

# transport statement

Land to the East of Henderson  
Road, Thorpe-le-Soken

Ref: CCE/S771/TS01

August 2021

For M Scott Properties Ltd

## Document Review Sheet

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The content of this report is based on information available as of July 2021. The validity of the statements made may therefore vary over time as planning guidance / policies and the evidence base change.

## Document Status

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## 1 INTRODUCTION

### 1.0 Introduction

- 1.0.1 Cannon Consulting Engineers are appointed by M Scott Properties Ltd to provide highways and transportation advice in support of a full application for the development of land to the east of Landermere Road, Thorpe-le-Soken. It is proposed to develop the site for 28 residential bungalows including access and associated infrastructure.
- 1.0.2 The site is located within the Local Planning Authority (LPA) of Tendring District Council (TDC) and the Local Highway Authority (LHA) of Essex County Council (ECC). The location of the site is presented on Image 1.1 below:



Image 1.1: Site Location Plan

### 1.1 Development Proposal

- 1.1.1 The proposed development site is located east of the Landermere Road development which was permitted under planning reference 16/01169/OUT and 17/01482/DETAIL for up to 98 residential units, public open space and supporting site infrastructure. The site is currently being constructed by Bellway Homes and is referred to as Henderson Park. It is proposed to develop the application site for 28 residential bungalows which will be accessed through an extension of the existing spine road from the adjoining development which runs up to the boundary. A Type E access road, in accordance with ECC's Technical Design Manual will be taken from the spine road extension to serve the development, as shown on the masterplan contained at **Appendix A**.

### 1.2 Background

- 1.2.1 The proposed site has not been subject to a planning application, however as noted above the site forms a boundary with the Landermere Road development which received an outline planning permission in 2016 for a residential development comprising up to 98 dwellings

(planning reference 16/01269/OUT and 17/01482/DETAIL). Access to the development was secured from Landermere Road, from which a 6.75m wide Type D feeder road (spine road) was taken through the development and up to the boundary with the proposed development site.

### **1.3 Report Structure**

1.3.1 Essex County Council's (ECC) Development Management Policies (Feb 2011) contains the thresholds for the type of assessment which is required to support residential planning applications. It states that for developments between 25 and 50 units a Transport Statement (TS) is required. This is lower than the thresholds set out in the Department for Transport (DfT) Guidance on Transport Assessment which would require a TS for developments between 50 and 80 units.

1.3.2 The development of 28 residential bungalows is to the lower end of the ECC guidelines and falls below the DfT's guidance. Given the scale and expected trip generation a TS has been prepared.

1.3.3 Following this introduction this TS includes the following chapters:

- **Section 2** of this report describes the application site and existing transport conditions within the vicinity of the proposed development. This includes a review of the existing access and linkages to the site.
- **Section 3** describes the development proposals including the scale and layout of the site. As a full application it considers the layout in accordance with ECC technical design manual. This section will set out the trip generation related to the development proposals.
- **Section 4** presents the summary and conclusions to this TS.

## 2 EXISTING CONDITONS

### 2.0 Introduction

2.0.1 This section of the report outlines the existing local conditions including the provision for walking, cycling, public transport and a description of the local highway network in the vicinity of the site. It also considers connectivity to local amenities and facilities. This assessment evaluates the opportunities that exist to help reduce dependence on travel by the private car and informs the sustainable access and movement strategy considered later in the report.

### 2.1 Site Location

2.0.2 The proposed sites comprises land located to the east of Henderson Road to the north of Thorpe-le-Soken. The proposed site is bound by existing residential development to the west and agricultural land to the north, east and undeveloped grassland to the south. The site is approximately 2ha and is currently agricultural fields which are accessed from the adjacent residential development and accessed from Landermere Road. The location of the site is shown below:



Image 2.1 – Site Location Plan

### 2.1 Local Highway Network

2.1.1 As noted above the site is accessed from Landermere Road through the residential development currently nearing completion. Landermere Road (B1414) is a two-way single carriageway road that runs between the High Street to the south and Quay Lane to the north. Landermere Road forms part of the B1414 which runs between Little Clacton to the South and Harwich to the north. Landermere Road provides access to numerous residential streets within the north of Thorpe-le-Soken as well as access to the Tendring Technology College.

- 2.1.2 Landermere Road is subject to a 30mph speed limit as it runs adjacent to Henderson Park becoming a 60mph speed limit shortly beyond the site. The carriageway is approximately 6m wide and generally has footway provision to both sides of the road which varies in width between from 1.5-2m.
- 2.1.3 Landermere Road forms a junction with High Street and Abbey Street some 700m south of the site as a 3-arm mini-roundabout. There are informal pedestrian crossing points and pedestrian refuge islands provided on all arms. There are footways on all sides of the junction which provide continuous pedestrian connections from the residential areas on Landermere Road with the village centre to the west.
- 2.1.4 Comments have been received by the applicant in relation to safety of the existing mini-roundabout and in particular near misses. Personal Injury Accident (PIA) data for the most recent 5 year period has been reviewed and there have been no recorded accidents at the roundabout during this period. The junction has been inspected where it was noted that the existing road markings were worn away. Since this time the junction has been relined and it is considered that this will increase the conspicuity of the junction and improve its operation.
- 2.1.5 Abbey Street forms a short link between the mini-roundabout and its junction with Station Road to the east of the mini-roundabout. The spacing between the junctions is some 55m. Abbey Street becomes Frinton Road beyond the junction with Station Road.
- 2.1.6 The Abbey Street/Frinton Road/Station Road junction is bifurcated with Station Road to Abbey Street forming the main desire line. There is a short spur that connects Station Road to Frinton Road for southbound traffic. Abbey Street and Frinton Road form part of the B1033 which is a continuation of the High Street and provide the main route eastwards to Frinton.
- 2.1.7 Abbey Street and Frinton Road vary in width as they run adjacent to the Station Road junction with Abbey Street being around 7.3m and Frinton Road around 6m. Abbey Street has footway provision to both sides of the road which continues onto Frinton Road.
- 2.1.8 Station Road forms part of the B1414 and runs between Abbey Street and Thorpe-le-Soken station. Station Road has footways to both sides of the road which reduces to a footway to the western side as Station Road leaves the settlement boundary. This footway continues on the western side of the road to the station providing a continuous connection for pedestrians.
- 2.1.9 The High Street forms part of the B1033 which runs between Frinton-on-Sea to the southeast and Weeley to the northwest. High Street becomes Colchester Road at its junction with Vicarage Lane to the northwest of the village centre and is approximately 0.7km in length with some on-street parking adjacent to shops. There is footway provision to both sides of the High Street which varies in width up to 2.5m.

## **2.2 Vehicle Access**

- 2.2.1 The site currently takes access from the internal spine road which has been provided by the adjacent Bellway development. The spine road measuring 6.75m in width and forms a simple T-junction with Landermere Road. Access from the spine road to the site is currently gated.

## 2.3 Non Car Modes

2.3.1 Access to the site by modes other than the private car include the following:

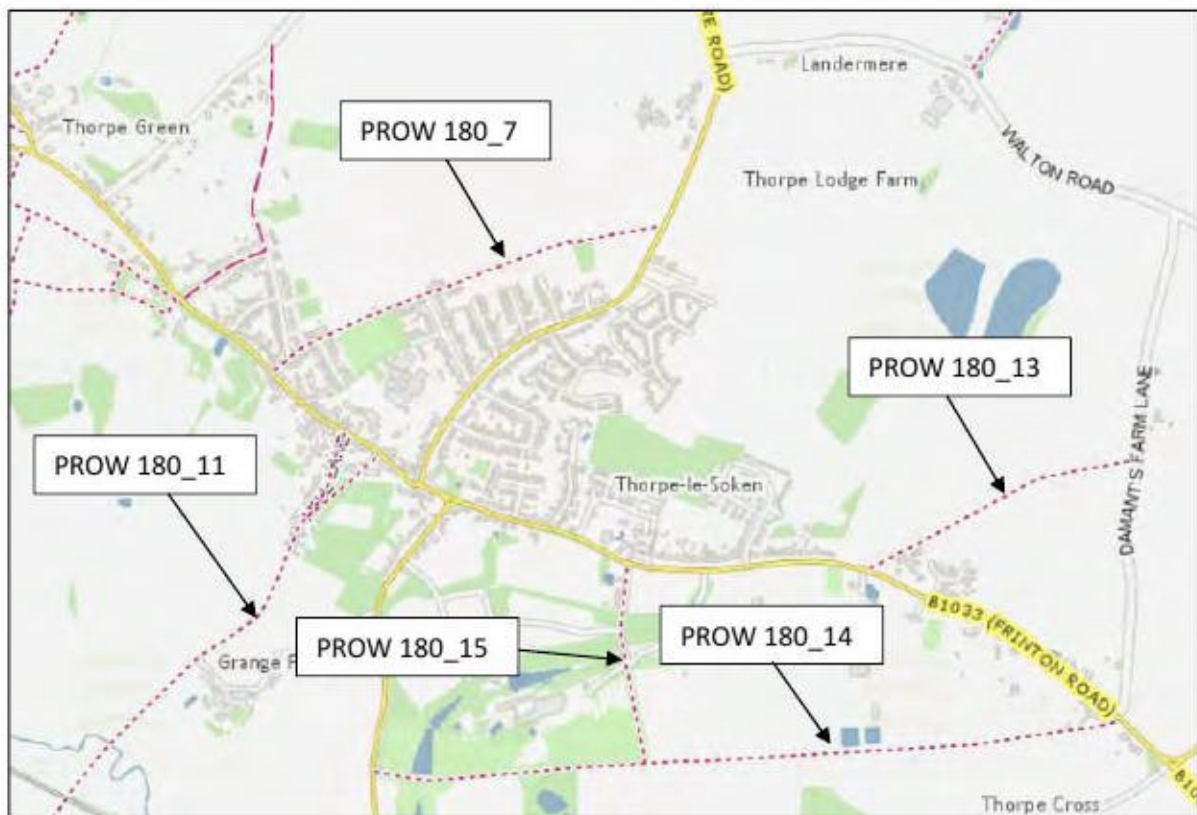
- Walking – Pedestrian Networks;
- Cycling – Cycle Route Networks; and
- Public Transport – Existing Bus and Train service provision.

