



SUNNY CORNER, WALBERTON

Residential Development

Transport Statement

Prepared on behalf of

Mr and Mrs Holden

HOLD/17/3540s

October 2017

RGP – Transport Planning and Infrastructure Design Consultants

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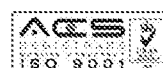
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Residential Development

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CONTENTS

1	INTRODUCTION.....	1
2	BASELINE CONDITIONS	3
2.1	Site Location and Description	3
2.2	Local Highway Network.....	4
2.3	Wider Highway Network.....	4
2.4	Accessibility Credentials	5
	<i>Pedestrian and Cycle Accessibility</i>	5
	<i>Accessibility by Bus</i>	6
	<i>Accessibility by Rail</i>	6
2.5	Traffic Survey Data	7
2.6	Accident Data	7
3	PROPOSED DEVELOPMENT	9
3.1	Overview	9
3.2	Proposed Site Access	9
	<i>Visibility Requirements</i>	9
	<i>Emergency Access</i>	10
3.3	Pedestrian Access	10
3.4	Internal Layout	10
3.5	Parking	11
4	TRIP GENERATION AND TRAFFIC IMPACT.....	12
5	SUMMARY AND CONCLUSIONS	13

PLANS

Plan 01 Site Location and Accessibility Plan

DRAWINGS

2017/3540/001 Visibility Splays and Vehicle Swept Path Analysis
 2017/3540/002 Internal Swept Path Analysis
 2017/3540/003 Site Overview

APPENDICES

Appendix A ATC Survey Results
 Appendix B Site Layout
 Appendix C WSCC Residential Parking Demand Calculator
 Appendix D TRICS Assessment Output

1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Russell Giles Partnership Ltd (RGP) on behalf of Mr and Mrs Holden to support a proposed development at Sunny Corner Walberton, West Sussex. The application site covers an approximate area of 0.80ha on the north side of West Walberton Lane to the north of Walberton. The site location is demonstrated in **Figure 1.1**.

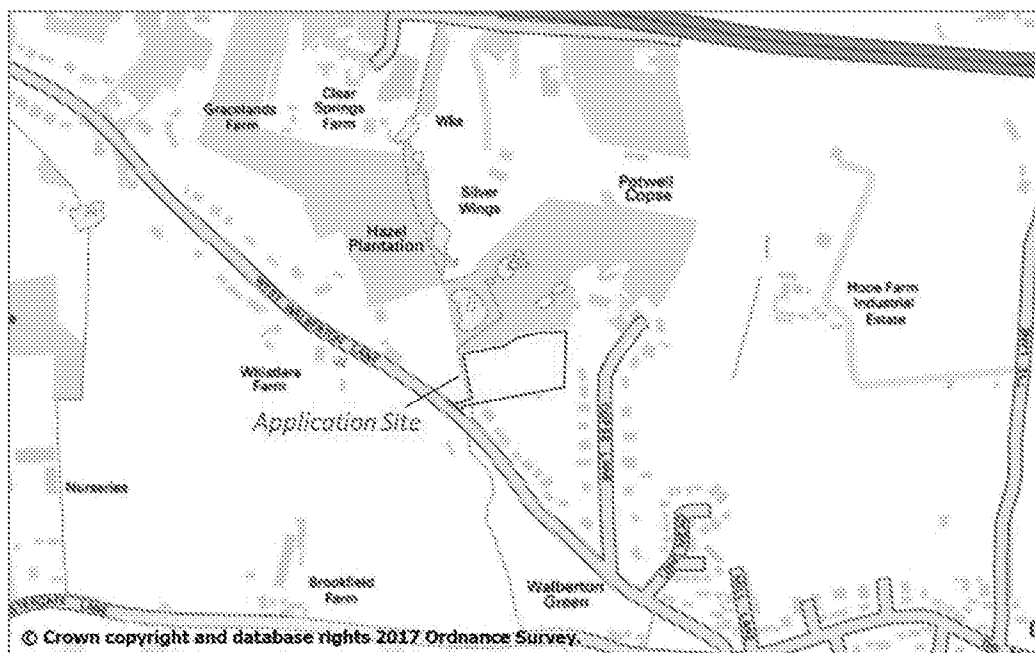


Figure 1.1: Site Location

- 1.1.2 The existing site is comprised of open fields, woodland and a residential property known as Sunny Corner. The proposed development would involve the erection of 9 residential dwellings on the fields bordering residential dwellings to the south.
- 1.1.3 This TS outlines the key transport planning matters in accordance with statutory highways consultees WSCC 'Transport Assessment Methodology' (June 2007), reviewing the site's accessibility, relevant planning history, the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the proposed trip impact on the local road network.
- 1.1.4 The proposed development site has not been the subject to any recent planning applications that would have implications for the site's development from a highway assessment perspective.
- 1.1.5 The remainder of this report is comprised of the following:

- (i) **Section 2** sets out the baseline transport conditions in the local area and highway network, provides a review of highway safety, and analysis of traffic survey data;
- (ii) **Section 3** provides an assessment of the proposed access and internal layout's design against relevant design guidance;
- (iii) **Section 4** considers the anticipated traffic impact on the local highway network supported by trip generation assessment;
- (iv) **Section 5** provides a summary of the TS conclusions.

2 BASELINE CONDITIONS

2.1 Site Location and Description

- 2.1.1 The application site covers an area of approximately 0.80ha on the northern side of West Walberton Lane to the north of Walberton. The site is within a desirable walking distance of local bus stops and within a cyclable distance of local services and amenities in Eastergate and Barnham.
- 2.1.2 The site is bordered by residential dwellings to the south, woodland to the north, and residential and agricultural land to the east and west. The site context is demonstrated in Figure 2.1.

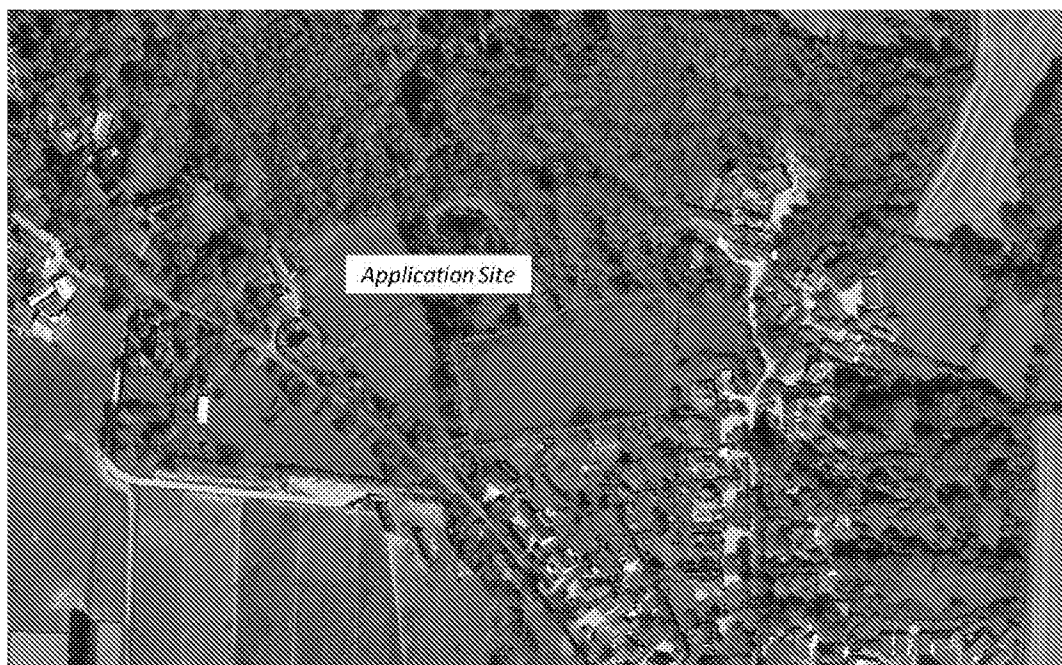


Figure 2.1: Site Context

- 2.1.3 Vehicle access to the site is currently served from Copse Lane to the east of the site. There is an additional gated field access at the south-west corner of the site set back c.9m from West Walberton Lane. The site's gated field access is demonstrated in Figure 2.2.

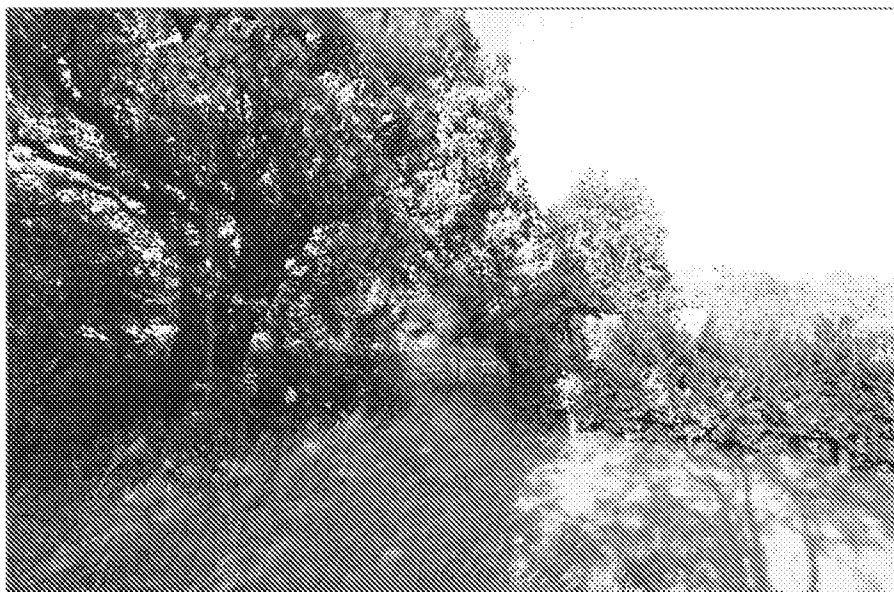


Figure 2.2: Existing Gated Field Access

2.2 Local Highway Network

- 2.2.1 West Walberton Lane is a two-way carriageway c.5m wide in the vicinity of the site and is subject to a 30mph speed limit. The road is rural in nature and is flanked on both sides by a mixture of hedgerows, trees and grass banks.

2.3 Wider Highway Network

- 2.3.1 West Walberton Lane provides a connection to the A27 which runs east-west to the north of the site. The A27 forms part of the Strategic Road Network (SRN) and provides a route along the south coast facilitating access to Chichester, Portsmouth, Worthing, and Brighton.
- 2.3.2 In addition, the A29 runs to the north of the site facilitating journeys towards Horsham or to Bognor Regis to the south. The wider highway network is demonstrated in **Figure 2.3**.

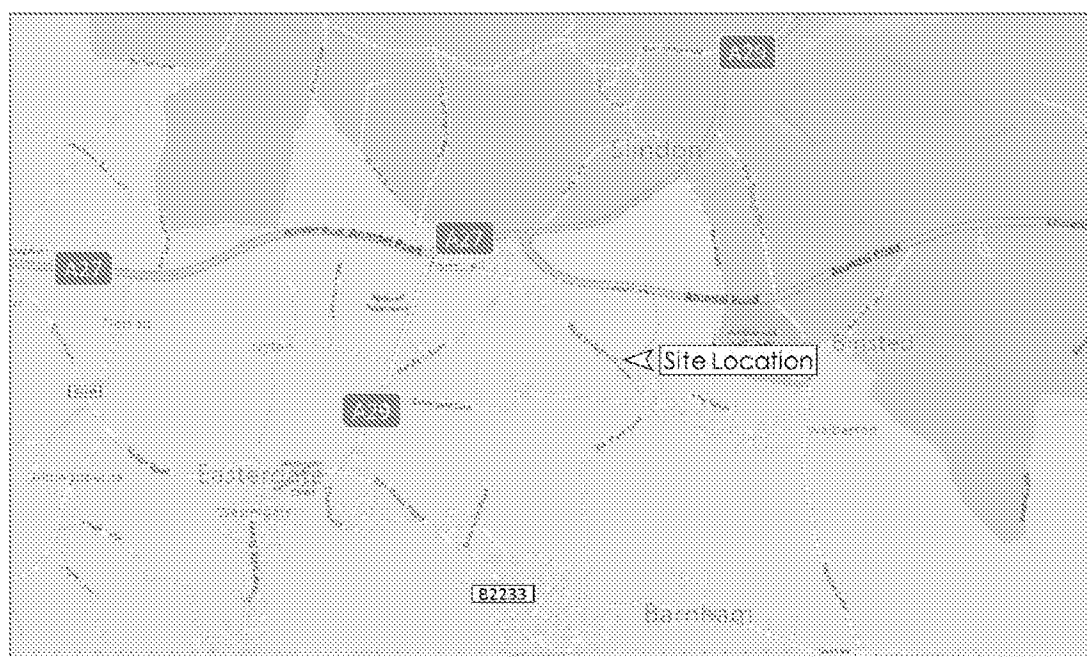


Figure 2.3: Wider Highway Network

2.4 Accessibility Credentials

Pedestrian and Cycle Accessibility

- 2.4.1 There is no existing pedestrian infrastructure in the immediate vicinity of the site however c.320m to the south of the site, West Walberton Lane is flanked by a footway running into Walberton.
- 2.4.2 The Chartered Institute of Highways and Transportation (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1 kilometre. It further recommends a preferred maximum walking distance of 2 kilometres for commuting journeys. As shown in the attached **Plan 01**, the local bus stops and convenience shopping facilities are within 2km of the site and therefore accessible from the site.
- 2.4.3 There is limited cycle infrastructure in the vicinity of the site, however Westergate, Eastergate and Barnham are all within cycling distance allowing access to the settlements' services and amenities by bike. The traffic conditions along West Walberton Lane are conducive to safe cycling and the road is free of steep gradients.
- 2.4.4 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8 kilometres to workplace destinations. The settlements of Westergate, Eastergate and Barnham are therefore accessible by bicycle from the site. It is also noted that Barnham rail station is situated 2.3km from the site and therefore accessible by bike.

