STRUCK BY V1.		

EP14107/14	Thursday	WOODCOTE PARK ROAD EPSOM	Veh 1	Car	Going ahead	N	to	S	Dri	M	39	Slight
R1: U 2457	27/03/2014		Veh 2	Car	Going ahead	N	to	S				
E 520,083	1830hrs	Darkness: street lights present a										
N 159,440	Dry	Fine without high winds										
	30 mph											

Causation Factor:

Participant:

Confidence:

1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
2nd:	Following too close	Vehicle 001	Very Likely
3rd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 002	
	V1 WAS FOLLOWING V2 ON SOUTHBOUND. V2 BRAKED AND V1 COLLIDED ON THE REAR OF V2		

EP15668/14	Thursday	WOODCOTE GREEN ROAD AT JUNCTION WITH DIGDENS RISE EPSOM	Veh 1	Pedal cycle	Going ahead	SW	to	NE	Dri	M	53	Slight
R1: U 2202	29/05/2014		Veh 2	Car	Turning right	NE	to	NW				
R2: U	1429hrs	Daylight:street lights present										
E 520,337	Dry	Fine without high winds										
N 159,618		30 mph										

Causation Factor:

Participant:

Confidence:

1st:	Careless/Reckless/In a hurry	Vehicle 001	Possible
2nd:	Travelling too fast for conditions	Vehicle 001	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 002	Very Likely
4th:	Poor turn or manoeuvre	Vehicle 002	Very Likely
	V2 TURNED ACROSS PATH OF V1 CYCLIST EVEN THOUGH V1 HAD PRIORITY		

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/05/2019 (65) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Woodcote Green Road
Sites ("MJB/MAYERBROWN/WOODCOTEGREENRD")

Police Ref.	Day Date	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age / Sev
Road No.	Time								
2nd Road No.	D/L								
Grid Ref.	R.S.C								
	Weather								
	Speed								
	Account of Accident								
Causation Factor:									

EP16669/14 Sunday WOODCOTE ROAD AT JUNCTION Veh 1 M/C < 125 cc Stopping SE to NW Dri M 42 Slight
13/07/2014 WITH A24 DORKING ROAD EPSOM
R1: U 2202 0803hrs
R2: A 24 Daylight:street lights present
E 520,594 Wet/Damp
N 160,245 Fine without high winds
30 mph

V1 SCOOTER APPROACHING ATS HAS SKIDDED ON GREASY ROAD CAUSING RIDER TO COME OFF

EP17065/14 Thursday WOODCOTE ROAD AT JUNCTION Veh 1 Car Going ahead S to N FSP F 84 Slight
24/07/2014 WITH BP GARAGE EPSOM Veh 2 Car Starting W to S
R1: U 2202 1030hrs
R2: U Daylight:street lights present
E 520,599 Dry
N 160,220 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 002 Very Likely
2nd: Careless/Reckless/In a hurry Vehicle 002 Possible
3rd: Buildings, road signs, street furniture Vehicle 002

V2 HAS EMERGED FROM FILLING STATION AND COLLIDED WITH V1. V2 FTS.

EP23081/14 Wednesday A24 DORKING ROAD AT JUNCTION Veh 1 Car Going ahead SW to NE Dri F 87 Slight
01/10/2014 WITH WOODCOTE ROAD EPSOM Veh 2 Car Turning right S to NE
R1: A 24 1403hrs
R2: U Daylight:street lights present
E 520,586 Dry
N 160,258 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Other Vehicle 001 Very Likely

V1 IN DEDICATED LANE TO TURN RIGHT AT ATS HAS PULLED IN FRONT OF V2

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/05/2019 (65) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Woodcote Green Road
Sites ("MJB/MAYERBROWN/WOODCOTEGREENRD")

Police Ref.	Day	Location Description	Vehicles					Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

EP20156/14 Monday WOODCOTE GREEN ROAD AT JUNCTION WITH WOODCOTE SIDE
17/11/2014 EPSOM
R1: U 2202 0835hrs
R2: U Daylight:street lights present
E 520,149 Wet/Damp
N 159,453 Raining without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Driver using mobile phone Vehicle 002 Possible
2nd: Slippery road (due to weather) Vehicle 001 Possible
V1 HAS BEEN TRAVELLING ALONG WOODCOTE GREEN ROAD. V2 BEEN WAITING AT WOODCOTE SIDE JUNCTION TO PULL OUT ONTO PATH OF V1 AND COLLIDED