### *Walking and Cycling*

2.3.2 The proposed site lies within 1.1km from Thorpe-le-Soken village centre, assuming a central point within the site, and is within 'acceptable' walking and cycling distances from local schools, leisure destinations and adjacent residential areas. There are existing footways on Landermere Road which provide direct routes into the Village from the site with the footway to the eastern side, extending passed the site frontage and connecting to the High Street.

2.3.3 The footways on Landermere Road are continuous between the site and the High Street with drop-kerbs and crossing points on the side roads where required.

2.3.4 There are several Public Rights of Way (PROW) that run adjacent and in close proximity to the site, these PROW's are shown below:



2.3.5 The nearest public right of way to the site is number 180\_07—From Landermere Road (to the north) to the western end of the High Street via New Town Road. As shown on the image above there are a number of other public rights of way in the vicinity of Thorpe-le-Soken.



2.3.6 There are no specific cycle paths or cycle lanes within the vicinity of the site and any cycle trips within the Thorpe-le-Soken occur on road.

2.3.7 With respect to the accessibility of the site to the local facilities and amenities, Table 2.1 overleaf shows relative distances with walking and cycling times to local facilities:

Facilities and Amenities	Distance (m)*	Walking** (minutes)	Cycling*** (minutes)
<b>Local Retail and Other Facilities</b>			
Village Centre	1,000	13	4
Tesco Express	1,200	15	4
<b>Education</b>			
Tendering Technology College	750	9	3
Rolph CoE Primary School	1,100	14	4
<b>Medical</b>			
Thorpe-Le-Soken Surgery	1,200	15	4
Pharmacy (Mansfields)	1,200	15	4
<b>Leisure and Recreation</b>			
Lifehouse Spa & hotel	2,100	26	8
Recreation Ground	1,100	14	4
Footpath PROW 180_7	350	4	1
<b>Public Transport</b>			
Bus Stop (adj Thorpe Memorial)	1,000	12	4
Bus Stop (adj Abbey Close)	850	11	3
Bus Stop (Station Road)	1,200	15	4
Thorpe-Le-Soken Train Station	2,000	25	7

**Table 2.1: Walking and cycling times to local facilities**

*\*Distances are in metres and have been measured from the middle of the site to the facilities*

*\*\*Walking times are based on a walk speed of 80m per minute (3mph)*

*\*\*\*Cycling times are based on a speed of 270m per minute (10mph)*

2.3.8 The distances from the site to the local facilities were measured from a central point within the site giving average distances to the facilities using footways, carriageway and footpaths. The Institute for Highways (IHT) guidelines on walking are given in Table 2.2 below and show acceptable distances and walk time for different journey purposes:

IHT Guidelines	Distance		Walk Time	
	Commuting, Walking to School and Recreational	Other Non-Commuter Journeys	Commuting, Walking to School and Recreational	Other Non-Commuter Journeys
<b>Desirable</b>	500m	400m	6.25 mins	5 mins
<b>Acceptable</b>	1,000m	800m	12.5 mins	10 mins
<b>Considered</b>	2,000m	1,200m	25 mins	15 mins

**Table 2.2: IHT walk journey times**

2.3.9 The walking and cycling figures shown in Table 2.1 indicate that there are multiple destinations within Thorpe-le-Soken which are within the ranges set out in Table 2.2. It is

therefore considered that all the facilities and amenities within Thorpe-le-Soken are within an acceptable cycling and walking distance from the site.

## 2.4 Public Transport

### *Bus Services*

- 2.4.1 The nearest bus stops to the site are located 1,000m from the site on Abbey Street and Station Road providing access to the local bus services summarised in the table below. Bus service timetables and maps are contained at **Appendix B**:

<b>Thorpe-Le-socket Bus Services &amp; Frequencies</b>					
<b>Bus Stop</b>	<b>No</b>	<b>Direction</b>	<b>Mon-Fri</b>	<b>Saturday</b>	<b>Sunday</b>
Tendring College (id esxadajd)	3	Clacton-Thorpe-Harwich	Hourly	Hourly	Every 2 hours
Thorpe Memorial (id esxgjwjt)	3	Clacton-Thorpe-Harwich	Hourly	Hourly	Every 2 hours
	99	Walton on the Naze – Thorpe – Clacton	1 per day	1 per day	No service
	105&107	Colchester-Thorpe-Walton	Hourly	Every 2 hours	No service
	115	School Service	2 Services	No Service	No Service
	702	Frinton-on-Sea – Colchester	2 Services	2 Services	2 Services

**Table 2.3: Existing Bus Services**

- 2.4.2 The summary above shows there are a number of services which provide journeys to Colchester, Clacton and Harwich. These are considered to be in an acceptable walking distance of the site as concluded as part of the Henderson Park development.

## 2.5 Rail Services

- 2.5.1 The Thorpe-le-Soken rail station is located 1.9km from the site and the services that can be sought from the station are summarised in **Table 2.4** below:

<b>Destination</b>	<b>Frequency of services</b>			<b>Journey Time</b>
	<b>Peak Period</b>	<b>Off Peak</b>	<b>Sunday</b>	
Colchester	2 per hour	2 per hour	Hourly	19-35mins
Clacton-on-Sea	Hourly	Hourly	Hourly	9 mins
Walton-on-the-Naze	Hourly	Hourly	Hourly	12 mins
London	2 per hour	2 per hour	Hourly	80-90 mins

**Table 2.4: Key Rail Service Destinations and Frequency**

- 2.5.2 Cycle storage is provided at Thorpe-le-Soken Station which is not sheltered but is covered by CCTV and provides for 40 cycles. A 65 spaces car park is provided at the station. Parking

charges for the car park range depending on length of stay with a charge of £5.50 per day for peak parking and £4.50 for off peak parking.

## **2.6 Personal Injury Accident Review**

2.6.1 The Personal Injury Accident (PIA) information was obtained from ECC for a 5 year from 1<sup>st</sup> July 2016 to 30<sup>th</sup> June 2021 (60 months). The data recorded a total of 15 person injury accidents within the study area, of which one was fatal, 4 were serious and the remaining 10 were slight. The accident details have been reviewed for each road section below, full accident details are contained at **Appendix C**.

### *B1414 Landermere Road*

2.6.2 Two accidents occurred on the B1414 Landermere Road, of which one was slight in severity and one was fatal. The fatal accident occurred approximately 0.5km north of the development access, close to the junction with Walton Road. This accident occurred during the hours of darkness and when the road surface was wet, the contributing factors were listed as loss of control and impaired by alcohol, no other vehicles were involved.

2.6.3 The slight accident occurred on Landermere Road approximately 32m from the junction with Abbey Crescent. The accident occurred when a vehicle attempting to park mounted the pavement and hit a pedestrian walking on the footway. The causation factor was noted to be uncorrected, defective eyesight.

### *Landermere Road / B1033 Mini Roundabout*

2.6.4 No accidents were recorded at the Landermere Road / B1033 Roundabout within the study period.

### *B1033 High Street (west of Landermere Road)*

2.6.5 A total of 5 accidents occurred on the B1033 High Street within the study area, of which 4 were slight and one was serious. The details of the four slight accidents are summarised below:

- The accident occurred in the vicinity of the Bell Public House when a vehicle travelling along the B1033 struck a pedestrian walking along the footway, the vehicle failed to stop;
- The accident occurred when a drivers was standing on the offside of the car with the door open. A car attempting to pass hit the door winding the driver, the vehicle failed to stop;
- The accident occurred approximately 154m from the junction with Mill Lane and involved a cyclist being struck by a passing car, which tried to squeeze between the cyclist and an oncoming vehicle;
- The accident occurred approximately 67m from the junction with Mill Lane and occurred when a vehicle pulling out from the car park failed to look properly and collided with a cyclists on the High Street.

- 2.6.6 The serious accident occurred approximately 132m from the Mill Lane junction and involved a vehicle waiting to turn right into the Public House. A second vehicle failed to look properly and attempted to overtake the car waiting to turn right and a collision occurred. The driver failed to stop.

*B1033 / Frinton Road (to the east of Station Road)*

- 2.6.7 Two accidents occurred on the B1033 Frinton Road to the west of its junction with Station Road. Of these one was serious and one was slight in severity. The details of these accidents are summarised below:

- The slight accident occurred at the Lifehouse Drive junction and involved a van setting off without looking properly and struck a cyclist travelling along the road; and
- The serious accident occurred 23m from the junction with Oak Close and involved when a pedestrian ran out in front of an oncoming vehicle.

*B1033 Abbey Street / Station Road Junction*

- 2.6.8 Two accidents occurred at the Abbey Street / Station Road junction, which were both slight in severity. The details of the accidents are summarised below:

- The accident occurred when a driver failed to give way while attempting to turn right and collided with an oncoming vehicle;
- The accident was a rear shunt accident and occurred whilst a vehicle was waiting to turn right.

*Station Road*

- 2.6.9 A total of four accidents occurred on Station Road within the study area, of which two were serious and two were slight. The details of the accidents are summarised below:

- One serious accident occurred on Station Road at the access to the Grange Farm campsite. This accident occurred when a motorcycle was passing a car on the wrong side of the road at temporary traffic signals. A third vehicle approached on the opposing carriageway around a bend resulting in the motorcyclists swerving and colliding with the vehicles;
- One serious accident occurred when a pedestrian tripped and fell into the path of an oncoming vehicle.
- One slight accident occurred when the HIAB of a stationary HGV lowered over the carriageway forcing a vehicle to swerve and crashed into a garden wall;
- One slight accident occurred when a vehicle deliberately drove into another before leaving the scene. This accident was reported as criminal damage.

