





Pringle Homes

Land at Crow Trees Farm, Chatburn

Transport Statement

September 2022









Pringle Homes

Land at Crow Trees Farm, Chatburn

Transport Statement

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APPENDICES

APPENDIX A ATC Survey Data

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APPENDIX B Development Site Layout Drawing

APPENDIX C Proposed Site Access Drawing

APPENDIX D Swept Path Analysis (9.8m Refuse Collection Vehicle)

APPENDIX E TRICS Outputs ('Residential – Houses Privately Owned')

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1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Pringle Homes (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a residential development on land at Crow Trees Farm in Chatburn, Lancashire.
- 1.1.2 The proposed development comprises 39no. affordable homes and the refurbishment of an existing farmhouse and conversion / extension of a former dairy building for residential use.
- 1.1.3 Vehicular access to the affordable homes is proposed via an upgraded existing access junction on Crow Trees Brow, which currently serves two properties located south of the railway line. The existing access will be split within the site to retain access to these properties. The farmhouse and dairy conversion will be accessed via the existing farmhouse access junction on Crow Trees Brow.
- 1.1.4 This Transport Statement (TS) has been prepared to assess the development proposals, with particular consideration to expected trip generation, accessibility by sustainable modes of travel and site access / servicing and delivery arrangements.

1.2 Methodology

- 1.2.1 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, 'Transport Evidence Bases in Plan Making and Decision Taking' (2014), which supersedes the Department for Transport's (DfT) 'Guidance on Transport Assessment' (2007). However, although the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.
- 1.2.2 The scope of the TS has been reviewed and approved with the Local Highway Authority, Lancashire County Council (LCC), as part of their pre-application service. A site visit was undertaken on Tuesday 29th March 2022.

1.3 Report Structure

- 1.3.1 Following this introductory chapter, the TS has been structured as follows:
 - Chapter 2 describes the site location, local highway network and collision data;
 - Chapter 3 outlines the development proposals, vehicular access, servicing and parking;
 - Chapter 4 details sustainable accessibility, including public transport, cycle and on foot;
 - Chapter 5 details the expected trip generation; and
 - Chapter 6 summarises and concludes the findings of the report.



2. Existing Conditions

2.1 Site Location and Existing Uses

2.1.1 The development site is located in Chatburn, approximately 3km to the northeast of Clitheroe Town Centre, 3km to the south of Sawley and 4km southwest of Rimington. The strategic site location is shown in Figure 2.1.

Figure 2.1 : Strategic Site Location Plan



2.1.2 The existing farmhouse is currently used for residential purposes only and the former diary building is not used for farming purposes. The fields are currently leased for animal grazing.

2.2 Local Highway Network

- 2.2.1 The development site is bound by Crow Trees Brow and a residential property to the northwest, residential property to the northeast, railway line to the southeast and residential property to the southwest.
- 2.2.2 The location of the development site in the context of the local highway network is shown in Figure 2.2.

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Figure 2.2: Local Highway Network



2.2.3 Crow Trees Brow extends on a broadly southwest to northeast alignment along the development site's northwest boundary. Adjacent to the site Crow Trees Brow comprises a c.8m wide two-way single carriageway, with a single lane in each direction, and footway provision on both sides of the road, as shown in Photograph 2.1 and Photograph 2.2.



Photograph 2.1: Crow Trees Brow (northeast-bound)



Photograph 2.2: Crow Trees Brow (southwest bound)



- 2.2.4 Crow Trees Brow is subject to a 30mph speed limit and benefits from a network of street lighting columns along the northwest side of the road.
- 2.2.5 As shown in Photograph 2.3, access to the development site is currently provided via a single lane bitumen track and simple gated priority junction on Crow Trees Farm, which serves two existing properties to the south of the railway line.



Photograph 2.3: Existing Access Junction on Crow Trees Brow



2.2.6 Approximately 90m to the north, access to the existing farmhouse and former dairy building is provided via a separate access junction, as shown in Photograph 2.4.

Photograph 2.4: Existing Farmhouse Access Junction on Crow Trees Brow



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2.3 Public Rights of Way

- 2.3.1 There are no Public Rights of Way (PRoW) within the development site boundary or within the area immediately surrounding the development site.
- 2.3.2 As shown in Figure 2.3, the nearest PRoW (3-11-FP 1) is located to the north of the development, connecting Crow Trees Brow and Chatburn Old Road.

Figure 2.3 : Public Rights of Way (source: LCC Mario Mapping)



2.4 Traffic Speed Survey Data

- 2.4.1 An Automatic Traffic Count (ATC) survey was carried out on Crow Trees Brow over a 7-day period from Friday 1st July to Thursday 7th July 2022. The ATC tubes were located approximately 123m south of Ribble Lane, close to the existing access junction on Crow Trees Brow. This survey methodology has been accepted by LCC Highways.
- 2.4.2 The 85th percentile traffic speeds in both directions along Crow Trees Brow are summarised in Table 2.1, with the full survey data attached in Appendix A.

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Table 2.1: ATC Traffic Speed Data - Crow Trees Brow

Direction	85 th Percentile Speeds
Northeast-bound	38.5 mph
Southwest-bound	39.6 mph

2.4.3 Table 2.1 shows that 85th percentile traffic speeds of 38.5mph and 39.6mph were recorded in the northeast and southwest direction respectively along Crow Trees Brow. It is noted that the 85th percentile speeds are both the 30mph speed limit.

2.5 Road Safety

- 2.5.1 Personal Injury Collision (PIC) data in the vicinity of the development site has been obtained from the CrashMap Pro database (crashmap.co.uk) for the most recent 5.5-year period from January 2016 to June 2021.
- 2.5.2 The data shows that there have been no PICs recorded on Crow Trees Brow during the most recent 5.5-year period. This is despite the 85th percentile speeds exceeding the 30mph speed limit.
- 2.5.3 On this basis, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network. There is also no evidence to suggest that the proposed development would increase risk of PICS or have a detrimental impact on highway safety.



3. Development Proposals

3.1 Proposed Use

- 3.1.1 The proposed development comprises 39no. affordable homes and the refurbishment of an existing farmhouse and conversion/ extension of a former dairy building for residential use.
- 3.1.2 The proposed site layout plan is shown in Figure 3.1. The full site layout is attached in Appendix B.

Figure 3.1: Proposed Site Layout Plan (source: LMP Architects)



3.2 Development Quantum

- 3.2.1 The development comprises 39no. affordable residential dwellings and the refurbishment of an existing farmhouse and conversion/ extension of a former dairy building for residential use
- 3.2.2 The type and mix of affordable properties are set out in Table 3.1.

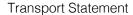




Table 3.1: Type and Mix of Residential Dwellings

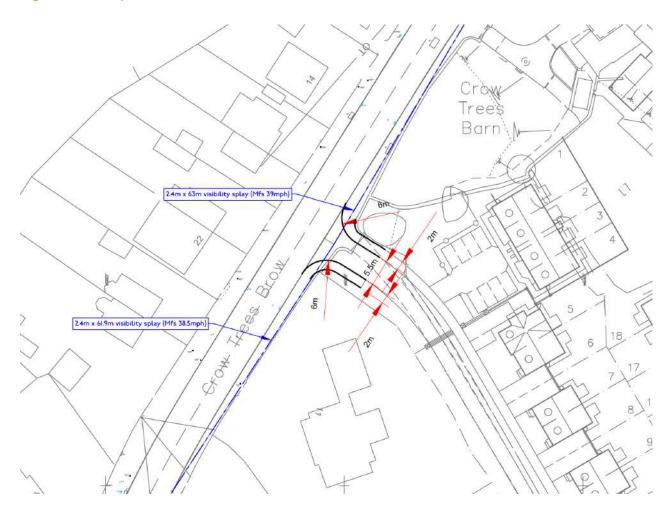
Dwelling Type	Number of Units
1 Bedroom Apartment	8
2 Bedroom House	17
3 Bedroom House	10
4 Bedroom House	4
Total Dwellings	39

3.3 Site Access Arrangement

- 3.3.1 Vehicular access to the affordable homes is proposed via an upgraded existing access junction on Crow Trees Brow, which currently serves two properties located south of the railway line. The access to these existing properties is retained via spur off the access road within the site, adjacent to Plot 26.
- 3.3.2 The farmhouse and dairy conversion will be accessed via the existing sperate farmhouse access junction on Crow Trees Brow. It is not anticipated that the development proposals would intensify the use of the farmhouse / dairy access on Crow Trees Brow. As requested during pre-app with LCC's highways, the gate serving the existing farm is setback at a distance of 5m from the highway boundary.
- 3.3.3 As shown in Figure 3.2, the proposed access to the main residential element will comprise a 5.5m wide carriageway with 6m kerb radii at the bellmouth and 2m footways on both sides of the access. The southern footway will continue for a short distance and the footway provision on the northern side of the access road between Plot 1 and 12, with a 2m wide footway on both sides beyond this point.
- 3.3.4 Within the site, the bend in the access road by Plot 12 has a centre-line radius of 20m. The access road includes speed hump traffic calming features to maintain low vehicular speeds within the site.
- 3.3.5 It is noted that footways on both sides was requested in LCC Highways pre-app comments; however, the proposed arrangement is considered acceptable given all dwellings are located to the north of the access road and Chatburn village centre (including convenience store, primary school and nearest bus stops) is located to the north. Therefore, the footway provision is likely to be on the desire line for the majority of pedestrian movements.



Figure 3.2: Proposed Site Access



- 3.3.6 Based on northbound and southbound 85th percentile speeds of 38.5mph and 39mph respectively, visibility splays of 2.4m x 61.9m and 2.4m x 64.6m are required to comply with Manual for Streets (MfS). As shown in, the required MfS visibility splays can be provided in both directions along Crow Trees Brow.
- 3.3.7 As shown in Figure 3.2, to the south a visibility splay of 2.4m x 61.9m can be achieved. To the north, the maximum achievable visibility splay is 2.4m x 63m, which is only slightly below the MfS visibility splay standard.
- 3.3.8 The full access junction layout is shown in Drawing J32-6615-PS-001 attached in Appendix C.

3.4 Servicing Arrangement

3.4.1 As agreed with LCC Highways, swept path analysis has been undertaken which demonstrates that a 9.8m refuse vehicle can safely enter and exit the site in a forward gear. This is the largest vehicle expected to regularly access the site.

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3.4.2 Swept path analysis for a 9.8m refuse collection vehicle is shown in Figure 3.3, with the full drawing (J32-6615-PS-002) attached in Appendix D.

Figure 3.3: Swept Path Analysis - Refuse Collection Vehicle



3.4.3 The analysis shows that a 9.8m refuse vehicle can manoeuvre throughout the site for refuse collections, in accordance with local highway design standards, MfS standards and BS:5906.

3.5 Parking Provision

3.5.1 Within their pre-app response, LCC Highways requested that parking was provided in accordance with the required levels of provision for each dwelling type shown in Table 3.2.

Table 3.2: LCC Highways - Parking Requirement

Number of Bedrooms	Car Parking per Dwelling
1 bedroom	1 space
2 to 3 bedrooms	2 spaces
4+ bedrooms	3 spaces

3.5.2 Based on the quantum of development presented in Table 3.1, the proposed car parking provision at the development site complies with LCC's parking requirements. Driveway parking provision will be provided at the existing farmhouse and converted former dairy building, with garage parking also provided within converted outbuildings/barns.



4. Sustainable Accessibility

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 The National Planning Policy Framework (NPPF), published in July 2021, sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, '*Promoting Sustainable Transport*', sets out the important role that transport issues and policies have in facilitating sustainable development.
- 4.1.3 Paragraph 105 states that: "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making."
- 4.1.4 This chapter considers the accessibility of the site via sustainable modes of transport, including public transport, cycling and walking.

4.2 Pedestrian Accessibility

4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing for Journeys on Foot (2000)'*, are shown in Table 4.1.

Table 4.1: CIHT Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

4.2.2 The CIHT guidelines as shown in Table 4.1 indicate that for commuting purposes, 2,000m is the preferred maximum. However, 1,000m is considered acceptable and 500m is the desirable walking distance.

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- 4.2.3 Appropriate walking distances should be considered within the context of the development site. In general, residents in more remote locations will be willing to walk further distances to access amenities or reach their destination. Existing pedestrian infrastructure provision should also be considered. Further walking distances are more achievable and realistic in areas that provide extensive, high-quality footways, crossings and pedestrianised areas.
- 4.2.4 A network of existing footways on the local highway network provide access to the centre of Chatburn village, providing access to nearby amenities.
- 4.2.5 Figure 4.1 presents the local amenities within a 500m and 1000m walking catchment from the site, as specified in CIHT guidelines.

Figure 4.1: Walking Catchment Area with Local Amenities



- 4.2.6 As illustrated in Figure 4.1, the proposed development site is located within a 500m walking catchment of bus stops on Crow Tree Brow and Sawley Road, as well as amenities in Chatburn village centre.
- 4.2.7 The majority of amenities lie within a 500m walking catchment of the site, including food outlets, schools, convenience stores and post offices.

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4.2.8 Table 4.2 provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2: Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Bridge Lane Bus Stop w/b	125m	2 minutes
Bridge Lane Bus Stop e/b	140m	2 minutes
Chatburn Post Office	140m	2 minutes
Ribble Lane Bus Stop	150m	2 minutes
ATM	160m	2 minutes
SPAR Convenience Store	165m	2 minutes
Chatburn Library	315m	4 minutes
Chatburn Pre-School and Church of England School	330m	4 minutes
Pavilion Coffee House	520m	6 minutes

- 4.2.9 Table 4.2 shows that there are a range of amenities predominantly within a 500m walking catchment from the site. Bus stops, both east and west bound, are available on the local highway network, including the Bridge Lane stops within c.140m (2-minute walk) of the site.
- 4.2.10 As illustrated in Figure 4.2, Chatburn village centre is located within the 500m walking catchment, providing a range of amenities as show in Table 4.2. These include Chatburn post office within c.140m (2-minute walk) and a SPAR convenience store within 165m (2-minute walk).
- 4.2.11 Chatburn also provides education facilities, with Chatburn Pre-school and Chatburn Church of England School located within c.330m (4-minute walk).
- 4.2.12 Chatburn village centre also provides specialist shops such as a butcher, a florist, hairdressers and an ice cream shop.
- 4.2.13 The local highway network benefits from network of footways and the site is well situated in terms of accessibility to local bus services and amenities within Chatburn village. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips.

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4.3 Cycling Accessibility

- 4.3.1 Cycle accessibility for a proposed site should be considered in a similar way to pedestrian accessibility. Cycle accessibility depends on the distance for local amenities, as well as the standard of existing cycle infrastructure. It should be noted that cycle facilities may be shared with pedestrians and/or vehicles along with dedicated cycle infrastructure.
- 4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that 'two out of every three personal trips are less than five miles in length which is an achievable distance to cycle for most people'.
- 4.3.3 Figure 4.2 indicates the cycling catchment area around the proposed development site for 2km and 5km.

Sawley

Grindleton

West Bradford

Ohatburn

Chatburn

Worston

Key

Rimington

Chatburn

Chatburn

Fischool

Find Roule 90

Figure 4.2 : Cycle Catchment Plan

4.3.4 As shown in Figure 4.2, Chatburn and Grindleton villages are located within a 2km catchment of the site, with the town of Clitheroe and the villages of Rimington and Waddington located within a 5km catchment.

