

APPENDICES

APPENDIX A

TRAFFIC FLOW DATA

Beaminster ATC, East Street

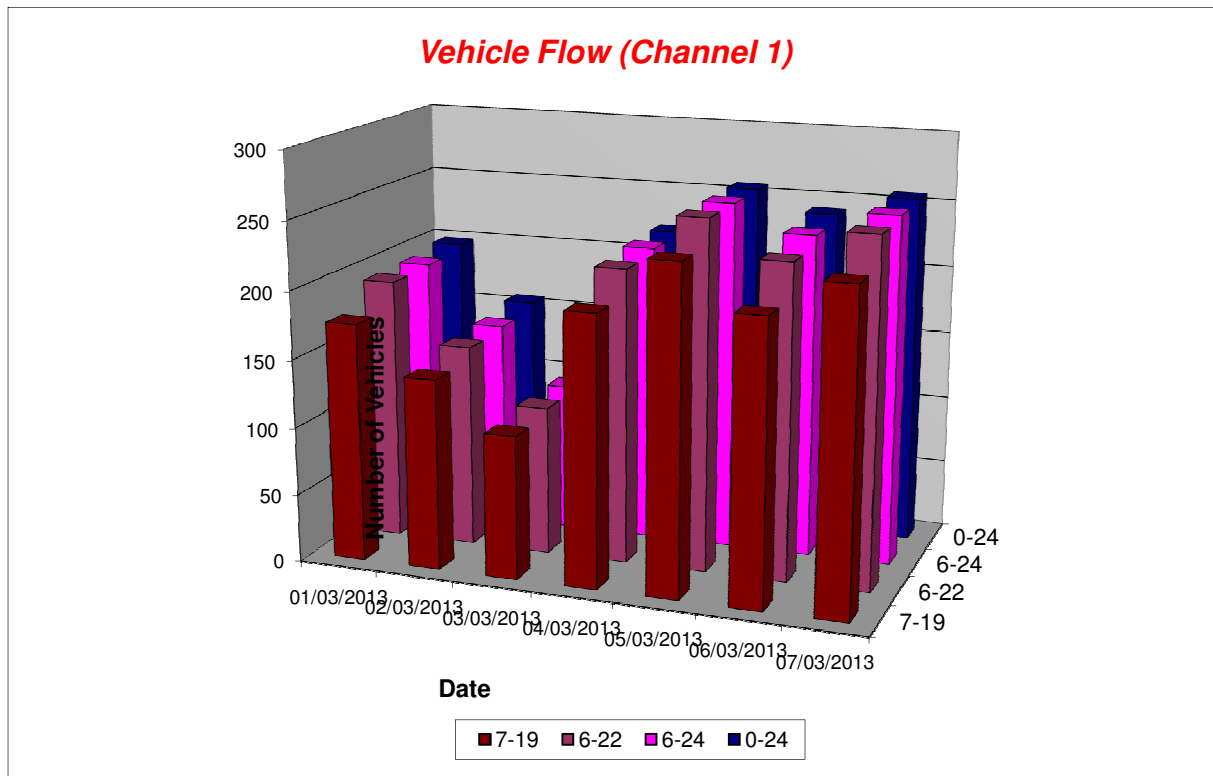
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Westbound

Vehicle Flow

Week 1

Hr Ending	01/03/2013 Friday	02/03/2013 Saturday	03/03/2013 Sunday	04/03/2013 Monday	05/03/2013 Tuesday	06/03/2013 Wednesday	07/03/2013 Thursday	5 Day Ave	7 Day Ave
1	0	0	1	0	0	0	0	0	0
2	0	1	1	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	2	1	1	1	0	2	0	1	1
6	2	2	1	0	0	2	1	1	1
7	1	0	0	3	4	3	3	3	2
8	19	7	2	10	21	18	21	18	14
9	23	16	9	24	17	30	26	24	21
10	13	19	11	20	20	15	21	18	17
11	14	15	10	18	22	16	23	19	17
12	21	12	8	14	15	16	23	18	16
13	14	12	21	22	21	18	22	19	19
14	15	12	5	15	15	15	14	15	13
15	11	17	8	24	26	16	13	18	16
16	13	13	8	19	27	18	18	19	17
17	3	3	10	15	19	13	15	13	11
18	12	6	4	9	24	18	19	16	13
19	17	8	9	8	11	13	17	13	12
20	7	4	0	10	5	12	10	9	7
21	5	2	3	2	5	3	3	4	3
22	5	3	1	3	4	6	5	5	4
23	1	2	0	3	0	6	2	2	2
24	0	0	0	0	0	1	0	0	0
7-19	175	140	105	198	238	206	232	210	185
6-22	193	149	109	216	256	230	253	230	201
6-24	194	151	109	219	256	237	255	232	203
0-24	198	156	113	220	256	241	256	234	206



Beaminster ATC, East Street

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Westbound

Average Speed

Week 1

Hr Ending	01/03/2013 Friday	02/03/2013 Saturday	03/03/2013 Sunday	04/03/2013 Monday	05/03/2013 Tuesday	06/03/2013 Wednesday	07/03/2013 Thursday
1	-	-	25.5	-	-	-	-
2	-	15.5	15.5	-	-	-	-
3	-	25.5	-	-	-	-	-
4	-	-	-	-	-	-	-
5	20.5	25.5	5.0	25.5	-	29.2	-
6	25.5	25.5	25.5	-	-	25.5	25.5
7	15.5	-	-	15.5	18.0	15.3	22.2
8	18.6	21.2	20.5	25.2	19.2	21.9	19.3
9	19.7	23.5	18.7	16.2	19.6	18.4	19.3
10	17.8	15.5	21.0	19.5	19.0	18.1	19.3
11	18.4	16.8	19.5	16.6	17.3	16.1	16.8
12	14.9	17.1	16.8	15.5	16.8	19.2	19.0
13	16.2	18.8	15.0	17.8	17.4	16.6	18.2
14	17.5	18.8	15.4	18.2	18.1	16.8	17.6
15	20.0	16.6	15.4	18.0	18.6	18.0	17.8
16	15.5	15.5	18.0	16.5	16.6	19.9	18.8
17	18.8	15.5	15.4	18.8	18.5	18.6	14.8
18	19.7	17.2	12.9	15.4	17.1	19.3	15.4
19	20.8	19.2	18.7	21.4	20.0	17.8	17.1
20	21.2	23.0	-	12.3	17.4	17.0	20.4
21	21.5	20.5	12.0	20.5	17.4	22.2	15.3
22	21.5	22.2	25.5	21.2	19.9	23.3	21.5
23	15.5	20.5	-	12.0	-	18.8	20.5
24	-	-	-	-	-	25.5	-

10-12	16.3	17.0	18.3	16.1	17.1	17.7	17.9
14-16	17.6	16.1	16.7	17.3	17.5	19.0	18.4
0-24	18.4	18.4	17.1	17.7	18.1	18.7	18.2

7 Day Ave 18.1

85th Percentile

Hr Ending	01/03/2013 Friday	02/03/2013 Saturday	03/03/2013 Sunday	04/03/2013 Monday	05/03/2013 Tuesday	06/03/2013 Wednesday	07/03/2013 Thursday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	26.2	-	-	-	-	33.5	-
6	26.0	25.8	-	-	-	25.7	-
7	-	-	-	16.1	25.9	26.4	25.7
8	25.8	26.1	25.5	25.6	26.2	26.2	26.2
9	25.8	26.1	25.8	26.0	26.0	26.0	26.0
10	26.3	15.8	25.9	26.4	26.0	25.9	25.9
11	25.5	16.9	25.8	25.8	26.0	16.1	25.6
12	26.3	26.3	16.9	16.3	16.9	26.3	26.2
13	16.3	26.3	16.5	25.9	25.9	16.7	26.4
14	26.2	26.1	25.9	25.8	25.8	16.9	26.0
15	25.5	26.5	15.8	26.4	25.6	26.1	25.6
16	15.9	16.4	25.7	26.1	25.7	26.3	26.3
17	26.4	15.7	25.7	26.1	26.5	25.5	15.9
18	26.3	26.2	16.1	15.9	25.6	25.7	16.0
19	25.9	26.5	25.9	25.6	25.9	25.6	26.0
20	26.5	25.7	-	16.1	25.9	25.6	25.7
21	26.4	26.0	15.9	26.2	26.0	25.8	25.8
22	25.6	25.6	-	33.9	33.2	33.1	25.6
23	-	26.5	-	16.3	-	25.5	26.1
24	-	-	-	-	-	-	-

10-12	25.9	26.2	25.8	25.5	26.0	26.2	25.7
14-16	26.0	16.1	26.1	26.0	25.8	26.0	26.4
0-24	26.3	26.1	25.7	26.4	26.1	26.3	25.6

7 Day Ave 26.1

Beaminster ATC, East Street

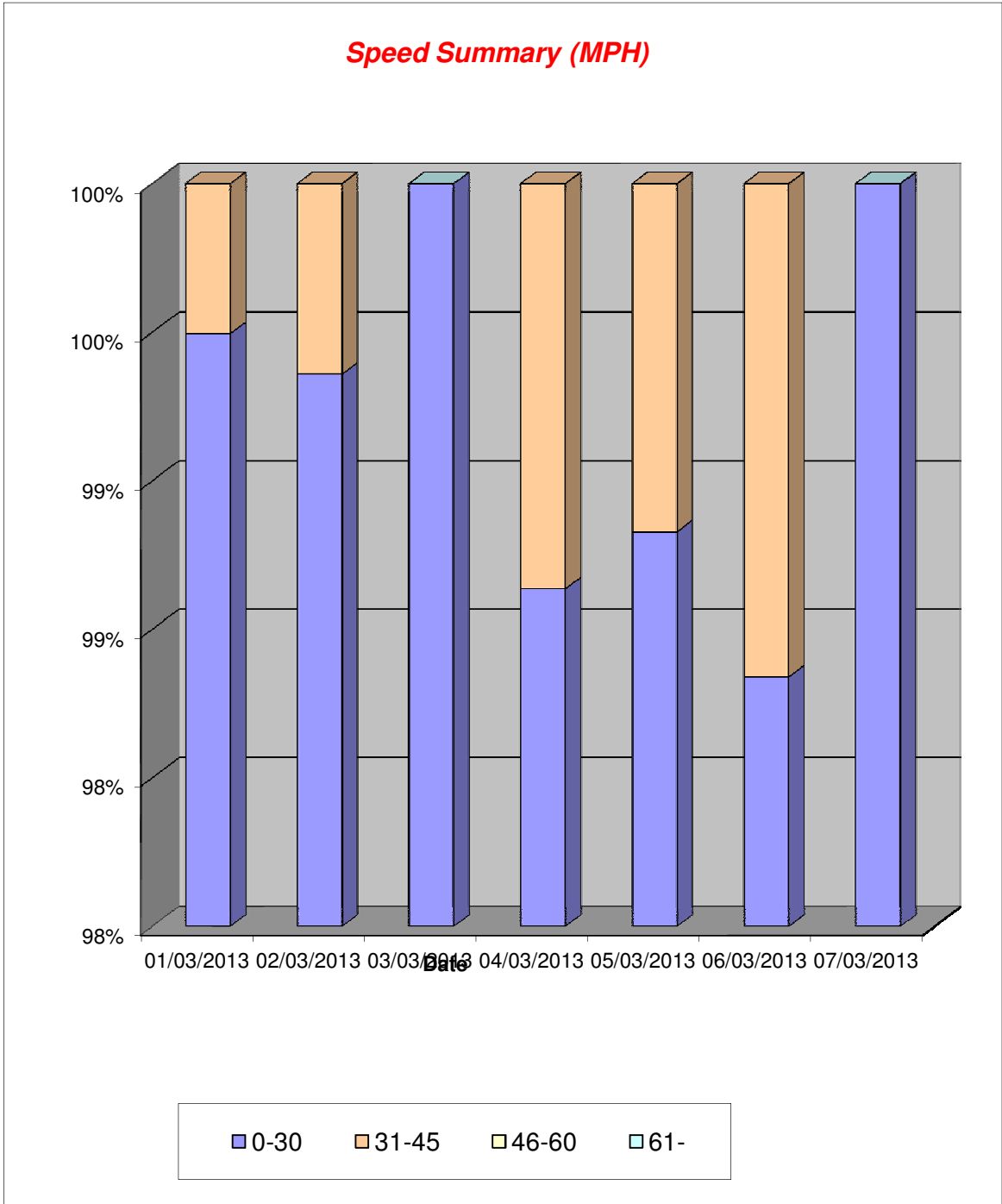
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Westbound

Speed Summary

Week 1

Speed (MPH)	01/03/2013 Friday	02/03/2013 Saturday	03/03/2013 Sunday	04/03/2013 Monday	05/03/2013 Tuesday	06/03/2013 Wednesday	07/03/2013 Thursday
0-30	197	155	113	217	253	237	256
31-45	1	1	0	3	3	4	0
46-60	0	0	0	0	0	0	0
61-	0	0	0	0	0	0	0
TOTAL	198	156	113	220	256	241	256

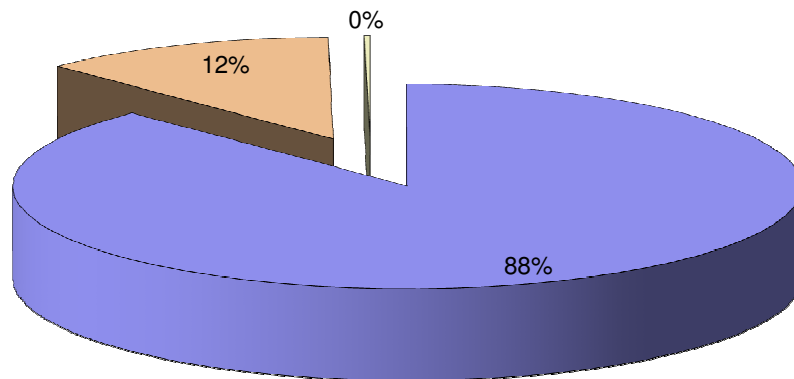


Beaminster ATC, East Street

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Westbound		Vehicle Class			Week 1
Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
Day / Time					
01/03/2013					
7-19	155	20	0	175	
6-22	172	21	0	193	
6-24	172	22	0	194	
0-24	175	23	0	198	
02/03/2013					
7-19	131	9	0	140	
6-22	140	9	0	149	
6-24	141	10	0	151	
0-24	145	11	0	156	
03/03/2013					
7-19	99	6	0	105	
6-22	103	6	0	109	
6-24	103	6	0	109	
0-24	107	6	0	113	
04/03/2013					
7-19	167	31	0	198	
6-22	182	34	0	216	
6-24	185	34	0	219	
0-24	186	34	0	220	
05/03/2013					
7-19	203	34	1	238	
6-22	219	36	1	256	
6-24	219	36	1	256	
0-24	219	36	1	256	
06/03/2013					
7-19	179	27	0	206	
6-22	202	28	0	230	
6-24	209	28	0	237	
0-24	213	28	0	241	
07/03/2013					
7-19	197	33	2	232	
6-22	215	36	2	253	
6-24	217	36	2	255	
0-24	218	36	2	256	
Average					
7-19	162	23	0	185	
6-22	176	24	0	201	
6-24	178	25	0	203	
0-24	180	25	0	206	

