

Proposed Residential Development, The Nook, Langho – Transport Note 01 – May 2026 (4489.01)

Introduction

- 1 BTG Eddisons have been instructed by Redwaters Ltd to provide a Transport Note in support of a planning application for the provision of a residential development on land at The Nook off Snodworth Road in Langho.

Existing Site

- 2 The application site is located in the eastern part of the village of Langho. The site currently forms part of the land associated with The Nook residential property, it is bound to the north by residential properties and York Lane, whilst undeveloped developed land bounds the site to the south. To the east it is bound by residential properties, whilst Snodworth Road and residential development bound the site to the west.
- 3 Vehicular access into the site is currently provided via two locations, to the west off Snodworth Road and to the north off York Lane. The existing access onto Snodworth Road has carriageway width of 3.2 metres, whilst the access onto York Lane has a width of 3.7 metres. The layout of the site is such that there is no separation between the two access points i.e. vehicles can use both access points.
- 4 York Lane and Snodworth Road are subject to 30mph speed limits, however, given the nature of the local highway network in the vicinity of the site i.e. on-street parking, vehicle speeds along these sections of the network are lower than the speed limit.
- 5 As way of demonstration, Independent 7-day automated traffic counts (ATCs) were commissioned on both Snodworth Road and York Lane, between Thursday 26th June and Wednesday 2nd July 2025. The full ATC results are contained within **Appendix 1**, whilst the 85th% dry weather speeds are summarised below.
 - Snodworth Road (Northbound = 28.6mph and Southbound = 28.9mph)
 - York Lane (Eastbound = 25.8mph and Westbound = 26.1mph)
- 6 As can be seen above, the observed speeds are below the speed limit on both York Lane and Snodworth Road.

In terms of the level of visibility that can be achieved from the existing access points, this is displayed on the existing site layout (**Plan 1**). Given the existing and proposed level of development and the nature of both Snodworth Road and York Lane a X distance of 2 metres has been used. This is in accordance with paragraph 7.7.7 of Manual for Streets which states:

"A minimum figure of 2 m may be considered in some very lightly trafficked and slow-speed situations but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered."

- 7 As can be seen in **Plan 1**, the following visibility splays can be achieved at the existing site access junction.
 - Snodworth Road (North = 2 metres by 28.6 metres and South = 2 metres by 28.9 metres)
 - York Lane (East = 2 metres by 43 metres and West = 2 metres by 30.9 metres)
- 8 It is noted that the visibility that can be achieved is below what would be required if a new junctions were to be provided based on the guidance contained within the MfS documents for roads subject to 30mph speed limit.
- 9 However, these are existing junction and not new junctions. The junctions are used by traffic associated with the consented land-use. Historic accident data can be used to ascertain whether traffic associated with the existing site uses (which are currently using the junctions), combined with the current visibility at the junctions, has had any material impact on highway safety.
- 10 Therefore, an interrogation of the Crashmap website has been undertaken on Snodworth Road and York Lane in the vicinity of the site for the 5-year period up to 2024. A screenshot of the Crashmap is displayed below in **Figure 1**.

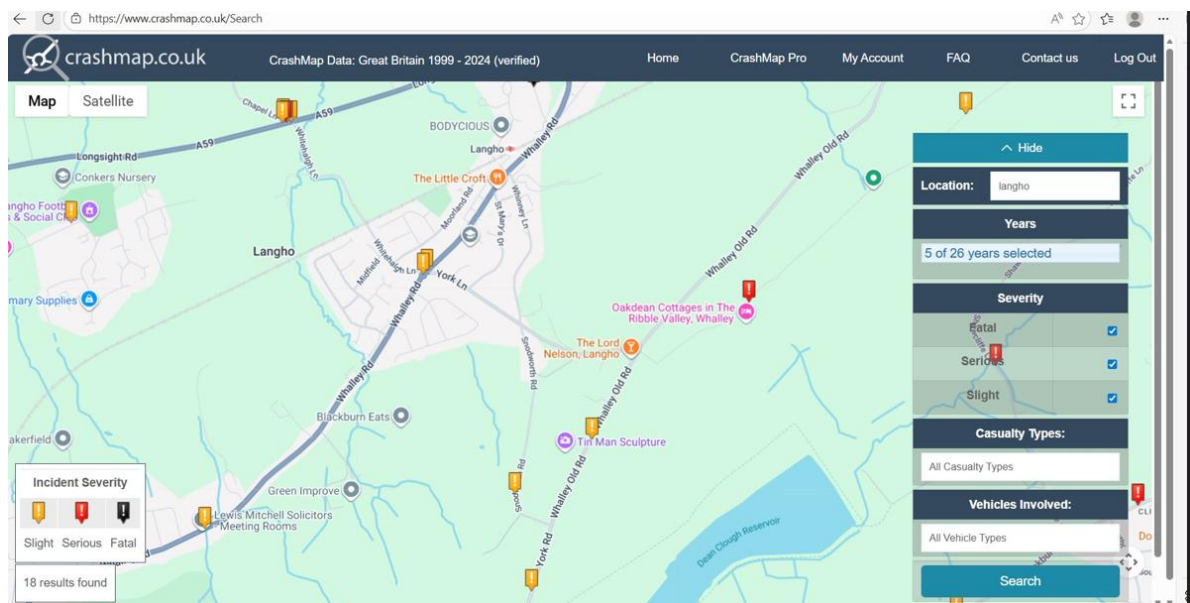


Figure 1 – Crashmap Screenshot – Snodworth Road/York Lane

- 11 As can be seen in Figure 1 above, there have been no reported accidents at the existing site access junctions during the last 5 years. This period covers when the existing access points were in used by the existing residential property on the site.
- 12 Consideration of the accident data has demonstrated that the access junctions do not suffer from a poor safety record. Therefore, the existing junction layouts and in particular the visibility that can be achieved at the junctions does not impact on the highway safety. It important to note that there are numerous vehicular access points or junctions in the vicinity of the site which have reduced visibility and as can be seen in Figure 1, this has not resulted in any road safety issues.
- 13 As previously stated, the site is located within 800 metres of the local amenities located within Langho such as Marys Roman Catholic Primary School, Langho Pharmacy and Langho Spar and therefore within walking distance of the site. A pedestrian footway is located along the southern side of the York Lane carriageway in the vicinity of the site.
- 14 In terms of public transport, the closest bus stops to the site are located on A666 Whalley Road around 740 metres from the site. These are served by the Number 22 bus service which runs between Clitheroe and Blackburn and provides 2 services service in each direction Monday to Saturday (0700 to 1900). In addition, Langho railway station is located within 1.2 kilometres of the site and therefore within suitable walking and cycling distance of the site. Therefore, providing the opportunity for journeys to and from the site to be undertaken by public transport.

Development Proposals

- 15 The development proposals are for the provision of 6 residential units on the site, as part of the proposals the existing Nook residential property will be retained.
- 16 It is proposed that 2 units plus the Nook will be located on the southern side of the site and accessed off Snodworth Road. Whilst the remaining 4 units will be accessed of York Lane. As part of the development of the site the vehicular link between the access points will be removed.
- 17 Vehicular access will be via the existing vehicular access points off Snodworth Road and York Lane, however, these will be improved as part of the proposals. The width of Snodworth Road access will be widened from 3.2 metres to 4.3 metres and the York Lane access will be widened from 3.7 metres to 4.8 metres.
- 18 The proposed access arrangement is displayed in **Plan 2**.
- 19 Although the likelihood that two vehicles will meet at the access points will be extremely rare, as can be seen in **Figure 2** below which is taken from Manual for Streets, this will allow for two vehicles to pass safely and efficiently.

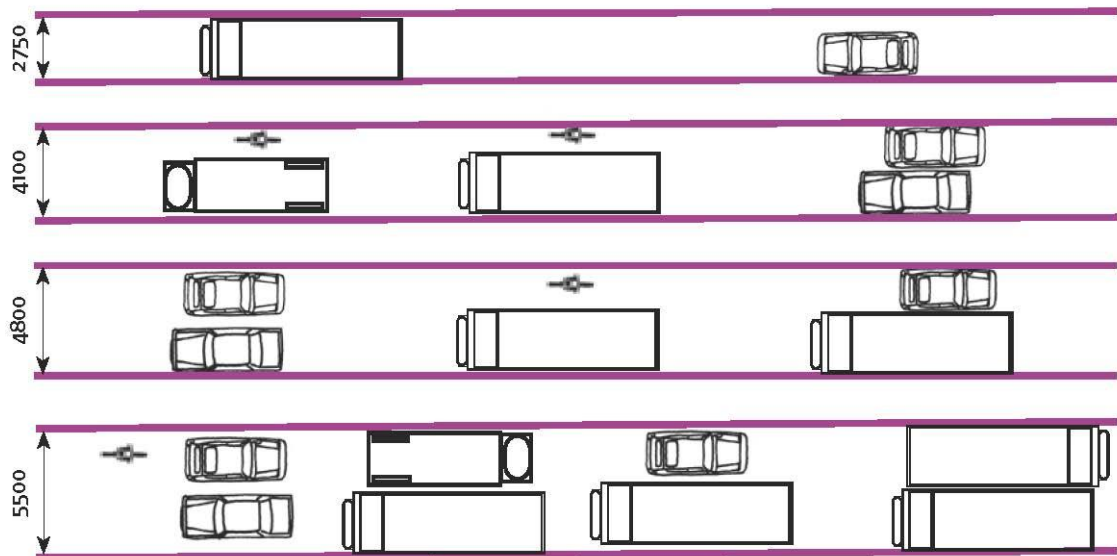


Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

Figure 2– Carriageway Widths – Manual For Streets

As will be demonstrated in the following section of this Note, the proposed development is forecast to result in minimal increases in vehicular movements at both access points and therefore, the existing visibility splays detailed above are deemed to be acceptable and do not give rise to any highway safety concerns.

Traffic Impact

- 20 To forecast the level of traffic associated with the development proposals The TRICS database has been interrogated in the field of 'Residential – Houses Privately Owned' for all sites in the range of 5 to 20 units except those located in Greater London and London. The full TRICS Output is contained within **Appendix 2** of this document, but in summary the provision of 6 residential dwellings on the site is forecast to result in a total of around 3 two-way trips in the peak periods.
- 21 It should be noted that the proposed development traffic will be split over the two access points and dispersed onto the highway network. For example, during the peak periods there is forecast to be just 2 2-way vehicle movements at the York Lane access during the peak periods.
- 22 In terms of the trip rates derived from TRICS, are likely to be on the onerous side, as the TRICS interrogation includes survey data from prior to the COVID Pandemic and therefore wont reflect the changes in work patterns that have occurred post-pandemic i.e. hybrid working which may result in lower levels of traffic generation than that forecast by the TRICS interrogation.

