

Project Title

Land East of Callowside,
Ewyas Harold

Report Title

Transport Statement

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Prepared For

Kentchurch Court Estate

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EXECUTIVE SUMMARY

- I. Robert West Consulting has prepared this report to accompany proposals for a residential development (consisting of approximately 38 residential units, private and affordable) on land to the east of the Callowside residential development off Elm Green Road, Ewyas Harold in Herefordshire.
- II. The site is currently agricultural land that has not previously been developed and is approximately 1.43 hectares in size.
- III. The development site is within easy walking and cycling distance of all the facilities in the Ewyas Harold village centre.
- IV. The development is likely to generate between 22 and 25 two-way trips in the peak hours and increase the number of vehicle movements in the peak hours through the junction of Elm Green Road with the B4347 by approximately 16.
- V. Personal Injury data for the period December 2008 – November 2013 confirms that no personal injury accidents occurred on Elm Green Road or at the junction with the B4347.
- VI. Although there is not an injury accident history at the junction of Elm Green Road and the B4347, the narrow width of carriageway and lack of footway on Elm Green Road has been raised as an issue to consider and a mitigation measure in the form of warning signs at the approaches is recommended.

1.0 INTRODUCTION

Background

- 1.1 Kentchurch Court Estate (KCE) is considering a proposal for a residential development of approximately 38 dwellings on a green-field plot of land off Elm Green Road on the eastern edge of the village of Ewyas Harold in Herefordshire. The village is approximately equidistant from Hereford, Ross-on-Wye, Monmouth and Abergavenny. The Location Plan is shown in Appendix A.
- 1.2 The boundary of the site forms an approximate rectangular shape, is approximately 1.43 hectares in area and is located at OS Grid Reference SO 39465 28422. The site is bounded to the west by an existing housing estate (Callowside), to the north by Elm Green Road and to the south and east by open fields (and Callow Hill Wood beyond).
- 1.3 Robert West Consulting has been appointed by KCE to provide transport planning advice in relation to the development proposals.

Transport Statement

- 1.4 This Transport Statement (TS) has been developed to support the planning application for outline permission for the proposed development.
- 1.5 This TS has been prepared in accordance with the Department for Transport, Guidance on Transport Assessment, March 2007. The scope of the report was discussed and agreed with the Highways Officer at Herefordshire Council (HC).

2.0 POLICY CONTEXT

2.1 This section considers the relevant transport planning policy in relation to the site and its development.

Department for Transport Guidance on Transport Assessment March 2007

2.2 This Transport Statement seeks to adhere to this guidance, which is recommended for use when preparing Transport Assessments/Statements within the County.

National Planning Policy Framework (NPPF), March 2012

2.3 At the heart of the National Planning Policy Framework is a presumption in favor of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

2.4 For plan-making, this means:

- Local planning authorities should positively seek opportunities to meet the development needs of their area
- Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:
 - i. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole or
 - ii. Specific policies in the Framework indicate development should be restricted

2.5 For decision-taking, this means:

- Approving development proposals that accord with the development plan without delay
- Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - i. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole or

- ii. Specific policies in the Framework indicate development should be restricted

2.6 The NPPF includes a set of 12 Core Planning Principles, including:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs
- Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas

2.7 Paragraph 19 of the NPPF states that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should therefore operate to encourage it, rather than act as an impediment and significant weight should be placed on the need to support economic growth through the planning system.

2.8 Under section 4 of the NPPF (promoting sustainable transport), it is stated that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.

2.9 As noted in paragraph 3.18 of this report, the proposed development site is approximately 650m from the heart of Ewyas Harold village (i.e. within a 2km walking distance). Whilst the 2km 'reasonable' walk threshold was set out in Planning Policy Guidance Note 13 (since superseded by the NPPF), it is still recognised as being relevant.

2.10 The proposed development on the edge of the village of Ewyas Harold will provide a small extension to the existing village, with new residents being within a short walk and cycle distance to the village services.

2.11 The proposed development will help to promote village life and encourage use of the existing public transport services that run adjacent to the site and serve the village. Increased use of existing public transport facilities will also likely to result in improvements to routes, services and facilities, which would further enhance the choices for sustainable transport available for the existing residents of the village.

Herefordshire Council's Local Transport Plan 3 (2011 – 2026) Part A – The Strategy

2.12 All local authorities are required to produce a Local Plan with the aim of providing a more flexible planning system that adapts to changing priorities and seeking to secure sustainable development. Key to the Local Plan is the Core Strategy, which will outline the council's policies and strategic direction for the county's planning framework. It sets a clear vision,

closely aligned with the Herefordshire Sustainable Community Strategy (June 2010) as to how the county should look and function and how development needs will be met up to 2031.

- 2.13 HC's Local Transport Plan (LTP) establishes the framework for the delivery of all aspects of transport and travel for Herefordshire and the development of the LTP and the Core Strategy has been a linked process. HC's emerging LTP covers the first part of the Core Strategy period from April 2012 to 2015 and is an important local document that supports the delivery of the Core Strategy. The LTP will be updated to include key elements of infrastructure set out in the Core Strategy following its adoption.
- 2.14 There are 79,122 households in Herefordshire (2011) and this is projected to increase by 23.3% by 2031, contributing to the need to provide additional housing.
- 2.15 Housing affordability is a key issue, with Herefordshire having the worst housing affordability ratio (in 2011 house prices were 8.6 times annual earnings) within the West Midlands region. High houses prices, particularly relative to earnings, brought about by demand and a current housing offer which encompasses a high proportion of high value properties, has increased the need for affordable houses as well as social housing.
- 2.16 Planning for Herefordshire's ageing population and strong retirement market by the development of "homes for life" to facilitate independent living and care needs is important. At the same time, there is the opportunity to plan for more balanced and integrated communities by providing the right mix of housing and facilities to cater for people at different stages in their life cycle, and with different incomes and needs. This will require the provision of more affordable housing, more family sized and smaller homes for younger households, facilities for children and young people, and a wider range of employment opportunities for people of working age.
- 2.17 Herefordshire plays a strategic role in facilitating cross boundary links between England and Wales. Whilst vehicle flows along these strategic routes are considered low in a national context, they have greater significance when coupled with local movement, congestion, journey time delays and air pollution.
- 2.18 It was noted that problems exist in the county due to a high dependency of car ownership stemming from a lack of public transport in rural areas and the need to access services and employment from these areas.

3.0 EXISTING CONDITIONS & HIGHWAY NETWORK

- 3.1 This section considers the existing conditions at the site and in the surrounding area, including existing access, parking and servicing arrangements, the accessibility of the site by all modes of transport, existing parking and waiting restrictions, and an assessment of recorded personal injury accident (PIA) data.

Site context & local highway network

- 3.2 The site is bordered by the unclassified Elm Green Road to the north - the existing field access from Elm Green Road is located approximately 40m west of the eastern of the edge of the site.
- 3.3 To the east, Elm Green Road provides access to local dwellings, farms and an army training camp. After approximately 4 miles (at Wormbridge), it forms a junction with the A465 (which links Hereford with Abergavenny). The majority of the traffic generated from the army camp will generally involve accessing the A465 and, for destinations to the south and southwest of the site, this is likely to occur via Elm Green Road into Ewyas Harold. For all other destinations, it is envisaged that access to the A465 will occur via the junction at Wormbridge. A similar split is envisaged for vehicle movements from the fire station.
- 3.4 To the west, Elm Green Road forms a junction with the B4347 (which runs along the Golden Valley, linking the A465 at Pontrilas with the B4348), providing close access to the village of Ewyas Harold. The width of Elm Green Road carriageway at the approach to the junction varies between 3.9m and 4.3m, increasing to greater than 5m for the final 15m - the central road markings are present at the bellmouth only. There are hedgerows on both sides of the road at the edge of carriageway with no footway. Vehicles turning right from the B4347 into Elm Green Road have a clear view of whether vehicles on the latter are approaching the junction. Vehicles turning left from the B4347 onto Elm Green Road can enter the bellmouth with caution until there is visibility along Elm Green Road, without blocking the junction. Drivers on Elm Green Road approaching the junction have sufficient visibility of the latter to be able to stop at a point with sufficient width for two cars to pass. It is noted from observations on site that drivers exercise appropriate caution negotiating the junction and, due to the infrequent vehicle movements, the latter appears to operate satisfactorily.
- 3.5 Between the site and the junction with the B4347, there is a 41m length of road with solely a verge on the south side, followed by a length of approximately 35m with neither verge nor footway.

- 3.6 In the vicinity of the site, Elm Green Road is a single carriageway road with a 30mph speed limit - the sign post designating the start of a derestricted speed limit lies approximately 30m to the east of the eastern edge of the site and a 40mph sign is located on Elm Green Road approximately 200m from the western edge of the site (near its junction with the B4347).
- 3.7 There is currently one access point to the site in the form of an opening in the hedgerow where a gate was once positioned.
- 3.8 The centre of the village of Ewyas Harold is approximately 650m from the site.
- 3.9 The village contains a number of facilities, including the following:
- i. Two schools
 - ii. Two pubs
 - iii. Three churches
 - iv. Village hall
 - v. Memorial hall
 - vi. Public phone box
 - vii. Fish and chips shop
 - viii. Medical Practice
 - ix. Dental surgery
 - x. Fire station
 - xi. Butchers
 - xii. Garage
- 3.10 From observations on site, vehicles travelling from Ewyas Harold on the B4347 can negotiate the junction with the A465 at Pontrilas satisfactorily, as visibility is good in both directions (being on the outside of the bend), although vehicle speeds can sometimes appear to be fairly high. However, the junction is a staggered one, with a stagger of less than 50m with the road opposite (a continuation of the B4347). As a result, the length of the right turn lanes on the A465 from both the north and south are short, leading to a tendency for some vehicles to cut across the opposing lane. The slip road for the left-hand turn from the A465 (northbound) is fine, although it merges with the (un-named) side road from Rowlestone. The visibility from the B4347 (east) onto the A465 is restricted because it is on the inside of the bend.

Personal Injury Accident Analysis

- 3.11 Five-year PIA data (1/12/08 to 30/11/13) has been obtained from HC for an area covering the immediate vicinity of the site, including Elm Green Road, the immediate stretch of the B4347 and, as requested by HC, the junction of the B4347 with the A465 – see results and accident location plan in Appendix B.
- 3.12 There were nine accidents in total, all slight in severity, with five of them occurring in 2009. Brief descriptions of the incidents are provided in Appendix B.
- 3.13 Five occurred in Pontrilas, four of which were on the A465, of which two were at the junction with the B4347. Two were along the B4347 between Pontrilas and Ewyas Harold and two were in the main centre of the village of Ewyas Harold. Seven of the accidents were due to driver error, misjudgment, speeding or drunkenness and two appear to be unavoidable due to animal running out and bout of coughing. None of the accidents appear to be due to the layout of the roads or junctions or specific road safety feature.
- 3.14 There were no accidents on Elm Green Road or at the junction with the B4347.

Access by sustainable modes of transportWalking

- 3.15 There are no footways on either side of Elm Green Road along the frontage to the site, primarily because there is currently no desire line: the northern side of the road consists of strips of verge, driveways and hedgerows and the southern side a hedgerow.
- 3.16 Although an asphalt footway exists on the south side of Elm Green Road (commencing westwards from the northwest corner of the site), it doesn't extend to the junction with the B4347 and is replaced by a combination of strip of verge, driveways and hedgerows. At the bellmouth of the junction, footways are present on both sides of the road (although the southern one is very narrow) and there is a continuous footway present from this junction to the village.
- 3.17 PPG 13 stated that 'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km'. Although PPG 13 has been superseded by the NPPF, the principles of promoting sustainable transport remain and 2km is still deemed as being a reasonable walk distance, which provides an opportunity to encourage changes in travel patterns. It is noted that the LTP states that HC will continue to promote an increase in the proportion of local walking trips to help reduce congestion, improve air quality and enhance personal fitness and health.

- 3.18 The whole of Ewyas Harold is within 2km of the site and can be reached easily on foot via Elm Green Road and the B4347 in approximately 8 minutes.
- 3.19 There is no street lighting along Elm Green Road or on the B4347 towards the village.
- 3.20 To the east of the site lies a few isolated dwellings and, further afield, an army training camp. It is likely that only a very small number of pedestrian movements occur from the east of the site, especially as there are no bus-stops in that area.

Cycling

- 3.21 PPG 13 stated that 'Cycling has potential to substitute for short car trips, particularly those less than 5km, and to form part of a longer journey by public transport'. Although PPG 13 has been superseded by the NPPF, the principles of promoting sustainable transport remain, and a 5km is still deemed as being a reasonable cycle distance, providing an opportunity to encourage changes in travel patterns and promote sustainable transport. In addition, the LTP states that HC will continue to promote the targeted development of on and off-road cycle routes, as set out in the Cycling Strategy. Key objectives are to increase the proportion of local cycle trips to help reduce congestion, pollution and improve personal fitness and health.
- 3.22 The facilities within Ewyas Harold are accessible by bicycle from the site, although there are no specific cycle lanes or designated cycle routes.
- 3.23 The closest designated cycle route is National Cycle Route 46 (Droitwich Spa to Neath), which runs in a northeast to southwest direction. It is approximately 3.5km to the southwest of Ewyas Harold and is accessed from a continuation of the B4347.

Bus Services

- 3.24 The two local bus operators serving Ewyas Harold are Nick Maddy Coaches (NMC) and Abbey Cars (AC).
- 3.25 Service 440 (NMC) operates daily, approximately every two hours (5 buses one way, 4 buses the other), between Abbeydore and Hereford (via Pontrilas). It stops in Ewyas Harold at two locations – Temple Bar (in the centre of the village) and at the junction of Elm Green Road with the B4347 i.e. a 4 minute walk from the site.
- 3.26 Service 442 (AC) operates a single bus per week (on Tuesdays) between Clehonger and Abergavenny, stopping in the village at Temple Bar.

Rail Services

- 3.27 The nearest train stations to Ewyas Harold are Abergavenny and Hereford (both approximately 10 miles away to the southwest and northeast respectively).
- 3.28 Table 3.1 below shows the journey times for some of the principal rail service routes and from the local stations, run by First Great Western, Arriva Train Wales and London Midland.

Table 3.1 Rail Journey Times

Destination	Journey time
Hereford to London Paddington	3 hours
Hereford to Manchester Piccadilly	2 hours
Hereford to Birmingham	1.5 hours
Hereford to Oxford	2.25 hours
Abergavenny to Cardiff	0.75 hours
Abergavenny to Swansea	1.5 hours
Abergavenny to Milford Haven	3.5 hours
Abergavenny to Aberystwyth	4 hours

- 3.29 Neither Abergavenny nor Hereford railway stations are within a reasonable access distance from Ewyas Harold by walking or cycling. Access to Hereford by bus is available, although the service frequency is low and it is envisaged that the majority of the residents of the village drive to the station. There is no practical bus service to Abergavenny and access will be predominantly by car.