- 2.6.10 The accident data has indicated there are no discernible patterns and the recorded accidents and it is not considered that the proposed development will adversely affect safety.

## 2.7 Existing Traffic Data

2.7.1 Traffic surveys were undertaken as part of the neighbouring Henderson Park outline application in 2016. Given the ongoing pandemic we understand that surveys are not being accepted until September 2021 at the earliest. The historic data has therefore been summarised for information, however it is noted that the impact of the development is low and an impact assessment is not required.

2.7.2 An Automatic Traffic Counter (ATC) survey was undertaken on Landermere Road between the 18<sup>th</sup> to the 24<sup>th</sup> April 2016. The data recorded vehicle volumes and speeds travelling in both directions on Landermere Road adjacent to the site boundary with Landermere Road. Table 2.6 below shows a summary of the traffic data recorded:

	AM	PM	12hr	16hr	18hr	24hr	85th	Ave
Northbound	158	165	1523	1710	1747	1769	40	36
Southbound	207	134	1520	1712	1738	1764	38	33
Totals	365	299	3043	3422	3485	3533	Speeds	

**Table 2.5: ATC survey summary for Landermere Road ATC's Average across 5 Weekdays (18<sup>th</sup> to 22<sup>nd</sup> April 2016)**

2.7.3 The ATC data has indicated the level of traffic using Landermere Road within the peak periods is 365 vehicles passing the site in the AM peak period and 299 vehicles passing the site in the PM peak period. In addition the data shows that the 85<sup>th</sup> percentile speed was 40mph or lower. Since the ATC was carried out the speed limit gateway has been moved to the northern side of the development access, which is likely to have reduced speeds further, therefore the speed figures are considered to be robust.

## 2.8 Existing Travel Patterns.

2.8.1 The 2011 National Census 'Travel to Work data' has been used for Middle Super Output Area (MSOA) Tendring 07 to identify the existing mode share for commuting trips. Although the development comprises of bungalows, which typically generate less commuting trips, it provides a useful comparison to understand how residents currently travel. The total mode share is summarised below:

Destination	PT	Car	Car Pass	M/cycle	Cycle	Walk	Other
Total	3.5%	80.4%	5.8%	0.9%	2.6%	6.5%	0.2%
Tendring 07	0.3%	60.0%	3.8%	0.6%	4.4%	30.5%	0.0%

**Table 2.6: 2011 Census Journeys to Work Mode Share for MSOA Tendring Residents**  
*\*due to rounding mode share values for each destination may not equal 100%*

2.8.2 The summary above shows that 35.2% of journeys within Tendring 07 are by walking, cycling or public transport, of which 30.5% are walking. This reduces to 12.6% when all trips are considered. It is considered that this shows that sustainable travel forms a suitable alternative to residents and the benefits of these will be promoted through the distribution of Travel Information Packs (TIPs).

### **3 DEVELOPMENT PROPOSALS**

#### **3.0 Introduction**

- 3.0.1 The existing transport networks and the opportunities for sustainable travel by non-car modes are described in Section 2. Building on the existing position, this section of the TS deals with the proposed transport and access strategy for the development, consistent with local and national policy aim and objectives.
- 3.0.2 It is proposed to develop land east of Henderson Road and the Henderson Park development for a development comprising 28 residential bungalows with associated access and infrastructure. The proposed masterplan is contained at **Appendix A**. This plan shows the layout of the site, the proposed access points to the site and parking provision.
- 3.0.3 The application is in detail and this section describes the internal layout and how it complies with ECC guidance.

#### **3.1 Site Access Strategy**

- 3.1.1 As explained in Section 2 the existing Henderson Park development has constructed an access from Landermere Road from which a 6.75m wide spine road extends into the site and up to the boundary with the proposed site. The spine road has been provided as a Type D feeder road capable of accommodating a future bus route extension. In addition the spine road has a 3.5m shared cycleway / footway on the southern side of the junction and a 2m wide footway on the northern side of the junction.
- 3.1.2 It is proposed to extend the existing spine road into the proposed site and up to the eastern boundary where a farm access gate will be provided. From the spine road a simple priority controlled junction and Type E access road will be extended to serve the 28 residential bungalows. This route will be provided with continuous 2m footway on the western side of the road, as shown on the masterplan contained at **Attachment A**.
- 3.1.3 Visibility at the proposed access from the spine road has been provided in accordance with the ECC Technical Design Guide and Manual for Streets. Drawing S771\_PL\_SK\_200 shows that visibility measuring 2.4m x 43m can be accommodated.
- 3.1.4 The access road extends south from the spine road where an 's' bend is provided. The forward visibility has been reviewed around the bends and the associated visibility envelope has been identified. It is proposed that these areas will be kept clear of obstruction and will be offered for adoption along with the access road and footways. The forward visibility is shown on Drawing S771\_PL\_SK\_200.
- 3.1.5 From the access a single shared surface drive will be provided in accordance with a Type F minor access. The private drive will extend west and will provide access to 6 units. The transition between the access road and the shared surface will be provided with a transition junction in accordance with the ECC Technical Design Guidance. The shared surface is provided with a turning head which can accommodate a refuse vehicle and fire tender, see deliveries and services sub section.

3.1.6 The internal layout of the site accords with the design guidance and Policy DM6 for estate roads.

*Pedestrian and Cycle Access*

3.1.7 As described above the existing 3.5m shared footway / cycleway on the spine road will be extended into the site and around the junction bellmouth. From this point a 2m footway will be extended into the site, as shown on Drawing S771\_PL\_SK\_200.

3.1.8 The above will make the site full permeable with the existing network

**3.2 Site Layout and Parking**

3.2.1 The proposed masterplan is contained at **Appendix A** and the development schedule is summarised below:

Unit Type	No: Bed	No: of Units
Market Bungalows	2 Bed	8
	3 Bed	11
	4 Bed	1
Affordable Bungalows	1 Bed	2
	2 Bed	4
	3 Bed	2
<b>TOTAL</b>		<b>28</b>

**Table 3.1 – Proposed Development Unit Schedule**

3.2.2 ECC Development Management Plan (DMP) Policy DM8 requires that *“the Highway Authority will ensure that development proposals comply with Essex County Council’s current “parking standards: Design and Good Practice” document, or its subsequent replacement.”*

3.2.3 The current parking guidance is set out in the Essex Parking Standards (2009) which are summarised below:

Land Use	Minimum Cycle Parking	Maximum Car Parking
Class C3: Dwelling Houses (incl. flats)	1 secure space covered space per dwelling. None if garage or secure area is provided within curtilage of dwelling	1 bedroom = 1 space/dwelling; 2 Bed + = 2 spaces per dwelling.

**Table 3.2: Essex Parking Standards (2009)**

3.2.4 Based on the above the following parking will be provided in accordance with the standards above:

Unit Type	No: Bed	No: of Units	Parking	Garages	Total
Market Bungalows	2 Bed	8	8	8	16
	3 Bed	11	11	11	22
	4 Bed	1	1	1	2
Affordable Bungalows	1 Bed	2	2	0	2
	2 Bed	4	8	0	8
	3 Bed	2	4	0	4
<b>TOTAL</b>		<b>28</b>	<b>34</b>	<b>20</b>	<b>54</b>

**Table 3.3 – Proposed Parking Provision**

3.2.5 The car parking summary above shows that a total of 54 parking spaces will be provided at the site which is in accordance with the parking guidance and Policy DM8. Where garages are provided they will have a minimum internal size of 7m x 3m which is considered to provide a parking space. In addition the driveways are provided at or above the recommended size so that the garage door can be opened whilst a vehicle is parked on the drive without overhanging the footway.

3.2.6 As prescribed in the parking guidance a garage with an internal size of 7m x 3m can accommodate the average car plus some storage. It is therefore considered that where a garage is provided this will also provide 1 secure parking space for a bicycle. Where garages are not provided storage will need to be provided.

### **3.3 Walking and Cycling Strategy**

3.3.1 As noted in section 3.1 above, the proposed internal layout will form an extension of the provision within the Henderson Park development which received planning and reserved matters permission in 2016/17 is largely built out. As part of the application the offsite network was accepted as being suitable for the anticipated demand and no offsite works were identified.

3.3.2 The proposed development will generate a low number of trips given its scale and use type, therefore no offsite highway works are considered necessary.

### **3.4 Public Transport Strategy**

3.4.1 The location of the bus stops on High Street, Abbey Street and Frinton Road are within acceptable walking distances from the site and provide access to the hourly services to Clacton, Colchester, Weeley and Harwich.

3.4.2 Thorpe-le-Soken Rail station is 1.8km from the site and provides hourly services to Colchester where onward services to London Liverpool Street can be sought. The proximity of the station to the site will encourage rail based trips to and from local destinations such as London, Colchester and Frinton. Analysis of the Census later in the report shows there is



currently some take up of rail for some travel to work destinations such as Colchester. It is considered the station is within cycling distance of the site and has adequate secure cycle parking to encourage people to access the station by bicycle.

### **3.5 Servicing, Refuse and Emergency Vehicle Access**

3.5.1 The Essex Technical Design Manual prescribes that refuse collection vehicles will circulate on all parts of the adopted road system but not on private drives. In the case of mews court cul-de-sac, they will enter in a reverse gear and not turn. Refuse collections will be made to dwellings within 25m of an adopted road.

3.5.2 This is consistent with the guidance in Manual for Streets which identifies at paragraph 6.8.9 that the maximum distance that a resident should have to carry their waste is no more than 30m and waste vehicles should be able to get within 25m of a refuse storage point, equating to a maximum distance of approximately 55m from a residential property to an appropriate location that a refuse vehicle can stop within. It should also be noted that whilst the maximum reversing distance of a refuse vehicle is approximately 12m (paragraph 6.8.8), if the road is straight and clear of obstacles or visual obstructions, this distance can be extended.