- 23 With regard to hybrid/working from home, it should be noted that the Government's 2022 Rural Home Statistics stated that 'The highest rate of home workers was found in rural hamlets and dispersed areas, at 34 per cent. Overall rural areas had a higher rate of home working (25 per cent) compared with urban areas (16 per cent).' Given the location and nature of the proposed residential development it can be assumed that similar or not higher level of home working would be undertaken by residents, therefore, resulting in lower levels of commuter trips.
- 24 It is therefore concluded that the proposed development will result in a minimal increase in vehicle movements on the local highway network and that it would not give rise to any highway safety concerns at the site access junctions or the local highway network.

Summary

- 25 Based on the above it is concluded that the actual impact on the local highway network would be minimal and certainly would not constitute a severe impact as stated in paragraph 116 of the NPPF.

Plans

Plan 1 – Existing Site Access Junctions

Plan 2 – Proposed Site Access Junctions

Appendices

Appendix 1 – ATC Data

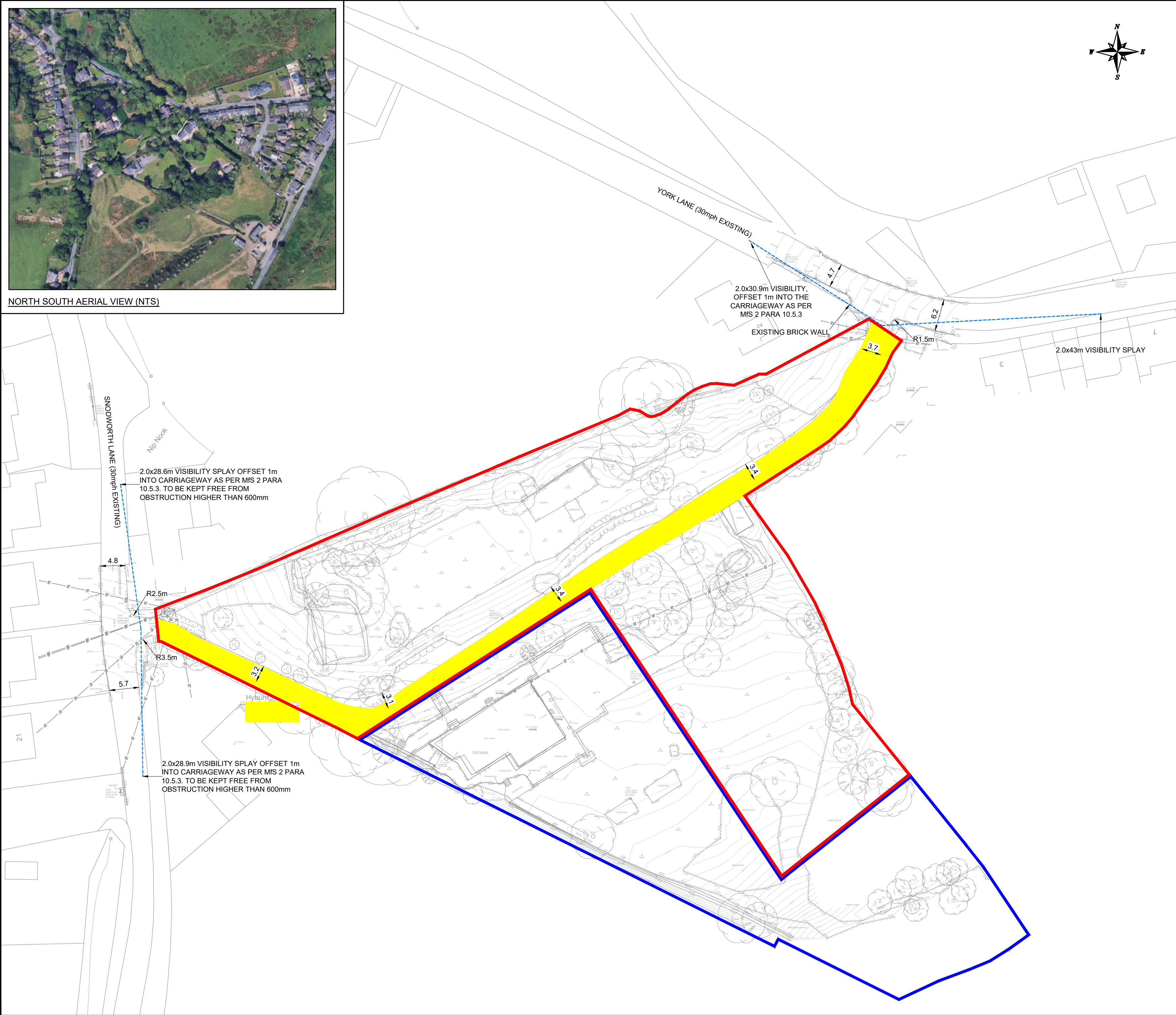
Appendix 2 – TRICS Output

Plans

Z:\projects\4889 York Road, Langho\CADD\EDDISONS DRAWINGS\4889-F01 (Existing Site Access).dwg



NORTH SOUTH AERIAL VIEW (NTS)



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

— INDICATIVE SITE BOUNDARY
— DENOTES NEW KERBS

LOCAL AUTHORITY: LANCASHIRE COUNTY COUNCIL
TOTAL AREA OF SITE: 0.6 HECTARES (APPROX)



SITE LAYOUT (NTS)

PLAN 1

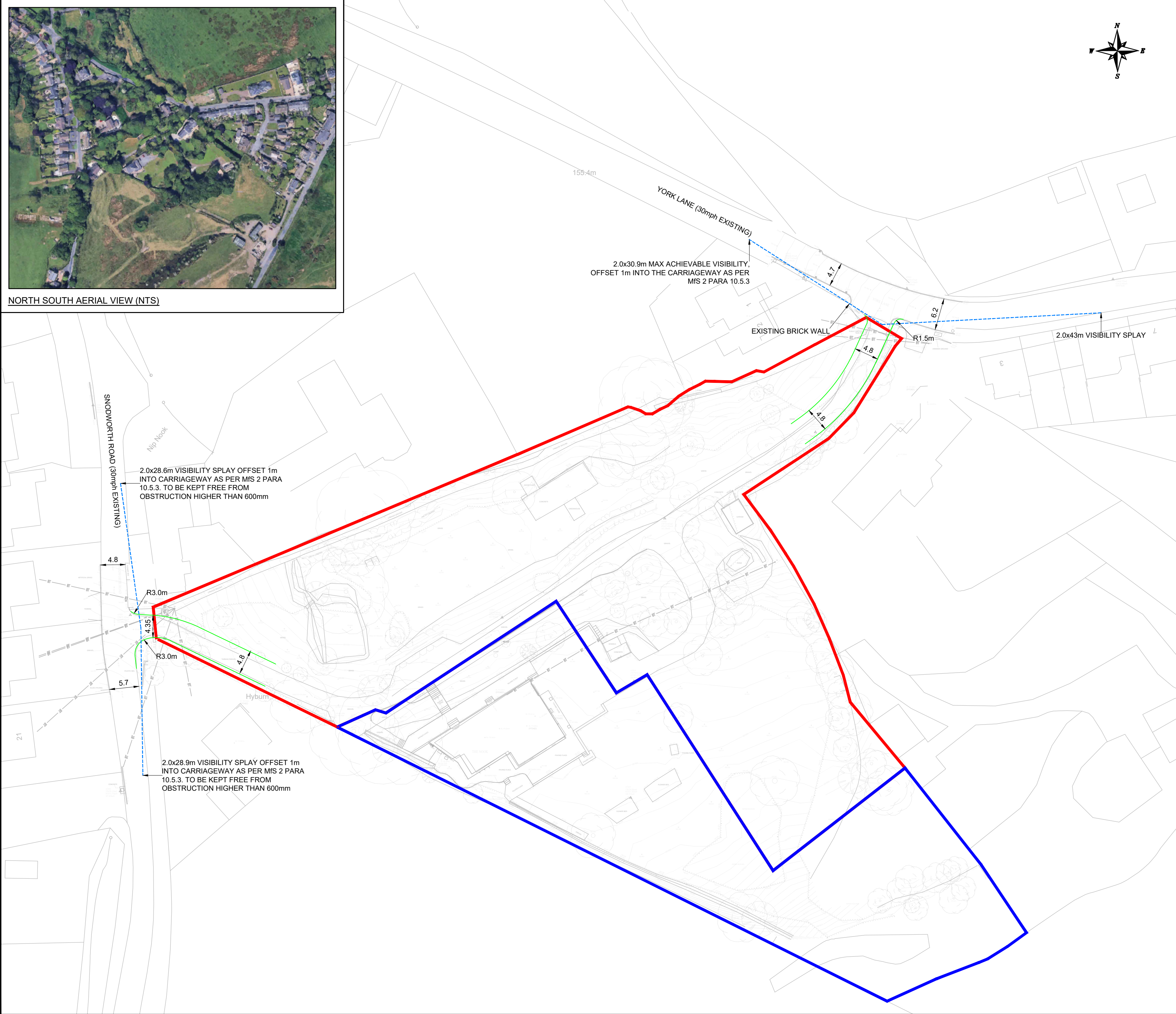
REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT:	REDWATERS			
PROJECT:	YORK ROAD, LANGHO			
DRAWING TITLE:	EXISTING SITE ACCESS			
SCALE:	1:500 @ A2			
DRAWN:	SL	CHECKED:	TB	DATE: FEB 2025
Eddisons 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning				
DRAWING NUMBER:	4889-F01			REVISION: -



Z:\projects\4889 York Road, Langho\CAD\EDDISONS DRAWINGS\4889-F02 Rev B (Proposed Site Access).dwg



NORTH SOUTH AERIAL VIEW (NTS)

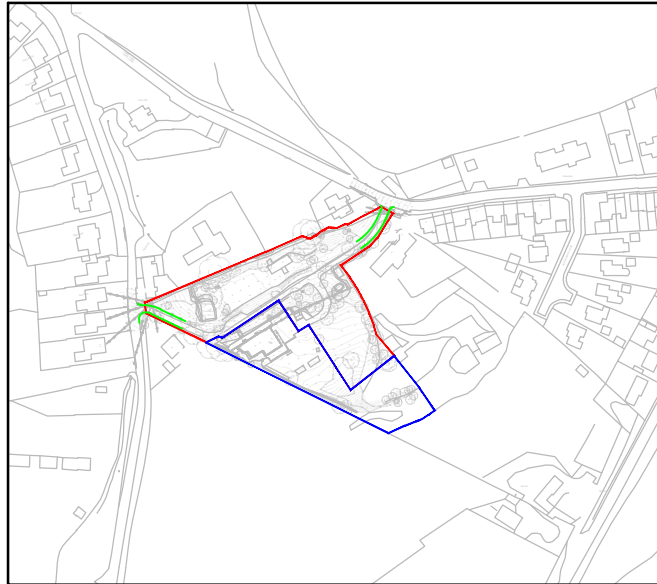


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SITE LAYOUT (NTS)