4.0 DEVELOPMENT PROPOSALS

- 4.1 The proposals consist of a residential development of approximately 38 dwellings on a green-field plot of land - the outline layout is shown on drawing 2168-P(0)01H in Appendix A.
- 4.2 The appropriate form of access and egress to/from the site is a single T-Junction onto Elm Green Road, and its proposed position is towards the eastern half of the site frontage. It is positioned half way between the Elmdale side road junction and the Fire Station access, both on the opposite side of the road. It is also positioned mid-way between two established trees in the southern hedgerow (which are approximately 5.2m and 6.7m offset from the edge of carriageway). An existing telegraph pole is positioned within the hedgerow at this location and this will therefore have to be relocated.
- 4.3 To promote local walking trips, provision of a footway from the site to the existing footway on Elm Green Road would be required. Because Elm Green Road is relatively narrow, there is limited scope for a footway within the existing highway boundary. The layout for the development therefore includes a network of footpaths, including a route parallel with the road but to the south of the hedgerow. It is envisaged that this footway could be adopted to form part of the Elm Green Road highway. As a result, the highway boundary will have to change and the Highway Authority will therefore be responsible for the maintenance of the hedgerow – HC has confirmed that they would seek a commuted sum to cover the costs.
- 4.4 The Highway Authority has expressed a concern at the narrowness and lack of footway on Elm Green Road at its approach with the B4347 and the forward visibility through the junction for vehicles on the B4347 turning left into Elm Green Road (refer to paragraphs 3.4 and 3.5). A number of options have been considered to improve the situation:
- 4.5 As discussed in paragraph 3.13, there have been no PIAs recorded at the junction in the last five years. Observations of how the junction operates suggest that drivers acknowledge that the width of the road is narrow and drive through with caution. Option 1 is therefore to make no changes to the junction using the argument that, although sub-standard, the operation of the junction actually works because drivers automatically exercise caution. However, as there would be an increase in traffic movements through the junction as a result of the development, it is felt that some improvement would be welcome and this option is discounted.

- 4.6 Option 2 is to widen the carriageway by relocating the hedgerows. According to the highway boundary plan, the hedgerow on the northern side of the road is within the highway boundary. However, the hedgerow appears to be significantly wider than shown on the plan and the levels inside the hedgerow are at a significantly higher level than the road. The highway boundary on the south side appears to be positioned diagonally through the hedgerow. In summary, there does not appear to be a realistic opportunity of relocating the hedgerows in order to widen the carriageway without purchasing land from either the private dwelling or gallery.
- 4.7 Option 3 is for the introduction of a priority feature in the form of a give-way arrangement (with sign and road markings). It is considered that priority should be given to eastbound traffic to avoid traffic backing up on the B4347. The give way lines would need to be positioned at a point where there is sufficient width for two vehicles to pass (approximately 4.5m), which is approximately 50m back from the junction. It would formalise the existing arrangement whereby drivers enter the junction with caution and only if it is clear. It is likely that the arrangement would operate successfully because the traffic flows would remain relatively low and there is sufficient visibility of the bellmouth from the give way lines.
- 4.8 Option 4 is for a formal 3-way traffic lights junction. However, this arrangement is unsuitable for such low traffic flows and is unlikely to operate successfully because of the large distances between the stop lines - on Elm Green Road, it would have to be approximately 50m back from the junction and the one on the northern lane of the B4347 would have to be in advance of the bend in the road for visibility. In addition, it would give the area an urbanised appearance, which would be out of character.
- 4.9 Option 5, to make Elm Green Road a one-way road, is not appropriate because of the lack of other access routes available.
- 4.10 Option 6 is to erect warning signs at both approaches of oncoming vehicles in the middle of the road. This would entail minimal urbanisation (which would be appropriate for this location); would formalise the existing arrangement whereby drivers naturally exercise caution; and would provide an improvement in the flow of traffic through the junction. For these reasons, this is the preferred option.
- 4.11 As the site access road onto Elm Green Road serves up to 100 dwellings, its designation is a Minor Access Road, in accordance with Herefordshire Council Environment Directorate's *Highways Design Guide for New Developments (HDGND)*.

- 4.12 The visibility requirements for the site access are given in Tables A and B of the HDGND. The junction is not a major one or busy and, in accordance with paragraph 2.12, an 'x' set back value from the edge of carriageway of 2.4m is appropriate. For a speed limit of 30mph (i.e. if actual vehicle speeds were not known), the minimum 'y' distance is 90m (Table B). However, the traffic survey included vehicle speeds and the 85th percentile value (both eastbound and westbound) outside the site is 36.2mph (57.9kph). From Table A, using the next highest speed category (60kph), the minimum 'y' distance is confirmed at 90m. This visibility splay has been plotted on the topographical survey and is shown to be achievable with trimming of overhanging branches of the tree to the east of the proposed access and a minor offset relocation of the two hedgerows either side of proposed access (see drawing 4973/001/C/001 in Appendix C).
- 4.13 According to the HCGND, there is no restriction on the spacing of the junction for a Minor Access Road.
- 4.14 The internal road layout will comprise a main access road (4.8m width) with a slight narrowing to 4.5m at two locations to nominally reduce vehicle speeds and provide safer crossing points for pedestrians. Slight widening at bends will occur to allow larger vehicles to manoeuvre safely.
- 4.15 Off the main access road there will be a number of Home Zones (4.5m width), where the surfacing is block paving and there is no segregation between vehicles and pedestrians.
- 4.16 The main access road includes 2m wide footways on the sides that provide direct access to dwellings.
- 4.17 It has been agreed that parking provision will be established with HC during the detailed design stage and subsequent Reserved Matters Applications in order to avoid the risk of overspill parking.
- 4.18 It is understood that a Framework Residential Travel Plan will be prepared as part of the reserved matters process for the development. The plan will detail measures that will be provided to promote and encourage sustainable transport choice and how the plan will be developed and monitored by including the appointment of a Travel Plan Co-ordinator.

5.0 TRIP GENERATION & DISTRIBUTION

- 5.1 A trip generation exercise has been undertaken to compare the predicted number of trips from the proposed development with the existing number of trips on Elm Green Road, together with an assessment of the distribution.
- 5.2 The TRICS trip rate 2012 database has been used to determine the likely trip generation from the proposed residential development. The worst case trip rate assumption for privately owned dwellings has been used. The analysis is summarised in Table 5.1 below (the full TRICS output is included in Appendix D).

Table 5.1 Vehicle Trip Rates – Private Housing

Time Period	Trip Rates (vehicles) per Dwelling		
	Arrivals	Departures	Total
AM Peak 08:00 – 09:00	0.155	0.43	0.585
PM Peak 17:00 – 18:00	0.409	0.24	0.649

- 5.3 It is noted that the trip rates were derived using Locations Categories of *Edge of Town*, *Suburban Area (Out of Centre)* and *Edge of Town* and Location Sub-categories of *Residential Zone*, *Out of Town*, or *No Sub-Category*. The most relevant Location Category is *Free Standing (Out of Town)* – defined as just beyond the physical edge of the nearest town or in an isolated rural location. However, there are too few surveys in that category to use. The two Location Sub-categories applicable to the development site.
- 5.4 The predicted number of trip from a residential development of 38 dwellings using the trip rates above are shown in Table 5.2 below - it can be seen that the proposed 38-dwelling development can be expected to generate approximately 22 and 25 trips for the morning and evening peak respectively.

Table 5.2 Predicted Vehicle Trips

Time Period	Predicted Vehicle Trips		
	Arrivals	Departures	Total
AM Peak 08:00 – 09:00	6	16	22
PM Peak 17:00 – 18:00	16	9	25

Existing Traffic Flows

- 5.5 WCC confirmed that they did not have any existing traffic count data in the vicinity of the site. A traffic survey in the form of an automatic traffic count (ATC) was therefore undertaken to determine the number of existing trips along Elm Green Road – the survey sites were located on Elm Green Road, one near the junction with the B4347 and the other to the east of the fire station – see Appendix E.
- 5.6 Table 5.3 below shows the traffic flows for the morning and evening peak periods. It can be seen that, in the morning peak (08:00 – 09:00hrs), the 2-way flow at the western location is more than twice that of the eastern location and, in the evening peak (17.00 – 18.00 hrs), the 2-way flow at the western location is almost twice that of the eastern one. This reflects the fact that the village facilities are predominantly to the west of the site.

Table 5.3 Existing Traffic Counts

		am peak	pm peak
Site 1 (W)	Westbound	28	22
	Eastbound	25	19
	Total	53	41
Site 2 (E)	Westbound	9	15
	Eastbound	12	8
	Total	21	23

- 5.7 The trip distribution detailed in Appendix F shows that, as a result of the development, the two-way flow at the junction of Elm Green Road with the B4347 during the morning peak period is likely to increase by 15 (from 53 to 68) i.e. one vehicle every 53 seconds. During the pm peak period, the two-way flow at the junction also increases by 16 (from 41 to 57) i.e. one vehicle every 63 seconds.

6.0 MITIGATION

- 6.1 Chapter 5 shows that, although an increase in vehicle flow can be expected on Elm Green Road and its junction with the B4347 during peak periods as a result of the development, the actual values remain moderate (less than 30 in the peak hours) and do not exceed the capacity of either the road or the junction. In addition, the conclusion from the PIA analysis is that there are no inherent road safety problems in the vicinity of the site.
- 6.2 However, the operation of the existing junction was raised by HC as an issue and the preferred option of erecting signs warning of oncoming vehicles (option 6 in paragraph 4.4.6) is recommended as a suitable mitigation measure as part of the development proposals.
- 6.3 In addition, the potential for lowering the speed limit in the vicinity of the site from 30mph to 20mph is being investigated with the Highway Authority.

7.0 SUMMARY AND CONCLUSION

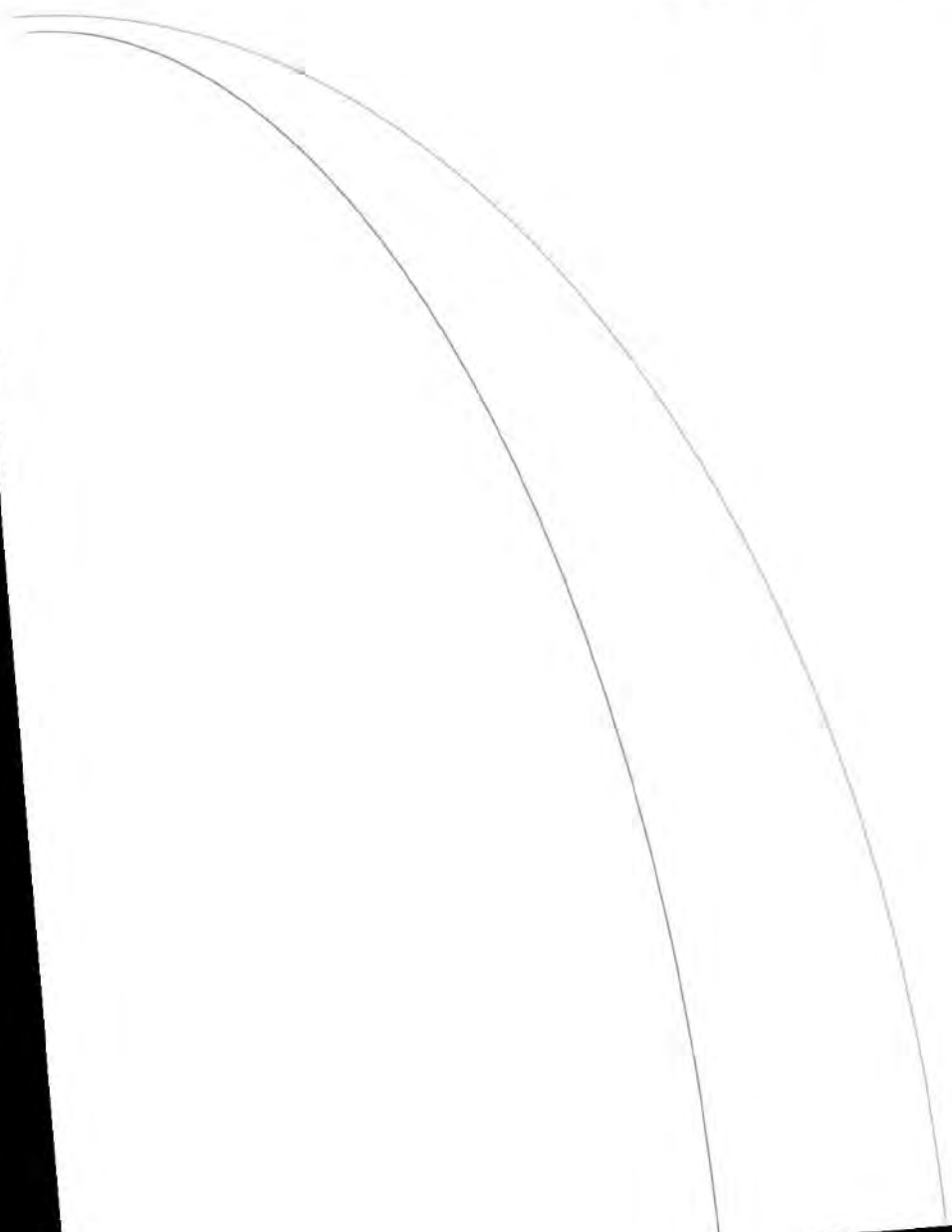
- 7.1 This TS has been prepared in accordance with the Department for Transport, Guidance on Transport Assessment, March 2007 and in consultation with the Highway Officer at HC to support the planning application for outline permission for the proposed residential development on a green-field plot of land off Elm Green Road on the eastern edge of the village of Ewyas Harold in Herefordshire.
- 7.2 The TRICS analysis determined that, during the am and pm peak periods, approximately 22 and 25 additional two-way trips would be generated from the 38-dwelling development respectively.
- 7.3 An analysis was undertaken on the PIAs at the roads in the vicinity of the site and the junction of the B4347 with the A465 over the latest five year period. This showed that there were nine accidents in total, none of which occurred on Elm Green Road or at the junction with the B4347 and none appear to be due to the layout of the roads or junctions or specific road safety feature. These findings suggest that there are no inherent road safety problems in the vicinity of the site.
- 7.4 In accordance with relevant planning policy the proposed development is sustainable from a transport perspective being well connected to the local amenities in the village, all accessible within recognized walking and cycling distances.
- 7.5 The development proposal has been designed to provide a safe and peaceful neighbourhood that includes Home Zones.
- 7.6 Access to public transport from the village is limited: there is a local bus service through the village each day, linking to the local area and the centres of both Hereford and Abergavenny, although the frequency is typically 2-hourly. In addition, the village is not close to a rail station. Substantial car-use can therefore be expected, although there is potential to introduce measures to encourage car sharing to minimise it.
- 7.7 The access and egress to/from the site is to be in the form of a single T-Junction onto Elm Green Road, whose speed limit is 30mph. The proposed site access T-junction and the internal road layout are in accordance with the requirements of the Herefordshire Council Environment Directorate's Highways Design Guide for New Developments and Manual for Streets 2 (MfS2). In addition, the available visibility splays from the junction (following the relocation of small lengths of hedgerow) are in accordance with the recommendations of MfS2, based on recorded vehicle speeds on Elm Green Road.