EP20939/14 Friday WORPLE ROAD AT JUNCTION WITH CHALK LANE EPSOM
05/12/2014
R1: U 2462 0745hrs
R2: U Daylight:street lights present
E 520,732 Dry
N 159,829 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Dangerous action in carriageway Casualty 001 Very Likely
2nd: Failed to look properly Vehicle 001 Very Likely
3rd: Careless/Reckless/In a hurry Casualty 001 Possible
4th: Failed to judge vehicles path or speed Casualty 001 Possible
V1 CAR V PEDESTRIAN THE ACTUAL CONTACT MIGHT NOT OCCURED AND ARGUMENT WENT ON BUT C1 FOOLING ON PAVEMENT

EP20494/14 Saturday A24 DORKING ROAD AT JUNCTION WITH ST MARGARETS DRIVE EPSOM
13/12/2014
R1: A 24 1625hrs
R2: U Darkness: street lights present a
E 520,507 Wet/Damp
N 160,190 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Following too close Vehicle 001 Very Likely
2nd: Following too close Vehicle 002 Possible
3rd: Failed to judge other persons path or speed Vehicle 001 Possible
4th: Sudden braking Vehicle 002 Possible
V2 HAS COLLIDED WITH V3. V1 HAS THEN STRUCK V2 PUSHING IT AGAIN INTO V3.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/05/2019 (65) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Woodcote Green Road
Sites ("MJB/MAYERBROWN/WOODCOTEGREENRD")

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

EP21577/15 Tuesday WILMERHATCH LANE AT JUNCTION Veh 1 Pedal cycle Going ahead W to NE Dri M 41 Slight
06/01/2015 WITH WOODCOTE SIDE EPSOM Veh 2 Car Turning right S to NE
R1: U 2202 1805hrs
R2: U Darkness: street lights present a
E 520,150 Wet/Damp
N 159,455 Fine without high winds
30 mph

V2 AND V1 COLLIDED

EP23821/15 Wednesday WILMERHATCH LANE AT JUNCTION Veh 1 Car Starting W to E
29/04/2015 WITH LOOP LANE EPSOM Veh 2 Car Going ahead S to N Dri F 73 Slight
R1: U 2202 1513hrs
R2: U Daylight:street lights present
E 520,138 Dry
N 159,372 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 001 Very Likely

V1 STATIONARY AT JUNCTION OF LOOP ROAD. V1 PULLED OUT INTO PATH OF V2 AND COLLIDED

EP24982/15 Friday A24 DORKING ROAD AT JUNCTION Veh 1 Car Going ahead N to S Ped M 38 Slight
15/05/2015 WITH A24 ASHLEY ROAD EPSOM
R1: A 24 1940hrs
R2: A 24 Daylight:street lights present
E 520,603 Dry
N 160,504 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Careless/Reckless/In a hurry Vehicle 001 Very Likely

PEDESTRIAN CROSSING ROAD HAD ALTERCATION WITH V1 WHO DROVE SLOWLY INTO HIM CAUSING NO DAMAGE

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/05/2019 (65) months

Selection:

; Refined using Accidents within selected Polygons -2003 Query
Sites ("MJB/MAYERBROWN/WOODCOTEGREENRD")

Notes:

Woodcote Green Road

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

EP28049/15 Tuesday A24 DORKING ROAD NEAR BP PETROL STATION EPSOM Veh 1 M/C > 125 cc O/take on n/side SW to NE Dri M 71 Slight
18/08/2015
R1: A 24 1115hrs
Daylight:street lights present
E 520,547 Dry
N 160,225 Fine without high winds
30 mph

V1 HAS HIT A PEDESTRIAN REFUGE

EP29131/15 Saturday A24 DORKING ROAD OUTSIDE NO.7 NEAR JUNCTION WITH ST MARGARET DRIVE EPSOM Veh 1 Car Going ahead NE to SW
12/09/2015 Veh 2 M/C > 500 cc Going ahead NE to SW Dri F 26 Slight
1745hrs Veh 3 Car Going ahead NE to SW
R1: A 24 Daylight:street lights present
R2: U Dry
E 520,516 Dry
N 160,198 Fine without high winds
30 mph