Accessibility by Bus

- 2.4.5 The application site is within walking distance of 'The Green' bus stops c.460m south of the site. The stops are served by 6 bus services providing access to Bognor Regis and Chichester as well as to local schools and colleges. Details of all bus services are provided in **Figure 2.4**.

Service	Route Summary	Typical Frequency	Operating Hours
66	Bognor Regis – Yapton – Bognor Regis	1 every 2 hours	Mon-Fri: 07:45 – 18:10 Sat: 07:49 – 18:10
85	Arundel – Fontwell – Chichester	2 per day	Mon-Sat: 08:12 – 12:12
85A	Arundel – Barnham – Chichester	2 per day	Mon-Sat: 10:12 – 14:12
228	Orminster Six Villages Academy – Yapton – Arundel – Tangmere	1 every school day	Mon-Fri: 15:57
602	Pustington – Littlehampton – Arundel – St Philip Howard School	1 every school day	Mon-Fri: 08:24
665	Littlehampton – Westergate – Chichester High School	1 every school day	Mon-Fri: 07:49

Figure 2.4: Bus Services Available from The Green Bus Stop

Accessibility by Rail

- 2.4.6 Barnham railway station is located within the CIHT's recommended cycle distance of the site c.2km to the south and provides 62 secure, sheltered cycle racks. The station is served by Southern Rail and provides regular journeys Portsmouth, Southampton, Brighton, and London. A summary of services from Barnham railway station are provided in **Figure 2.5**.

Destination	Route Summary	Typical journey time	Typical Frequency
Bognor Regis	Barnham – Bognor Regis	6-8 min	4 every hour
Littlehampton	Barnham – Ford – Littlehampton	9-11 min	2 every hour
Portsmouth and Southsea	Barnham – Chichester – Portsmouth	31-44 min	4 every hour
Brighton	Barnham – Worthing – Shoreham-by-Sea – Hove – Brighton	40-46 min	2 every hour
Southampton Central	Barnham – Chichester – Havant – Southampton Central	1hr 2 min	2 every hour
London Victoria	Barnham – Horsham – Gatwick Airport – Clapham Junction – London Victoria	1hr 22 min	4 every hour

Figure 2.5: Train Services Available from Barnham Station

- 2.4.7 Full details regarding these services including timetable information and route details are available online from www.nationalrail.co.uk.

2.5 Traffic Survey Data

- 2.5.1 To establish traffic volumes and vehicles speeds on West Walberton Lane, RGP commissioned 'Modal Data' to conduct an Auto Traffic Count (ATC) survey from 13th – 19th June 2017. A summary of the ATC data is provided in **Figure 2.1** and the full ATC data output is attached at **Appendix A**.

	AADT	HGV Percentage	Average Speed	85 th Percentile Design Speed
Northbound	878	0.7%	30.9mph	36.0mph
Southbound	897	1.1%	30.2mph	35.6mph

Figure 2.1: Summary of ATC Survey Data

2.6 Accident Data

- 2.6.1 To determine highway safety on the local road network (LRN) an assessment of Personal Injury Accidents (PIAs) has been undertaken over a 5-year period between December 2011 and November 2016 using data obtained from the Sussex Safer Roads Partnership (SSRP) online data portal. PIAs are classified as 'slight', 'serious' and 'fatal' depending on the severity of the injuries sustained.
- 2.6.2 Patterns displayed in the PIA data can be assessed with regard to the proximity, frequency and severity to establish whether there are any potential underlying highway design issues on the local road network that may require a more detailed investigation. The study area considered includes West Walberton Lane, Barnham Lane and the junctions with Wandleys Lane and Arundel Road. A map showing the extent of the study area and each recorded PIA is demonstrated in **Figure 2.6**.

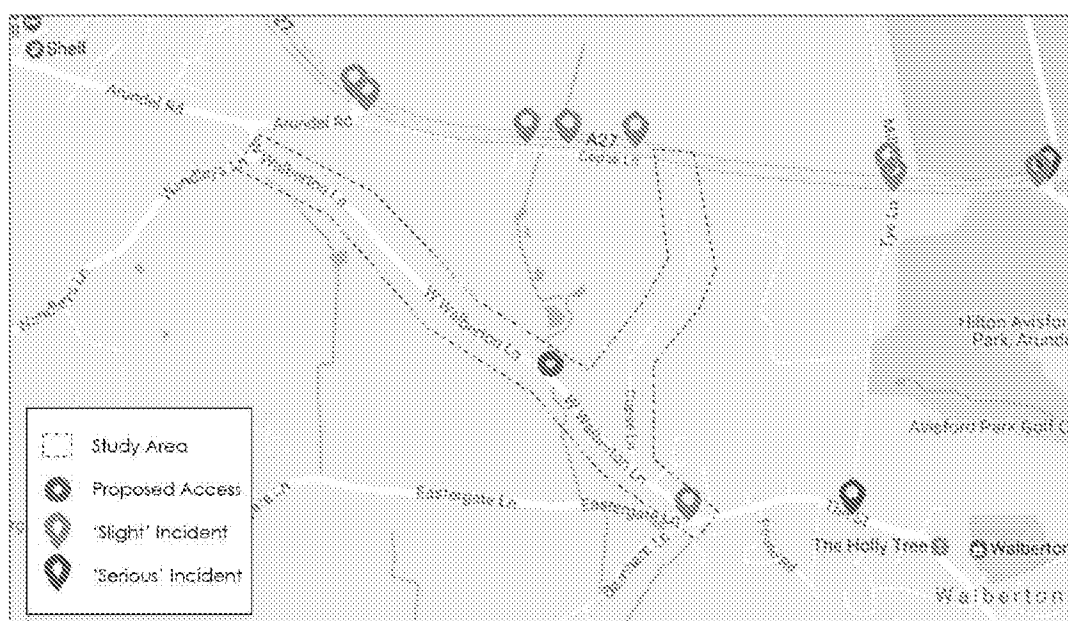


Figure 2.6 PIA Incident Plan

- 2.6.3 The PIA data showed no pattern of incidents in terms of distribution, frequency or severity that would be of concern in terms of highway safety on the local road network.

3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The planning application proposes the development of 9 residential dwellings to be served by a new access adjoining West Walberton Lane. The proposed accommodation schedule is provided in **Figure 3.1** and the site layout is attached at **Appendix B**.

House Type	Number of Units
3 Bed House	2
4 Bed House	6
5 Bed House	1

Figure 3.1: Accommodation Schedule

3.2 Proposed Site Access

- 3.2.1 The proposal would involve the creation of a new access adjoining the northern side of West Walberton Lane. The access would take the form of a T-junction with a simple priority arrangement. The proposed access design is demonstrated in **Drawing 2017/3540/001**.
- 3.2.2 The access would have a combined lane width of 4.8m supported by 6.0m bellmouth radii. The access geometries allow two cars to concurrently pass at the junction and can accommodate large refuse vehicle movements through the access (the largest service vehicle). A vehicle swept path analysis demonstrating these manoeuvres is shown in **Drawing 2017/3540/001**.

Visibility Requirements

- 3.2.3 Visibility requirements at the access have been based on the 85th percentile design speeds identified in the 7 day ATC speed survey on West Walberton Lane (see **section 2.5**). The survey identified a northbound design speed of 36.0mph and a southbound design speed of 35.6mph.
- 3.2.4 Using the 'desirable minimum' calculation coefficients set out in the DMRB TD 9/93 a stopping site distance (adjusted for bonnet length) of 85.0m looking south and 83.5m looking north would be required. Visibility from the access accordingly achieves the necessary sight lines in both the primary (looking west) and secondary (looking east) directions as demonstrated on **Drawing 2017/3540/001**.

Emergency Access

- 3.2.5 The geometric design of the primary access would allow fire tenders (the largest emergency vehicle) to comfortably negotiate the proposed access. A vehicle tracking exercise demonstrating manoeuvres in and out of the site by less manoeuvrable vehicles serves to demonstrate that fire tenders can negotiate the access in **Drawing 2017/3540/002**.
- 3.2.6 The proposed development would provide access within 45m of all buildings, in accordance with Building Regulation requirements for emergency vehicles.

3.3 Pedestrian Access

- 3.3.1 Pedestrian access to the site would be served from pedestrian link to Copse Lane to the east of the site. Pedestrians would be required to walk in the lightly trafficked Copse Lane carriageway, and a short c.50m section of West Walberton Lane, before joining the footway to the south of the site. This practice is common place for residents of the existing properties on the lane, and a study of PIAs (see **Section 2.6**) shows no incidents on these sections of Copse Lane or West Walberton Lane.
- 3.3.2 Copse Lane has low traffic flows as a result of the roads 'no through' status, and the limited number of dwellings served from the lane. The lane therefore fits the conditions prescribed in Manual for Streets (MIS) for shared vehicle/pedestrian use of a carriageway.
- 3.3.3 A 1.8m wide footway would facilitate movements throughout the site. Crossing facilities would be provided where the footway crosses the internal carriageway in the form of dropped kerbs and tactile paving.

3.4 Internal Layout

- 3.4.1 The sites access road would continue into the site providing access to private driveways and courtyards of the proposed dwellings. The carriageway would maintain a width of 4.8m throughout the site and would provide a turning head facility at the eastern end of the road. The internal carriageway width would be sufficient to allow 2 cars to pass concurrently along the full extent of the road
- 3.4.2 The geometries of the internal carriageway would allow large refuse vehicles to turn within the site, ensuring services vehicles can access and egress the site safely in a forward gear. A vehicle swept path analysis has been undertaken on **Drawing 2017/3540/002** demonstrating a large refuse vehicle negotiating the internal carriageways and performing turning manoeuvres.

3.5 Parking

- 3.5.1 Car parking has been provided in line with the anticipated demand, as determined by WSCC's Residential Parking Demand Calculator tool. A summary of the calculated provision is provided in **Figure 3.2** and the calculator output is attached at **Appendix C**.

	WSCC Residential Parking Demand Calculator	Proposed Parking Provision
Allocated	25	25
Unallocated	2	2

Figure 3.2: Car Parking Provision

- 3.5.2 The site's car parking would be provided in a mixture of driveway, garages, visitor parking bays which would take the form of parallel bays on the northern side of the access road. The parallel parking bays have dimensions of 2.0m x 6.0m in accordance with MfS guidance. Chamfers would be provided at either end of the parking bays to ensure comfortable manoeuvring.
- 3.5.3 Cycle Parking has been provided in accordance with WSCC's residential cycle parking standards at a rate of 2 spaces per 3-5 bed house. Cycle parking would be provided in within the curtilage of the proposed dwellings within garages.

4 TRIP GENERATION AND TRAFFIC IMPACT

4.1.1 In order to assess the impact of the development on the local road network, the TRICS database (version 7.3.4) has been interrogated to anticipate the likely traffic volumes that would be generated by the development. The existing site will have a limited trip generation and as such, all trips will be considered new to the local road network.

4.1.2 For the purposes of this assessment the following parameters were applied to filter the TRICS data:

- (i) Land Use: Residential, Houses Privately Owned
- (ii) Regions: England (excluding Greater London)
- (iii) Scale of Development: 4 - 30 dwellings (10 - 24 actual)
- (iv) Date Range: 01/01/08 - 25/05/16
- (v) Count Type: Manual and Automated Traffic Count
- (vi) Selected Days: Weekdays
- (vii) Selected Locations: Edge of Town

4.1.3 A summary of the weekday peak hour and daily trips are displayed in **Figure 3.3**. The full results of the TRICS interrogation are provided in **Appendix D**.

TRICS Trip Rate per Dwelling (9 Dwellings)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.128	0.305	0.433
PM Peak Hour	0.384	0.177	0.561
Daily Traffic	2.284	2.255	4.539
TRICS Vehicle Trip Generation			
AM Peak Hour	1	3	4
PM Peak Hour	3	2	5
Daily Traffic	21	20	41

Figure 4.1: Anticipated Trip Generation

4.1.4 The TRICS assessment suggests that the proposed development would generate an additional 41 daily vehicle movements with an additional 4 trips in the AM peak hour (08:00-09:00) and 5 trips in the PM peak hour (17:00-18:00). The peak trip generation equates to 1 additional vehicle accessing/egressing the site every c.20 minutes resulting in a negligible impact on the local road network.

