

Figure 5 - 2013 PM Peak Hour Base Year Traffic Flows (Vehicles)

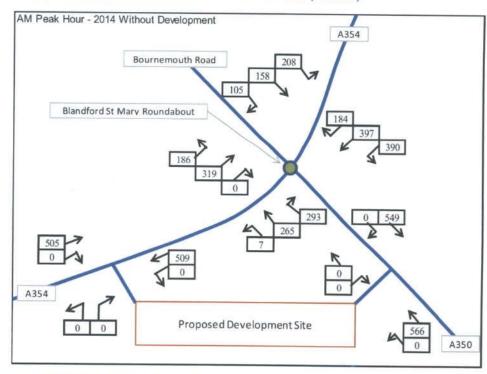


Figure 6 - 2014 AM Peak Hour Without Development Traffic Flows (Vehicles)

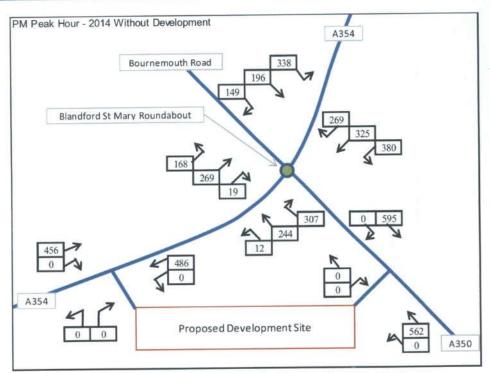


Figure 7 - 2014 PM Peak Hour Without Development Traffic Flows (Vehicles)

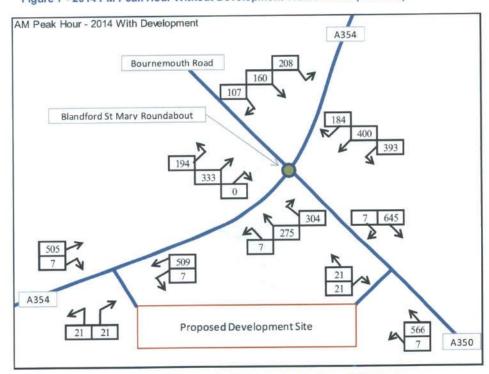


Figure 8 - 2014 AM Peak Hour With Development Traffic Flows (Vehicles)

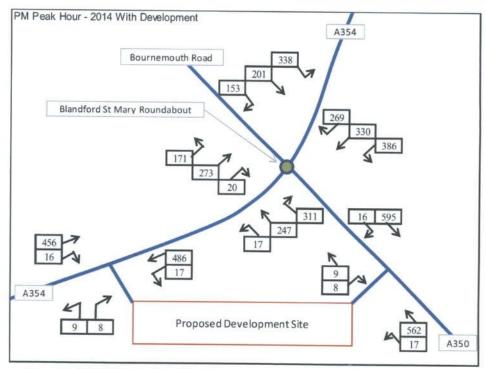


Figure 9 - 2014 PM Peak Hour With Development Traffic Flows (Vehicles)

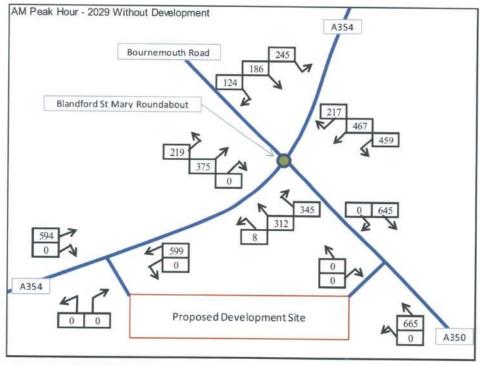


Figure 10 - 2029 AM Peak Hour Without Development Traffic Flows (Vehicles)

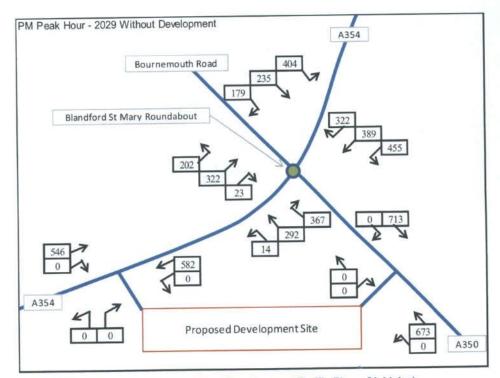


Figure 11 - 2029 PM Peak Hour Without Development Traffic Flows (Vehicles)

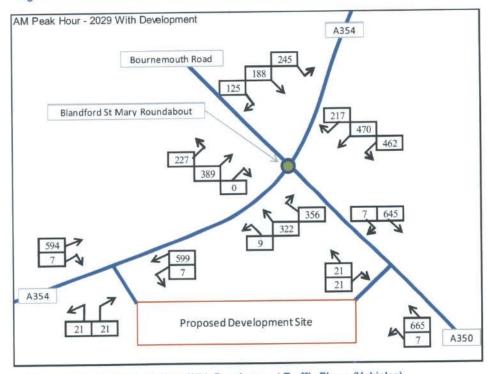


Figure 12 - 2029 AM Peak Hour With Development Traffic Flows (Vehicles)

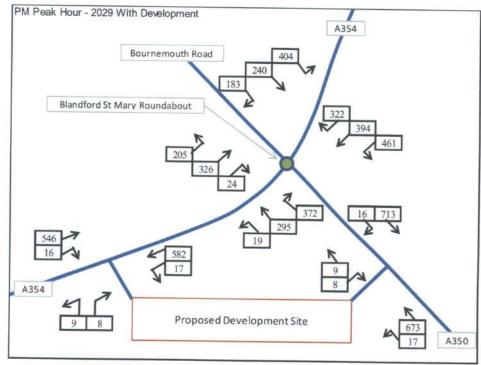


Figure 13 - 2029 PM Peak Hour With Development Traffic Flows (Vehicles)

Blandford Forum Junction Modelling

4 IMPACT ON JUNCTIONS

4.1 General

- 4.1.1 The following junctions have been assessed to identify any potential capacity issues.
 - · Blandford St Mary Junction,
 - · Site access onto the A350,
 - Site Access onto the A354.
- 4.1.2 The site accesses have not been constructed, however they have been assessed in accordance with the method outlined in this report. It is anticipated that they will be constructed by 2014 so an opening year of 2014 has been modelled and a future year of 2029 has been assessed in accordance with *Guidance on Transport Assessment*. This level of growth is above the requirements of Dorset County Council who requested a future year 10 years beyond the opening year therefore the assessment is considered to be robust.
- 4.1.3 The roundabout has been modelled using JUNCTIONS 8 software. The priority junctions have been modelled using PICADY 5. All of these are "industry standard" software for assessing the performance of these junction types.
- 4.1.4 In the case of a roundabout or priority junction, the Ratio of Flow to Capacity (RFC) statistic will be used to determine how close a junction is to capacity. An RFC value below 0.85 indicates a junction is operating within capacity and a RFC value above 0.85 indicates a potential capacity issue at the junction.
- 4.1.5 The assessment of the above junctions has been conducted for up to 10 modelling scenarios. A summary of all the possible modelling scenarios is included in Table 4-1. Traffic flows for each scenario are given in Section 3 of this report.

Year	Development Scenario	Time Period
2042	Desa Vees	AM
2013	Base Year	PM
	Without	AM
2011	Development	PM
2014	Mills Development	AM
	With Development	PM
	Without	AM
0000	Development	PM
2029	With Davidonment	AM
	With Development	PM

Table 4-1 - Possible Junction Modelling Scenarios

4.2 Blandford St Mary Junction

4.2.1 The junction of the A350 and the A354 to the south of Blandford Forum is a standard roundabout. The single carriageway approaches flare to two entry lanes on each of the approaches. There are informal pedestrian refuges on the each of the arms, with

Blandford Forum Junction Modelling

the south western (A354) and north eastern (Bournemouth Road) arms served by pedestrian footways encouraging their use as a crossing location. There are no controlled crossings or formal pedestrian crossings within a reasonable distance of the junction and therefore unlikely to affect its operation.

4.2.2 An aerial photograph showing the layout of the Blandford St Mary roundabout is displayed in Figure 14.



Figure 14 -Blandford St Mary aerial protograph

- 4.2.3 Detailed modelling has been undertaken using the Transport Research Laboratory's JUNCTIONS software. This is specifically designed for assessing the performance of roundabouts and expresses performance as ratio of flows to capacity (RFC). When an RFC reaches a value of 1, the roundabout arm is operating at its maximum theoretical capacity.
- 4.2.4 HGV values were input into the junction model and converted to PCUs in line with the proportion of HGVs using the roundabout in the base year. These can be found in Table 2-3 and Table 2-4.
- 4.2.5 Default lane usage values were used and the 'ONE HOUR' traffic flow profile parameter used for the junction model.