3.5.3 The internal road layout of the proposed site has been designed to accommodate access for deliveries and servicing which includes refuse vehicles and fire tenders (design vehicles). Swept path analysis has been carried out to demonstrate that the design vehicles can enter and exit the site in a forward gear. The swept path analysis is shown on drawings S771\_PL\_SK\_201 and 202.

3.5.4 In summary the layout of the site has been considered in accordance with ECC Technical Design Guide and Policy DM6 (Part i) for Estate Roads.

### **3.6 Travel Information Packs**

3.6.1 Given the scale of development Travel Information Packs (TIP) will be issued to each dwelling upon occupation, these information packs will be issued by the developer will inform the residents of their travel choices. The TIPs will be secured via condition / S.106. The commitment to supply TIP's is in accordance with Policy DM10.

### **3.7 Trip Generation**

#### *Proposed Vehicular Trip Generation*

3.7.1 The TRICS database has been interrogated to find a representative trip generation for a development of 80 residential dwellings. The following parameters were used:

- Type – Class 03/A (Houses Privately Owned)
- Regions – deselected Greater London; Wales; Scotland; Connaught; Munster; Leinster; Greater Dublin; Ulster;
- Dwelling Range – 57-159 units

- Sub Categories – Residential Zone deselected, Village and Out of Town retained
- Car Ownership – range: 4 sites with a car ownership between 1.1 to 1.5 and 1 site with a car ownership of between 1.6 to 2.0, (Tending car ownership calculated as 1.47).

3.7.2 The trip rates derived from the review of TRICs were presented as part of the formal pre-application process for a similar development sites in Cressing and Silver End, within the Braintree District. The two way trip rates were initially estimated as 0.457 in the AM peak and 0.421 in the PM peak. The rates presented in the scoping note included 6 sites of which one consisted of bungalows. This site (reference WS-03-A-07) comprises 57 bungalows which had the following trip rate:

- AM - 0.140 Arrive, 0.140 Depart, Two way 0.280; and
- PM – 0.088 Arrive, 0.070 Depart, Two way 0.150.

3.7.3 As noted above the trip rate of the bungalow development is significantly lower than the average rate which is consistent with the type of development and that less residents are commuting in the AM and PM peaks. Essex County Council reviewed the proposed rates and although significantly higher than the bungalow trip rate they considered that a rate closer to 0.600 would be more appropriate for a semi-rural location.

3.7.4 Through consultation with ECC the following trip rates were agreed which are considered to be robust and have therefore been used to assess the trip attraction of the proposed development, a copy of the TRICs trip rate output is contained at **Appendix D**.

Trip Rate	AM			PM		
	Arr	Dep	2-way	Arr	Dep	2-way
Houses Private (trip rate)	0.163	0.367	0.530	0.321	0.179	0.500

**Table 3.4: Agreed Development Trip Rates.**

3.7.5 The trip rates summarised in Table 5.1 have been used to estimate the trip attraction of the development, as summarised below:

Trip Rate	AM			PM		
	Arr	Dep	2-way	Arr	Dep	2-way
Houses Private (trip rate)	0.159	0.368	0.527	0.324	0.175	0.499
<b><i>Trips for 28 Units</i></b>						
Houses Private (vehicles)	5	10	15	9	5	14

**Table 3.5 - Proposed Site Trip Rates and Trip Generation.**

3.7.6 The table above shows that the proposed development is likely to generate 15 two way vehicle movements in the AM peak and 14 two way vehicle movements in the PM peak. This equates to 1 additional vehicle every 4 minutes. Based on the estimated vehicle trip attraction of the site it is not considered that these will have a material impact on the highway network and as such an assessment is not required.

### 3.8 Trip Generation

3.8.1 The trips rates summarised above have been assigned to the highway network using the distribution agreed as part of the Henderson Park development, which was based on the National Census data, as replicated below:

Junction	Road	Direction	Percentage	
			AM	PM
Site Access Junction	Landermere Road	North	9.1%	11.7%
	Landermere Road	South	90.9%	88.3%
High Street/ Landermere Road Mini - roundabout	High Street	West	53.8%	24.8%
	Abbey Street	East	37.1%	63.5%
Abbey Street/ Frinton Road/Station Road Junction	Frinton Road	East	20.6%	27.2%
	Station Road	South	16.5%	36.3%

**Table 3.6: Agreed Distribution of Proposed Trips**

3.8.2 The assignment percentages were applied to the trip generations for the site as summarised below.

Junction	Road	Direction	Percentage	
			AM	PM
Site Access Junction	Landermere Road	North	1	1
	Landermere Road	South	14	13
High Street/ Landermere Road Mini - roundabout	High Street	West	8	8
	Abbey Street	East	6	5
Abbey Street/ Frinton Road/Station Road Junction	Frinton Road	East	3	3
	Station Road	South	2	2

**Table 3.7: Agreed Distribution of Proposed Trips**

3.8.3 The summary above shows that once assigned to the network the trips dilute further. Based on the estimated vehicle trip attraction and distribution from the site it is not considered that these will have a material impact on the highway network and as such an assessment is not required.

## **4 SUMMARY AND CONCLUSION**

### **4.0 Summary**

- 4.0.1 This Transport Statement (TS) has been prepared by Cannon Consulting Engineers (CCE) on behalf of M Scott Properties Ltd in relation to the proposed development of Land to the East of Henderson Road, Thorpe-le-Soken for a development comprising 28 residential bungalows and associated access and infrastructure.
- 4.0.2 A qualitative assessment of the existing walking, cycling and public transport infrastructure and services has been carried out. The review shows that the development is well located to a range of services and facilities. The development layout has been designed to link with the existing network.
- 4.0.3 It is proposed to access the Residential Units via an extension of the neighbouring Henderson Park development spine road which has been constructed to a Type D standard with a 6.75m wide carriageway, 1 x 3.5m shared footway / cycleway and 1 x 2m footway. A Type E access road with a 5.5m wide carriageway and a continuous 2m wide footway will be taken from the spine road extension to serve the development, including one 6m wide shared surface (providing access to 6 units). The visibility requirements have been reviewed and swept path analysis has been carried using an 11.2m refuse vehicle and a fire tender which can be accommodate by the proposed layout. The layout of the site is considered to be in accordance with the ECC Technical Design Guide.
- 4.0.4 Car parking and cycle parking has been provided in accordance with ECC parking guidance (2009).
- 4.0.5 An assessment of the proposed trip generation of the proposed development has been carried out which have been assigned to the network using national census data as agreed as part of the neighbouring site. This shows that once distributed the impact of the development is low and therefore no offsite highway assessment is required.
- 4.0.6 Given the scale of development it is expected that Travel Information Packs will be provided to future residents which will be secured as part of the planning application.

### **4.1 Conclusions**

- 4.1.1 The Transport Statement demonstrates that:
- The site has access to sustainable modes, including walking, cycling and public transport;
  - Safe and sustainable access to the site can be achieved;
  - The transport impacts of the Development are negligible and not considered to be 'severe' as prescribed in NPPF.
- 4.1.2 CCE consider that this TS demonstrates that the proposals at the land west of to the East of Henderson Road are acceptable in terms of highways and transportation issues.

**Drawings**

**NOTES**  
1) DO NOT SCALE FROM PLAN

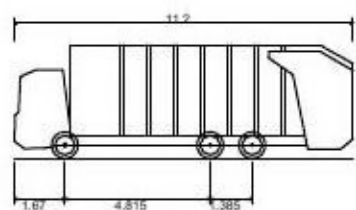


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REV	DESCRIPTION	CH	PA	DATE	PROJECT TITLE		CLIENT	DATE		<b>Cannon Consulting Engineers</b> Cambridge House, Kentford, Newmarket, Cambs, CB8 7PN				
					LAND TO THE EAST OF HENDERSON ROAD		SCOTT PROPERTIES LTD	15/06/21		DRAWING NUMBER	REV			
					DRAWING TITLE		DESIGNED	DRAWN	CHECKED	PASSED	SCALE @ A3	ISSUE STATUS	S771 PL SK 200	A
					PROPOSED HIGHWAY LAYOUT		DS	DS	DS	-	NTS	PRELIMINARY		

NOTE THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN CANNON CONSULTING ENGINEERS AND MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR WRITTEN CONSENT

**NOTES**  
1) DO NOT SCALE FROM PLAN



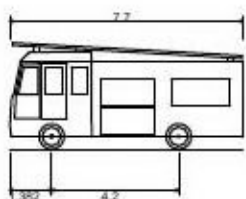
Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)  
 Overall Length 11.200m  
 Overall Width 2.530m  
 Overall Body Height 3.751m  
 Min Body Ground Clearance 0.304m  
 Track Width 2.500m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.500m

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PROJECT TITLE LAND TO THE EAST OF HENDERSON ROAD		CLIENT SCOTT PROPERTIES LTD			DATE 15/06/21	 <b>CANNON</b> CONSULTING ENGINEERS Highways, Transport & Infrastructure Planning	<b>Cannon Consulting Engineers</b> Cambridge House, Kentford, Newmarket, Cambs, CB8 7PN		
DRAWING TITLE SWEPT PATH ANALYSIS (11.2m REFUSE VEHICLE)		DESIGNED DS	DRAWN DS	CHECKED DS	PASSED -		SCALE @ A3 NTS	ISSUE STATUS PRELIMINARY	DRAWING NUMBER S771 PL SK 201
REV	DESCRIPTION	CH	PA	DATE					

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**NOTES**  
1) DO NOT SCALE FROM PLAN



Dennis Sabre Fire Tender (LWB)  
 Overall Length 7.700m  
 Overall Width 2.430m  
 Overall Body Height 3.512m  
 Min Body Ground Clearance 0.397m  
 Track Width 2.380m  
 Lock to lock time 5.00s  
 Kerb to Kerb Turning Radius 7.400m