Total Vehicle Class Distribution



Beaminster ATC, East Street

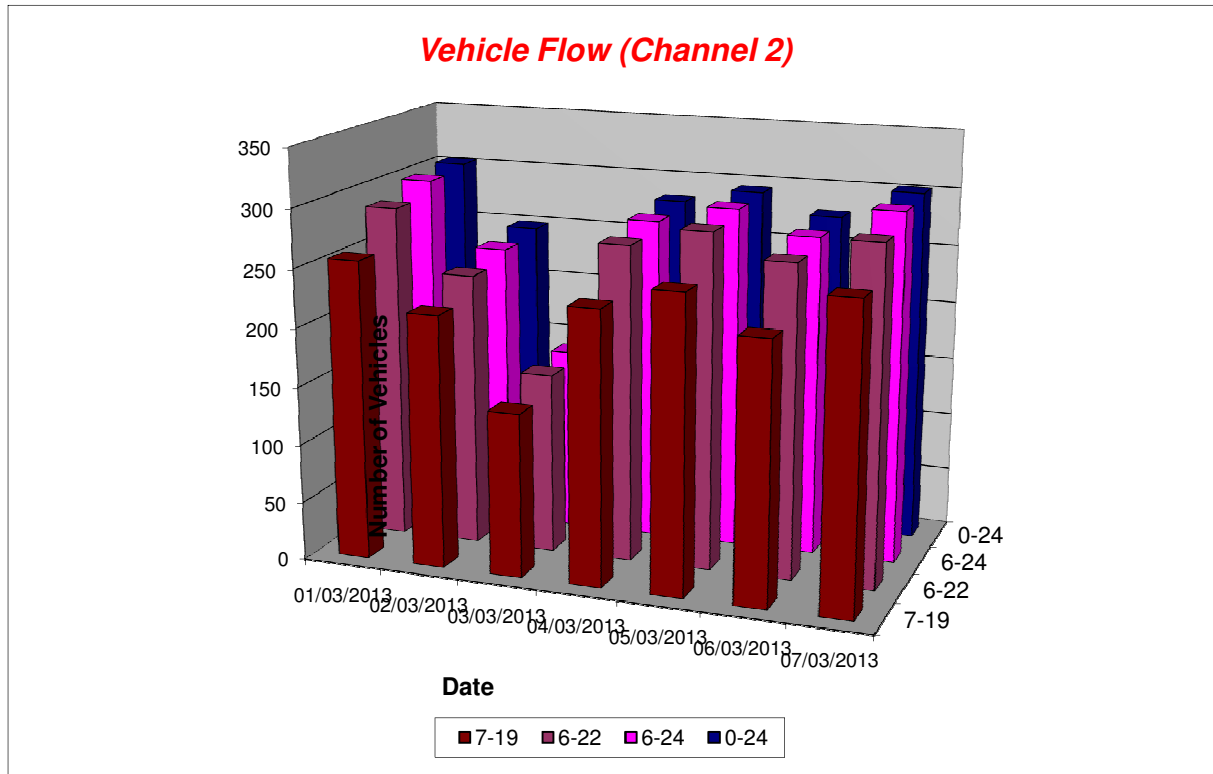
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Eastbound

Vehicle Flow

Week 1

Hr Ending	01/03/2013 Friday	02/03/2013 Saturday	03/03/2013 Sunday	04/03/2013 Monday	05/03/2013 Tuesday	06/03/2013 Wednesday	07/03/2013 Thursday	5 Day Ave	7 Day Ave
1	2	1	1	1	0	1	0	1	1
2	0	1	0	0	0	0	1	0	0
3	0	2	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	1	1	0	0	0	0	0
6	2	2	2	3	2	3	2	2	2
7	4	1	1	3	4	2	4	3	3
8	7	5	1	5	7	4	6	6	5
9	17	11	6	18	8	11	15	14	12
10	16	25	6	21	29	10	21	19	18
11	24	23	18	17	16	25	18	20	20
12	16	20	10	22	12	20	24	19	18
13	25	18	15	19	29	24	31	26	23
14	21	19	9	18	24	16	23	20	19
15	26	19	17	19	24	15	17	20	20
16	25	15	14	28	29	23	26	26	23
17	23	19	12	25	22	19	24	23	21
18	33	29	15	24	34	32	32	31	28
19	23	13	17	17	18	22	21	20	19
20	10	4	6	14	8	15	7	11	9
21	12	7	2	10	12	16	11	12	10
22	5	6	5	10	10	12	7	9	8
23	8	5	2	5	2	5	6	5	5
24	4	4	0	2	4	2	6	4	3
7-19	256	216	140	233	252	221	258	244	225
6-22	287	234	154	270	286	266	287	279	255
6-24	299	243	156	277	292	273	299	288	263
0-24	303	249	160	282	294	277	302	292	267



Beaminster ATC, East Street

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Eastbound

Average Speed

Week 1

Hr Ending	01/03/2013 Friday	02/03/2013 Saturday	03/03/2013 Sunday	04/03/2013 Monday	05/03/2013 Tuesday	06/03/2013 Wednesday	07/03/2013 Thursday
1	15.2	25.5	5.0	25.5	-	25.5	-
2	-	25.5	-	-	-	-	15.5
3	-	20.5	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	5.0	25.5	-	-	-
6	15.2	25.5	25.5	15.3	25.5	18.7	20.5
7	17.9	25.5	15.5	18.7	27.4	25.5	20.5
8	12.4	15.3	5.0	13.3	12.5	17.9	15.4
9	9.9	15.4	20.5	9.6	16.6	16.3	14.0
10	12.2	14.9	15.3	15.9	16.4	17.4	17.2
11	11.1	12.7	15.2	13.6	16.0	16.2	17.7
12	10.2	13.9	16.4	13.6	14.6	15.4	16.7
13	14.2	11.9	14.0	16.5	17.9	14.1	14.8
14	13.9	16.5	13.1	17.7	17.5	18.6	17.6
15	11.4	12.7	14.1	15.4	15.9	16.1	13.0
16	12.9	12.0	11.7	16.1	16.8	17.6	14.6
17	13.0	16.4	16.2	15.4	16.8	13.8	17.1
18	16.5	15.4	10.5	12.8	16.6	16.3	15.7
19	14.8	15.3	12.9	15.8	15.3	14.9	15.9
20	17.4	12.9	11.8	10.2	15.6	19.4	16.8
21	17.9	9.5	5.0	11.2	18.0	17.7	15.3
22	19.4	17.1	21.4	16.4	17.4	18.7	13.9
23	19.1	15.3	15.2	19.5	15.5	19.4	18.8
24	18.0	18.0	-	15.5	17.9	25.5	22.2

10-12	10.8	13.3	15.7	13.6	15.4	15.9	17.1
14-16	12.2	12.4	13.0	15.9	16.4	17.0	14.0
0-24	13.8	14.6	14.1	14.7	16.7	16.7	16.1

7 Day Ave 15.2

85th Percentile

Hr Ending	01/03/2013 Friday	02/03/2013 Saturday	03/03/2013 Sunday	04/03/2013 Monday	05/03/2013 Tuesday	06/03/2013 Wednesday	07/03/2013 Thursday
1	25.9	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	25.6	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	25.8	26.1	26.0	26.4	26.1	26.4	25.9
7	26.4	-	-	26.0	33.2	25.6	26.2
8	26.3	26.5	-	25.7	16.0	26.1	25.6
9	15.8	25.6	25.7	16.2	26.2	25.8	16.3
10	16.2	26.4	25.9	26.2	26.3	25.6	26.2
11	15.8	16.1	26.0	16.1	25.9	25.7	26.0
12	15.6	15.8	26.3	16.3	16.4	15.6	25.7
13	25.5	25.6	16.0	25.7	26.2	15.9	15.7
14	25.8	26.0	25.9	26.3	25.6	26.5	25.8
15	16.3	15.7	26.0	15.7	16.1	16.1	16.3
16	15.8	16.5	15.7	26.5	26.2	26.0	15.6
17	15.7	25.6	26.1	25.6	25.5	16.5	26.0
18	26.0	25.5	16.0	25.6	25.9	25.7	26.3
19	25.8	25.8	26.2	26.3	25.9	25.9	26.3
20	25.8	16.0	26.4	15.9	25.8	25.9	25.8
21	25.5	16.4	5.4	16.0	26.5	25.8	26.5
22	26.0	26.0	25.8	25.6	26.3	26.0	26.3
23	25.7	25.9	25.8	25.6	16.2	25.6	26.2
24	26.4	26.3	-	15.7	25.9	26.0	26.4

10-12	16.1	16.3	25.7	15.5	26.2	26.5	26.4
14-16	16.3	16.2	26.0	26.2	25.8	26.1	15.9
0-24	26.4	26.2	25.7	26.0	25.9	26.4	25.6

7 Day Ave 26.0

Beaminster ATC, East Street

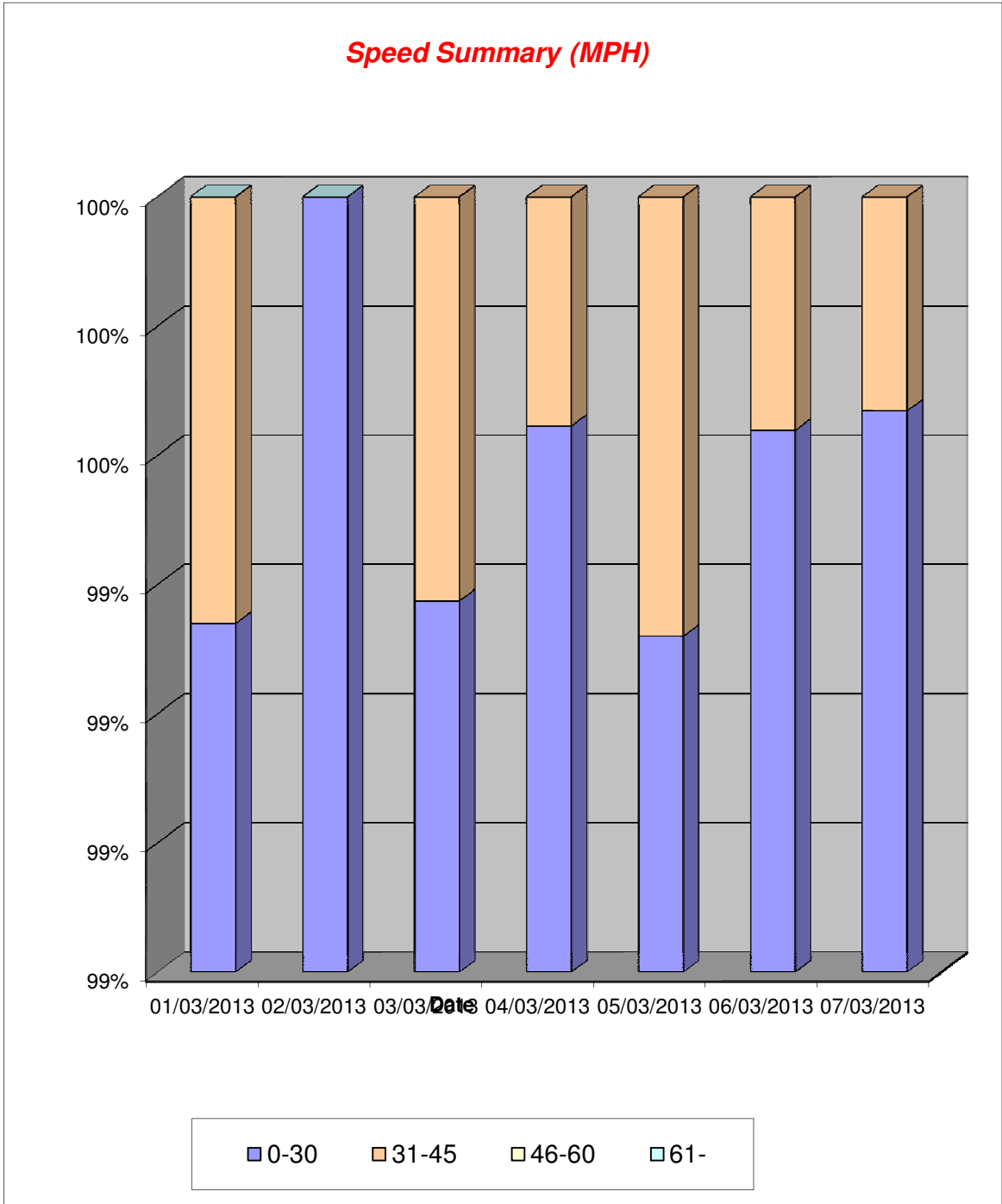
Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Eastbound

Speed Summary

Week 1

Speed (MPH)	01/03/2013 Friday	02/03/2013 Saturday	03/03/2013 Sunday	04/03/2013 Monday	05/03/2013 Tuesday	06/03/2013 Wednesday	07/03/2013 Thursday
0-30	301	249	159	281	292	276	301
31-45	2	0	1	1	2	1	1
46-60	0	0	0	0	0	0	0
61-	0	0	0	0	0	0	0
TOTAL	303	249	160	282	294	277	302

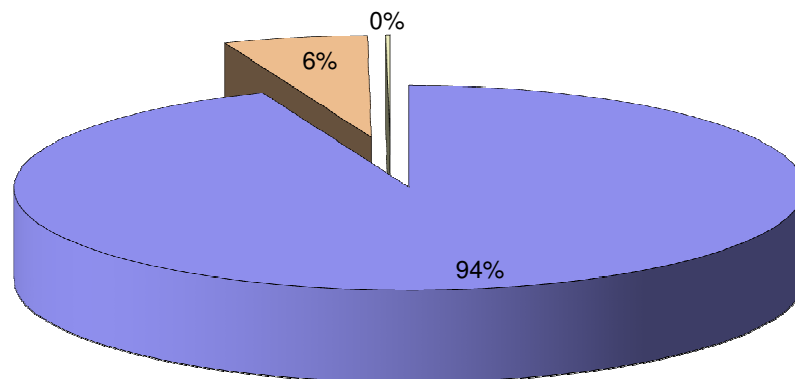


Beaminster ATC, East Street

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Eastbound		Vehicle Class			Week 1
Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
Day / Time					
01/03/2013					
7-19	248	8	0	256	
6-22	278	9	0	287	
6-24	290	9	0	299	
0-24	294	9	0	303	
02/03/2013					
7-19	213	3	0	216	
6-22	230	4	0	234	
6-24	239	4	0	243	
0-24	244	5	0	249	
03/03/2013					
7-19	139	1	0	140	
6-22	153	1	0	154	
6-24	155	1	0	156	
0-24	158	2	0	160	
04/03/2013					
7-19	218	12	3	233	
6-22	254	13	3	270	
6-24	261	13	3	277	
0-24	265	14	3	282	
05/03/2013					
7-19	226	26	0	252	
6-22	259	27	0	286	
6-24	265	27	0	292	
0-24	266	28	0	294	
06/03/2013					
7-19	196	25	0	221	
6-22	240	26	0	266	
6-24	247	26	0	273	
0-24	250	27	0	277	
07/03/2013					
7-19	236	22	0	258	
6-22	264	23	0	287	
6-24	275	24	0	299	
0-24	277	25	0	302	
Average					
7-19	211	14	0	225	
6-22	240	15	0	255	
6-24	247	15	0	263	
0-24	251	16	0	267	