PLAN 2

B A	PROPOSED SITE LAYOUT UPDATED PROPOSED SITE LAYOUT UPDATED		SL SL	TB TB	MAY 2026 MAR 2026
REV	DETAILS		DRAWN	CHECKED	DATE
CLIENT:					
REDWATERS					
PROJECT:					
YORK ROAD, LANGHO					
DRAWING TITLE:					
PROPOSED SITE ACCESS					
SCALES:					
1:500 @ A2					
DRAWN:		CHECKED:		DATE:	
SL		TB		MAR 2026	
Eddisons 340 Deansgate Manchester M3 4LY Email: info@croffts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning					
DRAWING NUMBER:				REVISION:	
4889-F02				B	
Eddisons					

Appendices

Appendix 1

Survey Data

ARX

ARX is a modification of AustRoads94. It removes class 12, moves all other classes up by or

- **Units:** Metric (m)
- **Car class:** 2
- **Unclassifiable vehicle class:** 13

Axles	Groups	Description	Class		Parameters
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	$d(1) < 1.7\text{m}$ & $\text{axles} = 2$
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	$d(1) \geq 1.7\text{m}$, $d(1) \leq 3.2\text{m}$ $\text{axles} = 2$
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	$\text{groups} = 3$, $d(1) \geq 2.1\text{m}$ $d(1) \leq 3.2\text{m}$, $d(2) \geq 2.1\text{m}$ $\text{axles} = 3, 4, 5$
2	2	Two axle truck or Bus	TB2	4	$d(1) > 3.2\text{m}$ & $\text{axles} = 2$
3	2	Three axle truck or Bus	TB3	5	$\text{axles} = 3$ & $\text{groups} = 2$
>3	2	Four axle truck	T4	6	$\text{axles} > 3$ & $\text{groups} = 2$
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	$d(1) > 3.2\text{m}$, $\text{axles} = 3$ & $\text{groups} = 3$
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ $d(1) > 3.2\text{m}$ $\text{axles} = 4$ & $\text{groups} > 2$
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ $d(1) > 3.2\text{m}$ $\text{axles} = 5$ & $\text{groups} > 2$
≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	$\text{axles} = 6$ & $\text{groups} > 2$ or $\text{axles} = 6$ & $\text{groups} = 3$
>6	4	B-Double or Heavy truck and trailer	BD	11	$\text{groups} = 4$ & $\text{axles} > 6$
>6	≥ 5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	$\text{groups} \geq 5$ & $\text{axles} > 6$

ne, and inserts a cycle class as class 1.

	Dominant Vehicle	Aggregate
2		1 (Light)
n &		
1, n &		
2		2 (Medium)
		
		
2		3 (Heavy)
1 or		
2		
1 or		
les>6		
		
5		

Default

Globals

Report Id	CustomList-955
Descriptor	Default
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2025-07-08T16:17:15
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Langho - York Lane
Site Attribute	ATC 1 eastern location
File Name	D:\TDS\2025 - 2026\25.080 York Road, Langho ATCs\Langho - York Lane 0 2025-07-04 1329.EC0
File Type	Plus
Algorithm	Factory default axle
Description	
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2025-06-25T10:16:36
Start Time	2025-06-25T10:16:36
Finish Time	2025-07-04T13:29:44
Operator	TDS
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2025-06-26T00:00:00
Filter End	2025-07-03T00:00:00
Class Scheme	ARX
	F Cls(1-12) Dir(E) Sp(5,140) Headway(J0) Span(0 - 100) Lane(0-16)
Low Speed	5
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Thursday, 26 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	26.5	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	20.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	1	0	0	1	0	0	0	0	0	0	0	0	23.5	-
0600	7	0	5	0	2	0	0	0	0	0	0	0	0	22.7	-
0700	22	0	20	0	2	0	0	0	0	0	0	0	0	23.8	26.2
0800	60	1	51	0	8	0	0	0	0	0	0	0	0	23.7	27.7
0900	18	0	12	0	6	0	0	0	0	0	0	0	0	21	25.3
1000	14	0	13	0	1	0	0	0	0	0	0	0	0	22.2	25.9
1100	23	0	20	0	3	0	0	0	0	0	0	0	0	22.6	26.1
1200	27	1	24	0	2	0	0	0	0	0	0	0	0	22	26.7
1300	23	0	19	0	4	0	0	0	0	0	0	0	0	22.2	25.9
1400	18	0	15	0	3	0	0	0	0	0	0	0	0	22.3	25.6
1500	38	0	37	0	1	0	0	0	0	0	0	0	0	20.7	24.6
1600	29	0	23	0	6	0	0	0	0	0	0	0	0	18.4	23.5
1700	32	0	31	0	1	0	0	0	0	0	0	0	0	22.5	25.9
1800	39	0	36	0	3	0	0	0	0	0	0	0	0	22.5	26.4
1900	25	0	24	0	1	0	0	0	0	0	0	0	0	20.3	23.9
2000	11	0	10	0	1	0	0	0	0	0	0	0	0	22.7	26.1
2100	10	0	9	0	1	0	0	0	0	0	0	0	0	22.1	-
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	21.3	-
2300	5	0	4	0	1	0	0	0	0	0	0	0	0	20.8	-
07-19	343	2	301	0	40	0	0	0	0	0	0	0	0	22.1	26.1
06-22	396	2	349	0	45	0	0	0	0	0	0	0	0	22	25.8
06-00	407	2	359	0	46	0	0	0	0	0	0	0	0	22	25.8
00-00	411	3	361	0	47	0	0	0	0	0	0	0	0	22	25.9

Friday, 27 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	22.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	24.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	30.5	-
0600	2	0	1	0	1	0	0	0	0	0	0	0	0	22.9	-
0700	17	0	16	0	1	0	0	0	0	0	0	0	0	24.9	30.3
0800	39	0	34	0	5	0	0	0	0	0	0	0	0	23.1	27.2
0900	19	0	16	0	2	0	0	0	1	0	0	0	0	24	25.9
1000	24	0	21	0	3	0	0	0	0	0	0	0	0	22.2	26.3
1100	18	0	18	0	0	0	0	0	0	0	0	0	0	21	25.4
1200	25	0	23	0	2	0	0	0	0	0	0	0	0	22.7	27.1
1300	21	0	17	0	4	0	0	0	0	0	0	0	0	22.6	26.9
1400	26	0	23	0	3	0	0	0	0	0	0	0	0	22.5	26.9
1500	36	0	33	0	3	0	0	0	0	0	0	0	0	22.8	26.7
1600	33	0	30	0	3	0	0	0	0	0	0	0	0	22.3	26.7
1700	33	0	26	0	7	0	0	0	0	0	0	0	0	22.1	26.5
1800	15	1	13	0	1	0	0	0	0	0	0	0	0	19.8	24.8
1900	20	1	17	0	2	0	0	0	0	0	0	0	0	22.1	25.5
2000	9	0	9	0	0	0	0	0	0	0	0	0	0	21.3	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	20.2	-
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	22.2	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	21.2	-
07-19	306	1	270	0	34	0	0	0	1	0	0	0	0	22.5	26.5
06-22	341	2	301	0	37	0	0	0	1	0	0	0	0	22.5	26.5
06-00	352	2	312	0	37	0	0	0	1	0	0	0	0	22.5	26.4
00-00	355	2	315	0	37	0	0	0	1	0	0	0	0	22.5	26.4

Saturday, 28 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	3	0	2	0	0	1	0	0	0	0	0	0	0	18.9	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	23.2	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	21	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	0	2	0	1	0	0	0	0	0	0	0	0	28.4	-
0700	3	0	1	0	1	0	0	0	1	0	0	0	0	23.4	-
0800	14	0	12	0	1	0	0	0	0	1	0	0	0	19.7	24.1
0900	15	0	12	1	2	0	0	0	0	0	0	0	0	19.5	22
1000	18	0	16	0	2	0	0	0	0	0	0	0	0	19.3	23.2
1100	16	0	15	0	1	0	0	0	0	0	0	0	0	21.1	25.8
1200	19	0	17	0	2	0	0	0	0	0	0	0	0	21.3	24.2
1300	15	0	15	0	0	0	0	0	0	0	0	0	0	21.3	24.7
1400	12	0	11	0	1	0	0	0	0	0	0	0	0	22.6	25.1
1500	13	0	12	0	1	0	0	0	0	0	0	0	0	19.9	23.5
1600	28	0	26	0	2	0	0	0	0	0	0	0	0	20.7	25
1700	15	0	14	0	1	0	0	0	0	0	0	0	0	23	29.5
1800	15	0	14	0	1	0	0	0	0	0	0	0	0	22.4	26.8
1900	8	0	7	0	1	0	0	0	0	0	0	0	0	21.4	-
2000	12	0	12	0	0	0	0	0	0	0	0	0	0	22	26.1
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	24.2	-
2200	7	0	7	0	0	0	0	0	0	0	0	0	0	20.9	-
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	20.6	-
07-19	183	0	165	1	15	0	0	0	1	1	0	0	0	21	24.5
06-22	210	0	190	1	17	0	0	0	1	1	0	0	0	21.2	25
06-00	222	0	202	1	17	0	0	0	1	1	0	0	0	21.2	24.9
00-00	227	0	206	1	17	1	0	0	1	1	0	0	0	21.2	24.9

Sunday, 29 June 2025

[illegible]

Monday, 30 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	31.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	30.9	-
0600	6	0	5	0	1	0	0	0	0	0	0	0	0	25.2	-
0700	25	0	24	0	1	0	0	0	0	0	0	0	0	24.1	28.1
0800	42	0	36	0	6	0	0	0	0	0	0	0	0	23.3	26.6
0900	23	0	20	0	3	0	0	0	0	0	0	0	0	23.9	28
1000	12	0	11	0	1	0	0	0	0	0	0	0	0	20.6	22.3
1100	16	0	13	0	3	0	0	0	0	0	0	0	0	22	25.9
1200	21	1	18	0	2	0	0	0	0	0	0	0	0	22.8	27
1300	19	0	18	0	1	0	0	0	0	0	0	0	0	21.3	25.2
1400	18	0	18	0	0	0	0	0	0	0	0	0	0	21.6	26
1500	35	0	33	0	2	0	0	0	0	0	0	0	0	21.2	24.9
1600	33	0	29	0	3	0	0	0	1	0	0	0	0	22.3	26.4
1700	24	0	23	0	1	0	0	0	0	0	0	0	0	22.5	26.6
1800	31	0	31	0	0	0	0	0	0	0	0	0	0	22	25.3
1900	24	1	19	1	3	0	0	0	0	0	0	0	0	21.5	25.1
2000	12	0	12	0	0	0	0	0	0	0	0	0	0	22.6	27.4
2100	9	0	9	0	0	0	0	0	0	0	0	0	0	23.2	-
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	22.4	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	24.9	-
07-19	299	1	274	0	23	0	0	0	1	0	0	0	0	22.4	26.3
06-22	350	2	319	1	27	0	0	0	1	0	0	0	0	22.4	26.3
06-00	357	2	326	1	27	0	0	0	1	0	0	0	0	22.4	26.3
00-00	359	2	328	1	27	0	0	0	1	0	0	0	0	22.5	26.3