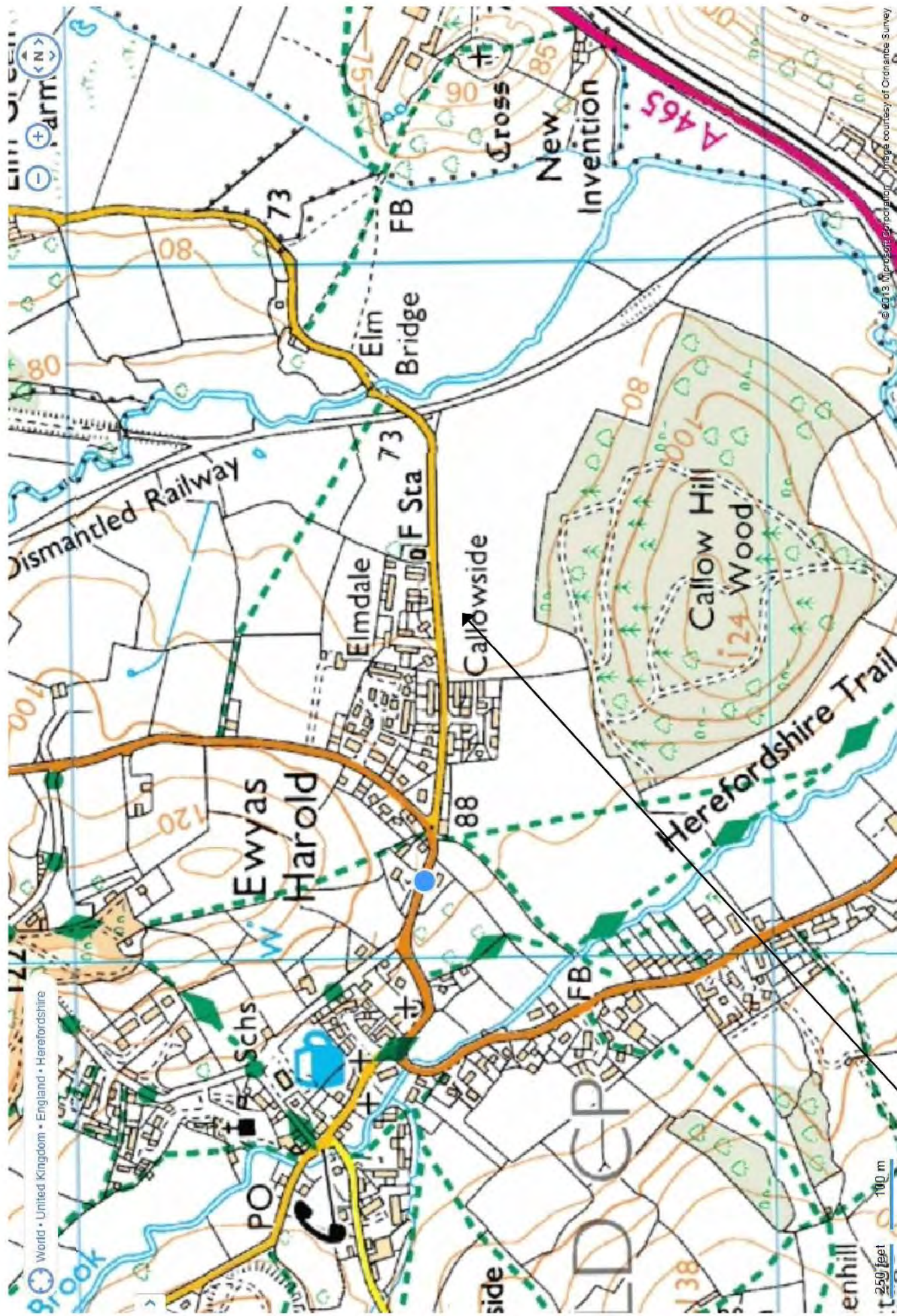
- 7.8 The junction of the B4347 with the A465 at Pontrillas has limitations in terms of visibility and turning lengths.
- 7.9 Elm Green Road generally has no footways up to the B4347. The development proposals include a footway along the site frontage, separated from Elm Green Road by the hedgerow.
- 7.10 The junction of Elm Green Road with the B4347 has its limitations and, although there are no recorded PIA records in the vicinity, there is concern at the lack of footway and visibility, especially in view of the predicted increased vehicle movements. A mitigation measure in the form of signs positioned at both approaches warning of oncoming vehicles in the middle of the road is proposed.
- 7.11 It is concluded that the proposed development will not have a detrimental impact on the capacity, operation and safety of the surrounding highway network and is in accordance with LTP3 & the NPPF.

Appendix A

Location Plan

Proposed Development
Layout, drawing 2168-P(0)01H





LOCATION PLAN

Development Site



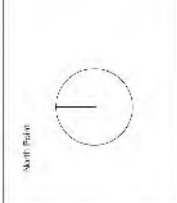
101 OUTLINE PLANNING MASTERPLAN LAYOUT

LAND EAST OF CALLOWSIDE, EWYAS HAROLD

1:375 @ A1

Consent Notes

1. Not drawn off the existing site.
2. Any development to be proposed to the site must be in accordance with the planning permission.
3. This drawing is to be used in consultation with the local planning authority and the relevant statutory bodies and is not to be used for any other purpose without the written consent of the architects.
4. This drawing is copyright and is to be used in accordance with the copyright notice.



Revision	Date	Details of revision

Client	The Kentchurch Court Estate
Project	Land East of Callowside Ewyas Harold, Hereford
Drawing Title	Outline Planning Masterplan Layout
Sheet	Drawn: HPO Date: May 2012 Scale: 1:375 @ A1
Drawn by	CSH
Checked by	HPO

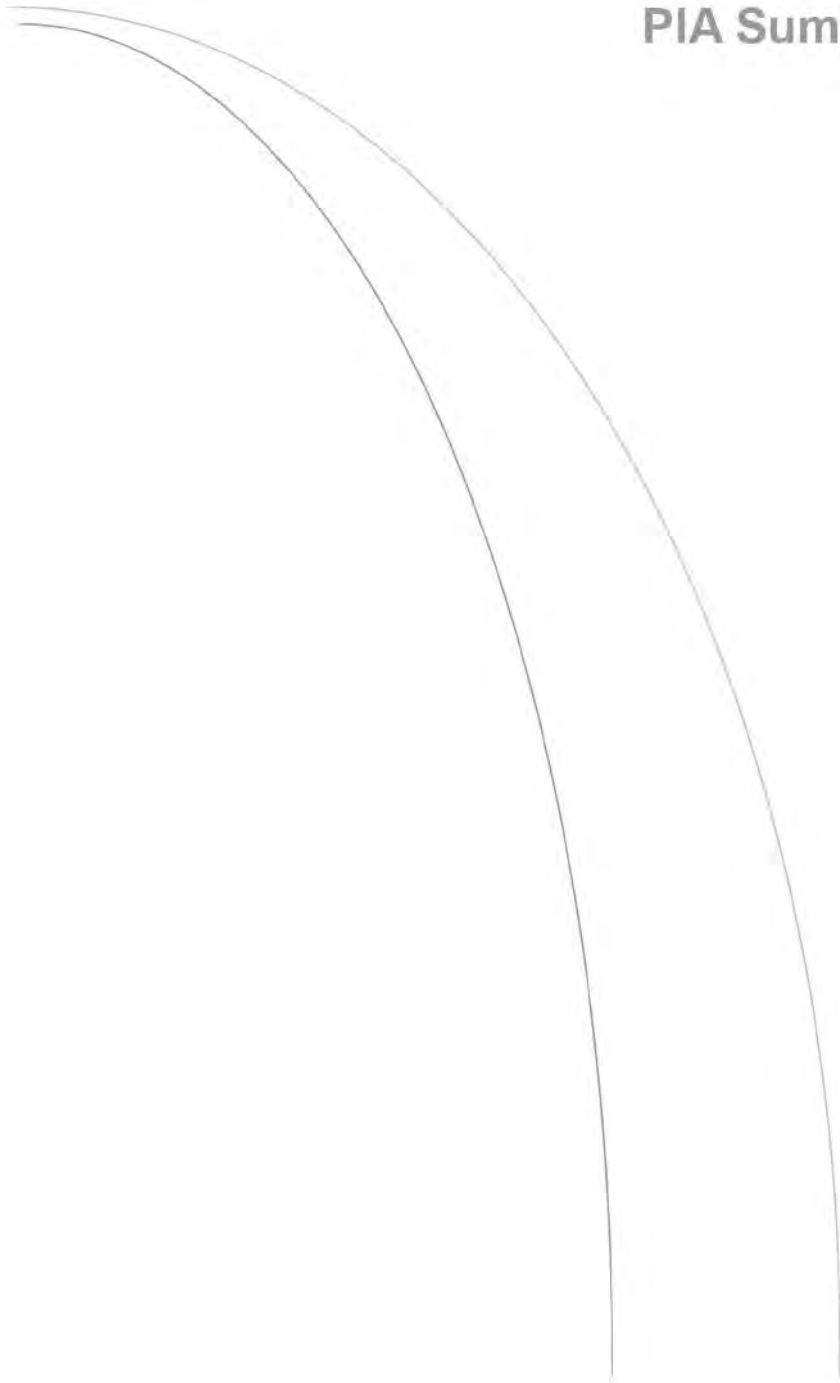
Hereford
Architects
101
www.101-arch.com

Cheltenham
101
www.101-arch.com

London
101
www.101-arch.com

Appendix B

Personal Injury Accident Data PIA Summary



Contributory Factors Report Summary - Ewyas Harold Area

Accidents Found Date Range: 13/03/2009 - 06/01/2013

Grid Coordinate Range: 338769,227522-339638,228621

Database: "g:\aip\keyaccident v6data\data"

Query Conditions: 01/12/2008 - 30/11/2013 Search Conditions:

Accident Severity

	2009	2010	2011	2012	2013	Total
Slight	5	1	1	1	1	9
Total	5	1	1	1	1	9

Casualty Severity

	2009	2010	2011	2012	2013	Total
Slight	10	2	1	2	1	16
Total	10	2	1	2	1	16

Casualty KSI

	2009	2010	2011	2012	2013	Total
Slight	10	2	1	2	1	16
Total	10	2	1	2	1	16

Ewyas Harold Area

Database: "g:\aip\keyaccident v6data\data"

Query Conditions: 01/12/2008 - 30/11/2013 Search Conditions:

Ewyas Harold Area

Database: "g:\aip\keyaccident v6\data\data"
 Query Conditions: 01/12/2008 - 30/11/2013 Search Conditions:

Accident Reference:09E901564 Slight LONTRILAS ROAD, EWYAS HAROLD,C/S VILLAGE HALL, Accident 1 of 9

Wednesday 18/08/2009 18:56 Grid Coords 339157/223796 Daylight/Dark/Lights L/D
 Surface Dry Weather Fine without high winds

Contributory Factors

	Participant	Confidence	Did a police officer attend? No - reported over the
409 Swerved (Driver/Rider - Error)	Vehicle 001	Possible	
509 Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	Possible	
410 Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description

V1 AND 2 HEADING IN OPPOSITE DIRECTIONS. DR/V1 CLAIMS THAT SHE SWERVED TO AVOID SOMETHING THAT RAN OUT INTO THE RD. THIS MANOEUVRE PLACED HER INTO THE PATH OF ONCOMING V2 WHICH ATTEMPTED TO AVOID IT BY ALSO SWERVING ONTO OPPOSITE C/WAY. BOTH VEHICLES COLLIDED HEAD ON

Vehicles

Vehicle	Direction	No skid	Negative	Direction	Age
1 Car	Going ahead other	No skid	Negative	NW to SE	Female Age 35
2 Car	Going ahead other	No skid	Negative	SE to NW	Female Age 54

Casualties

Driver or Rider	Slight	Vehicle no.1	Female 54
1 Driver or Rider	Slight	Vehicle no.1	Female 54

Accident Reference:09E901467 Slight B 4347,EWYAS HAROLD, J/W UC RD TO LULAS/LONGTOWN, Accident 2 of 9

Friday 21/08/2009 17:00 Grid Coords 338873/223536 Daylight/Light/no lights
 Surface Dry Weather Fine without high winds

Contributory Factors

	Participant	Confidence	Did a police officer attend? No - reported over the
602 Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	
308 Following too close (Driver/Rider - Injudicious)	Vehicle 001	Very likely	

Accident Description

THE DRIVER OF VEHICLE 001 HAD SLOWED DOWN TO TURN RIGHT OFF THE B4347 ONTO THE UNCLASSIFIED ROAD TO LONGTOWN. VEHICLE 002 DROVE INTO THE BACK OF VEHICLE 001.

Vehicles

Vehicle	Direction	No skid	Not contacted	Direction	Age
1 Car	Stopping	No skid	Not contacted	SE to W	Female Age 64
2 Car	Going ahead other	No skid	Not contacted	SE to W	Male Age 28

Casualties

Driver or Rider	Slight	Vehicle no.1	Female 64
1 Driver or Rider	Slight	Vehicle no.1	Female 64

Ewyas Harold Area

Database: "g:\aip\koyaccident v6\data\data"
 Query Conditions: 01/12/2008 - 30/11/2013 Search Conditions:

Accident Reference:09E9C4740	Slight	34347 AT PONTRILLAS, J/W U/S RD TO HELLSTON TERRACE,	Accident 3 of 9
Saturday 29/08/2009 17:48	Grid Coords 339838/227589	Daylight Light/with lights	
Surface Dry	Weather Fine without high winds		
Contributory Factors		Participant	Confidence
406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 001	Very likely
403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 001	Very likely
			Did a police officer attend?
			Yes

Accident Description

TWO VEHICLE RTC. V002 DRIVING STRAIGHT ON THROUGH JUNCTION. V001 TURNED RIGHT OR WAS OVER ON THE WRONG SIDE OF THE ROAD AND COLLIDED WITH V002.

Vehicles			
1 Car	Turning right	No skid	Negative
2 Car	Going ahead other	No skid	Negative
			SE to NE
			Male Age 27
			NE to SW
			Female Age 26
Casualties			
1 Passenger	Slight	Vehicle no.1	Kale 19

Accident Reference:09R9C6457	Slight	A465 AT PONTRILLAS, APP 89 MT NE PONTRILLAS BRIDGE,	Accident 4 of 9
Monday 16/11/2009 10:30	Grid Coords 339603/227660	Daylight Light/no lights	
Surface Wet/Damp	Weather Fine without high winds		
Contributory Factors		Participant	Confidence
602 Careless/Reckless (Driver/Rider - Behaviour)		Vehicle 001	Very likely
308 Following too close (Driver/Rider - Injudicious)		Vehicle 001	Very likely
306 Exceeding speed limit (Driver/Rider - Injudicious)		Vehicle 001	Possible
403 Sudden braking (Driver/Rider - Error)		Vehicle 001	Possible
			Did a police officer attend?
			No reported
			over the

Accident Description

VEHICLES 1 + 2 WERE TRAVELLING ALONG THE A465 AT PONTRILLAS, HEADED TOWARDS ABERGAVENNY. VEH 3 WAS TRAVELLING ALONG THE SAME STRETCH OF ROAD IN THE DIRECTION OF HEREFORD. VEH 2 HAS SLOWED FOR A CYCLIST IN THE SAME CARRIAGEWAY. VEH 1 HAS FAILED TO SEE VEH 3 SLOW DOWN AND COLLIDED WITH THE REAR END OF VEH 1. AS A RESULT OF THE INITIAL IMPACT EITHER VEH 1 OR VEH 2 HAS CROSSED THE CENTRE WHITE LINE AND COLLIDED WITH VEH 3. VEH 3 HAS MOUNTED THE BURNSIDE KERE IN AN ATTEMPT TO AVOID BEING HIT BUT HAS BEEN UNSUCCESSFUL. TO DATE THE CYCLIST HAS NOT BEEN TURNED.