Blandford Forum Junction Modelling

4.2.6 The assessment of the Blandford St Mary junction has been conducted for all 10 modelling scenarios, as set out in Table 4-2.

Year	Development Scenario	Time Period
0040	Dana Vans	AM
2013	Base Year	PM
	Without	AM
0044	Development	PM
2014	With Development	AM
	With Development	PM
	Without	AM
0000	Development	PM
2029	Mith Development	AM
	With Development	PM

Table 4-2 - Blandford St Mary Roundabout modelling scenarios

- 4.2.7 The full JUNCTIONS results are included in Appendix 5 and are summarised below in Table 4-3. The results are split by each arm of the junction. Queue, in Passenger Car Units (PCU) and delay (in seconds per PCU) statistics are also presented for each of the modelling scenarios.
- 4.2.8 One PCU is a unit of distance used in traffic modelling and is equivalent to the space occupied by one average sized car including the headway space to the next vehicle in a traffic queue. It is a method of normalising all of the different vehicle types using a junction and is equivalent to 5.75m.

	Professional Control	AM		134 119	PM	
	Queue (PCU)	Delay (s/pcu)	RFC	Queue (PCU)	Delay (s/pcu)	RFC
			2013	Base		
A354 North	0.94	3.18	0.47	0.99	3.33	0.49
A350 South	1.17	6.8	0.53	1.21	7.09	0.55
A354 South	0.59	3.86	0.36	0.56	4.04	0.34
Bournemouth Road	0.73	5.07	0.42	1.47	7.12	0.6
		2014	Without	t Develop		DEM
A354 North	0.94	3.19	0.47	0.99	3.34	0.49
A350 South	1.17	6.81	0.53	1.21	7.12	0.55
A354 South	0.6	3.86	0.36	0.56	4.05	0.34
Bournemouth Road	0.73	5.07	0.42	1.48	7.15	0.6
	Beller	2014	With E	Developn		
A354 North	0.96	3.21	0.48	1.02	3.4	0.5
A350 South	1.28	7.16	0.55	1.3	7.43	0.56
A354 South	0.65	4.03	0.38	0.58	4.12	0.35
Bournemouth Road	0.76	5.23	0.43	1.55	7.39	0.61
THE REPORT OF THE PARTY OF THE	I I I I I I	2029 \	Without	Develop	ment	
A354 North	1.37	3.95	0.57	1.58	4.46	0.61
A350 South	2.09	10.44	0.67	2.51	12.48	0.72
A354 South	0.88	4.89	0.46	0.88	5.32	0.45
Bournemouth Road	1.11	6.57	0.52	3.19	13.06	0.77
	BATETO	2029	With E	evelopm		TES
A354 North	1.39	3.99	0.57	1.64	4.58	0.62
A350 South	2.32	11.28	0.7	2.75	13.44	0.74
A354 South	0.97	5.16	0.48	0.92	5.44	0.46
Bournemouth Road	1.16	6.83	0.53	3.41	13.87	0.78

Table 4-3 - Blandford St Mary Roundabout Modelling Results

- 4.2.9 The results of the JUNCTIONS analysis indicate that the junction is likely to operate within capacity for the AM and PM peak hour in 2014 and 2029 scenarios. It is predicted that there will be no significant queuing issues as the greatest queue predicted is 3.4 PCUs in the PM peak in the 2029 future year. This represents an increase of 0.3 PCUs in the scenario without the proposed development.
- 4.2.10 Queuing, in the context above is defined to be the accumulation of vehicles over the modelled time period. Whilst there is predicted to be no queuing issues at the junction, small random queues may occur within the peak hour at the junction depending on the arrival of platoons of vehicles at the junction, however these queues would quickly dissipate and are a result in the natural variation in traffic flow. These random queues would not be of overall detriment to the users of the roundabout.
- 4.2.11 It is predicted that there will be no delay issues at the junction for any of the modelled time periods. The longest predicted delay is 13.87 seconds for vehicles entering the roundabout from Bournemouth Road in the PM peak hours in 2029. This represents an increase of approximately 0.5 seconds on the predicted delay in the scenario without the proposed development.

Blandford Forum Junction Modelling

4.3 Site Access onto A350

4.3.1 An initial design for the proposed A350 site access is shown in Figure 15. It has been anticipated that a ghost island junction would be provided with forward visibilities and carriageway widths of a standard suitable for a principal rural A-road.

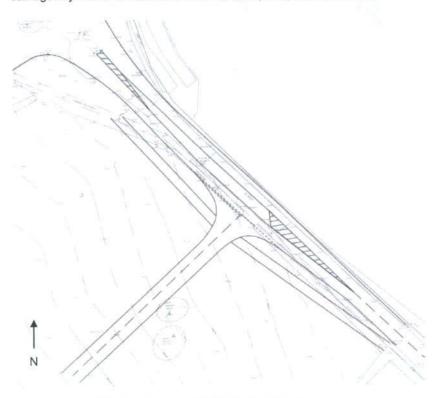


Figure 15 - Proposed A350 Site Access

4.3.2 This junction would only be constructed if the proposed development were granted planning permission, therefore it has not been modelled in the Base Year or Do-Minimum scenarios. The assessment of the A350 Site Access has been conducted for 4 modelling scenarios, as set out in Table 4-4.

Year	Development Scenario	Time Period
2044	Mith Development	AM
2014	With Development	PM
0000	Mith Development	AM
2029	With Development	PM

Table 4-4 - A350 Site Access Priority Junction Modelling Scenarios

Blandford Forum Junction Modelling

4.3.3 The PICADY output files are provided in Appendix 6 and are summarised below in Table 4-5.

		AM Peak Hour			PM Peak Hour	
SKIRLS IN SECTION	Queue	Av. Delay / Veh	RFC	Queue	Av. Delay / Veh	RFC
		2014 - With Develo	pment			
Site Access Out	0.17	0.22	0.147	0.06	0.21	0.059
Right turn into Site from A350	0.01	0.12	0.014	0.03	0.12	0.034
		2029 - With Develo	pment	A STATE OF THE STA		
Site Access Out	0.2	0.26	0.169	0.08	0.25	0.071
Right turn into Site from A350	0.02	0.13	0.015	0.04	0.13	0.036

Table 4-5 - A350 Site Access Modelling Results

- 4.3.4 The results of the PICADY analysis indicate that the junction is likely to operate within capacity for both the AM and PM peak hour in the 2014 and 2029 scenarios.
- 4.3.5 It is predicted that there will be no queue or delay issues at the junction for any of the modelled time periods.

4.4 Site Access onto A354

4.4.1 An initial design for the proposed A354 site access is shown in Figure 16. It has been anticipated that a ghost island junction would be provided with forward visibilities and carriageway widths of a standard suitable for a principal rural A-road.



Figure 16 - Proposed A354 Site Access

Blandford Forum Junction Modelling

As this junction would only be constructed if the proposed development were granted planning permission therefore it has not been modelled in the Do-Minimum scenarios. The assessment of the A354 Site Access has been conducted for 4 modelling scenarios, as set out in Table 4-6.

Year	Development Scenario	Time Period
0044	Mill Development	AM
2014	With Development	PM
0000	INTEL Development	AM
2029	With Development	PM

Table 4-6 - A354 Site Access Priority Junction Modelling Scenarios

The PICADY output files are provided in Appendix 6 and are summarised below in Table 4-7.

		AM			PM	
	Queue	Av. Delay / Veh	RFC	Queue	Av. Delay / Veh	RFC
		2014 - With Develo	pment			
Site Access Out	0.016	0.21	0.138	0.06	0.18	0.053
Right turn into Site from A354	0.02	0.12	0.015	0.04	0.13	0.035
		2029 - With Develo	pment		CONTRACTOR OF THE	
Site Access Out	0.18	0.24	0.155	0.06	0.21	0.059
Right turn into Site from A354	0.02	0.13	0.016	0.04	0.13	0.037

Table 4-7 - A354 Site Access Modelling Results

- The results of the PICADY analysis indicate that the junction is likely to operate within capacity for both the AM and PM peak hour periods in both the 2014 and 2029 scenarios.
- 4.4.5 It is predicted that there will be no queue or delay issues at the junction for any of the modelled time periods.