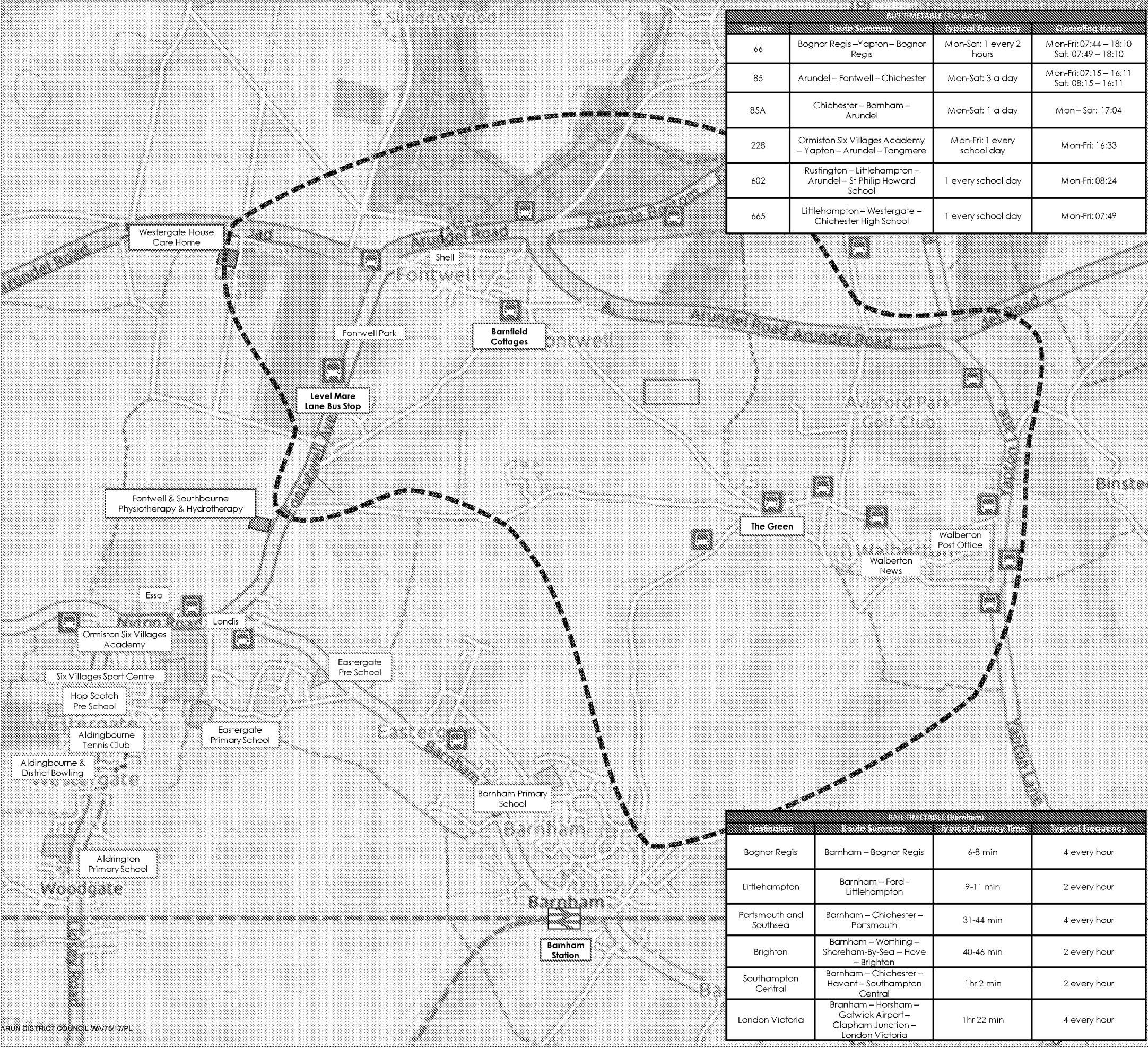
5 SUMMARY AND CONCLUSIONS

5.1.1 This Transport Statement has been prepared by RGP on behalf of Mr and Mrs Holden to support an application for a proposed residential development at Sunny Corner, Walberton, West Sussex. The findings from the report are as follows:

- (i) The site is located within walking and cycling distance of local convenience amenities within Fontwell, Westergate and Eastergate. Local bus stops are within a desirable walking distance and Barnham railway station is within a cyclable distance.
- (ii) An assessment of PIA incidents does not suggest any patterns in terms of distribution, frequency or severity that is of concern in terms of highway safety on the local road network.
- (iii) The proposed development would be served via a new vehicle access adjoining West Walberton Lane. The access would take the form of a T-junction with a simple priority arrangement.
- (iv) Visibility from the access achieves the necessary sight lines in both the primary and secondary directions in accordance with the recorded 85th percentile design speeds using the 'desirable minimum' calculation coefficients set out in the DMRB TD 9/93.
- (v) Pedestrian access would be served from a pedestrian link to Copse Lane at the south-east corner of the site. A 1.8m footway would facilitate pedestrian movements throughout the site.
- (vi) The site's internal carriageway geometries are such that large service vehicles can negotiate internal roads and perform turning manoeuvres within the site, allowing service vehicles to enter and exit the site in a forward gear. Bin carry distances between properties and collectors would be within the maximum thresholds set out in MfS from all properties.
- (vii) The proposed development's parking provision has been provided in line with both WSCC's Residential Parking Demand Calculator tool. Cycle parking has been provided in accordance with WSCC residential cycle parking standards.
- (viii) The TRICS database has been interrogated to assess the likely traffic volumes that will be generated by the proposed development. The TRICS assessment suggests that the development will generate an additional 41 daily vehicle trips, with an addition 4/5 trips in the network AM / PM peak traffic hours.

- (ix) The number of daily vehicle trips generated by the proposed development and the movements during the AM and PM peak traffic hours would have a negligible impact upon local road network in terms of highway capacity and safety.

PLANS



Bus Timetable (The Green)			
Service	Route Summary	Typical Frequency	Operating Hours
66	Bognor Regis – Yapton – Bognor Regis	Mon-Sat: 1 every 2 hours	Mon-Fri: 07:44 – 18:10 Sat: 07:49 – 18:10
85	Arundel – Fontwell – Chichester	Mon-Sat: 3 a day	Mon-Fri: 07:15 – 16:11 Sat: 08:15 – 16:11
85A	Chichester – Barnham – Arundel	Mon-Sat: 1 a day	Mon – Sat: 17:04
228	Ormiston Six Villages Academy – Yapton – Arundel – Tangmere	Mon-Fri: 1 every school day	Mon-Fri: 16:33
602	Rustington – Littlehampton – Arundel – St Philip Howard School	1 every school day	Mon-Fri: 08:24
665	Littlehampton – Westergate – Chichester High School	1 every school day	Mon-Fri: 07:49

LEGEND

SITE LOCATION

RAIL STATION

RAILWAY

BUS STOPS

CYCLE ROUTES

NATIONAL CYCLE ROUTE

2KM WALK ISOCHRON

RETAIL

EDUCATION

LEISURE

HEALTH CARE

INDUSTRIAL

Title:

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Client:

Mr and Mrs Holden

Project:

Sunny Corner, Walberton

Site Location & Accessibility Plan

Plan No:

Plan 01

Job No:

3540

Date:

Feb 2017

Scale:

NTS

Drawn By:

SMO

Checked By:

ALB

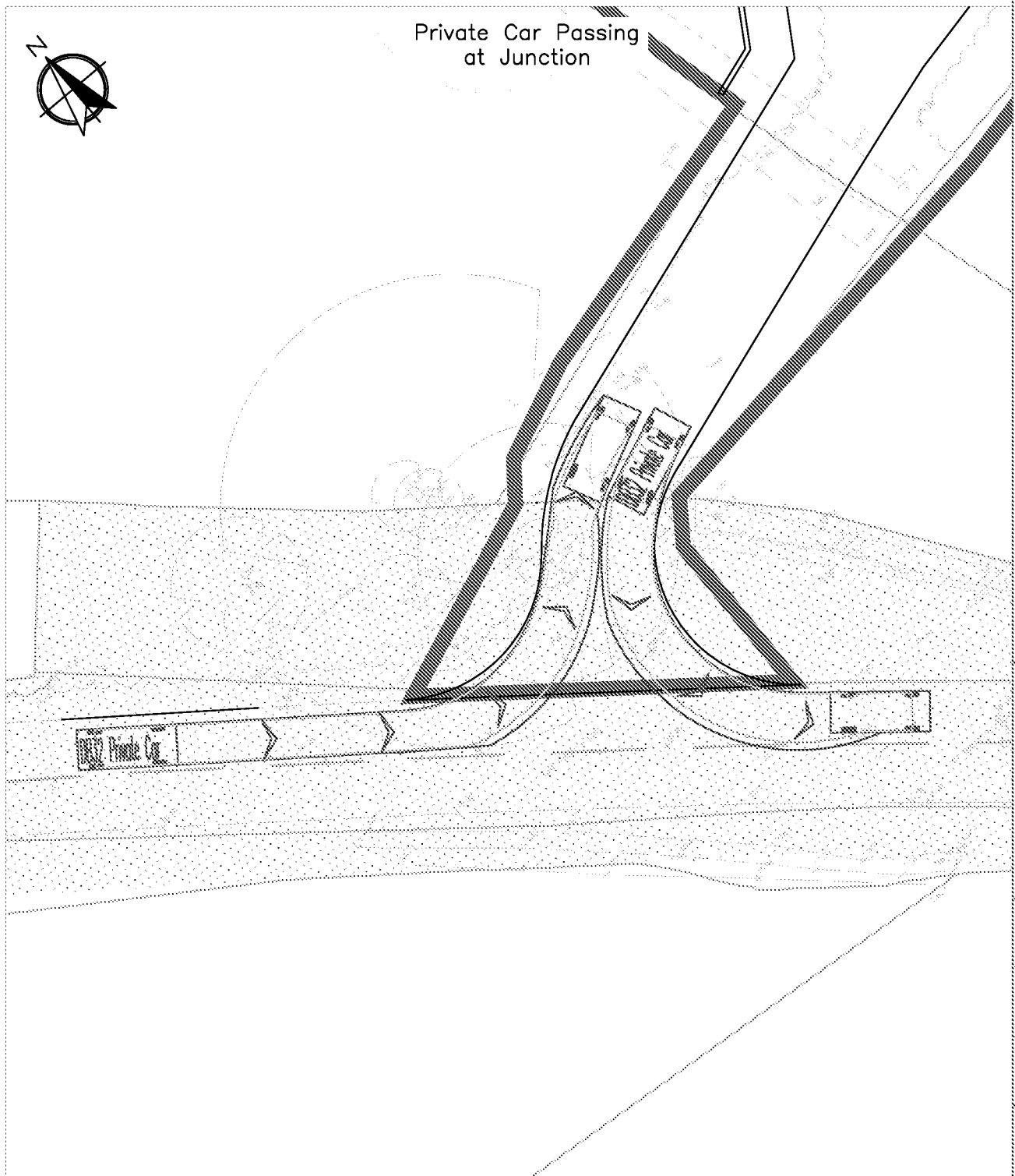
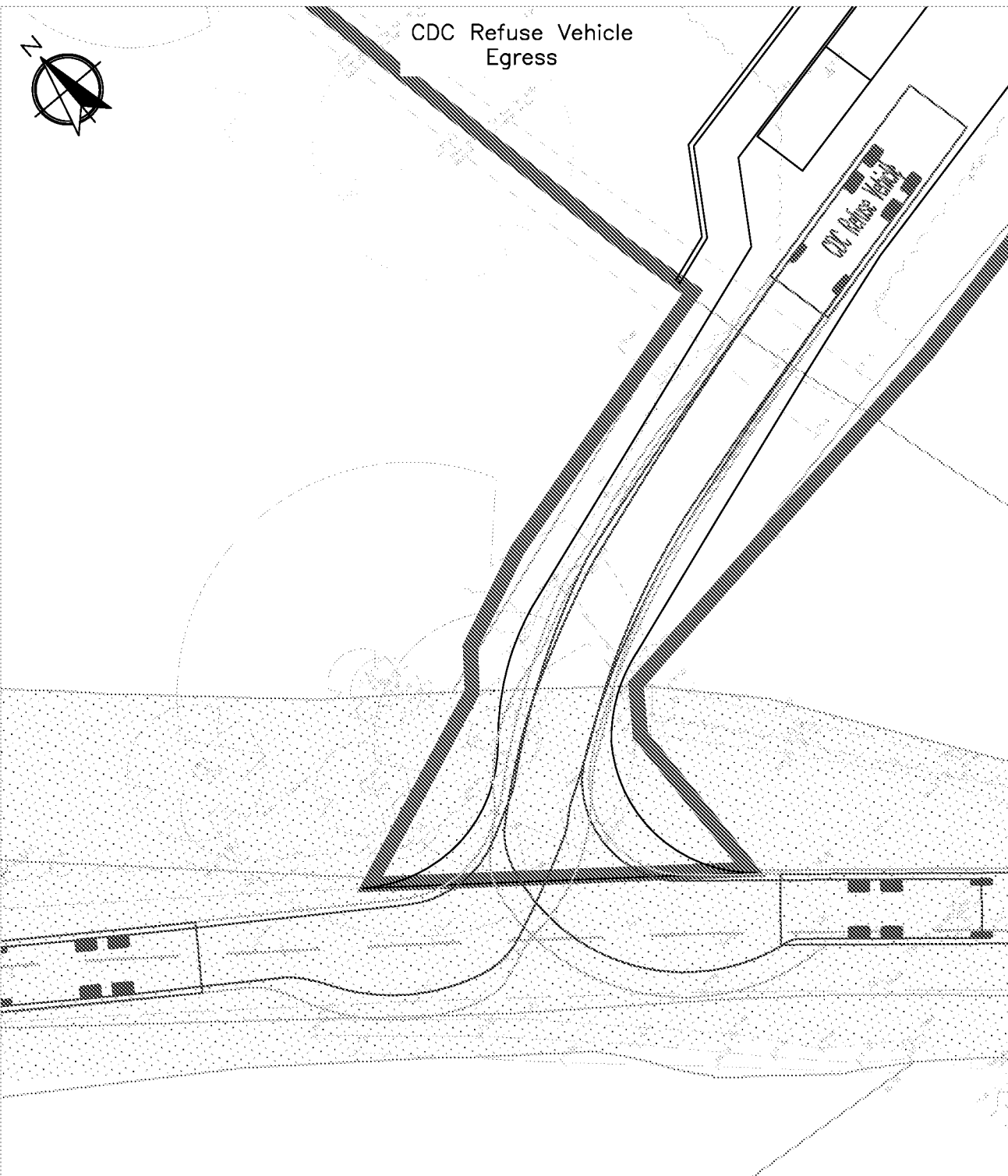
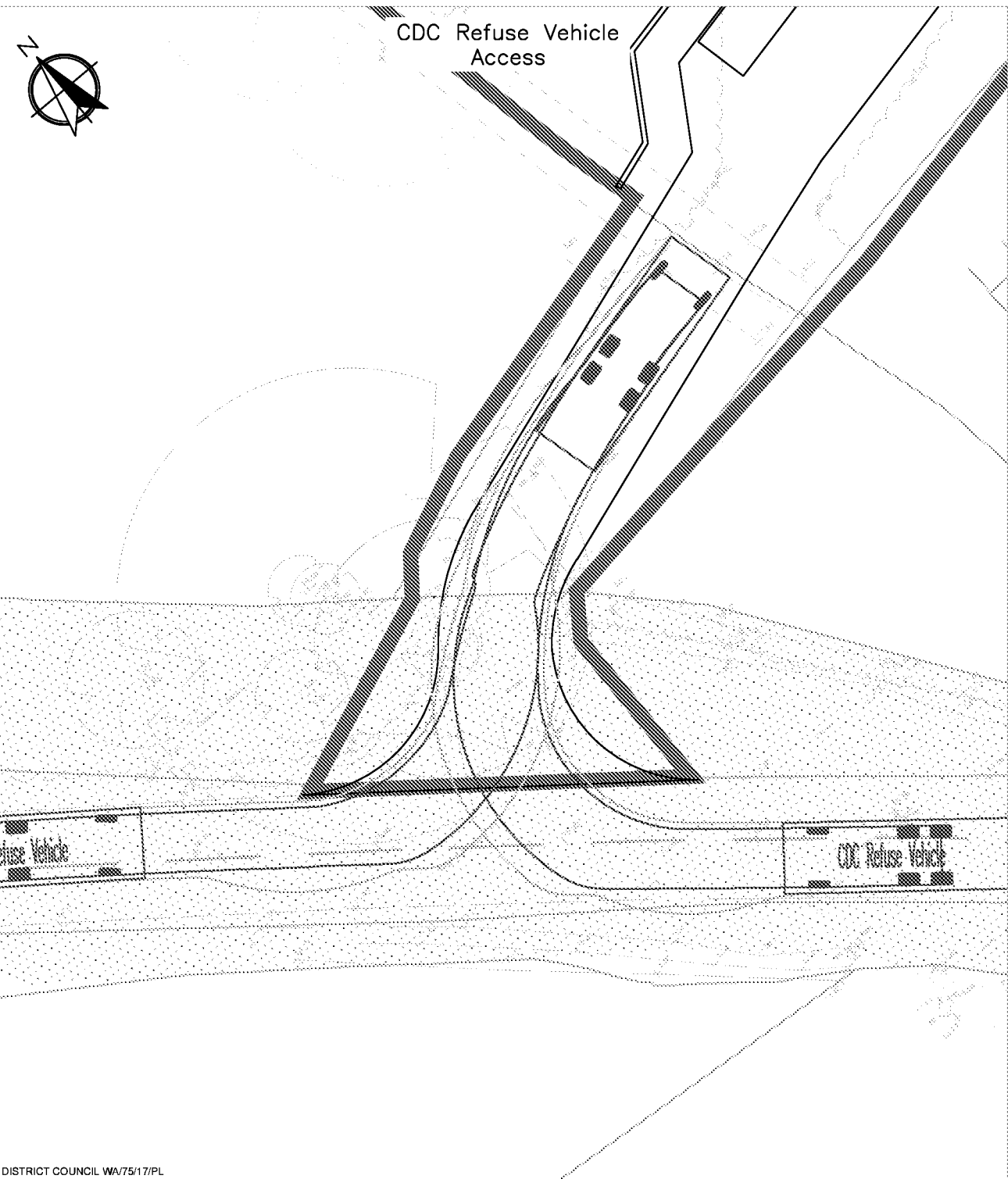
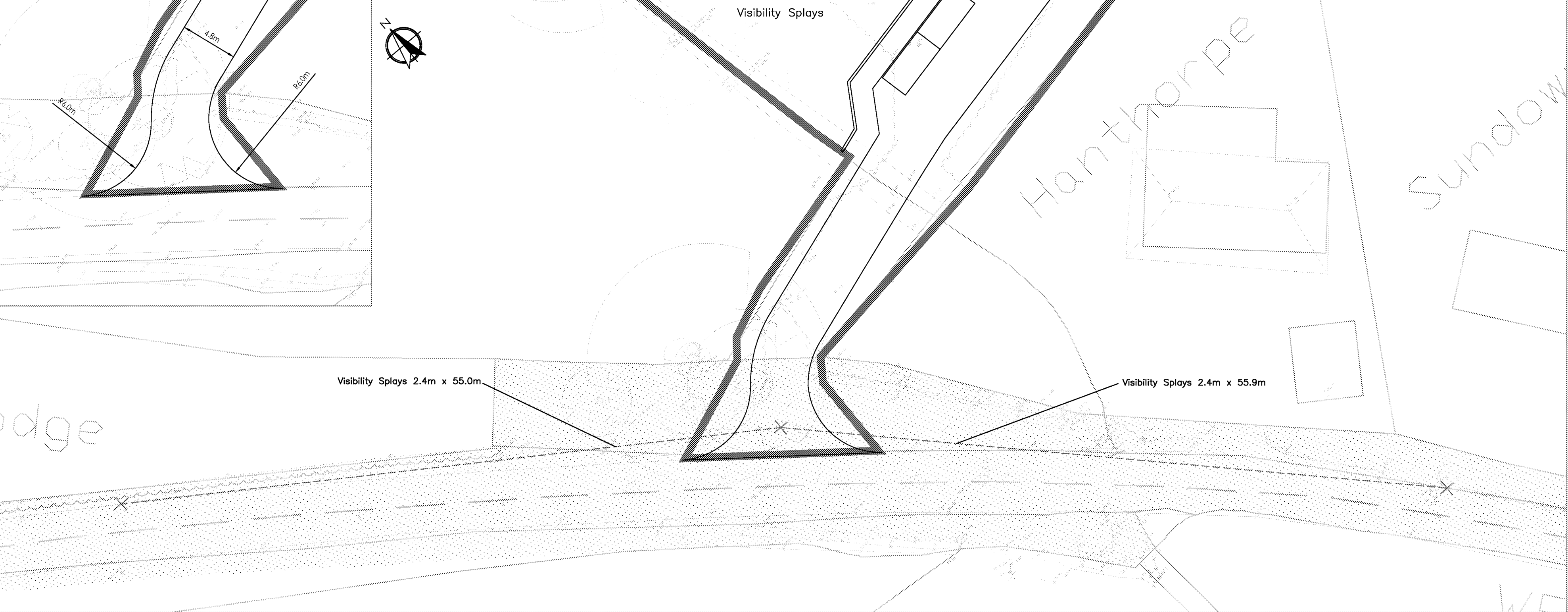
Approved By:

PMR

Rev:

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DRAWINGS



A2

-LEGEND-

- Site Boundary
- Highway Boundary
- Existing Road Markings

0832 Private Car

Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.381m
Min. Body Ground Clearance	0.253m
Max. Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m

CDC Refuse Vehicle

Overall Length	10.000m
Overall Width	3.100m
Overall Body Height	3.260m
Min. Body Ground Clearance	0.260m
Track Width	2.500m
Lock to lock time	7.10s
Wall to Wall Turning Radius	8.500m

The data is based on an independent Survey conducted by the Council of the County of Derbyshire on behalf of the Council of the County of Derbyshire. The data is based on an independent Survey conducted by the Council of the County of Derbyshire on behalf of the Council of the County of Derbyshire. The data is based on an independent Survey conducted by the Council of the County of Derbyshire on behalf of the Council of the County of Derbyshire.

rgp

Transport Planning and Infrastructure Design Consultants

Provision of Design and Construction Services for the County of Derbyshire

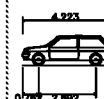
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Steve and Julia Holden

Sunny Corner, Walberton

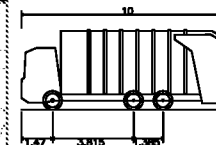
Visiblity Splays
and Vehicle Swept Path Analysis

Scale	1:250	Drawn by	SMO	Checked by	ALB	Approved by	PMR
Date	September 2017	Drawing No.	2017/3540/001	Rev.	D		



DB32 Private Car	
Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m

Scale 1:250



CDC Refuse Vehicle	
Overall Length	10.000m
Overall Width	3.000m
Overall Body Height	3.760m
Min Body Ground Clearance	0.504m
Track Width	2.500m
Lock to lock time	4.00s
Wall to Wall Turning Radius	8.500m

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Steve and Julia Holden

Sunny Corner, Walberton

Internal
Swept Path Analysis

Varies @ A2	SMO	ALB	PMR
October 2017	2017/3540/002		D

Scale 1:500

APPENDIX A

MODAL

modaldata.com

Globals

Report id: CustomList-125
Descriptor: Modal Dir2_(modified)
Created by: MetroCount Traffic Executive
Creation Time (UTC): 2017-06-21T09:47:28
Legal: Copyright (c)1997 - 2014 MetroCount
Graphic: header.bmp
Language: English
Country: United Kingdom
Time: UTC + 60 min
Create Version: 4.0.6.0
Metric: Part metric
Speed Unit: mph
Length Unit: metre
Mass Unit: tonne

Dataset

Site Name: Walberton
Site Attribute: [+51.477222 +0.000000]
File Name: S:\RGPL-012 Modal Data Limited\MetroCount\MTE 4.06\Data\Walberton 0 2017-06-20 1603.EC0
File Type: Plus
Algorithm: Factory default axle
Description: West Walberton Lane
Lane: 0
Direction: 7
Direction Text: 7 - North bound A|B, South bound B|A.
Layout Text: Axle sensors - Paired (Class/Speed/Count)
Setup Time: 2017-06-12T14:47:01
Start Time: 2017-06-12T14:47:01
Finish Time: 2017-06-20T16:04:01
Operator: MV
Configuration: 00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name: Default Profile
Title: MetroCount Traffic Executive
Graphic Logo:
Header:
Footer:
Percentile 1: 85
Percentile 2: 95
Page: 10
Filter Start: 2017-06-13T00:00:00
Filter End: 2017-06-20T00:00:00
Class Scheme: ARX
Low Speed: 0
High Speed: 90
Speed Limit: 30
Speed Limits:
Separation: 0.000
Separation Type: Headway
Direction: AB
Encoded Direction: 15

WEST WALBERTON LANE													NORTHBOUND																				
Report Id - CustomList-125													MODAL modaldata.com																				
Site Name - Walberton																																	
Description - West Walberton Lane																																	
Direction - AB																																	
14 June 2017																																	
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-75	Vbin 75-80	Vbin 80-85	Mean	Vpp 85	
0000	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	36.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	40.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	38.3	-
0500	1	6	0	0	0	0	0	0	0	0	0	0	7	0	0	1	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	34.5	-
0600	0	28	0	5	0	0	0	0	0	0	0	0	33	0	0	0	0	0	5	16	8	3	1	0	0	0	0	0	0	0	0	34.5	39.1
0700	5	94	0	9	0	0	0	0	1	0	0	0	109	0	0	3	2	1	11	58	26	8	0	0	0	0	0	0	0	0	0	32.9	36.9
0800	3	109	0	9	0	0	0	0	0	0	0	0	121	0	0	1	1	2	17	74	23	2	1	0	0	0	0	0	0	0	0	32.5	35.8
0900	3	78	0	0	0	0	0	0	0	0	0	0	81	0	0	2	2	6	15	51	4	1	0	0	0	0	0	0	0	0	0	30.2	33.6
1000	2	37	0	4	0	0	0	0	0	0	0	0	43	0	0	0	1	5	10	17	8	2	0	0	0	0	0	0	0	0	0	31.5	36.2
1100	5	42	0	3	1	1	0	0	0	0	0	0	52	0	0	2	3	2	15	23	4	0	3	0	0	0	0	0	0	0	0	30.4	34.4
1200	1	47	1	5	0	1	0	1	0	0	0	0	56	0	0	0	2	11	13	25	4	1	0	0	0	0	0	0	0	0	0	29.5	33.8
1300	4	39	0	4	0	0	0	0	0	0	0	0	47	0	0	1	2	3	11	21	8	1	0	0	0	0	0	0	0	0	0	30.2	35.1
1400	1	43	1	0	0	1	0	1	0	0	0	0	47	0	0	1	3	2	7	25	6	3	0	0	0	0	0	0	0	0	0	31.2	35.8
1500	2	75	0	3	0	0	0	0	0	0	0	0	80	0	1	0	1	1	34	35	5	3	0	0	0	0	0	0	0	0	0	30.8	34.2
1600	0	70	0	2	1	0	0	0	0	0	0	0	73	0	0	1	2	2	22	33	11	2	0	0	0	0	0	0	0	0	0	31.2	36
1700	3	71	0	2	0	0	0	0	0	0	0	0	76	0	0	1	1	4	23	35	10	2	0	0	0	0	0	0	0	0	0	30.8	35.1
1800	4	53	1	2	0	1	0	0	0	0	0	0	61	0	0	3	4	2	18	27	6	1	0	0	0	0	0	0	0	0	0	29.6	34
1900	1	40	0	1	0	0	0	0	0	0	0	0	42	0	0	0	1	1	19	17	3	1	0	0	0	0	0	0	0	0	0	30.5	34
2000	1	23	0	2	0	0	0	0	0	0	0	0	26	0	1	0	0	1	9	12	1	2	0	0	0	0	0	0	0	0	0	30.8	34.4
2100	0	17	0	1	0	0	0	0	0	0	0	0	18	0	0	0	0	1	5	7	3	2	0	0	0	0	0	0	0	0	0	32.7	36.7
2200	0	11	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	0	3	7	1	1	0	0	0	0	0	0	0	0	0	32.3	32.7
2300	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	38.5	-
08-09	3	109	0	9	0	0	0	0	0	0	0	0	121	0	0	1	1	2	17	74	23	2	1	0	0	0	0	0	0	0	0	32.5	35.8
17-18	3	71	0	2	0	0	0	0	0	0	0	0	76	0	0	1	1	4	23	35	10	2	0	0	0	0	0	0	0	0	0	30.8	35.1
10-16	15	283	2	19	1	3	0	2	0	0	0	0	325	0	1	4	12	24	90	146	35	10	3	0	0	0	0	0	0	0	0	30.6	34.7
00-05	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	37.9	-
00-00	36	890	3	63	2	4	0	3	0	0	0	0	991	0	2	16	25	44	238	484	136	38	6	0	0	0	0	0	0	0	0	31.3	35.6