Total Vehicle Class Distribution



Beaminster ATC, Hollymoor Lane

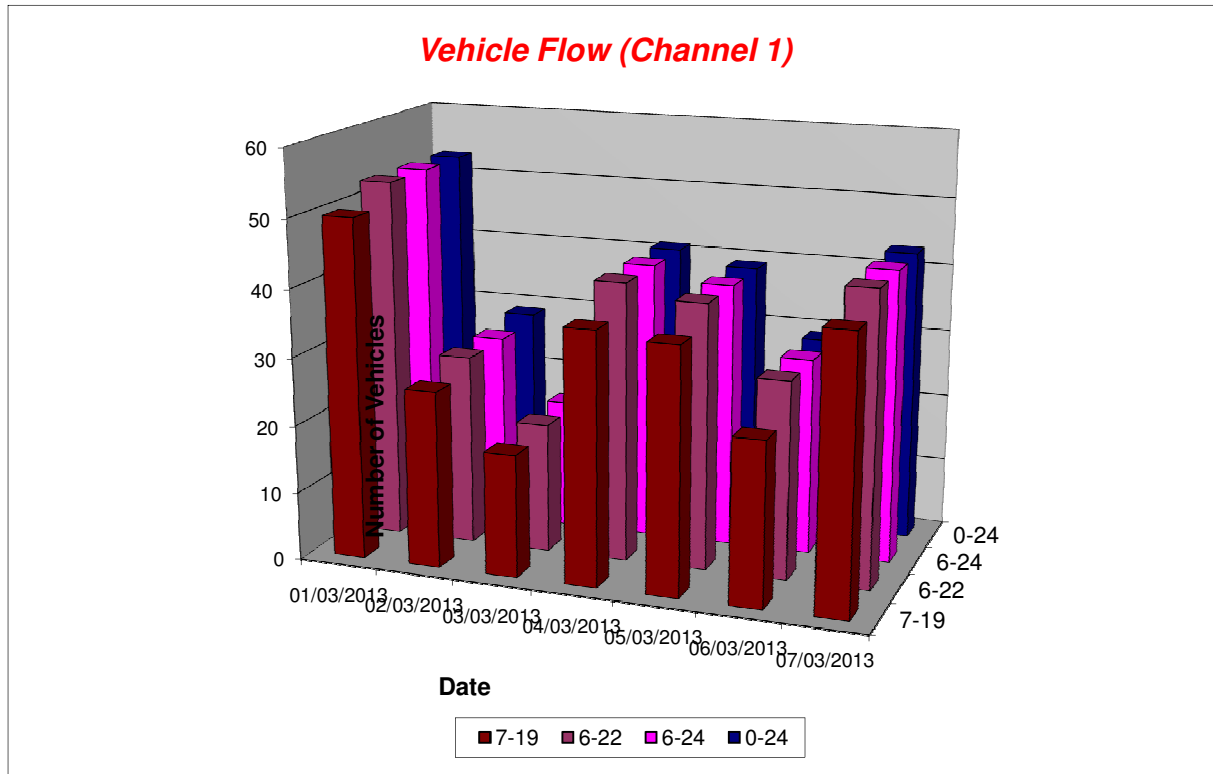
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Westbound

Vehicle Flow

Week 1

Hr Ending	01/03/2013 Friday	02/03/2013 Saturday	03/03/2013 Sunday	04/03/2013 Monday	05/03/2013 Tuesday	06/03/2013 Wednesday	07/03/2013 Thursday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	0	0	0	1	0	0	0	0	0
8	3	1	0	2	1	3	3	2	2
9	7	1	1	8	8	5	7	7	5
10	2	5	1	2	3	2	4	3	3
11	3	0	1	1	2	0	2	2	1
12	2	2	2	3	4	2	6	3	3
13	7	5	6	5	3	2	3	4	4
14	9	5	0	2	2	3	2	4	3
15	4	2	0	3	3	2	3	3	2
16	5	0	4	3	3	1	4	3	3
17	2	1	0	1	2	2	3	2	2
18	3	2	1	2	4	1	0	2	2
19	3	2	2	5	1	1	3	3	2
20	1	2	1	1	2	4	2	2	2
21	1	0	0	1	1	1	1	1	1
22	1	0	0	1	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0
7-19	50	26	18	37	36	24	40	37	33
6-22	53	28	19	41	39	29	43	41	36
6-24	53	28	19	41	39	29	43	41	36
0-24	53	29	19	41	39	29	43	41	36



Beaminster ATC, Hollymoor Lane

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Westbound

Average Speed

Week 1

Hr Ending	01/03/2013 Friday	02/03/2013 Saturday	03/03/2013 Sunday	04/03/2013 Monday	05/03/2013 Tuesday	06/03/2013 Wednesday	07/03/2013 Thursday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	33.0	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	-	5.0	-	-	-
8	25.5	25.5	-	29.2	15.5	24.7	28.0
9	25.5	25.5	5.0	20.4	17.8	23.5	19.7
10	20.5	24.5	25.5	20.5	25.5	29.2	23.0
11	22.2	-	5.0	15.5	25.5	-	25.5
12	20.5	10.2	15.2	15.3	30.5	25.5	20.4
13	20.4	19.4	18.8	23.5	15.3	25.5	18.8
14	16.6	25.5	-	20.5	25.5	25.5	20.5
15	15.4	25.5	-	25.5	25.5	25.5	25.5
16	13.3	-	15.4	22.2	25.5	25.5	22.4
17	15.2	25.5	-	15.5	15.2	20.5	18.8
18	18.8	15.2	15.5	25.5	18.0	15.5	-
19	22.2	29.2	25.5	25.0	33.0	25.5	28.0
20	25.5	29.2	25.5	25.5	20.5	25.5	25.5
21	25.5	-	-	25.5	25.5	25.5	25.5
22	33.0	-	-	33.0	-	-	-
23	-	-	-	-	-	-	-
24	-	-	-	-	-	-	-

10-12	21.5	10.2	11.8	15.4	28.8	25.5	21.7
14-16	14.2	25.5	15.4	23.8	25.5	25.5	23.7
0-24	20.0	23.3	17.5	22.1	22.0	24.6	22.5

7 Day Ave 21.7

85th Percentile

Hr Ending	01/03/2013 Friday	02/03/2013 Saturday	03/03/2013 Sunday	04/03/2013 Monday	05/03/2013 Tuesday	06/03/2013 Wednesday	07/03/2013 Thursday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-
8	26.2	-	-	33.1	-	33.7	34.0
9	26.0	-	-	26.3	25.7	26.4	25.6
10	26.1	33.8	-	25.8	25.7	33.8	25.9
11	25.8	-	-	-	26.1	-	25.9
12	25.8	15.6	26.2	25.8	38.1	25.5	26.0
13	33.8	26.1	26.5	25.9	26.0	26.0	25.7
14	25.5	26.0	-	25.8	26.4	26.4	26.0
15	26.3	25.8	-	26.4	25.8	25.9	25.8
16	26.3	-	25.7	26.5	26.3	-	33.6
17	26.2	-	-	-	25.9	26.0	26.0
18	25.5	26.1	-	25.8	25.8	-	-
19	25.9	33.3	25.6	33.2	-	-	33.2
20	-	33.3	-	-	26.1	25.9	26.4
21	-	-	-	-	-	-	-
22	-	-	-	-	-	-	-
23	-	-	-	-	-	-	-
24	-	-	-	-	-	-	-

10-12	25.8	15.6	26.2	25.8	34.1	25.5	26.0
14-16	26.3	25.8	25.7	26.4	26.0	25.9	29.9
0-24	25.6	33.6	26.1	25.8	26.1	25.7	25.6

7 Day Ave 26.9

Beaminster ATC, Hollymoor Lane

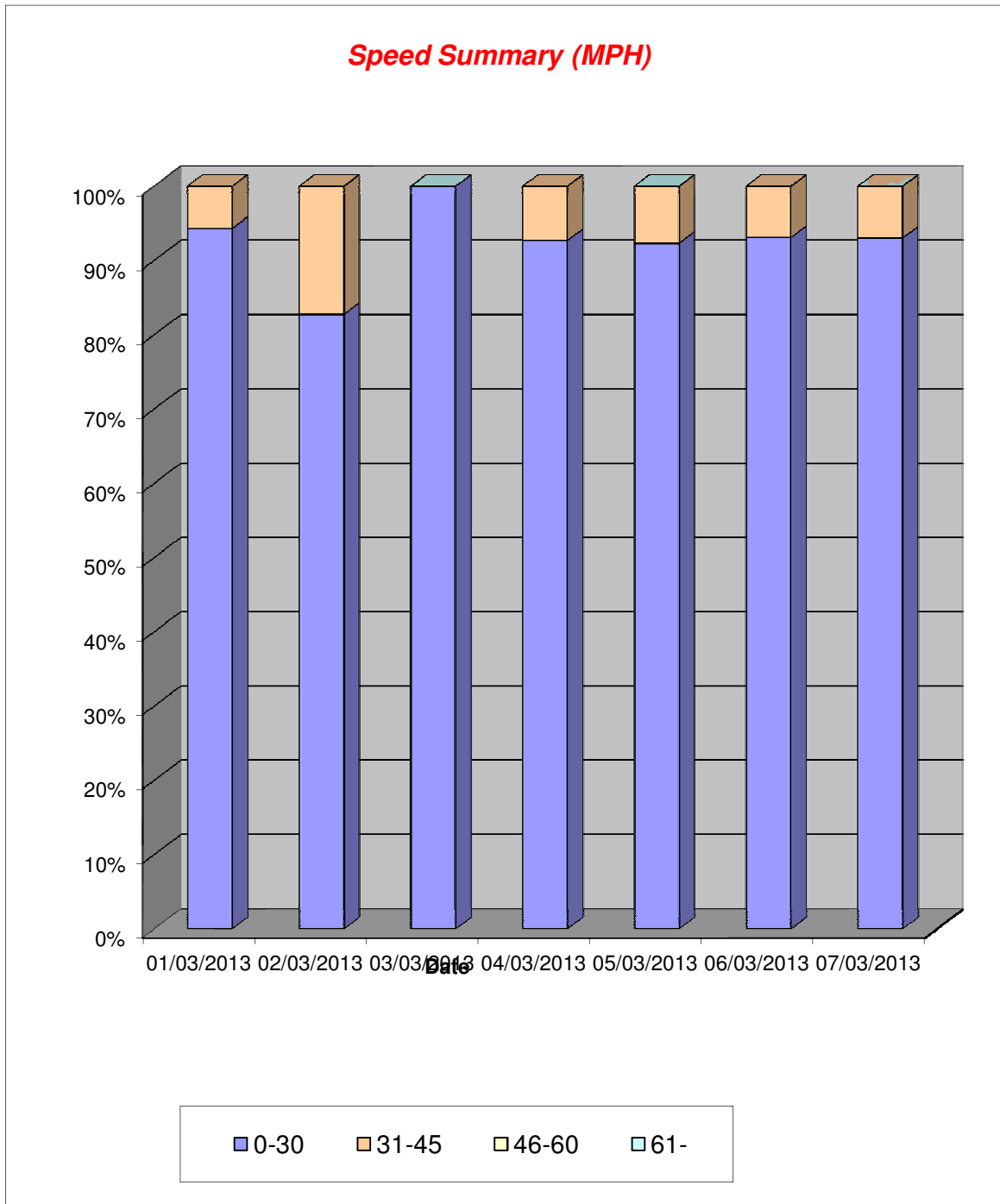
Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Westbound

Speed Summary

Week 1

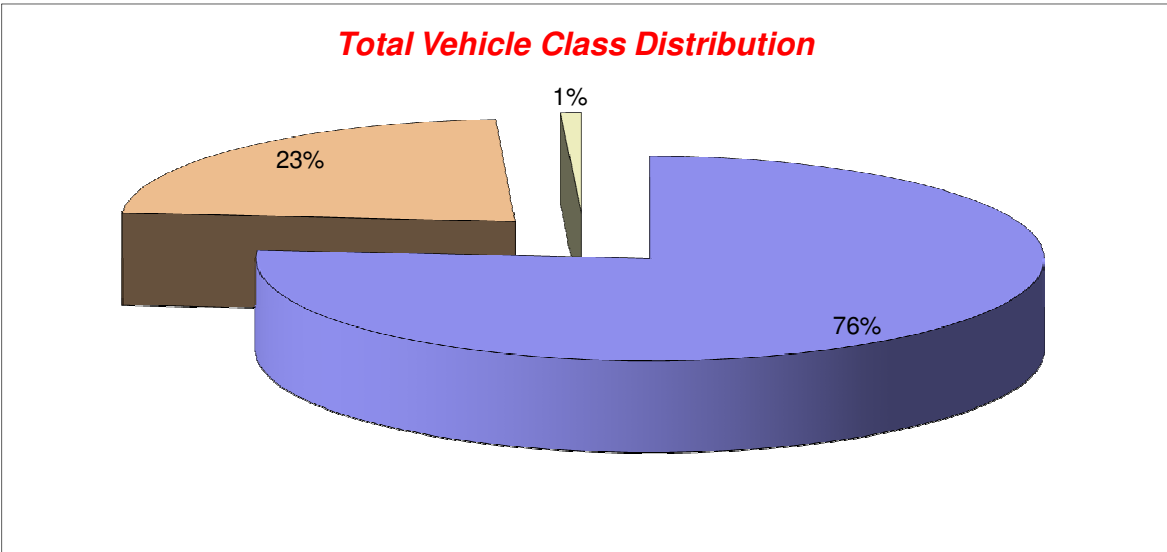
Speed (MPH)	01/03/2013 Friday	02/03/2013 Saturday	03/03/2013 Sunday	04/03/2013 Monday	05/03/2013 Tuesday	06/03/2013 Wednesday	07/03/2013 Thursday
0-30	50	24	19	38	36	27	40
31-45	3	5	0	3	3	2	3
46-60	0	0	0	0	0	0	0
61-	0	0	0	0	0	0	0
TOTAL	53	29	19	41	39	29	43



Beaminster ATC, Hollymoor Lane

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Westbound		Vehicle Class			Week 1
Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
Day / Time					
01/03/2013					
7-19	40	10	0	50	
6-22	42	11	0	53	
6-24	42	11	0	53	
0-24	42	11	0	53	
02/03/2013					
7-19	20	6	0	26	
6-22	22	6	0	28	
6-24	22	6	0	28	
0-24	23	6	0	29	
03/03/2013					
7-19	13	4	1	18	
6-22	13	5	1	19	
6-24	13	5	1	19	
0-24	13	5	1	19	
04/03/2013					
7-19	27	10	0	37	
6-22	30	11	0	41	
6-24	30	11	0	41	
0-24	30	11	0	41	
05/03/2013					
7-19	26	9	1	36	
6-22	29	9	1	39	
6-24	29	9	1	39	
0-24	29	9	1	39	
06/03/2013					
7-19	21	3	0	24	
6-22	25	4	0	29	
6-24	25	4	0	29	
0-24	25	4	0	29	
07/03/2013					
7-19	30	10	0	40	
6-22	31	12	0	43	
6-24	31	12	0	43	
0-24	31	12	0	43	
Average					
7-19	25	7	0	33	
6-22	27	8	0	36	
6-24	27	8	0	36	
0-24	28	8	0	36	