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Failed to look properly

Participant:

Vehicle 001
Vehicle 002

Confidence:

Possible
Very Likely

QUEUE OF TRAFFIC APPROACHING STATIONARY AMBULANCE WITH EMERGENCY LIGHTS FLASHING. TRAFFIC SLOWED AND V1 HAS STRUCK V2 CAUSING RIDER TO COME OFF

EP30331/15 Thursday A24 DORKING ROAD AT JUNCTION WITH WOODCOTE SIDE EPSOM Veh 1 Car Turning right SW to S Dri F 24 Slight
24/09/2015 Veh 2 Car Going ahead NE to SW
0750hrs Veh 3 Going ahead SW to NE
R1: A 24 Daylight:street lights present
R2: U Wet/Damp
E 519,936 Raining without high winds
N 159,814 30 mph

Causation Factor:

1st: Emergency vehicle on call
2nd: Failed to judge other persons path or speed

Participant:

Vehicle 003
Vehicle 001

Confidence:

Possible
Very Likely

V1 TURNING RIGHT HAS COLLIDED WITH V2. POSSIBLE V3 EMERGENCY SERVICE VEHICLE INVOLVED.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/05/2019 (65) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Woodcote Green Road
Sites ("MJB/MAYERBROWN/WOODCOTEGREENRD")

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

EP30436/15 Wednesday OUTSIDE 'QUEEN ANNE HOUSE' Veh 1 Pedal cycle Going ahead N to S Ped F 34 Slight
30/09/2015 WOODCOTE ROAD EPSOM
R1: U 2202 1430hrs
Daylight:street lights present
E 520,651 Dry
N 159,992 Fine without high winds
30 mph
Causation Factor: Participant: Confidence:
1st: Failed to look properly Casualty 001 Very Likely
2nd: Failed to judge vehicles path or speed Casualty 001 Possible
3rd: Failed to look properly Vehicle 001 Possible
4th: Careless/Reckless/In a hurry Vehicle 001 Possible
C1 CROSSING ROAD WHEN V1 HIT HER. V1 SHOUTED AT C1 TO WARN BUT COLLISION STILL OCCURED. V1 VERBAL ABUSE TO C1.
V1 NOT KNOWN.

EP34520/15 Friday WILMERHATCH ROAD AT JUNCTION Veh 1 Car Turning right NW to S
27/11/2015 WITH LOOP ROAD EPSOM Veh 2 Car Going ahead S to N Dri F 47 Slight
R1: U 2202 1235hrs
R2: U Daylight:street lights present
E 520,139 Wet/Damp
N 159,373 Fine without high winds
30 mph

V1 WAS PULLING OUT OF LOOP ROAD ONTO WILMERHATCH ROAD. V2 WAS TRAVELLING ALONG WILMERHATCH ROAD NORTHBOUND. V1 HAS PULLED ONTO WILMERHATCH ROAD COLLIDING WITH V2 CAUSING V2 TO SPIN.

EP38025/16 Thursday A24 DORKING ROAD AT JUNCTION Veh 1 Car Turning right SW to SE
07/01/2016 WITH WOODCOTE SIDE EPSOM Veh 2 M/C > 500 cc O/take m/veh o/side SW to NE Dri M 43 Slight
R1: A 24 0917hrs
R2: U Daylight:street lights present
E 519,934 Wet/Damp
N 159,816 Raining without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Poor turn or manoeuvre Vehicle 001 Very Likely
2nd: Failed to signal/Misleading signal Vehicle 001 Possible
V1 NOT IN RIGHT TURN LANE HAS TURNED RIGHT ACROSS THE PATH OF A FILTERING MOTORCYCLE

Selection:	Notes:
; Refined using Accidents within selected Polygons -2003 Query	Woodcote Green Road
Sites ("MJB/MAYERBROWN/WOODCOTEGREENRD")	