Blandford Forum Junction Modelling

5 SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 This report assesses the vehicular impact of building 200 residential dwellings at Blandford St Mary on the adjacent highway network. The main aspects of the report are listed below:
 - Junction models were developed using 'industry standard' software to assess two proposed access for the development and the Blandford St Mary Roundabout.
 - As part of the traffic assessments background traffic growth, local mode split factors from the 2011 census and local traffic distributions were taken into account.
 - The report details the predicted opening year and future year traffic flows in a series of diagrams.
 - The results of the individual models for junctions agreed as part of the scoping process identified no significant congestion issues.

5.2 Conclusions

5.2.1 The report demonstrates that:

- The proposed development will not cause any queuing or delay issues to traffic on the existing adjacent highway network.
- The proposed access arrangements have sufficient capacity to accommodate the proposed development.
- There is sufficient vehicular capacity within the existing Blandford St Mary Roundabout design to accommodate the proposed development without the need for mitigation.
- It is likely, in the future, that the site could accommodate additional dwellings above the 200 proposed in this report. There is a demonstrable spare capacity in the site accesses and the Blandford St Mary roundabout to facilitate this.

Blandford Forum Junction Modelling

Appendix 1 - Raw Traffic Data from Survey



CLASSIFIED VEHICLE TURNING COUNT

R Ackerman

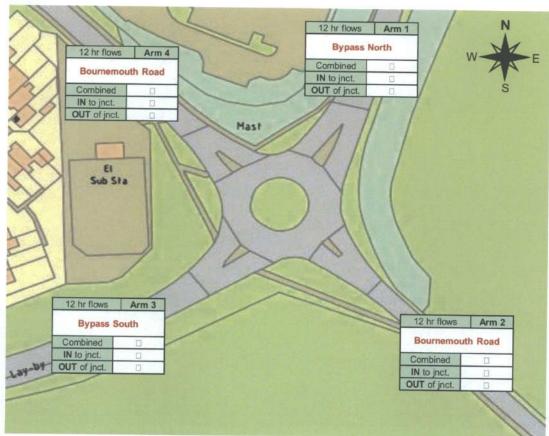
Dorset Engineering
Consultancy
Pulman Court, Station Approach
Weymouth Avenue
Dorchester, Dorset
DT1-1G8

PROJECT No.	5117	JOB No).	J162	1	T. SURVEY No.	13029		SITE CODE
LOCATION	:	Blandford S	St Mary r	ound	about		AREA	:	Blandford
GRID EASTING	:	388870	NORTH'	:	105515		SPEED	:	60
EXP. 12-16 hr	:	1.14	16-24 hr	:	1.05		U-TURN	:	NOT COUNTED
	ARM	G ref.		:	ROU	TE :			DESCRIPTION
	1	NE			A35	4 :		В	Sypass North
	2	SE			A35	:			rnemouth Road
	3	SW		:	A35				ypass South
	4	NW		:	C3	1 :			memouth Road

SURVEY DAY	:	Tu	es		DATE/MON/YR	:	30	1	April	1	2013
PERIOD (1)	:	0700		1900	INTERVAL (1)		30		WEATHER (1)		
PERIOD (2)	:	-	-	-	INTERVAL (2)	:			WEATHER (2)		_
PERIOD (3)	:	-	-	-	INTERVAL (3)	:			WEATHER (3)		_

NOTES :