Beaminster ATC, Hollymoor Lane

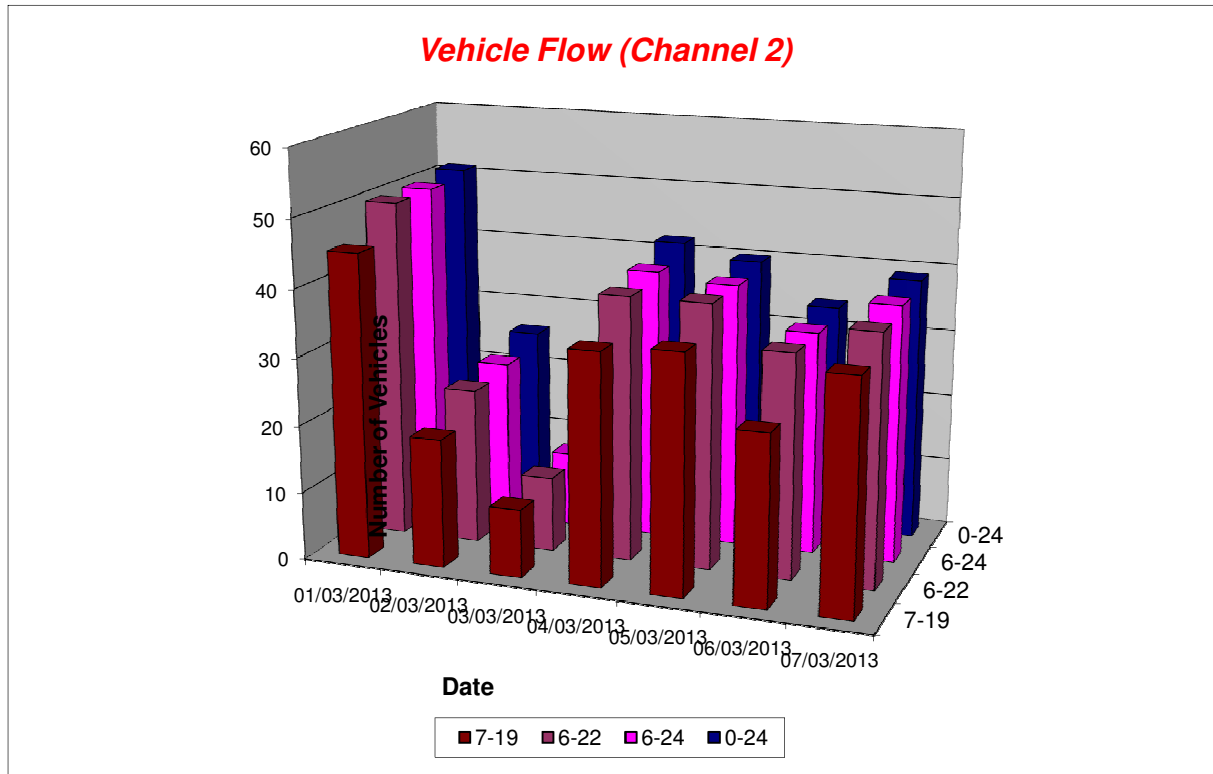
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Channel 2 - Eastbound

Vehicle Flow

Week 1

Hr Ending	01/03/2013 Friday	02/03/2013 Saturday	03/03/2013 Sunday	04/03/2013 Monday	05/03/2013 Tuesday	06/03/2013 Wednesday	07/03/2013 Thursday	5 Day Ave	7 Day Ave
1	1	0	0	1	0	1	0	1	0
2	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	1	1	1	1	0	1	1	1
7	1	2	0	1	0	1	1	1	1
8	1	0	0	1	2	1	2	1	1
9	7	1	1	3	2	2	2	3	3
10	2	2	0	3	4	0	3	2	2
11	3	2	0	1	4	1	0	2	2
12	1	3	0	2	0	3	2	2	2
13	5	3	0	3	4	5	3	4	3
14	6	3	0	4	5	1	8	5	4
15	4	1	3	4	1	2	0	2	2
16	8	1	2	8	5	5	7	7	5
17	1	1	0	1	5	1	1	2	1
18	6	0	2	3	2	1	4	3	3
19	1	2	2	1	1	3	2	2	2
20	1	1	1	2	1	3	0	1	1
21	2	0	0	0	1	3	2	2	1
22	1	1	0	2	2	1	0	1	1
23	0	0	0	1	0	0	0	0	0
24	0	1	0	0	0	0	1	0	0
7-19	45	19	10	34	35	25	34	35	29
6-22	50	23	11	39	39	33	37	40	33
6-24	50	24	11	40	39	33	38	40	34
0-24	51	26	12	42	40	34	39	41	35



Beaminster ATC, Hollymoor Lane

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Eastbound

Average Speed

Week 1

Hr Ending	01/03/2013 Friday	02/03/2013 Saturday	03/03/2013 Sunday	04/03/2013 Monday	05/03/2013 Tuesday	06/03/2013 Wednesday	07/03/2013 Thursday
1	25.5	-	-	25.5	-	33.0	-
2	-	-	-	-	-	-	-
3	-	38.0	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	38.0	33.0	15.5	33.0	-	25.5
7	25.5	33.0	-	15.5	-	38.0	25.5
8	15.5	-	-	25.5	25.5	25.5	29.2
9	21.2	25.5	15.5	22.2	25.5	25.5	10.2
10	20.5	29.2	-	25.5	25.5	-	18.8
11	21.2	31.8	-	25.5	20.5	5.0	-
12	25.5	15.5	-	15.2	-	25.5	15.2
13	26.5	18.7	-	28.0	23.0	17.4	15.3
14	25.5	28.0	-	25.5	23.5	25.5	29.6
15	25.5	25.5	15.3	22.2	25.5	20.5	-
16	19.2	25.5	15.2	21.7	21.5	20.9	20.8
17	15.5	25.5	-	38.0	18.9	5.0	15.5
18	22.2	-	20.5	24.7	20.5	25.5	29.2
19	33.0	29.2	25.5	25.5	15.5	22.2	29.2
20	33.0	33.0	33.0	29.2	25.5	28.0	-
21	25.5	-	-	-	25.5	28.0	25.5
22	43.0	5.0	-	29.2	25.5	33.0	-
23	-	-	-	25.5	-	-	-
24	-	33.0	-	-	-	-	25.5

10-12	22.2	22.0	-	18.7	20.5	20.4	15.2
14-16	21.3	25.5	15.3	21.9	22.2	20.8	20.8
0-24	23.4	26.2	20.8	24.0	22.9	23.1	23.4

7 Day Ave 23.4

85th Percentile

Hr Ending	01/03/2013 Friday	02/03/2013 Saturday	03/03/2013 Sunday	04/03/2013 Monday	05/03/2013 Tuesday	06/03/2013 Wednesday	07/03/2013 Thursday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	33.7	-	-	-	-	-
8	-	-	-	-	25.6	-	33.6
9	26.1	-	-	25.8	26.0	25.7	15.9
10	26.3	33.5	-	25.5	25.7	-	26.4
11	33.0	38.1	-	-	26.5	-	-
12	-	16.3	-	25.7	-	26.0	26.0
13	33.1	25.9	-	33.9	25.6	26.3	25.7
14	25.6	33.5	-	26.1	25.5	-	33.7
15	25.8	-	25.8	33.8	-	25.9	-
16	25.6	-	26.2	26.4	26.0	33.5	33.7
17	-	-	-	-	33.9	-	-
18	26.0	-	25.8	33.5	26.0	-	33.8
19	-	33.1	25.6	-	-	26.0	33.2
20	-	-	-	33.6	-	33.7	-
21	26.3	-	-	-	-	33.9	26.3
22	-	-	-	33.4	26.2	-	-
23	-	-	-	-	-	-	-
24	-	-	-	-	-	-	-

10-12	33.0	29.1	-	25.7	26.5	26.0	26.0
14-16	25.7	-	26.0	30.1	26.0	30.3	33.7
0-24	26.0	32.3	26.1	32.6	25.8	33.2	33.1

7 Day Ave 29.9

Beaminster ATC, Hollymoor Lane

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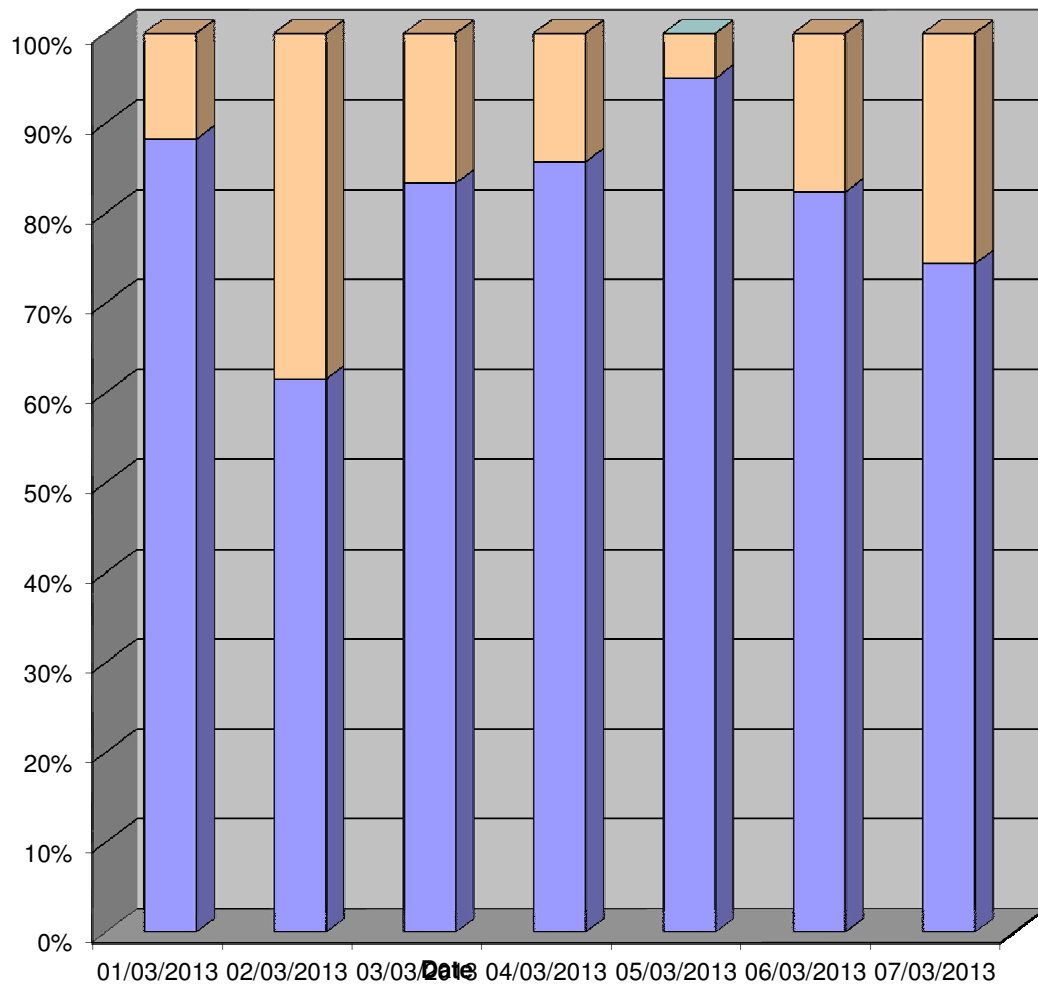
Channel 2 - Eastbound

Speed Summary

Week 1

Speed (MPH)	01/03/2013 Friday	02/03/2013 Saturday	03/03/2013 Sunday	04/03/2013 Monday	05/03/2013 Tuesday	06/03/2013 Wednesday	07/03/2013 Thursday
0-30	45	16	10	36	38	28	29
31-45	6	10	2	6	2	6	10
46-60	0	0	0	0	0	0	0
61-	0	0	0	0	0	0	0
TOTAL	51	26	12	42	40	34	39

Speed Summary (MPH)