Tuesday, 1 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	27.7	-
0600	3	0	2	0	1	0	0	0	0	0	0	0	0	20.4	-
0700	26	0	25	0	1	0	0	0	0	0	0	0	0	25.1	28
0800	40	0	36	0	4	0	0	0	0	0	0	0	0	23.6	28.1
0900	13	0	11	0	2	0	0	0	0	0	0	0	0	21.8	25.5
1000	20	0	17	1	2	0	0	0	0	0	0	0	0	20.4	23
1100	21	0	19	0	2	0	0	0	0	0	0	0	0	22.7	26.4
1200	19	1	17	0	0	0	0	0	1	0	0	0	0	22.3	26.6
1300	17	0	14	0	3	0	0	0	0	0	0	0	0	22.2	27.4
1400	23	0	22	0	1	0	0	0	0	0	0	0	0	21.2	24.9
1500	41	0	38	0	3	0	0	0	0	0	0	0	0	23	26.2
1600	38	1	32	0	5	0	0	0	0	0	0	0	0	20.5	25.9
1700	30	0	29	0	1	0	0	0	0	0	0	0	0	21.9	25.8
1800	20	0	19	0	1	0	0	0	0	0	0	0	0	22.2	25.8
1900	8	0	8	0	0	0	0	0	0	0	0	0	0	23.4	-
2000	10	0	10	0	0	0	0	0	0	0	0	0	0	20.6	-
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	22.3	-
2200	7	0	7	0	0	0	0	0	0	0	0	0	0	18.8	-
2300	2	0	1	0	1	0	0	0	0	0	0	0	0	23	-
07-19	308	2	279	1	25	0	0	0	1	0	0	0	0	22.3	26.1
06-22	334	2	304	1	26	0	0	0	1	0	0	0	0	22.3	26.1
06-00	343	2	312	1	27	0	0	0	1	0	0	0	0	22.2	26.1
00-00	345	2	314	1	27	0	0	0	1	0	0	0	0	22.2	26.1

Wednesday, 2 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	24.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	35.1	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	4	0	3	0	1	0	0	0	0	0	0	0	0	22.7	-
0700	16	0	16	0	0	0	0	0	0	0	0	0	0	24.6	27.6
0800	48	2	41	0	5	0	0	0	0	0	0	0	0	22.4	26.4
0900	20	0	16	0	3	0	0	0	1	0	0	0	0	22	26.6
1000	27	0	26	0	1	0	0	0	0	0	0	0	0	22.2	25.3
1100	24	1	19	0	4	0	0	0	0	0	0	0	0	21	25.2
1200	20	0	16	0	4	0	0	0	0	0	0	0	0	22.3	26.7
1300	14	0	13	0	1	0	0	0	0	0	0	0	0	22.8	26.5
1400	13	0	10	0	2	0	0	0	1	0	0	0	0	21.4	27.2
1500	31	0	31	0	0	0	0	0	0	0	0	0	0	21.9	25
1600	40	0	35	0	5	0	0	0	0	0	0	0	0	23.3	26.7
1700	37	0	33	0	4	0	0	0	0	0	0	0	0	22.6	27.5
1800	14	0	11	0	3	0	0	0	0	0	0	0	0	23.8	27
1900	16	1	15	0	0	0	0	0	0	0	0	0	0	21.9	26.3
2000	10	0	10	0	0	0	0	0	0	0	0	0	0	22.8	-
2100	12	0	11	0	1	0	0	0	0	0	0	0	0	24.7	28.8
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	26.2	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	27.4	-
07-19	304	3	267	0	32	0	0	0	2	0	0	0	0	22.5	26.4
06-22	346	4	306	0	34	0	0	0	2	0	0	0	0	22.5	26.4
06-00	350	4	310	0	34	0	0	0	2	0	0	0	0	22.6	26.5
00-00	352	4	312	0	34	0	0	0	2	0	0	0	0	22.6	26.5

Default

Globals

Report Id	CustomList-956
Descriptor	Default
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2025-07-08T16:17:45
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Langho - York Lane
Site Attribute	ATC 1 eastern location
File Name	D:\TDS\2025 - 2026\25.080 York Road, Langho ATCs\Langho - York Lane 0 2025-07-04 1329.EC0
File Type	Plus
Algorithm	Factory default axle
Description	
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2025-06-25T10:16:36
Start Time	2025-06-25T10:16:36
Finish Time	2025-07-04T13:29:44
Operator	TDS
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2025-06-26T00:00:00
Filter End	2025-07-03T00:00:00
Class Scheme	ARX
	F Cls(1-12) Dir(W) Sp(5,140) Headway(J0) Span(0 - 100) Lane(0-16)
Low Speed	5
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Thursday, 26 June 2025

[illegible]

Friday, 27 June 2025

[illegible]

Saturday, 28 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	24.9	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	23.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	22.3	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	24.9	-
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	27.4	-
0700	4	0	4	0	0	0	0	0	0	0	0	0	0	24.1	-
0800	10	1	8	0	0	0	0	0	1	0	0	0	0	18.5	-
0900	17	0	17	0	0	0	0	0	0	0	0	0	0	17.3	23.7
1000	18	0	16	0	2	0	0	0	0	0	0	0	0	20.8	23.9
1100	12	0	9	0	2	0	1	0	0	0	0	0	0	20.9	24.9
1200	26	0	26	0	0	0	0	0	0	0	0	0	0	21.9	26
1300	24	0	23	0	1	0	0	0	0	0	0	0	0	21.2	25.6
1400	19	0	18	0	0	0	0	0	1	0	0	0	0	21.9	26.7
1500	12	0	11	1	0	0	0	0	0	0	0	0	0	21.6	26.1
1600	19	1	17	0	1	0	0	0	0	0	0	0	0	21.2	25.8
1700	13	1	11	0	1	0	0	0	0	0	0	0	0	20.7	24.8
1800	20	0	19	0	1	0	0	0	0	0	0	0	0	22.1	26
1900	9	0	9	0	0	0	0	0	0	0	0	0	0	21.7	-
2000	9	0	9	0	0	0	0	0	0	0	0	0	0	24.2	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	22.5	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	23.1	-
07-19	194	3	179	1	8	0	1	0	2	0	0	0	0	21	25.3
06-22	216	3	201	1	8	0	1	0	2	0	0	0	0	21.2	25.6
06-00	220	3	205	1	8	0	1	0	2	0	0	0	0	21.3	25.6
00-00	225	3	210	1	8	0	1	0	2	0	0	0	0	21.3	25.6

Sunday, 29 June 2025

[illegible]

Monday, 30 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	22.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	26.1	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	5	0	5	0	0	0	0	0	0	0	0	0	0	25.1	-
0700	26	0	24	0	2	0	0	0	0	0	0	0	0	22.6	25.8
0800	36	0	35	0	1	0	0	0	0	0	0	0	0	23.4	26.4
0900	17	2	15	0	0	0	0	0	0	0	0	0	0	22.5	25.2
1000	12	0	11	0	1	0	0	0	0	0	0	0	0	23.1	27.9
1100	11	0	11	0	0	0	0	0	0	0	0	0	0	19.9	24.1
1200	18	0	16	0	2	0	0	0	0	0	0	0	0	21.8	26.1
1300	14	0	14	0	0	0	0	0	0	0	0	0	0	20.7	24.6
1400	18	0	14	0	4	0	0	0	0	0	0	0	0	22	25.5
1500	20	0	19	0	1	0	0	0	0	0	0	0	0	21.6	26.9
1600	35	0	30	0	5	0	0	0	0	0	0	0	0	21.9	25.7
1700	25	0	22	0	3	0	0	0	0	0	0	0	0	22.8	28.2
1800	23	0	22	0	1	0	0	0	0	0	0	0	0	20.3	26.4
1900	9	0	8	0	1	0	0	0	0	0	0	0	0	21.3	-
2000	19	1	16	0	2	0	0	0	0	0	0	0	0	21.1	27.2
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	21.5	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	23.6	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	20.2	-
07-19	255	2	233	0	20	0	0	0	0	0	0	0	0	22.1	25.9
06-22	293	3	267	0	23	0	0	0	0	0	0	0	0	22	25.9
06-00	298	3	272	0	23	0	0	0	0	0	0	0	0	22	25.9
00-00	300	3	274	0	23	0	0	0	0	0	0	0	0	22	25.9

Tuesday, 1 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	18.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	29.4	-
0600	5	0	5	0	0	0	0	0	0	0	0	0	0	22.6	-
0700	24	0	22	0	2	0	0	0	0	0	0	0	0	23.6	26.1
0800	39	1	35	0	3	0	0	0	0	0	0	0	0	23.3	27.6
0900	21	1	18	1	1	0	0	0	0	0	0	0	0	22.7	27.4
1000	13	0	11	0	2	0	0	0	0	0	0	0	0	18.7	22.1
1100	30	0	27	0	3	0	0	0	0	0	0	0	0	22	25.9
1200	22	0	22	0	0	0	0	0	0	0	0	0	0	19.9	23.3
1300	13	0	11	0	2	0	0	0	0	0	0	0	0	21.8	25.4
1400	20	0	19	0	1	0	0	0	0	0	0	0	0	21.9	25
1500	33	0	31	0	2	0	0	0	0	0	0	0	0	21.9	26.5
1600	27	0	25	0	2	0	0	0	0	0	0	0	0	21.7	26.8
1700	39	1	36	0	2	0	0	0	0	0	0	0	0	22.6	27.1
1800	25	0	24	0	1	0	0	0	0	0	0	0	0	21.5	27.6
1900	11	0	9	0	2	0	0	0	0	0	0	0	0	23.7	28.9
2000	10	0	10	0	0	0	0	0	0	0	0	0	0	21.6	-
2100	11	0	11	0	0	0	0	0	0	0	0	0	0	21.9	26.4
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	19.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	306	3	281	1	21	0	0	0	0	0	0	0	0	22	26.4
06-22	343	3	316	1	23	0	0	0	0	0	0	0	0	22.1	26.3
06-00	346	3	319	1	23	0	0	0	0	0	0	0	0	22.1	26.3
00-00	348	3	321	1	23	0	0	0	0	0	0	0	0	22.1	26.4