PLAN



SURVEYS CONDUCTED FOR EXTERNAL CLIENTS ARE NOT FOR GENERAL USE OR DISPERSAL

St Mary's Hill Transport Assessment - APPENDIX I

		Par	10111					O.L	J/ (1	OUTP	Tues			Date: 30 April 2013		Cour	nt No. :	130	029
cation:		Blandf	ord St Mary roundab	out						Day:	Tues			Date: 30 April 2013		Cour	R NO.		020
sults :		Classi	fied vehicle TURNII	NG MOVEMENTS in 1/2 hours						Times :	0700-1	900							
ım :	NE*NE	1 = 1	Bypass North into	o Bypass North						Turn:	NE»SW	1 = 3	Bypass North into	Bypass South					
100	111111111111111111111111111111111111111				-01					AMAZAS V.									
1/2 Hr begin	Car	Light Good	OGV1	OGV2	Motor cycle	Bus & coach	Total V'cles	Total OGVs	Cycle	½ Hr begin	Car	Light Good	OGV1	OGV2	Motor cycle	Bus & coach	Total V'cles	Total OGVs	Cycle
07:00	0	0	0	0	0	0	0	0	0	07:00	93	29	3	5	0	1	131	8	0
07:30	0	0	0	0	0	0	0	0	0	07:30 08:00	135 149	27 50	4 6	6	1	1	210	9	0
08:00 08:30	0	0	0	0	0	0	0	0	0	08:30	140	34	10	2	0	1	187	12	0
09:00	0	0	0	0	0	0	0	0	0	09:00	92	22	9	3	0	4	130	12	D
09:30	0	0	0	0	0	0	0	0	0	09:30	75	28	6	4	0	2	115	10	0
10:00	0	0	0	0	0	0	0	0	0	10:00	86	26	4	2	2	D	120 105	6	0
10:30	0	0	0	0	0	0	0	0	0	10:30	76	18	7	3	1 2	0	119	11	0
11:00	0	0	0	0	0	0	0	0	0	11:00	87	18	10		0	1	121	15	1
11:30	0	0	0	0	0	0	0	0	0	11:30 12:00	94 102	11 22	6	3	0	0	133	9	0
12:00	0	0	0	0	0	0	0	0	0	12:30	83	15	10	3	1	1	113	13	0
12:30	0	0	0	1/3/	0	0	0	0	0	13:00	90	23	6	3	1	1	124	9	0
13:00	0	0	0	0	0	0	8	0	0	13:30	68	19	7	1	0	3	98	8	0
13:30 14:00	0	0	0	0	0	0	0	0	0	14:00	79	16	4	2	0	3	104	6	0
14:00	0	0	0	0	D	0	0	0	0	14:30	84	20	4	3	3	3	117	7	0
15:00	0	0	0	0	0	0	0	0	0	15:00	83	16	6	1	2	5	113	7	0
15:30	0	0	0	0	0	0	0	0	0	15:30	66	40	9	0	0	1	116	9	0
16:00	0	0	0	0	0	0	0	0	0	16:00	83	23	1	0	1	3	111	1	0
16:30	0	0	0	0	0	0	0	0	0	16:30	127	37	1	0	0	0	165	1	0
17:00	0	0	0	0	0	0	0	0	0	17:00	151	28	1	1	1	0	182	2	0
17:30	0	0	0	0	0	0	0	0	0	17:30	112	24	0	1	2	3	142	1	0
18:00			2.			0	0	0	0	18:00	107	11	1	2	4	1	126	3	0
	0	0	0	0	0		1572				100000		2			-	***	0	0
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	0			The state of the s			1572				100000	9 566	127	0 52	33	35	71 3134	179	1
18:30	0	0	0	0	0	0	0	0	0	18:30	59	9 566	127	0 52 to Bournemouth Road	3 33			-	
18:30 12 hr :	0	0	0	0	0	0 0 Bus &	0 0 Total V'cles	0	0 0 Cycle	18:30 12 hr: Turn: ½ Hr begin	59 2321 NE×NW	9 566 1 » 4 Light Good	127	o Bournemouth Road	Motor cycle	35 Bus & coach	3134 Total	-	Cycl
18:30 12 hr : urn :	0 0 NE»SE	0 0 1 * 2 Light Good	0 0 Bypass North int	0 0 to Bournemouth Road OGV2	Motor cycle	0 0 Bus & coach	Total V'cles	Total OGVs	Cycle	18:30 12 hr: Turn: ½ Hr begin 07:00	59 2321 NE»NW Car	9 566 1 × 4 Light Good	Bypass North int	OGV2	Motor	35 Bus &	Total Vicles	Total OGVs	Cyc
18:30 12 hr: urn: % Hr begin 07:00 07:30	0 0 NE*SE Car 145 176	0 0 1 = 2 Light Good	OGV1	to Bournemouth Road OGV2 3 4	Motor cycle	Bus & coach	Total V'cles	Total OGVs	Cycle 0 0	18:30 12 hr: Turn: 	59 2321 NE»NW Car 17 30	9 566 1 * 4 Light Good 8 11	127 Bypass North int	o Bournemouth Road	Motor cycle 0	35 Bus & coach	Total Vicles 26 45	Total OGVs	Cyc
18:30 12 hr: urn: % Hr begin 07:00 07:30 08:00	0 0 NE»SE Car 145 176 157	0 0 1 1 ≥ 2 Light Good 17 31 24	Ogv1	o Bournemouth Road OGV2 3 4 3	Motor cycle	0 0 Bus & coach	Total V'cles 170 224 191	Total OGVs	Cycle 0 0 0	18:30 12 hr: Turn: // Hr begin 07:00 07:30 08:00	59 2321 NE»NW Car 17 30 74	9 566 1 * 4 Light Good 8 11 12	Bypass North int	OGV2	Motor cycle 0 1	35 Bus & coach 0 1	3134 Total Voles 26 45 89	Total OGVs	0 0 0
18:30 12 hr: urn: % Hr begin 07:00 07:30 08:00 08:30	0 0 NE»SE Car 145 176 157 154	0 0 1 2 Light Good 17 31 24 28	OgV1 Bypass North Int OGV1 4 9 6 11	ogvz 3 4 3 5	Motor cycle	0 0 Bus & coach	Total V'cles 170 224 191 199	Total OGVs 7 13 9 16	0 0 Cycle 0 0 0	18:30 12 hr: Turn: '/	59 2321 NE»NW Car 17 30 74 78	9 566 1 × 4 Light Good 8 11 12 14	Bypass North int	OGV2	Motor cycle 0 1 0 0	35 Bus & coach 0 1 1 1	3134 Total Voles 26 45 89 95	Total OGVs	0 0 0
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18:30 12 hr: urn: % Hr begin 07:00 07:30 08:00 08:30 09:00 09:30	0 0 NE»SE Car 145 176 157 154 88 106	0 0 1 1 = 2 Light Good 17 31 24 28 14 19	0 0 Bypass North Int 0GV1 4 9 6 11 7	OGV2 3 4 3 5 4 3 5 4 3 5 4	Motor cycle	0 0 Bus & coach	Total V'cles 170 224 191 199 113 141	Total OGVs 7 13 9 16 11 16	Cycle 0 0 0 0 0 0 0 0 0	18:30 12 hr: Turn:	59 2321 NE»NW Car 17 30 74 78 53 62	9 566 1 × 4 Light Good 8 11 12 14 16 13	Bypass North int	OGV2	Motor cycle 0 1 0 0	35 Bus & coach 0 1 1 1	3134 Total Voles 26 45 89 95 73	Total OGVs 1 2 2 2 3	0 0 0 0 0
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		0.000								Day :	Tues			Date: 30 April 2013		Cou	int No.:	1:	3029
sults :		Class	ified vehicle TURN	ING MOVEMENTS in 1/2 hours						Times :	0700-	1900							
irn :	SE>NE	2 = 1	Bournemouth Ro	pad Into Bypass North	-					Turn:	SEFSW	2+3	Bournemouth Ro	ead into Bypass South	-				
¼ Hr begin	Car	Light Good	OGV1	OGV2	Moto		Total V'cles	Total OGVs	Cycle	1/4 Hr begin	Car	Light	OGV1	OGV2	Motor	Bus &		Total OGVs	
07:00	77	26	4	6	1.	0	114	10	0	07:00	2	0	0	0	0	0	2	0	
07:30	136	56	7	8	0	1	208	15	0	07:30	5	0	1	0	0	0	6	1	
08:00	112	29 26	5	5	0	1	147	5	0	08:00	2	0	0	0	0	0	2	0	
09:00	90	16	1	8 2	0	5	146	13	0	06:30	3	2	0	0	0	0	5	0	
09:30	75	20	1	8	0	1	114	3	0	09:00	8	2	0	0	0	0	10	0	
10:00	47	23	3	10	0	0	83	13	0	10:00	4	0	0	0	0	0	6	1	
10:30	109	26	5	5	1	0	146	10	1	10:30	8	2	2	0	0	0	3	0	
11:00	59	21	3	8	3	0	94	11	0	11:00	5	2	0	0	0	0	12	2	
11:30	59	18	6	4	1	0	88	10	0	11:30	4	1	2	0	0	0	7	2	
12:00	66	17	5	2	0	0	90	7	0	12:00	3	2	1	0	0	1	7	1	
12:30	53 60	16 18	1	7	0	0	77	8	0	12:30	В	4	2	1	.0	0	15	3	
13:30	75	14	3 8	2	2	0	85 104	5	0	13:00	9	5	0	0	0	0	14	0	
14:00	82	31	2	0	3	0	118	11 2	0	13:30 14:00	6	2	0	1	0	0	10	1	
14:30	79	10	3	5	0	1	98	8	0	14:30	7	0	2	0	0	0	10	3	
15:00	82	13	3	3	1	0	102	6	0	15:00	5	2	0	0	0	0	7	0	
15:30	78	30	2	2	1	2	115	4	0	15:30	3	2	0	0	0	0	5	0	
16:00	129	22 28	2	4	1	1	118	6	0	16:00	1	2	0	0	1	0	4	0	
17:00	132	25	4 3	3	1 2	2	168	8	0	16:30	2	0	0	0	1	0	3	0	
17:30	126	10	0	1	2	0	167 139	6	1	17:00 17:30	8	0	0	0	0	0	8	0	
18:00	118	6	0	0	2	0	126	0	0	18:00	3	2	0	0	0	0	5	0	
18:30	86	12	0	1	3	0	102	1	0	18:30	0	ô	0	0	0	0	0	0	
2 hr :	2124	513	71	101	28	17	2854	172	2	46.1		32	11	3					_
								3	~	12 hr :	109	34		3	3	1	159	14	
n: [SE>SE	2 > 2	Bournemouth Ro	ad into Bournemouth Road	-			,						ad Into Bournemouth Road	3	1	159	14	
% Hr begin	Car	Light Good	OGV1	0GV2	Motor cycle	coach	Total V'cles	Total OGVs	Cycle	Turn : % Hr begin					Motor cycle	Bus & coach	Total Voles	Total OGVs	6
% Hr begin	Car 0	Light Good	OGV1	0 GV2	cycle 0	coach	Total V'cles	Total OGVs	Cycle 0	Turn : 4 Hr begin 07:00	SE»NW	2 ± 4 Light Good	OGV1	ad into Bournemouth Road	Motor	Bus &	Total	Total	C
% Hr begin 07:00 07:30	Car	Light Good	OGV1	0GV2	cycle 0 0	coach 0 0	Total V'cles	Total OGVs	Cycle 0 0	Turn : [Car 35 87	2 × 4 Light Good	OGV1	ad into Bournemouth Road	Motor	Bus & coach	Total Vicles 49 106	Total OGVs	C
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7:00 7:00 7:30 8:00 9:30 9:30 9:30 1:30 2:30 3:30 4:00	Car 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Light Good 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	Total V cles 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total OGVs 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cycle 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Turn: [SE>NW Car 35 87 120 118 74 62 53 112 57 51 70 66 77 64	2 * 4 Light Good 13 13 14 8 17 15 8 6 8 6 8 13 7 9 8	0 0 0 0 1 1 1 2 0 0 1 1 1 2 2 2 2 2 1 1 1 1	OGV2	Motor cycle 1 2 1 1 1 1 1 1 0 0 0 0 1 1 0 0 0 0 0 0	Bus & coach 0 1 1 2 1 2 0 1 1 1 1 2 1 1 1 1 1 1 1	Total V'cles 49 106 137 128 95 82 68 119 67 61 82 92 72	Total OGV6 0 3 1 0 1 3 4 0 0 1 3 3 2 3	c