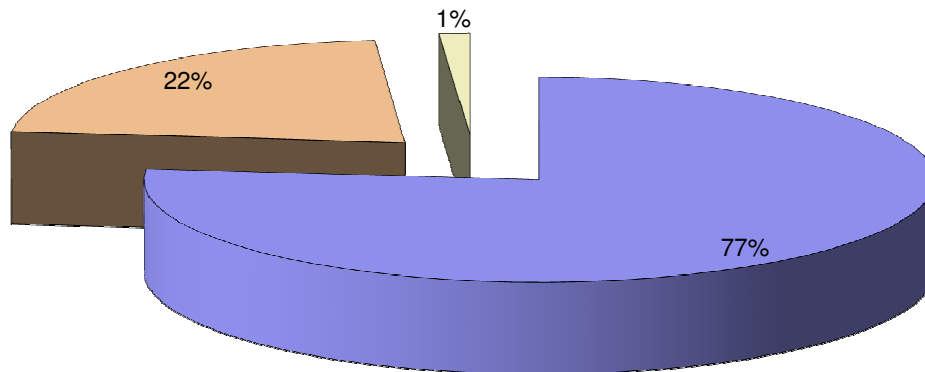


Beaminster ATC, Hollymoor Lane

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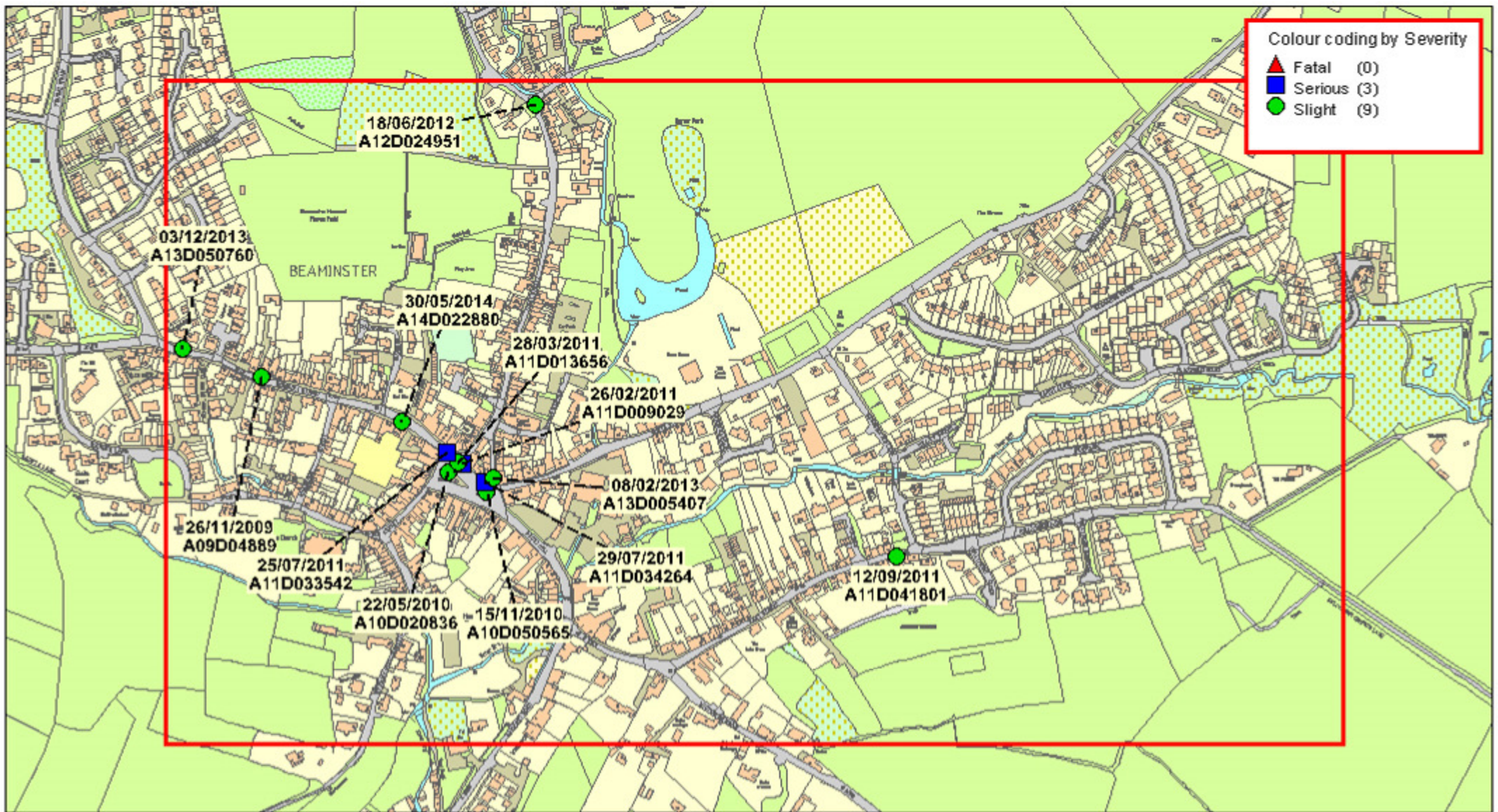
Channel 2 - Eastbound		Vehicle Class			Week 1
Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
Day / Time					
01/03/2013					
7-19	33	12	0	45	
6-22	35	15	0	50	
6-24	35	15	0	50	
0-24	36	15	0	51	
02/03/2013					
7-19	17	1	1	19	
6-22	19	3	1	23	
6-24	20	3	1	24	
0-24	22	3	1	26	
03/03/2013					
7-19	8	2	0	10	
6-22	9	2	0	11	
6-24	9	2	0	11	
0-24	9	3	0	12	
04/03/2013					
7-19	28	5	1	34	
6-22	32	6	1	39	
6-24	33	6	1	40	
0-24	35	6	1	42	
05/03/2013					
7-19	25	9	1	35	
6-22	29	9	1	39	
6-24	29	9	1	39	
0-24	29	10	1	40	
06/03/2013					
7-19	21	4	0	25	
6-22	27	6	0	33	
6-24	27	6	0	33	
0-24	28	6	0	34	
07/03/2013					
7-19	25	9	0	34	
6-22	27	10	0	37	
6-24	28	10	0	38	
0-24	28	11	0	39	
Average					
7-19	22	6	0	29	
6-22	25	7	0	33	
6-24	26	7	0	34	
0-24	27	8	0	35	

Total Vehicle Class Distribution



APPENDIX B

ACCIDENT DATA



**Personal injury collision data
Beamminster**

Latest available 5 years:
July 2009 to June 2014

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SCALE	1 : 5000
DATE	10/09/2014
DRAWING No.	
DRAWN BY	

AccsMap - Accident Analysis System

Accidents between dates 01/07/2009 and 30/06/2014 (60) months

Selection:

Notes:

Selected using Manual Selection

A13D050760 03/12/2013 Time 1918 Vehicles 2 Casualties 1 Slight
 E347764 N:101431 First Road: A 3066 Road Type Single carriageway
 Speed limit:30 Junction Detail:Not within 20m of junction Not applicable
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site:None Carriageway Hazards None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence
1st: Dazzling headlights	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

V2 PARKED UNATTENDED ON ROAD V1 EXITS ROUNDABOUT AND IS BLINDED BY LIGHTS OF VEHICLE TRAVELLING BEHIND RESULTING IN V1 DRIVING INTO REAR OF V2 SLIGHT INJURY TO DRIVER OF V1 DAMAGE TO BOTH VEHICLES

Occurred on A3066 HOGSHILL STREET 40M E CLAY LANE BEAMINSTER

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
 Hit object in road Parked Vehicle Off road: None
 Did not leave carr Age of Driver 74 Female
 Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 74 Female Driver/rider Severity: Slight
 Not a pupil Seatbelt

Vehicle Reference 2 Car Parked
 Vehicle movement from Park to Parked No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 1
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Unknown
 Not hit and run Breath test Driver not contacted

Accidents between dates **01/07/2009 and 30/06/2014** (60) months

Selection:

Selected using Manual Selection

Notes:

A09D04889 26/11/2009 Time 1126 Vehicles 1 Casualties 1 Slight
E347838 N:101405 First Road: A 3066 Road Type Single carriageway
Speed limit:20 Junction Detail:Not within 20m of junction Not applicable
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site:None Carriageway Hazards None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 WAS WALKING ON THE PAVEMENT AND WAS STRUCK ON RH SHOULDER FROM BEHIND BY PASSING V1 UNKNOWN MAKE TRANSIT TYPE VAN'S WING MIRROR. V1 FTS AND MAY HAVE BEEN UNAWARE OF RTC.

Occurred on A3066 HOGSHILL STREET NEAR NO 47 ON NARROW SECTION, BEAMINSTER.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 1 Age: 62 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr not crossing NW bound
In carr back to traffic

Accidents between dates 01/07/2009 and 30/06/2014 (60) months

Selection:

Notes:

Selected using Manual Selection

A14D022880 30/05/2014 Time 1656 Vehicles 1 Casualties 1 Slight
 E347971 N:101363 First Road: A 3066 Road Type Single carriageway
 Speed limit:30 Junction Detail:Not within 20m of junction Not applicable
 Crossing: Control None Facilities: Zebra crossing Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site:None Carriageway Hazards None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence
1st: Disobeyed pedestrian crossing facility	Vehicle 1	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:		
4th:		
5th:		
6th:		

UNKNOWN FORD FOCUS DRIVES AT SPEED THROUGH TOWN CENTRE FAILS TO STOP TO ALLOW PEDESTRIAN ON ZEBRA CROSSING TO CROSS PEDESTRIAN ALREADY ON CROSSING LOSES BALANCE AND FALLS OVER CAUSING MINOR HEAD INJURY
 Occurred on A3066 HOGSHILL STREET BEAMINSTER

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from E to W No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Unknown
 Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 1 Age: 67 Male Pedestrian Severity: Slight
 Not a pupil Seatbelt
 On Ped Crossing N bound
 Driver's nearside

Accidents between dates 01/07/2009 and 30/06/2014 (60) months

Selection:

Selected using Manual Selection

Notes:

A11D033542 25/07/2011 Time 1247 Vehicles 1 Casualties 1 Serious
 E348013 N:101333 First Road: A 3066 Road Type Single carriageway
 Speed limit:20 Junction Detail:T & Stag Jct Give way or controlled Unclassified UC
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site:None Carriageway Hazards:None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Junction restart	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

V1 HAS PULLED OUT OF JUNCTION KNOCKING OVER A PEDESTRIAN WHO WAS IN THE PROCESS OF CROSSING THE ROAD

Occurred on A3066 HOGSHILL STREET, JUNCT WITH UC FLEET STREET BEAMINSTER.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering main road First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 35 Male
 Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 76 Female Pedestrian Severity: Serious
 Not a pupil Seatbelt
 In carr elsewhere NE bound
 Driver's nearside masked

Accidents between dates 01/07/2009 and 30/06/2014 (60) months

Selection:

Selected using Manual Selection

Notes:

A10D020836 22/05/2010 Time 1001 Vehicles 2 Casualties 1 Slight
 E348014 N:101315 First Road: U UC Road Type Single carriageway
 Speed limit:30 Junction Detail:T & Stag Jct Give way or controlled A 3066
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site:None Carriageway Hazards None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence
1st: Loss of control	Vehicle 1	Very Likely
2nd: Stationary or parked vehicle	Vehicle 2	Very Likely
3rd:		
4th:		
5th:		
6th: Other	Vehicle 1	Very Likely

D1 FAILED TO SELECT CORRECT GEAR CAUSING HER TO DRIVE FORWARD PINNING C1 AGAINST V2.
 DRIVER OF V1 VW POLO FAILED TO SELECT CORRECT GEAR CAUSING HER TO DRIVE FORWARD PINNING
 C1 CHILD IN BUGGY AGAINST PARKED V2 MITSUBISHI SHOGUN.
 Occurred on UC THE SQUARE APPROX 10M WEST OF A3066, BEAMINSTER.

Vehicle Reference 1 Car Reversing
 Vehicle movement from NE to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 79 Female
 Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 00 Female Pedestrian Severity: Slight
 Not a pupil Seatbelt
 In carr elsewhere NW bound
 Driver's nearside

Vehicle Reference 2 Car Parked
 Vehicle movement from Park to Parked No tow / articulation
 On lay-by or hard shoulder No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle: 1
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 43 Female
 Not hit and run Breath test Driver not contacted

Accidents between dates 01/07/2009 and 30/06/2014 (60) months

Selection:

Selected using Manual Selection

Notes:

A11D013656 28/03/2011 Time 0835 Vehicles 2 Casualties 1 Slight
 E348024 N:101324 First Road: A 3066 Road Type Single carriageway
 Speed limit:20 Junction Detail:Crossroads Give way or controlled Unclassified UNCL
 Crossing: Control None Facilities: Zebra crossing Road surface Dry
 Daylight:street lights present Fine without high winds
 Special Conditions at Site:None Carriageway Hazards None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence
1st: Junction overshoot	Vehicle 2	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

V1 MOTORCYCLE WAS TRAVELLING SE ON MAJOR ROAD TOWARDS THE SQUARE. V2 EXITED CHURCH STREET INTENDING TO CROSS ROAD ONTO FLEET STREET. AS V2 CROSSED ROAD V1 STRUCK V2 ON FRONT NEARSIDE.

Occurred on A3066 HOGSHILL STREET AT THE SQUARE WITH UC CHURCH STREET, BEAMINSTER.

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
 Vehicle movement from NW to SE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 52 Male
 Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 52 Male Driver/rider Severity: Slight
 Not a pupil Seatbelt

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from S to NE No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle: 1
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 17 Male
 Not hit and run Breath test Negative

Accidents between dates 01/07/2009 and 30/06/2014 (60) months

Selection:

Selected using Manual Selection

Notes:

A11D009029 26/02/2011 Time 2010 Vehicles 2 Casualties 1 Serious
 E348027 N:101323 First Road: A 3066 Road Type Single carriageway
 Speed limit:30 Junction Detail:T & Stag Jct Give way or controlled Unclassified UNCL
 Crossing: Control None Facilities: Zebra crossing Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site:None Carriageway Hazards:None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence
1st: Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd: Failed to look properly	Vehicle 1	Very Likely
3rd: Failed to judge other persons path or speed	Vehicle 1	Very Likely
4th: Careless/Reckless/In a hurry	Vehicle 2	Very Likely
5th: Inexperienced or learner driver/rider	Vehicle 2	Possible
6th:		

V1 TRAVELLING FROM HOGSHILL ROAD TURNED RIGHT INTO THE SQUARE AND COLLIDED WITH ONCOMING V2.

Occurred on A356 THE SQUARE, BEAMINSTER.

Vehicle Reference 1 Car Turning right
 Vehicle movement from NW to SW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 33 Male
 Not hit and run Breath test Not requested

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
 Vehicle movement from SE to NW No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Offside Hit vehicle: 1
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 16 Male
 Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 16 Male Driver/rider Severity: Serious
 Not a pupil Seatbelt

Accidents between dates **01/07/2009 and 30/06/2014** (60) months

Selection: Selected using Manual Selection **Notes:**

A11D034264 29/07/2011 Time 1155 Vehicles 1 Casualties 1 Serious
E348049 N:101305 First Road: A 3066 Road Type Single carriageway
Speed limit:20 Junction Detail:Junction more than 4 arms Give way or controlled C 67
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site:None Carriageway Hazards None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence
1st:	Other	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

REAR RAMP FAILED AND FELL DOWN ONTO A PASSING PEDESTRIANS LEG
TAIL RAM OF V1 FELL CAUSING PERSON 1 TO JUMP OUT OF THE WAY IN DOING SO PERSON 1 FELL OVER
RESULTING IN A FRACTURE TO HER LEG
Occurred on A3066 THE SQUARE, JUNCT TO C67 NORTH STREET. BEAMINSTER

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Parked
Vehicle movement from Park to Parked No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 64 Female Pedestrian Severity: Serious
Not a pupil Seatbelt
On footpath / verge S bound
Movement U/K

Accidents between dates 01/07/2009 and 30/06/2014 (60) months

Selection: Notes:
Selected using Manual Selection

A10D050565 15/11/2010 Time 1650 Vehicles 2 Casualties 1 Slight
E348050 N:101296 First Road: A 3066 Road Type Single carriageway
Speed limit:30 Junction Detail:Junction more than 4 arms Give way or controlled C C67
Crossing: Control Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site:None Carriageway Hazards None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence
1st: Failed to look properly	Vehicle 001	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

V1 PULLED OUT INTO PATH OF V2.