7.700m  
2.430m  
3.512m  
0.397m  
2.380m  
5.00s  
7.400m

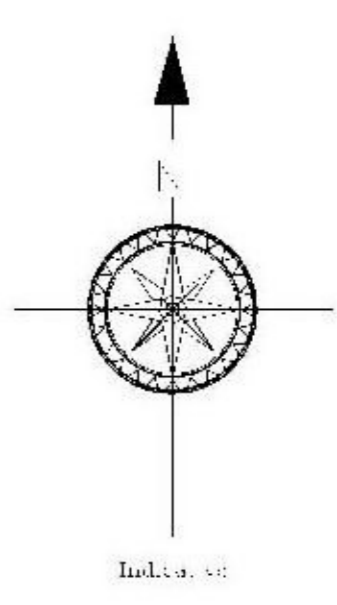
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PROJECT TITLE <b>LAND TO THE EAST OF HENDERSON ROAD</b>		CLIENT <b>SCOTT PROPERTIES LTD</b>			DATE 15/06/21	 <b>CANNON</b> CONSULTING ENGINEERS Highways, Transport & Infrastructure Planning	<b>Cannon Consulting Engineers</b> Cambridge House, Kentford, Newmarket, Cambs, CB8 7PN		
DRAWING TITLE <b>SWEPT PATH ANALYSIS (FIRE TENDER)</b>		DESIGNED DS	DRAWN DS	CHECKED DS	PASSED -		SCALE @ A3 NTS	ISSUE STATUS PRELIMINARY	DRAWING NUMBER <b>S771 PL SK 202</b>
REV	DESCRIPTION	CH	PA	DATE					

NOTE THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN CANNON CONSULTING ENGINEERS AND MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR WRITTEN CONSENT



**Appendix A**  
**Development Masterplan**



PROPOSED DEVELOPMENT  
LAND TO THE EAST OF  
HENDERSON ROAD  
THORPE-LE-SOKEN  
ESSEX  
SITE PLAN

Tim Snow Architects  
9A High Street, Brightlingsea  
Colchester, Essex CO7 0AL

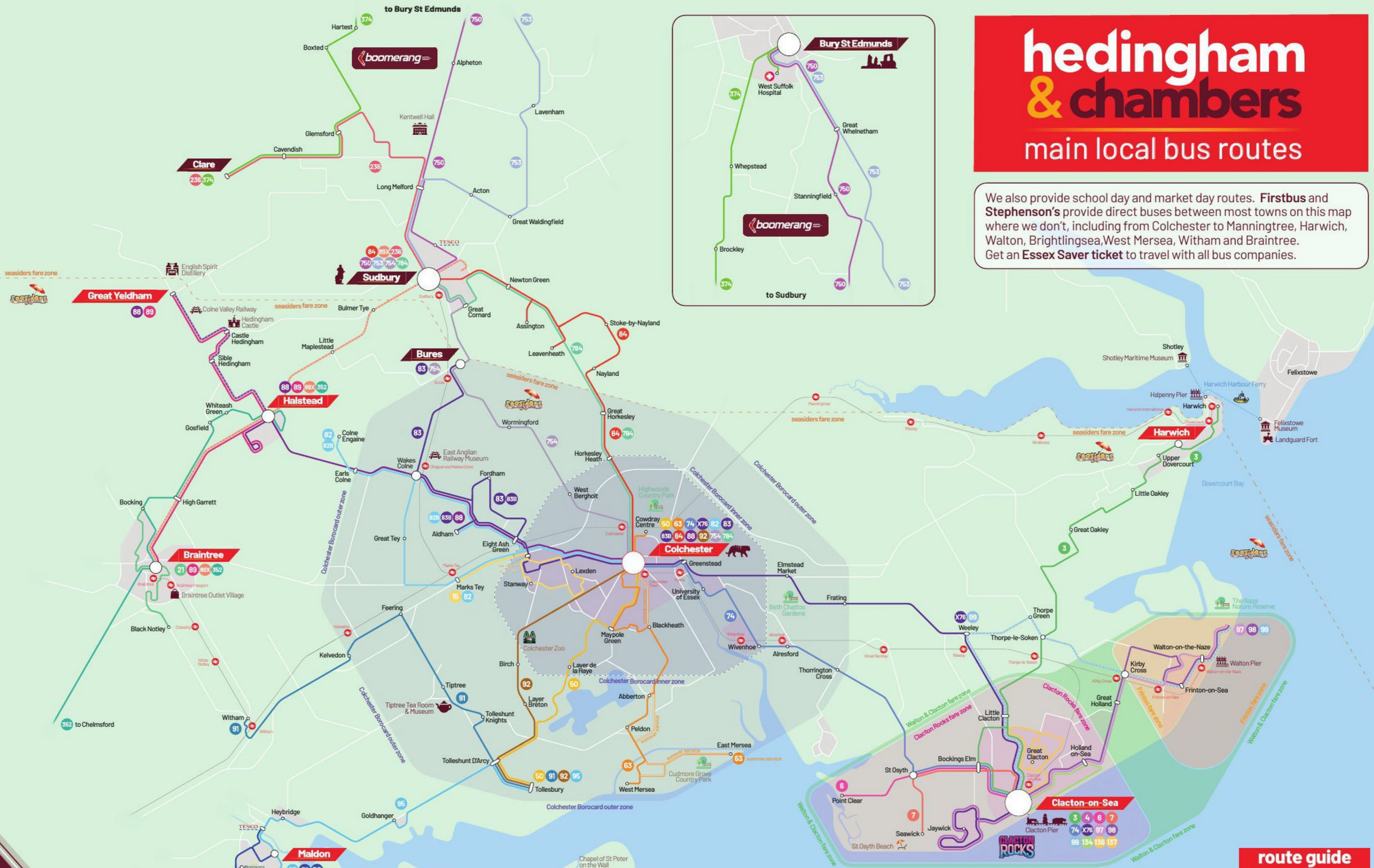
Scale 1:500 @ A1  
Date JUNE 2021  
Drawing No. 942/01 H

**Appendix B**  
**Public Transport Information**

# hedingham & chambers

## main local bus routes

We also provide school day and market day routes. **Firstbus** and **Stephenson's** provide direct buses between most towns on this map where we don't, including from Colchester to Manningtree, Harwich, Walton, Brightlingsea, West Mersea, Witham and Braintree. Get an **Essex Saver** ticket to travel with all bus companies.



route guide			
normal daytime frequencies Mon-Sat			
3	Harwich   Thorpe le Soken   Little Clacton   Clacton up to every 60 mins	74	Clacton   St Osyth   University of Essex   Colchester up to every 60 mins
4	Jaywick   Clacton Town Centre up to every 15 mins	X76	Jaywick   Clacton   Weeley   Colchester up to every 30 mins
6	Point Clear   St Osyth   Bocking's Elm   Clacton up to every 30 mins	82 82B	Colne Engaine   Colchester 7 journeys a day
7	St Osyth Beach   Clacton up to every 60 mins	83 83B	Bures   Colchester 4 journeys a day
15	Shrub End   Marks Tey Rail Station up to every 30 mins at peak times	84	Sudbury   Nayland   Colchester 2 journeys a day
21	Black Notley   Braintree   Bocking every 30 mins on Sundays	88	Great Yeldham   Halstead   Earls Colne   Colchester up to every 30 mins - all tickets accepted by First Bus
50	Layer de la Haye   Colchester up to every 60 mins	89	Great Yeldham   Halstead   Braintree up to every 60 mins
63	West Mersea   Berechurch   Colchester up to every 60 mins	89X	Sudbury   Halstead   Braintree 1 journey a day
91	Tollesbury   Tiptree   Witham up to every 90 mins	92	Tollesbury   Layer Breton   Colchester 7 journeys a day
92	Tollesbury   Goldhanger   Maldon up to 5 journeys a day / up to every 2 hours	95	Tollesbury   Kirby Cross   Walton-on-the-Naze up to every 15 minutes with Route 98
95	Tollesbury   Goldhanger   Maldon up to 5 journeys a day / up to every 2 hours	97	Clacton   Kirby Le Soken   Walton-on-the-Naze up to every 60 minutes
96	Walton-on-the-Naze   Thorpe le Soken   Clacton 1 journey a day - Evenings only	98	Clacton   Kirby Le Soken   Walton-on-the-Naze up to every 30 mins
97	Clacton   Kirby Cross   Walton-on-the-Naze up to every 15 minutes with Route 98	99	Walton-on-the-Naze   Seaford   Clacton   Holland on Sea up to every 30 mins
98	Clacton   Kirby Le Soken   Walton-on-the-Naze up to every 60 minutes	134	Clacton   ASDA   St Clacton   Burrs Rd   Shopping Village up to every 15 mins
99	Walton-on-the-Naze   Thorpe le Soken   Clacton 1 journey a day - Evenings only		
134	Holland on Sea   Seaford   Clacton   Holland on Sea up to every 30 mins		
136 137	Clacton   ASDA   St Clacton   Burrs Rd   Shopping Village up to every 15 mins		
236	Clare   Cavendish   Glemsford   Long Melford   Sudbury 8 journeys a day		
352	Chelmsford   Braintree   Halstead 3 journeys a day - Evenings only		
374	Clare   Bury St Edmunds 4 journeys a day		
750 753	Bury St Edmunds   Long Melford   Sudbury up to every 30 mins		
754 784	Sudbury   Great Cornard   Colchester up to every 30 mins		
D1 D2	Maldon   Mayland   Bradwell on Sea (D1)   Southminster (D2) up to every 30 mins		

\* Anywhere Anytime and Seaside tickets are not valid on these ECC routes. Buy an Essex Saver ticket for unlimited same day travel on all routes and bus companies.