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								UE	MI	OUTP				00.4-41.0042			d Ma	42	029
ion:		Blandf	ord St Mary roundab	out						Day :	Tues	_		Date : 30 April 2013		Cour	nt No. 1	13	029
ts:		Classi	fied vehicle TURNII	NG MOVEMENTS in 1/2 hours						Times :	0700-1	900							
1			Daniel Court Int	a Dunger North						Turn :	sw.sw	3+3	Bypass South Int	to Bypass South					
1	SW≽NĘ	3 = 1	Bypass South Int	to bypass North	-	23					2112011	525	Dypuso count in			3		1	
Hr egin	Car	Light Good	ogv1	ogv2	Motor cycle	Bus & coach	Total Vicles	Total OGVs	Cycle	½ Hr begin		Light Good	OGV1	OGVZ	Motor cycle	Bus & coach	Total V'cles	Total OGVs	
7:00	90	20	6	3	0	0	119	9	0	07:00	0	0	0	0	0	0	0	0	
:30	111	33	11	7	0	3	165	18	0	07:30 08:00	0	0	0	0	0	0	0	0	
3:00 3:30	126	41 28	11	3	2 2	1 2	184	14	0	08:30	0	0	0	0	0	0	0	0	
:00	96 75	34	11	5	0	3	128	16	0	09:00	0	0	0	0	0	0	0	0	
1:30	65	25	6	5	1	0	102	11	0	09:30	0	0	0	0	0	0	0	0	
:00	72	12	12	0	0	D	96	12	0	10:00	0	0	0	0	0	0	0	0	
:30	52	15	12	1	0	1	81	13	0	10:30	0	0	0	0	0	0	0	0	
1:00	59	19	7	2	4	1	92	9	D	11:00	0	0	0	0	0	0	0	0	
:30	75	22	5	7	4	0	113	12	0	11:30	0	0	0	0	0	0	0	0	
:00	48	8	5	4	3	0	68	9	0	12:00 12:30	0	0	0	0	0	0	0	0	
2:30	44	28	12	3	0	0	87 93	15 15	0	13:00	0	0	0	0	0	0	0	0	
:00	55 49	20 12	11	2	0	0	69	8	0	13:30	0	0	0	a	0	0	0	0	
:00	53	16	10	4	5	5	93	14	0	14:00	0	0	0	0	0	0	0	0	
:30	63	19	6	6	2	0	96	12	0	14:30	D	0	0	0	0	0	0	0	
5:00	51	22	5	4	1	1	84	9	0	15:00	0	0	0	0	0	0	0	0	
5:30	53	16	5	5	2	2	83	10	0	15:30 16:00	0	0	0	0	0	0	0	0	
:00	76	35	7	3	0 2	5	126 129	10	0	16:30	0	0	0	0	0	0	0	0	
:30	95 83	15 36	11	3	1	3	127	4	D	17:00	0	0	0	0	0	0	0	0	
	105	0	29	3	1	3	141	32	0	17:30	0	0	0	0	0	0	0	D	
			2	2	0	2	101	4	0	18:00	0	0	0	0	0	0	0	0	
8:00 8:30	75 55	20 10	2	0	0	2	101 66	4	0	18:00 18:30	0	0	0	0	0	0	0	0	
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7:30 8:00 8:30 2 hr :	75 55 1726	20 10 506	2 1 201	0	0	2	101 66	4	0	18:00 18:30 12 hr :	0	0	0	0	0	0	0	0	
1:00 1:30 hr :	75 55 1726	20 10 506	2 1 201	77	0	2 0 38	101 66	4	0	18:00 18:30 12 hr :	0	0	0	0	0	0 0 Bus & coach	0 0 Total V'cles	0	
hr:	75 55 1726 SW>SE	20 10 506 3 > 2	2 1 201 Bypass South in	77 to Bournemouth Road	0 0 30 Motor	2 0 38	101 66 2578	4 1 278	0 1 1	18:00 18:30 12 hr : Turn : 	0 0 0 SW»NW	0 0 3 > 4 Light Good 8	Bypass South in	to Bournemouth Road	0 0 Motor cycle	0 0 Bus & coach	Total Vicies	Total OGV	
8:00 8:30 hr: Hr egin	75 55 1726 SW>SE	20 10 506 3 > 2 Light Good	2 1 201 Bypass South in	0 77 to Bournemouth Road 0gv2 0 0	Motor cycle	2 0 38 Bus & coach 0 3	101 66 2578 Total V'cles 3 14	Total OGVs	O 1 1 1 Cycle O 0	18:00 18:30 12 hr : Turn : 	0 0 0 SW»NW	0 0 3 > 4 Light Good 8 16	0 0 8 Bypass South in OGV1	o o o o o o o o o o o o o o o o o o o	Motor cycle	Bus & coach	Total V'cles	0 Total	
Hr egin 7:00	75 55 1726 SW>SE Car	20 10 506 3 > 2 Light Good 2 3	2 1 201] Bypass South in OGV1	0 77 77 Nto Bournemouth Road 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Motor cycle	2 0 38 Bus & coach 0 3 0	101 66 2578 Total V'cles 3 14 0	4 1 278 Total OGVs 0 0 0	0 1 1 Cycle	18:00 18:30 12 hr : Turn : 1/4 Hr begin 07:00 07:30 08:00	0 0 0 SW»NW Car 19 53 78	0 0 3 * 4 Light Good 8 16 16	Bypass South in	ogvz 0 0 0 0 0 0 0 0 0 0 0 1	Motor cycle	Bus & coach	Total Vicles 29 71 95	Total OGV	
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m:	NW»NE	4 > 1	Bournemouth Ro	oad into Bypass North						Turn:	NW»SV	4 > 3	Bournemouth Ro	oad into Bypass South					
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begin	Car	Good	OGV1	OGV2	cycle		V'cles	Total		% Hr begin	Car	Light Good	OGV1	OGV2	Motor cycle	Bus & coach	Total Vicles	Total	Cy
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13:30	106	15	1	1	1	3	127	2	0	13:30	38	4	î	1	0	0	44	2	
14:00	90	14	2	0	1	2	109	2	7	14:00	38	7	2	0	0	2	1336.50	X52	
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16:30	131	25	1	0	0	1	158	1	0	16:30	59	15	0	1	4		77	1	
17:00	164	14	2	0	1	2	183	2	0	17:00	66	11	0	0	2	o	79	0	
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18:00	119	10	1	0	0	3	133	1	0	18:00	56	5	0	0	2	- 2	64	0	
18:30	93	8	0	0	2	1	104	0	0	18:30	35	3	0	0	0	0	38	0	1
12 hr :	2377	326	32	22	20	22	2799					204	13						
				22	20	44	2133	54	3	12 hr :	1006	201	13	6	11	15	1252	19	- 3
n:	NW»SE	4 > 2	Bournemouth Ro		20	44	2199	54	3						11	15	1252	19	- 1
n:	NW»SE	4 > 2	Bournemouth Ro	ad into Bournemouth Road	20	24	2199	54	3			4 > 4		ad into Bournemouth Road	11	15	1252	19	1
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% Hr begin 07:00 07:30 88:00 99:30 10:00 10:30 11:30 12:30 13:30 14:00 14:30 15:50 6:00 6:30 7:00 7:30 8:00	Car 52 62 63 64 54 55 54 44 52 248 60 62 55 46 54 54 57 78 78 90 78 72	Light Good 8 8 12 11 11 10 7 7 7 5 5 6 8 8 4 110 8 8 8 7 10 114 12 8	0GV1 0 0 0 2 0 4 0 2 0 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0	ogvz	Motor cycle 0 2 1 0 0 1 0 0 0 1 1 0 0 0 1 1 2 0 0 1 2 6 1 1 2 6 1 2	Bus & coach 1 2 3 2 0 3 1 1 0 0 2 0 1 1 1 4 0 0 2 0 3 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total V cles 61 75 79 79 66 71 54 57 60 61 59 66 61 59 61 59 61 62 63 68 69 61 92 78	Total OGVs 0 1 0 2 1 6 2 2 2 1 0 0 1 0 0 0 2 2 0 0 0 0 0 0 0 0	Cycle 0 1 0 0 0 0 0 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 1 0 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 1 1 0 0 1	Turn: W. Hr begin 07:00 07:30 08:00 08:30 09:00 10:30 11:00 12:30 12:00 12:30 13:30 14:00 14:30 15:00 15:30 15:00 15:30 15:00 17:00	Car 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Light Good 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OGV2 OGV2	Motor cycle 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus & coath 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total Vcles 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total OGVs 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C)
% Hr legin 17:00 17:30 18:00 18:00 18:30 99:00 99:00 99:00 1:00 1:30 2:30 2:30 3:30 4:30 4:30 5:30 6:30 7:30 6:30 7:7:30 8:30	Car 52 62 63 64 54 54 55 52 52 55 55 54 60 62 55 54 66 57 78 78 78 78	Light Good 8 8 12 11 10 7 7 7 2 5 5 6 8 4 110 8 8 8 7 110 114 12 8 112	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Motor cycle 0 2 1 0 0 1 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 0 0 1 2 6 1	Bus & coach 1 2 3 2 0 3 1 1 0 0 2 0 1 1 1 4 0 0 2 0 3 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total V'cles 61 75 79 66 71 54 57 60 61 65 63 66 96 96 96 99 29 2	Total OGVs 0 1 0 2 1 6 2 2 1 0 1 0 0 1 0 0 0 0 0 0 0 0 0	Cycles 0 1 0 0 0 0 1 1 0 0 0 1 1 1 0 0 0 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 0 0 0 0 1 1 0	Turn: // Hr begin 07:00 07:30 08:00 08:30 10:00 10:30 11:30 12:30 13:30 14:00 15:30 15:30 15:30 17:30 17:30	Car 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 * 4 Light Good 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OGV1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OGV2 OGV2	Motor cycle 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus & coach 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total Vcies 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total OGVs 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C