Wednesday, 2 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	18.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	28.3	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	1	0	1	0	0	0	0	0	0	0	0	23.5	-
0700	24	0	18	0	6	0	0	0	0	0	0	0	0	24.6	27.9
0800	43	0	41	0	2	0	0	0	0	0	0	0	0	23.7	27.1
0900	27	0	25	0	2	0	0	0	0	0	0	0	0	22.1	26.5
1000	13	0	11	0	2	0	0	0	0	0	0	0	0	22.8	26.5
1100	29	0	24	0	5	0	0	0	0	0	0	0	0	21.6	26.9
1200	20	0	17	0	3	0	0	0	0	0	0	0	0	23.8	28.1
1300	27	0	23	0	4	0	0	0	0	0	0	0	0	22.8	26.8
1400	18	1	15	0	1	0	0	1	0	0	0	0	0	22.8	27.2
1500	25	1	23	0	1	0	0	0	0	0	0	0	0	21.3	27
1600	26	0	23	0	3	0	0	0	0	0	0	0	0	23.1	26.7
1700	39	0	37	0	2	0	0	0	0	0	0	0	0	23.3	27.6
1800	21	0	21	0	0	0	0	0	0	0	0	0	0	21.7	24.8
1900	13	0	12	0	1	0	0	0	0	0	0	0	0	21.8	25.9
2000	12	1	11	0	0	0	0	0	0	0	0	0	0	21.4	26.1
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	22.1	-
2200	6	0	5	0	1	0	0	0	0	0	0	0	0	18.3	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	27.8	-
07-19	312	2	278	0	31	0	0	1	0	0	0	0	0	22.8	26.8
06-22	345	3	308	0	33	0	0	1	0	0	0	0	0	22.7	26.7
06-00	354	3	316	0	34	0	0	1	0	0	0	0	0	22.7	26.7
00-00	356	3	318	0	34	0	0	1	0	0	0	0	0	22.7	26.8

Default

Globals

Report Id	CustomList-953
Descriptor	Default
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2025-07-08T16:14:19
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Langho - Snodworth Road
Site Attribute	ATC 2 western location
File Name	D:\TDS\2025 - 2026\25.080 York Road, Langho ATCs\Langho - Snodworth Road 0 2025-07-04 1337.EC0
File Type	Plus
Algorithm	Factory default axle
Description	^
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2025-06-25T10:18:00
Start Time	2025-06-25T10:18:00
Finish Time	2025-07-04T13:37:00
Operator	TDS
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2025-06-26T00:00:00
Filter End	2025-07-03T00:00:00
Class Scheme	ARX
	F Cls(1-12) Dir(N) Sp(5,140) Headway(I)0) Span(0 - 100) Lane(0-16)
Low Speed	5
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Thursday, 26 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	25.7	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	29	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	27.1	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	26.7	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	29.3	-
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	28.4	-
0600	14	0	13	0	1	0	0	0	0	0	0	0	0	25.4	29.4
0700	70	0	62	0	8	0	0	0	0	0	0	0	0	25.8	29.5
0800	130	1	118	0	11	0	0	0	0	0	0	0	0	22.7	27.1
0900	67	0	57	0	10	0	0	0	0	0	0	0	0	26	30.8
1000	54	0	48	0	5	0	0	0	1	0	0	0	0	23.6	29.5
1100	73	0	66	0	5	1	0	0	1	0	0	0	0	24	27.8
1200	81	0	74	0	6	1	0	0	0	0	0	0	0	24.8	27.8
1300	74	0	64	1	9	0	0	0	0	0	0	0	0	25.8	28.8
1400	95	0	86	0	9	0	0	0	0	0	0	0	0	24.3	28.8
1500	160	0	150	0	10	0	0	0	0	0	0	0	0	24.4	28.2
1600	207	0	197	0	9	1	0	0	0	0	0	0	0	24.9	28.3
1700	251	1	236	1	13	0	0	0	0	0	0	0	0	23.7	27.4
1800	132	0	123	0	9	0	0	0	0	0	0	0	0	25.5	29.1
1900	69	1	66	0	2	0	0	0	0	0	0	0	0	24.2	29.5
2000	46	1	43	0	1	0	0	0	1	0	0	0	0	24.7	26.9
2100	33	0	33	0	0	0	0	0	0	0	0	0	0	27.1	32.1
2200	21	0	20	0	1	0	0	0	0	0	0	0	0	26.5	29.3
2300	14	0	14	0	0	0	0	0	0	0	0	0	0	25.8	31.6
07-19	1394	2	1281	2	104	3	0	0	2	0	0	0	0	24.5	28.1
06-22	1556	4	1436	2	108	3	0	0	3	0	0	0	0	24.5	28.3
06-00	1591	4	1470	2	109	3	0	0	3	0	0	0	0	24.6	28.3
00-00	1605	4	1484	2	109	3	0	0	3	0	0	0	0	24.6	28.4

Friday, 27 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	27.3	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	32.2	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	26	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	31.4	-
0600	15	1	13	0	1	0	0	0	0	0	0	0	0	27.4	31.8
0700	66	0	61	1	4	0	0	0	0	0	0	0	0	25.1	28.7
0800	128	4	108	0	14	0	1	0	1	0	0	0	0	24.4	28.4
0900	66	0	53	0	13	0	0	0	0	0	0	0	0	25.1	29
1000	67	0	63	0	4	0	0	0	0	0	0	0	0	25.4	29.4
1100	88	1	72	1	13	0	0	0	1	0	0	0	0	24.7	29.3
1200	102	0	93	0	9	0	0	0	0	0	0	0	0	24.3	29.4
1300	104	0	92	0	12	0	0	0	0	0	0	0	0	24.9	29.6
1400	129	0	120	0	9	0	0	0	0	0	0	0	0	25.1	28.6
1500	205	0	193	0	12	0	0	0	0	0	0	0	0	24.6	28.6
1600	253	0	240	0	12	0	0	0	1	0	0	0	0	24.6	28.2
1700	237	2	218	0	17	0	0	0	0	0	0	0	0	24.8	29.4
1800	152	0	145	0	6	0	0	0	1	0	0	0	0	23.9	27.6
1900	73	0	69	0	3	0	0	0	1	0	0	0	0	24.9	28.5
2000	43	0	42	0	1	0	0	0	0	0	0	0	0	26.5	31
2100	28	0	28	0	0	0	0	0	0	0	0	0	0	25	31
2200	20	0	19	0	1	0	0	0	0	0	0	0	0	24.6	28.8
2300	13	0	13	0	0	0	0	0	0	0	0	0	0	25.7	32.7
07-19	1597	7	1458	2	125	0	1	0	4	0	0	0	0	24.7	28.7
06-22	1756	8	1610	2	130	0	1	0	5	0	0	0	0	24.8	28.9
06-00	1789	8	1642	2	131	0	1	0	5	0	0	0	0	24.8	28.9
00-00	1801	8	1654	2	131	0	1	0	5	0	0	0	0	24.8	28.9

Saturday, 28 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	10	0	10	0	0	0	0	0	0	0	0	0	0	31.8	-
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	26	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	27.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	32.4	-
0600	15	0	15	0	0	0	0	0	0	0	0	0	0	28.8	32.5
0700	26	0	23	0	3	0	0	0	0	0	0	0	0	26.7	30.3
0800	36	0	33	0	2	0	1	0	0	0	0	0	0	23.7	28.7
0900	58	0	54	0	4	0	0	0	0	0	0	0	0	22.6	26
1000	67	1	57	0	8	0	0	1	0	0	0	0	0	23.1	26.7
1100	95	0	94	0	1	0	0	0	0	0	0	0	0	21.9	26.3
1200	84	0	80	0	4	0	0	0	0	0	0	0	0	21.6	25.9
1300	100	0	91	1	8	0	0	0	0	0	0	0	0	22.7	26.3
1400	108	1	103	1	2	0	1	0	0	0	0	0	0	23.1	26.1
1500	93	0	91	0	2	0	0	0	0	0	0	0	0	22.7	27
1600	79	0	77	0	2	0	0	0	0	0	0	0	0	24.4	28.3
1700	72	2	67	0	3	0	0	0	0	0	0	0	0	25.7	29.8
1800	43	0	40	1	2	0	0	0	0	0	0	0	0	25.7	30.2
1900	40	0	39	0	1	0	0	0	0	0	0	0	0	26.9	31.3
2000	25	0	24	0	1	0	0	0	0	0	0	0	0	25.8	30.4
2100	30	0	29	0	1	0	0	0	0	0	0	0	0	27.4	30.1
2200	20	0	19	0	1	0	0	0	0	0	0	0	0	26	29.1
2300	19	0	19	0	0	0	0	0	0	0	0	0	0	25.1	34
07-19	861	4	810	3	41	0	2	1	0	0	0	0	0	23.3	27.5
06-22	971	4	917	3	44	0	2	1	0	0	0	0	0	23.7	28.1
06-00	1010	4	955	3	45	0	2	1	0	0	0	0	0	23.8	28.1
00-00	1029	4	973	3	46	0	2	1	0	0	0	0	0	23.9	28.2

Sunday, 29 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	26.1	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	27.4	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	26.8	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	25.5	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	26.9	-
0600	9	0	9	0	0	0	0	0	0	0	0	0	0	26.8	-
0700	16	0	16	0	0	0	0	0	0	0	0	0	0	27.7	30.8
0800	25	0	25	0	0	0	0	0	0	0	0	0	0	25.8	32.2
0900	39	0	38	0	1	0	0	0	0	0	0	0	0	26.8	30.1
1000	50	1	44	0	5	0	0	0	0	0	0	0	0	24.3	28.5
1100	69	0	64	0	5	0	0	0	0	0	0	0	0	25.1	27.9
1200	75	0	74	0	1	0	0	0	0	0	0	0	0	23.9	27.7
1300	72	1	66	1	4	0	0	0	0	0	0	0	0	25	29.2
1400	83	1	76	0	6	0	0	0	0	0	0	0	0	24.5	29.2
1500	100	1	98	0	1	0	0	0	0	0	0	0	0	25.2	28.4
1600	65	1	63	0	1	0	0	0	0	0	0	0	0	24.7	28.4
1700	42	1	41	0	0	0	0	0	0	0	0	0	0	24.7	30.3
1800	35	0	34	0	1	0	0	0	0	0	0	0	0	26.4	31.2
1900	50	0	48	0	2	0	0	0	0	0	0	0	0	26.7	31.6
2000	27	0	27	0	0	0	0	0	0	0	0	0	0	26.5	29.3
2100	16	0	16	0	0	0	0	0	0	0	0	0	0	26.4	30
2200	17	0	17	0	0	0	0	0	0	0	0	0	0	25.6	31.3
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	25.3	-
07-19	671	6	639	1	25	0	0	0	0	0	0	0	0	25	28.9
06-22	773	6	739	1	27	0	0	0	0	0	0	0	0	25.2	29.2
06-00	793	6	759	1	27	0	0	0	0	0	0	0	0	25.2	29.2
00-00	809	6	775	1	27	0	0	0	0	0	0	0	0	25.3	29.2