Pendleton

4.3.5 Clitheroe Town Centre sits within a 5km cycling catchment of the development site. It offers a wide range of amenities including bars and restaurants, retail unis

RCN Route 91

Cycling Catchment

5000 m

Barleyo m

1,000

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- 4.3.6 Clitheroe offers several schools including Clitheroe Brookside Primary School, Ribblesdale High School and Clitheroe Royal Grammar School. Clitheroe Railway Station is located in the town centre c.3.2km from the site.
- 4.3.7 Two regional cycle routes, RNC Route 90 and RNC Route 91, run through both the 2km and 5km catchments, as shown in Figure 4.2.
- 4.3.8 As shown in Figure 4.3, such regional cycle routes can be accessed via a network of on and offroad local cycle routes.

Figure 4.3 : Lancashire Cycle Routes (source: Lancashire County Council)



- 4.3.9 Figure 4.3 shows that there is a network of on and off-road cycle routes within a close proximity of the site.
- 4.3.10 Considering the close proximity of the local cycle routes, their connectivity to regional cycle routes and accessibility to local areas, cycling could be a reasonable method of travel for residents, particularly as an alternative to private car trips.

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4.4 Public Transport

Local Bus Services

- 4.4.1 Bus stops providing both east and west bound services are available on Bridge Lane, c.140m (2-minute walk) to the west of the site in Chatburn village. Both bus stops are accessible via good quality footways from the development site.
- 4.4.2 Table 4.3 provides a summary of the main local bus routes and times accessible from these bus stops. It should be noted that routes 66, 67 and 280 travel in both east and west-bound directions.

Table 4.3: Local Bus Services - Bridge Lane

			Approximate	Frequency	/ (bus / hour)						
Service No.	Route	AM	Off Peak	PM	Sat	Sun					
3	Clitheroe – Chatburn – Clitheroe	<1	<1	<1	<1	No Services					
66	Clitheroe – Chatburn – Barley - Nelson	1	1	1	1	<1					
67	Clitheroe – Chatburn – Barley - Nelson	1	1	1	1	<1					
280	Preston – Clitheroe - Skipton	1	1	1	1	<1					

- 4.4.3 As shown in Table 4.3, regular bus services are available form Bridge Lane in both directions, providing access to Clitheroe, Barley, Preston and Skipton. Additional bus services are provided to provide access to schools during peak times.
- 4.4.4 The operation of most services during the weekend, as well as during the week, makes bus services a viable option for accessing local amenities, especially as an alternative to car use.

Rail Services

- 4.4.5 The closest railway station to the site Clitheroe Station, c.3.2km away and therefore within the cycling catchment.
- 4.4.6 It is accessible via local bus services, namely the 3 and 280 routes from Bridge Lane (west bound) to Clitheroe Interchange.
- 4.4.7 Table 4.4. provides a summary of the direct rail services from Clitheroe Station.

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Table 4.4: Direct Rail Services from Clitheroe Station

Destination	Approx. Frequency	Approx. Journey Time
Rochdale (via Blackburn and Manchester Victoria)	1 service / hour	100 minutes

- 4.4.8 As seen in Table 4.4, one main service runs through Clitheroe to Rochdale, via Blackburn Manchester Victoria.
- 4.4.9 This demonstrates the site's accessibility by rail, particularly as an alternative to private car trips for commuting or as part of a multi-modal journey.

4.5 Summary

- 4.5.1 In summary, it has been shown that the site can be accessed by sustainable modes of travel, including walking, cycling and public transport thereby offering an alternative to single occupancy car trips. This includes the following:
 - Existing footways are available on the local highway network providing safe walking routes to local amenities and public transport provision in Chatburn;
 - Bus stops are located in close walking distance from the site and are accessible via dedicated pedestrian routes;
 - Access to a network of local cycle routes and regional cycle routes within the local area;
 - Regular bus services provide access to areas such as Clitheroe, Preston and Skipton; and
 - Clitheroe Station (c.3.2km away) provide direct train services to Blackburn, Rochdale and Manchester Victoria.
- 4.5.2 Overall, alternatives to single-occupancy car trips are available within the local area of the site, including walking routes, cycling routes and public transport services.
- 4.5.3 The site is therefore compliant with the (NPPF) which states in paragraph 110 that: 'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location'.
- 4.5.4 Furthermore, the proposals accord with paragraph 112 of the NPPF which states that: 'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second so far as possible to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'.

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5. Trip Generation

5.1 TRICS Trip Rates

- 5.1.1 To quantify the traffic impact of the development on the local highway network, a trip generation exercise has been undertaken for the proposed residential development. Vehicle trip rates have been derived from the TRICS database (v7.9.2) using the *'Residential Houses Privately Owned'* land use category.
- 5.1.2 TRICS surveys conducted after February 2020 were excluded due to the potential impact of the COVID19 pandemic on travel behaviour.
- 5.1.3 In line with the 'TRICS Good Practice Guide 2021', no surveys were excluded on the basis of geographical region. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and resulting trip rates than there is between region and resulting trip rates.
- 5.1.4 The guidance recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation, and therefore should be one of the main filtering considerations.

5.2 Trip Generation

5.2.1 The vehicle TRICS trip rates during the AM and PM peaks are summarised in Table 5.1. Full TRICS outputs are attached in Appendix E.

Table 5.1: TRICS Trip Rates (per unit) – Vehicles

TRICS Land Use	AM Pe	ak Hour (0800	-0900)	PM Peak Hour (1700-1800)								
Category	Arrive	Depart	Total	Arrive	Depart	Total						
Trip Rate Residential – Houses Privately Owned	0.141	0.397	0.538	0.365	0.160	0.525						
Proposed Development (39no. Residential Units)	5	16	21	14	6	20						

5.2.2 As shown in Table 5.1, the proposed development is expected to generate 21 two-way trips during the AM peak hour and 20 two-way trips during the PM peak hour.

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5.2.3 It should be noted that the trip generation exercise presented above does not include any traffic generated by the renovated farmhouse and conversion of the former dairy building for residential use. As stated, it is not anticipated that the development proposals at the farmhouse and former dairy building will result in a significant intensification of trip generation, compared to the existing building use.

5.3 Summary

- 5.3.1 The proposed development is expected to generate **21** two-way trips during the AM peak period and **20** two-way trips during the PM peak period. In terms of traffic impact on the local highway network, the proposed development is expected to generate approximately 1 trip every 3 minutes when averaged over the AM and PM peak periods.
- 5.3.2 Overall, it can be concluded that the proposed development will not have a severe impact on the local highway network, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds.

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6. Summary and Conclusion

6.1 Summary

- 6.1.1 Mode Transport Planning has been appointed by Pringle Homes to provide transport planning and highways advice in relation to a planning application for a residential development on land at Crow Trees Farm in Chatburn, Lancashire.
- 6.1.2 The proposed development comprises 39no. affordable homes and the refurbishment of an existing farmhouse and conversion/ extension of a former dairy building for residential use.
- 6.1.3 Vehicular access to the affordable homes is proposed via an upgraded existing access junction on Crow Trees Brow, which currently serves two properties located south of the railway line. The existing access will be split within the site to retain access to these properties. The farmhouse and dairy conversion will be accessed via the existing farmhouse access junction on Crow Trees Brow.
- 6.1.4 The analysis in this report has been carried out in accordance with current policy, guidance, and best practice. The results demonstrate that:
 - The proposed access junction to the affordable homes comprises a 5.5m wide carriageway
 with 6m kerb radii at the bellmouth and 2m footways on both sides of the access. The footway
 provision continues on the northern side of the access road between Plot 1 and 12, with a 2m
 wide footway on both sides beyond this point.
 - Based on 85th percentile speeds, a visibility splay of 2.4m x 61.9m can be achieved to the south of the access junction, in accordance with Manual for Streets (MfS) standards. To the north, the maximum achievable visibility splay is 2.4m x 63m, which is only marginally below the MfS standards based on the 85th percentile speeds.
 - Swept path analysis demonstrates that a 9.8m waste collection vehicle can enter and exit the site in a forward gear.
 - In accordance with local and national policy, the site is highly accessible by a range of sustainable modes of transport, including walking, cycling and public transport services. These travel options provide a realistic alternative to single occupancy car travel.
 - The proposed development is expected to generate 21 two-way trips during the AM peak period and 20 two-way trips during the PM peak period. This number of trips can be accommodated in peak hour periods by the local highway network.
 - Overall, it can be concluded that the proposed development will not have a severe impact, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds.

6.2 Conclusion

6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning reasons that prevent this planning application from being approved.

APPENDICES

APPENDIX A

ATC Survey Data

337/22 Site 1 of 1 Crow Trees Brow, 123m south of Ribble Lane Northbound

Friday		

46 Monte Die Deser							Number Vehicle Classes ARX Scheme													Vehicle Speed															
Time	Hourly Totals	00-15	15-30	ute Bin Drop 30-45	45-00	Сус		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100 0100 - 0200	18	6	4	5	3	0		0	15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	6	3	6	0	0	0	0	46	40	5.8
0100 - 0200	9	1	5	1	2	0)	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4	1	0	0	0	-	43.4	7.5
0200 - 0300	4	2	1	0	1	0)	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	-	44.8	10
0300 - 0400	5	2	1	1	1	0)	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0	0	-	43.3	6.8
0400 - 0500	10	1	3	3	3	0)	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	3	0	1	0	0	-	41.8	7.4
0500 - 0600	24	3	1	14	6	0)	0	19	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	8	8	1	1	1	0	0	45	40	5.8
0500 - 0600 0600 - 0700	50	8	13	18	11	0)	1	32	0	15	0	2	0	0	0	0	0	0	0	0	2	1	1	13	20	9	4	0	0	0	0	42.3	36.7	6.6
0700 - 0800	169	24	46	48	51	Ó)	1	123	0	42	1	0	Ö	2	0	0	0	0	0	1	0	1	13	62	69	21	1	1	Ö	Ö	0	39.8	35.3	4.6
0800 - 0900	245	39	44	88	74	1	i	1	161	2	78	1	1	0	0	0	0	0	0	0	0	2	2	19	125	82	12	3	0	0	0	0	38	34.2	4.1
0900 - 1000	208	49	61	44	54	1	1	1	129	2	74	0	0	Ö	1	0	0	0	0	0	0	2	3	20	116	57	7	2	1	Ö	Ö	0	37.1	33.8	4.3
0900 - 1000 1000 - 1100	261	70	59	62	70	1	1	1	181	2	74	0	1	0	0	0	1	0	0	1	1	1	4	32	131	76	12	3	0	0	0	0	37.8	33.6	4.5
1100 - 1200	261	54	71	67	69	1	1	1	195	1	58	0	0	Ö	4	0	1	0	0	0	1	1	0	33	145	66	13	2	Ö	Ö	Ö	0	37.2	33.5	4
1200 - 1300	305	82	81	67	75	0)	3	216	0	83	1	0	0	2	0	0	0	0	1	0	3	3	47	146	98	7	0	0	0	0	0	37	33.1	4.2
1200 - 1300 1300 - 1400	262	64	64	66	68	1	i	1	180	2	75	0	0	Ö	3	0	0	0	0	0	1	1	7	31	125	76	17	3	1	Ö	Ö	0	37.8	33.8	4.7
1400 - 1500	303	73	82	69	79	0)	2	224	2	73	0	0	1	0	1	0	0	0	0	1	1	6	58	157	63	16	1	0	0	0	0	37	32.8	4.3
1400 - 1500 1500 - 1600	364	90	106	78	90	Ó)	1	262	0	97	1	0	0	3	0	0	0	0	0	0	2	5	66	171	104	14	1	1	Ö	Ö	0	37.5	33.3	4.2
1600 - 1700	320	87	74	77	82	0)	0	228	1	87	1	0	1	2	0	0	0	0	0	0	0	4	34	156	97	28	1	0	0	0	0	37.9	34.2	3.9
1600 - 1700 1700 - 1800	343	106	88	75	74	0)	1	247	0	93	0	0	0	1	0	1	0	0	0	0	1	3	36	139	137	20	5	0	2	0	0	38.5	34.8	4.3
1800 - 1900 1900 - 2000	234	63	64	49	58	1	i	0	178	0	52	0	0	1	2	0	0	0	0	0	0	0	1	20	87	89	29	5	2	0	Ö	1	40.5	35.8	5.2
1900 - 2000	160	45	39	39	37	0)	0	114	0	45	0	0	0	0	1	0	0	0	0	0	0	1	13	66	47	27	5	0	1	0	0	41.8	35.8	4.8
2000 - 2100	101	29	28	23	21	Ó)	1	78	0	22	0	0	Ö	0	0	0	0	0	0	0	Ö	0	9	40	46	5	1	Ö	0	Ö	0	39.1	35.2	3.8
2100 - 2200	92	28	31	15	18	0)	0	74	0	18	0	0	0	0	0	0	0	0	0	0	0	2	7	37	34	9	2	1	0	0	0	39.8	35.2	4.9
2100 - 2200 2200 - 2300	49	16	13	10	10	0)	0	39	0	9	0	0	0	0	1	0	0	0	0	0	0	0	6	16	15	9	3	0	0	0	0	43.1	36	5.3
2300 - 0000	38	12	10	11	5	0)	0	20	0	18	0	0	0	0	0	0	0	0	0	0	0	0	1	9	14	9	2	2	1	0	0	45.2	39.4	6.4
0700 - 1900	3275	801	840	790	844	- 6	5	13	2324	12	886	5	2	3	20	1	3	Ó	Ó	2	5	14	39	409	1560	1014	196	27	6	2	0	- 1	37.9	33.9	4.4
0600 - 2200	3678	911	951	885	931	- 6	3	15	2622	12	986	5	4	3	20	2	3	0	0	2	5	16	43	439	1716	1161	246	39	7	3	0	1	38.1	34.1	4.5
0600 - 0000	3765	939	974	906	946	- 6	5	15	2681	12	1013	5	4	3	20	3	3	0	o o	2	5	16	43	446	1741	1190	264	44	9	4	0	- 1	38.3	34.2	4.5
****	2025	054	000	020	000			46	2722	42			-		20	•				- 1		40	42	440	4752	4207	200	64	42				20.5	24.2	4.7