St Mary's Hill Transport Assessment - APPENDIX 1

PARSONS BRINCKERHOFF Blandford Forum Junction Modelling

Appendix 2 - TRICS Data

Tuesday 28/05/13 Page 1 Barnfield Road Exeter Licence No: 709706

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : M - MIXED PRIVATE/NON-PRIVATE HOUSING

MULTI-MODAL VEHICLES

Selected regions and areas:

PB

SOU	TH EAST	
HC	HAMPSHIRE	1 days
KC	KENT	1 days
RE	READING	1 days
		3 days
WS	WEST SUSSEX	1 days
SOU	TH WEST	
BR	BRISTOL CITY	1 days
DV	DEVON	1 days
EAS	T MIDLANDS	/-
LE	LEICESTERSHIRE	1 days
WES	T MIDLANDS	/-
HE	HEREFORDSHIRE	1 days
YOR	KSHIRE & NORTH LINCOLNSHIRE	/-
NY	NORTH YORKSHIRE	1 days
NOR	TH WEST	/-
MS	MERSEYSIDE	1 days
NOR	TH	/
CB	CUMBRIA	1 days
WAL	ES	/-
CM	CARMARTHENSHIRE	1 days
SCO	TLAND	/-
FA	FALKIRK	1 days
	HC KC RE SC WS SOU BR DV EAST LE WES HE YOR NOR CB WAL CM SCO	KC KENT RE READING SC SURREY WS WEST SUSSEX SOUTH WEST BR BRISTOL CITY DV DEVON EAST MIDLANDS LE LEICESTERSHIRE WEST MIDLANDS HE HEREFORDSHIRE YORKSHIRE & NORTH LINCOLNSHIRE NY NORTH YORKSHIRE NORTH WEST MS MERSEYSIDE NORTH CB CUMBRIA WALES CM CARMARTHENSHIRE SCOTLAND

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

Tuesday 28/05/13

Page 2

PB Barnfield Road Exeter

Licence No: 709706

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 500 (units:)

Range Selected by User:

14 to 1412 (units:)

Public Transport Provision:

Selection by:

Include all surveys

Date Range:

01/01/05 to 11/12/12

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

Selected survey days:

 Monday
 4 days

 Tuesday
 2 days

 Wednesday
 3 days

 Thursday
 6 days

 Friday
 1 days

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

Selected survey types:

Manual count 16 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 10 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:

Industrial Zone 1
Residential Zone 13
Built-Up Zone 1
No Sub Category 1

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 16 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®.

Page 3

PB Barnfield Road

Licence No: 709706

Filtering Stage 3 selection (Cont.):

Population	within	1	mile:
------------	--------	---	-------

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	5 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	11 days

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

Travel Plan:

Yes	5 days
No	11 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.

Tuesday 28/05/13

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PB Barnfield Road

Exeter

Licence No: 709706

LIST OF SITES relevant to selection parameters

BRISTOL CITY BLOCKS OF FLATS BR-03-M-02

CLARENCE ROAD

BRISTOL

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings:

Survey date: MONDAY

Survey Type: MANUAL 12/10/09

CUMBRIA SEMI-DETACHED

42

CB-03-M-03 MOORCLOSE ROAD SALTERBECK

WORKINGTON Edge of Town

No Sub Category Total Number of dwellings:

Survey date: MONDAY

82 20/06/05

Survey Type: MANUAL

CARMARTHENSHIRE

HOUSES & FLATS CM-03-M-01

COLLEGE ROAD

CARMARTHEN

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: Survey date: THURSDAY 48

18/09/08

Survey Type: MANUAL

HOUSES & FLATS DEVON DV-03-M-01

TOPSHAM ROAD

EXETER

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings:

61 06/10/11

Survey Type: MANUAL

HAMPSHIRE

Survey date: THURSDAY **FALKIRK** SEMI D./TERRACED FA-03-M-01

FAIRLIE STREET

FALKIRK

Edge of Town Residential Zone

Total Number of dwellings: Survey date: WEDNESDAY 138

29/06/05

Survey Type: MANUAL

HOUSES & FLATS HC-03-M-04

HUNTS POND ROAD

TITCHFIELD

NEAR FAREHAM

Edge of Town

Residential Zone

Total Number of dwellings:

282 11/12/12

Survey Type: MANUAL

HEREFORDSHIRE

Survey date: TUESDAY SEMI D./TERRACED

HE-03-M-01 WHITECROSS ROAD

WIDEMARSH

HEREFORD

Suburban Area (PPS6 Out of Centre)

Industrial Zone

57 Total Number of dwellings:

01/03/06 Survey Type: MANUAL Survey date: WEDNESDAY

Tuesday 28/05/13 Page 5

Barnfield Road Exeter

Licence No: 709706

LIST OF SITES relevant to selection parameters (Cont.)

KC-03-M-01 **BLOCKS OF FLATS** KENT

HIGH STREET

RAMSGATE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 103

Survey date: TUESDAY 08/12/09 Survey Type: MANUAL **LEICESTERSHIRE**

LE-03-M-01 **SEMI DETACHED**

RYDER ROAD **BRAUNSTONE FRITH**

LEICESTER Edge of Town Residential Zone

Total Number of dwellings: 16

Survey date: THURSDAY 27/09/12 Survey Type: MANUAL

MS-03-M-01 HOUSING MERSEYSIDE

OFF KINGSWAY PRECOT LIVERPOOL

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 40

> Survey date: MONDAY 25/06/07 Survey Type: MANUAL

NY-03-M-03 SEMI D./TERRACED NORTH YORKSHIRE

CAWTHORN AVENUE

HARROGATE

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 14

Survey date: THURSDAY 11/09/08 Survey Type: MANUAL

RE-03-M-01 **BLOCKS OF FLATS** READING

OXFORD ROAD

READING Edge of Town Built-Up Zone

Total Number of dwellings: 79

Survey date: FRIDAY 03/11/06 Survey Type: MANUAL

SC-03-M-03 **HOUSES & FLATS** SURREY

ST ANNE'S DRIVE

REDHILL Edge of Town

Residential Zone

Total Number of dwellings: 500

Survey date: THURSDAY 08/09/11 Survey Type: MANUAL

14 SC-03-M-04 HOUSES/FLATS SURREY

EPSOM ROAD

GUILDFORD

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: 130

Survey date: THURSDAY 13/10/11 Survey Type: MANUAL St Mary's Hill Transport Assessment - APPENDIX 1

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Tuesday 28/05/13

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PB Barnfield Road Exeter

Licence No: 709706

LIST OF SITES relevant to selection parameters (Cont.)

15 SC-03-M-05

HOUSES & FLATS

SURREY

HOLYWELL WAY

STANWELL STAINES

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: Survey date: MONDAY 52

19/11/12

Survey Type: MANUAL

16 WS-03-M-03 TERRACED & FLATS

UPPER SHOREHAM ROAD

WEST SUSSEX

SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of dwellings: Survey date: WEDNESDAY 48

18/04/12

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.

Tuesday 28/05/13

Page 7 Licence No: 709706

PB Barnfield Road Exeter

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

		ARRIVALS		ALCO DECIDE	NO. EX SUI				
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00						ruce	Duys	DVVLLLS	Nate
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	16	106	0.084	16	106	0.233	16	106	0.217
08:00 - 09:00	16	106	0.115	16	106	0.282	16	106	0.317
09:00 - 10:00	16	106	0.126	16	106	0.153	16	106	0.397
10:00 - 11:00	16	106	0.134	16	106	0.135	16	106	0.279
11:00 - 12:00	16	106	0.141	16	106	0.132	16	106	0.269
12:00 - 13:00	16	106	0.134	16	106	0.144	16	106	0.273
13:00 - 14:00	16	106	0.143	16	106	0.147	16	106	0.278
14:00 - 15:00	16	106	0.150	16	106	0.151	16	106	0.290
15:00 - 16:00	16	106	0.185	16	106	0.142	16	106	0.301
16:00 - 17:00	16	106	0.241	16	106	0.179	16	106	0.327
17:00 - 18:00	16	106	0.290	16	106	0.150	16	106	0.420
18:00 - 19:00	16	106	0.230	16	106	0.165	16	106	0.440
19:00 - 20:00				10	100	0.103	10	100	0.395
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
otal Rates:			1.973			2.013			3.986