WEST WALBERTON LANE													NORTHBOUND													MODAL modaldata.com												
Report Id - CustomList-125																																						
Site Name - Walberton																																						
Description - West Walberton Lane																																						
Direction - AB																																						
15 June 2017																																						
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Mean	Vpp 85						
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.8	-						
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0400	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	36	-						
0500	1	6	0	0	0	0	0	0	0	0	0	0	7	0	0	1	0	0	0	2	1	2	1	0	0	0	0	0	0	0	35.3	-						
0600	3	18	0	5	0	0	0	0	0	0	0	0	26	0	0	1	2	2	3	6	6	5	1	0	0	0	0	0	0	0	32.5	40.5						
0700	1	83	1	7	0	0	0	0	1	0	0	0	93	0	0	1	1	1	20	43	23	4	0	0	0	0	0	0	0	0	32.5	35.9						
0800	2	109	2	8	0	0	0	0	0	0	0	0	121	0	0	1	1	3	20	64	28	4	0	0	0	0	0	0	0	0	32.5	35						
0900	3	86	1	4	0	0	0	0	0	0	0	0	94	0	1	2	0	1	24	44	21	1	0	0	0	0	0	0	0	0	31.8	35.2						
1000	6	51	0	0	0	0	0	0	0	1	0	0	58	0	0	4	2	1	17	24	8	2	0	0	0	0	0	0	0	0	30.1	34.9						
1100	2	52	0	4	0	0	0	0	0	0	0	0	58	0	0	0	2	3	20	28	4	1	0	0	0	0	0	0	0	0	30.1	33.3						
1200	0	43	0	2	0	0	0	0	0	0	0	0	45	0	0	0	0	5	13	20	6	1	0	0	0	0	0	0	0	0	30.3	34.7						
1300	1	48	2	5	0	0	0	0	0	0	0	0	56	0	0	0	1	2	19	27	7	0	0	0	0	0	0	0	0	0	31	34.9						
1400	0	50	0	1	0	0	0	0	0	0	0	0	51	0	0	0	0	3	12	25	10	1	0	0	0	0	0	0	0	0	31.9	35.6						
1500	0	64	0	4	0	0	0	0	0	0	0	0	68	0	0	1	1	4	19	38	5	0	0	0	0	0	0	0	0	0	30.5	33.8						
1600	1	59	0	3	1	0	1	0	0	0	0	0	65	0	0	0	1	1	25	27	9	2	0	0	0	0	0	0	0	0	31.1	35.6						
1700	3	74	0	4	0	0	0	0	0	0	0	0	81	0	0	2	1	8	24	33	13	0	0	0	0	0	0	0	0	0	30.4	34.9						
1800	2	55	0	0	0	0	0	0	0	0	0	0	57	0	0	0	1	2	21	26	7	0	0	0	0	0	0	0	0	0	30.5	33.6						
1900	5	37	0	1	0	0	0	0	0	0	0	0	43	0	1	0	4	3	10	14	9	2	0	0	0	0	0	0	0	0	30.1	35						
2000	1	19	0	1	0	0	0	0	0	0	0	0	21	0	0	0	0	1	3	10	5	1	1	0	0	0	0	0	0	0	33.6	35						
2100	0	13	0	1	0	0	0	0	0	0	0	0	14	0	0	0	0	2	4	7	1	0	0	0	0	0	0	0	0	0	30.3	34.7						
2200	1	9	0	0	0	0	0	0	0	0	0	0	10	0	0	1	0	1	2	5	1	0	0	0	0	0	0	0	0	0	29.6	-						
2300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.1	-						
08-09	2	109	2	8	0	0	0	0	0	0	0	0	121	0	0	1	1	3	20	64	28	4	0	0	0	0	0	0	0	0	32.5	35						
17-18	3	74	0	4	0	0	0	0	0	0	0	0	81	0	0	2	1	8	24	33	13	0	0	0	0	0	0	0	0	0	30.4	34.9						
10-16	9	308	2	16	0	0	0	0	0	1	0	0	336	0	0	5	6	18	100	162	40	5	0	0	0	0	0	0	0	0	30.6	34.7						
00-05	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	35.2	-							
00-00	32	881	6	60	1	0	1	1	0	1	0	0	973	0	2	14	17	43	257	444	166	26	4	0	0	0	0	0	0	0	31.3	35.8						

WEST WALBERTON LANE													NORTHBOUND													MODAL modaldata.com												
Report Id - CustomList-125																																						
Site Name - Walberton																																						
Description - West Walberton Lane																																						
Direction - AB																																						
16 June 2017																																						
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Mean	Vpp 85						
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0400	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	32.9	-						
0500	2	2	0	1	0	0	0	0	0	0	0	0	5	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	28.2	-						
0600	1	30	0	4	0	0	0	0	0	0	0	0	35	0	0	0	1	0	4	14	10	3	3	0	0	0	0	0	0	0	35	40.7						
0700	3	80	0	10	0	0	0	1	0	0	0	0	94	0	0	2	1	2	13	50	24	2	0	0	0	0	0	0	0	0	32.8	36.5						
0800	2	94	1	7	0	0	0	0	0	0	0	0	104	0	0	1	0	2	15	59	20	6	1	0	0	0	0	0	0	0	33.2	36.5						
0900	2	75	0	3	0	0	0	0	0	0	0	0	80	0	0	1	2	6	20	37	12	2	0	0	0	0	0	0	0	0	30.8	35.6						
1000	2	46	0	2	0	0	0	0	0	0	0	0	50	0	1	1	0	1	15	24	8	0	0	0	0	0	0	0	0	0	30.8	35.1						
1100	1	53	0	1	0	0	0	0	0	0	0	0	55	0	0	1	1	4	22	20	4	3	0	0	0	0	0	0	0	0	29.9	33.8						
1200	0	53	0	5	0	0	0	0	0	0	0	0	58	0	0	0	0	7	18	22	9	2	0	0	0	0	0	0	0	0	30.7	35.3						
1300	3	42	1	1	0	0	0	0	0	0	0	0	47	0	0	2	0	0	17	17	7	3	1	0	0	0	0	0	0	0	31.6	36.5						
1400	0	31	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	5	16	8	2	0	0	0	0	0	0	0	0	33.1	36.5						
1500	3	70	0	2	0	0	0	0	0	0	0	0	75	0	1	2	1	8	25	26	8	4	0	0	0	0	0	0	0	0	29.9	35.1						
1600	2	82	0	5	0	0	0	0	0	0	0	0	89	0	1	1	3	3	24	36	17	3	1	0	0	0	0	0	0	0	31.3	36.7						
1700	6	54	0	1	0	0	1	0	0	0	0	0	62	0	0	1	1	4	14	27	13	2	0	0	0	0	0	0	0	0	31.5	36						
1800	3	44	0	1	0	0	0	0	0	0	0	0	48	0	2	1	0	3	16	20	6	0	0	0	0	0	0	0	0	0	29.4	34						
1900	5	40	0	0	0	1	0	0	0	0	0	0	46	0	0	3	5	2	16	12	4	3	1	0	0	0	0	0	0	0	29	36.7						
2000	0	28	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	2	7	10	5	2	1	1	0	0	0	0	0	0	34.1	39.1						
2100	0	11	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	1	4	5	1	1	0	0	0	0	0	0	0	0	31.6	34.4						
2200	0	14	0	1	0	0	0	0	0	0	0	0	15	0	0	0	0	1	6	6	2	0	0	0	0	0	0	0	0	0	30.6	34.9						
2300	0	11	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	1	7	1	2	0	0	0	0	0	0	0	0	0	29.8	32						
08-09	2	94	1	7	0	0	0	0	0	0	0	0	104	0	0	1	0	2	15	59	20	6	1	0	0	0	0	0	0	0	33.2	36.5						
17-18	6	54	0	1	0	0	1	0	0	0	0	0	62	0	0	1	1	4	14	27	13	2	0	0	0	0	0	0	0	0	31.5	36						
10-16	9	295	1	11	0	0	0	0	0	0	0	0	316	0	2	6	2	20	102	125	44	14	1	0	0	0	0	0	0	0	30.8	36						
00-05	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	32.9	-						
00-00	35	865	2	45	0	1	1	1	0	0	0	0	950	0	5	17	15	47	249	409	161	38	8	1	0	0	0	0	0	0	31.4	36.5						

WEST WALBERTON LANE													NORTHBOUND																									
Report Id - CustomList-125																																						
Site Name - Walberton																																						
Description - West Walberton Lane																																						
Direction - AB																																						
17 June 2017																																						
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Mean	Vpp #5					
0000	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	36.2	-				
0100	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.7	-				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0400	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	34.3	-				
0500	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	33.9	-				
0600	2	6	0	0	0	0	0	0	0	0	0	0	8	0	0	2	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	29.2	-				
0700	3	24	0	0	0	0	0	0	1	0	0	0	28	0	0	4	0	0	5	12	4	2	0	1	0	0	0	0	0	0	0	0	30.9	36.2				
0800	5	41	0	2	0	0	0	0	0	0	0	0	48	0	1	1	4	1	10	18	12	1	0	0	0	0	0	0	0	0	0	0	30.4	35.8				
0900	2	60	0	4	0	0	0	0	1	0	0	1	68	0	0	2	2	4	17	31	10	2	0	0	0	0	0	0	0	0	0	0	30.5	35.8				
1000	4	58	0	3	0	0	0	0	0	0	0	0	65	0	2	2	4	4	20	26	7	0	0	0	0	0	0	0	0	0	0	0	28.4	33.6				
1100	1	63	0	2	0	0	0	0	0	0	0	0	66	0	0	1	2	4	18	30	11	0	0	0	0	0	0	0	0	0	0	0	30.6	34.9				
1200	9	39	0	4	0	0	0	0	0	0	0	0	52	0	2	4	2	3	14	22	5	0	0	0	0	0	0	0	0	0	0	0	27.7	32.9				
1300	2	38	0	1	0	0	0	0	0	0	0	0	41	0	0	1	2	1	9	16	11	1	0	0	0	0	0	0	0	0	0	0	31.4	36.7				
1400	6	38	0	2	0	0	0	0	0	0	0	0	46	0	1	1	4	2	11	17	7	3	0	0	0	0	0	0	0	0	0	0	30	35				
1500	4	33	0	2	0	0	0	0	0	0	0	0	39	0	0	1	0	1	10	19	8	0	0	0	0	0	0	0	0	0	0	0	31.5	35.3				
1600	1	41	0	3	0	0	0	0	0	0	0	0	45	0	0	1	2	2	10	21	7	2	0	0	0	0	0	0	0	0	0	0	31.1	35.1				
1700	3	40	0	1	0	0	0	0	0	1	0	0	45	1	2	1	0	0	13	17	7	4	0	0	0	0	0	0	0	0	0	0	30.6	38.3				
1800	3	44	0	0	0	0	0	0	0	0	0	0	47	0	1	2	1	2	15	16	9	1	0	0	0	0	0	0	0	0	0	0	30.2	35				
1900	1	23	1	1	0	0	0	0	0	0	0	0	26	0	0	0	1	1	6	13	3	2	0	0	0	0	0	0	0	0	0	0	31.5	35				
2000	1	7	0	0	1	0	0	0	0	0	0	0	9	0	0	0	0	0	5	2	2	0	0	0	0	0	0	0	0	0	0	0	31.1	-				
2100	1	10	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	1	2	6	1	0	0	1	0	0	0	0	0	0	0	0	32.6	33.8				
2200	0	10	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	6	3	1	0	0	0	0	0	0	0	0	0	0	0	30.5	-				
2300	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	32.4	-				
08-09	5	41	0	2	0	0	0	0	0	0	0	0	48	0	1	1	4	1	10	18	12	1	0	0	0	0	0	0	0	0	0	0	30.4	35.8				
17-18	3	40	0	1	0	0	0	0	0	1	0	0	45	1	2	1	0	0	13	17	7	4	0	0	0	0	0	0	0	0	0	0	30.6	38.3				
10-16	26	269	0	14	0	0	0	0	0	0	0	0	309	0	5	10	14	15	82	130	49	4	0	0	0	0	0	0	0	0	0	0	29.8	35.1				
00-05	0	8	0	2	0	0	0	0	0	0	0	0	10	0	0	0	0	0	3	2	3	2	0	0	0	0	0	0	0	0	0	0	34.9	-				
00-00	46	594	1	27	1	0	0	2	1	0	1	0	675	1	9	23	24	26	176	280	113	21	0	2	0	0	0	0	0	0	0	0	30.4	35.8				