Saturday 02 July 2022																																		
			15 Minu	te Bin Drops							Number Veh	cle Classes	ARX Schem	e											Vehicle Spee	d								
Time	Hourly Totals	00-15	15-30	te Bin Drops 30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	31	9	5	12	5	0	0	21	0	10	0	0	0	0	0	0	0	0	0	0	0	0	2	3	12	9	4	0	0	1	0	45.5	40	6.3
0100 - 0200	14	7	1	4	2	0	3	7	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	2	2	1	1	1	0	54.9	42.2	8.9
0200 - 0300	8	4	1	1	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	2	0	0	0	0	-	39.5	5.3
0200 - 0300 0300 - 0400	3	1	1	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	-	43.4	5.6
0400 - 0500 0500 - 0600	3	0	0	0	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	-	43.5	5.4
0500 - 0600	18	2	1	5	10	0	1	13	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	9	4	1	0	0	0	0	42.7	37.8	4.5
0600 - 0700	23	2	8	8	5	0	0	19	0	3	0	0	0	0	1	0	0	0	0	0	0	0	1	6	6	7	2	1	0	0	0	44.9	38.5	5.7
0700 - 0800	72	10	18	12	32	0	0	55	1	13	1	0	0	1	0	1	0	0	0	0	0	0	9	29	23	11	0	0	0	0	0	40.3	35.3	4.1
0800 - 0900	108	28	16	25	39	0	1	68	1	31	1	0	0	4	2	0	0	0	0	0	1	2	9	36	38	18	3	1	0	0	0	41	35.7	5.2
0900 - 1000	207	49	43	44	71	0	2	148	3	51	0	0	0	2	1	0	0	0	0	0	2	9	29	88	68	11	0	0	0	0	0	37.7	33.4	4.4
0900 - 1000 1000 - 1100	254	60	63	65	66	2	1	183	3	61	1	0	0	1	2	0	0	0	0	0	1	6	36	133	61	14	3	0	0	0	0	37.7	33.5	4.3
1100 - 1200	275	69	71	72	63	2	6	200	1	65	0	0	1	0	0	0	0	0	0	0	4	4	33	154	66	11	3	0	0	0	0	37.1	33.3	4.2
1200 - 1300	285	62	75	79	69	0	2	217	2	62	0	0	1	1	0	0	0	0	0	0	2	4	36	146	84	11	2	0	0	0	0	37.3	33.6	4
1300 - 1400 1400 - 1500	255	62	62	62	69	0	3	199	0	50	0	2	0	1	0	0	0	0	0	1	1	6	22	131	77	12	5	0	0	0	0	37.5	33.9	4.5
1400 - 1500	249	52	67	53	77	0	4	182	0	62	0	0	0	1	0	0	0	0	1	0	1	3	22	131	70	20	1	0	0	0	0	38.5	34.1	4.2
1500 - 1600	273	70	69	71	63	2	6	209	0	56	0	0	0	0	0	0	0	0	0	2	4	6	41	136	63	19	2	0	0	0	0	38.2	33.2	5
1600 - 1700	242	59	64	49	70	0	2	179	0	61	0	0	0	0	0	0	0	0	0	1	3	2	32	130	56	15	3	0	0	0	0	38.4	33.6	4.5
1700 - 1800	246	67	57	69	53	3	2	185	0	56	0	0	0	0	0	0	0	0	0	0	0	8	24	123	69	16	5	1	0	0	0	38.5	34.2	4.6
1800 - 1900 1900 - 2000	161	45	30	39	47	2	6	112	1	39	0	1	0	0	0	0	0	0	0	0	1	3	4	63	64	20	5	0	1	0	0	40.2	36.1	4.7
1900 - 2000	117	34	38	20	25	0	0	85	0	32	0	0	0	0	0	0	0	0	0	0	0	0	10	47	42	13	5	0	0	0	0	40.2	35.9	4.4
2000 - 2100	88	27	20	25	16	0	0	67	0	19	1	1	0	0	0	0	0	0	0	2	0	0	5	38	31	9	1	2	0	0	0	39.8	35.2	6.1
2100 - 2200	65	18	19	11	17	0	1	52	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12	24	20	6	3	0	0	0	0	40	35.1	4.8
2200 - 2300	57	22	18	8	9	0	0	39	0	18	0	0	0	0	0	0	0	0	0	0	0	0	3	21	20	9	3	1	0	0	0	42.5	36.7	4.9
2300 - 0000	42	14	10	10	8	0	0	28	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15	6	4	0	2	0	0	45.7	38	6.5
0700 - 1900	2627	633	635	640	719	11	35	1937	12	607	3	3	2	11	5	1	0	0	1	4	20	53	297	1300	739	178	32	2	1	0	0	38.3	33.9	4.5
0600 - 2200	2920	714	720	704	782	11	36	2160	12	673	4	4	2	11	6	1	0	0	1	6	20	53	325	1415	838	213	43	5	1	0	0	38.5	34.1	4.6
0600 - 0000	3019	750	748	722	799	11	36	2227	12	705	4	4	2	11	6	1	0	0	1	6	20	53	328	1451	873	228	50	6	3	0	0	38.6	34.2	4.7
0000 - 0000	3096	773	757	745	821	11	40	2275	12	730		4	2	- 11	6	1	0	0	1	6	20	53	330	1462	905	244	62	7		2	0	38.8	34.4	4.8

Sunday	03	July	202

03 3uly 2022											down bear Make	cle Classes	ADV C-L												Vahiala Casa									
Time	Hourly Totals	00-15	15 Minute 15-30	Bin Drops 30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	Vehicle Speed MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	40	9	8	12	11	0	0	25	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	5	13	12	5	4	1	0	0	48.5	41.5	6.2
0100 - 0200 0200 - 0300 0300 - 0400 0400 - 0500 0500 - 0600 0600 - 0700 0700 - 0800	8	3	2	2	1	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	-	38.3	4.6
0200 - 0300	7	1	4	0	2	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	2	0	1	0	-	48.9	7.8
0300 - 0400	7	4	2	0 1 0 0 4 0 3 0 0 0								0	0	0	0	0	0	0	0	0	0	1	3	1	1	1	0	0	-	46.3	6.2			
0400 - 0500	9	1	3	1	4	0	0	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3	1	1	0	0	0	-	39.9	7.9
0500 - 0600	8	1	2	1	4	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	-	36.6	2.8
0600 - 0700	19	3	4	7	5	1	0	14	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	8	4	5	1	0	0	0	0	44.6	36.4	6.2
0700 - 0800	48	12	13	10	13	2	1	38	1	6	0	0	0	0	0	0	0	0	0	0	1	2	4	8	22	8	2	1	0	0	0	41	36.4	6.3
0800 - 0900 0900 - 1000	55	14	8	13	20	0	2	45	0	8	0	0	0	0	0	0	0	0	0	0	0	1	8	22	17	4	3	0	0	0	0	39.4	34.7	4.9
0900 - 1000	101	26	22	27	26	4	3	63	1	26	0	3	0	0	0	1	0	0	0	1	2	2	9	41	32	9	5	0	0	0	0	39.6	34.5	6.1
1000 - 1100 1100 - 1200 1200 - 1300 1300 - 1400 1400 - 1500 1500 - 1600	166	28	33	55	50	2	4	123	0	36	0	1	0	0	0	0	0	0	0	1	0	10	11	79	52	11	2	0	0	0	0	38.5 38.2	33.9	5.2
1100 - 1200	204	49	53	56	46	2	4	146	0	52	0	0	0	0	0	0	0	0	0	1	2	3	15	110	57	13	3	0	0	0	0	38.2	34.1	4.4
1200 - 1300	248	56	67	51	74	0	4	182	0	60	0	0	1	0	0	1	0	0	0	1	2	2	24	139	73	6	1	0	0	0	0	37	33.6	3.9
1300 - 1400	258	64	49	77	68	1	3	203	1	50	0	0	0	0	0	0	0	0	0	0	3	9	23	131	75	13	4	0	0	0	0	37.7	33.7	4.4
1400 - 1500	271	69	59	70	73	1	6	193	0	71	0	0	0	0	0	0	0	0	0	0	2	3	18	151	81	13	2	1	0	0	0	37.8	34.1	3.9
1500 - 1600	198	50	51	58	39	1	3	143	0	51	0	0	0	0	0	0	0	0	0	1	2	1	30	98	49	15	1	1	0	0	0	38.9	33.7	4.7
1600 - 1700	223	57	62	55	49	1	3	174	0	44	1	0	0	0	0	0	0	0	0	0	3	3	21	110	72	14	0	0	0	0	0	38.1	33.9	4
1700 - 1800	142	39	24	41	38	2	1	112	0	27	0	0	0	0	0	0	0	0	0	0	1	1	8	63	55	13	1	0	0	0	0	38.5 39.2	35	4
1800 - 1900	152	48	38	32	34	0	2	106	1	43	0	0	0	0	0	0	0	0	0	0	1	0	22	65	45	16	3	0	0	0	0	39.2	34.4	4.4
1700 - 1800 1800 - 1900 1900 - 2000	91	27	26	18	20	0	3	68	0	19	1	0	0	0	0	0	0	0	0	1	1	1	6	29	43	8	1	1	0	0	0	39.2	34.8	5.1
2000 - 2100 2100 - 2200	74	25	18	14	17	0	1	59	0	14	0	0	0	0	0	0	0	0	0	0	0	1	3	22	32	12	2	1	1	0	0	42.4	36.8	5.4
2100 - 2200	53	10	21	9	13	0	1	39	0	13	0	0	0	0	0	0	0	0	0	0	1	0	4	22	14	7	4	1	0	0	0	41.7	36	6.1
2200 - 2300	22	6	6	4	6	0	0	18	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	9	5	6	1	0	0	0	0	42.4	36.2	5
2200 - 2300 2300 - 0000	16	4	6	2	4	0	1	11	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	5	5	2	3	0	0	0	0	47.3	38	6.3
0700 - 1900	2066	512	479	545	530	16	36	1528	4	474	1	4	1	0	0	2	0	0	0	5	19	37	193	1017	630	135	27	3	0	0	0	38.3	34.1	4.5
0600 - 2200	2303	577	548	593	585	17	41	1708	4	524	2	4	- 1	0	0	2	0	0	0	6	21	40	206	1098	723	167	35	6	1	0	0	38.6	34.3	4.7
0600 - 0000	2341	587	560	599	595	17	42	1737	4	532	2	4	- 1	0	0	2	0	0	0	6	21	40	208	1112	733	175	39	6	1	0	0	38.6	34.3	4.7
0000 - 0000	2420	606	581	615	618	17	42	1788	4	560	2	4	- 1	0	0	2	0	0	0	- 6	21	40	208	1125	756	199	47	14	3	1	0	38.9	34.6	4.9

londay 04 July 2022																																		
Time	Hourly Totals	00-15	15 Minute 15-30	Bin Drops 30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van	2 Axle Van Lorry	Number Veh 3 Axle Rigid	icle Classes 4 Axle Rigid	ARX Scheme 3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mnh	MPH 10 <15mph	MPH 15 <20mnh	MPH 20 <25mph	MPH 25 <30mh	MPH 30 <35mph	ehicle Speed MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100 0100 - 0200 0200 - 0200 0200 - 0200 0300 - 0400 0400 - 0500 0301 - 0600 0301 - 0600 0302 - 0600 0303 - 0600 0303 - 0600 0303 - 0600 0303 - 1000 1400 - 1100 1200 - 1300 1300 - 1400 1400 - 1500 1400 - 1500 1500 - 1600 0303 - 0600 0303 - 0600 0303 - 06000 0304 - 06000 0305 - 06000 0306 - 06000	8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	5 2 0 1 0 8 8 8 16 48 49 56 58 66 48 81 104 70 56 42 16 15 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	2 3 0 0 1 1 3 13 45 46 49 56 61 63 56 68 94 76 76 70 77 77 86 87 88 88 88 88 88 88 88 88 88 88 88 88	823 835	0 2 1 1 1 5 5 11 1 1 9 4 9 6 2 2 5 1 5 2 6 5 7 1 6 2 2 2 2 0 1 3 4 1 6 9 6 7 7 9 5 7 9 5	9	0 0 0 0 0 0 2 0 0 1 1 2 2 2 1 3 1 6 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6 6 6 1 2 2 7 7 16 8 35 99 144 139 157 158 172 254 161 101 82 4 7 22 9 9 2039 2334 2335	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2 2 1 1 1 2 2 12 14 43 80 64 67 69 61 75 55 85 91 101 55 36 21 13 10 9 846 939 949	4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3	19 19	3	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 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 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 0 0	0 0 0 0 0 0 0 2 1 1 0 2 1 1 5 1 3 0 3 1 0 0 0 1 1 0 0 1 0 1 0 0 1 0 1	0 0 0 0 1 1 0 0 0 1 1 3 2 2 7 4 4 9 5 8 8 4 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 0 1 0	1 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 3 1 8 8 51 104 113 135 122 129 129 147 167 111 1 59 34 19 10 7 7 1509 1646 1653	0 2 1 0 2 3 3 17 21 62 81 49 49 49 51 51 52 58 65 104 43 21 10 6 832 962 978	2 1 0 1 1 2 6 6 14 22 21 8 7 7 11 8 8 8 7 9 9 18 18 18 18 18 19 10 5 3 11 10 5 3 11 10 5 10 10 10 10 10 10 10 10 10 10 10 10 10	4 0 1 1 1 3 6 6 1 3 0 0 1 1 1 1 1 1 1 1 3 5 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000000000000000000000000000000000000000	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	46.2 44.2 40.1 38.9 36.3 36.7 36.7 36.7 37.4 36.5 37.4 38.3 38.3 38.4 40.7 37.6 38.3 37.6 38.3 38.3 37.6 38.3 37.6 38.3	44.3 33.9 42.5 47.6 38.7 38.2 38.2 38.2 32.8 32.8 32.8 32.8 32.8	7.8 4.4 4.5 4.7 5.3 6 5.9 4.5 3.9 3.9 4.4 4.2 3.8 4 4.2 5.1 4.3 5.7 6.6 6.6 6.3 4.3 4.3 4.5 4.5
uesday 05 July 2022 Time	Hourly Totals	00-15	15 Minute 15-30	Bin Drops 30-45	45-00	Cycles	Motor	Car Van	Car Van Towing	2 Axle Van	Number Veh 3 Axle Rigid	icle Classes 4 Axle Rigid	ARX Scheme 3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mnh	MPH 20 <25mph	MPH 25 <30mph	WPH 30 <35moh	ehicle Speed MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100 0100 - 2000 0200 - 0300 0300 - 0400 0400 - 0500 0600 - 0700 0700 - 0800 0800 - 0700 0700 - 1800 0800 - 1900	6 5 5 2 3 6 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9		2 1 1 1 1 5 17 45 35 74 56 59 60 61 73 82 71 100 84 54 17 20 12 6 6 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9				Cycles 0 0 0 0 0 0 0 0 0 2 0 5 1 1 0 3 2 2 1 7 7 2 2 9 1 1 1 1 1 1 1 3 3 40 42 43	4 4 0 3 5 20 38 110 147 167 152 191 175 225 238 281 163 116 76 5 5 31 9 9 9 2228 228 228 228 228 228 228 228	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	955 967	11	0 0 0 0 0 0 0 0 0 0 1 1 1 0 0 0 0 0 0 0	4	10 10	4	0 0 0 0 0 0 0 1 1 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 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 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	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 2 0 6 6 10 7 7 7 115 3 7 5 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 2 2 2 8 39 2 2 8 79 2 36 6 8 8 9 6 4 30 13 15 15 8 7 7 3 3 15 15 15 15 15 15 15 15 15 15 15 15 15	1 2 0 0 0 1 6 8 8 43 128 117 125 120 118 140 117 148 162 164 668 48 32 31 11 2 1450 11569	1 1 1 1 1 3 3 3 3 3 7 6 9 7 2 4 4 4 5 1 5 1 5 1 6 9 7 7 2 4 4 4 5 1 6 9 9 9 9 9 1 8 9 9 9 1 8 9 9 9 1 8 9 9 9 9	1 0 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0	1 0 0 1 1 2 4 4 1 1 5 2 2 2 1 0 0 2 2 2 0 0 0 1 2 7 7 5 5 5 1 4 4 1 2 4 4 3 3 6	1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 0 0 0 1 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	47.6 40.7 41.7 37.8 37.3 36.1 36.4 37.1 35.7 36.7 36.7 36.7 36.7 36.7 36.7 37.1 37.1 37.1 37.1 37.1 37.1 37.1 37	38.4 35.9 41.7 41.9 39.7 40.1 37.1 37.2 32.9 33.6 33.2 32.9 31.7 32.6 32.2 32.9 31.7 32.6 32.2 32.9 34.6 36.1 36.2 36.3 37.1 37.1 37.1 37.1 37.1 37.1 37.1 37	12.3 10.5 177.1 3 4.8 5.1 4.8 4.6 4.9 4.5 5 5 5 2 4.3 4.9 4.1 3.8 4.4 5.4 5.2 6.6 12.3 4.8 5.1
lednesday 06 July 2022 Time	Hourly Totals	00-15	15 Minute 15-30	Bin Drops 30-45	45-00	Cycles	Motor	Car Van	Car Van	2 Axle Van	Number Veh 3 Axle Rigid	icle Classes 4 Axle Rigid	ARX Scheme 3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road	Triple Road	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100 0100 - 0200 0200 - 0300 0300 - 0400 0410 - 0500 0410 - 0500 0600 - 0700 0700 - 0800 0800 - 0800 0800 - 0800 0800 - 0800 1100 - 1100 1200 - 1300 1200 - 1500 1300 - 1500	8 5 5 2 1 7 7 24 56 6 177 238 240 203 1 230 203 1 231 221 1 100 76 6 8 98 98 98 98 98 98 98 98 98 98 98 98 9	4 0 0 0 1 1 1 8 30 47 48 47 49 48 53 68 68 68 62 5 16 1 744 871 888 895	908	840 852	0 1 1 0 3 111 199 57 77 168 56 58 56 57 99 94 88 69 33 33 34 12 5 6 79 95 95 95 95 95 95 95 95 95 95 95 95 95	0 0 0 0 0 0 1 1 0 2 1 1 0 0 0 0 0 1 1 2 0 0 0 0	26	Van 7 5 0 1 4 15 36 120 157 170 133 150 164 170 195 241 2275 156 34 17 2158 2473 2524	Towing 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Lorry 1 0 2 1 0 7 18 49 79 61 60 45 59 90 68 81 108 55 58 27 20 10 18 846 969 993	11 11	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2	14 14	4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	1	2 2	6 6	15 15	75 75	0 1 2 0 1 1 0 2 0 1 1 0 0 2 6 1 1 9 3 2 2 5 3 3 3 1 5 9 4 7 4 7 5 0 0 1 9 2 3 1 4 4 5 5 2 3 8 4 4 4 0 5 4 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		 -sd0mph 2 1 0 0 2 11 12 72 83 49 56 49 59 64 99 110 126 70 86 41 32 20 7 894 1076 1103 1119 	<45mph 2 0 1 1 6 6 10 33 33 23 11 11 10 18 6 13 23 12 24 20 12 12 14 4 24 20 12 11 14 4 261 269 281	44	7		0	0	42.9 43.6 41.6 41.6 39.3 36.8 37.7 36.4 36.7 37.9 37.4 39.3 38.1 39.3 39.3 39.3 39.3 39.3 39.3 39.3 39	39.6 42.1 29.1 41.4 37.8 37.5 37.4 36.5 34.9 32.6 33.5 33.5 32.5 32.5 32.5 33.7 33.7 33.5 34.8 35.2 36.3 36.3 36.6 36.6 36.6 36.6 36.6 36	6.6 12.7 0.6 8 6.9 5.6 4.9 3.6 4.8 4.4 3.5 4.4 4.3 4.9 4.3 4.9 4.3 4.9 4.5 6.6 6.4.5 4.6 4.5