### Schooldays only

	Service Number	115
Weeley, The Black Boy	810	
Little Clacton, Leys Drive	818	
Thorpe-le-Soken, Playing Field	828	
Thorpe-le-Soken, Tendring College	830	

	Service Number	115
Thorpe-le-Soken, Tendring College	1520	
Thorpe-le-Soken, Playing Field	1523	
Little Clacton, Leys Drive	1533	
Weeley, The Black Boy	1540	

| Frinton on Sea | Little Clacton | Clacton on Sea | St Osyth | Thorrington | Colchester

## Mondays to Fridays - Schooldays Only

Route number 702

Frinton On Sea, Frinton Gates	0705
Thorpe le Soken, Mill Lane, (Tesco)	0712
Weeley, The Street, (Post Office)	0717
Little Clacton, Village Hall	0722
Thorpe Road, Lymington Avenue	0725
Thorpe Road, The Plough	0727
Holland Road, School	0731
Marine Parade West, Martello Inn	0738
St Osyth Road, Bryans Garage (Lidl Store)	0741
St Osyth Road, Coppins Green	0743
St John's Road, Brace of Pistols	0746
St Osyth, The Red Lion	0752
Thorrington, Opposite Post Office	0800
Then direct to	
Colchester, Lexden Road	0824
Colchester, Norman Way Bus Park	0830

Colchester, Norman Way Bus Park	1545
Colchester, Lexden Road	1552
Then direct to	
Thorrington, Opposite Post Office	1615
St Osyth, The Red Lion	1623
St John's Road, Brace of Pistols	1629
St Osyth Road, Coppins Green	1632
St Osyth Road, Bryans Garage (Lidl Store)	1634
Marine Parade West, Martello Inn	1637
Holland Road, School	1644
Thorpe Road, The Plough	1648
Thorpe Road, Lymington Avenue	1650
Little Clacton, Village Hall	1653
Weeley, The Street, (Post Office)	1658
Thorpe le Soken, Mill Lane, (Tesco)	1703
Frinton On Sea, Frinton Gates	1710

## Route

Frinton Gates, B1033, Frinton Road, Continue Thorpe Road, Continue The Street , Continue High Street , Continue Colchester Road , The Street , B1441 Clacton Road , Continue Weeley Road ,B1422 Centenary Way , B 1369 Thorpe Road , B1027 St John's Road , Continue Valley Road , B1032 Holland Road , Angelfield , Marine Parade , Wash Lane , Arnold Road , Wash Lane , Old Road , St Ostyh Road , Cloes Lane , B1027 St John's Road , Continue Pump Hill , Clacton Road , Colchester Road , B1027 Colchester Road , Continue Clacton Road , Continue Tenpenny Hill , Continue Brightlingsea Road , B1028 Colchester Road , A133 Clingoe Hill , Boundary Road , Capon Hill , Elmstead Road , A134 Eastern Approach , Colne Causeway , A134 Hythe Quay , Continue Maudlyn Road , Continue Hythe Hill , Continue Barrack Street , Continue Magdalen Street , Continue Lexden Road , NORMAN WAY



## 105 & 107

## Colchester - Ardleigh - Kirby Cross - Walton On The Naze

### Saturday

Service No	107	105	105	105	105	105
Walton-on-the-Naze, Columbine Centre	710	920	1120	1320	1520	1745
Walton-on-the-Naze, Church	713	922	1122	1322	1522	1746
Walton-on-the-Naze, War Memorial	--	923	1123	1323	1523	1747
Frinton-on-Sea, Rail Gates	--	927	1127	1327	1527	1751
Frinton-on-Sea, The Oaks	717	--	--	--	--	--
Walton-on-the-Naze, Ashes Corner	719	--	--	--	--	--
Kirby-le-Soken, Halstead Villas	722	--	--	--	--	--
Kirby Cross, Claire Road	725	931	1131	1331	1531	1755
Thorpe-le-Soken, Memorial	730	936	1136	1336	1536	1800
Thorpe-le-Soken, Mill Lane	731	937	1137	1337	1537	1801
Weeley, Crow Lane	734	940	1140	1340	1540	1804
Tendring, The Cherry Tree	737	943	1143	1343	1543	1804
Tendring Heath, Tendring Tavern	741	947	1147	1347	1547	1811
Little Bentley, The Bricklayers Arms	744	950	1150	1350	1550	1814
Elmstead Market, Great Bromley School	750	956	1156	1356	1556	1820
Ardleigh, Burnt Heath	758	1004	1204	1404	1604	1828
Colchester, Goring Road East	804	1010	1210	1410	1610	1834
Colchester, Stanwell Street, Stop Bc	812	1018	1218	1418	1618	1842

Service No	105	105	105	105	107	105
Colchester, Stanwell Street, Stop Bc	816	1021	1221	1421	1630	1845
Colchester, Goring Road East	824	1029	1229	1429	1638	1853
Ardleigh, Burnt Heath	830	1035	1235	1435	1644	1859
Elmstead Market, Great Bromley School	838	1043	1243	1443	1652	1907
Little Bentley, The Bricklayers Arms	844	1049	1249	1449	1658	1913
Tendring Heath, Tendring Tavern	847	1052	1252	1452	1701	1916
Tendring, The Cherry Tree	851	1056	1256	1456	1705	1920
Weeley, Crow Lane	854	1059	1259	1459	1708	1923
Thorpe-le-Soken, Mill Lane	857	1102	1302	1502	1711	1926
Thorpe-le-Soken, Memorial	858	1103	1303	1503	1712	1927
Kirby Cross, Halstead Road	905	1108	1308	1508	1717	1932
Kirby-le-Soken, Halstead Villas	--	--	--	--	1720	--
Walton-on-the-Naze, Ashes Corner	--	--	--	--	1723	--
Frinton-on-Sea, The Oaks	--	--	--	--	1725	--
Frinton-on-Sea, Rail Gates	907	1112	1312	1512	--	1936
Walton-on-the-Naze, Post Office	911	1116	1316	1516	1729	1940
Walton-on-the-Naze, Columbine Centre	913	1118	1318	1518	1732	1942
Walton-on-the-Naze, The Naze	--	--	--	--	--	1945







## Walton on the Naze - Thorpe le Soken - Clacton 99

**Mondays to Saturdays** except public holidays

Walton, The Naze	1950
Walton, Church	1954
Frinton-on-Sea, Rail Gates	1958
Kirby Cross, Claire Road	2002
Thorpe-le-Soken, Thorpe Memorial	2006
Thorpe-Le-Soken, Mill Lane	2007
Weeley, The Black Boy sb	2010
Little Clacton, Blacksmiths Arms	2017
Little Clacton, Leys Drive	2018
Great Clacton, The Plough	2023
Clacton, Pier Avenue [C]	2028

## Clacton - Thorpe le Soken - Walton on the Naze 99

**Saturdays only**

Clacton, Pier Avenue [C]	2245
Great Clacton, The Plough	2251
Little Clacton, Blacksmiths Arms	2257
Weeley, Post Office	2304
Thorpe-le-Soken, Mill Lane	2307
Thorpe-le-Soken, Thorpe Memorial	2308
Kirby Cross, Frinton Road eb	2312
Frinton-on-Sea, Rail Gates	2316
Walton-on-the-Naze, Post Office	2320
Walton-on-the-Naze, The Naze	2324

Timetable commences 29 March 2020

**Appendix C**  
**Personal Injury Accident Data**



Colour-coding by SEVERITY	
Total Accidents (15)	
★ Fatal	(1)
● Serious	(4)
▼ Slight	(10)
Total Casualties (18)	
Fatal	(1)
Serious	(4)
Slight	(13)

Selected Range of Accidents between dates 01/07/2016 and 30/06/2021  
Selected using Manual Selection

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DRAWING TITLE  
1895 Dean Smy

SCALE 1 : 9230

DATE 29/07/2021

DRAWING No.

DRAWN BY

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection: Notes:

Selected using Manual Selection

17182304 16/05/2017 Time 1445 Vehicles 3 Casualties 1 Serious  
 E: 617945 N: 221988 First Road: B 1414 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site Road works Carriageway Hazards: Other object in carriageway  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEHICLE TWO STATIONARY IN A LINE OF TRAFFIC AT TEMPORARY TRAFFIC LIGHTS ON STATION ROAD. VEHICLE THREE APPROACHES FROM THE OPPOSITE DIRECTION AS HIS TEMPORARY TRAFFIC LIGHT IS SIGNALLY GREEN. VEHICLE ONE PROCEEDS AROUND A BEND AND IS THEN FACED WITH THE STATIONARY LINE OF TRAFFIC INCLUDING VEHICLE TWO. VEHICLE ONE SWERVES TO THE OFFSIDE TO AVOID A COLLISION BUT THEN SEES VEHICLE THREE APPROACHING. VEHICLE ONE THEN SWERVES BACK TOWARDS THE NEARSIDE TO ATTEMPT TO PASS BETWEEN VEHICLE TWO AND VEHICLE THREE . VEHICLE ONE COLLIDES INTO VEHICLE TWO AND VEHICLE THREE.

Occurred on STATION ROAD B1414 GRANGE FARM CAMPSITE

Vehicle Reference 1 Motorcycle over 500cc Going ahead left bend  
 Vehicle movement from N to S No tow / articulation  
 On main carriageway Skidded  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 33 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 33 Male Driver/rider Severity: Serious  
 Postcode Seatbelt

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead but held up  
 Vehicle movement from N to S Articulated  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 61 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection: Notes:

Selected using Manual Selection

Vehicle Reference 3 Car Going ahead other  
 Vehicle movement from S to N No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jet Approach First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 64 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

17250748 17/10/2017 Time 1513 Vehicles 1 Casualties 1 Slight  
 E: 617961 N: 222320 First Road: B 1033 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

I WAS WALKING PAST THE BELL PUB CAR PARK WITH MY CHILDREN GOING TOWARDS LANDERMERE RD. IT WAS SCHOOL PICK UP TIME. A CAR CAME UP THE KERB ONTO THE PAVEMENT AND HIT ME ON MY RIGHT SIDE AND I FELL INTO THE SIDE OF IT AFTER IT UNBALANCED ME. THE CAR WAS TRAVELLING IN THE SAME DIRECTION. THE DRIVER SLOWED, LOOMED IN MIRROR AND DROVE OFF.