Occurred on A3066 THE SQUARE AT C67 NORTH STREET, BEAMINSTER.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle: 002
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 53 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from NW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle: 001
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Negative

Accidents between dates 01/07/2009 and 30/06/2014 (60) months

Selection:

Selected using Manual Selection

Notes:

A13D005407 08/02/2013 Time 1600 Vehicles 1 Casualties 1 Slight
 E348057 N:101309 First Road: U UC Road Type Single carriageway
 Speed limit:30 Junction Detail:T & Stag Jct Give way or controlled C 67
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight:street lights present Fine without high winds
 Special Conditions at Site:None Carriageway Hazards:None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence
1st: Failed to look properly	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

V1 STATIONARY AT JUNCTION BEFORE REVERSING A SHORT DISTANCE WHEN REVERSING COLLIDES WITH PEDESTRIAN CROSSING ROAD BEHIND VEHICLE BEFORE DRIVING OFF
 Occurred on UC FLEET STREET AT JUNCTION WITH C67 BEAMINSTER

Vehicle Reference 1 Car Reversing
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 44 Female
 Hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 1 Age: 13 Female Pedestrian Severity: Slight
 School pupil to/from school Seatbelt
 In carr elsewhere E bound
 Driver's offside

Accidents between dates 01/07/2009 and 30/06/2014 (60) months

Selection:

Notes:

Selected using Manual Selection

A12D024951 18/06/2012 Time 1545 Vehicles 2 Casualties 1 Slight
 E348096 N:101662 First Road: U UC Road Type Single carriageway
 Speed limit:30 Junction Detail:T & Stag Jct Give way or controlled Unclassified UC
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight: no street lighting Fine without high winds
 Special Conditions at Site:None Carriageway Hazards:None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence
1st: Road layout (eg bend, hill etc.)	Vehicle 1	Possible
2nd: Road layout (eg bend, hill etc.)	Vehicle 2	Possible
3rd: Failed to judge other persons path or speed	Vehicle 1	Very Likely
4th: Failed to judge other persons path or speed	Vehicle 2	Very Likely
5th:		
6th:		

CAR VERSUS MOTORCYCLE CAR AND MOTORCYCLE WERE TRAVELLING IN THE OPPOSITE DIRECTIONS ON FLEET STREET BEAMINSTER THEY MET IN A HEAD ON COLLISION WHERE THE ROAD NARROWS ON A BEND BOTH VEHICLES APPEAR TO HAVE BEEN TOWARDS THE CENTRE OF THE ROAD
 Occurred on UC FLEET STREET AT JUNCTION WITH UC ABBOT CLOSE BEAMINSTER

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead left bend
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 2
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 16 Male
 Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Slight
 Not a pupil Seatbelt

Vehicle Reference 2 Car Going ahead right bend
 Vehicle movement from N to S No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 1
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 61 Male
 Not hit and run Breath test Not requested

Accidents between dates 01/07/2009 and 30/06/2014 (60) months

Selection:

Notes:

Selected using Manual Selection

A11D041801 12/09/2011 Time 1130 Vehicles 1 Casualties 1 Slight
 E348437 N:101235 First Road: U UC Road Type Single carriageway
 Speed limit:30 Junction Detail:T & Stag Jct Give way or controlled Unclassified UC
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight: no street lighting Fine without high winds
 Special Conditions at Site:None Carriageway Hazards:None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence
1st: Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

DRIVER OF V1 APPEARS TO HAVE HAD A MEDICAL EPISODE AND AS A RESULT LOST CONTROL OF HIS CAR AND CRASHED INTO A HOUSE CAUSING MINOR DAMAGE TO BOTH THE CAR AND THE HOUSE
 Occurred on UC EAST STREET (OS NO 86) 11M W JUNCT WITH UC WOODSWATER LANE BEAMINSTER

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: Oth perm objects
 O/S Age of Driver 69 Male
 Not hit and run Breath test Negative
 Casualty Reference: 1 Vehicle: 1 Age: 69 Male Driver/rider Severity: Slight
 Not a pupil Seatbelt

Accidents between dates **01/07/2009 and 30/06/2014** (60) months

Selection:

Selected using Manual Selection

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	7	9
2-wheeled motor vehicles	0	1	2	3
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	3	9	12

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	3	3
Passenger	0	0	0	0
Motorcycle rider	0	1	2	3
Cyclist	0	0	0	0
Pedestrian	0	2	4	6
Other	0	0	0	0
Total	0	3	9	12

Details of Personal Injury Accidents for Period - 01/07/2009 to 30/06/2014 (60) months

Selection:

Selected using Manual Selection

Notes:

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

A13D050760 Tuesday A3066 HOGSHILL STREET 40M E
12/03/2012 CLAY LANE BEAMINSTER
R1: A 3066 1918hrs
Darkness: street lights present a
E 347,764 Dry
N 101,431 Fine without high winds
30 mph

Causation Factor:

1st: Dazzling headlights
2nd:
3rd:
4th:
5th:
6th:

Participant:

Vehicle 1

Confidence:

Very Likely

V2 PARKED UNATTENDED ON ROAD V1 EXITS ROUNDABOUT AND IS BLINDED BY LIGHTS OF VEHICLE TRAVELLING BEHIND RESULTING IN V1 DRIVING INTO REAR OF V2 SLIGHT INJURY TO DRIVER OF V1 DAMAGE TO BOTH VEHICLES

A09D04889 Thursday A3066 HOGSHILL STREET NEAR NO
11/26/2009 47 ON NARROW SECTION,
R1: A 3066 1126hrs
BEAMINSTER.
E 347,838 Dry
N 101,405 Fine without high winds
20 mph

Causation Factor:

1st: Failed to look properly
2nd: Passing too close to cyclist, horse rider or pedestrian
3rd:
4th:
5th:
6th:

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

C1 WAS WALKING ON THE PAVEMENT AND WAS STRUCK ON RH SHOULDER FROM BEHIND BY PASSING V1 UNKNOWN MAKE TRANSIT TYPE VAN'S WING MIRROR. V1 FTS AND MAY HAVE BEEN UNAWARE OF RTC.

A14D022880 Friday A3066 HOGSHILL STREET
05/30/2014 BEAMINSTER
R1: A 3066 1656hrs
E 347,971 Dry
N 101,363 Fine without high winds
30 mph

Details of Personal Injury Accidents for Period - 01/07/2009 to 30/06/2014 (60) months

Selection:

Selected using Manual Selection

Notes:

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

Causation Factor:

Causation Factor:	Participant:	Confidence:
1st: Disobeyed pedestrian crossing facility	Vehicle 1	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:		
4th:		
5th:		
6th:		

UNKNOWN FORD FOCUS DRIVES AT SPEED THROUGH TOWN CENTRE FAILS TO STOP TO ALLOW PEDESTRIAN ON ZEBRA CROSSING TO CROSS PEDESTRIAN ALREADY ON CROSSING LOSES BALANCE AND FALLS OVER CAUSING MINOR HEAD INJURY

A11D033542	Monday 07/25/2011	A3066 HOGSHILL STREET, JUNCT WITH UC FLEET STREET BEAMINSTER.	Veh 1	Goods < 3.5t	35	Turning right	NW to SE	Ped	F	76	Serious
R1: A 3066	1247hrs										
R2: U UC											
E 348,013	Dry										
N 101,333	Fine without high winds 20 mph										

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd: Junction restart	Vehicle 1	Very Likely
3rd:		
4th:		
5th:		
6th:		

V1 HAS PULLED OUT OF JUNCTION KNOCKING OVER A PEDESTRIAN WHO WAS IN THE PROCESS OF CROSSING THE ROAD

A10D020836	Saturday 05/22/2010	UC THE SQUARE APPROX 10M WEST OF A3066, BEAMINSTER.	Veh 1	Car	79	Reversing	NE to SW	Ped	F	00	Slight
R1: U UC	1001hrs		Veh 2	Car	43	Parked	0 to 0				
R2: A 3066											
E 348,014	Dry										
N 101,315	Fine without high winds 30 mph										

Causation Factor:	Participant:	Confidence:
1st: Loss of control	Vehicle 1	Very Likely
2nd: Stationary or parked vehicle	Vehicle 2	Very Likely
3rd:		
4th:		
5th:		
6th: Other	Vehicle 1	Very Likely

DRIVER OF V1 VW POLO FAILED TO SELECT CORRECT GEAR CAUSING HER TO DRIVE FORWARD PINNING C1 CHILD IN BUGGY AGAINST PARKED V2 MITSUBISHI SHOGUN.

Details of Personal Injury Accidents for Period - 01/07/2009 to 30/06/2014 (60) months

Selection:

Selected using Manual Selection

Notes:

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

A11D013656 Monday A3066 HOGSHILL STREET AT THE
03/28/2011 SQUARE WITH UC CHURCH STREET, BEAMINSTER.
R1: A 3066 0835hrs Veh 1 M/C > 500 cc 52 Go/head NW to SE Dri M 52 Slight
Veh 2 Car 17 Go/head S to NE
R2: U UNCL
E 348,024 Dry
N 101,324 Fine without high winds
20 mph

Causation Factor:

1st: Junction overshoot
2nd:
3rd:
4th:
5th:
6th:

Participant:

Vehicle 2

Confidence:

Very Likely

V1 MOTORCYCLE WAS TRAVELLING SE ON MAJOR ROAD TOWARDS THE SQUARE. V2 EXITED CHURCH STREET INTENDING TO CROSS ROAD ONTO FLEET STREET. AS V2 CROSSED ROAD V1 STRUCK V2 ON FRONT NEARSIDE.

A11D009029 Saturday A356 THE SQUARE, BEAMINSTER.
02/26/2011
R1: A 3066 2010hrs Veh 1 Car 33 Turning right NW to SW
Veh 2 M/C < 50 cc 16 Go/head SE to NW Dri M 16 Serious
R2: U UNCL Darkness: street lights present a
E 348,027 Dry
N 101,323 Fine without high winds
30 mph

Causation Factor:

1st: Poor turn or manoeuvre
2nd: Failed to look properly
3rd: Failed to judge other persons path or speed
4th: Careless/Reckless/In a hurry
5th: Inexperienced or learner driver/riders
6th:

Participant:

Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 2
Vehicle 2

Confidence:

Very Likely
Very Likely
Very Likely
Very Likely
Possible

V1 TRAVELLING FROM HOGSHILL ROAD TURNED RIGHT INTO THE SQUARE AND COLLIDED WITH ONCOMING V2.

A11D034264 Friday A3066 THE SQUARE, JUNCT TO C67
07/29/2011 NORTH STREET. BEAMINSTER
R1: A 3066 1155hrs Veh 1 Goods > 7.5t 50 Parked 0 to 0 Ped F 64 Serious
R2: C 67
E 348,049 Dry
N 101,305 Fine without high winds
20 mph

Details of Personal Injury Accidents for Period - 01/07/2009 to 30/06/2014 (60) months

Selection:

Selected using Manual Selection

Notes:

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

Causation Factor:

Causation Factor:

- 1st: Other
- 2nd:
- 3rd:
- 4th:
- 5th:
- 6th:

Participant:

Vehicle 1

Confidence:

Very Likely

TAIL RAM OF V1 FELL CAUSING PERSON 1 TO JUMP OUT OF THE WAY IN DOING SO PERSON 1 FELL OVER RESULTING IN A FRACTURE TO HER LEG

A10D050565	Monday	A3066 THE SQUARE AT C67 NORTH 11/15/2010 STREET, BEAMINSTER.	Veh 1	Car	53	Go/head	SW to NE	Dri	F	53	Slight
R1: A 3066	1650hrs		Veh 2	Goods < 3.5t	18	Go/head	NW to SE				
R2: C C67		Darkness: street lights present a									
E 348,050		Dry									
N 101,296		Fine without high winds 30 mph									

Causation Factor:

- 1st: Failed to look properly
- 2nd:
- 3rd:
- 4th:
- 5th:
- 6th:

Participant:

Vehicle 001

Confidence:

Very Likely

V1 PULLED OUT INTO PATH OF V2.

A13D005407	Friday	UC FLEET STREET AT JUNCTION 02/08/2012 WITH C67 BEAMINSTER	Veh 1	Car	44	Reversing	S to N	Ped	F	13	Slight
R1: U UC	1600hrs										
R2: C 67											
E 348,057		Wet/Damp									
N 101,309		Fine without high winds 30 mph									

Causation Factor:

- 1st: Failed to look properly
- 2nd:
- 3rd:
- 4th:
- 5th:
- 6th:

Participant:

Vehicle 1

Confidence:

Very Likely

V1 STATIONARY AT JUNCTION BEFORE REVERSING A SHORT DISTANCE WHEN REVERSING COLLIDES WITH PEDESTRIAN CROSSING ROAD BEHIND VEHICLE BEFORE DRIVING OFF

Details of Personal Injury Accidents for Period - 01/07/2009 to 30/06/2014 (60) months

Selection:

Selected using Manual Selection

Notes:

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

A12D024951 Monday UC FLEET STREET AT JUNCTION
06/18/2012 WITH UC ABBOT CLOSE
BEAMINSTER
R1: U UC 1545hrs
R2: U UC
E 348,096 Dry
N 101,662 Fine without high winds
30 mph

Veh 1	M/C < 125 cc	16	Go/ahead LH bend	S	to N	Dri	M	16	Slight
Veh 2	Car	61	Go/ahead RH bend	N	to S				

Causation Factor:

- 1st: Road layout (eg bend, hill etc.)
- 2nd: Road layout (eg bend, hill etc.)
- 3rd: Failed to judge other persons path or speed
- 4th: Failed to judge other persons path or speed
- 5th:
- 6th:

Participant:

- Vehicle 1
- Vehicle 2
- Vehicle 1
- Vehicle 2

Confidence:

- Possible
- Possible
- Very Likely
- Very Likely

CAR VERSUS MOTORCYCLE CAR AND MOTORCYCLE WERE TRAVELLING IN THE OPPOSITE DIRECTIONS ON FLEET STREET BEAMINSTER THEY MET IN A HEAD ON COLLISION WHERE THE ROAD NARROWS ON A BEND BOTH VEHICLES APPEAR TO HAVE BEEN TOWARDS THE CENTRE OF THE ROAD

A11D041801 Monday UC EAST STREET (OS NO 86) 11M W
09/12/2011 JUNCT WITH UC WOODSWATER
LANE BEAMINSTER
R1: U UC 1130hrs
R2: U UC
E 348,437 Dry
N 101,235 Fine without high winds
30 mph

Veh 1	Car	69	Go/head		W to E	Dri	M	69	Slight
-------	-----	----	---------	--	--------	-----	---	----	--------

Causation Factor:

- 1st: Illness or disability, mental or physical
- 2nd:
- 3rd:
- 4th:
- 5th:
- 6th:

Participant:

- Vehicle 1

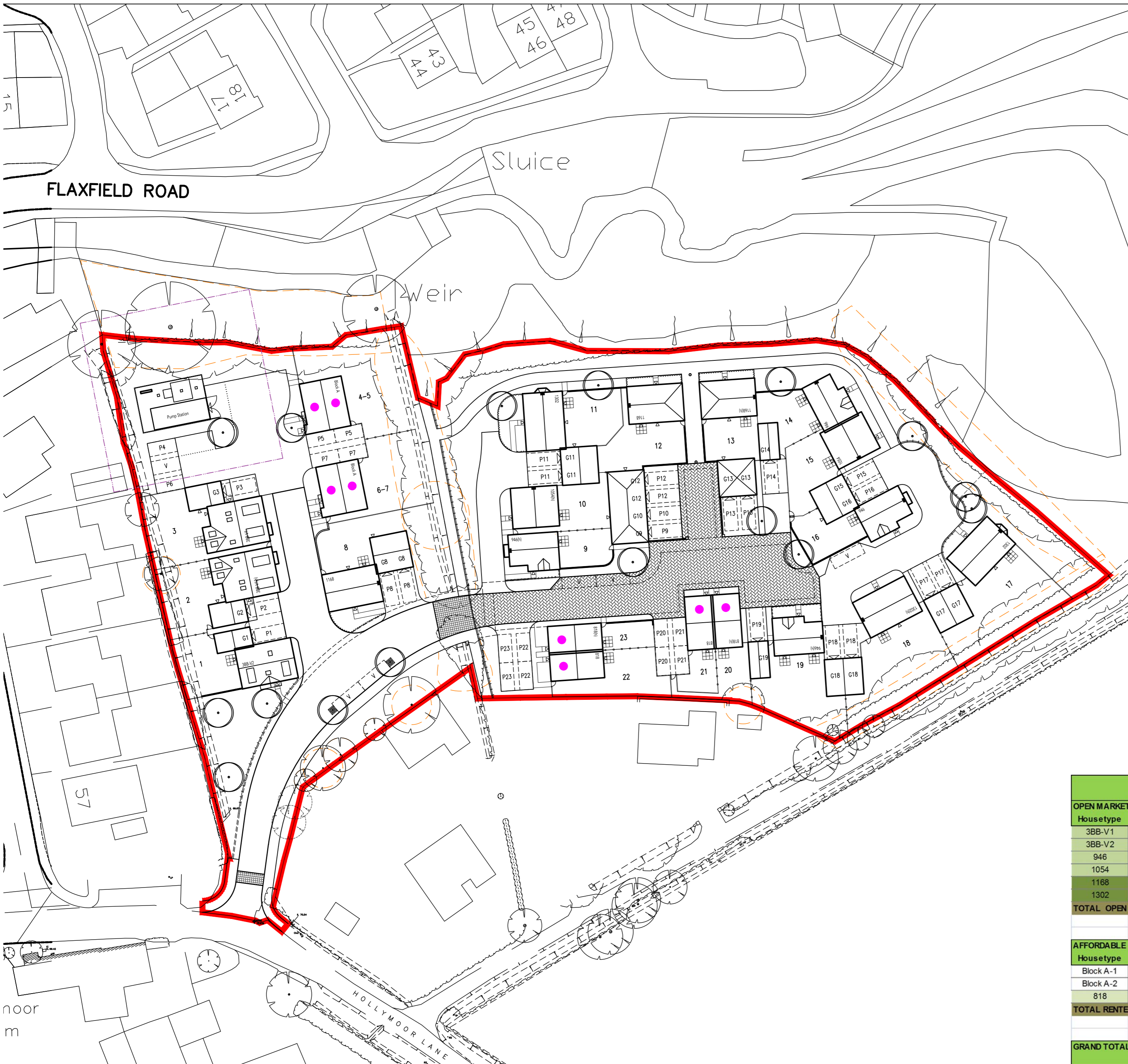
Confidence:

- Very Likely

DRIVER OF V1 APPEARS TO HAVE HAD A MEDICAL EPISODE AND AS A RESULT LOST CONTROL OF HIS CAR AND CRASHED INTO A HOUSE CAUSING MINOR DAMAGE TO BOTH THE CAR AND THE HOUSE

APPENDIX C

PROPOSED CONCEPTUAL LAYOUT

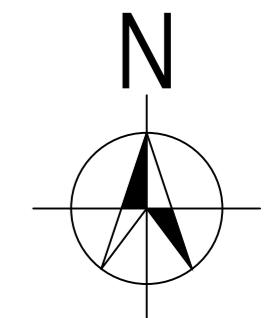


LEGEND	
SITE BOUNDARIES	
	APPLICATION BOUNDARY
EXISTING VEGETATION	
	EXISTING TREE TO BE RETAINED
	EXISTING TREE TO BE REMOVED
	EXISTING HEDGEROW
	EXISTING HEDGEROW CUT BACK
	EXISTING RPA
EXTERNAL BOUNDARY TREATMENTS	
	1800mm HIGH SCREEN WALL REFER TO MATERIALS LAYOUT SHEET FOR MATERIALS
	1800mm HIGH CLOSE BOARD TIMBER FENCE
	1800mm HIGH PLOT DIVISION PANEL FENCE
	1000mm HIGH TIMBER POCKET FENCE
	600mm HIGH TIMBER KNEE RAIL
	875mm HIGH METAL BALL TOP RAILING ON TOP OF 250mm HIGH MASONRY WALL REFER TO MATERIALS LAYOUT SHEET FOR MATERIALS
	RETAINING WALL (REFER TO DETAILED ENGINEERING DRAWINGS)
	900mm HIGH MASONRY PIER REFER TO MATERIALS LAYOUT SHEET FOR MATERIALS
	1800mm HIGH TIMBER SIDE ACCESS GATE
	1000mm HIGH METAL BALL TOP RAILING
NUMBERING	
12	PLOT NUMBERS
P12	PARKING NUMBERS
(N)	PLOT HANDING
G12	GARAGE NUMBERS
V	VISITOR PARKING
○	BOLLARD
MISCELLANEOUS	
	CHIMNEY
	PERSONNEL ACCESS
	AFFORDABLE HOUSING - RENTED
	GARAGE ACCESS
	1.8 & 0.9M WIDE SERVICE MARGINS
	PROPOSED FOUL PUMP STATION
	15m COORDON SANITARE FROM FOUL PUMP STATION
GROUND SURFACING	
	BLOCK PAVING-1
	TARMAC
	BIN SLAB
	RUMBLE STRIP
	1800mm x 1800mm PATIO SLABS
LANDSCAPING	
	PROPOSED NEW TREE REFER TO SEPARATE LANDSCAPING DRAWINGS FOR EXACT DETAILS
	PROPOSED SHRUB OR HERBACEOUS PLANTING REFER TO SEPARATE LANDSCAPING DRAWINGS FOR EXACT DETAILS
	PROPOSED HEDGEROW REFER TO SEPARATE LANDSCAPING DRAWINGS FOR EXACT DETAILS
	PROPOSED GRASS PLANTING REFER TO SEPARATE LANDSCAPING DRAWINGS FOR EXACT DETAILS



REVISIONS:

ACCOMMODATION SCHEDULE				
OPEN MARKET				
Housetype	Stories	Bedrooms	s qft	
3BB-V1	1 Storey	3 Bed bungalow	1282ft ²	2
3BB-V2	2 Storey	3 Bed bungalow	1102ft ²	1
946	2 Storey	3 Bed house	946ft ²	4
1054	2 Storey	3 Bed house	1054ft ²	2
1168	2 Storey	4 Bed house	1168ft ²	3
1302	2 Storey	4 Bed house	1302ft ²	3
TOTAL OPEN MARKET UNITS				15
AFFORDABLE UNITS				
Housetype	Stories	Bedrooms	s qft	
Block A-1	2 Storey	1 Bed flat	579ft ²	2
Block A-2	2 Storey	1 Bed flat	617ft ²	2
818	1.5 Storey	2 Bed house	818ft ²	4
TOTAL RENTED UNITS				8
GRAND TOTAL				23



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APPENDIX D

SOUTH PERROTT PHOTOGRAPHS



Photo 1: Dropped Kerb Footway Arrangement on the A356 through South Perrott



Photo 2: Dropped Kerb Footway Arrangement on the A356 through South Perrott

APPENDIX E

TRICS DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 14 to 85 (units:)
 Range Selected by User: 6 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 24/10/13

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	3 days
Tuesday	3 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	6

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	8
No Sub Category	2

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

Filtering Stage 3 selection:

Use Class:

C3 10 days

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

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000 3 days
 25,001 to 50,000 6 days
 50,001 to 75,000 1 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 5 days
 1.1 to 1.5 4 days
 1.6 to 2.0 1 days

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

Travel Plan:

No 10 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-04 SEMI DETACHED MOORCLOSE ROAD SALTERBACK WORKINGTON Edge of Town No Sub Category Total Number of dwellings: 82 Survey date: FRIDAY 24/04/09	CUMBRIA	Survey Type: MANUAL
2	CW-03-A-02 SEMI D./DETACHED BOSVEAN GARDENS TRURO Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 73 Survey date: TUESDAY 18/09/07	CORNWALL	Survey Type: MANUAL
3	HI-03-A-11 BUNGALOWS STEVENSON ROAD INSHES INVERNESS Edge of Town Residential Zone Total Number of dwellings: 85 Survey date: MONDAY 05/06/06	HIGHLAND	Survey Type: MANUAL
4	NF-03-A-01 SEMI DET. & BUNGALOWS YARMOUTH ROAD CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12	NORFOLK	Survey Type: MANUAL
5	NY-03-A-01 MIXED HOUSES GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: TUESDAY 25/09/07	NORTH YORKSHIRE	Survey Type: MANUAL
6	NY-03-A-03 PRIVATE HOUSING NEW ROW BOROUGHBRIDGE Edge of Town Centre Residential Zone Total Number of dwellings: 14 Survey date: MONDAY 15/09/08	NORTH YORKSHIRE	Survey Type: MANUAL
7	NY-03-A-05 HOUSES AND FLATS BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: MONDAY 22/09/08	NORTH YORKSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: 23 Survey date: WEDNESDAY 18/09/13	PRIVATE HOUSING SEMI -DETACHED/TERRACED	NORTH YORKSHIRE Survey Type: MANUAL SHROPSHIRE
9	SH-03-A-05 SANDCROFT SUTTON HILL TELFORD Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13	BUNGALOWS	Survey Type: MANUAL WARWICKSHIRE
10	WK-03-A-02 NARBERTH WAY POTTERS GREEN COVENTRY Edge of Town Residential Zone Total Number of dwellings: 17 Survey date: THURSDAY 17/10/13	BUNGALOWS	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	50	0.072	10	50	0.235	10	50	0.307
08:00 - 09:00	10	50	0.147	10	50	0.363	10	50	0.510
09:00 - 10:00	10	50	0.149	10	50	0.205	10	50	0.354
10:00 - 11:00	10	50	0.135	10	50	0.151	10	50	0.286
11:00 - 12:00	10	50	0.179	10	50	0.173	10	50	0.352
12:00 - 13:00	10	50	0.171	10	50	0.171	10	50	0.342
13:00 - 14:00	10	50	0.171	10	50	0.175	10	50	0.346
14:00 - 15:00	10	50	0.211	10	50	0.205	10	50	0.416
15:00 - 16:00	10	50	0.253	10	50	0.189	10	50	0.442
16:00 - 17:00	10	50	0.309	10	50	0.191	10	50	0.500
17:00 - 18:00	10	50	0.345	10	50	0.171	10	50	0.516
18:00 - 19:00	10	50	0.257	10	50	0.195	10	50	0.452
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.399			2.424			4.823

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

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

Parameter summary

Trip rate parameter range selected: 14 - 85 (units:)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	50	0.008	10	50	0.008	10	50	0.016
08:00 - 09:00	10	50	0.002	10	50	0.002	10	50	0.004
09:00 - 10:00	10	50	0.002	10	50	0.002	10	50	0.004
10:00 - 11:00	10	50	0.000	10	50	0.000	10	50	0.000
11:00 - 12:00	10	50	0.004	10	50	0.004	10	50	0.008
12:00 - 13:00	10	50	0.004	10	50	0.004	10	50	0.008
13:00 - 14:00	10	50	0.002	10	50	0.002	10	50	0.004
14:00 - 15:00	10	50	0.004	10	50	0.004	10	50	0.008
15:00 - 16:00	10	50	0.004	10	50	0.004	10	50	0.008
16:00 - 17:00	10	50	0.000	10	50	0.000	10	50	0.000
17:00 - 18:00	10	50	0.002	10	50	0.002	10	50	0.004
18:00 - 19:00	10	50	0.004	10	50	0.004	10	50	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.036			0.072

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

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

Parameter summary

Trip rate parameter range selected: 14 - 85 (units:)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	50	0.000	10	50	0.000	10	50	0.000
08:00 - 09:00	10	50	0.000	10	50	0.000	10	50	0.000
09:00 - 10:00	10	50	0.000	10	50	0.000	10	50	0.000
10:00 - 11:00	10	50	0.006	10	50	0.006	10	50	0.012
11:00 - 12:00	10	50	0.000	10	50	0.000	10	50	0.000
12:00 - 13:00	10	50	0.000	10	50	0.000	10	50	0.000
13:00 - 14:00	10	50	0.000	10	50	0.000	10	50	0.000
14:00 - 15:00	10	50	0.002	10	50	0.002	10	50	0.004
15:00 - 16:00	10	50	0.000	10	50	0.000	10	50	0.000
16:00 - 17:00	10	50	0.004	10	50	0.002	10	50	0.006
17:00 - 18:00	10	50	0.000	10	50	0.000	10	50	0.000
18:00 - 19:00	10	50	0.000	10	50	0.000	10	50	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.010			0.022

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

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

Parameter summary

Trip rate parameter range selected: 14 - 85 (units:)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PSVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	50	0.000	10	50	0.000	10	50	0.000
08:00 - 09:00	10	50	0.002	10	50	0.002	10	50	0.004
09:00 - 10:00	10	50	0.004	10	50	0.002	10	50	0.006
10:00 - 11:00	10	50	0.000	10	50	0.002	10	50	0.002
11:00 - 12:00	10	50	0.004	10	50	0.004	10	50	0.008
12:00 - 13:00	10	50	0.000	10	50	0.000	10	50	0.000
13:00 - 14:00	10	50	0.000	10	50	0.000	10	50	0.000
14:00 - 15:00	10	50	0.000	10	50	0.000	10	50	0.000
15:00 - 16:00	10	50	0.002	10	50	0.002	10	50	0.004
16:00 - 17:00	10	50	0.002	10	50	0.002	10	50	0.004
17:00 - 18:00	10	50	0.000	10	50	0.000	10	50	0.000
18:00 - 19:00	10	50	0.000	10	50	0.000	10	50	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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

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

Parameter summary

Trip rate parameter range selected: 14 - 85 (units:)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	50	0.010	10	50	0.026	10	50	0.036
08:00 - 09:00	10	50	0.014	10	50	0.020	10	50	0.034
09:00 - 10:00	10	50	0.002	10	50	0.006	10	50	0.008
10:00 - 11:00	10	50	0.010	10	50	0.020	10	50	0.030
11:00 - 12:00	10	50	0.006	10	50	0.006	10	50	0.012
12:00 - 13:00	10	50	0.010	10	50	0.008	10	50	0.018
13:00 - 14:00	10	50	0.002	10	50	0.002	10	50	0.004
14:00 - 15:00	10	50	0.008	10	50	0.006	10	50	0.014
15:00 - 16:00	10	50	0.022	10	50	0.008	10	50	0.030
16:00 - 17:00	10	50	0.020	10	50	0.024	10	50	0.044
17:00 - 18:00	10	50	0.022	10	50	0.000	10	50	0.022
18:00 - 19:00	10	50	0.012	10	50	0.006	10	50	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.138			0.132			0.270

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

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

Parameter summary

Trip rate parameter range selected: 14 - 85 (units:)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	50	0.080	10	50	0.287	10	50	0.367
08:00 - 09:00	10	50	0.199	10	50	0.534	10	50	0.733
09:00 - 10:00	10	50	0.167	10	50	0.261	10	50	0.428
10:00 - 11:00	10	50	0.171	10	50	0.191	10	50	0.362
11:00 - 12:00	10	50	0.245	10	50	0.219	10	50	0.464
12:00 - 13:00	10	50	0.217	10	50	0.223	10	50	0.440
13:00 - 14:00	10	50	0.223	10	50	0.229	10	50	0.452
14:00 - 15:00	10	50	0.265	10	50	0.265	10	50	0.530
15:00 - 16:00	10	50	0.373	10	50	0.287	10	50	0.660
16:00 - 17:00	10	50	0.416	10	50	0.281	10	50	0.697
17:00 - 18:00	10	50	0.458	10	50	0.235	10	50	0.693
18:00 - 19:00	10	50	0.313	10	50	0.243	10	50	0.556
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.127			3.255			6.382