WEST WALBERTON LANE													NORTHBOUND																									
Report Id - CustomList-125																										MODAL modaldata.com												
Site Name - Walberton																																						
Description - West Walberton Lane																																						
Direction - AB																																						
18 June 2017																																						
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-75	Vbin 75-80	Vbin 80-85	Mean	Vpp 85						
0000	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	36.3	-						
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.9	-						
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	39.8	-						
0400	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	40	-						
0500	0	4	0	2	0	0	0	0	0	0	0	0	6	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	35.5	-						
0600	5	16	0	0	0	0	0	0	0	0	0	0	21	0	1	1	3	0	3	9	2	2	0	0	0	0	0	0	0	0	29.2	35.8						
0700	5	22	1	1	0	0	0	0	0	0	0	0	29	0	1	2	1	1	6	14	4	0	0	0	0	0	0	0	0	0	0	28.9	34.2					
0800	11	36	0	0	0	1	0	0	0	0	0	1	50	0	0	4	6	5	8	19	7	1	0	0	0	0	0	0	0	0	0	28.3	35.8					
0900	10	38	1	1	0	2	0	0	0	0	0	1	53	0	0	6	5	1	13	19	9	0	0	0	0	0	0	0	0	0	0	28.5	34.9					
1000	4	44	0	1	0	0	0	0	0	0	0	0	49	0	0	1	2	1	13	23	9	0	0	0	0	0	0	0	0	0	0	30.6	34.9					
1100	1	65	0	0	0	1	0	0	0	0	0	0	67	0	1	0	1	4	23	24	14	0	0	0	0	0	0	0	0	0	0	30.6	35.6					
1200	4	53	0	3	0	0	0	0	0	0	0	0	60	0	1	2	1	2	20	29	5	0	0	0	0	0	0	0	0	0	0	29.5	33.8					
1300	4	45	0	0	0	0	0	0	0	0	0	0	49	0	1	3	0	1	23	18	3	0	0	0	0	0	0	0	0	0	0	28.6	33.1					
1400	2	43	0	2	0	0	0	0	0	0	0	0	47	0	0	1	2	14	12	16	2	0	0	0	0	0	0	0	0	0	0	27.1	32.7					
1500	4	46	0	0	1	0	0	0	0	0	0	0	51	0	2	3	11	9	19	4	3	0	0	0	0	0	0	0	0	0	0	23.6	29.3					
1600	0	43	0	2	1	1	0	0	0	0	0	0	47	0	1	1	4	8	18	11	3	1	0	0	0	0	0	0	0	0	0	27	32.2					
1700	2	50	0	2	0	0	0	0	0	0	0	0	54	0	0	2	2	5	18	21	5	1	0	0	0	0	0	0	0	0	0	29.3	34.2					
1800	0	34	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	1	16	11	5	1	0	0	0	0	0	0	0	0	0	30.8	35.6					
1900	2	37	0	1	0	0	0	0	0	0	0	0	40	0	1	1	0	1	14	19	3	1	0	0	0	0	0	0	0	0	0	30	33.6					
2000	0	22	0	0	0	1	0	0	0	0	0	0	23	0	1	0	0	0	11	6	4	1	0	0	0	0	0	0	0	0	0	30.8	36.7					
2100	1	6	0	1	0	0	0	0	0	0	0	0	8	0	0	0	1	0	2	4	1	0	0	0	0	0	0	0	0	0	0	30	-					
2200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-					
2300	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-					
08-09	11	36	0	0	0	1	0	0	0	0	1	1	50	0	0	4	6	5	8	19	7	1	0	0	0	0	0	0	0	0	0	28.3	35.8					
17-18	2	50	0	2	0	0	0	0	0	0	0	0	54	0	0	2	2	5	18	21	5	1	0	0	0	0	0	0	0	0	0	29.3	34.2					
10-16	19	296	0	6	1	1	0	0	0	0	0	0	323	0	5	10	17	31	110	114	36	0	0	0	0	0	0	0	0	0	0	28.5	34.2					
00-05	0	7	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	1	2	2	1	0	1	0	0	0	0	0	0	0	37.9	-						
00-00	55	616	2	16	2	6	0	0	0	0	1	2	700	0	10	27	39	54	225	250	84	10	0	1	0	0	0	0	0	0	0	28.9	34.7					

WEST WALBERTON LANE

NORTHBOUND

Report Id - CustomList-125
 Site Name - Walberton
 Description - West Walberton Lane
 Direction - AB



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Grand Total

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Mean	Vpp 85	
--	294	5503	20	290	8	12	3	11	1	1	2	2	6147	1	35	145	168	277	1630	2649	1008	199	30	5	0	0	0	0	0	0	0	0	30.9	35



modaldata.com

Globals

Report id: CustomList-125
Descriptor: Modal Dir2_(modified)
Created by: MetroCount Traffic Executive
Creation Time (UTC): 2017-06-21T09:49:24
Legal: Copyright (c)1997 - 2014 MetroCount
Graphic: header.bmp
Language: English
Country: United Kingdom
Time: UTC + 60 min
Create Version: 4.0.6.0
Metric: Part metric
Speed Unit: mph
Length Unit: metre
Mass Unit: tonne

Dataset

Site Name: Walberton
Site Attribute: [+51.477222 +0.000000]
File Name: S:\RGPL-012 Modal Data Limited\MetroCount\MTE 4.06\Data\Walberton 0 2017-06-20 1603.EC0
File Type: Plus
Algorithm: Factory default axle
Description: West Walberton Lane
Lane: 0
Direction: 7
Direction Text: 7 - North bound A]B, South bound B]A.
Layout Text: Axle sensors - Paired (Class/Speed/Count)
Setup Time: 2017-06-12T14:47:01
Start Time: 2017-06-12T14:47:01
Finish Time: 2017-06-20T16:04:01
Operator: MV
Configuration: 00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name: Default Profile
Title: MetroCount Traffic Executive
Graphic Logo:
Header:
Footer:
Percentile 1: 85
Percentile 2: 95
Page: 10
Filter Start: 2017-06-13T00:00:00
Filter End: 2017-06-20T00:00:00
Class Scheme: ARX
Low Speed: 0
High Speed: 90
Speed Limit: 30
Speed Limits:
Separation: 0.000
Separation Type: Headway
Direction: BA
Encoded Direction: 15

WEST WALBERTON LANE													SOUTHBOUND																														
Report Id - CustomList-125																																											
Site Name - Walberton																																											
Description - West Walberton Lane																																											
Direction - BA																																											
14 June 2017																																											
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Mean	Vpp 85										
0000	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	37.9	-										
0100	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-										
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-										
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-										
0400	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.8	-										
0500	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	33.5	-										
0600	0	9	0	1	0	0	0	0	0	0	0	0	10	0	0	0	0	0	2	7	0	1	0	0	0	0	0	0	0	0	0	32.2	-										
0700	2	37	0	2	0	0	0	0	0	0	0	0	41	0	0	0	2	0	10	14	11	2	2	0	0	0	0	0	0	0	0	32.8	37.8										
0800	7	83	0	4	0	0	0	1	0	0	0	0	95	0	1	6	2	3	30	39	11	3	0	0	0	0	0	0	0	0	0	29.9	34.4										
0900	2	53	0	3	0	0	0	0	0	0	0	0	58	0	0	1	1	7	16	18	13	2	0	0	0	0	0	0	0	0	0	31	37.6										
1000	0	44	0	3	0	0	0	0	0	0	0	0	47	0	0	0	0	2	15	19	7	4	0	0	0	0	0	0	0	0	0	31.9	36.2										
1100	4	50	0	2	1	0	0	0	1	0	0	0	58	0	0	1	3	4	26	10	11	2	0	0	1	0	0	0	0	0	0	30.2	37.1										
1200	3	45	0	2	0	3	0	1	0	0	0	1	55	0	0	1	4	10	15	20	5	0	0	0	0	0	0	0	0	0	0	28	33.3										
1300	3	59	0	5	0	0	0	0	0	0	0	0	67	0	0	1	1	4	13	35	13	0	0	0	0	0	0	0	0	0	0	31.6	36										
1400	3	56	0	2	0	0	0	0	0	0	0	0	61	0	1	2	4	2	16	27	5	1	3	0	0	0	0	0	0	0	0	30.2	34.2										
1500	1	74	0	9	0	1	0	0	0	0	0	0	85	0	0	1	1	4	28	34	13	4	0	0	0	0	0	0	0	0	0	31.2	35.6										
1600	1	91	2	9	0	0	0	0	0	0	0	0	103	0	0	0	7	6	39	33	17	1	0	0	0	0	0	0	0	0	0	30.1	35.1										
1700	3	139	0	7	0	1	0	0	0	0	0	0	150	0	0	3	1	8	62	54	20	2	0	0	0	0	0	0	0	0	0	30.1	34.9										
1800	0	68	1	5	0	0	0	0	0	0	0	0	74	0	0	2	0	3	30	25	11	2	0	1	0	0	0	0	0	0	0	31	36.5										
1900	3	40	0	2	0	0	0	0	0	0	0	0	45	0	0	0	3	2	21	13	5	0	1	0	0	0	0	0	0	0	0	29.5	33.8										
2000	1	29	0	2	0	0	0	0	0	0	0	0	32	0	0	0	1	1	13	12	3	1	1	0	0	0	0	0	0	0	0	30.8	33.1										
2100	1	21	0	1	0	0	0	0	0	0	0	0	23	0	0	0	1	2	9	6	3	1	1	0	0	0	0	0	0	0	0	30.5	37.1										
2200	0	10	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	2	4	2	0	2	0	0	0	0	0	0	0	0	0	30.3	-										
2300	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	35.1	-										
08-09	7	83	0	4	0	0	0	1	0	0	0	0	95	0	1	6	2	3	30	39	11	3	0	0	0	0	0	0	0	0	0	29.9	34.4										
17-18	3	139	0	7	0	1	0	0	0	0	0	0	150	0	0	3	1	8	62	54	20	2	0	0	0	0	0	0	0	0	0	30.1	34.9										
10-16	14	328	0	23	1	4	0	1	1	0	0	1	373	0	1	6	13	26	113	145	54	11	3	0	1	0	0	0	0	0	0	30.6	35.6										
00-05	0	3	0	2	0	0	0	0	0	0	0	0	5	0	0	0	1	0	1	1	1	1	0	0	0	0	0	0	0	0	31	-											
00-00	34	920	3	62	1	5	0	2	1	0	0	1	1029	0	2	18	32	60	351	374	151	31	8	1	1	0	0	0	0	0	0	30.6	36										