		Vehicles					Casualties	
Police Ref.	Day	Location Description	Veh No	Type	Manv	Dir	Class	Sex / Age / Sev
Road No.	Date							
2nd Road No.	Time							
Grid Ref.	D/L							
	R.S.C							
	Weather							
	Speed							
	Account of Accident							
Causation Factor:								

EP41088/16	Wednesday 13/01/2016 1254hrs	A24 DORKING ROAD AT JUNCTION WITH SAINT MARGARETS DRIVE EPSOM	Veh 1 Veh 2	Car Pedal cycle	Turning right Going ahead	NW ^{to} SW NE to SW Dri	M 21 Serious
R1: A 24	Daylight:street lights present						
R2: U	Wet/Damp						
E 520,505	Fine without high winds						
N 160,191	30 mph						

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
V1 APPEARS NOT TO HAVE SEEN THE CYCLIST AS THEY PULLED OUT OF SIDE ROAD CAUSING COLLISION			

EP51355/16	Friday 12/02/2016	A24 ASHLEY AVENUE AT JUNCTION WITH A24 SOUTH STREET EPSOM	Veh 1 Veh 2	Car Car	Going ahead RH bend Wait go ahead held	E E	to W to W	Dri Dri	F M	70 63	Slight Slight
R1: A 24	1910hrs										
R2: A 24	Darkness: street lights present a										
E 520,598	Dry										
N 160,546	Fine without high winds										
	30 mph										

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely

V2 HAS STOPPED AT RED ATS AND HAS BEEN STRUCK FROM BEHIND BY V1.

EP47932/16	Friday	A24 SOUTH STREET EPSOM	Veh 1	Car	Going ahead RH bend	S	to N	Ped	M	84	Serious
R1: A 24	26/02/2016	1216hrs									
E 520,575	Dry	Daylight:street lights present									
N 160,588	Fine without high winds	30 mph									

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Possible
CAR HAS COME AROUND THE CORNER FROM ASHLEY CENTRE CAR PARK INTO THE ONE WAY SYSTEM ON SOUTH STREET. CAR HAS SEEN THE PEDESTRIAN IN THE ROAD BUT ONLY STARTED BRAKING WHEN THE PEDESTRIAN TRIED TO RUN TO THE KERB. CAR HAS THEN STRUCK AND PEDESTRIAN UPON ST			

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/05/2019 (65) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Woodcote Green Road
Sites ("MJB/MAYERBROWN/WOODCOTEGREENRD")

Police Ref.	Day Date	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

EP55892/16 Friday WILMERHATCH LANE AT JUNCTION Veh 1 Pedal cycle Going ahead SW to N Dri M 46 Serious
18/03/2016 WITH WOODCOTE LANE EPSOM Veh 2 Car Going ahead N to S
R1: U 2202 1915hrs
R2: U Darkness: street lights present a
E 520,149 Dry
N 159,455 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 001 Possible
2nd: Poor turn or manoeuvre Vehicle 001 Possible
3rd: Disobeyed Give Way or Stop sign or markings Vehicle 001
V1 PEDAL CYCLIST WAS TRAVELLING ALONG WILMERHATCH LANE. V2 WAS TRAVELLING ALONG WOODCOTE GREEN IN
OPPOSITE DIRECTION. WHEN THE ROADS HAVE MERGED AT WOODCOTE SIDE V2 HAS HIT SIDE OF V1 KNOCKING OFF THE RIDER
CAUSING INJURY.

TA74392/16 Monday WOODCOTE GREEN ROAD EPSOM Veh 1 Car Going ahead NE to SW
16/05/2016 Veh 2 Pedal cycle Turning right NE to SW Dri M 77 Slight
R1: U 2202 1538hrs
R2: U Daylight:street lights present
E 520,481 Dry
N 159,744 Fine without high winds
30 mph

Causation Factor: **Participant:** **Confidence:**
1st: Poor turn or manoeuvre Vehicle 002 Very Likely
V1 WAS OVERTAKING A PEDAL CYCLIST CYCLIST HAS TURNED RIGHT WITHOUT SEEING V1 AND HAS CAUSED A COLLISION

EP12548/16 Monday A24 DORKING ROAD AT JUNCTION Veh 1 M/C < 125 cc Going ahead N to S Dri M 36 Slight
19/09/2016 WITH WOODCOTE SIDE EPSOM Veh 2 Car Turning right E to N
R1: A 24 1715hrs
R2: U Daylight:street lights present
E 519,935 Dry
N 159,814 Fine without high winds
30 mph

V2 PULLED OUT IN FRONT OF MOTORCYCLIST KNOCKING HIM OFF HIS BIKE.