1 Car	Going ahead other	Skid	Not provided	NE to SW	Male Age 19
2 Car	Stopping	No skid	Negative	NE to SW	Male Age 66
3 Car	Going ahead other	No skid	Negative	SW to NE	Male Age 61
Casualties					
1 Driver or Rider	Slight	Vehicle no.1	Kale 19		
2 Driver or Rider	Slight	Vehicle no.2	Kale 66		
3 Driver or Rider	Slight	Vehicle no.3	Kale 61		
4 Passenger	Slight	Vehicle no.3	Kale 42		
5 Passenger	slight	Vehicle no.3	Kale 62		

Ewyas Harold Area

Database: "g:\aip\keyaccident v6\data\data"
 Query Conditions: 01/12/2008 - 30/11/2013 Search Conditions:

Accident Reference:00E907113 Slight A465 AT EWYAS HAROLD, J/W B4347 PONTRILAS RD, Accident 5 of 9

Sunday 20/12/2009 13:20 Grid Coords 339465/227567 Daylight: Light/no Light
 Surface Wet/Damp Weather Fine without high winds

Contributory Factors

	Participant	Confidence	Did a police officer attend?
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	
603 Nervous/Uncertain (Driver/Rider Behaviour)	Vehicle 001	Possible	
605 Inexperienced or learner driver/rider (Driver/Rider Behaviour)	Vehicle 001	Very likely	
706 Dazzling sun (Driver/Rider - Vision Affected)	Vehicle 001	Possible	

Accident Description

V001 WAITING AT JUNCTION OF B4347 (FROM EWYAS HAROLD SIDE) TO TURN LEFT ONTO A465 TOWARDS HEREFORD. V002 APPROACHING JUNCTION TRAVELLING ALONG A465 TOWARDS HEREFORD. V001 PULLS OUT INTO THE PATH OF V002 CAUSING V002 TO COLLIDE HEADON INTO THE OFFSIDE OF V001.

Vehicles

1 Car	Turning left	No skid	Negative	NW to NE	Female Age 17
2 Car	Going ahead right hand bend	No skid	Negative	S to NE	Male Age 55

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Female 17
2 Driver or Rider	Slight	Vehicle no.2	Male 55

Accident Reference:10E005750 Slight A 465,ABERGAVENNY ROAD, J/W B 4347 PONTRILAS ROAD, Accident 6 of 9

Tuesday 16/11/2010 18:49 Grid Coords 339460/227563 Daylight: Dark/light 1st
 Surface Wet/Damp Weather Fine without high winds

Contributory Factors

	Participant	Confidence	Did a police officer attend?
403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 1	Possible	No reported
405 Failed to look properly (Driver/Rider - Error)	Vehicle 1	Very likely	over the
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 1	Very likely	

Accident Description

VEHICLE 2 WAS TRAVELLING ON THE B4347 PONTRILAS ROAD, EWYAS HAROLD IN THE DIRECTION OF THE A465 ABERGAVENNY ROAD. VEHICLE 2 HAS STOPPED AT THE JUNCTION OF THE A465. VEHICLE 2 HAS STARTED TO MOVE FROM THE JUNCTION ON TO THE A465 TO TURN RIGHT, WHEN VEHICLE 1 WAS TRAVELLING ON THE A465 TOWARDS HEREFORD HAS COLLIDED WITH VEHICLE 2.

Vehicles

1 Car	Going ahead right hand bend	No skid	Negative	S to NE	Male Age 32
2 Car	Turning right	No skid	Negative	NW to S	Female Age 21

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Male 32
2 Driver or Rider	Slight	Vehicle no.2	Female 21

Ewyas Harold Area

Database: "g:\aip\keyaccident v6\data\data"
 Query Conditions: 01/12/2008 - 30/11/2013 Search Conditions:

Accident Reference:11E100820 Slight B 4347,EWYAS HAROLD,25 M SE JW BRILL RD, Accident 7 of 9
 Tuesday 22/02/2011 19:30 Grid Coords 338764/228631 Daylight Dark/Lights 1 1
 Surface Dry Weather Fine without high winds
 Contributory Factors Participant Confidence Did a police officer attend?
 501 Impaired by alcohol (Driver/Rider - Impairment) Vehicle 001 Very likely Yes

Accident Description

V2 WAS PARKED AND UNATTENDED ON B4347 FACING TOWARDS LONGTOWN. V1 WAS DRIVING ALONG B4347 FROM DIRECTION OF LONGTOWN. V1 HAS COLL/ W V2. V1 WAS SHUNTED AND DRAGGED ALONG THE EXTERIOR WALL OF THE ADJACENT WALL. V1 HAS THEN RESTARTED IT'S ENGINE, REV TO FLEE HIMSELF FROM V2 AND IN DOING SO HAS RIPPED FRONT BUMPER FROM V1. V1 HAS THEN DRIVEN FROM THE SCENE WITHOUT TURNING ON IT'S LIGHTS. V1 HAS THEN COLL/W GARDEN WALL INJURING THE MALE DRIVER. DRIVER SMELLED ~~UNUSUAL~~ OF INTOXICANTS.

1 Car	Going ahead other	No skid	Not provided	DW to SE	Male Age 55
2 Car	Parked	No skid	Not requested	Parked	Female Age 38

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Male 55
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Accident Reference:13R200855 Slight A467 AT EWYAS HAROLD,1/8 PONTRILAS TIMBER MERCHANTS, Accident 8 of 9
 Sunday 10/02/2012 15:35 Grid Coords 339445/227522 Daylight Light/no lights
 Surface Dry Weather Fine without high winds
 Contributory Factors Participant Confidence Did a police officer attend?
 410 Loss of control (Driver/Rider - Error) Vehicle 1 Very likely Yes
 999 Other (Special Cases) Vehicle 1 Very likely
 409 Swerved (Driver/Rider - Error) Vehicle 1 Very likely

Accident Description

V1 NEG RH BEND BUT CONTINUED OVER VERGE AND INTO DRAINAGE DITCH ADJACENT TO RD. GIVEN BY DRIVER HAD BEEN COUGHING AND WHEEL TULLED AS A RESULT

Vehicles

1 Car	Going ahead right hand bend	No skid	Negative	S to NE	Male Age 67
-------	-----------------------------	---------	----------	---------	-------------

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Male 67
2 Passenger	Slight	Vehicle no.1	Female 72

Ewyas Harold Area

Database: "g:\aip\keyaccident v6\data\data"
 Query Conditions: 01/12/2008 - 30/11/2013 Search Conditions:

Accident Reference:13E300126 Slight 34347 EWEAS HAROLD, O/S SEATON HOUSE, Accident 9 of 9

Sunday 08/01/2013 10:06 Grid Coords 339038/227991 Daylight, Light/with lights

Surface Dry Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
407 Passing too close to cyclist/pedestrian (Driver/Rider - Error)	Vehicle 1	Very likely	Yes
706 Dazzling sun (Driver/Rider - Vision Affected)	Vehicle 1	Very likely	
403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 1	Very likely	

Accident Description

V1 NEG OVERTAKE OF V2 P/CYCLE CLIPPED V2 WITH WING MIRROR . THIS CAUSED V2 TO FALL TO THE GROUND AND RIDER TO BANG HEAD ON RDSIDE (NO HELMET WORN). SUN IN EYES OF V1 AND RIDER V2 NOT WEARING ANY HIGH VISIBILITY CLOTHING.

Vehicles

1 Car	O/T moving vehicle on its O/S	No skid	Negative	NW to SE	Male Age 77
2 Pedal Cycle	Going ahead other	No skid	Not applicable	NW to SE	Male Age 85

Casualties

1 Driver or Rider	Slight	Vehicle no.2	Killed 81
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Personal Injury Accident Details – Ewyas Harold

1. B4347/A465 junction at Pontrilas

- i. Both accidents (ref 5 & 6) were as a result of vehicle on B4347 turning left onto A465 into path of northbound vehicle on A465. Surfaces were wet, one in the light, one in the dark.

2. A465, Pontrilas

- i. Accident ref 8 caused due to loss of control as a result of a bout of coughing as car negotiating right hand sweep on A465, in daylight and surface was dry.
- ii. Accident ref 4 caused by rear shunt on A465 due to braking of vehicle in front behind cyclist and excessive speed, in daylight and surface was wet.
- iii. Accident ref 3 caused by right turning vehicle on B4347 (to the east of A465) in path of oncoming vehicle, in daylight and surface was dry.

3. B4347 between Pontrilas & Ewyas Harold

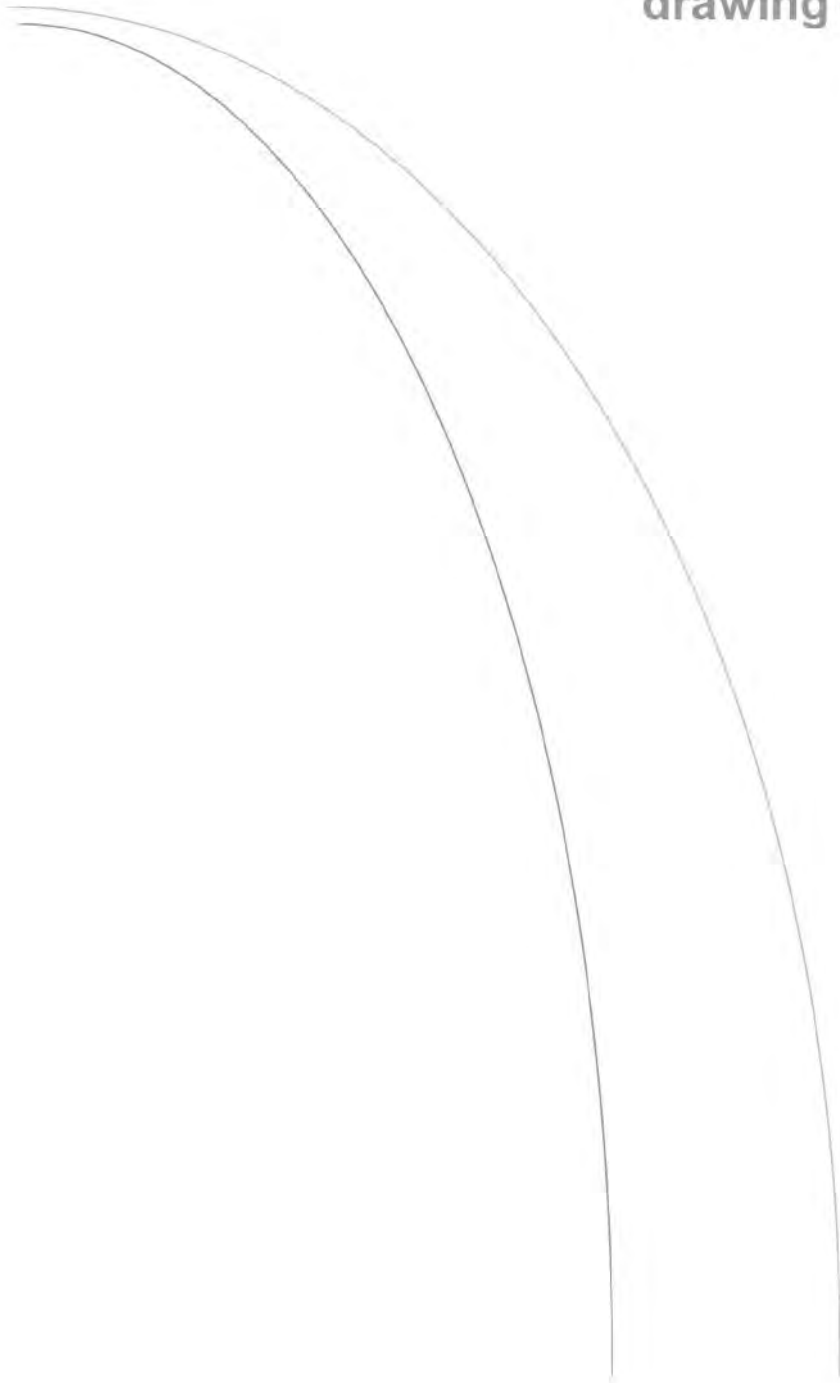
- i. Accident ref 1 caused by driver swerving to avoid animal in road, near village hall, in darkness and surface was dry.
- ii. Accident ref 9 caused by vehicle clipping cyclist whilst overtaking, near Seaton House, in daylight and surface was dry but dazzling sun.

4. Ewyas Harold

- i. Accident ref 2 caused by rear shunt of vehicle turning right from B4347 into unnamed road through village towards Dulas, in daylight and surface was dry.
- ii. Accident ref 7 caused by drunk driver colliding with wall and parked car, in darkness and surface was dry.

Appendix C

**Site Access Visibility,
drawing 4973/001/C/001**



1. The conclusion is reasonable for everything, all data is supporting our observations before commencing work.
2. The drawing is to be used in comparison with the relevant Audit field and discuss the
3. All observations if possible, unless stated otherwise.