Occurred on HIGH STREET \* B1033

Vehicle Reference 1 Car Stopping  
 Vehicle movement from NW to SE No tow / articulation  
 9 No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 84 Male  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 44 Female Pedestrian Severity: Slight  
 Postcode Seatbelt  
 On footpath / verge SE bound  
 In carr facing traffic

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection: Notes:

Selected using Manual Selection

18304116 14/05/2018 Time 1955 Vehicles 2 Casualties 1 Slight  
 E: 618694 N: 222065 First Road: B 1033 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight 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:			

I WAS CYCLING ALONG FRINTON ROAD (TOWARD MY HOME IN LANDERMERE ROAD, THORPE LE SOKEN). I HAD JUST PAST THE LIFEHOUSE SPA AND HOTEL DRIVE WHEN I NOTICED TO MY RHS A LIGHT COLOURED VAN PULLING OFF FROM A DRIVE OPPOSITE THE LIFEHOUSE SPA DRIVE. THE DRIVER PAUSED ON MY RHS AND I THOUGHT HE HAD STOPPED AS IT WAS MY RIGHT OF WAY BUT HE CONTINUED TO PULL OUT INTO MY PATH (LHS OF ROAD) ONTO FRINTON ROAD. I WAS TRAVELLING AT APPROXIMATELY 17 MPH DUE TO SLIGHTLY WINDY CONDITIONS. I KNEW WE WERE GOING TO COLLIDE SO I PULLED BY BREAK SHARPLY TO AVOID A STRONGER COLLISION WITH THE VAN AND AS I DID THE SIDE OF THE VAN CLIPPED MY FRONT WHEEL. I LET GO OF THE HANDLE BARS AND WENT OVER THE BIKE BUT PUT MY HANDS DOWN TO BRACE MY FALL AND AVOID HITTING MY HEAD

Occurred on FRINTON ROAD B1033 AT JN WITH LIFEHOUSE DRIVE

Vehicle Reference 1 Goods vehicle - unknown weight Turning right  
 Vehicle movement from N to W No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Entering main road First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver Male  
 Hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Going ahead other  
 Vehicle movement from E to W 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: None  
 Did not leave carr Age of Driver 46 Female  
 Not hit and run Breath test Not applicable  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 46 Female Driver/rider Severity: Slight  
 Postcode Seatbelt

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection: Notes:

Selected using Manual Selection

18304055 20/06/2018 Time 1135 Vehicles 2 Casualties 1 Slight  
 E: 618095 N: 222234 First Road: B 1414 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 1033  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight 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:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

VEHICLE ONE TRAVELLING ALONG STATION ROAD TOWARDS T-JUNCTION WITH HARWICH ROAD. VEHICLE TWO DIRECTLY IN FRONT OF VEHICLE ONE, STATIONARY AT T-JUNCTION AWAITING TO TURN LEFT. VEHICLE TWO PREPARED TO MOVE AWAY THEN STOPPED, VEHICLE ONE FAILED TO SEE VEHICLE TWO HAD STOPPED VEHICLE ONE COLLIDED WITH VEHICLE TWO CAUSING DAMAGE TO BOTH VEHICLES AND MINOR INJURIES TO DRIVER OF VEHICLE TWO.

Occurred on STATION ROAD B1414 AT JN WITH ABBEY ROAD B1033

Vehicle Reference 1 Car Going ahead but held up  
 Vehicle movement from SW to NE 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: None  
 Did not leave carr Age of Driver 32 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Vehicle Reference 2 Car Turning left  
 Vehicle movement from SW to NE 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 18 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight  
 Postcode Seatbelt



Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection: Notes:

Selected using Manual Selection

19850554 24/06/2019 Time 1050 Vehicles 3 Casualties 2 Slight  
 E: 618007 N: 222103 First Road: B 1414 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight 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:	Swerved	Vehicle 1	Possible
2nd:	Swerved	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

V1 WAS A STATIONARY LORRY WITH 'HI-AB'. HI-AB WAS HANGING OVER HIGHWAY AND SUDDENLY LOWERED CAUSING V2 TO SWERVE ACROSS INTO PATH OF ONCOMING V3. V3 CRASHED INTO A FRONT GARDEN WALL. V2 STOPPED WITHOUT DAMAGE V1 STATIONARY AT ALL TIMES APART FROM DRIVER OPERATING THE HI-AB ARM FROM SIDE CONTROLS (NOT FROM CAB AREA).

Occurred on STATION ROAD (B1414) NEAR JUNCTION WITH UNCLASSIFIED ROAD

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 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 31 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 1 Age: 46 Female Passenger Severity: Slight  
 Postcode Seatbelt

Front seat

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other  
 Vehicle movement from NE to SW 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:  
 Hit object in road None Off road: Wall or fence  
 Nearside Age of Driver 75 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 75 Male Driver/rider Severity: Slight  
 Postcode Seatbelt

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection: Notes:

Selected using Manual Selection

Vehicle Reference 3 Goods 7.5 tonnes mgw and over Parked  
 Vehicle movement from Park to Parked No tow / articulation  
 9 No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jet First impact Did not impact Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 62 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

19876290 10/09/2019 Time 1530 Vehicles 1 Casualties 1 Serious  
 E: 618234 N: 222191 First Road: B 1033 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight 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: Stationary or parked vehicle	Vehicle 1	Very Likely	
2nd: Careless/Reckless/In a hurry	Casualty 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

PEDESTRIAN HAD JUST EXITED SCHOOL BUS, HAS SEEN HIS DAD PARKED UP ACROSS THE ROAD (ABBEY STREET, THORPE-LE-SOKEN). PEDESTRIAN HAS THEN GONE TO RUN ACROSS THE ROAD, HESITATED AND THEN CONTINUED TO RUN OUT INTO THE ROAD. INVOLVED CAR HAS THEN COLLIDED WITH THE PEDESTRIAN CAUSING THE PEDESTRIAN TO FALL ONTO THE BONNET AND THEN ONTO THE ROAD. SUSPECTED EXTENT OF INJURIES WERE A FRACTURE.

Occurred on ABBEY STREET (B1033) - 23 METRES FROM JUNCTION WITH OAK CLOSE

Vehicle Reference 1 Car Stopping  
 Vehicle movement from SE to SW No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jet First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 37 Male  
 Not hit and run Breath test Not requested  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 13 Male Pedestrian Severity: Serious  
 Postcode Seatbelt  
 In carr elsewhere N bound  
 Driver's nearside masked

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection: Notes:

Selected using Manual Selection

19886717 03/10/2019 Time 1515 Vehicles 2 Casualties 1 Slight  
 E: 617757 N: 222458 First Road: B 1033 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight 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	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

COLLECTED KIDS FROM SCHOOL. PUT ELDEST IN FIRST AS THIS WAS THE KERB SIDE. TOOK OTHER CHILD TO THE ROAD SIDE. CHECKED FOR COMING TRAFFIC. NO TRAFFIC COMING. PROCEEDED TO PUT CHILD IN CAR. AS I WAS DOING CAR SEAT RESTRAINTS. THE WAS PUSHED UP AGAINST ME. CRUSING ME. TAKING THE THE WIND OUT OFF ME AS WELL. ONCE I WAS FREE I TURNED TO SEE IF THE DRIVER AND HE CARRIED ON DRIVING. JUST HAD ENOUGH CHANCE TO GET A PARTIAL PLATE READING. I GESTURED FOR THE DRIVER TO STOP. WASNT SURE IF THERE WAS ANY WIT ESSES TO HELP AT THE TIME.

Occurred on HIGH STREET (B1033) - 59 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicle Reference 1 Car 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 Offside Hit vehicle:  
 Hit object in road Open door of veh Off road: None  
 Did not leave carr Age of Driver Not traced  
 Hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

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 Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 33 Male  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 33 Male Driver/rider Severity: Slight  
 Postcode Seatbelt

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection: Notes:

Selected using Manual Selection

19894641 31/10/2019 Time 2035 Vehicles 2 Casualties 2 Slight  
 E: 617947 N: 222007 First Road: B 1414 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Darkness: 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:	Vehicle in course of crime	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 2 HAS BEEN TRAVELLING ALONG THE ROAD TOWARDS THORPE LE SOKEN HIGH STREET. VEHICLE 1 HAS RAMMED VEHICLE 2 CAUSING DAMAGE. VEHICLE 1 HAS THEN FAILED TO STOP AT THE SCENE. RECORDED AS CRIMINAL DAMAGE ALSO 42/173967/19

Occurred on STATION ROAD (B1414) - 34 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicle Reference 1 Car Going ahead right bend  
 Vehicle movement from S to N 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:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver Male  
 Non-stop, not hit Breath test Driver not contacted  
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead right bend  
 Vehicle movement from S to N 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:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 26 Male  
 Hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 26 Female Passenger Severity: Slight  
 Postcode Seatbelt

Front seat

Casualty Reference: 2 Vehicle: 2 Age: 26 Male Driver/rider Severity: Slight  
 Postcode Seatbelt

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection: Notes:

Selected using Manual Selection

20975204 24/08/2020 Time 2110 Vehicles 1 Casualties 1 Fatal  
 E: 618729 N: 223231 First Road: B 1414 Road Type Single carriageway  
 Speed limit: 60 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Darkness: no street lighting Raining 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:	Impaired by alcohol	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 TRAVELLING EASTBOUND ALONG LANDERMERE ROAD FROM GENERAL DIRECTION OF HARWICH TRAVELLING TOWARDS THORPE LE SOKEN. VEHICLE 1 HAS LOST CONTROL FOR REASONS UNKNOWN AND COLLIDIED WITH A TELEGRAPH POLE.