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/05/2019 (65) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Woodcote Green Road
Sites ("MJB/MAYERBROWN/WOODCOTEGREENRD")

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
Road No. 2nd Road No. Grid Ref.	Date										
	Time										
	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											
EP18547/16	Tuesday	WOODCOTE GREEN ROAD AT	Veh 1	Car		Turning right	NE to NW				
	18/10/2016	JUNCTION WITH DIGDENS RISE	Veh 2	Car		Going ahead	SW to NE	Dri	F	19	Slight
R1: U 2202	1610hrs	EPSOM									
R2: U	Daylight:	street lights present									
E 520,337	Dry										
N 159,618	Fine without high winds										
	30 mph										
Causation Factor:			Participant:			Confidence:					
1st:	Failed to look properly		Vehicle 001			Very Likely					
VEHICLE 1 HAS BEEN TRAVELLING SOUTHBOUND ON WOODCOTE GREEN ROAD. VEHICLE 1 HAS SIGNALLED TO TURN RIGHT INTO DIGDENS RISE. VEHICLE 1 HAS FAILED TO SEE VEHICLE 2 TRAVELING NORTHBOUND ON WOODCOTE GREEN ROAD AND VEHICLE 1 HAS PULLED ACROSS INTO THE NORTHBOU											
EP28446/16	Wednesday	WOODCOTE GREEN ROAD EPSOM	Veh 1	Car		Stopping	SW to NE	Ped	M	14	Serious
	16/11/2016										
R1: U 2202	0755hrs										
	Daylight:	street lights present									
E 520,323	Wet/Damp										
N 159,608	Fine without high winds										
	30 mph										
Causation Factor:			Participant:			Confidence:					
1st:	Failed to look properly		Casualty 001			Very Likely					
CASUALTY 1 HAS CROSSED WOODCOTE GREEN ROAD NEAR TO THE BUS STOP WHEN HE SAW HIS MUM WITHOUT LOOKING TO SEE IF ANY VEHICLES WERE COMING. VEHICLE 1 HAS THEN HIT CASUALTY 1 CAUSING HIM TO GO ONTO THE BONNET AND SMASH THE WINDSCREEN											
EP58526/17	Monday	A24 SOUTH STREET OUTSIDE NO.61	Veh 1	Pedal cycle		Going ahead	S to N	Dri	F	48	Slight
	20/02/2017	EPSOM	Veh 2	Car		O/take m/veh o/side	S to N				
R1: A 24	1640hrs										
	Daylight:	street lights present									
E 520,606	Dry										
N 160,485	Fine with high winds										
	30 mph										
Causation Factor:			Participant:			Confidence:					
1st:	Failed to look properly		Vehicle 002			Very Likely					
V2 (CAR) HAS OVERTAKEN V1 (BICYCLE). V2 HAS CLIPPED HANDLEBARS OF V1 IN THE OVERTAKE MANOUVRE CAUSING THE BICYCLE TO LOSE CONTROL. V2 HAS PASSED IN FRONT OF BICYCLE AND BRAKED SUDDENLY CAUSING V1 TO COLLIDED WITH THE REAR IF V2.											

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/05/2019 (65) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Woodcote Green Road
Sites ("MJB/MAYERBROWN/WOODCOTEGREENRD")

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

EP00870/17 Wednesday A24 DORKING ROAD JUNCTION WITH WOODCOTE SIDE EPSOM
05/07/2017
R1: A 24 1750hrs
R2: U Daylight:street lights present
E 519,934 Dry
N 159,817 Fine without high winds
30 mph

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 001	Very Likely
2nd: Failed to signal/Misleading signal	Vehicle 001	Possible
3rd: Exceeding speed limit	Vehicle 002	Possible
4th: Failed to judge other persons path or speed	Vehicle 002	Possible