MODAL

modaldata.com

WEST WALBERTON LANE													SOUTHBOUND																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Report Id - CustomList-125																																							MODAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Site Name - Walberton																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Description - West Walberton Lane																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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15 June 2017																																							modaldata.com																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0	Vbin 1	Vbin 2	Vbin 3	Vbin 4	Vbin 5	Vbin 6	Vbin 7	Vbin 8	Vbin 9	Vbin 10	Vbin 11	Vbin 12	Vbin 13	Vbin 14	Vbin 15	Vbin 16	Vbin 17	Vbin 18	Vbin 19	Vbin 20	Vbin 21	Vbin 22	Vbin 23	Vbin 24	Vbin 25	Vbin 26	Vbin 27	Vbin 28	Vbin 29	Vbin 30	Vbin 31	Vbin 32	Vbin 33	Vbin 34	Vbin 35	Vbin 36	Vbin 37	Vbin 38	Vbin 39	Vbin 40	Vbin 41	Vbin 42	Vbin 43	Vbin 44	Vbin 45	Vbin 46	Vbin 47	Vbin 48	Vbin 49	Vbin 50	Vbin 51	Vbin 52	Vbin 53	Vbin 54	Vbin 55	Vbin 56	Vbin 57	Vbin 58	Vbin 59	Vbin 60	Vbin 61	Vbin 62	Vbin 63	Vbin 64	Vbin 65	Vbin 66	Vbin 67	Vbin 68	Vbin 69	Vbin 70	Vbin 71	Vbin 72	Vbin 73	Vbin 74	Vbin 75	Vbin 76	Vbin 77	Vbin 78	Vbin 79	Vbin 80	Vbin 81	Vbin 82	Vbin 83	Vbin 84	Vbin 85	Vbin 86	Vbin 87	Vbin 88	Vbin 89	Vbin 90	Vbin 91	Vbin 92	Vbin 93	Vbin 94	Vbin 95	Vbin 96	Vbin 97	Vbin 98	Vbin 99	Vbin 100	Vbin 101	Vbin 102	Vbin 103	Vbin 104	Vbin 105	Vbin 106	Vbin 107	Vbin 108	Vbin 109	Vbin 110	Vbin 111	Vbin 112	Vbin 113	Vbin 114	Vbin 115	Vbin 116	Vbin 117	Vbin 118	Vbin 119	Vbin 120	Vbin 121	Vbin 122	Vbin 123	Vbin 124	Vbin 125	Vbin 126	Vbin 127	Vbin 128	Vbin 129	Vbin 130	Vbin 131	Vbin 132	Vbin 133	Vbin 134	Vbin 135	Vbin 136	Vbin 137	Vbin 138	Vbin 139	Vbin 140	Vbin 141	Vbin 142	Vbin 143	Vbin 144	Vbin 145	Vbin 146	Vbin 147	Vbin 148	Vbin 149	Vbin 150	Vbin 151	Vbin 152	Vbin 153	Vbin 154	Vbin 155	Vbin 156	Vbin 157	Vbin 158	Vbin 159	Vbin 160	Vbin 161	Vbin 162	Vbin 163	Vbin 164	Vbin 165	Vbin 166	Vbin 167	Vbin 168	Vbin 169	Vbin 170	Vbin 171	Vbin 172	Vbin 173	Vbin 174	Vbin 175	Vbin 176	Vbin 177	Vbin 178	Vbin 179	Vbin 180	Vbin 181	Vbin 182	Vbin 183	Vbin 184	Vbin 185	Vbin 186	Vbin 187	Vbin 188	Vbin 189	Vbin 190	Vbin 191	Vbin 192	Vbin 193	Vbin 194	Vbin 195	Vbin 196	Vbin 197	Vbin 198	Vbin 199	Vbin 200	Vbin 201	Vbin 202	Vbin 203	Vbin 204	Vbin 205	Vbin 206	Vbin 207	Vbin 208	Vbin 209	Vbin 210	Vbin 211	Vbin 212	Vbin 213	Vbin 214	Vbin 215	Vbin 216	Vbin 217	Vbin 218	Vbin 219	Vbin 220	Vbin 221	Vbin 222	Vbin 223	Vbin 224	Vbin 225	Vbin 226	Vbin 227	Vbin 228	Vbin 229	Vbin 230	Vbin 231	Vbin 232	Vbin 233	Vbin 234	Vbin 235	Vbin 236	Vbin 237	Vbin 238	Vbin 239	Vbin 240	Vbin 241	Vbin 242	Vbin 243	Vbin 244	Vbin 245	Vbin 246	Vbin 247	Vbin 248	Vbin 249	Vbin 250	Vbin 251	Vbin 252	Vbin 253	Vbin 254	Vbin 255	Vbin 256	Vbin 257	Vbin 258	Vbin 259	Vbin 260	Vbin 261	Vbin 262	Vbin 263	Vbin 264	Vbin 265	Vbin 266	Vbin 267	Vbin 268	Vbin 269	Vbin 270	Vbin 271	Vbin 272	Vbin 273	Vbin 274	Vbin 275	Vbin 276	Vbin 277	Vbin 278	Vbin 279	Vbin 280	Vbin 281	Vbin 282	Vbin 283	Vbin 284	Vbin 285	Vbin 286	Vbin 287	Vbin 288	Vbin 289	Vbin 290	Vbin 291	Vbin 292	Vbin 293	Vbin 294	Vbin 295	Vbin 296	Vbin 297	Vbin 298	Vbin 299	Vbin 300	Vbin 301	Vbin 302	Vbin 303	Vbin 304	Vbin 305	Vbin 306	Vbin 307	Vbin 308	Vbin 309	Vbin 310	Vbin 311	Vbin 312	Vbin 313	Vbin 314	Vbin 315	Vbin 316	Vbin 317	Vbin 318	Vbin 319	Vbin 320	Vbin 321	Vbin 322	Vbin 323	Vbin 324	Vbin 325	Vbin 326	Vbin 327	Vbin 328	Vbin 329	Vbin 330	Vbin 331	Vbin 332	Vbin 333	Vbin 334	Vbin 335	Vbin 336	Vbin 337	Vbin 338	Vbin 339	Vbin 340	Vbin 341	Vbin 342	Vbin 343	Vbin 344	Vbin 345	Vbin 346	Vbin 347	Vbin 348	Vbin 349	Vbin 350	Vbin 351	Vbin 352	Vbin 353	Vbin 354	Vbin 355	Vbin 356	Vbin 357	Vbin 358	Vbin 359	Vbin 360	Vbin 361	Vbin 362	Vbin 363	Vbin 364	Vbin 365	Vbin 366	Vbin 367	Vbin 368	Vbin 369	Vbin 370	Vbin 371	Vbin 372	Vbin 373	Vbin 374	Vbin 375	Vbin 376	Vbin 377	Vbin 378	Vbin 379	Vbin 380	Vbin 381	Vbin 382	Vbin 383	Vbin 384	Vbin 385	Vbin 386	Vbin 387	Vbin 388	Vbin 389	Vbin 390	Vbin 391	Vbin 392	Vbin 393	Vbin 394	Vbin 395	Vbin 396	Vbin 397	Vbin 398	Vbin 399	Vbin 400	Vbin 401	Vbin 402	Vbin 403	Vbin 404	Vbin 405	Vbin 406	Vbin 407	Vbin 408	Vbin 409	Vbin 410	Vbin 411	Vbin 412	Vbin 413	Vbin 414	Vbin 415	Vbin 416	Vbin 417	Vbin 418	Vbin 419	Vbin 420	Vbin 421	Vbin 422	Vbin 423	Vbin 424	Vbin 425	Vbin 426	Vbin 427	Vbin 428	Vbin 429	Vbin 430	Vbin 431	Vbin 432	Vbin 433	Vbin 434	Vbin 435	Vbin 436	Vbin 437	Vbin 438	Vbin 439	Vbin 440	Vbin 441	Vbin 442	Vbin 443	Vbin 444	Vbin 445	Vbin 446	Vbin 447	Vbin 448	Vbin 449	Vbin 450	Vbin 451	Vbin 452	Vbin 453	Vbin 454	Vbin 455	Vbin 456	Vbin 457	Vbin 458	Vbin 459	Vbin 460	Vbin 461	Vbin 462	Vbin 463	Vbin 464	Vbin 465	Vbin 466	Vbin 467	Vbin 468	Vbin 469	Vbin 470	Vbin 471	Vbin 472	Vbin 473	Vbin 474	Vbin 475	Vbin 476	Vbin 477	Vbin 478	Vbin 479	Vbin 480	Vbin 481	Vbin 482	Vbin 483	Vbin 484	Vbin 485	Vbin 486	Vbin 487	Vbin 488	Vbin 489	Vbin 490	Vbin 491	Vbin 492	Vbin 493	Vbin 494	Vbin 495	Vbin 496	Vbin 497	Vbin 498	Vbin 499	Vbin 500	Vbin 501	Vbin 502	Vbin 503	Vbin 504	Vbin 505	Vbin 506	Vbin 507	Vbin 508	Vbin 509	Vbin 510	Vbin 511	Vbin 512	Vbin 513	Vbin 514	Vbin 515	Vbin 516	Vbin 517	Vbin 518	Vbin 519	Vbin 520	Vbin 521	Vbin 522	Vbin 523	Vbin 524	Vbin 525	Vbin 526	Vbin 527	Vbin 528	Vbin 529	Vbin 530	Vbin 531	Vbin 532	Vbin 533	Vbin 534	Vbin 535	Vbin 536	Vbin 537	Vbin 538	Vbin 539	Vbin 540	Vbin 541	Vbin 542	Vbin 543	Vbin 544	Vbin 545	Vbin 546	Vbin 547	Vbin 548	Vbin 549	Vbin 550	Vbin 551	Vbin 552	Vbin 553	Vbin 554	Vbin 555	Vbin 556	Vbin 557	Vbin 558	Vbin 559	Vbin 560	Vbin 561	Vbin 562	Vbin 563	Vbin 564	Vbin 565	Vbin 566	Vbin 567	Vbin 568	Vbin 569	Vbin 570	Vbin 571	Vbin 572	Vbin 573	Vbin 574	Vbin 575	Vbin 576	Vbin 577	Vbin 578	Vbin 579	Vbin 580	Vbin 581	Vbin 582	Vbin 583	Vbin 584	Vbin 585	Vbin 586	Vbin 587	Vbin 588	Vbin 589	Vbin 590	Vbin 591	Vbin 592	Vbin 593	Vbin 594	Vbin 595	Vbin 596	Vbin 597	Vbin 598	Vbin 599	Vbin 600	Vbin 601	Vbin 602	Vbin 603	Vbin 604	Vbin 605	Vbin 606	Vbin 607	Vbin 608	Vbin 609	Vbin 610	Vbin 611	Vbin 612	Vbin 613	Vbin 614	Vbin 615	Vbin 616	Vbin 617	Vbin 618	Vbin 619	Vbin 620	Vbin 621	Vbin 622	Vbin 623	Vbin 624	Vbin 625	Vbin 626	Vbin 627	Vbin 628	Vbin 629	Vbin 630	Vbin 631	Vbin 632	Vbin 633	Vbin 634	Vbin 635	Vbin 636	Vbin 637	Vbin 638	Vbin 639	Vbin 640	Vbin 641	Vbin 642	Vbin 643	Vbin 644	Vbin 645	Vbin 646	Vbin 647	Vbin 648	Vbin 649	Vbin 650	Vbin 651	Vbin 652	Vbin 653	Vbin 654	Vbin 655	Vbin 656	Vbin 657	Vbin 658	Vbin 659	Vbin 660	Vbin 661	Vbin 662	Vbin 663	Vbin 664	Vbin 665	Vbin 666	Vbin 667	Vbin 668	Vbin 669	Vbin 670	Vbin 671	Vbin 672	Vbin 673	Vbin 674	Vbin 675	Vbin 676	Vbin 677	Vbin 678	Vbin 679	Vbin 680	Vbin 681	Vbin 682	Vbin 683	Vbin 684	Vbin 685	Vbin 686	Vbin 687	Vbin 688	Vbin 689	Vbin 690	Vbin 691	Vbin 692	Vbin 693	Vbin 694	Vbin 695	Vbin 696	Vbin 697	Vbin 698	Vbin 699	Vbin 700	Vbin 701	Vbin 702	Vbin 703	Vbin 704	Vbin 705	Vbin 706	Vbin 707	Vbin 708	Vbin 709	Vbin 710	Vbin 711	Vbin 712	Vbin 713	Vbin 714	Vbin 715	Vbin 716	Vbin 717	Vbin 718	Vbin 719	Vbin 720	Vbin 721	Vbin 722	Vbin 723	Vbin 724	Vbin 725	Vbin 726	Vbin 727	Vbin 728	Vbin 729	Vbin 730	Vbin 731	Vbin 732	Vbin 733	Vbin 734	Vbin 735	Vbin 736	Vbin 737	Vbin 738	Vbin 739	Vbin 740	Vbin 741	Vbin 742	Vbin 743	Vbin 744	Vbin 745	Vbin 746	Vbin 747	Vbin 748	Vbin 749	Vbin 750	Vbin 751	Vbin 752	Vbin 753	Vbin 754	Vbin 755	Vbin 756	Vbin 757	Vbin 758	Vbin 759	Vbin 760	Vbin 761	Vbin 762	Vbin 763	Vbin 764	Vbin 765	Vbin 766	Vbin 767	Vbin 768	Vbin 769	Vbin 770	Vbin 771	Vbin 772	Vbin 773	Vbin 774	Vbin 775	Vbin 776	Vbin 777	Vbin 778	Vbin 779	Vbin 780	Vbin 781	Vbin 782	Vbin 783	Vbin 784	Vbin 785	Vbin 786	Vbin 787	Vbin 788	Vbin 789	Vbin 790	Vbin 791	Vbin 792	Vbin 793	Vbin 794	Vbin 795	Vbin 796	Vbin 797	Vbin 798	Vbin 799	Vbin 800	Vbin 801	Vbin 802	Vbin 803	Vbin 804	Vbin 805	Vbin 806	Vbin 807	Vbin 808	Vbin 809	Vbin 810	Vbin 811	Vbin 812	Vbin 813	Vbin 814	Vbin 815	Vbin 816	Vbin 817	Vbin 818	Vbin 819	Vbin 820	Vbin 821	Vbin 822	Vbin 823	Vbin 824	Vbin 825	Vbin 826	Vbin 827	Vbin 828	Vbin 829	Vbin 830	Vbin 831	Vbin 832	Vbin 833	Vbin 834	Vbin 835	Vbin 836	Vbin 837	Vbin 838	Vbin 839	Vbin 840	Vbin 841	Vbin 842	Vbin 843	Vbin 844	Vbin 845	Vbin 846	Vbin 847	Vbin 848	Vbin 849	Vbin 850	Vbin 851	Vbin 852	Vbin 853	Vbin 854	Vbin 855	Vbin 856	Vbin 857	Vbin 858	Vbin 859	Vbin 860	Vbin 861	Vbin 862	Vbin 863	Vbin 864	Vbin 865	Vbin 866	Vbin 867	Vbin 868	Vbin 869	Vbin 870	Vbin 871	Vbin 872	Vbin 873	Vbin 874	Vbin 875	Vbin 876	Vbin 877	Vbin 878	Vbin 879	Vbin 880	Vbin 881	Vbin 882	Vbin 883	Vbin 884	Vbin 885	Vbin 886	Vbin 887	Vbin 888	Vbin 889	Vbin 890	Vbin 891	Vbin 892	Vbin 893	Vbin 894	Vbin 895	Vbin 896	Vbin 897	Vbin 898	Vbin 899	Vbin 900	Vbin 901	Vbin 902	Vbin 903	Vbin 904	Vbin 905	Vbin 906	Vbin 907	Vbin 908	Vbin 909	Vbin 910	Vbin 911	Vbin 912	Vbin 913	Vbin 914	Vbin 915	Vbin 916	Vbin 917	Vbin 918	Vbin 919	Vbin 920	Vbin 921	Vbin 922	Vbin 923	Vbin 924	Vbin 925	Vbin 926	Vbin 927	Vbin 928	Vbin 929	Vbin 930	Vbin 931	Vbin 932	Vbin 933	Vbin 934	Vbin 935	Vbin 936	Vbin 937	Vbin 938	Vbin 939	Vbin 940	Vbin 941	Vbin 942	Vbin 943	Vbin 944	Vbin 945	Vbin 946	Vbin 947	Vbin 948	Vbin 949	Vbin 950	Vbin 951	Vbin 952	Vbin 953	Vbin 954	Vbin 955	Vbin 956	Vbin 957	Vbin 958	Vbin 959	Vbin 960	Vbin 961	Vbin 962	Vbin 963	Vbin 964	Vbin 965	Vbin 966	Vbin 967	Vbin 968	Vbin 969	Vbin 970	Vbin 971	Vbin 972	Vbin 973	Vbin 974	Vbin 975	Vbin 976	Vbin 977	Vbin 978	Vbin 979	Vbin 980	Vbin 981	Vbin 982	Vbin 983	Vbin 984	Vbin 985	Vbin 986	Vbin 987	Vbin 988	Vbin 989	Vbin 990	Vbin 991	Vbin 992	Vbin 993	Vbin 994	Vbin 995	Vbin 996	Vbin 997	Vbin 998	Vbin 999	Vbin 1000	Vbin 1001	Vbin 1002	Vbin 1003	Vbin 1004	Vbin 1005	Vbin 1006	Vbin 1007	Vbin 1008	Vbin 1009	Vbin 1010	Vbin 1011	Vbin 1012	Vbin 1013	Vbin 1014	Vbin 1015	Vbin 1016	Vbin 1017	Vbin 1018	Vbin 1019	Vbin 1020	Vbin 1021	Vbin 1022	Vbin 1023	Vbin 1024	Vbin 1025	Vbin 1026	Vbin 1027	Vbin 1028	Vbin 1029	Vbin 1030	Vbin 1031	Vbin 1032	Vbin 1033	Vbin 1034	Vbin 1035	Vbin 1036	Vbin 1037	Vbin 1038	Vbin 1039	Vbin 1040	Vbin 1041	Vbin 1042	Vbin 1043	Vbin 1044	Vbin 1045	Vbin 1046	Vbin 1047	Vbin 1048	Vbin 1049	Vbin 1050	Vbin 1051	Vbin 1052	Vbin 1053	Vbin 1054	Vbin 1055	Vbin 1056	Vbin 1057	Vbin 1058	Vbin 1059	Vbin 1060	Vbin 1061	Vbin 1062	Vbin 1063	Vbin 1064	Vbin 1065	Vbin 1066	Vbin 1067	Vbin 1068	Vbin 1069	Vbin 1070	Vbin 1071	Vbin 1072	Vbin 1073	Vbin 1074	Vbin 1075	Vbin 1076	Vbin 1077	Vbin 1078	Vbin 1079	Vbin 1080	Vbin 1081	Vbin 1082	Vbin 1083	Vbin 1084	Vbin 1085	Vbin 1086	Vbin 1087	Vbin 1088	Vbin 1089	Vbin 1090	Vbin 1091	Vbin 1092	Vbin 1093	Vbin 1094	Vbin 1095	Vbin 1096	Vbin 1097	Vbin 1098	Vbin 1099	Vbin 1100	Vbin 1101	Vbin 1102	Vbin 1103	Vbin 1104	Vbin 1105	Vbin 1106	Vbin 1107	Vbin 1108	Vbin 1109	Vbin 1110	Vbin 1111	Vbin 1112	Vbin 1113	Vbin 1114	Vbin 1115	Vbin 1116	Vbin 1117	Vbin 1118	Vbin 1119	Vbin 1120	Vbin 1121	Vbin 1122	Vbin 1123	Vbin 1124	Vbin 1125	Vbin 1126	Vbin 1127	Vbin 1128	Vbin 1129	Vbin 1130	Vbin 1131	Vbin 1132	Vbin 1133	Vbin 1134	Vbin 1135	Vbin 1136	Vbin 1137	Vbin 1138	Vbin 1139	Vbin 1140	Vbin 1141	Vbin 1142	Vbin 1143	Vbin 1144	Vbin 1145	Vbin 1146	Vbin 1147	Vbin 1148	Vbin 1149	Vbin 1150	Vbin 1151	Vbin 1152	Vbin 1153	Vbin 1154	Vbin 1155	Vbin 1156	Vbin 1157	Vbin 1158	Vbin 1159	Vbin 1160	Vbin 1161	Vbin 1162	Vbin 1163	Vbin 1164	Vbin 1165	Vbin 1166	Vbin 1167	Vbin 1168	Vbin 1169	Vbin 1170	Vbin 1171	Vbin 1172	Vbin 1173	Vbin 1174	Vbin 1175	Vbin 1176	Vbin 1177	Vbin 1178	Vbin 1179	Vbin 1180	Vbin 1181	Vbin 1182	Vbin 118