VISIBILITY: 55%
 SPEED: 57.9mph
 X-DISTANCE: 2.4m
 Y-DISTANCE: 90m

[illegible]

PRELIMINARY

Client: KENTCHURCH COURT ESTATE

Robert West

Robert West
Cable: 0111
St. Mary's School
Alameda
Brockton, MA 01901
P: 508 366-2628
F: 508 366-1910

LAND EAST OF CALLOWSIDE

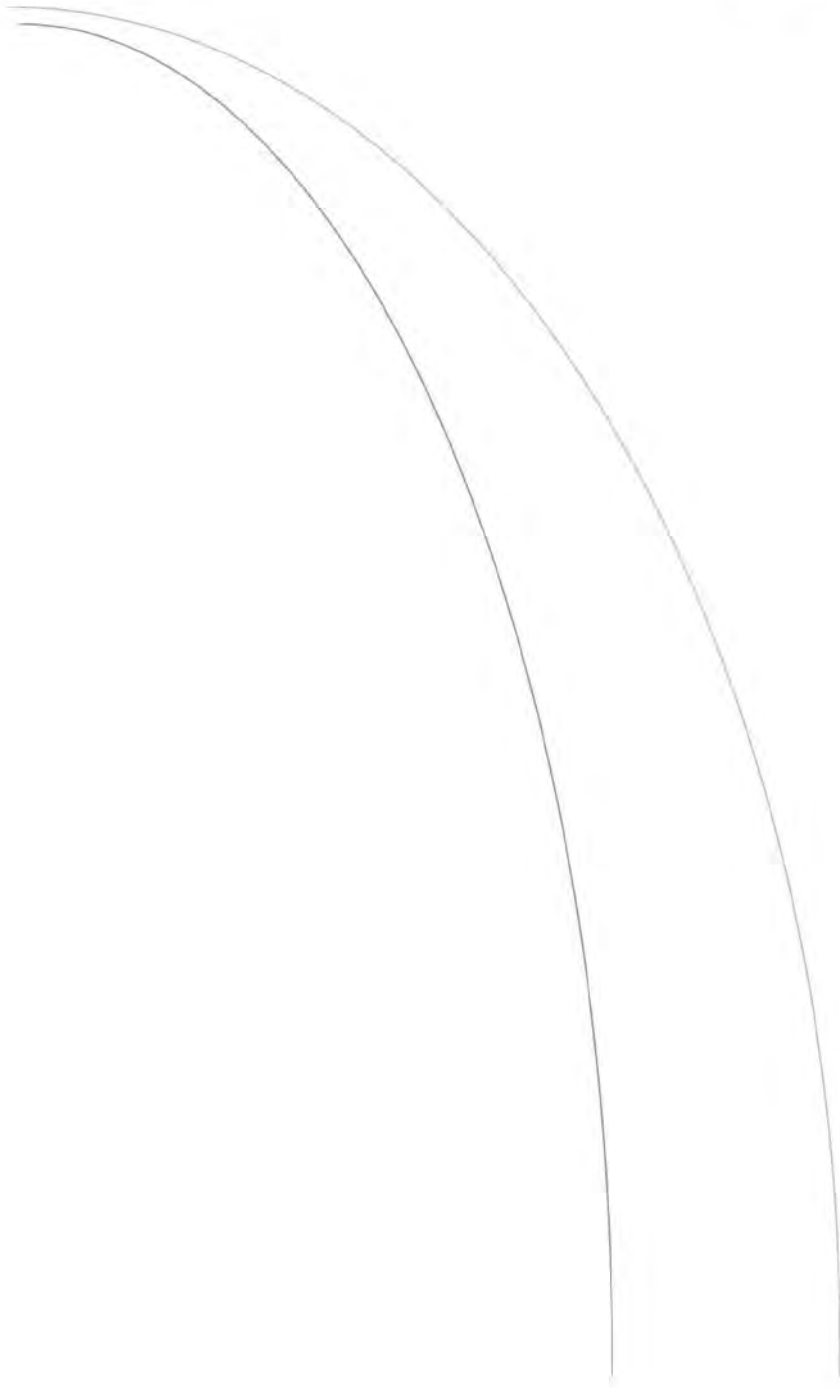
Copyright ©

PROPOSED SITE ACCESS
VISIBILITY SPLAYS

Order No. 4873	Project No. 001	Location C	Date of file 001	Date -
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Appendix D

TRICS data



TRICS 7.1.1

Trip Rate Parameter: Number of dwellings

TRIP RATE CALCULATION SELECT ON PARAMETERS:

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

Selected regions and areas:

2 SOUTH EAST		
BD	BEDFORDSHIRE	2 days
EX	ESSEX	1 days
3 SOUTH WEST		
CW	CORNWALL	1 days
GS	GLoucestershire	1 days
WL	WILTSHIRE	1 days
4 EAST ANGLIA		
ST	SUFFOLK	3 days
5 EAST MIDLANDS		
LN	LINCOLNSHIRE	2 days
NT	NOTTINGHAMSHIRE	1 days
6 WEST MIDLANDS		
SH	SHROPSHIRE	1 days
WO	WORCESTERSHIRE	2 days
8 NORTH WEST		
CH	CHESHIRE	2 days
LC	LANCASHIRE	1 days
9 NORTH		
CB	CUMBRIA	1 days
10 WALES		
CF	CARDIFF	1 days
WR	WREXHAM	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 73 to 237 (units:)
Range Selected by User: 73 to 237 (units:)

Public Transport Provision:

Selection by: include all surveys

Date Range: 01/01/04 to 31/10/11

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

Selected survey days:

Monday 4 days
Tuesday 7 days
Wednesday 2 days
Thursday 5 days
Friday 3 days

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

Selected survey types:

Manual count 21 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:

Town Centre 0
Edge of Town Centre 1
Suburban Area (PPS6 Out of Centre) 8
Edge of Town 12
Neighbourhood Centre (PPS6 Local C) 0
Free Standing (PPS6 Out of Town) 0
Not Known 0

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

Selected Location Sub Categories:

Industrial Zone 0
Commercial Zone 0
Development Zone 0

Residential Zone	14
Retail Zone	0
Built-Up Zone	0
Village	0
Out of Town	1
High Street	0
No Sub Category	6

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.

Filtering Stage 3 selection:

Use Class:
C3 21 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 TR CS®.

Population within 1 mile:	
5,001 to 10,000	6 days
10,001 to 15,000	1 days
15,001 to 20,000	8 days
20,001 to 25,000	2 days
25,001 to 50,000	4 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	3 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	5 days
125,001 to 250,000	9 days

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

Car ownership within 5 miles:	
0.6 to 1.0	9 days
1.1 to 1.5	12 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 21 days

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

LIST OF SITES relevant to selection parameters

1	3D-C3-A-01	SEMI DETACHED	BEDFORDS-HIRE
	NEW BEDFORD ROAD		
	LUTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	131	
	Survey date: THURSDAY	08/07/2004	Survey Type: MANUAL
2	3D-C3-A-02	SEMI DETACHED	BEDFORDS-HIRE
	RIDDYMAN		
	LUTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	87	
	Survey date: TUESDAY	06/07/2004	Survey Type: MANUAL
3	CB-03-A-04	SEMI DETACHED	CUMBRIA
	VOORCLOSE ROAD		
	SALTERBACK		
	WORKINGTON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	82	
	Survey date: FRIDAY	24/04/2009	Survey Type: MANUAL
4	CF-03-A-02	MIXED HOUSES	CARDIFF
	DROPE ROAD		
	CARDIFF		
	Edge of Town		
	Residential Zone		

	Total Number of dwellings:	196	
	Survey date: FRIDAY	05/10/2007	Survey Type: MANUA
5	CH-03-A-02 HOUSES/FLATS	CHESHIRE	
	SYDNEY ROAD		
	CREWE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	174	
	Survey date: TUESDAY	14/10/2008	Survey Type: MANUA
6	CH-03-A-06 SEMI-DET./BUNGALOWS	CHESHIRE	
	CREWE ROAD		
	CREWE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	129	
	Survey date: TUESDAY	14/10/2008	Survey Type: MANUA
7	CW-03-A-02 SEMI D./DETACHED	CORNWALL	
	BOSVIAN GARDENS		
	TRURO		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	73	
	Survey date: TUESDAY	18/09/2007	Survey Type: MANUA
8	EX-03-A-01 SEMI-DET.	ESSEX	
	WILTON ROAD		
	CORRINGHAM		
	STANFORD-LE-HOPE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	237	
	Survey date: TUESDAY	13/05/2008	Survey Type: MANUA
9	GS-03-A-01 SEMI D./TERRACED	GLOUCESTERSHIRE	
	KINGSHOLM ROAD		
	KINGSHOLM		
	GLOUCESTER		
	Edge of Town Centre		
	No Sub Category		
	Total Number of dwellings:	73	
	Survey date: TUESDAY	25/05/2004	Survey Type: MANUA
10	LC-03-A-29 DETACHED/SEMI D.	LANCASHIRE	
	REVIDGE ROAD		
	FOUR LANE ENDS		
	BLACKBURN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	185	
	Survey date: THURSDAY	10/06/2004	Survey Type: MANUA
11	LN-03-A-01 MIXED HOUSES	LINCOLNSHIRE	
	BRANT ROAD		
	BRACFORD		
	LINCOLN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	150	
	Survey date: TUESDAY	15/05/2007	Survey Type: MANUA
12	LN-03-A-02 MIXED HOUSES	LINCOLNSHIRE	
	HYKHAM ROAD		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	186	
	Survey date: MONDAY	14/05/2007	Survey Type: MANUA
13	NT-03-A-03 SEMI DETACHED	NOTTINGHAMSHIRE	
	36018 SUTTON ROAD		

	KIRKBY-IN-ASHFIELD Edge of Town Residential Zone Total Number of dwellings: 166 Survey date: WEDNESDAY 28/06/2006 Survey Type: MANUA...
14	SF-03-A-C1 SEMI DETACHED SUFFOLK A1156 FFIIXSTOWE ROAD RACECOURSE PSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 77 Survey date: WEDNESDAY 23/05/2007 Survey Type: MANUA...
15	SF-03-A-C2 SEMI DET./TERRACED SUFFOLK STOKES PARK DRIVE VAIDENHALL PSWICH Edge of Town Residential Zone Total Number of dwellings: 230 Survey date: THURSDAY 24/05/2007 Survey Type: MANUA...
16	SF-03-A-C3 MIXED HOUSES SUFFOLK BARTON HILL FORNHAM ST MARTIN BURY ST EDVUNDS Edge of Town Out of Town Total Number of dwellings: 101 Survey date: MONDAY 15/05/2006 Survey Type: MANUA...
17	SH-03-A-04 TERRACED SHROPSHIRE ST VICHAFES STREET SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 108 Survey date: THURSDAY 11/06/2009 Survey Type: MANUA...
18	WL-03-A-C1 SEMI D./TERRACED W. B. WILTSHIRE VALE DRIVE WOOTTON BASSETT Edge of Town Residential Zone Total Number of dwellings: 99 Survey date: MONDAY 02/10/2006 Survey Type: MANUA...
19	WO-03-A-03 DETACHED WORCESTERSHIRE BLAKEBROOK BLAKEBROOK KIDDERMINSTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 138 Survey date: FRIDAY 05/05/2006 Survey Type: MANUA...
20	WO-03-A-06 DET./TERRACED WORCESTERSHIRE ST GODWALDS ROAD ASTON FIELDS BROVSGROVE Edge of Town No Sub Category Total Number of dwellings: 232 Survey date: THURSDAY 30/06/2005 Survey Type: MANUA...
21	WR-03-A-01 SEMI DETACHED WREXHAM VOLD ROAD RHOSDDU WREXHAM Edge of Town No Sub Category Total Number of dwellings: 82

Survey date: MONDAY

05/07/2004 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/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: VEHICLE FS

Time Range	No. Days	ARRIVALS	Trip Rate	No. Days	DEPARTURES	Trip Rate	No. Days	TOTALS	Trip Rate
		Ave. DWELLS			Ave. DWELLS			Ave. DWELLS	
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	21	140	0.082	21	140	0.305	21	140	0.387
08:00-09:00	21	140	0.155	21	140	0.43	21	140	0.585
09:00-10:00	21	140	0.169	21	140	0.223	21	140	0.397
10:00-11:00	21	140	0.145	21	140	0.185	21	140	0.33
11:00-12:00	21	140	0.186	21	140	0.187	21	140	0.368
12:00-13:00	21	140	0.205	21	140	0.19	21	140	0.395
13:00-14:00	21	140	0.189	21	140	0.178	21	140	0.367
14:00-15:00	21	140	0.191	21	140	0.186	21	140	0.377
15:00-16:00	21	140	0.306	21	140	0.208	21	140	0.514
16:00-17:00	21	140	0.341	21	140	0.21	21	140	0.551
17:00-18:00	21	140	0.409	21	140	0.24	21	140	0.649
18:00-19:00	21	140	0.284	21	140	0.231	21	140	0.515
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			2.662			2.768			5.43

Parameter summary

Trip rate parameter range selected: 73 - 237 (units:)

Survey date date range: 01/01/04 - 14/10/11

Number of weekdays (Monday-Friday): 21

Number of Saturdays: 0

Number of Sundays: 0

Surveys manually removed from selection: 0

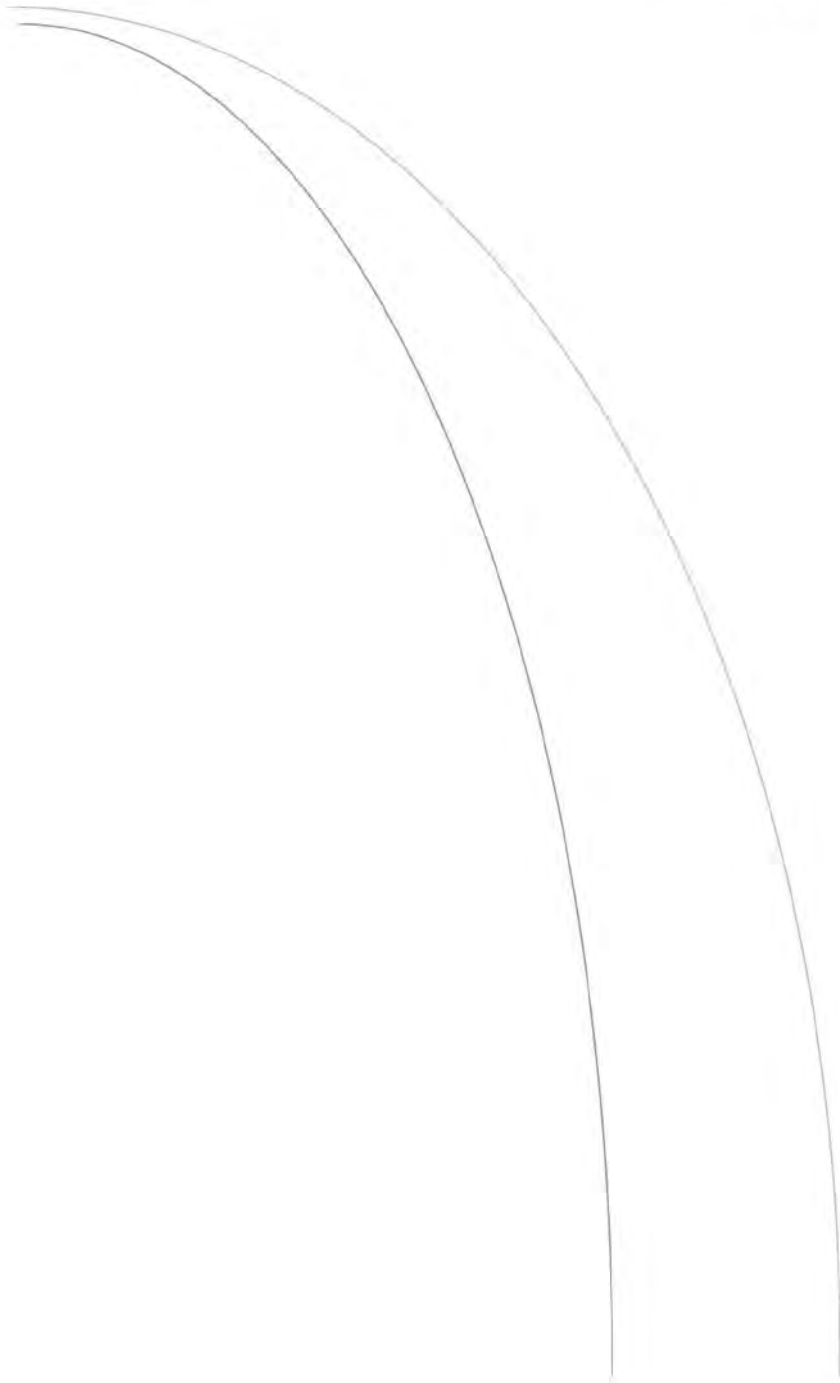
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys followed by the range of minimum and maximum survey dates selected by the user. Then