Thursday 07 July 2022																																		
Time	Hourly Totals	00-15	15 Minute E 15-30	Bin Drops 30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	ARX Schem 3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	Vehicle Spee MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100 0100 - 0200	11 8	5 2	2 5	1	3 0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	6 2	3	0	1	0	0	0	0	47.2	37.2 33.5 48.7	6.3 7.2
0200 - 0300 0300 - 0400 0400 - 0500	2 7	0	1	0	1 5	0	1	1 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1 2	0	1	0	0	0		48.7 47.5 41.8	8.9 6.1
0500 - 0600 0600 - 0700	30 52	4	6 10	17 16	3 16	0	0 2	23 33	1	6 15	0	0	0	0	0	0	0	0	ŏ	0	0 2	0 2	0 2	6 15	12 13	8 14	0 2	2	2	0	0	46.3 42.3	40 36.5	6.4 7.6
0700 - 0800 0800 - 0900	171 237	27 61	35 41	51 67	58 68	0	1 2	121 148	0	46 81	1 2	0	0	2	0	0	0	0	0	0	1	0 1	6 31	67 113	68 82	24 9	5 0	0	0	0	0	41 36.9	36.2 33.8	4.3 3.6
0900 - 1000 1000 - 1100 1100 - 1200	235 234 261	63 61 61	65 57 62	51 62 67	56 54 71	3	3	147 154 188	0	74 70 68	0	0	0	2	2	0	0	0	0	0	0	8 5	46 36 59	127 134 136	43 48 45	10	1	0	0	0	0	36 36.5 36.4	32.9 32.9 32.4	6 3.9 4.3
1100 - 1200 1200 - 1300 1300 - 1400	262 242	66 52	68 73	63 64	65 53	3	2 2	173 177	3	79 57	0	0	1	ó	1	0	0	0	0	0 1	2 2	6	26 31	139 140	81 59	6	1	1 0	0	0	0	36.5 36.6	33.4 32.8	4.3
1400 - 1500 1500 - 1600	270 332	51 80	66 101	84 76	69 75	3	4	181 237	0	75 89	0	1	0	0	1	0	0	0	0	1 2	1	5	30 54	164 175	58 88	9	1	0	0	0	0	36.2 36.9	33 33.2	3.9 3.9
1600 - 1700 1700 - 1800 1800 - 1900	330 414 254	91 100 72	77 128 73	87 89 58	75 97 51	4 2	3 4 5	223 300 181	0	96 104 64	0	1	0	0	1	0	0	0	0	1	2 2 3	9	38 55 17	148 198 87	100 125 117	31 20 22	3 4	0	0	0	0	38.7 37.8 39.4	34 33.8 35.3	4.7 4.4 4.6
1900 - 2000 2000 - 2100	167 119	54 29	44 31	32 35	37 24	0	4	119 90	1 0	42 29	0	0	1 0	ŏ	0	ő o	0	0	0	Ö Ö	4	1	11 12	75 52	51 41	19	3 5	2	1 0	0	0	40.1 39.5	35.1 35.3	5.5 4.5
2100 - 2200 2200 - 2300 2300 - 0000	90 53 18	24 23	30 12	22 12	14 6	0	2	65 36 13	0	21 15	0	0	0	0	0	0	0	0	0	0	0	1	7 4	32 23	38 15	7 5	3	2	0	0	0	39.8 42.8 49.1	36.1 35.9 40.8	5.2 6
0700 - 1900 0600 - 2200	3242 3670	785 902	846 961	819 924	792 883	22	33 43	2230 2537	14 16	903 1010	5	3 4	6 7	11	14 14	1	0	0	0	9	18 25	56 60	429 461	1628 1802	914 1057	159 207	26 40	1 4	0 2	0	2 2	37.5 37.8	33.6 33.8	4.4 4.6
0600 - 0000 0000 - 0000	3741 3800	930 942	978 993	940 960	893 905	22 22	45 47	2586 2629	16 17	1030 1043	5	4	7	11 11	14 14	1	0	0	0		25 25	61 62	465 466	1828 1843	1076 1095	219 231	46 52	9	3 5	1	2	37.9 38	33.9 34	4.7 4.8
Virtual Day (7.00)			15 Minute F	Rin Drons							Number Veh	icle Classes	ARX Schem	e										,	Vehicle Spee	d								
Time	Hourly Totals	00-15	15 Minute E 15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mnh	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mnh	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100 0100 - 0200	17 8	6	4 3	5 2	3	0	0	12 6	0	5 2	0	0	0	0	0	0	0	0	0	0	0	0	1	3 2	5 2	4 2	3 1	1	0	0	0	47.3	40.4 38.9	6.7 8.5
0200 - 0300 0300 - 0400 0400 - 0500	3 7	1 0	1 2	0 2	1 4	0	0	2 4	0	1 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0 2	0 2	1	1 2	0	0	0	0		43.2 44.8 40.2	8.9 5.6 6.5
0500 - 0600 0600 - 0700	23 44	3 7	3 12	9 12	8 14	0	0	16 30	0	6 12	0	0	0	0	0	0	0	0	0	0	1	1	0	4 10	10 17	6 10	2	1	1	0	0	43.9 42.5	39.2 37.2	5.8 6.1
0700 - 0800 0800 - 0900 0900 - 1000	134 194 208	20 42 49	35 35 53	36 57 49	43 60 56	0	2	95 124 138	1 1 2	34 64 60	1	0	0	1 2	1	0	0	0	0	0	1 1 2	1 2 7	7 19 30	45 92 104	55 65 53	21 15	2	0	0	0	0	40.8 38.4 37.1	36.2 34.4 33.3	4.6 4.2 4.9
1000 - 1100 1100 - 1200	224 244	52 57	54 61	58 63	60 63	2	2 3	155 175	2	61 61	0	1 0	0	1	1 0	0	0	0	0	1	1 2	5 4	29 41	120 128	55 55	11 10	2 2	0	0	0	0	37.5 36.8	33.3 32.9	4.4 4.4
1200 - 1300 1300 - 1400 1400 - 1500	260 251 267	62 61 61	67 63 69	66 64 62	65 63 75	1	2	186 180 191	1	67 65 67	0	0	0	1	0	0	0	0	0	1	2	7	35 34 41	135 132 138	71 63 65	9 10 13	1 2	0	0	0	0	37 37.1 37.1	33.2 33.2 33.1	4.4 4.5 4.3
1500 - 1600 1600 - 1700	305 294	77 77	83 72	74 74	71 72	1 0	3 2	221 211	0	78 78	1 0	0	0	1	0	0	0	0	0	1 0	2	6	54 37	152 143	75 88	13 19	1 2	1 0	0	0	0	37.2 37.7	33 33.8	4.5 4.2
1700 - 1800 1800 - 1900	328 209 150	95 60 47	89 57 41	76 46 31	67 46	1	4 2	236 151 108	1	85 53 39	0	0	0	0	0	0	0	0	0	0	1	5	28 16 11	152 81 58	118 79 54	19 24 18	5	0	0	0	0	38.4 39.8	34.4 35.3	4.2 4.8
1900 - 2000 2000 - 2100 2100 - 2200	98 73	30 21	22 22	24 15	32 22 15	0	1	75 55	0	22 16	0	0	0	0	0	0	0	0	0	0	0	1	6	37 27	39 25	11	3	1 0	0	0	0	40.2 40.4 40.5	35.5 36 35.8	4.9 5.2
2200 - 2300 2300 - 0000	43 23	17 7	12 7	8 5	6 5	0	1 0	31 15	0	11 8	0	0	0	0	0	0	0	0	0	0	0	0	1	15 6	13 8	7 5	3 2	1	0	0	0	42.8 45	36.6 38.5 33.7	5.6 7.1
0700 - 1900 0600 - 2200 0600 - 0000	2919 3285 3351	713 817 841	740 837 856	725 806 819	741 825 836	12 13 13	28 33 34	2063 2331 2378	12 12 12	774 864 882	6	3 3	3 3 3	12 12 12	5 5	2 2 2	0	0	1	7	19 22 22	57 60 61	371 396 401	1420 1553 1574	841 977 998	173 222 234	26 39 44	3 5 7	1 2	0	0	37.8 38.1 38.3	33.7 34 34	4.5 4.6 4.7
0000 - 0000	3415	855	869	837	854	14	35	2420	12	901	6	3	3	12	5	2	0	0	1	7	22	61	403	1585	1019	248	53	10	3	1	1	38.5	34.1	4.8
Virtual Week (1.00)	Hourly	00-15	15 Minute E 15-30	Bin Drops	45-00				Car	2 Axle	Number Veh 3 Axle	icle Classes 4 Axle	ARX Schem 3 Axle	e 4 Axle	5 Axle	6 Axle	Double	Triple	MPH	MPH	MPH	MPH	MPH	MPH	Vehicle Spee MPH	d MPH	MPH	MPH	MPH	MPH	MPH	P-Tile	Average	Standard
	Totals					Cycles	Motor Cycles	Car Van	Van Towing	Van Lorry	Rigid	Rigid	Artic	Artic	Artic	Artic	Road Train	Road Train	0	10 <15mph	15 <20mph	20 <25mph	25 <30mph	30 <35mph	35 <40mph	40 <45mph	45 <50mph	50 <55mph	55 <60mph	60 <65mph	65 <140mph	85%	Speed	Deviation
Mon Tue Wed	3425 3684 3642	896 919 895	884 937 941	850 894 866	795 934 940	10 19 10	31 43 28	2373 2589 2556	9 15 18	969 982 993	4 11 11	1 4 3	3 4 2	20 10 14	3 4 4	2 3 2	0	0	1 4 2	12 7 7	21 36 15	52 103 75	383 567 416	1653 1592 1668	1001 1048 1119	240 264 281	53 49 47	7 11 11	2 2 0	0 0 1	0 1 0	38.4 38.4 38.5	34.1 33.7 34.2	4.7 5.1 4.7
Thu Fri	3800 3835	942 954	993 989	960 930	905 962	22 6	47 15	2629 2733	17 12	1043 1030	5	4	7	11 20	14	1 3	0	0	0 2	9	25 16	62 43	466 448	1843 1753	1095 1207	231 280	52 61	9 13	5	1 0	2	38 38.5	34 34.3	4.8 4.7
Sat Sun	3096 2420 23902	773 606 5985	757 581 6082	745 615 5860	821 618 5975	11 17 95	40 42 246	2275 1788 16943	12 4 87	730 560 6307	4 2 43	4 4 24	2 1 22	11 0 86	6 0	1 2	0	0	1 0	6 6	20 21 154	53 40 428	330 208 2818	1462 1125 11096	905 756 7131	244 199 1739	62 47 371	7 14 72	4 3 22	1 5	0	38.8 38.9 38.5	34.4 34.6 34.1	4.8 4.9 4.8
	23502	3503	0002	3000	3513	93	240	10543	01	0301	40	24	22	00	34	14			10	JZ	134	420	2010	11000	7131	1130	311	12			-	30.3	34.1	4.0