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

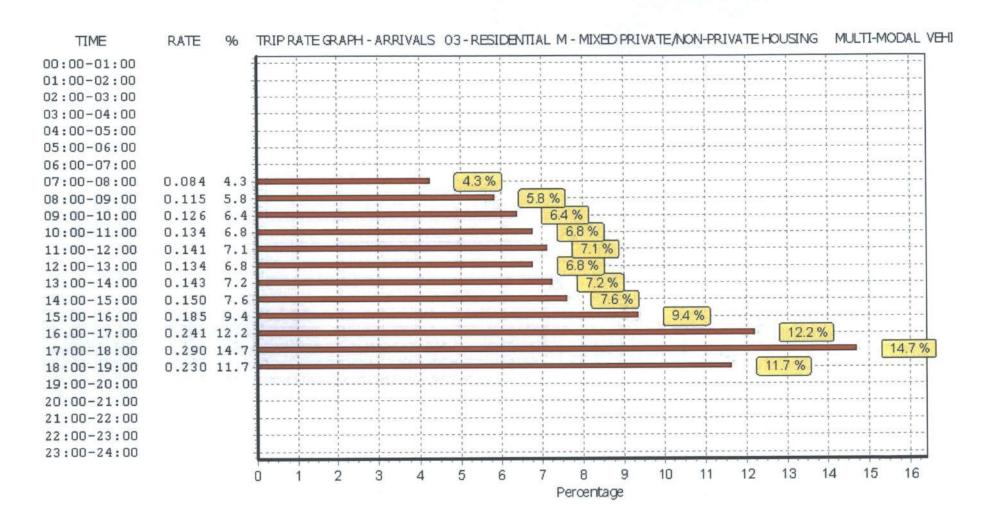
Trip rate parameter range selected: 14 - 500 (units:)
Survey date date range: 01/01/05 - 11/12/12

Number of weekdays (Monday-Friday): 16
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 3

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.

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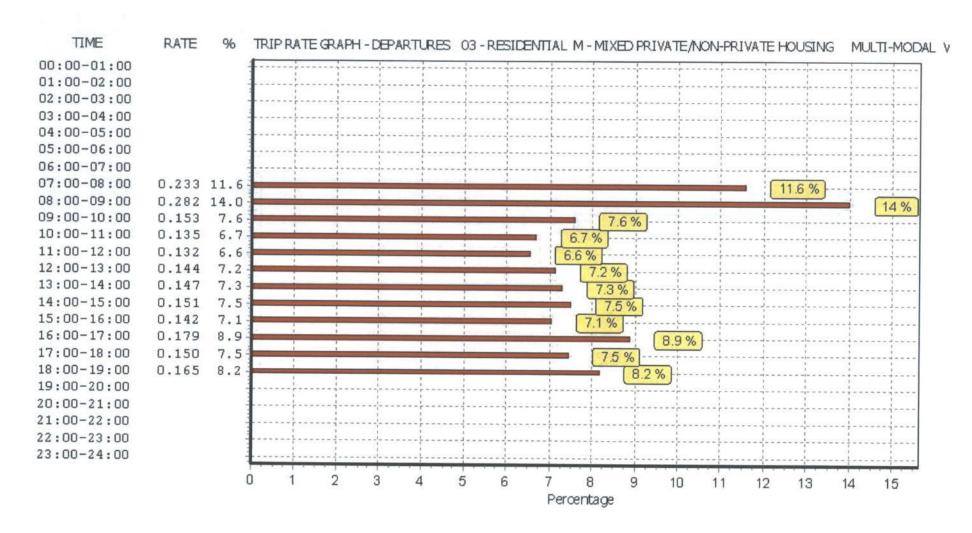


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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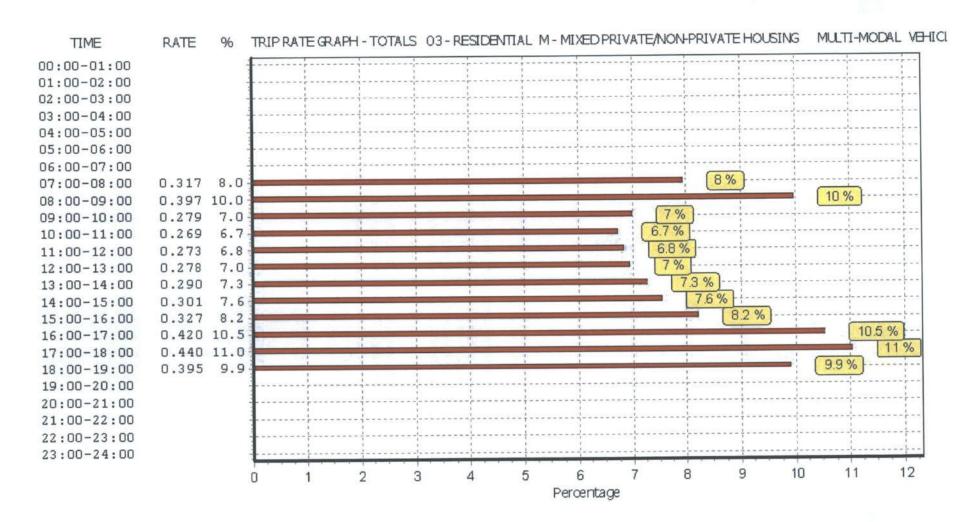
PB Barnfield Road Exeter

Licence No: 709706



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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PB Barnfield Road Exeter

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS		1	DEPARTURES		TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip	
00:00 - 01:00				20,3	DIVELLO	Nate	Days	DWELLS	Rate	
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	16	106	0.001	16	106	0.000	16	106	0.001	
08:00 - 09:00	16	106	0.002	16	106	0.001	16	106	0.001	
09:00 - 10:00	16	106	0.001	16	106	0.001	16		0.003	
10:00 - 11:00	16	106	0.002	16	106	0.003	16	106	0.004	
11:00 - 12:00	16	106	0.005	16	106	0.001	16	106 106	0.003	
12:00 - 13:00	16	106	0.003	16	106	0.001	16	106	0.009	
13:00 - 14:00	16	106	0.003	16	106	0.001	16	106	0.004	
14:00 - 15:00	16	106	0.002	16	106	0.003	16	106	0.004	
15:00 - 16:00	16	106	0.001	16	106	0.003	16	106		
16:00 - 17:00	16	106	0.001	16	106	0.002	16	106	0.005	
17:00 - 18:00	16	106	0.000	16	106	0.002	16	106	0.003	
18:00 - 19:00	16	106	0.000	16	106	0.001	16	106	0.001	
19:00 - 20:00				20	100	0.001	10	100	0.001	
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
otal Rates:			0.021			0.022			0.043	

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.

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Parameter summary

Trip rate parameter range selected:

14 - 500 (units:)

Survey date date range:

01/01/05 - 11/12/12

Number of weekdays (Monday-Friday):

16

Number of Saturdays:

0

Number of Sundays:

0

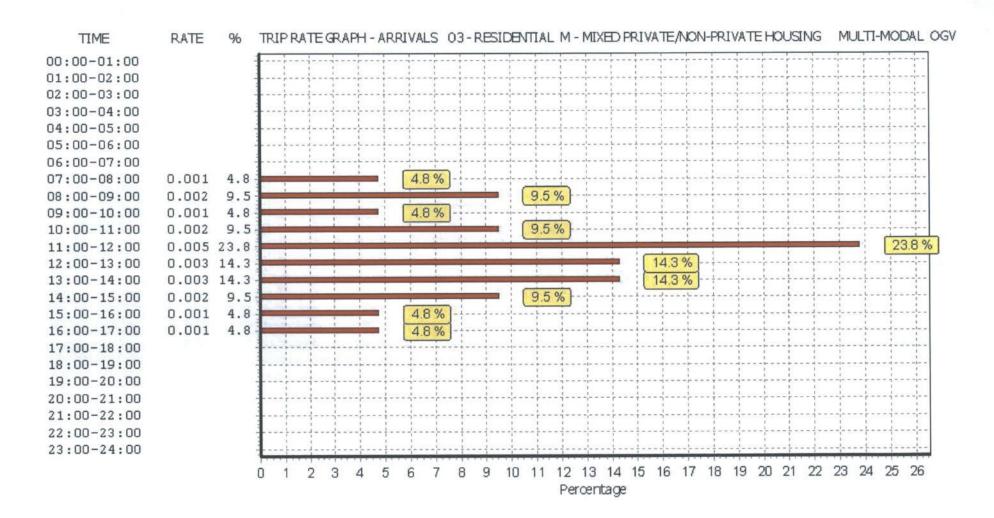
Surveys manually removed from selection:

3

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.