DRIVER OF VEHICLE 1 WAS DRIVING FROM ASHTEAD TOWARDS EPSOM. THERE WAS HEAVY TRAFFIC. VEHICLE 2 WAS DRIVING THE SAME WAY BUT OVERTAKING. VEHICLE 1 WENT TO TURN RIGHT OFF DORKING ROAD INTO WOODCOTE SIDE. VEHICLE 2 OVERTOOK AND COLLIDED ON THE OFFSIDE OF VE

EP04438/17 Saturday WOODCOTE GREEN ROAD AT JUNCTION WITH WOODCOTE SIDE EPSOM
15/07/2017
R1: U 2202 1950hrs
R2: U Daylight:street lights present
E 520,149 Wet/Damp
N 159,457 Fine without high winds
30 mph

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 002	Very Likely

V1 GOING AHEAD ON WOODCOTE GREEN LANE WHEN V2 HAS CROSSED IN FRONT CAUSING V1 TO SUSTAIN INJURIES WHEN COMING OFF BIKE.

EP20350/17 Sunday WOODCOTE GREEN ROAD EPSOM
10/09/2017
R1: U 2202 1340hrs
R2: U Daylight:street lights present
E 520,391 Dry
N 159,666 Fine without high winds
30 mph

Causation Factor:	Participant:	Confidence:
1st: Loss of control	Vehicle 001	Very Likely

V1 TRAVELLING NORTHEAST ON WOODCOTE GREEN RD HAS LOST CONTROL AND FALLEN FROM VEHICLE

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/05/2019 (65) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Woodcote Green Road
Sites ("MJB/MAYERBROWN/WOODCOTEGREENRD")

			Vehicles					Casualties				
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev				
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
EP21795/17	Monday	A24 SOUTH STREET AT JUNCTION	Veh 1	Car		Stopping	SW to N					
	11/09/2017	WITH WOODCOTE ROAD EPSOM	Veh 2	Car		Wait go ahead held	SW to N	Dri	F	42	Slight	
R1: A 24	1000hrs											
R2: U	Daylight:street lights present											
E 520,583	Wet/Damp											
N 160,255	Fine without high winds											
	30 mph											
Causation Factor:			Participant:					Confidence:				
1st:	Failed to look properly		Vehicle 002					Very Likely				
VEHICLE 2 HAS STOPPED AFTER TRAFFIC LIGHTS. VEHICLE 1 WAS BEHIND VEHICLE 2 AND WAS UNABLE TO BRAKE IN TIME CAUSING VEHICLE 1 TO COLLIDE INTO THE REAR OF VEHICLE 2.												
EP45340/17	Friday	A24 DORKING ROAD AT JUNCTION	Veh 1	Car		Turning right	NE to SE	FSP	F	64	Slight	
	24/11/2017	WITH ST MARGARETS DRIVE EPSOM	Veh 2	Car		Going ahead	SW to NE					
R1: A 24	1715hrs											
R2: U	Darkness: street lights present a											
E 520,506	Dry											
N 160,189	Fine without high winds											
	30 mph											
Causation Factor:			Participant:					Confidence:				
1st:	Failed to look properly		Vehicle 001					Very Likely				
VEHICLE 2 TRAVELLING NORTH EAST ON A24 DORKING ROAD. VEHICLE 1 TRAVELLING SOUTH WEST ON SAME ROAD. VEHICLE 1 INDICATING RIGHT TO TURN INTO ST MARGARETS DRIVE. VEHICLE 1 HAS COLLIDED WITH OFFSIDE OF VEHICLE 2 RUNNING ALONG LENGTH OF VEHICLE. VEHICLE 2 HAS												
EP51281/17	Friday	WOODCOTE GREEN ROAD EPSOM	Veh 1	Car		Going ahead	SW to NE	Ped	M	51	Slight	
	15/12/2017											
R1: U 2202	1930hrs											
	Darkness: street lights present a											
E 520,423	Wet/Damp											
N 159,699	Other											
	30 mph											
Causation Factor:			Participant:					Confidence:				
1st:	Failed to look properly		Casualty 001					Very Likely				
VEHICLE 1 HAS NOT SEEN PEDESTRIAN ON ZEBRA CROSSING AT REAR OF EPSOM HOSPITAL. VEHICLE 1 HAS HIT PEDESTRIAN AND PULLED OVER WITHIN TWENTY METRES OF THE CROSSING. FROM THE WITNESS ACCOUNT IT APPEARS THAT TUE PEDESTRIAN HASN'T LOOKED AND CROSSED THE ZEBRA												