337/22 Site 1 of 1 Crow Trees Brow, 123m south of Ribble Lane Southbound

01 July 2022																																		
			15 Minut	Bin Drops 30-45							Number Veh														Vehicle Spee	d								
Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	7	2	3	1	1	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	1	1	0	0	0	-	39.9	8.4
0100 - 0200 0200 - 0300 0300 - 0400	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	-	37.3	2.4
0200 - 0300	3	1	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	-	51.3	8.9
0300 - 0400	2	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	-	44.8	17.1
0400 - 0500	10	1	6	1	2	0	0	6	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	3	1	0	0	0	0	-	37.8	5
0500 - 0600 0600 - 0700	32	8	6	8	10	0	1	22	0	9	0	0	0	0	0	0	0	0	1	0	0	0	0	5	14	9	2	0	0	0	1	44.1	38.7	8.3
0600 - 0700	83	16	17	24	26	1	0	56	0	25	0	1	0	0	0	0	0	0	0	2	0	1	8	18	31	12	10	0	1	0	0	44.7	36.8	7.3
0700 - 0800	203	38	46	52	67	0	0	146	0	54	1	0	0	1	1	0	0	0	0	1	0	3	14	61	84	31	7	2	0	0	0	40.9	36.3	5.2
0800 - 0900	317	52	64	83	118	1	1	228	1	81	3	0	1	1	0	0	0	0	1	1	1	7	29	139	100	35	1	1	2	0	0	39.6	34.7	5.3
0900 - 1000 1000 - 1100	269	97	53	58	61	0	1	184	0	80	0	0	0	3	0	1	0	0	0	2	0	2	35	128	80	18	3	1	0	0	0	38.3	34.1	4.6
1000 - 1100	228	69	61	44	54	2	3	167	0	55	1	0	0	0	0	0	0	0	3	1	3	5	41	93	68	10	4	0	0	0	0	37.6	32.9	5.9
1100 - 1200	241	68	63	52	58	1	1	178	0	60	0	0	0	1	0	0	0	0	1	1	0	3	38	113	63	21	1	0	0	0	0	38.7	33.7	4.8
1200 - 1300 1300 - 1400	242	64	53	66	59	0	1	178	5	57	0	0	0	1	0	0	0	0	0	0	5	11	44	98	69	15	0	0	0	0	0	37.8	32.8	5.1
1300 - 1400	240	59	56	67	58	1	1	179	2	53	3	0	0	1	0	0	0	0	1	0	0	1	44	108	65	16	4	1	0	0	0	38.4	34	4.5
1400 - 1500	263	73	64	66	60	2	4	192	3	54	3	0	0	5	0	0	0	0	1	4	5	7	45	122	71	6	1	1	0	0	0	37.2	32.5	5.5
1400 - 1500 1500 - 1600	306	72	63	77	94	0	2	236	0	67	0	0	0	0	0	0	0	1	1	1	0	10	53	123	87	22	8	0	0	1	0	38.7	33.7	5.6
1600 - 1700 1700 - 1800	272	64	72	65	71	1	0	215	1	54	0	0	0	1	0	0	0	0	1	0	1	4	36	116	87	24	3	0	0	0	0	39.1	34.4	4.7
1700 - 1800	233	57	53	65	58	1	0	179	0	52	1	0	0	0	0	0	0	0	0	1	0	3	8	95	79	36	8	2	0	0	1	41.1	36.1	5.7
1800 - 1900	182	56	46	40	40	0	2	134	1	43	1	0	0	1	0	0	0	0	0	1	1	2	14	57	64	30	8	2	0	1	2	41.3	36.6	7
1800 - 1900 1900 - 2000	119	41	29	30	19	0	0	94	0	24	0	0	0	1	0	0	0	0	0	0	0	4	9	34	37	27	5	1	2	0	0	42.9	36.8	6.3
2000 - 2100	97	31	19	27	20	Ó	0	78	0	18	1	0	0	0	0	0	0	0	0	0	0	0	13	32	35	11	6	0	0	0	0	41.1	35.9	5.3
2100 - 2200	54	14	19	14	7	0	0	46	2	6	0	0	0	0	0	0	0	0	0	0	1	2	5	17	20	4	4	1	0	0	0	42.7	35.2	6.5
2100 - 2200 2200 - 2300	29	4	11	10	4	Ó	0	19	0	10	0	0	0	Ó	0	0	0	0	0	0	0	1	5	9	7	4	2	1	0	0	0	44.2	35.4	6.5
2300 - 0000	27	7	9	8	3	ō	ō	22	ō	5	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	1	ó	ō	6	6	11	ō	ó	3	ō	ō	44.4	40.2	8.5
0700 - 1900	2996	769	694	735	798	9	16	2216	13	710	13	Ö	1	15	1	1	0	1	9	13	16	58	401	1253	917	264	48	10	2	2	3	39	34.2	5.4
0600 - 2200	3349	871	778	830	870	10	16	2490	15	783	14	1	1	16	1	1	0	1	9	15	17	65	436	1354	1040	318	73	12	5	2	3	39.3	34.4	5.6
0600 - 0000	3405	882	798	848	877	10	16	2531	15	798	14	i i	_ i	16	i	i	ó	1	9	15	18	66	441	1369	1053	333	75	13	8	ž	3	39.4	34.5	5.6
0000 - 0000	3462	896	814	859	893	40	47	2570	46	815	14			16			- 1	- 1			- 40	66	442	1378	1076	347	79	15	10		- 1	39.5	34.6	5.7

Saturday 02 July 2022																																		
			15 Minute	Bin Drops 30-45							Number Vehi	cle Classes	ARX Schem												Vehicle Speed									
Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	15	6	2	5	2	0	Cycles	11	O	Lorry	0	0	0	0	0	0	0	0	O	O	-2011p11	0	O	230111011	-40lipli	4311011	3	1	Outpit	OSIIIpii	0	46.8	41	5.1
0400 -0100	6	ă	1	ň	1	ň	ň		ň	2	ň	ň	ň	ň	ň	ň	0	ň	ň	ň	1	ň	0	2	0	- 7	1	ė	ň	ň	ň	40.0	34.6	0.0
0100-0200	3	1	i	ň	- 1	ň	ň	2	ň	1	ň	ň	ň	ň	ň	ň	ň	ň	ň	ň	ń	ň	ň	2	ň	ń	i	ň	ň	ň	ň		38.7	8.6
0200 - 0300	1	ó	i	Ď.	ó	ő	ő	ī	ő	ò	ő	Ď.	ő	ő	0	ů.	ů.	Ď.	ő	ŏ	ŏ	ŏ	ů.	Ď.	ů.	1	ò	ő	ŏ	ŏ	ő		40.2	-
0400 - 0500	8	2	1	1	4	ō	ō	3	ō	5	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	1	1	2	2	2	ō	ō	ō	ō	-	39.5	6.9
0100 - 0200 0200 - 0300 0300 - 0400 0400 - 0500 0500 - 0600	9	1	2	2	4	ō	ō	7	ō	2	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	ó	1	3	3	2	ō	ō	ō	ō	-	40.5	5.2
0600 - 0700	30	4	7	6	13	0	0	23	1	6	0	0	Ó	0	0	0	0	0	0	0	0	0	6	7	11	4	1	0	1	0	0	42.2	36	6.3
0700 - 0800	74	10	14	14	36	0	1	58	0	15	0	0	0	0	0	0	0	0	0	1	0	2	7	23	22	10	6	3	0	0	0	42.5	36.2	6.9
0800 - 0900	169	41	24	50	54	0	0	113	1	48	3	0	0	4	0	0	0	0	0	1	1	6	21	55	58	19	7	1	0	0	0	40.7	34.7	5.9
0900 - 1000	247	52	66	68	61	0	1	172	1	67	3	1	0	1	1	0	0	0	0	3	2	6	31	98	83	19	5	0	0	0	0	38.9	34	5.2
0900 - 1000 1000 - 1100	239	53	63	63	60	0	1	188	0	43	3	0	0	2	2	0	0	0	0	0	0	2	34	100	85	13	3	2	0	0	0	38.6	34.5	4.2
1100 - 1200	255 283	60	57	73	65	2	1	200	0	49	0	0	0	0	2	1	0	0	2	0	2	10	34	125	59	19	3	1	0	0	0	39	33.4	5.3
1100 - 1200 1200 - 1300	283	76	67	73	67	1	1	222	1	57	1	0	0	0	0	0	0	0	1	0	1	5	36	134	80	24	1	1	0	0	0	38.4	34	4.7
1300 - 1400 1400 - 1500	240	57	72	58	53	1	1	182	4	50	0	0	0	1	0	1	0	0	0	1	1	10	30	103	73	19	1	2	0	0	0	38.4	33.9	5
1400 - 1500	252	72	61	60	59	2	4	187	1	56	1	0	0	0	1	0	0	0	2	3	1	5	35	100	82	17	6	1	0	0	0	38.7	34	5.8
1500 - 1600 1600 - 1700	198	49	62	41	46	1	4	155	0	38	0	0	0	0	0	0	0	0	1	0	0	8	31	83	52	18	4	0	1	0	0	38.8 39.5	33.9	5.6
1600 - 1700	212	65	61	43	43	0	2	170	0	40	0	0	0	0	0	0	0	0	1	1	0	6	27	87	61	24	4	1	0	0	0	39.5	34.3	5.5
1700 - 1800	183	40	60	35	48	0	7	136	0	38	0	0	2	0	0	0	0	0	1	1	0	4	14	59	65	31	6	2	0	0	0	40.9	35.8	5.8
1800 - 1900 1900 - 2000	137	31	34	35	37	1	3	97	0	36	0	0	0	0	0	0	0	0	1	1	1	2	10	39	47	22	9	2	2	0	1	42.2	30.7	7.1
1900 - 2000	112	33	30	24	25	0	0	85	0	27	0	0	0	0	0	0	0	0	0	0	0	1	14	22	41	28	4	2	0	0	0	42.1	36.8	5.6
2000 - 2100	100	23	35	24	18	0	0	81	0	19	0	0	0	0	0	0	0	0	0	0	0	1	17	35	27	15	3	1	1	0	0	41.2	35.1	5.8
2100 - 2200	31	23	15	10	9	U.	1	41	U	14	U	U	1	U	U	U	U	U	U	U	U	1	13	14	13	12	1	3	U	U	U	43	35.6	6.7
2200 - 2300 2300 - 0000	43 29	15	8	15	5	0	0	33	0	9	1	0	0	0	0	0	0	0	0	0	0	0	4	15	12	7	3	2	0	0	0	44.7 45.1	37	6.4
2300 - 0000		8			ь	U	U	20	0	9	- 0	U	U	U	0				U	- 0	- 0	U		8	- 5	4	2	- 2		U	U		36.6	6.8
0700 - 1900	2489 2788	606	641	613 677	629	8	26	1880	8	537	11	- 1	2	8	6	2	U	U	9	12	9	66	310	1006	767 859	235	55	16	3	U	- 1	39.4 39.7	34.4 34.5	5.5 5.6
0600 - 2200	2860	689 712	728 744		694 705		27	2110 2163	9	621	12		3			2	0	0	9	12	9	69	300	1107	877	294 305	64	22	5	0		39.8	34.6	5.6
0600 - 0000	2902	712	752	699 707	717		27	2191	9	635	12		3			2	0	0	9	12	40	69	371 372	1116	887	316	69 78	27	5	0		39.0	34.7	5.7

Sunday 03 July 2022																																		
			15 Minute	Bin Drops 30-45							Number Veh	icle Classes	ARX Schem	•											Vehicle Spee	d								
Time	Hourly Totals	00-15	15-30	30-45	45-00				Car Van Towing	2 Axle	3 Axle	4 Axle	3 Axle	4 Axle	5 Axle Artic	6 Axle Artic	Double	Triple Road Train	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	P-Tile 85%	Average	Standard Deviation
	Totals					Cycles	Motor Cycles	Car Van	Van	Van	Rigid	Rigid	Artic	Artic	Artic	Artic	Road Train	Road	0 <10mph	10 <15mph	15 <20mph	20 <25mph	25 <30mph	30 <35mph	35 <40mph	40	45 <50mph	50 <55mph	55 <60mph	60 <65mph	65 <140mph	85%	Speed	Deviation
							Cycles	Van	Towing	Lorry							Train	Train	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<140mph			
0000 - 0100	21	6	5	2	8	0	0	12	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	6	6	3	3	1	0	1	0	48.7	39.8	8
0100 - 0200 0200 - 0300	15	5	7	0	3	0	0	11	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	7	2	1	1	2	0	0	1	50.3	40.2	12.5
0200 - 0300	8	2	3	2	1	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	2	0	0	0	-	40.9	7.3
0300 - 0400 0400 - 0500 0500 - 0600 0600 - 0700 0700 - 0800	5	3	2	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	1	0	0	0	0	-	35.2	9.8
0400 - 0500	6	2	3	1	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	0	0	0	-	37.9	8.2
0500 - 0600	13	1	1	6	5	0	1	10	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	4	5	2	0	1	0	0	0	43	36.6	6
0600 - 0700	22	1	5	8	8	0	0	16	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7	11	1	2	1	0	0	0	42.9	37.4	5.3
0700 - 0800	43	5	6	14	18	0	0	38	0	5	0	0	0	0	0	0	0	0	0	0	1	1	5	13	15	7	1	0	0	0	0	41	35	5.5
0800 - 0900	63	17	8	16	22	2	1	44	0	15	0	0	0	1	0	0	0	0	1	2	0	0	4	16	22	11	4	3	0	0	0	43.2	36.5	8
0900 - 1000	129	24	30	28	47	0	6	99	0	24	0	0	0	0	0	0	0	0	2	3	0	0	10	45	46	19	4	0	0	0	0	40.7	35.1	6.8
0800 - 0900 0900 - 1000 1000 - 1100 1100 - 1200	173	43	42	40	48	1	3	130	0	37	1	0	0	1	0	0	0	0	0	0	2	3	16	69	60	16	3	4	0	0	0	39.3	34.9	5.5
1100 - 1200	211	57	52	58	44	3	5	159	0	43	0	1	0	0	0	0	0	0	2	4	3	3	26	91	53	23	4	2	0	0	0	39.7	33.6	6.5
1200 - 1300	231	68	48	56	59	0	1	188	0	41	0	1	0	0	0	0	0	0	2	0	1	0	31	103	69	16	8	1	0	0	0	38.7	34.3	5.4
1300 - 1400 1400 - 1500 1500 - 1600 1600 - 1700	214	58	55	44	57	1	4	161	1	46	0	1	0	0	0	0	0	0	8	0	0	2	26	85	68	21	2	2	0	0	0	39.1	33.8	6.8
1400 - 1500	220	56	62	63	39	3	4	175	0	38	0	0	0	0	0	0	0	0	3	3	0	3	31	106	53	16	4	1	0	0	0	37.7	33.3	5.9
1500 - 1600	209	58	57	41	53	0	4	157	0	48	0	0	0	0	0	0	0	0	2	0	0	4	28	92	60	14	9	0	0	0	0	38.6	34.1 35.2	5.6
1600 - 1700	182	49	38	56	39	1	3	142	0	36	0	0	0	0	0	0	0	0	0	2	1	2	18	67	60	23	8	1	0	0	0	40.9		5.6
1700 - 1800	155	37	44	39	35	1	0	121	1	32	0	0	0	0	0	0	0	0	0	1	3	3	15	59	47	22	2	1	2	0	0	40.8	34.8	6.2
1700 - 1800 1800 - 1900 1900 - 2000	133	42	30	32	29	0	1	97	0	34	0	0	0	1	0	0	0	0	0	0	2	1	15	54	41	18	2	0	0	0	0	40	34.8	5.1
1900 - 2000	103	21	37	21	24	0	2	84	0	17	0	0	0	0	0	0	0	0	1	0	0	1	9	42	30	13	5	2	0	0	0	42	35.7	6.2
2000 - 2100	73	28	14	16	15	1	0	52	1	18	0	0	0	0	1	0	0	0	0	1	1	1	10	29	22	6	1	2	0	0	0	39.5	34.6	6.4
2100 - 2200	39	16	9	12	2	0	0	32	0	7	0	0	0	0	0	0	0	0	0	0	1	2	6	13	7	7	2	1	0	0	0	43.4	34.7	7.3
2200 - 2300 2300 - 0000	20	5	4	8	3	0	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	6	7	3	2	0	0	0	0	43.8	36.5	5.7
2300 - 0000	4	1	1	0	2	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	-	42.8	13.7
0700 - 1900	1963	514	472	487	490	12	32	1511	2	399	1	3	0	3	0	0	0	0	20	15	13	22	225	800	594	206	51	15	2	0	0	39.6	34.4	6.1
0600 - 2200	2200	580	537	544	539	13	34	1695	3	447	- 1	3	0	3	1	0	0	0	21	16	15	26	250	891	664	233	61	21	2	0	0	39.7	34.5	6.1
0600 - 0000	2224	586	542	552	544	13	34	1716	3	450	1	3	0	3	1	0	0	0	21	16	15	26	253	898	671	236	63	22	3	0	0	39.8	34.5	6.1
0000 - 0000	2292	605	563	563	561	13	35	1756	3	476	2	3	0	3	1	0	0	0	21	16	15	26	260	917	690	244	70	28	3	1	1	40	34.6	6.3