PB Barnfield Road Exeter

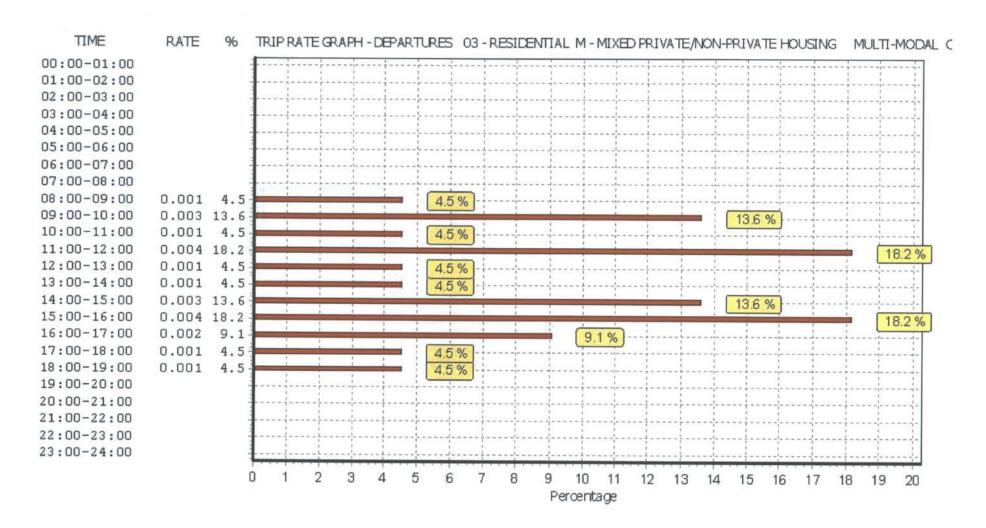
Licence No: 709706



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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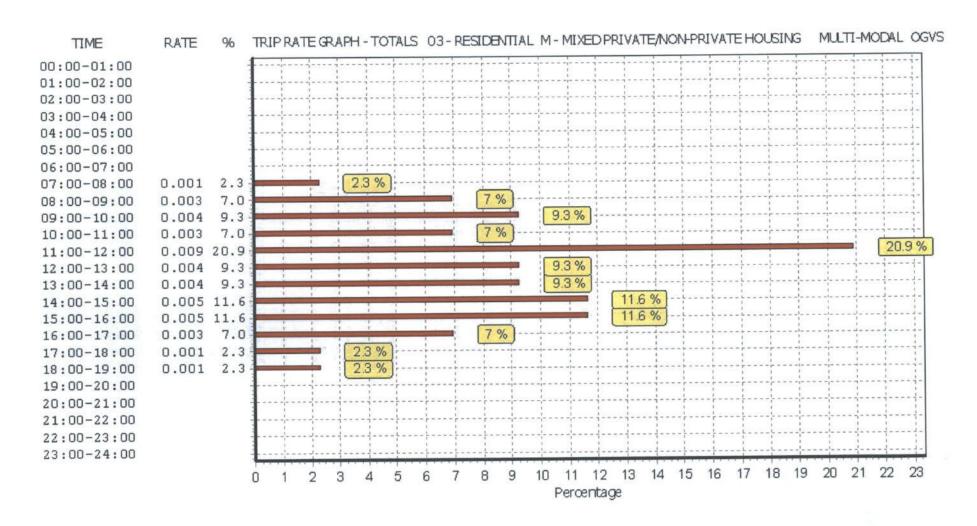
Licence No: 709706



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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

MULTI-MODAL TOTAL PEOPLE Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES		TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	
00:00 - 01:00	•					Nacc	Days	DVVLLLS	Nate	
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	16	106	0.126	16	106	0.399	16	106	0.525	
08:00 - 09:00	16	106	0.210	16	106	0.642	16	106	0.852	
09:00 - 10:00	16	106	0.199	16	106	0.271	16	106	0.470	
10:00 - 11:00	16	106	0.219	16	106	0.228	16	106	0.470	
11:00 - 12:00	16	106	0.214	16	106	0.242	16	106	0.456	
12:00 - 13:00	16	106	0.233	16	106	0.244	16	106	0.430	
13:00 - 14:00	16	106	0.250	16	106	0.246	16	106	0.47	
14:00 - 15:00	16	106	0.274	16	106	0.261	16	106		
15:00 - 16:00	16	106	0.458	16	106	0.278	16	106	0.535	
16:00 - 17:00	16	106	0.421	16	106	0.303	16	106	0.724	
17:00 - 18:00	16	106	0.498	16	106	0.254	16	106	0.752	
18:00 - 19:00	16	106	0.407	16	106	0.272	16	106	0.732	
19:00 - 20:00				10	100	0.272	10	100	0.079	
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:	1933119		3.509		STATE OF THE	3.640			7.149	

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

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

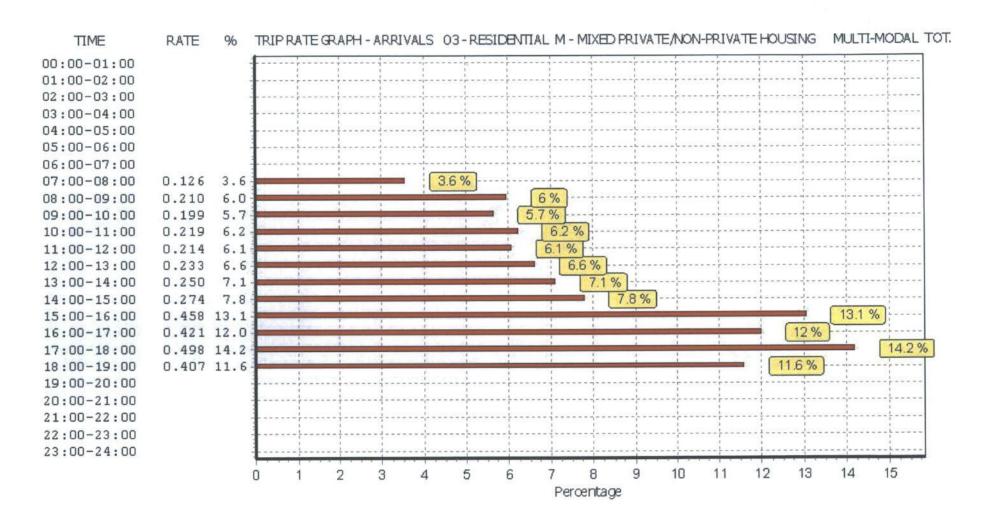
Trip rate parameter range selected: 14 - 500 (units:) Survey date date range: 01/01/05 - 11/12/12

Number of weekdays (Monday-Friday): 16 Number of Saturdays: 0 Number of Sundays: 0 Surveys manually removed from selection: 3

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.

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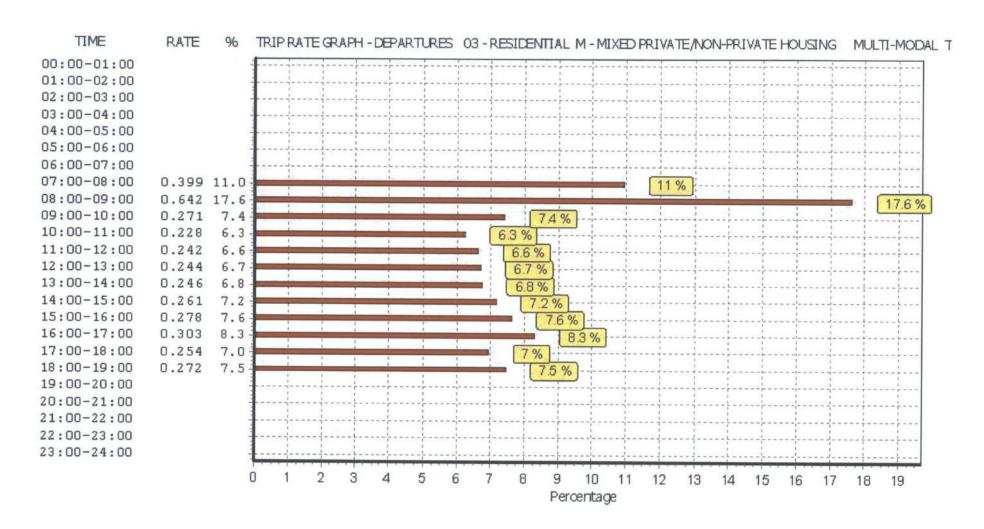


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