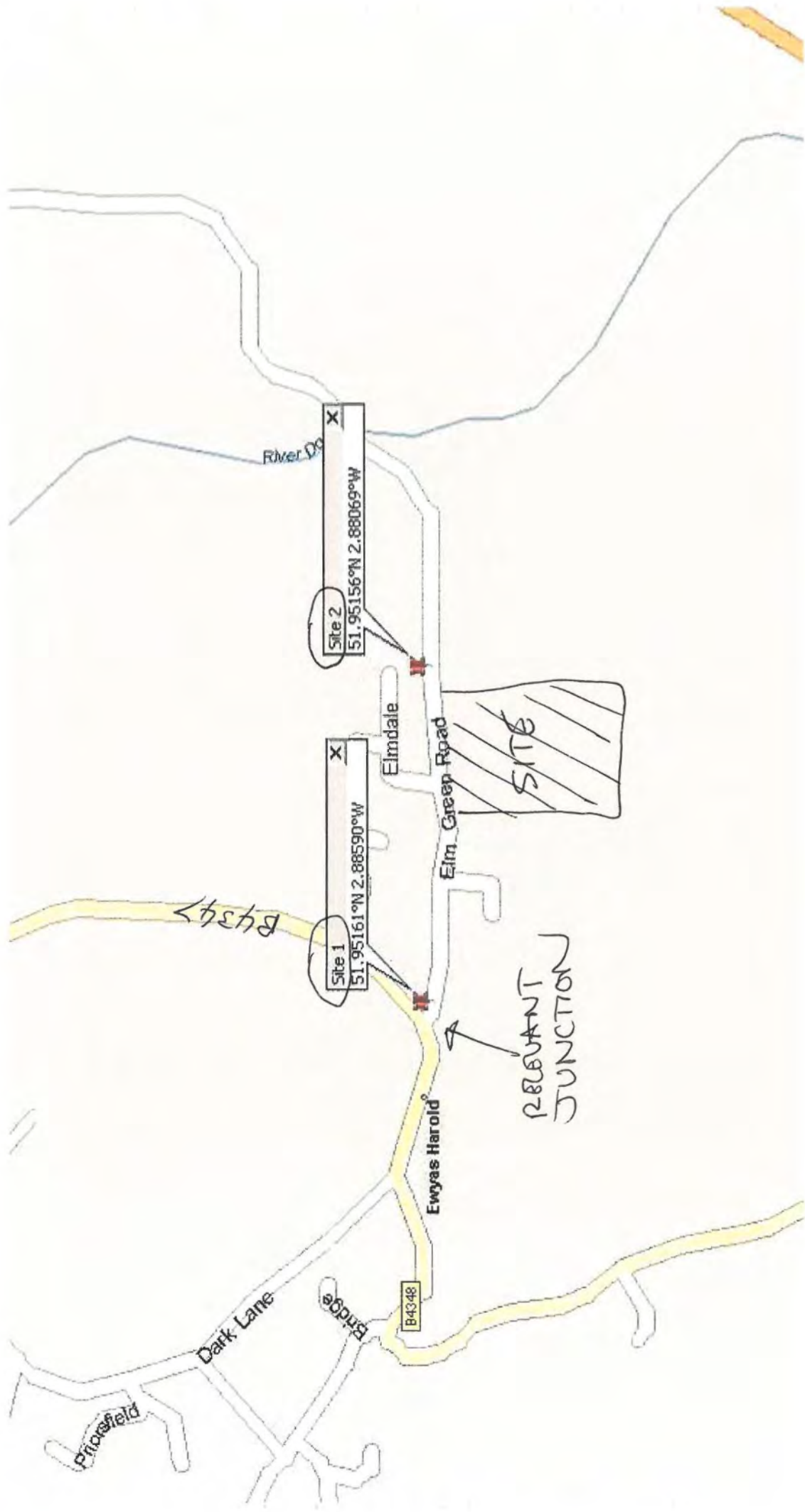
the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally

the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed

Appendix E

ATC data





C0488		Ewyas Harold		to		20 January 2014		Site		1		Location		Elm Green Road (near B4347 jnc) (51.95161, -2.88590)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
14 January 2014								Direction		Eastbound																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									

C0488	Ewyas Harold	14 January 2014	to	20 January 2014	Site	1	Location	Elm Green Road (near B4347 jnc) (51.95161, -2.88590)						
					Direction	Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
15 January 2014														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	10	0	5	5	0	0	0	0	0	0	0	0	0	0
07:00	21	0	18	2	1	0	0	0	0	0	0	0	0	0
08:00	27	0	22	5	0	0	0	0	0	0	0	0	0	0
09:00	27	0	16	11	0	0	0	0	0	0	0	0	0	0
10:00	20	0	17	3	0	0	0	0	0	0	0	0	0	0
11:00	19	0	16	2	0	0	0	0	0	1	0	0	0	0
12:00	12	1	9	1	0	1	0	0	0	0	0	0	0	0
13:00	24	0	21	2	0	1	0	0	0	0	0	0	0	0
14:00	31	0	27	4	0	0	0	0	0	0	0	0	0	0
15:00	32	0	26	4	1	0	1	0	0	0	0	0	0	0
16:00	27	0	24	3	0	0	0	0	0	0	0	0	0	0
17:00	22	0	19	3	0	0	0	0	0	0	0	0	0	0
18:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0
19:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0
20:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
22:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0
23:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
[12]	278	1	230	41	2	2	1	0	0	1	0	0	0	0
[16]	308	1	255	46	2	2	1	0	0	1	0	0	0	0
[18]	327	1	274	46	2	2	1	0	0	1	0	0	0	0
[24]	331	1	278	46	2	2	1	0	0	1	0	0	0	0

C0488 Ewyas Harold Site 1 Location Elm Green Road (near B4347 jnc) (51.95161, -2.88590)

14 January 2014 to 20 January 2014

Direction Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE,		THREE AXLE		FOUR OR MORE AXLE		FOUR OR LESS AXLE		FIVE OR LESS AXLE		SIX OR MORE AXLE		SEVEN OR MORE AXLE		
			CAR-BASED LGV	TRUCKS			AXLE, RIGID	AXLE, RIGID	AXLE, RIGID	AXLE, RIGID	AXLE, RIGID	AXLE, RIGID	AXLE, RIGID	AXLE, RIGID	AXLE, RIGID	AXLE, RIGID	AXLE, RIGID	AXLE, RIGID	AXLE, RIGID	AXLE, RIGID	AXLE, RIGID
16 January 2014																					
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	8	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	26	0	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	25	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00	26	0	16	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	19	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	14	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	22	1	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00	19	0	14	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
14:00	26	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	28	0	24	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
16:00	32	0	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
[12]	272	1	227	40	2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	
[16]	294	1	246	43	2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	
[18]	300	1	252	43	2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	
[24]	305	1	257	43	2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	

C0488	Ewyas Harold	14 January 2014	to	20 January 2014	Site	1	Location	Elm Green Road (near B4347 jnc) (51.95161, -2.88590)						
					Direction	Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
17 January 2014														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	8	0	5	3	0	0	0	0	0	0	0	0	0	0
07:00	12	0	9	2	1	0	0	0	0	0	0	0	0	0
08:00	24	0	20	4	0	0	0	0	0	0	0	0	0	0
09:00	14	0	11	2	0	0	0	0	0	0	0	0	0	0
10:00	23	2	15	5	0	0	0	0	0	0	0	0	0	0
11:00	24	0	21	3	0	0	0	0	0	0	0	0	0	0
12:00	13	0	10	3	0	0	0	0	0	0	0	0	0	0
13:00	23	0	20	3	0	0	0	0	0	0	0	0	0	0
14:00	25	0	23	2	0	0	0	0	0	0	0	0	0	0
15:00	22	0	20	1	0	1	0	0	0	0	0	0	0	0
16:00	32	0	27	5	0	0	0	0	0	0	0	0	0	0
17:00	24	0	22	2	0	0	0	0	0	0	0	0	0	0
18:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0
19:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
20:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
21:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
[12]	251	2	213	32	1	1	0	0	2	0	0	0	0	0
[16]	274	2	232	36	1	1	0	0	2	0	0	0	0	0
[18]	278	2	236	36	1	1	0	0	2	0	0	0	0	0
[24]	283	2	241	36	1	1	0	0	2	0	0	0	0	0

C0488		Ewyas Harold		14 January 2014		to	20 January 2014		Site 1		Location Elm Green Road (near B4347 jnc) (51.95161, -2.88590)			
								Direction Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
19 January 2014														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
08:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
09:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0
10:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0
11:00	15	1	14	0	0	0	0	0	0	0	0	0	0	0
12:00	15	0	13	2	0	0	0	0	0	0	0	0	0	0
13:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0
14:00	26	1	18	4	0	3	0	0	0	0	0	0	0	0
15:00	17	0	15	2	0	0	0	0	0	0	0	0	0	0
16:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0
17:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
18:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
19:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
20:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
21:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	3	0	2	0	0	1	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
[12]	150	2	131	14	0	3	0	0	0	0	0	0	0	0
[16]	168	2	149	14	0	3	0	0	0	0	0	0	0	0
[18]	171	2	151	14	0	4	0	0	0	0	0	0	0	0
[24]	177	2	157	14	0	4	0	0	0	0	0	0	0	0

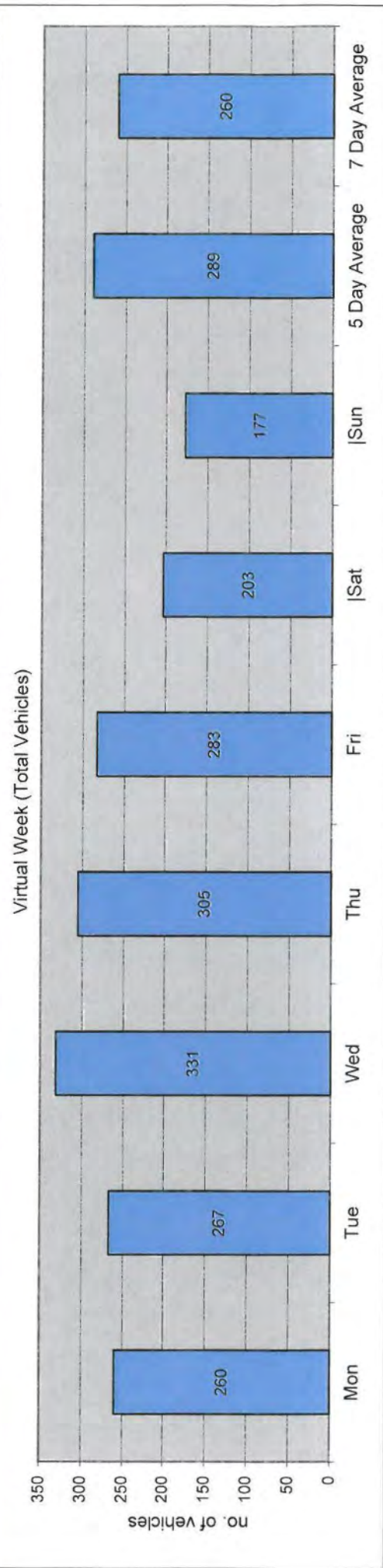
Elm Green Road (near B4347 inc) (51.95161, -2.88590)

Eastbound

[illegible]

C0488	Ewyas Harold	to	20 January 2014	Site	1	Location	Elm Green Road (near B4347 jnc) (51.95161, -2.88590)					
14 January 2014				Direction	Eastbound							
TIME	TOTAL	MOTOR-	CARS OR	LIGHT	BUSES	TWO	THREE	FOUR OR	FIVE OR	SIX OR	SIX AXLE	SEVEN OR
PERIOD	VEHICLES	CYCLES	CAR- BASED	GOODS		AXLE, SIX TYRE, RIGID	AXLE RIGID	MORE AXLE RIGID	LESS AXLE RIGID	MORE AXLE RIGID	MULTI- TRAILER ARTIC	MULTI- TRAILER ARTIC
Average Day												
00:00	1	0	1	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0
06:00	6	0	4	2	0	0	0	0	0	0	0	0
07:00	16	0	13	2	0	0	0	0	0	0	0	0
08:00	19	0	17	2	0	0	0	0	0	0	0	0
09:00	17	0	12	5	0	0	0	0	0	0	0	0
10:00	18	0	15	2	0	0	0	0	0	0	0	0
11:00	18	0	16	2	0	0	0	0	0	0	0	0
12:00	15	0	11	3	0	0	0	0	0	0	0	0
13:00	18	0	16	2	0	0	0	0	0	0	0	0
14:00	24	0	20	3	0	0	0	0	0	0	0	0
15:00	23	0	20	2	0	0	0	0	0	0	0	0
16:00	22	0	20	2	0	0	0	0	0	0	0	0
17:00	15	0	14	1	0	0	0	0	0	0	0	0
18:00	12	0	12	0	0	0	0	0	0	0	0	0
19:00	12	0	12	0	0	0	0	0	0	0	0	0
20:00	4	0	4	0	0	0	0	0	0	0	0	0
21:00	2	0	2	0	0	0	0	0	0	0	0	0
22:00	4	0	4	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0
[12]	222	1	188	29	0	1	0	0	0	0	0	0
[16]	249	1	211	32	0	1	0	0	0	0	0	0
[18]	255	1	217	32	0	1	0	0	0	0	0	0
[24]	260	1	223	32	0	1	0	0	0	0	0	0

C0488	Ewyas Harold	14 January 2014	to	20 January 2014	Site	1	Location	Elm Green Road (near B4347 jnc) (51.95161, -2.88590)					
					Direction	Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX OR MORE AXLE ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week													
Mon	260	0	218	38	1	2	1	0	0	0	0	0	0
Tue	267	2	228	35	0	2	0	0	0	0	0	0	0
Wed	331	1	278	46	2	2	1	0	0	1	0	0	0
Thu	305	1	257	43	2	0	1	0	0	0	0	1	0
Fri	283	2	241	36	1	1	0	0	2	0	0	0	0
Sat	203	3	182	18	0	0	0	0	0	0	0	0	0
Sun	177	2	157	14	0	4	0	0	0	0	0	0	0
5 Day Average													
[--]	289	1	244	40	1	1	1	0	0	0	0	0	0
7 Day Average													
[--]	260	1	223	32	0	1	0	0	0	0	0	0	0
Total Vehicles													
[--]	1826	11	1561	230	6	11	3	0	2	1	0	1	0



C0488 Ewyas Harold

488	Ewyas Harold	to	20 January 2014
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Site	1	W
Direction		

1 Westbound

Location

Elm Green Road (near B4347 jnc) (51.95161, -2.88590)

[illegible]

Elm Green Road (near B4347 jnc) (51.95161, -2.88590)