Monday, 30 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	28.5	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	21.3	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	33.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	29.6	-
0500	9	0	9	0	0	0	0	0	0	0	0	0	0	28.8	-
0600	19	1	16	0	2	0	0	0	0	0	0	0	0	24.7	29.9
0700	65	1	61	0	3	0	0	0	0	0	0	0	0	25	29.4
0800	119	0	112	0	7	0	0	0	0	0	0	0	0	23.4	27.7
0900	69	1	53	0	15	0	0	0	0	0	0	0	0	24.4	28.3
1000	56	0	50	0	5	1	0	0	0	0	0	0	0	25	28.6
1100	56	1	51	0	4	0	0	0	0	0	0	0	0	24.4	27.9
1200	75	0	66	0	8	0	1	0	0	0	0	0	0	24.1	27.8
1300	74	0	71	0	3	0	0	0	0	0	0	0	0	25.8	29.5
1400	49	0	47	0	2	0	0	0	0	0	0	0	0	25.2	28.5
1500	100	0	92	1	7	0	0	0	0	0	0	0	0	25	29
1600	192	0	183	0	9	0	0	0	0	0	0	0	0	24.4	28.2
1700	230	3	214	0	13	0	0	0	0	0	0	0	0	24.7	28.9
1800	105	1	92	0	12	0	0	0	0	0	0	0	0	27	31
1900	69	0	66	1	2	0	0	0	0	0	0	0	0	26.6	31
2000	42	1	39	0	2	0	0	0	0	0	0	0	0	26.8	32.2
2100	14	0	14	0	0	0	0	0	0	0	0	0	0	27.1	33.7
2200	16	0	15	0	1	0	0	0	0	0	0	0	0	25.7	30.8
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	30.7	-
07-19	1190	7	1092	1	88	1	1	0	0	0	0	0	0	24.8	28.7
06-22	1334	9	1227	2	94	1	1	0	0	0	0	0	0	25	28.9
06-00	1358	9	1250	2	95	1	1	0	0	0	0	0	0	25	29
00-00	1378	9	1270	2	95	1	1	0	0	0	0	0	0	25.1	29

Tuesday, 1 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	29.2	-
0100	3	0	1	0	2	0	0	0	0	0	0	0	0	22.6	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	29.7	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	27.7	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	32.6	-
0500	12	0	12	0	0	0	0	0	0	0	0	0	0	28.4	33.2
0600	17	1	16	0	0	0	0	0	0	0	0	0	0	26	31.3
0700	78	1	71	0	6	0	0	0	0	0	0	0	0	23.9	27.6
0800	109	0	97	0	12	0	0	0	0	0	0	0	0	22.5	26.7
0900	66	1	60	0	5	0	0	0	0	0	0	0	0	25.3	30
1000	64	0	59	2	3	0	0	0	0	0	0	0	0	24.1	28.5
1100	57	0	55	0	2	0	0	0	0	0	0	0	0	24.5	28.1
1200	55	0	53	0	2	0	0	0	0	0	0	0	0	25.6	29.4
1300	81	1	75	0	5	0	0	0	0	0	0	0	0	23.6	27.3
1400	94	1	84	0	8	0	0	0	1	0	0	0	0	23.4	27.7
1500	144	0	135	0	8	0	0	0	0	0	1	0	0	24.5	28.7
1600	230	1	220	0	9	0	0	0	0	0	0	0	0	24	28.1
1700	249	1	234	0	14	0	0	0	0	0	0	0	0	24	28.4
1800	85	0	77	0	8	0	0	0	0	0	0	0	0	25.3	28.8
1900	56	0	54	0	2	0	0	0	0	0	0	0	0	25.9	30.6
2000	46	0	42	0	4	0	0	0	0	0	0	0	0	25.4	28.9
2100	16	0	16	0	0	0	0	0	0	0	0	0	0	26.9	33.3
2200	6	0	5	0	1	0	0	0	0	0	0	0	0	20.7	-
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	25.3	-
07-19	1312	6	1220	2	82	0	0	0	1	0	1	0	0	24.1	28.2
06-22	1447	7	1348	2	88	0	0	0	1	0	1	0	0	24.3	28.4
06-00	1459	7	1359	2	89	0	0	0	1	0	1	0	0	24.3	28.4
00-00	1488	7	1385	2	92	0	0	0	1	0	1	0	0	24.3	28.5

Wednesday, 2 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	19.7	-
0100	3	0	2	0	1	0	0	0	0	0	0	0	0	25.3	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	23.7	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	24.5	-
0400	5	0	4	0	1	0	0	0	0	0	0	0	0	28.5	-
0500	7	0	7	0	0	0	0	0	0	0	0	0	0	26.7	-
0600	15	1	13	0	1	0	0	0	0	0	0	0	0	26.5	29.2
0700	62	0	56	1	5	0	0	0	0	0	0	0	0	25.2	29.5
0800	128	0	120	0	8	0	0	0	0	0	0	0	0	23.7	27.3
0900	74	0	67	0	7	0	0	0	0	0	0	0	0	24.6	29.5
1000	70	1	65	1	3	0	0	0	0	0	0	0	0	25.3	28.9
1100	67	0	60	2	4	0	0	0	1	0	0	0	0	25	29.5
1200	75	1	66	0	7	0	0	0	1	0	0	0	0	25	28.5
1300	81	0	69	0	12	0	0	0	0	0	0	0	0	24.4	28.6
1400	88	0	80	0	7	0	1	0	0	0	0	0	0	24.6	28.1
1500	132	0	129	1	2	0	0	0	0	0	0	0	0	23.7	26.9
1600	261	0	246	1	14	0	0	0	0	0	0	0	0	23.6	27.7
1700	263	2	248	0	13	0	0	0	0	0	0	0	0	23.6	27.6
1800	122	0	115	0	7	0	0	0	0	0	0	0	0	26.4	30.7
1900	75	0	71	0	4	0	0	0	0	0	0	0	0	23.4	28.1
2000	39	0	39	0	0	0	0	0	0	0	0	0	0	26	29.6
2100	29	0	28	0	1	0	0	0	0	0	0	0	0	26	30.2
2200	16	0	16	0	0	0	0	0	0	0	0	0	0	24.7	29.5
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	28.4	-
07-19	1423	4	1321	6	89	0	1	0	2	0	0	0	0	24.3	28.2
06-22	1581	5	1472	6	95	0	1	0	2	0	0	0	0	24.4	28.3
06-00	1605	5	1496	6	95	0	1	0	2	0	0	0	0	24.4	28.3
00-00	1627	5	1516	6	97	0	1	0	2	0	0	0	0	24.4	28.3

Default

Globals

Report Id	CustomList-954
Descriptor	Default
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2025-07-08T16:15:36
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Langho - Snodworth Road
Site Attribute	ATC 2 western location
File Name	D:\TDS\2025 - 2026\25.080 York Road, Langho ATCs\Langho - Snodworth Road 0 2025-07-04 1337.EC0
File Type	Plus
Algorithm	Factory default axle
Description	^
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2025-06-25T10:18:00
Start Time	2025-06-25T10:18:00
Finish Time	2025-07-04T13:37:00
Operator	TDS
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2025-06-26T00:00:00
Filter End	2025-07-03T00:00:00
Class Scheme	ARX
	F Cls(1-12) Dir(S) Sp(5,140) Headway(J0) Span(0 - 100) Lane(0-16)
Low Speed	5
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Thursday, 26 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	28.8	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	29.2	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	31.8	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	43.6	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	31.5	-
0500	18	0	18	0	0	0	0	0	0	0	0	0	0	28.2	35.8
0600	42	0	40	0	2	0	0	0	0	0	0	0	0	28.7	32.8
0700	235	0	225	0	10	0	0	0	0	0	0	0	0	26.4	30.2
0800	261	0	250	0	11	0	0	0	0	0	0	0	0	24.9	28.6
0900	127	0	111	0	15	0	0	0	1	0	0	0	0	25.1	28.5
1000	91	0	85	1	4	0	0	0	1	0	0	0	0	24.3	28.7
1100	85	0	79	0	6	0	0	0	0	0	0	0	0	24.1	29.3
1200	72	0	64	0	7	1	0	0	0	0	0	0	0	23.5	27.6
1300	83	0	74	0	9	0	0	0	0	0	0	0	0	24.6	28.9
1400	78	1	69	0	8	0	0	0	0	0	0	0	0	23.9	29.2
1500	129	0	124	0	4	1	0	0	0	0	0	0	0	23	27.1
1600	93	0	89	0	4	0	0	0	0	0	0	0	0	23.3	28.1
1700	106	3	95	0	7	0	1	0	0	0	0	0	0	23.5	27.8
1800	96	4	86	1	4	0	1	0	0	0	0	0	0	24.4	28.5
1900	72	1	70	0	1	0	0	0	0	0	0	0	0	24	29.8
2000	30	0	28	0	2	0	0	0	0	0	0	0	0	24.6	28.5
2100	21	0	20	0	1	0	0	0	0	0	0	0	0	25.4	31.9
2200	20	0	19	0	0	0	0	1	0	0	0	0	0	26.3	31
2300	15	0	15	0	0	0	0	0	0	0	0	0	0	23.7	28.3
07-19	1456	8	1351	2	89	2	2	0	2	0	0	0	0	24.6	28.9
06-22	1621	9	1509	2	95	2	2	0	2	0	0	0	0	24.6	29
06-00	1656	9	1543	2	95	2	2	1	2	0	0	0	0	24.7	29
00-00	1684	9	1571	2	95	2	2	1	2	0	0	0	0	24.7	29.1

Friday, 27 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	25.4	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	20.2	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	25	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	40.7	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	32.4	-
0500	13	0	13	0	0	0	0	0	0	0	0	0	0	29.1	33.6
0600	41	0	38	0	3	0	0	0	0	0	0	0	0	29	33.2
0700	215	1	203	0	11	0	0	0	0	0	0	0	0	26.7	30.6
0800	234	1	216	1	16	0	0	0	0	0	0	0	0	24.7	28.4
0900	112	0	108	0	4	0	0	0	0	0	0	0	0	24.8	28.5
1000	87	0	81	1	5	0	0	0	0	0	0	0	0	23.9	27.4
1100	89	0	84	1	4	0	0	0	0	0	0	0	0	23.2	27.5
1200	97	1	82	0	14	0	0	0	0	0	0	0	0	24.9	29.7
1300	78	1	72	0	4	0	0	0	1	0	0	0	0	24.5	29
1400	109	1	94	0	14	0	0	0	0	0	0	0	0	24.4	29.4
1500	139	1	129	0	8	0	1	0	0	0	0	0	0	23	28.2
1600	98	0	94	0	4	0	0	0	0	0	0	0	0	23.7	28
1700	97	1	88	1	7	0	0	0	0	0	0	0	0	23.4	28.5
1800	95	0	91	0	4	0	0	0	0	0	0	0	0	23.6	28.2
1900	72	0	68	1	3	0	0	0	0	0	0	0	0	24.9	29.7
2000	46	0	46	0	0	0	0	0	0	0	0	0	0	25.9	30.9
2100	32	0	31	0	1	0	0	0	0	0	0	0	0	26	29.8
2200	15	0	14	0	1	0	0	0	0	0	0	0	0	25.6	31
2300	16	0	16	0	0	0	0	0	0	0	0	0	0	25.6	32.9
07-19	1450	7	1342	4	95	0	1	0	1	0	0	0	0	24.5	28.9
06-22	1641	7	1525	5	102	0	1	0	1	0	0	0	0	24.7	29.1
06-00	1672	7	1555	5	103	0	1	0	1	0	0	0	0	24.7	29.1
00-00	1700	7	1583	5	103	0	1	0	1	0	0	0	0	24.7	29.1