onday 04 July 2022																																		
Time	Hourly Totals	00-15	15 Minute 15-30	Bin Drops 30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van	2 Axle Van Lorry	Number Veh 3 Axle Rigid	icle Classes A 4 Axle Rigid	ARX Scheme 3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mnh	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	Vehicle Speed MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 01000 1010 - 2020 2020 - 0300 2030 - 0400 1400 - 1500 1400 - 1500 1600 - 1700 1700 - 1800 1800 - 1000	6 5 5 3 2 2 9 9 28 8 2 9 196 311 231 221 4 202 258 252 110 255 5 5 5 5 5 10 276 3013 3049 3102	2 1 0 0 0 5 5 11 29 64 65 47 51 68 65 53 69 65 38 29 15 19 19 17 19 17 19 17 19 19 19 19 19 19 19 19 19 19 19 19 19	713 722	1 1 1 0 4 8 8 15 58 8 11 63 58 50 13 8 38 14 12 14 6 0 685 786 781	2 2 1 2 3 9 34 57 95 51 65 58 52 61 60 75 44 12 9 0 3 717 799 818	7	0 1 0 0 0 1 2 0 0 0 0 1 3 3 4 4 2 3 3 3 1 3 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 2 2 3 3 2 2 7 8 8 56 6 131 1219 170 170 147 144 152 136 181 165 201 123 81 18 6 1940 2188 18 8 18 8 18 8 18 8 18 8 1940 2182 2192	0 0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1	3 2 0 0 2 9 23 59 85 55 54 44 58 68 68 44 31 26 10 11 18 8 44 77 779	14 14		2 2	15 15	1	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 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 0 0 0 1 1 0 0 0 1 1 2 2 2 2 1 1 0 0 0 0	0 0 0 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0	0 0 0 0 0 0 0 1 1 4 4 0 8 0 1 0 2 1 1 0 0 2 1 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 3 3 3 7 3 2 8 7 2 8 2 8 2 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 0 0 1 5 15 15 15 17 47 29 33 44 43 8 23 17 10 9 10 1 1 3 3 4 4 4 4 4 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 7 26 58 131 96 105 92 85 100 78 81 111 95 56 35 18 19 12 4 1102 1202 1202	4 2 0 0 0 5 5 13 25 71 104 51 69 8 56 8 64 81 100 54 81 8 5 2 838 931 938 962	0 1 1 2 1 2 5 16 39 28 19 10 14 21 16 15 5 22 22 21 23 4 9 3 3 1 1 2 2 2 3 3 3 3 4 3 3 3 3 3 4 3 3 3 3 3 4 3	1 1 0 0 2 2 3 8 4 6 4 0 2 0 3 1 9 9 2 5 3 2 3 2 3 2 3 2 3 3 2 3 3 2 3 2 3 3 2 3 3 2 3 3 3 3 2 3	1 1 0 0 1 1 1 2 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0	0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0	1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	39.4	40.8 43.9 37 47.7 37.1 35.9 36.5 34.8 33.3 33.3 33.3 33.3 33.4 36.1 36.1 36.1 36.1 36.1 36.1 36.2 37.8 34.8 34.8 34.8 34.8 34.9 36.1 36.1 36.1 36.1 36.1 36.1 36.1 36.1	6.8 7.9 10 4.8 4.4 7.3 5.3 4.8 5.5 4.9 4.5 5.5 5.6 6.6 7.1 5.7 7.4 4.5 5.3 5.5 5.4 5.5 5.5 5.5 5.5 5.6 5.7 5.7 5.7 5.7 5.8 5.8 5.9 5.9 6.9 6.9 6.9 6.9 6.9 6.9 6.9 6
esday 05 July 2022 Time	Hourly Totals	00-15	15 Minute 15-30	Bin Drops 30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Veh 3 Axle Rigid	icle Classes a 4 Axle Rigid	ARX Scheme 3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	ehicle Speed MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0001-0100 1010-0200 1020-0300 1020-0300 0400-0400 0400-0500 0600-0600 0600-0600 0600-1000 1100-1200 1200-1300 1300-1400 1300-1400 1500-1600	3 4 4 0 111 311 95 233 337 290 228 251 232 243 194 270	1 3 0 0 2 5 10 48 63 83 67 53 82 57 44	0 1 2 0 4 3 18 45 91 88 46 78 52 57	0 0 0 0 2 13 34 79 73 59 51 57 40 68 48 48	2 0 2 0 3 10 33 61 110 60 64 63 58 61 53	0 0 0 0 0 0 2 1 1 2 0 0	0 0 0 0 0 0 0 1 1 2 0 1 1 0 2 2	3 4 2 0 7 23 63 159 249 208 168 168 182 175 181 146	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2 0 4 8 26 61 83 72 55 62 49 56 39	0 0 0 0 0 0 0 3 3 1 5 1 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 3 2 1 1 1 2 3	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 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 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 3 1 2 4 0 0	0 0 0 0 0 0 0 0 3 0 3 6 1	0 1 0 0 0 0 1 3 10 8 3 17 5 3	1 1 0 0 0 3 10 15 45 54 43 43 51 48 29 73	1 0 1 0 2 5 2 5 23 86 146 119 102 110 97 116 93	1 1 0 0 5 12 29 85 94 84 62 58 59 60 56 43	0 0 2 0 2 6 21 36 30 17 8 13 15 8	0 1 1 0 2 5 7 6 7 1 5 1 4	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 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	48 46.5 43.2 40.6 38.8 37.7 37.9 37.5 37.7 36.7 37.6 36.3	34.9 34.6 41.2 39.2 38.6 36.5 35.9 33.2 33.1 32.2 33.3 32.3 33.8 31.6	5.1 11.7 6.7 5.8 5.8 7.2 5 5.3 5.3 5.3 5.2 5.8 4.9 5
1500 - 1500 1600 - 1700 1700 - 1800 1700 - 1800 1900 - 2000 2000 - 2100 2000 - 2200 2200 - 2300 2300 - 0000 0700 - 1900 0608 - 2200 0608 - 0000 0608 - 2000 0608 - 0000 0608 - 0000 0608 - 0000 0608 - 0000 0608 - 0000	270 265 254 156 128 95 81 23 14 2933 3352 3389 3442	77 52 44 29 25 35 14 2 741 840	52 59 63 33 34 23 17 5 2 713 805 812 822	70 69 53 40 20 17 3 5 740 851	59 70 26 25 27 12 1 5 759 856		36	196 193 116 95 71 59 20 9 2170 2458 2487	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	64 58 36 23 23 18 3 5 697 787	25 25	0 0 0 0 0 0 0 0 0 0 0 2 2 2 2	2 2	18 18	2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 3 3 3 3	0	0	13 13	26 26	20 20	16 7 1 1 1 5 4 0 0 0 76 86 86	56 17 12 14 5 7 0 0 486	107 97 53 39 27 30 5 2 1238	777 91 56 46 31 32 6 5 825 963	13 38 25 11 13 6 8 5 230 281	1 4 5 6 10 3 3 1 38 64 68	16 18	0 0 0 1 1 1 1 0 0	1	0	38.4 40.7 41.6 40.1 42.6 39.6 45.7 46.1 38.5 38.9 39	33.1 36.1 35.6 34.4 36.3 35.5 40.2 40.3 33.6 33.8 33.9	5.7 5.2 4.8 6.1 7.6 7.6 5.9 5.3 5.4 5.7 5.7
Time	Hourly Totals	00-15	15 Minute 15-30	Bin Drops 30-45	45-00	Cycles	Motor	Car Van	Car Van	2 Axle Van	Number Veh 3 Axle Rigid	icle Classes a 4 Axle Rigid	ARX Scheme 3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	P-Tile 85%	Average Speed	Standard Deviation
0001-8100 0100-2020 0200-0300 0400-1800 0400-1800 0400-1800 0600-1900 0700-1800 0800-1800 1000-1100 1100-1300 1200-1300 1500-1500 1500-1600 1500-1	5 2 2 0 9 44 99 207 307 233 208 210 205 228 248 243 270 253 168 138 70 68	4 0 1 0 1 1 6 17 35 62 80 50 51 50 58 61 67 53 51 42 10 29	1 0 0 0 3 6 18 43 82 62 53 45 59 51 68 51 29 16 11	0 0 0 0 4 4 13 29 68 62 40 54 59 44 45 59 70 67 33 39 24 14	0 2 1 0 1 19 35 61 101 51 55 52 71 68 68 68 68 63 33 28 20 14	0 0 0 0 0 0 0 3 0 0 1 0 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0	Ocycles 0 0 0 0 0 0 0 0 0 1 0 0 2 5 0 1 4 0 2 1 7 1 0 1	3 1 2 0 3 311 67 156 229 169 156 158 168 178 183 195 128 108 109 151 151 151 151 151 151 151 151 151 15	Towing 0 0 0 0 0 0 2 2 2 2 2 0 1 1 1 2 0 0 0 0	2 1 0 0 6 13 27 45 67 60 45 48 41 51 60 56 67 68 29 30 19 14	0 0 0 0 0 0 0 0 4 4 5 1 1 3 0 0 2 0 0 1 2 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	0 0 0 0 0 0 0 0 0 1 1 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1 1 1 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Train 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<10mph 0	<pre><15mph 0 0 0 0 0 0 0 0 0 0 1 0 0 2 2 0 1 3 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</pre>	<20mph 0 0 0 0 0 0 0 1 2 2 0 0 1 7 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<pre><25mph 0 0 0 0 0 0 4 3 6 7 13 6 1 7 13 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</pre>	30mph 1 0 0 0 1 1 4 13 33 83 31 43 40 33 325 20 22 16 6 11	<35mph 0 1 0 0 1 1 3 28 77 127 103 88 92 81 110 100 107 106 96 60 52 23 31	40mph 1 0 1 0 4 14 32 68 91 63 53 55 71 44 65 80 91 95 50 42 23 17	2 0 1 0 0 1 1 1 1 2 2 2 9 3 1 2 8 1 1 1 4 2 0 1 6 1 6 1 2 2 2 0 2 1 1 1 6 6	<50mph 1 0 0 2 5 7 15 8 6 1 1 2 3 3 4 8 7 5 5 1	<55mph 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 1 3 0 <td><80mph 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>- Chimph 0</td> <td>**************************************</td> <td>43.5 42.8 41.7 39.5 39.7 37.6 38.5 39.5 37.4 40.3 40.3 40.3 40.3 40.3</td> <td>38.5 41.7 39.9 38.2 38.3 38.3 36.5 34.5 34.4 32.5 33.5 34.4 33.5 34.4 33.5 34.6 35.5 34.6 46.4 46.4</td> <td>8.4 12.5 1.3 6.4 5.3 6.2 5.4 4.9 5.3 5.2 5 4.3 5.5 6 6.3 6.7 5.6 6.3 6.3 6.7 5.6 6.3 6.7 5.6</td>	<80mph 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	- Chimph 0	**************************************	43.5 42.8 41.7 39.5 39.7 37.6 38.5 39.5 37.4 40.3 40.3 40.3 40.3 40.3	38.5 41.7 39.9 38.2 38.3 38.3 36.5 34.5 34.4 32.5 33.5 34.4 33.5 34.4 33.5 34.6 35.5 34.6 46.4 46.4	8.4 12.5 1.3 6.4 5.3 6.2 5.4 4.9 5.3 5.2 5 4.3 5.5 6 6.3 6.7 5.6 6.3 6.3 6.7 5.6 6.3 6.7 5.6