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/05/2019 (65) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query Sites ("MJB/MAYERBROWN/WOODCOTEGREENRD") Notes: Woodcote Green Road

			Vehicles					Casualties				
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev				
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
EP65002/18	Friday	WOODCOTE SIDE AT JUNCTION	Veh 1	Car	Turning right	N	to	W				
	02/02/2018	WITH WILERHATCH LANE EPSOM	Veh 2	Pedal cycle	Going ahead	S	to	N	Dri	M	26 Serious	
R1: U	2202	1740hrs										
R2: U		Darkness: no street lighting										
E	520,150	Dry										
N	159,452	Fine without high winds										
		30 mph										
Causation Factor:			Participant:			Confidence:						
1st:	Failed to look properly			Vehicle 001			Possible					
2nd:	Travelling too fast for conditions			Vehicle 002			Very Likely					
V1 HAS BEEN TRAVELLING ALONG WOODCOTE GREEN ROAD HEADING WEST. V1 HAS COME TO A BEND AT THE JUNCTION WITH WOODCOTE SIDE. V1 HAS TURNED RIGHT INTO WOODCOTE SIDE AND COLLIDED WITH V2 WHO WAS TRAVELLING NORTH ON WILMERHATCH LANE												
EP11982/18	Friday	WOODCOTE GREEN ROAD AT	Veh 1	Car	Turning right	NE	to	NW	Dri	F	48 Slight	
	20/07/2018	JUNCTION WITH REAR ENTRANCE	Veh 2		O/take s/veh o/side	NE	to	SW				
R1: U	2202	1900hrs										
R2: U		Daylight:street lights present										
E	520,491	Dry										
N	159,748	Fine without high winds										
		30 mph										
Causation Factor:			Participant:			Confidence:						
1st:	Vehicle in course of crime			Vehicle 1			Very Likely					
V1 FIRE ENGINE ON EMERGENCY RESPONSE DRIVING ALONG WOODCOTE GREEN ROAD HAS APPROACHED STATIONARY V2. IT IS UNKNOWN IF V2 WAS INDICATING RIGHT.												
EP34803/18	Monday	WOODCOTE GREEN ROAD	Veh 1	Car	Going ahead LH bend	NE	to	S				
	24/09/2018	APPROACHING WOODCOTE SIDE	Veh 2	Car	Stopping	N	to	S	Dri	M	40 Slight	
R1: U	2202	0752hrs										
		Daylight:street lights present										
E	520,153	Dry										
N	159,477	Fine without high winds										
		30 mph										
Causation Factor:			Participant:			Confidence:						
1st:	Failed to look properly			Vehicle 1			Possible					
V1 HAS ENTERED THE LEFT HAND BEND WITH OUT REDUCING THEIR SPEED AND WHEN THEY HAVE SEEN V2 THEY HAVE NOT HAD ENOUGH TIME TO BRAKE SUCCESSFULLY AND V1 HAS COLLIDED WITH THE BACK OF V2.												

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/05/2019 (65) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query Sites ("MJB/MAYERBROWN/WOODCOTEGREENRD") Notes: Woodcote Green Road

Police Ref.	Day	Location Description	Vehicles					Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

EP01870/18 Wednesday WOODCOTE ROAD AT JUNCTION Veh 1 Car Going ahead S to N
21/11/2018 WITH AVENUE ROAD EPSOM Veh 2 Car Wait to turn right S to E Dri F 59 Serious
R1: U 2202 1905hrs
R2: U Darkness: street lighting unkno
E 520,644 Wet/Damp
N 160,058 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Following too close Vehicle 1 Very Likely
V1 AND 2 ON WOODCOTE ROAD HEADING NORTH TOWARDS DORKING ROAD. V2 IN FRONT INTENDING TO TURN RIGHT ONTO AVENUE ROAD SLOWED TO A STOP. V1 HAS COLLIDED WITH THE REAR OF V2