Site 1

488 Ewyas H

20 January 2014

[illegible]

C0488		Ewyas Harold		14 January 2014 to 20 January 2014		Site 1	Location Elm Green Road (near B4347 jnc) (51.95161, -2.88590)							
14 January 2014		to		20 January 2014		Direction Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
17 January 2014														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
06:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0
07:00	25	0	19	5	0	0	1	0	0	0	0	0	0	0
08:00	30	0	28	2	0	0	0	0	0	0	0	0	0	0
09:00	19	0	17	2	0	0	0	0	0	0	0	0	0	0
10:00	14	0	12	2	0	0	0	0	0	0	0	0	0	0
11:00	30	0	25	4	0	1	0	0	0	0	0	0	0	0
12:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0
13:00	26	0	19	7	0	0	0	0	0	0	0	0	0	0
14:00	24	0	21	3	0	0	0	0	0	0	0	0	0	0
15:00	22	0	21	1	0	0	0	0	0	0	0	0	0	0
16:00	23	0	20	3	0	0	0	0	0	0	0	0	0	0
17:00	30	0	28	2	0	0	0	0	0	0	0	0	0	0
18:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0
19:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
20:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
21:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
[12]	273	0	238	33	0	1	1	0	0	0	0	0	0	0
[16]	296	0	258	36	0	1	1	0	0	0	0	0	0	0
[18]	300	0	262	36	0	1	1	0	0	0	0	0	0	0
[24]	306	0	268	36	0	1	1	0	0	0	0	0	0	0

C0488		Ewyas Harold		14 January 2014		to		20 January 2014		Site		1		Location		Elm Green Road (near B4347 jnc) (51.95161, -2.88590)																					
										Direction		Westbound																									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC																							
18 January 2014																																					
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0																							
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0																							
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0																							
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0																							
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0																							
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0																							
06:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0																							
07:00	17	0	15	2	0	0	0	0	0	0	0	0	0	0																							
08:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0																							
09:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0																							
10:00	15	0	13	2	0	0	0	0	0	0	0	0	0	0																							
11:00	19	1	17	1	0	0	0	0	0	0	0	0	0	0																							
12:00	18	0	15	3	0	0	0	0	0	0	0	0	0	0																							
13:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0																							
14:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0																							
15:00	22	0	20	2	0	0	0	0	0	0	0	0	0	0																							
16:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0																							
17:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0																							
18:00	11	1	10	0	0	0	0	0	0	0	0	0	0	0																							
19:00	10	0	7	2	0	0	1	0	0	0	0	0	0	0																							
20:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0																							
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0																							
22:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0																							
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0																							
[12]	173	2	154	17	0	0	0	0	0	0	0	0	0	0																							
[16]	189	2	167	19	0	0	1	0	0	0	0	0	0	0																							
[18]	196	2	174	19	0	0	1	0	0	0	0	0	0	0																							
[24]	203	2	181	19	0	0	1	0	0	0	0	0	0	0																							

14 January 2014 to 20 January 2014

Direction Westbound

Direction Westbound

Direction Westbound

Direction Westbound

Direction Westbound

Direction Westbound

Direction Westbound

Direction Westbound

Direction Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE,		THREE AXLE		FOUR OR MORE AXLE		FOUR OR LESS AXLE		FIVE OR LESS AXLE		SIX OR MORE AXLE		SEVEN OR MORE AXLE		
			CAR-BASED LGV	CAR-TRUCKS			RIGID	RIGID	RIGID	RIGID	RIGID	RIGID	RIGID	RIGID	RIGID	RIGID	RIGID	RIGID	RIGID	RIGID	RIGID
19 January 2014																					
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00	15	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	22	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00	22	1	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	9	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	3	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
[12]	130	3	121	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
[16]	143	3	134	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
[18]	146	3	136	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
[24]	153	3	142	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	

C0488		Ewyas Harold		14 January 2014		to		20 January 2014		Site		1		Location		Elm Green Road (near B4347 jnc) (51.95161, -2.88590)													
										Direction		Westbound																	
TIME PERIOD		TOTAL VEHICLES		MOTOR-CYCLES		CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES		BUSES		TWO AXLE, SIX TYRE, RIGID		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		FIVE AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC	
20 January 2014																													
00:00		1		0		1		0		0		0		0		0		0		0		0		0		0		0	
01:00		0		0		0		0		0		0		0		0		0		0		0		0		0		0	
02:00		1		0		0		1		0		0		0		0		0		0		0		0		0		0	
03:00		0		0		0		0		0		0		0		0		0		0		0		0		0		0	
04:00		1		0		1		0		0		0		0		0		0		0		0		0		0		0	
05:00		4		0		3		1		0		0		0		0		0		0		0		0		0		0	
06:00		28		0		16		12		0		0		0		0		0		0		0		0		0		0	
07:00		24		0		18		6		0		0		0		0		0		0		0		0		0		0	
08:00		19		0		18		1		0		0		0		0		0		0		0		0		0		0	
09:00		18		0		14		4		0		0		0		0		0		0		0		0		0		0	
10:00		11		0		5		5		0		1		0		0		0		0		0		0		0		0	
11:00		16		0		13		3		0		0		0		0		0		0		0		0		0		0	
12:00		14		0		9		5		0		0		0		0		0		0		0		0		0		0	
13:00		14		0		13		1		0		0		0		0		0		0		0		0		0		0	
14:00		21		0		17		4		0		0		0		0		0		0		0		0		0		0	
15:00		16		0		12		4		0		0		0		0		0		0		0		0		0		0	
16:00		27		0		25		2		0		0		0		0		0		0		0		0		0		0	
17:00		16		0		16		0		0		0		0		0		0		0		0		0		0		0	
18:00		9		0		7		2		0		0		0		0		0		0		0		0		0		0	
19:00		21		0		20		1		0		0		0		0		0		0		0		0		0		0	
20:00		6		0		6		0		0		0		0		0		0		0		0		0		0		0	
21:00		1		0		1		0		0		0		0		0		0		0		0		0		0		0	
22:00		2		0		2		0		0		0		0		0		0		0		0		0		0		0	
23:00		0		0		0		0		0		0		0		0		0		0		0		0		0		0	
[12]		205		0		167		37		0		1		0		0		0		0		0		0		0		0	
[16]		261		0		210		50		0		1		0		0		0		0		0		0		0		0	
[18]		263		0		212		50		0		1		0		0		0		0		0		0		0		0	
[24]		270		0		217		52		0		1		0		0		0		0		0		0		0		0	

Ewyas Harold

20 January 2014

Site 1

Direction Westbound

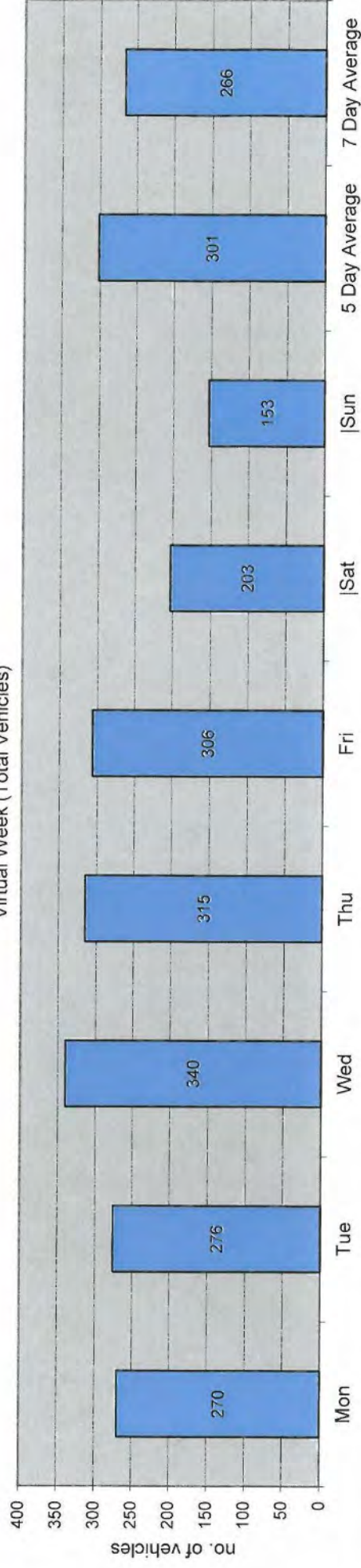
Location

Elm Green Road (near B4347 inc) (51 95161 -2 88590)

[illegible]

C0488	Ewyas Harold	14 January 2014	to	20 January 2014	Site	1	Location	Elm Green Road (near B4347 jnc) (51.95161, -2.88590)						
					Direction	Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	270	0	217	52	0	1	0	0	0	0	0	0	0	0
Tue	276	1	245	29	1	0	0	0	0	0	0	0	0	0
Wed	340	1	294	45	0	0	0	0	0	0	0	0	0	0
Thu	315	4	278	33	0	0	0	0	0	0	0	0	0	0
Fri	306	0	268	36	0	1	1	0	0	0	0	0	0	0
Sat	203	2	181	19	0	0	1	0	0	0	0	0	0	0
Sun	153	3	142	7	0	1	0	0	0	0	0	0	0	0
5 Day Average														
[--]	301	1	260	39	0	0	0	0	0	0	0	0	0	0
7 Day Average														
[--]	266	1	232	31	0	0	0	0	0	0	0	0	0	0
Total Vehicles														
[--]	1863	11	1625	221	1	3	2	0	0	0	0	0	0	0

Virtual Week (Total Vehicles)



C0488		Ewyas Harold		to		20 January 2014		Site		2		Location		Elm Green Road (near Fire Station) (51.95156, -2.88069)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
14 January 2014								Direction		Eastbound																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

C0488		Ewyas Harold		to		20 January 2014		Site		2		Location		Elm Green Road (near Fire Station) (51.95156, -2.88069)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
14 January 2014								Direction		Eastbound																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															

C0488		Ewyas Harold		to		20 January 2014		Site		2		Location		Elm Green Road (near Fire Station) (51.95156, -2.88069)										
14 January 2014								Direction		Eastbound														
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID		THREE AXLE RIGID	FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		FIVE AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC		
17 January 2014																								
00:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	2	0	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	4	0	4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	13	0	10		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	12	0	10		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	10	0	8		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00	8	0	8		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	13	2	9		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	13	0	12		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	3	0	2		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00	9	0	8		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	15	0	15		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	10	0	9		0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	9	0	9		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:00	8	0	7		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	5	0	4		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	6	0	5		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
[12]	115	2	101		9	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
[16]	136	2	118		13	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
[18]	138	2	120		13	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
[24]	145	2	127		13	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Ewyas Harold

488	Ewyas Harold	14 January 2014	to	20 January 2014
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Site	2	2
Direction	Direction	Direction

Site	2	Direction	Eastbound
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Location

Elm Green Road (near Fire Station) (51.95156, -2.88069)

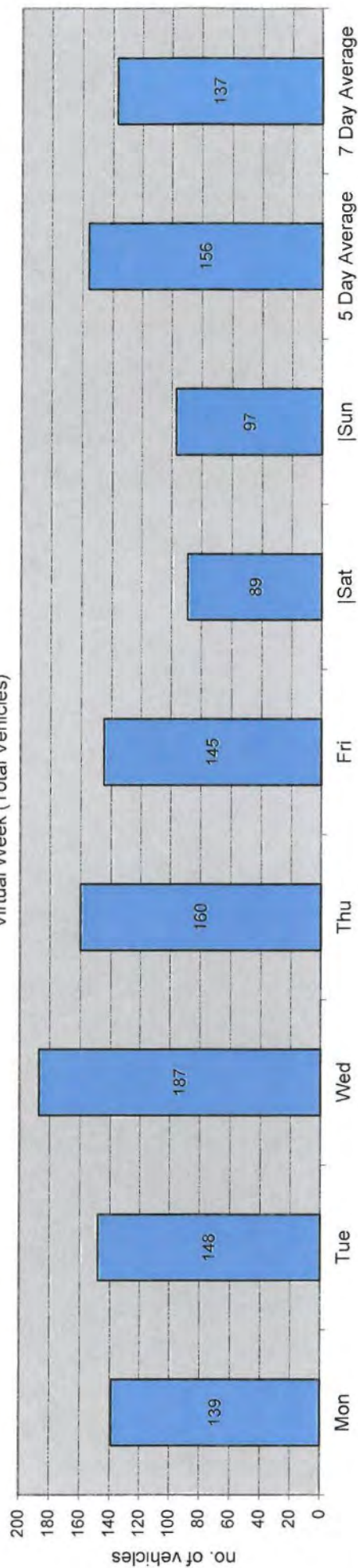
[illegible]

C0488		Ewyas Harold		Site		2		Location		Elm Green Road (near Fire Station) (51.95156, -2.88069)									
14 January 2014		to		20 January 2014		Direction		Eastbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC					
19 January 2014																			
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0					
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
06:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0					
07:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0					
08:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0					
09:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0					
10:00	3	1	1	1	0	0	0	0	0	0	0	0	0	0					
11:00	10	2	8	0	0	0	0	0	0	0	0	0	0	0					
12:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0					
13:00	11	0	10	0	0	0	0	0	0	0	0	1	0	0					
14:00	15	0	11	3	0	0	1	0	0	0	0	0	0	0					
15:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0					
16:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0					
17:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0					
18:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0					
19:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0					
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
21:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0					
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
[12]	77	3	66	6	0	0	1	0	0	0	0	1	0	0					
[16]	96	3	85	6	0	0	1	0	0	0	0	1	0	0					
[18]	96	3	85	6	0	0	1	0	0	0	0	1	0	0					
[24]	97	3	86	6	0	0	1	0	0	0	0	1	0	0					

C0488		Ewyas Harold		to		20 January 2014		Site		2		Location		Elm Green Road (near Fire Station) (51.95156, -2.88069)									
14 January 2014								Direction		Eastbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID		THREE AXLE RIGID	FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		FIVE AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC			
Average Day																							
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:00	16	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:00	11	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00	7	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00	11	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:00	7	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:00	12	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:00	8	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:00	7	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
19:00	7	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
20:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
[12]	107	1	94	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
[16]	125	1	109	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
[18]	130	1	115	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
[24]	137	1	122	11	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			

C0488	Ewyas Harold	14 January 2014	to	20 January 2014	Site	2	Location	Elm Green Road (near Fire Station) (51.95156, -2.88069)					
					Direction	Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week													
Mon	139	0	127	9	1	2	0	0	0	0	0	0	0
Tue	148	1	129	13	0	2	3	0	0	0	0	0	0
Wed	187	0	164	19	2	1	1	0	0	0	0	0	0
Thu	160	1	138	17	2	0	1	0	0	0	1	0	0
Fri	145	2	127	13	1	1	1	0	0	0	0	0	0
Sat	89	1	83	5	0	0	0	0	0	0	0	0	0
Sun	97	3	86	6	0	0	1	0	0	0	1	0	0
5 Day Average													
[--]	156	1	137	14	1	1	1	0	0	0	0	0	0
7 Day Average													
[--]	137	1	122	11	0	0	1	0	0	0	0	0	0
Total Vehicles													
[--]	965	8	854	82	6	6	7	0	0	0	2	0	0