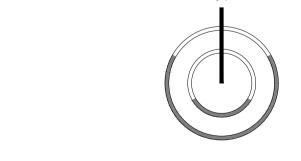
Thursday 07 July 2022											Number Vehic														Vehicle Spee									
Time	Hourly Totals	00-15	15 Minut 15-30	e Bin Drops 30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100 0100 - 0200 0200 - 0300	3	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	-	39 37.2 55.1	11.8 6.6 17.6
0300 - 0400 0400 - 0500	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		42.2	7
0500 - 0600 0600 - 0700	39 98	3 15	6 18	14 24	16 41	Ö	0	28 72	0	10 25	1	o o	ŏ	Ö	0	0	o o	0	0	ŏ	ő	1 2	1 5	8 29	15 33	11 13	2 16	1	Ö	ŏ	0	43.7 45.4	37.9 37.6	5.5
0700 - 0800 0800 - 0900	199 332	43 59	51 86	44 84	61 103	0	0	145 226	1	51 90	1 8	0	0	0	0	1	0	0	0	0	0	3 8	11 46	63 135	81 113	34 22	4 5	3 1	0	0	0	41.6 38.4	36.4 34.2	5 4.8
0900 - 1000 1000 - 1100	259 223	82 51	65 56	57 52	55 64	1	0	184 165	2	70 50	2	0	0	0	0	0	0	0	0 4	1	0 1	3	38 31	113 101	76 72	23 9	4	1	0	0	0	39.3 38.1	34.2 33.3	4.9 5.4
1100 - 1200 1200 - 1300	232 248	57 65 64	53 53 57	68 62 55	54 68 58	1	1	156 167 174	1	65 72 56	0	0	1	4	1	0	0	0	0	3	4	11	43 56	92 101 119	58 53 51	15 14 19	6	0	0	0	0	37.7 38 38.5	32.5 32.6 33.5	6.7 5.7
1300 - 1400 1400 - 1500 1500 - 1600	234 227 306	56 63	43 76	61 90	67 77	3	3	174 170 218	0	47 77	2	1	0	1	0	0	0	0	4	5	3	1 17	25 36 42	95 107	68 103	19 14 19	0	1 2	0	0	0	38.5 38 39.1	33.5 32.8 33.8	5.6 6.5 6.2
1600 - 1700 1700 - 1800	271 251	75 50	60 68	80 64	56 69	0 2	6	211 186	0 2	53 54	0	0	0	1 2	0	0	0	0	2 2	1 3	1	5	35 19	123 75	73 108	23 35	7	1 0	0	0	0	38.9 39.9	34.1 34.7	5.3 5.8
1800 - 1900 1900 - 2000	184 141	37 39	59 33	51 32	37 37	1 2	4	144 93	0	34 40	0	0	0	0	1	0	0	0	0	1	1	1	15 17	76 45	55 51	27 19	7	2	0	0	0	42.1 40.8	35.6 35.4	5.3 5.8
2000 - 2100 2100 - 2200 2200 - 2300	84 89 31	28 22	21 24	20 26	15 17	0	6	65 61 19	1	15 20 12	1	0	0	0	0	0	0	0	1	1	0	0	14	27 36	32 25 10	10 7	4	1	0	0	0	40.5 39.9 44.5	35.2 34.5 37.7	6.3 6.1 5.7
2200 - 2300 2300 - 0000 0700 - 1900	14 2966	5 702	8 727	1 768	769	0	0 31	8 2146	10	6 719	0	0	0	0	0	0	0	0	0	0	17	0	2 397	5 1200	3	2 254	1 53	1 13	0	0	0	48.4 39	36.9 33.9	7.8 5.7
0600 - 2200 0600 - 0000	3378 3423	806 818	823 842		879 887		45 45		12 12	819 837	17 17									25 25	18 18		441 445	1337 1351	1052 1065	303 311	79 83				0		34.1 34.2	5.8 5.8
0000 - 0000	3479	824	854	893	908	17	45	2501	12	855	18	2	7	15	5	1	1	0	22	25	18	83	446	1363	1084	326	86	23	2	0	1	39.4	34.3	5.9
Virtual Day (7.00)			15 Minut	e Bin Drops 30-45							Number Vehic		ARX Scheme												Vehicle Spee									
Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100 0100 - 0200	9 5	3 2	2	2 0	2	0	0	5 4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2 2	3 1	1	1	1	0	0	0	:	39.8 38.8	7.2 10.3
0200 - 0300 0300 - 0400	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	42.5 40.1 39.5	9.1 10.8 6.1
0400 - 0500 0500 - 0600 0600 - 0700	28 73	4 11	4 15	9 20	10 27	0	0	20 50	0	7 20	0	0	0	0	0	0	0	0	0	0	0	0	1	6 20	11 25	7 13	3 7	0	0	0	0	43.6 43.7	38.2 36.7	5.9 6.7
0700 - 0800 0800 - 0900	165 262	30 51	37 61	47 64	52 86	ó	0	119 187	1	41 67	2 3	ŏ	1	1 2	0	0	0	Ö 0	0	1	0	3	11 32	54 107	61 83	27 25	7 5	1	ŏ	ŏ	0	41.5 39.4	36.2 34.5	5.3 5.2
0900 - 1000 1000 - 1100	237 217	69 54	60 52	53 52	55 58	0	1 2	169 164	1	61 47	2 2	0	0	1	0	0	0	0	1	1	1 2	5 5	34 33	100 94	69 67	20 11	4	1	0	0	0	38.9 38.1	34 33.5	5.3 5.2
1100 - 1200 1200 - 1300	230 237	57 68	56 54	61 56	57 59	0	1	168 176	1 2	55 55	0	0	0	1	0	0	0	0	0	1	3	7 6	36 42	102 100	58 65	17 18	3	0	0	0	0	38.3 38.4	33.1 33.5	5.7 5.1
1300 - 1400 1400 - 1500 1500 - 1600	230 229 256	60 59 63	59 56 61	56 57 65	55 57 66	- 1	4	171 169 190	1	52 50 60	1	0	0	2	0	0	0	0	2 2	3	2	5 10	36 34 44	106 99 105	59 68 70	16 14	3	1	0	0	0	38.1 37.9 38.4	33.4 33.3 33.4	5.4 5.6 5.6
1600 - 1700 1700 - 1800	244 226	65 51	59 60	64 55	57 60	1	3	185 171	0	55 49	o o	ŏ	ŏ	1	0	0	0	Ö 0	2	1	1	5	31 15	100 82	76 84	24 31	5	1 2	ŏ	ŏ	0	39.1 40.4	34.4 35.5	5.4 5.5
1800 - 1900 1900 - 2000	160 122	43 33	41 31	40 31	35 26	1	3 2	120 91	0	35 27	0	0	0	1 0	0	0	0	0	1 0	1	1 0	2	15 13	56 38	52 40	23 20	6 5	1	1	0	0	41.2 41.6	35.6 35.8	6.3 6.3
2000 - 2100 2100 - 2200	82 64 28	23 23	21 16	20 15	18 10	0	2	63 49 21	0	17 13	0	0	0	0	0	0	0	0	0	0	0	1	10 9	27 23	27 19	10 7	2	1	0	0	0	41.3 40.7 44.7	35.6 34.9 37.7	6.4 6.1
2200 - 2300 2300 - 0000 0700 - 1900	14 2693	4 669	5 656	3 671	3 697	0	0	10 1989	0	4 628	0	0	0	12	0	0	0	0	0	14	0	60	2 364	4 1107	3 811	3 243	1 51	1 12	1 2	0	0	44.4 39.1	38.1 34.1	7.5 5.5
0600 - 2200 0600 - 0000	3034 3076	758 771	738 751	759 769	778 785	11 11	30 30	2242 2273	11 11	705 716			3	12 12	3	1	0	0	13 13	17 17	17 17	66 66	401 405	1215 1228	921 932	294 302	69 72	15 17		1		39.4 39.5	34.3 34.3	5.7 5.7
0000 - 0000	3132	783	763	783	802	11	30	2309	11	734	15	2	3	12	3	1	0	0	14	17	17	67	408	1239	951	314	79	19	5	1	1	39.6	34.4	5.8
Virtual Week (1.00)	Hourly	00-15	15 Minut 15-30	e Bin Drops 30-45	45-00				Car	2 Axle	Number Vehic 3 Axle	le Classes	ARX Scheme 3 Axle	4 Axle	5 Axle	6 Axle	Double	Triple	MPH	MPH	MPH	MPH	MPH	MPH	Vehicle Spee MPH	MPH	MPH	MPH	MPH	MPH	MPH	P-Tile	Average	Standard
	Totals					Cycles	Motor Cycles	Car Van	Van Towing	Van Lorry	Rigid	Rigid	Artic	Artic	Artic	Artic	Road Train	Road Train	0 <10mph	10 <15mph	MPH 15 <20mph	MPH 20 <25mph	25 <30mph	30 <35mph	35 <40mph	40 <45mph	MPH 45 <50mph	MPH 50 <55mph	55 <60mph	60 <65mph	65 <140mph	85%	Speed	Deviation
Mon Tue Wed	3102 3442 3242	770 867 794	733 822 805	781 874 802	818 879 841	7 10 10	28 36 25	2227 2526 2395	11 9 15	795 809 754	14 25 21	2 2 2	2 2 5	15 18 12	1 2 3	3	0	0	11 13	9 26 13	23 20 15	59 87 76	404 527 407	1223 1373 1303	962 993 968	319 304 342	70 77 92	15 18 10	5 5	1	0	39.5 39.1 39.7	34.5 34 34.5	5.5 5.7 5.6
Wed Thu Fri	3479 3462	824 896	854 814	893 859	908 893	17 10	45 17	2501 2570	12 15	855 815	18 14	2	7	15 16	5	1	1 0	0	22 10	25 15	18 18	83 66	446 442	1363 1378	1084 1076	326 347	86 79	23 15	2 10	0 2	1 4	39.4 39.5	34.3 34.6	5.9 5.7
Sat Sun	2902 2292	726 605	752 563	707 563	717 561	8 13	27 35	2191 1756	9	635 476	12 2	1 3	3	8	6	2	0	0	9 21	12 16	10 15	69 26	372 260	1116 917	887 690	316 244	78 70	27 28	5	0	1	39.9 40	34.7 34.6	5.7 6.3
	21921	5482	5343	5479	5617	75	213	16166	74	5139	106	13	20	87	19	7	1	1	95	116	119	466	2858	8673	6660	2198	552	136	34	5	9	39.6	34.4	5.8

APPENDIX B

Development Site Layout Drawing



Pringle Homes - Cro	w Trees Farm, Chatl	ourn			
Accommodation Sche	dule				
House Reference	Туре	Bedroom	Floor Area (ft²)	Quantity	Total Floor Area (ft²)
BRI - Bristow_GF	Apartment	1	512	4	2048
BRI - Bristow_FF	Apartment	1	613	4	2452
RU - Ruxton	Semi-Bungalow	2	719	2	1438
RU - Ruxton	Detached Bungalow	2	719	1	719
HA - Hastings	Semi-Bungalow	2	744	2	1488
MA - Marsden	Mews House	2	795	4	3180
MA - Marsden	Semi-House	2	795	8	6360
RA - Raleigh	Mews House	3	927	2	1854
BRA - Bransfield	Mews House	3	951	2	1902
BRA - Bransfield	Semi-House	3	951	6	5706
WA - Wainwright	Semi-House	4	1079	4	4316
Total				39	31463



0m	25m	50m
Scale 1:500		

Revision Notes:

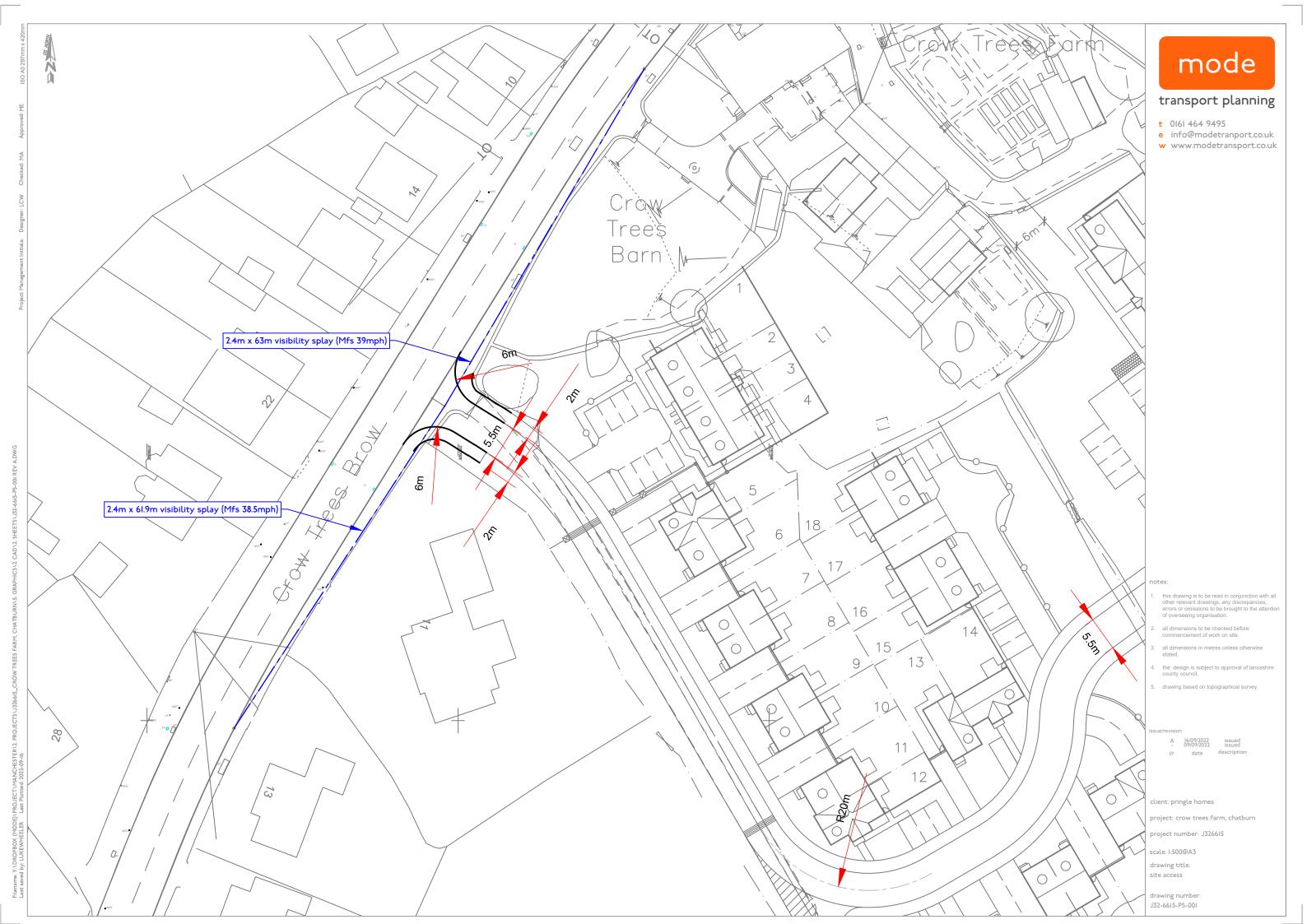
CLIENT	Pringle Ho	omes			
PROJECT	Proposed	Residential Deve	lopment at		
	Crow Tree	es Farm, Crow Tr	ees Brow, Chatb	urn, Clitheroe, Lo	ıncashire, BB7 4AA
DRAWING	Proposed	Site Layout			
DRAWN	ASL	DATE	10/08/22	NUMBER	21/139/P01
SCALE	1:500	SHEET	A1	REVISION	



213 Preston Road, Whittle-le-Woods, Chorley, Lancashire, PR6 7PS
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APPENDIX C

Proposed Site Access Drawing



APPENDIX D

Swept Path Analysis (9.8m Refuse Collection Vehicle)



APPENDIX E

TRICS Outputs ('Residential – Houses Privately Owned')

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

Calculation Reference: AUDIT-754101-220909-0920

Friday 09/09/22

Page 1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use

: 03 - RESIDENTIAL : A - HOUSES PRIVATELY OWNED

Category : A - HOUTOTAL VEHICLES

Selected	l regions	and	areas:

<u> 3616</u>	cteu re	egioris ariu areas:	
02		ITH EAST	
	ES	EAST SUSSEX	4 days
	EX	ESSEX	2 days
	HC	HAMPSHIRE	7 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	2 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	4 days
03	SOU	TH WEST	
	DC	DORSET	1 days
	SM	SOMERSET	1 days
04	EAS	T ANGLIA	
	NF	NORFOLK	10 days
	SF	SUFFOLK	1 days
05	EAS	T MIDLANDS	
	DS	DERBYSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06		ST MIDLANDS	
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	2 days
	WK	WARWICKSHIRE	1 days
80		RTH WEST	
	CH	CHESHIRE	2 days
	LC	LANCASHIRE	1 days
09	NOR		
	DH		1 days
10	WAL		
	VG	VALE OF GLAMORGAN	1 days
13	_	NSTER	
	WA	WATERFORD	1 days
14		NSTER	
	CC	CARLOW	1 days
15	_	ATER DUBLIN	
	DL	DUBLIN	1 days
16		TER (REPUBLIC OF IRELAND)	
	DN	DONEGAL	3 days

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

Friday 09/09/22 Page 2

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP Licence No: 754101

Primary 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: No of Dwellings Actual Range: 6 to 918 (units:) Range Selected by User: 4 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included
Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 24/11/21

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 11 days
Tuesday 9 days
Wednesday 18 days
Thursday 8 days
Friday 6 days

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

Selected survey types:

Manual count 46 days
Directional ATC Count 6 days

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

Selected Locations:

Edge of Town 52

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 49 Out of Town 3

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 52 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 500m Range:

All Surveys Included

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP Licence No: 754101

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	12 days
10,001 to 15,000	20 days
15,001 to 20,000	8 days
20,001 to 25,000	5 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	8 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	9 days
100,001 to 125,000	1 days
125,001 to 250,000	14 days
250,001 to 500,000	6 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	11 days
1.1 to 1.5	39 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	22 days
No	30 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	51 days
2 Poor	1 davs

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

Licence No: 754101

Lombard House, 145 Great Charles Street Birmimgham, B3 3LP mode transport limited

LIST OF SITES relevant to selection parameters

CARLOW CC-03-A-01 **DETACHED HOUSES**

R417 ANTHY ROAD

CARLOW

Edge of Town Residential Zone

Total No of Dwellings: 23

25/05/16 Survey date: WEDNESDAY Survey Type: MANUAL Friday 09/09/22

CH-03-A-09 **TERRACED HOUSES** CHESHIRE

GREYSTOKE ROAD MACCLESFIELD **HURDSFIELD** Edge of Town Residential Zone

Total No of Dwellings: 24

Survey date: MONDAY 24/11/14 Survey Type: MANUAL

CH-03-A-10 **SEMI-DETACHED & TERRACED CHESHIRE**

MEADOW DRIVE **NORTHWICH BARNTON** Edge of Town Residential Zone

Total No of Dwellings: 40

Survey date: TUESDAY 04/06/19 Survey Type: MANUAL

DC-03-A-08 **BUNGALOWS DORSET**

HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone

Total No of Dwellings: 28

Survey date: MONDAY 24/03/14 Survey Type: MANUAL

5 DH-03-A-03 **SEMI-DETACHED & TERRACED DURHAM**

PILGRIMS WAY **DURHAM**

Edge of Town Residential Zone

Total No of Dwellings: 57

Survey date: FRIDAY 19/10/18 Survey Type: MANUAL

DL-03-A-10 **SEMI DETACHED & DETACHED DUBLIN**

R124 **MALAHIDE** SAINT HELENS Edge of Town Residential Zone

Total No of Dwellings: 65

Survey date: WEDNESDAY 20/06/18 Survey Type: MANUAL

DETACHED/SEMI-DETACHED DONEGAL DN-03-A-03

THE GRANGE **LETTERKENNY GLENCAR IRISH** Edge of Town Residential Zone

Total No of Dwellings: 50

Survey date: MONDAY 01/09/14 Survey Type: MANUAL

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP Licence No: 754101

LIST OF SITES relevant to selection parameters (Cont.)

8 DN-03-A-04 SEMI-DETACHED DONEGAL

GORTLEE ROAD LETTERKENNY GORTLEE Edge of Town Residential Zone

Total No of Dwellings: 83

Survey date: FRIDAY 26/09/14 Survey Type: MANUAL

9 DN-03-A-06 DETACHED HOUSING DONEGAL GLENFIN ROAD

BALLYBOFEY

Edge of Town Residential Zone Total No of Dwellings:

otal No of Dwellings: 6

Survey date: WEDNESDAY 10/10/18 Survey Type: MANUAL

10 DS-03-A-02 MIXED HOUSES DERBYSHIRE

RADBOURNE LANE

DERBY

Edge of Town Residential Zone

Total No of Dwellings: 371

Survey date: TUESDAY 10/07/18 Survey Type: MANUAL

11 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX

SHEPHAM LANE POLEGATE

Edge of Town Residential Zone

Total No of Dwellings: 212

Survey date: MONDAY 11/07/16 Survey Type: MANUAL

12 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX

NEW LYDD ROAD

CAMBER

Edge of Town
Residential Zone

Total No of Dwellings: 134

Survey date: FRIDAY 15/07/16 Survey Type: MANUAL

13 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX

RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone

Total No of Dwellings: 99

Survey date: WEDNESDAY 05/06/19 Survey Type: MANUAL

14 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX

NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone

Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19

15 EX-03-A-02 DETACHED & SEMI-DETACHED ESSEX

MANOR ROAD CHIGWELL GRANGE HILL Edge of Town Residential Zone

Total No of Dwellings: 97

Survey date: MONDAY 27/11/17 Survey Type: MANUAL

Survey Type: MANUAL

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP Licence No: 754101

LIST OF SITES relevant to selection parameters (Cont.)

16 EX-03-A-03 MIXED HOUSES ESSEX

KESTREL GROVE RAYLEIGH

Edge of Town Residential Zone

Total No of Dwellings: 123

Survey date: MONDAY 27/09/21 Survey Type: MANUAL

17 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE

PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone

Total No of Dwellings: 39

Survey date: TUESDAY 13/11/18 Survey Type: MANUAL

18 HC-03-A-22 MIXED HOUSES HAMPSHIRE

BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone

Total No of Dwellings: 40

Survey date: WEDNESDAY 31/10/18 Survey Type: MANUAL

19 HC-03-A-24 MIXED HOUSES & FLATS HAMPSHIRE

STONEHAM LANE EASTLEIGH

Edge of Town Residential Zone

Total No of Dwellings: 243

Survey date: WEDNESDAY 10/11/21 Survey Type: MANUAL

20 HC-03-A-25 MIXED HOUSES & FLATS HAMPSHIRE

BARNFIELD WAY

NEAR SOUTHAMPTON HEDGE END

Edge of Town
Out of Town

Total No of Dwellings: 250

Survey date: TUESDAY 12/10/21 Survey Type: MANUAL

21 HC-03-A-26 MIXED HOUSES & FLATS HAMPSHIRE

BOTLEY ROAD WHITELEY

Edge of Town Out of Town

Total No of Dwellings: 270

Survey date: THURSDAY 24/06/21 Survey Type: MANUAL

22 HC-03-A-27 MIXED HOUSES HAMPSHIRE

DAIRY ROAD ANDOVER

Edge of Town Residential Zone

Total No of Dwellings: 73

Survey date: TUESDAY 16/11/21 Survey Type: MANUAL

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Lombard House, 145 Great Charles Street Birmimgham, B3 3LP mode transport limited Licence No: 754101

LIST OF SITES relevant to selection parameters (Cont.)

MIXED HOUSES & FLATS HAMPSHIRE 23 HC-03-A-28

EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone

Total No of Dwellings: 125

Survey date: MONDAY 08/11/21 Survey Type: MANUAL

24 HF-03-A-03 **HERTFORDSHIRE MIXED HOUSES**

HARE STREET ROAD BUNTINGFORD

Edge of Town Residential Zone

Total No of Dwellings: 160

Survey date: MONDAY 08/07/19 Survey Type: MANUAL

KC-03-A-04 25 **SEMI-DETACHED & TERRACED KENT**

KILN BARN ROAD AYLESFORD **DITTON** Edge of Town Residential Zone

Total No of Dwellings: 110

Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

KC-03-A-07 **MIXED HOUSES KENT**

RECULVER ROAD HERNE BAY

> Edge of Town Residential Zone

Total No of Dwellings: 288

Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL

27 LC-03-A-31 **DETACHED HOUSES LANCASHIRE**

GREENSIDE PRESTON COTTAM Edge of Town Residential Zone

> Total No of Dwellings: 32

Survey date: FRIDAY 17/11/17 Survey Type: MANUAL

28 NF-03-A-03 **DETACHED HOUSES NORFOLK**

HALING WAY **THETFORD**

Edge of Town Residential Zone

Total No of Dwellings: 10

Survey date: WEDNESDAY 16/09/15 Survey Type: MANUAL

29 NF-03-A-10 **MIXED HOUSES & FLATS NORFOLK**

HUNSTANTON ROAD HUNSTANTON

Edge of Town Residential Zone

Total No of Dwellings: 17 Survey date: WEDNESDAY 12/09/18

Survey Type: DIRECTIONAL ATC COUNT **MIXED HOUSES & FLATS NORFOLK** 30 NF-03-A-16

NORWICH COMMON WYMONDHAM

Edge of Town Residential Zone

Total No of Dwellings: 138

Survey date: TUESDAY Survey Type: DIRECTIONAL ATC COUNT 20/10/15

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP Licence No: 754101

LIST OF SITES relevant to selection parameters (Cont.)

31 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK

SILFIELD ROAD WYMONDHAM

Edge of Town Out of Town

Total No of Dwellings: 514

Survey date: WEDNESDAY 22/09/21 Survey Type: MANUAL

32 NF-03-A-24 MIXED HOUSES & FLATS NORFOLK

HUNSTANTON ROAD HUNSTANTON

Edge of Town Residential Zone

Total No of Dwellings: 127

Survey date: WEDNESDAY 22/09/21 Survey Type: DIRECTIONAL ATC COUNT

33 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK

WOODFARM LANE GORLESTON-ON-SEA

Edge of Town Residential Zone

Total No of Dwellings: 55

Survey date: TUESDAY 21/09/21 Survey Type: MANUAL

34 NF-03-A-26 MIXED HOUSES NORFOLK

HEATH DRIVE

HOLT

Edge of Town Residential Zone

Total No of Dwellings: 91

Survey date: WEDNESDAY 22/09/21 Survey Type: DIRECTIONAL ATC COUNT

35 NF-03-A-28 MIXED HOUSES NORFOLK

NORTH WALSHAM ROAD

NORTH WALSHAM

Edge of Town
Residential Zone

Total No of Dwellings: 100

Survey date: WEDNESDAY 22/09/21 Survey Type: DIRECTIONAL ATC COUNT

NORFOLK

36 NF-03-A-29 MIXED HOUSES

BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone

Total No of Dwellings: 486

Survey date: WEDNESDAY 22/09/21 Survey Type: DIRECTIONAL ATC COUNT

37 NF-03-A-30 MIXED HOUSES NORFOLK

BRANDON ROAD SWAFFHAM

Edge of Town Residential Zone

Total No of Dwellings: 266

Survey date: THURSDAY 23/09/21 Survey Type: MANUAL

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP Licence No: 754101

LIST OF SITES relevant to selection parameters (Cont.)

38 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE

WIGHAY ROAD HUCKNALL

Edge of Town
Residential Zone

Total No of Dwellings: 36

Survey date: MONDAY 18/10/21 Survey Type: MANUAL

39 SC-03-A-04 DETACHED & TERRACED SURREY

HIGH ROAD BYFLEET

Edge of Town
Residential Zone
Total No of Dwelling

Total No of Dwellings: 71

Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

40 SC-03-A-05 MIXED HOUSES SURREY

REIGATE ROAD

HORLEY

Edge of Town Residential Zone

Total No of Dwellings: 207

Survey date: MONDAY 01/04/19 Survey Type: MANUAL

41 SF-03-A-05 DETACHED HOUSES SUFFOLK

VALE LANE

BURY ST EDMUNDS

Edge of Town Residential Zone

Total No of Dwellings: 18

Survey date: WEDNESDAY 09/09/15 Survey Type: MANUAL

42 SH-03-A-06 BUNGALOWS SHROPSHIRE

ELLESMERE ROAD SHREWSBURY

Edge of Town Residential Zone Total No of Dwellings:

Total No of Dwellings: 16

Survey date: THURSDAY 22/05/14 Survey Type: MANUAL

43 SM-03-A-01 DETACHED & SEMI SOMERSET

WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone

Total No of Dwellings: 33

Survey date: THURSDAY 24/09/15 Survey Type: MANUAL

44 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE

BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone

Total No of Dwellings: 248 Survey date: WEDNESDAY 22/1.

Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL 45 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE

SILKMORE CRESCENT

STAFFORD

MEADOWCROFT PARK

Edge of Town Residential Zone

Total No of Dwellings: 26

Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL

Licence No: 754101

Lombard House, 145 Great Charles Street Birmimgham, B3 3LP mode transport limited

LIST OF SITES relevant to selection parameters (Cont.)

SEMI-DETACHED & TERRACED VALE OF GLAMORGAN 46 VG-03-A-01

ARTHUR STREET **BARRY**

Edge of Town Residential Zone

Total No of Dwellings: 12

Survey date: MONDAY 08/05/17 Survey Type: MANUAL

47 WA-03-A-04 WATERFORD **DETACHED**

MAYPARK LANE WATERFORD

Edge of Town Residential Zone

Total No of Dwellings: 280

Survey date: TUESDAY 24/06/14 Survey Type: MANUAL

WK-03-A-04 WARWIĆKŚHIRE 48 **DETACHED HOUSES**

DALEHOUSE LANE

KENILWORTH

Edge of Town Residential Zone

Total No of Dwellings: 49

Survey date: FRIDAY 27/09/19 Survey Type: MANUAL

49 WS-03-A-04 **MIXED HOUSES WEST SUSSEX**

HILLS FARM LANE

HORSHAM

BROADBRIDGE HEATH

Edge of Town Residential Zone

Total No of Dwellings: 151

Survey date: THURSDAY Survey Type: MANUAL 11/12/14

50 WS-03-A-08 **MIXED HOUSES WEST SUSSEX**

ROUNDSTONE LANE

ANGMERING

Edge of Town Residential Zone

Total No of Dwellings: 180

Survey date: THURSDAY 19/04/18 Survey Type: MANUAL

WS-03-A-11 **MIXED HOUSES WEST SUSSEX** 51

ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone

Total No of Dwellings:

918 Survey date: TUESDAY 02/04/19 Survey Type: MANUAL

WEST SUSSEX WS-03-A-14 **MIXED HOUSES**

TODDINGTON LANE LITTLEHAMPTON

WICK

Edge of Town Residential Zone

Total No of Dwellings:

117 Survey date: WEDNESDAY 20/10/21 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-03-A-03	Covid-19
HF-03-A-04	Covid-19
KC-03-A-09	Covid-19
NF-03-A-22	Covid-19
SF-03-A-10	Covid-19
TI-03-A-01	Covid-19
WO-03-A-07	Covid-19

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
WS-03-A-12	Covid-19
WS-03-A-13	Covid-19

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES		TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	52	140	0.075	52	140	0.305	52	140	0.380
08:00 - 09:00	52	140	0.141	52	140	0.397	52	140	0.538
09:00 - 10:00	52	140	0.137	52	140	0.175	52	140	0.312
10:00 - 11:00	52	140	0.125	52	140	0.152	52	140	0.277
11:00 - 12:00	52	140	0.132	52	140	0.155	52	140	0.287
12:00 - 13:00	52	140	0.154	52	140	0.155	52	140	0.309
13:00 - 14:00	52	140	0.162	52	140	0.156	52	140	0.318
14:00 - 15:00	52	140	0.176	52	140	0.189	52	140	0.365
15:00 - 16:00	52	140	0.266	52	140	0.174	52	140	0.440
16:00 - 17:00	52	140	0.278	52	140	0.164	52	140	0.442
17:00 - 18:00	52	140	0.365	52	140	0.160	52	140	0.525
18:00 - 19:00	52	140	0.292	52	140	0.156	52	140	0.448
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.396			2.411			4.807

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

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

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Parameter summary

Trip rate parameter range selected: 6 - 918 (units:)
Survey date date range: 01/01/14 - 24/11/21

Number of weekdays (Monday-Friday): 52
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 18
Surveys manually removed from selection: 9

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



keep up with mode:









Birmingham **** 0121 794 8390 London **** 020 7293 0217

Manchester **t** 0161 464 9495 Reading 0118 211 8180