EP04884/18 Tuesday A24 DORKING ROAD AT JUNCTION Veh 1 Car Turning right SW to S
25/12/2018 WITH WOODCOTE SIDE EPSOM Veh 2 M/C < 125 cc Going ahead NE to SW Dri M 28 Serious
R1: A 24 1848hrs
R2: U Darkness: street lights present a
E 519,935 Wet/Damp
N 159,814 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Junction overshoot Vehicle 1 Very Likely
V1 HAS TURNED RIGHT FROM DORKING ROAD ONTO WOODCOTE SIDE WHERE V1 HAS THEN COLLIDED WITH V2. V1S CAR WAS POSITIONED AS THOUGH IT HAS OVERSHOT THE JUNCTION.

EP08133/19 Tuesday A24 DORKING ROADAT JUNCTION Veh 1 Car Wait to turn right SW to S Dri F 75 Slight
01/01/2019 WITHWOODCOTE ROAD EPSOM Veh 2 Goods 3.5 - 7.5t Wait go ahead held SW to NE
R1: A 24 1702hrs
R2: A 24 Darkness: street lighting unkno
E 520,578 Dry
N 160,250 Fine without high winds
30 mph

V2 A LORRY HIT V1 AND F/T/S

Details of Personal Injury Accidents for Period - 01/01/2014 to 31/05/2019 (65) months

Selection: ; Refined using Accidents within selected Polygons -2003 Query
Notes: Woodcote Green Road
Sites ("MJB/MAYERBROWN/WOODCOTEGREENRD")

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

EP33050/19 Saturday 20/04/2019 1835hrs
R1: A 246 Daylight:street lights present
R2: U Dry
E 520,474 Fine without high winds
N 159,883 30 mph

Causation Factor: 1st: Dazzling sun
2nd: Defective brakes
3rd: Failed to look properly

Participant: Vehicle 1
Vehicle 1
Vehicle 1

Confidence: Very Likely
Possible

V1 WAS TRAVELLING BEHIND V2 ALONG GUILDFORD ROAD IN A WESTBOUND DIRECTION TOWARDS GUILDFORD. V2 HAD GONE TO A STATIONARY POSITION IN ORDER TO INDICATE RIGHT ONTO EAST STREET WHEN V1 FAILED TO SLOW DOWN IN TIME AND SUBSEQUENTLY COLLIDED WITH THE REAR NEAR SIDE OF V2. THIS RESULTED IN THE DRIVER OF V1 FALLING OFF HIS MOPED AND CAUSING INJURIES TO SELF. LIGHT DAMAGE WAS CAUSED TO V2 WITH THE REAR NEAR SIDE DISPLAYING A LARGE DENT AND SCRATCHES. V1 - THE SCOOTER SUSTAINED HEAVY DAMAGE DUE TO THE

EP36121/19 Wednesday 01/05/2019 1900hrs
R1: A 24 Daylight:street lights present
R2: U Dry
E 519,931 Fine without high winds
N 159,814 30 mph

WEDNESDAY DORKING ROAD (A24) AT JUNCTION WITH WOODCOTE SIDE

Cyclist: CYCLIST WAS CYCLING ON DORKING ROAD WHEN IT WAS HIT BY VEH 2 COMING OUT OF WOODCOTE SIDE. CYCLIST HAS FALLEN TO THE GROUND AND SUSTAINED SLIGHT INJURY. DETAILS WERE EXCHANGED.

EP12856/14 Saturday 08/02/2014 1010hrs
R1: A 24 Daylight:street lights present
R2: U Wet/Damp
E 520,586 Raining without high winds
N 160,258 30 mph

A24 SOUTH STREET AT JUNCTION WITH WOODCOTE ROAD EPSOM

Vehicle 1: Car
Vehicle 2: M/C > 125 cc

Direction: Turning right
Going ahead

Confidence: S to NE
NE to SW

V2 HAS OVERTAKEN AND ACCELERATED TO GET THROUGH TRAFFIC LIGHTS AS THEY WERE CHANGING. V1 HAS NOT SEEN V2 UNTIL TOO LATE DUE TO HEAVY RAIN. V1 HAS TURNED INTO PATH OF V2 AND NEITHER HAVE BEEN ABLE TO STOP IN TIME