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

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

Parameter summary

Trip rate parameter range selected: 14 - 85 (units:)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	50	0.028	10	50	0.060	10	50	0.088
08:00 - 09:00	10	50	0.056	10	50	0.257	10	50	0.313
09:00 - 10:00	10	50	0.058	10	50	0.078	10	50	0.136
10:00 - 11:00	10	50	0.040	10	50	0.054	10	50	0.094
11:00 - 12:00	10	50	0.046	10	50	0.052	10	50	0.098
12:00 - 13:00	10	50	0.076	10	50	0.050	10	50	0.126
13:00 - 14:00	10	50	0.062	10	50	0.040	10	50	0.102
14:00 - 15:00	10	50	0.036	10	50	0.028	10	50	0.064
15:00 - 16:00	10	50	0.185	10	50	0.108	10	50	0.293
16:00 - 17:00	10	50	0.137	10	50	0.086	10	50	0.223
17:00 - 18:00	10	50	0.112	10	50	0.034	10	50	0.146
18:00 - 19:00	10	50	0.072	10	50	0.060	10	50	0.132
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.908			0.907			1.815

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

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

Parameter summary

Trip rate parameter range selected: 14 - 85 (units:)
 Survey date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	50	0.000	10	50	0.002	10	50	0.002
08:00 - 09:00	10	50	0.008	10	50	0.016	10	50	0.024
09:00 - 10:00	10	50	0.000	10	50	0.000	10	50	0.000
10:00 - 11:00	10	50	0.000	10	50	0.000	10	50	0.000
11:00 - 12:00	10	50	0.002	10	50	0.004	10	50	0.006
12:00 - 13:00	10	50	0.000	10	50	0.000	10	50	0.000
13:00 - 14:00	10	50	0.000	10	50	0.010	10	50	0.010
14:00 - 15:00	10	50	0.000	10	50	0.002	10	50	0.002
15:00 - 16:00	10	50	0.002	10	50	0.004	10	50	0.006
16:00 - 17:00	10	50	0.010	10	50	0.002	10	50	0.012
17:00 - 18:00	10	50	0.014	10	50	0.002	10	50	0.016
18:00 - 19:00	10	50	0.008	10	50	0.000	10	50	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.042			0.086

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

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

Parameter summary

Trip rate parameter range selected: 14 - 85 (units:)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TRAIN PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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

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

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

Parameter summary

Trip rate parameter range selected: 14 - 85 (units:)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	50	0.000	10	50	0.000	10	50	0.000
08:00 - 09:00	10	50	0.000	10	50	0.000	10	50	0.000
09:00 - 10:00	10	50	0.006	10	50	0.000	10	50	0.006
10:00 - 11:00	10	50	0.000	10	50	0.004	10	50	0.004
11:00 - 12:00	10	50	0.000	10	50	0.000	10	50	0.000
12:00 - 13:00	10	50	0.000	10	50	0.000	10	50	0.000
13:00 - 14:00	10	50	0.000	10	50	0.000	10	50	0.000
14:00 - 15:00	10	50	0.000	10	50	0.000	10	50	0.000
15:00 - 16:00	10	50	0.000	10	50	0.000	10	50	0.000
16:00 - 17:00	10	50	0.002	10	50	0.002	10	50	0.004
17:00 - 18:00	10	50	0.000	10	50	0.000	10	50	0.000
18:00 - 19:00	10	50	0.000	10	50	0.000	10	50	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.006			0.014

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

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

Parameter summary

Trip rate parameter range selected: 14 - 85 (units:)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	50	0.000	10	50	0.002	10	50	0.002
08:00 - 09:00	10	50	0.008	10	50	0.018	10	50	0.026
09:00 - 10:00	10	50	0.006	10	50	0.000	10	50	0.006
10:00 - 11:00	10	50	0.000	10	50	0.004	10	50	0.004
11:00 - 12:00	10	50	0.002	10	50	0.004	10	50	0.006
12:00 - 13:00	10	50	0.000	10	50	0.000	10	50	0.000
13:00 - 14:00	10	50	0.000	10	50	0.010	10	50	0.010
14:00 - 15:00	10	50	0.000	10	50	0.002	10	50	0.002
15:00 - 16:00	10	50	0.002	10	50	0.004	10	50	0.006
16:00 - 17:00	10	50	0.012	10	50	0.004	10	50	0.016
17:00 - 18:00	10	50	0.014	10	50	0.002	10	50	0.016
18:00 - 19:00	10	50	0.008	10	50	0.000	10	50	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.050			0.102

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

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

Parameter summary

Trip rate parameter range selected: 14 - 85 (units:)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	50	0.118	10	50	0.376	10	50	0.494
08:00 - 09:00	10	50	0.277	10	50	0.829	10	50	1.106
09:00 - 10:00	10	50	0.233	10	50	0.345	10	50	0.578
10:00 - 11:00	10	50	0.221	10	50	0.269	10	50	0.490
11:00 - 12:00	10	50	0.299	10	50	0.281	10	50	0.580
12:00 - 13:00	10	50	0.303	10	50	0.281	10	50	0.584
13:00 - 14:00	10	50	0.287	10	50	0.281	10	50	0.568
14:00 - 15:00	10	50	0.309	10	50	0.301	10	50	0.610
15:00 - 16:00	10	50	0.582	10	50	0.408	10	50	0.990
16:00 - 17:00	10	50	0.584	10	50	0.396	10	50	0.980
17:00 - 18:00	10	50	0.606	10	50	0.271	10	50	0.877
18:00 - 19:00	10	50	0.406	10	50	0.309	10	50	0.715
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.225			4.347			8.572

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

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

Parameter summary

Trip rate parameter range selected: 14 - 85 (units:)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

APPENDIX F

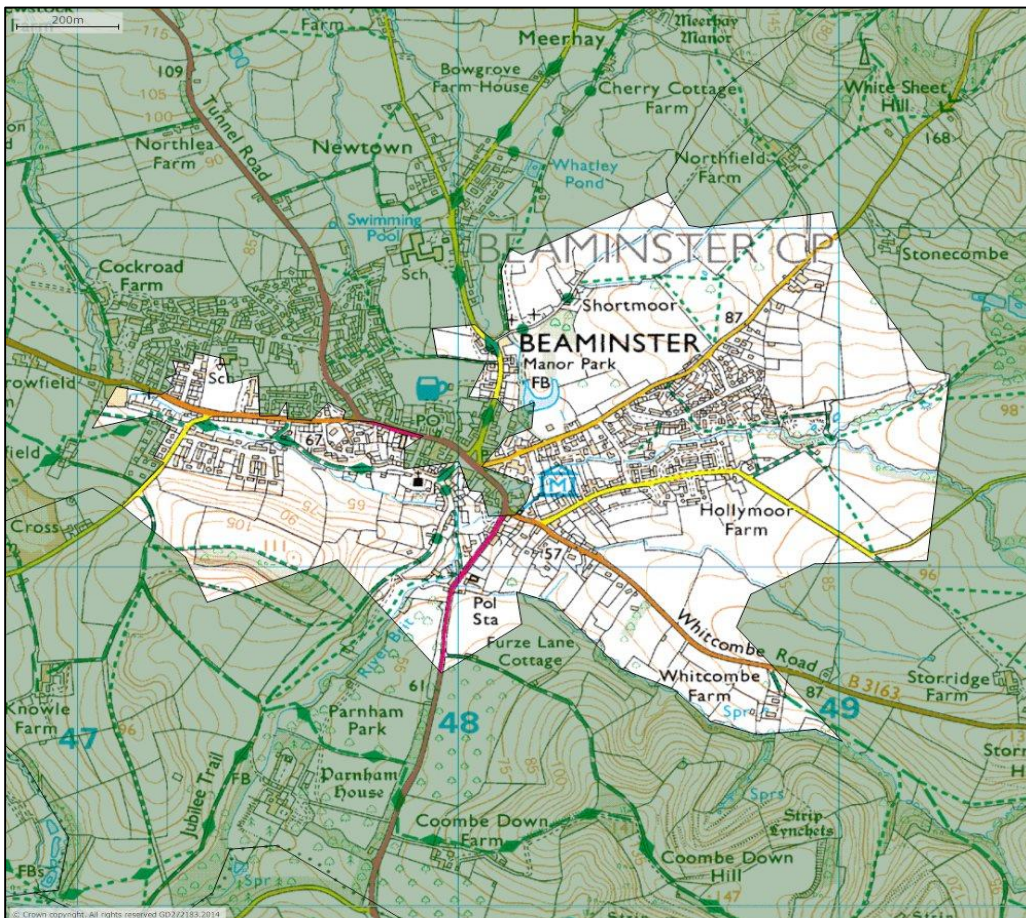
CENSUS DATA

QS701EW - Method of travel to work

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population All usual residents aged 16 to 74
 units Persons
 area type 2011 super output areas - lower layer
 area name West Dorset 003C
 rural urban Total

Method of Travel to Work	2011	All	All Travellers	
All categories: Method of travel to work	1,070	100.00%	521	100.00%
Work mainly at or from home	57	5.33%	n/a	
Underground, metro, light rail, tram	1	0.09%	n/a	
Train	3	0.28%	n/a	
Bus, minibus or coach	11	1.03%	11	2.11%
Taxi	1	0.09%	1	0.19%
Motorcycle, scooter or moped	7	0.65%	7	1.34%
Driving a car or van	364	34.02%	364	69.87%
Passenger in a car or van	38	3.55%	38	7.29%
Bicycle	9	0.84%	9	1.73%
On foot	89	8.32%	89	17.08%
Other method of travel to work	2	0.19%	2	0.38%
Not in employment	488	45.61%	n/a	



APPENDIX G

FRAMEWORK CONSTRUCTION TRAFFIC MANAGEMENT PLAN

HOLLYMOOR LANE,
BEAMINSTER, DORSET
FRAMEWORK CONSTRUCTION MANAGEMENT PLAN

Proposed Planning Condition

- 1.1 Full construction details such as phasing, materials to be removed, number of construction vehicles etc have not been finalised at this stage of planning. The developer is willing to accept a planning condition to prepare a full Construction Traffic Management Plan (CTMP). The suggested condition is given below:

“The construction of the development shall not commence until there has been submitted to and approved in writing by the local planning authority a Construction Management Plan. The plan shall include construction vehicle movements, construction operation hours, construction vehicular routes to and from site, construction delivery hours, expected number of construction vehicles per day, car parking for contractors, specific measures to be adopted to mitigate construction impacts in pursuance of the Environmental Code of Construction Practice. The development plan shall be carried out in strict accordance with the approved traffic management plan.”

- 1.2 Regardless of the above condition, an outline CTMP is given below.

Construction Site Access

- 1.3 The primary access method for construction traffic will be by road via the existing highway network. Construction traffic will be directed to use the primary road network, namely the A3066 Bridport Road, the B3163 Whitcombe Road, East Street and Hollymoor Lane.
- 1.4 Construction access to the site will be taken from Hollymoor Lane via the proposed site access.

Construction Phasing

- 1.5 Construction of the Hollymoor Lane site is anticipated to be completed in one phase.

Hours of Working

- 1.6 No construction works will be carried out on Sundays or Bank Holidays.
- 1.7 In order to maintain these working hours, the Contractor(s) may require a period of up to half an hour before and up to one hour after normal working hours for preparation and close down activities. This will not include operation of plant or machinery.
- 1.8 In exceptional circumstances, for safety and operational reasons, it may be necessary to work outside of these hours. Where this occurs, the hours and duration of work will be subject to consultation with the Local Authority and kept to a minimum.

Traffic Management Principles

- 1.9 In order to construct the proposed development it is important that construction traffic and traffic on the existing highway network are managed to maximise construction efficiency and safety while minimising risk, inconvenience and nuisance to the public. This will be achieved through careful management, programming and co-ordination of all works on the existing highway network and traffic accessing the site, including residential traffic associated with initial occupations.
- 1.10 To minimise the impact of construction traffic on the existing road network the following construction traffic management principles will be observed:
- ❖ All construction works on the existing highway network will be planned around the peak hours with unimpeded access to the network given to the public during peak hours whenever possible and safe to do so;
 - ❖ Strict delivery times – (As stated at the outset and agreed via Prestart contractor meetings);
 - ❖ The main access routes to and from the site will be signed and approved by the Local Authority with all contractors and suppliers to the site being advised of the routes. Appropriate signage to be installed prior to full start on site;
 - ❖ The safety of the public and the contractor's work force is paramount therefore temporary road closures will be sought if there is a health and safety risk to either the public or the work force on the public highway;
 - ❖ The number, duration and length of any road closures or diversions will be kept to a minimum;

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- ❖ Large numbers of access points and repetitive diversions and closures will be avoided to reduce the risk of driver error and confusion;
 - ❖ All traffic management proposals will be free running where safe to do so (i.e. the use of temporary traffic signals will be kept to a minimum) while also operating under the existing and proposed traffic regulation orders and general directions wherever possible;
 - ❖ To minimise the impact that the construction works will have on the local residents and surrounding environment, the contractor will appoint a delivery and transportation manager;
 - ❖ The delivery and transportation manager will be responsible for ensuring all construction and delivery vehicles to and from the site are managed efficiently and reduce nuisance or unnecessary disruption to the operation of the existing highway network. The role will also include advising delivery companies and their drivers of the most appropriate route to follow when approaching the site in particular providing advice on local width and weight restrictions;
 - ❖ Vehicle/engine switch off when not in use.
 - ❖ To minimise disruption to the existing highway network, the delivery and transportation manager will ensure that deliveries to the site and export of waste from the site are not undertaken during the highway peak hours, namely 07.45 to 09.15 and 16.30 to 18.00 Monday to Friday;
 - ❖ Drivers of delivery vehicles will be required to contact the delivery and transportation manager or banksman by mobile telephone to advise of approach to the site so that the appropriate access route can be cleared and security gates opened. This will ensure minimal delays to other road traffic;
 - ❖ To minimise the volume of traffic accessing the site from outside the area, local suppliers and businesses will be used wherever practical and suitable with support from specialised companies and suppliers not located within the area;
 - ❖ Banksmen will be provided at all access and exit points to the site to ensure that access restrictions to the site are adhered to and that pedestrian/cyclist safety in the vicinity of the access points is ensured at all times. A gate will be erected at

the Hollymoor Lane access to control public pedestrian and vehicular access to the site;

- ❖ In the interest of safety and effective management, designated accesses and routes around the site will be well defined so that construction and residential traffic from early occupations are segregated as far as reasonably possible;
- ❖ Site speed limits set to 10mph throughout site compound;
- ❖ Emergency access points will be designated and emergency services informed of these locations;
- ❖ The Contractor(s) will ensure that the public highway is kept clear of mud and debris through ensuring that loads are suitably sheeted and secured and undertaking regular street cleaning by mechanical brush;
- ❖ Road sweeping used on a call out basis to ensure local roads are not adversely affected by our works;
- ❖ Controls on parking close to the site, particularly in residential areas;
- ❖ DCC will be provided with the telephone contact number of the site delivery and transportation manager so that any issues relating to construction vehicle movements can be quickly addressed;
- ❖ DCC will be provided with a brief overview of the anticipated site activities and any 'out of the ordinary' construction vehicle movements via a week by week rolling schedule. This will allow any particular access or routing concerns to be raised in advance; and
- ❖ This Construction Traffic Management Plan will be incorporated as part of the overall Health and Safety policy for the site. Any breach of the principles contained within the document by contractors staff or delivery drivers/companies will therefore be subject to a warning with any subsequent breach resulting in a ban from the site.



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