Saturday, 28 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	7	0	6	0	1	0	0	0	0	0	0	0	0	31.6	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	26.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	1	0	1	0	0	0	0	0	0	0	0	28.3	-
0500	8	0	8	0	0	0	0	0	0	0	0	0	0	29.1	-
0600	18	0	16	0	2	0	0	0	0	0	0	0	0	26.9	32.8
0700	31	1	27	0	3	0	0	0	0	0	0	0	0	26.1	31.5
0800	63	2	60	0	1	0	0	0	0	0	0	0	0	22.8	26.1
0900	77	1	73	0	3	0	0	0	0	0	0	0	0	23	26.3
1000	115	1	108	0	6	0	0	0	0	0	0	0	0	23.6	27.3
1100	94	0	92	1	1	0	0	0	0	0	0	0	0	22.6	26.6
1200	85	1	80	0	4	0	0	0	0	0	0	0	0	21.8	26
1300	98	0	94	0	3	0	1	0	0	0	0	0	0	22.9	26.4
1400	85	1	82	0	2	0	0	0	0	0	0	0	0	22.8	26.8
1500	76	1	72	0	3	0	0	0	0	0	0	0	0	22.7	27.9
1600	55	0	53	0	2	0	0	0	0	0	0	0	0	22.5	26.6
1700	63	1	58	0	4	0	0	0	0	0	0	0	0	24.8	30.1
1800	48	1	47	0	0	0	0	0	0	0	0	0	0	26.3	31.1
1900	37	0	37	0	0	0	0	0	0	0	0	0	0	26.6	31.3
2000	20	0	18	0	2	0	0	0	0	0	0	0	0	25.6	32.8
2100	29	0	29	0	0	0	0	0	0	0	0	0	0	25.5	29.8
2200	10	0	9	0	1	0	0	0	0	0	0	0	0	27.1	-
2300	14	0	14	0	0	0	0	0	0	0	0	0	0	22.1	28.4
07-19	890	10	846	1	32	0	1	0	0	0	0	0	0	23.2	27.1
06-22	994	10	946	1	36	0	1	0	0	0	0	0	0	23.5	27.6
06-00	1018	10	969	1	37	0	1	0	0	0	0	0	0	23.6	27.6
00-00	1036	10	985	1	39	0	1	0	0	0	0	0	0	23.7	27.9

Sunday, 29 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	27.7	-
0100	4	0	3	0	1	0	0	0	0	0	0	0	0	23.2	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	25	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	28	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	23.8	-
0500	5	0	4	0	1	0	0	0	0	0	0	0	0	28.8	-
0600	11	0	11	0	0	0	0	0	0	0	0	0	0	26.2	31
0700	17	0	15	0	2	0	0	0	0	0	0	0	0	27.7	34.1
0800	33	1	31	1	0	0	0	0	0	0	0	0	0	26.2	30.9
0900	52	1	50	0	1	0	0	0	0	0	0	0	0	25.9	30.7
1000	102	0	100	0	2	0	0	0	0	0	0	0	0	25	28.5
1100	80	1	77	0	2	0	0	0	0	0	0	0	0	25.4	29.8
1200	88	0	85	0	3	0	0	0	0	0	0	0	0	24.8	28.7
1300	103	2	96	0	4	1	0	0	0	0	0	0	0	24.2	28.5
1400	79	0	75	0	4	0	0	0	0	0	0	0	0	23.5	27.3
1500	68	1	63	0	4	0	0	0	0	0	0	0	0	25	28.8
1600	53	0	52	0	1	0	0	0	0	0	0	0	0	23.3	29.1
1700	53	0	50	0	3	0	0	0	0	0	0	0	0	24.5	28.9
1800	37	1	36	0	0	0	0	0	0	0	0	0	0	25.4	30.3
1900	45	0	43	0	2	0	0	0	0	0	0	0	0	24.7	29.4
2000	30	0	30	0	0	0	0	0	0	0	0	0	0	24.8	27.6
2100	29	0	28	0	1	0	0	0	0	0	0	0	0	24.7	29.4
2200	19	0	19	0	0	0	0	0	0	0	0	0	0	24	28.6
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	22.3	-
07-19	765	7	730	1	26	1	0	0	0	0	0	0	0	24.8	28.9
06-22	880	7	842	1	29	1	0	0	0	0	0	0	0	24.8	28.9
06-00	903	7	865	1	29	1	0	0	0	0	0	0	0	24.8	28.9
00-00	925	7	885	1	31	1	0	0	0	0	0	0	0	24.8	28.9

Monday, 30 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	22.8	-
0100	4	0	3	0	1	0	0	0	0	0	0	0	0	17.9	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	38.1	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	36.9	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	24.7	-
0500	20	0	18	0	2	0	0	0	0	0	0	0	0	30.2	34.4
0600	47	0	45	0	2	0	0	0	0	0	0	0	0	28.5	34
0700	216	1	204	0	9	0	2	0	0	0	0	0	0	25.9	29.6
0800	273	1	250	0	20	0	0	1	1	0	0	0	0	25.2	28.5
0900	107	0	93	0	14	0	0	0	0	0	0	0	0	25.3	29.6
1000	77	2	68	0	7	0	0	0	0	0	0	0	0	23.5	27.7
1100	52	0	48	1	3	0	0	0	0	0	0	0	0	24.7	28.2
1200	70	1	60	0	7	0	2	0	0	0	0	0	0	24.3	28.9
1300	78	2	68	0	7	0	1	0	0	0	0	0	0	25.5	30.4
1400	61	0	55	0	6	0	0	0	0	0	0	0	0	24.7	29.2
1500	118	0	108	0	10	0	0	0	0	0	0	0	0	24.4	29.1
1600	103	1	97	0	5	0	0	0	0	0	0	0	0	23	27
1700	97	1	91	0	5	0	0	0	0	0	0	0	0	22	27.1
1800	62	0	58	0	4	0	0	0	0	0	0	0	0	24.1	27.6
1900	53	0	48	0	5	0	0	0	0	0	0	0	0	24.8	29.5
2000	26	0	24	0	1	0	1	0	0	0	0	0	0	24.7	30.2
2100	18	0	18	0	0	0	0	0	0	0	0	0	0	27.4	33.8
2200	12	0	12	0	0	0	0	0	0	0	0	0	0	24.1	27.5
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	28.5	-
07-19	1314	9	1200	1	97	0	5	1	1	0	0	0	0	24.6	28.7
06-22	1458	9	1335	1	105	0	6	1	1	0	0	0	0	24.8	28.9
06-00	1480	9	1357	1	105	0	6	1	1	0	0	0	0	24.8	28.9
00-00	1512	9	1386	1	108	0	6	1	1	0	0	0	0	24.9	29.1

Tuesday, 1 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	29.7	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	24.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	36.3	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	29	-
0500	26	0	26	0	0	0	0	0	0	0	0	0	0	29.1	35.5
0600	53	0	49	1	3	0	0	0	0	0	0	0	0	27.9	31.4
0700	245	2	231	1	11	0	0	0	0	0	0	0	0	26.4	30.4
0800	259	3	245	2	9	0	0	0	0	0	0	0	0	24.3	28.6
0900	123	0	118	0	5	0	0	0	0	0	0	0	0	25.3	29.7
1000	85	1	74	1	9	0	0	0	0	0	0	0	0	23.6	28.3
1100	75	0	74	0	1	0	0	0	0	0	0	0	0	24.1	27.4
1200	49	0	43	0	6	0	0	0	0	0	0	0	0	24.5	29.4
1300	76	1	66	0	8	0	1	0	0	0	0	0	0	23.5	28.6
1400	80	0	73	0	7	0	0	0	0	0	0	0	0	23.3	27.4
1500	151	0	139	0	12	0	0	0	0	0	0	0	0	23.4	27.6
1600	115	1	103	0	11	0	0	0	0	0	0	0	0	23.7	28
1700	102	1	94	0	7	0	0	0	0	0	0	0	0	22.8	27.5
1800	67	2	65	0	0	0	0	0	0	0	0	0	0	25	28.3
1900	53	0	50	0	3	0	0	0	0	0	0	0	0	25.8	29.8
2000	38	1	34	0	3	0	0	0	0	0	0	0	0	25.8	31.5
2100	20	0	19	0	1	0	0	0	0	0	0	0	0	23.9	29.1
2200	11	0	11	0	0	0	0	0	0	0	0	0	0	25.7	31.8
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	22.6	-
07-19	1427	11	1325	4	86	0	1	0	0	0	0	0	0	24.4	28.6
06-22	1591	12	1477	5	96	0	1	0	0	0	0	0	0	24.6	29
06-00	1603	12	1489	5	96	0	1	0	0	0	0	0	0	24.6	29
00-00	1639	12	1525	5	96	0	1	0	0	0	0	0	0	24.7	29.1

Wednesday, 2 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	19.2	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	26.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	31.5	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	26.8	-
0500	16	0	15	0	1	0	0	0	0	0	0	0	0	29.1	33.2
0600	43	0	41	0	2	0	0	0	0	0	0	0	0	28.6	33.3
0700	233	0	222	0	11	0	0	0	0	0	0	0	0	26.9	30.8
0800	278	0	267	0	11	0	0	0	0	0	0	0	0	25.1	28.5
0900	119	1	109	1	7	1	0	0	0	0	0	0	0	24.5	28.2
1000	91	0	89	1	1	0	0	0	0	0	0	0	0	24.6	28
1100	81	0	73	1	6	0	0	0	1	0	0	0	0	24.2	29.5
1200	60	0	56	0	3	0	0	0	1	0	0	0	0	24	27.6
1300	84	0	76	0	8	0	0	0	0	0	0	0	0	24.7	29.3
1400	71	1	63	0	7	0	0	0	0	0	0	0	0	25.8	29.8
1500	138	0	129	0	9	0	0	0	0	0	0	0	0	24.7	28.1
1600	103	1	96	0	6	0	0	0	0	0	0	0	0	22.4	27.9
1700	170	1	160	0	9	0	0	0	0	0	0	0	0	23.3	27.6
1800	93	0	84	0	9	0	0	0	0	0	0	0	0	23.9	28.4
1900	53	0	50	0	3	0	0	0	0	0	0	0	0	24.9	29.5
2000	40	0	39	0	1	0	0	0	0	0	0	0	0	24.9	30.5
2100	21	0	19	0	2	0	0	0	0	0	0	0	0	26.2	30.9
2200	26	0	24	0	2	0	0	0	0	0	0	0	0	26.4	32.5
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	25.8	-
07-19	1521	4	1424	3	87	1	0	0	2	0	0	0	0	24.7	28.9
06-22	1678	4	1573	3	95	1	0	0	2	0	0	0	0	24.9	29.1
06-00	1713	4	1606	3	97	1	0	0	2	0	0	0	0	24.9	29.2
00-00	1738	4	1630	3	98	1	0	0	2	0	0	0	0	24.9	29.3