Virtual Week (Total Vehicles)



C0488			Ewyas Harold		to		20 January 2014		Site		2		Location		Elm Green Road (near Fire Station) (51.95156, -2.88069)														
14 January 2014								Direction		Westbound																			
TIME PERIOD		TOTAL VEHICLES		MOTOR-CYCLES		CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES		BUSES		TWO AXLE, SIX TYRE, RIGID		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		FIVE AXLE ARTIC		SIX OR MORE AXLE ARTIC		MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC	
14 January 2014																													
00:00		1		0		1		0		0		0		0		0		0		0		0		0		0		0	
01:00		0		0		0		0		0		0		0		0		0		0		0		0		0		0	
02:00		1		0		1		0		0		0		0		0		0		0		0		0		0		0	
03:00		0		0		0		0		0		0		0		0		0		0		0		0		0		0	
04:00		0		0		0		0		0		0		0		0		0		0		0		0		0		0	
05:00		2		0		1		1		0		0		0		0		0		0		0		0		0		0	
06:00		0		0		0		0		0		0		0		0		0		0		0		0		0		0	
07:00		4		0		4		0		0		0		0		0		0		0		0		0		0		0	
08:00		10		0		9		1		0		0		0		0		0		0		0		0		0		0	
09:00		7		0		6		1		0		0		0		0		0		0		0		0		0		0	
10:00		11		1		9		1		0		0		0		0		0		0		0		0		0		0	
11:00		10		0		9		1		0		0		0		0		0		0		0		0		0		0	
12:00		10		0		8		2		0		0		0		0		0		0		0		0		0		0	
13:00		8		0		6		2		0		0		0		0		0		0		0		0		0		0	
14:00		17		0		15		2		0		0		0		0		0		0		0		0		0		0	
15:00		20		0		16		3		0		1		0		0		0		0		0		0		0		0	
16:00		15		1		13		1		0		0		0		0		0		0		0		0		0		0	
17:00		16		0		16		0		0		0		0		0		0		0		0		0		0		0	
18:00		15		0		15		0		0		0		0		0		0		0		0		0		0		0	
19:00		3		0		2		1		0		0		0		0		0		0		0		0		0		0	
20:00		4		0		4		0		0		0		0		0		0		0		0		0		0		0	
21:00		3		0		3		0		0		0		0		0		0		0		0		0		0		0	
22:00		1		0		1		0		0		0		0		0		0		0		0		0		0		0	
23:00		2		0		2		0		0		0		0		0		0		0		0		0		0		0	
[12]		143		2		126		14		0		1		0		0		0		0		0		0		0		0	
[16]		153		2		135		15		0		1		0		0		0		0		0		0		0		0	
[18]		156		2		138		15		0		1		0		0		0		0		0		0		0		0	
[24]		160		2		141		16		0		1		0		0		0		0		0		0		0		0	

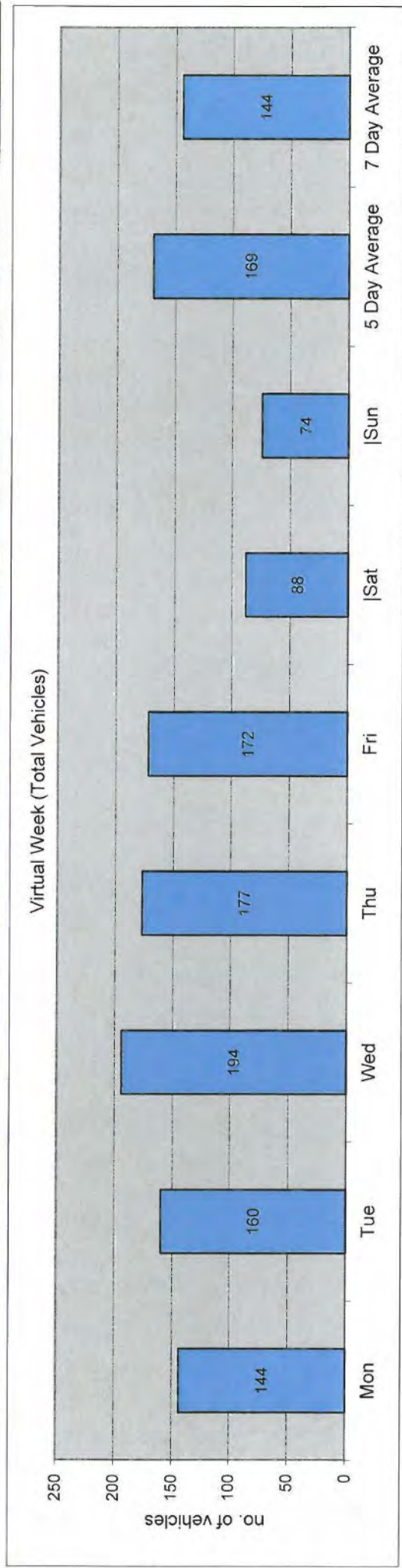
C0488		Ewyas Harold		14 January 2014		to		20 January 2014		Site		2		Location		Elm Green Road (near Fire Station) (51.95156, -2.88069)													
												Direction		Westbound															
TIME PERIOD		TOTAL VEHICLES		MOTOR-CYCLES		CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES		BUSES		TWO AXLE, SIX TYRE, RIGID		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		FIVE AXLE ARTIC		SIX OR MORE AXLE ARTIC		MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC	
17 January 2014																													
00:00		0		0		0		0		0		0		0		0		0		0		0		0		0		0	
01:00		0		0		0		0		0		0		0		0		0		0		0		0		0		0	
02:00		1		0		1		0		0		0		0		0		0		0		0		0		0		0	
03:00		0		0		0		0		0		0		0		0		0		0		0		0		0		0	
04:00		0		0		0		0		0		0		0		0		0		0		0		0		0		0	
05:00		1		0		1		0		0		0		0		0		0		0		0		0		0		0	
06:00		2		0		2		0		0		0		0		0		0		0		0		0		0		0	
07:00		10		0		8		1		0		0		1		0		0		0		0		0		0		0	
08:00		8		0		7		1		0		0		0		0		0		0		0		0		0		0	
09:00		9		1		8		0		0		0		0		0		0		0		0		0		0		0	
10:00		9		2		3		1		0		0		3		0		0		0		0		0		0		0	
11:00		18		0		13		4		0		0		1		0		0		0		0		0		0		0	
12:00		13		0		12		1		0		0		0		0		0		0		0		0		0		0	
13:00		18		0		15		3		0		0		0		0		0		0		0		0		0		0	
14:00		16		1		14		1		0		0		0		0		0		0		0		0		0		0	
15:00		11		0		10		1		0		0		0		0		0		0		0		0		0		0	
16:00		17		0		16		1		0		0		0		0		0		0		0		0		0		0	
17:00		18		0		17		1		0		0		0		0		0		0		0		0		0		0	
18:00		6		0		6		0		0		0		0		0		0		0		0		0		0		0	
19:00		4		0		4		0		0		0		0		0		0		0		0		0		0		0	
20:00		5		0		4		1		0		0		0		0		0		0		0		0		0		0	
21:00		5		0		5		0		0		0		0		0		0		0		0		0		0		0	
22:00		0		0		0		0		0		0		0		0		0		0		0		0		0		0	
23:00		1		0		1		0		0		0		0		0		0		0		0		0		0		0	
[12]		153		4		129		15		0		0		5		0		0		0		0		0		0		0	
[16]		169		4		144		16		0		0		5		0		0		0		0		0		0		0	
[18]		170		4		145		16		0		0		5		0		0		0		0		0		0		0	
[24]		172		4		147		16		0		0		5		0		0		0		0		0		0		0	

[illegible]

C0488	Ewyas Harold	to	20 January 2014	Site	2	Location	Elm Green Road (near Fire Station) (51.95156, -2.88069)									
14 January 2014				Direction	Westbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
19 January 2014																
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0		
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0		
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0		
07:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0		
08:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0		
09:00	6	2	4	0	0	0	0	0	0	0	0	0	0	0		
10:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0		
11:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0		
12:00	4	0	2	1	0	0	0	1	0	0	0	0	0	0		
13:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0		
14:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0		
15:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0		
16:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0		
17:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0		
18:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0		
19:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0		
20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0		
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0		
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0		
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
[12]	54	2	49	2	0	0	0	1	0	0	0	0	0	0		
[16]	71	2	66	2	0	0	0	1	0	0	0	0	0	0		
[18]	72	2	67	2	0	0	0	1	0	0	0	0	0	0		
[24]	74	2	69	2	0	0	0	1	0	0	0	0	0	0		

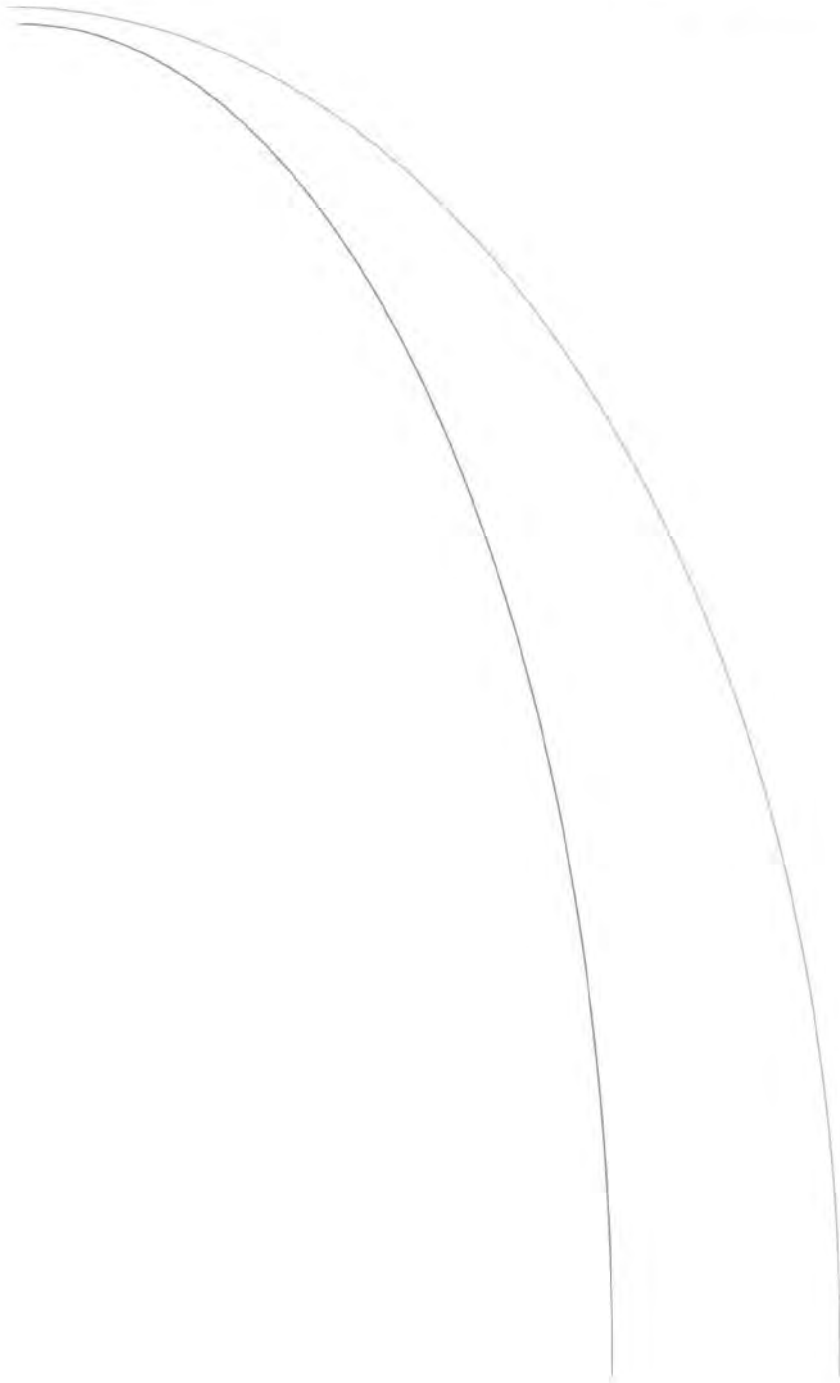
C0488		Ewyas Harold		to		20 January 2014		Site		2		Location		Elm Green Road (near Fire Station) (51.95156, -2.88069)									
14 January 2014								Direction		Westbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID		THREE AXLE RIGID	FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		FIVE AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
20 January 2014																							
00:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00	16	0	6		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00	5	0	4		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00	4	0	3		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00	5	0	5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00	4	0	2		1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00	9	0	9		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00	7	0	7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:00	6	0	6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
14:00	16	0	14		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:00	15	0	11		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:00	20	0	17		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:00	9	0	9		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:00	7	0	6		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
19:00	13	0	12		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
20:00	3	0	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
21:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:00	2	0	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
23:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
[12]	107	0	93		13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
[16]	140	0	115		24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
[18]	142	0	117		24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
[24]	144	0	119		24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

C0488		Ewyas Harold		Site	2	Location		Elm Green Road (near Fire Station) (51.95156, -2.88069)															
14 January 2014		to		20 January 2014		Direction		Westbound															
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		FIVE AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC	
Virtual Week																							
Mon	144	0	119	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	160	2	141	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	194	0	173	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	177	3	160	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	172	4	147	16	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	88	0	81	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	74	2	69	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Average																							
[--]	169	2	148	18	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Average																							
[--]	144	1	127	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicles																							
[--]	1009	11	890	100	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Appendix F

Trip Distribution Sketches



PROJECT	LAND EAST OF CALLOWSING		
SUBJECT	TRIP DISTRIBUTION (AM)		
JOB NUMBER	4973/001	PAGE No.	1
DATE	15/4/14	REV No.	
PREPARED BY		CHECKED BY	

AM

EXISTING

2-way flow

SITE 1

$$\frac{53}{53+21} = 71.6\%$$

DEV. SITE

SITE 2

2-way flow

$$\frac{21}{53+21} = 28.4\%$$

AM

PROPOSED

11

4

(71.6%)

4

(28.4%)

DEV. SITE

-(6 DEPARTURES)

4

2

(71.6%)

2

(28.4%)

DEV. SITE

-(6 ARRIVALS)

AM

Site 1

(e)

(p)

Total 2-way flow

= 53 + 15

= 68

ie 28% increase

Committed

Engaging

Professional

Confident

Adaptable

PROJECT	LAND EAST OF CALLOWSIDE		
SUBJECT	TRIP DISTRIBUTION (PM)		
JOB NUMBER	4977/001	PAGE No.	2
DATE	15/4/14	REV No.	
PREPARED BY		CHECKED BY	

PM

EXISTING

SITE 1
X

SITE 2
X

2-way flow $\frac{41}{41+23} = 64\%$

DEV. SITE

$\frac{23}{41+23} = 36\%$ 2-way flow

PM

PROPOSED

6 4 3
64% 36%

DEV. SITE
(9 DEPARTURES)

10 6 (36%)
64% DEV. SITE
(16 ARRIVALS)

PM Site 1

Total 2-way flow = 41 + 16 = 57

i.e 39% increase