WEST WALBERTON LANE													SOUTHBOUND																													
Report Id - CustomList-125																										MODAL modaldata.com																
Site Name - Walberton																																										
Description - West Walberton Lane																																										
Direction - BA																																										
19 June 2017																																										
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Mean	Vpp 95								
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1700	4	103	0	6	0	1	0	0	0	0	0	0	114	0	0	1	1	12	44	32	22	1	1	0	0	0	0	0	0	0	0	0	30.3	36.3								
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10-16	9	273	2	28	1	1	1	0	0	0	0	0	315	0	1	6	10	22	110	115	41	10	0	0	0	0	0	0	0	0	0	0	30.1	35.1								
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00-00	34	764	3	61	1	3	2	0	0	0	0	0	868	0	3	13	19	68	298	299	131	32	3	2	0	0	0	0	0	0	0	0	30.5	35.6								

MODAL

modaldata.com

WEST WALBERTON LANE

SOUTHBOUND

Report Id - CustomList-125

Site Name - Walberton

Description - West Walberton Lane

Direction - BA

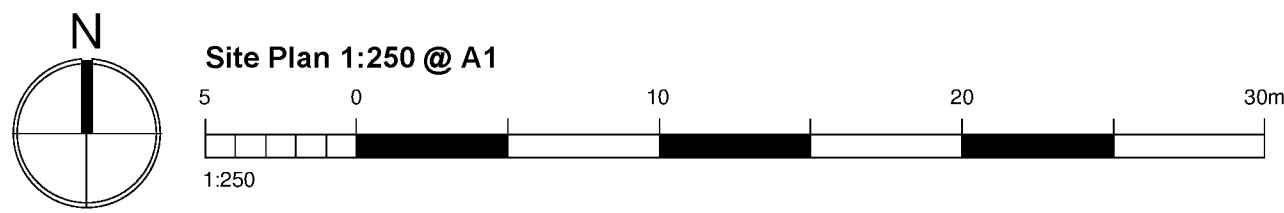
MODAL

modaldata.com

Grand Total

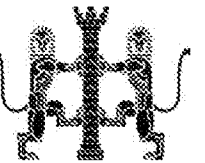
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Mean	Vpp 85
--	287	5554	19	355	22	25	5	6	3	2	0	2	6281	0	19	99	239	512	2050	2257	865	184	47	7	1	1	0	0	0	0	0	0	30.2	35.6

APPENDIX B



Notes

- This drawing is the copyright of MH Architects Ltd
- Do not scale this drawing except for Local Authority planning purposes
- All dimensions must be checked on site by the contractor prior to commencement of the works.



KEY

	EXISTING SHRUB PLANTING		EXISTING TREES (refer to tree survey and report)
	PROPOSED SHRUB PLANTING		PROPOSED TREES
	TARMAC ROAD SURFACE		GRASS
	TEGULAR BLOCK PAVING		MARSHALL SAXON PAVING OR SIMILAR, REAR PATIOS AND PRIVATE PATHS
	GRANITE SETT RUMBLE STRIPS AND ROAD DESIGNATION CHANGE DEMARCATION		BOUND GRAVEL COMMUNAL PATH
	1.8m CLOSE BOARDED FENCE		1.2m POST AND RAIL TIMBER FENCE
	0.9m BRICK WALL		0.9m BLACK PAINTED METAL ESTATE RAILING
	1.8m BRICK WALL		APPLICATION BOUNDARY
	TIMBER BOLLARDS		

Rev.	Revision Note/Purpose of issue	Drawn By	Date	CHK. By	Date
X	A - Approved				
X	B - Approved with comments				
X	C - Do not use				

Client
Mr & Mrs Holden

Job title
Development at Sunny Corner, Copese Lane, Walberton, West Sussex, BN18 0QH

Drawing title
Proposed Site Layout

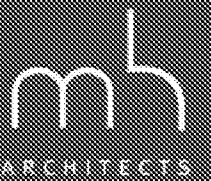
Drawn	Date	Checked	Date	Scale at A1
CJP	06.07.17			1:250
Job No.	Drawing No.	Rev.		
17-025	SCR-MHA-00-XX-DR-A	0004	P4	
Purpose of issue				

PLANNING APPLICATION

Ground Floor Residential Building
Southern Gate, Chichester
West Sussex PO19 5EZ

T: 01243 774748
E: admin@mharchitects.co.uk
www.mharchitects.co.uk

United Company
Registered in England No 1094133



APPENDIX C



Ward Finder			
Postcode		Ward	

Note:

No special provision need be made for visitors where at least half of the total parking provision associated with a development is unallocated. In other circumstances, it may be appropriate to allow for additional visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and number of Bedrooms is used this will need to be converted. A general guide for conversion is as follows but may vary in some cases.

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be clicked by the user by referring to the District-Ward Data Tables. The Ward highlighted if the Census data does not include data for certain dwelling sizes. In such cases car ownership has been obtained using the nearest sized dwelling with same tenure and ward. For example, if no data is available for a private house with 1 room then data for a private house with 2 rooms has been used. Ownership Data is highlighted in purple where such an approach has been used. Where Census data is available for small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total Population column. In such cases, other wards should be selected to achieve a higher sample size.

Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)
A	Houses	Private	5	2	2
B	Houses	Private	6	6	3+
C	Houses	Private	7	1	3+
D					
E					
F					
G					
H					
I					
J					
K					
L					
M					
N					
O					
P					
Q					
R					
S					
Total				9	

PARKING DEMAND					
Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
	per unit	Total	per unit	Total	
4	0	0	0	0	5
18	0	0	0	1	19
3	0	0	0	0	3
25		0.68		1.80	27



APPENDIX D

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-170317-0338

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
14	LEINSTER	
	CC CARLOW	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 10 to 24 (units:)
 Range Selected by User: 4 to 30 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 25/05/16

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	4 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	9
--------------	---

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

Selected Location Sub Categories:

Residential Zone	7
No Sub Category	2

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

Secondary Filtering selection:Use Class:

C3	9 days
----	--------

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	5 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	9 days
----	--------

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

PTAL Rating:

No PTAL Present	9 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CC-03-A-01	DETACHED HOUSES	CARLOW
	R417 ANTHY ROAD		
	CARLOW		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	25/05/16	Survey Type: MANUAL
2	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD		
	HURDSFIELD		
	MACCLESFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
3	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
4	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
5	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
6	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
7	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters (Cont.)

8	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
9	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	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.

RGP Mill Pool House Godalming

Licence No: 728001

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

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	18	0.091	9	18	0.213	9	18	0.304
08:00 - 09:00	9	18	0.128	9	18	0.305	9	18	0.433
09:00 - 10:00	9	18	0.122	9	18	0.152	9	18	0.274
10:00 - 11:00	9	18	0.201	9	18	0.189	9	18	0.390
11:00 - 12:00	9	18	0.134	9	18	0.152	9	18	0.286
12:00 - 13:00	9	18	0.146	9	18	0.140	9	18	0.286
13:00 - 14:00	9	18	0.152	9	18	0.146	9	18	0.298
14:00 - 15:00	9	18	0.152	9	18	0.189	9	18	0.341
15:00 - 16:00	9	18	0.280	9	18	0.299	9	18	0.579
16:00 - 17:00	9	18	0.244	9	18	0.165	9	18	0.409
17:00 - 18:00	9	18	0.384	9	18	0.177	9	18	0.561
18:00 - 19:00	9	18	0.250	9	18	0.128	9	18	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.284			2.255			4.539

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

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

Parameter summary

Trip rate parameter range selected:	10 - 24 (units:)
Survey date date range:	01/01/08 - 25/05/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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