Appendix 2

TRICS Output

Audit Code: 2eba4788-b295-4f02-9d92-9fecbae1c152

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	KC	KENT	1 day
03	SOUTH WEST		
	NS	NORTH SOMERSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
	LE	LEICESTERSHIRE	1 day
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 day
	WM	WEST MIDLANDS	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	BY	BARNLEY	1 day
08	NORTH WEST		
	EC	CHESHIRE EAST	1 day
	LC	LANCASHIRE	1 day
11	SCOTLAND		
	HI	HIGHLAND	7 days

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

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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:	DWELLS
Actual Range:	5 to 20 (units:DWELLS)
Range Selected by User:	5 to 20 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 26/11/25

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

Selected survey days:

Thursday	9 days
Tuesday	4 days
Wednesday	8 days

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

Selected survey types:

Manual count	15
Direction ATC Count	6

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

Selected Locations:

Edge of Town	14 days
Neighbourhood Centre	7 days

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:

No Sub Category	1 days
Residential Zone	14 days
Village	6 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Unknown	20 days

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C3	21 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:**172 - 9806****Population within 1 mile:**

1,000 or Less	1 surveys
1,001 to 5,000	7 surveys
10,001 to 15,000	7 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	3 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
25,001 to 50,000	5 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	5 surveys
50,001 to 75,000	4 surveys
75,001 to 100,000	2 surveys

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	6 surveys
1.1 to 1.5	15 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	18 surveys
Yes	3 surveys

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	21 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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1	BY-03-A-01	BUNGALOWS & DETACHED	BARNSLEY
CHURCH LANE NEAR BARNSLEY WORSBROUGH Neighbourhood Centre Village Number of dwellings: 19.00 DWELLS Survey date: Wednesday 09/09/2020			
			Survey Type: Manual
2	DS-03-A-01	SEMI D./TERRACED	DERBYSHIRE
THE AVENUE DRONFIELD HOLMESDALE Neighbourhood Centre Residential Zone Number of dwellings: 20.00 DWELLS Survey date: Thursday 22/06/2006			
			Survey Type: Manual
3	EC-03-A-04	DETACHED	CHESHIRE EAST
SYDNEY ROAD CREWE SYDNEY Edge of Town Residential Zone Number of dwellings: 17.00 DWELLS Survey date:			
			Survey Type: Manual
4	ES-03-A-06	MIXED HOUSES	EAST SUSSEX
BISHOPS LANE RINGMER Neighbourhood Centre Village Number of dwellings: 12.00 DWELLS Survey date: Wednesday 16/06/2021			
			Survey Type: Manual
5	ES-03-A-20	DETACHED & SEMI-DETACHED	EAST SUSSEX
NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Number of dwellings: 13.00 DWELLS Survey date: Wednesday 06/11/2024			
			Survey Type: Manual
6	HI-03-A-06	BUNGALOWS	HIGHLAND
NESS WAY FORTROSE Edge of Town Residential Zone Number of dwellings: 7.00 DWELLS Survey date: Thursday 03/12/1998			
			Survey Type: Manual
7	HI-03-A-08	TERRACED	HIGHLAND
BADDON DRIVE MARYBANK Neighbourhood Centre Village Number of dwellings: 9.00 DWELLS Survey date: Wednesday 16/12/1998			
			Survey Type: Manual
8	HI-03-A-09	SEMI DETACHED	HIGHLAND
GOLLANHEAD AVENUE			

Audit Code: 2eba4788-b295-4f02-9d92-9fecbae1c152

ROSEMARKIE

Neighbourhood Centre

Village

Number of dwellings: 14.00 DWELLS

Survey date: Friday 04/12/1998

Survey Type: Manual

9	HI-03-A-10	BUNGALOWS	HIGHLAND
BOSWELL ROAD			
INVERNESS			
CASTLE HEATHER			
Edge of Town			
Residential Zone			
Number of dwellings: 11.00 DWELLS			
Survey date: Wednesday 02/12/1998			
			Survey Type: Manual

10	HI-03-A-12	DETACHED/SEMI D.	HIGHLAND
OLD PERTH ROAD			
INVERNESS			
CULCABOCK			
Edge of Town			
Residential Zone			
Number of dwellings: 11.00 DWELLS			
Survey date: Wednesday 02/12/1998			
			Survey Type: Manual

11	HI-03-A-13	HOUSING	HIGHLAND
KINGSMILLS ROAD			
INVERNESS			
Edge of Town			
Residential Zone			
Number of dwellings: 9.00 DWELLS			
Survey date: Thursday 21/05/2009			
			Survey Type: Manual

12	HI-03-A-16	PRIVATLEY OWNED HOUSES	HIGHLAND
RIVERSIDE GROVE			
NEAR FORT WILLIAM			
LOCHYSIDE			
Neighbourhood Centre			
Village			
Number of dwellings: 13.00 DWELLS			
Survey date: Thursday 10/10/2024			
			Survey Type: Manual

13	KC-03-A-09	MIXED HOUSES & FLATS	KENT
WESTERN LINK			
FAVERSHAM			
DAVINGTON			
Edge of Town			
Residential Zone			
Number of dwellings: 14.00 DWELLS			
Survey date: Wednesday 09/06/2021			
			Survey Type: Manual

14	LC-03-A-16	DETACHED	LANCASHIRE
CHORLEY ROAD			
PRESTON			
WALTON-LE-DALE			
Edge of Town			
No Sub Category			
Number of dwellings: 18.00 DWELLS			
Survey date: Thursday 26/03/1998			
			Survey Type: Manual

15	LE-03-A-01	DETACHED	LEICESTERSHIRE
REDWOOD AVENUE			
MELTON MOWBRAY			

Audit Code: 2eba4788-b295-4f02-9d92-9fecbae1c152

Edge of Town

Residential Zone

Number of dwellings: 11.00 DWELLS

Survey date:

Survey Type: Manual

16
HALING WAY
THETFORD

NF-03-A-03

DETACHED HOUSES

NORFOLK

Edge of Town

Residential Zone

Number of dwellings: 10.00 DWELLS

Survey date: Wednesday 16/09/2015

Survey Type: Manual

17
HUNSTANTON ROAD
HUNSTANTON

NF-03-A-10

MIXED HOUSES & FLATS

NORFOLK

Edge of Town

Residential Zone

Number of dwellings: 17.00 DWELLS

Survey date: Wednesday 12/09/2018

Survey Type: Manual

18
ROPERS LANE
WRINGTON
Neighbourhood Centre
Village

NS-03-A-03

DETACHED

NORTH SOMERSET

Number of dwellings: 20.00 DWELLS

Survey date: Thursday 17/09/1992

Survey Type: Manual

19
VALE LANE
BURY ST EDMUNDS

SF-03-A-05

DETACHED HOUSES

SUFFOLK

Edge of Town

Residential Zone

Number of dwellings: 18.00 DWELLS

Survey date: Wednesday 09/09/2015

Survey Type: Manual

20
ELLESMERE ROAD
SHREWSBURY

SH-03-A-06

BUNGALOWS

SHROPSHIRE

Edge of Town

Residential Zone

Number of dwellings: 16.00 DWELLS

Survey date: Thursday 22/05/2014

Survey Type: Manual

21
NARBERTH WAY
COVENTRY
POTTERS GREEN

WM-03-A-06

BUNGALOWS

WEST MIDLANDS

Edge of Town

Residential Zone

Number of dwellings: 17.00 DWELLS

Survey date: Thursday 17/10/2013

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DN-03-A-02 05-09-2013	05-09-2013	Removed: Site re-surveyed by DN-03-A-06
DN-03-A-06 10-10-2018	10-10-2018	Ire or Grt Lon
EN-03-A-02 14-09-2022	14-09-2022	Ire or Grt Lon

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Site Ref	Survey Date	Reason for Deselection
HF-03-A-04 08-06-2021	08-06-2021	Covid
HG-03-A-01 05-11-2019	05-11-2019	Ire or Grt Lon
HI-03-A-06 03-12-1998	03-12-1998	Removed: Most Recent HI-03-A-06 09-12-1998
HI-03-A-06 08-12-1998	08-12-1998	Removed: Most Recent HI-03-A-06 09-12-1998
HI-03-A-08 15-12-1998	15-12-1998	Removed: Most Recent HI-03-A-08 17-12-1998
HI-03-A-08 16-12-1998	16-12-1998	Removed: Most Recent HI-03-A-08 17-12-1998
HI-03-A-10 02-12-1998	02-12-1998	Removed: Most Recent HI-03-A-10 08-12-1998
HI-03-A-10 03-12-1998	03-12-1998	Removed: Most Recent HI-03-A-10 08-12-1998
HI-03-A-12 01-12-1998	01-12-1998	Removed: Most Recent HI-03-A-12 03-12-1998
HI-03-A-12 02-12-1998	02-12-1998	Removed: Most Recent HI-03-A-12 03-12-1998

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00	5	10	0.000	0.019	0.019
01:00-02:00	5	10	0.058	0.038	0.096
02:00-03:00	5	10	0.000	0.000	0.000
03:00-04:00	5	10	0.038	0.019	0.057
04:00-05:00	5	10	0.019	0.019	0.038
05:00-06:00	5	10	0.038	0.038	0.076
06:00-07:00	5	10	0.058	0.096	0.154
07:00-08:00	20	14	0.105	0.243	0.348
08:00-09:00	21	14	0.203	0.328	0.531
09:00-10:00	21	14	0.182	0.257	0.439
10:00-11:00	21	14	0.189	0.226	0.415
11:00-12:00	21	14	0.193	0.186	0.379
12:00-13:00	21	14	0.206	0.189	0.395
13:00-14:00	21	14	0.223	0.223	0.446
14:00-15:00	21	14	0.213	0.209	0.422
15:00-16:00	21	14	0.291	0.253	0.544
16:00-17:00	21	14	0.345	0.226	0.571
17:00-18:00	21	14	0.291	0.230	0.521
18:00-19:00	21	14	0.257	0.196	0.453
19:00-20:00	5	10	0.500	0.365	0.865
20:00-21:00	5	10	0.192	0.212	0.404
21:00-22:00	5	10	0.135	0.115	0.250
22:00-23:00	5	10	0.077	0.038	0.115
23:00-00:00	5	10	0.058	0.019	0.077
Total Rates:			3.871	3.744	7.615

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:	5 - 20 (units: DWELLS)
Survey date date range:	17/09/1992 - 06/11/2024
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	13
Surveys manually removed from selection:	0

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