Occurred on LANDERMERE ROAD (B1414) - 25 METRES FROM JUNCTION WITH WALTON ROAD

Vehicle Reference 1 Car Going ahead right bend  
 Vehicle movement from N to S No tow / articulation  
 On main carriageway Skidded  
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:  
 Hit object in road None Off road: Telegraph / Electricity pole  
 O/S Age of Driver 27 Male  
 Not hit and run Breath test Not applicable  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Fatal  
 Postcode Seatbelt

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection: Notes:

Selected using Manual Selection

20976060 25/08/2020 Time 1855 Vehicles 2 Casualties 1 Serious  
 E: 617978 N: 222312 First Road: B 1033 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Daylight Raining without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

V2 TRAVELLING IN A NORTHWESTERLY DIRECTION ALONG THE HIGH STREET OF THORPE LE SOKEN. V2 STOPPED WITH INDICATORS ILLUMINATED TO TURN RIGHT INTO PUB CAR PARK WHEN V1 TRAVELLING IN THE SAME DIRECTION PASSED V2 ON THE OFFSIDE COLLIDING WITH THE FRONT OFF SIDE OF V2, FAILING TO STOP.

Occurred on HIGH STREET (B1033) - 132 METRES FROM JUNCTION WITH MILL LANE

Vehicle Reference 1 Car 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 Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver Not traced  
 Non-stop, not hit Breath test Driver not contacted  
 Driver Postcode: VRM:

Vehicle Reference 2 Car Waiting to turn right  
 Vehicle movement from S to NE 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 22 Female  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 22 Female Driver/rider Severity: Serious  
 Postcode Seatbelt

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection: Notes:

Selected using Manual Selection

20984890 12/09/2020 Time 1130 Vehicles 2 Casualties 1 Slight  
 E: 617994 N: 222296 First Road: B 1033 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

I WAS PROCEEDING UP THE HIGH STREET, THE TRAFFIC WAS SLOW MOVING AS THE ROAD IS NARROW AT THAT POINT. THE CAR CAME BEHIND ME AND TRIED TO SQUEEZE BETWEEN ME AND ONCOMING TRAFFIC. HIS WING MIRROR HIT MY ARM AND CAUSED ME TO TUMBLE INTO THE ROAD. LUC KILY THE CAR BEHIND HIM DID NOT RUN ME OVER, MY BIKE IS DAMAGED AS A RESULT OF THE COLLISION BUT WAS IN GOOD ROAD WORTH CONDITION PRIOR TO THE CRASH. I BECAME AWARE HIS CAR WAS VERY CLOSE BESIDE ME BUT THERE WAS NO TIME OR ROOM TO TAKE EVASIVE ACTION. I WAS WEARING A BRIGHT FLUORESCENT CYCLING TOP, CORRECT CLOTHING AND A HELMET, AND PROTECTIVE GLOVES, THIS PREVENTED THE ABRASIONS FROM BEING WORSE THAN THEY ARE.

Occurred on HIGH STREET (B1033) - 154 METRES FROM JUNCTION WITH MILL LANE

Vehicle Reference 1 Car 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 Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 59 Male  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle 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 Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 55 Female  
 Not hit and run Breath test Not applicable  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 55 Female Driver/rider Severity: Slight  
 Postcode Seatbelt

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection: Notes:

Selected using Manual Selection

211027964 12/03/2021 Time 1515 Vehicles 2 Casualties 1 Slight  
 E: 617926 N: 222351 First Road: B 1033 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight 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 WAS LEAVING A CAR PARK SITUATED OFF THE HIGH STREET. V2 WAS TRAVELLING ALONG THE HIGH STREET TOWARDS COLCHESTER. V1 PULLED OUT OF THE CAR PARK INTO THE PATH OF V2. V2 HIT THE FRONT OFFSIDE CORNER OF V1 AND THE RIDER WAS THROWN OVER THE BONNET OF V 1 AND LANDED ON HIS BACK ON THE FLOOR.

Occurred on HIGH STREET (B1033) - 67 METRES FROM JUNCTION WITH MILL LANE

Vehicle Reference 1 Car Starting  
 Vehicle movement from SW to NE No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 62 Male  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Going ahead other  
 Vehicle movement from SE to SW No tow / articulation  
 On main carriageway Skidded  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Nearside Age of Driver 14 Male  
 Not hit and run Breath test Not applicable  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 14 Male Driver/rider Severity: Slight  
 Postcode Seatbelt



Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection: Notes:

Selected using Manual Selection

211028654 16/03/2021 Time 1520 Vehicles 1 Casualties 1 Serious  
 E: 618059 N: 222170 First Road: B 1414 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight 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:	Dangerous action in carriageway	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 001 WAS TRAVELLING NORTH EAST ON STATION ROAD. PER 001 WAS TRAVELLING SOUTH WEST ON STATION ROAD. PER 001 HAS THEN TRIPPED OVER AS VEH 001 WAS PASSING AND VEH 001 HIT PER 001.

Occurred on STATION ROAD (B1414) - 99 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

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 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 65 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 11 Male Pedestrian Severity: Serious  
 Postcode Seatbelt  
 In carr elsewhere SW bound  
 Movement I/K

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection: Notes:

Selected using Manual Selection

211051571 02/06/2021 Time 2150 Vehicles 2 Casualties 2 Slight  
 E: 618098 N: 222238 First Road: B 1414 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 1033  
 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:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 WAS TRAVELLING FROM WEST TO EAST ALONG THE B1033, IT WAS THEN CONDUCTING A MANOUVERE GOING SOUTH ONTO THE B1414 CROSSING INTO THE PATH OF V2 WHICH WAS GOING FROM EAST TO WEST ON THE B1033.

Occurred on STATION ROAD (B1414) AT JUNCTION WITH ABBEY STREET (B1033)

Vehicle Reference 1 Car Turning right  
 Vehicle movement from W 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:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 54 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Driver/rider Severity: Slight  
 Postcode Seatbelt

Vehicle Reference 2 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 Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 63 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 63 Male Driver/rider Severity: Slight  
 Postcode Seatbelt

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection: Notes:

Selected using Manual Selection

211053740 08/06/2021 Time 0830 Vehicles 1 Casualties 1 Slight  
 E: 618082 N: 222392 First Road: B 1414 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight 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:	Uncorrected, defective eyesight	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

CASUALTY 1 WAS WALKING ALONG THE PAVEMENT ALONG LANDERMERE ROAD TOWARDS TTC ENTRANCE. VEHICLE 2 WAS TRAVELLING IN THE SAME DIRECTION ON LANDERMERE ROAD. VEHICLE 2 HAS BY MEANS UNKNOWN, COLLIDED WITH CASUALTY 1 WHEN APPROACHING FROM BEHIND HER.

Occurred on LANDERMERE ROAD (B1414) - 32 METRES FROM JUNCTION WITH ABBEY CRESCENT

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 Not at, or within 20M of Jct First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 70 Male  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 13 Female Pedestrian Severity: Slight  
 Postcode Seatbelt  
 On footpath / verge NE bound  
 Movement U/K

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection: Notes:

Selected using Manual Selection

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	1	3	7	11
2-wheeled motor vehicles	0	1	0	1
Pedal cycles	0	0	3	3
Horses & other	0	0	0	0
Total	1	4	10	15

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	1	1	6	8
Passenger	0	0	2	2
Motorcycle rider	0	1	0	1
Cyclist	0	0	3	3
Pedestrian	0	2	2	4
Other	0	0	0	0
Total	1	4	13	18

**Appendix D**  
**TRICs Trip Rate Information**

Calculation Reference: AUDIT-243501-150601-0652

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use: 03 - RESIDENTIAL  
 Category: 4 - HOUSES PRIVATELY OWNED

**MULTI-MODAL VEHICLES**Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	EC - SURREY	1 days
	WS - WEST SUSSEX	1 days
<b>03</b>	<b>SOUTH WEST</b>	
	OW - CORNWALL	1 days
<b>04</b>	<b>EAST ANGLIA</b>	
	NF - NORFOLK	1 days
	SF - SUFFOLK	1 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	LN - LINCOLNSHIRE	1 days
<b>06</b>	<b>WEST MIDLANDS</b>	
	SH - SHROPSHIRE	2 days
	WM - WEST MIDLANDS	1 days
<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
	NY - NORTH YORKSHIRE	3 days
	SY - SOUTH YORKSHIRE	1 days
<b>08</b>	<b>NORTH WEST</b>	
	CH - CHESHIRE	1 days
<b>09</b>	<b>NORTH</b>	
	CB - CUMBRIA	1 days

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

**Filtering Stage 2 selection:**

This pane 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: 52 to 151 (units )  
 Range Selected by User: 50 to 170 (units )

Public Transport Provision:

Selection only:  Include all surveys

Date Range: 01/01/07 to 31/12/14

This pane 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	4 days
Wednesday	2 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

This pane 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:

Suburban Area (FRSE Out of Centre)	6
Edge of Town	7

This pane displays the number of surveys per main location category within the selected set. The main location categories are: Free Standing, Edge of Town, Suburban Area, Metropolitan Centre, Edge of Town Centre, Town Centre and

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, Rural Zone, Built-up Zone, Village, Out of Town, High Street and No Sub Category.

#### Filtering Stage 3 selection:

##### Use Class:

CE 15 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2008 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	2 days
15,001 to 20,000	4 days
20,001 to 25,000	2 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	3 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	2 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	2 days
1.1 to 1.5	13 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 areas.

##### Travel Plans:

Yes	1 days
No	14 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	<b>CB-03-A-04</b> MCORCLOUSE ROAD SAULTERS AOK WORRINGTON Edge of Town No EUP Category Total Number of dwellings Survey date: FRIDAY 24/04/08	<b>SEMI DETACHED</b>      32	<b>CUMBRIA</b>	Survey Type: MCOLLI
2	<b>CH-03-A-06</b> CREME ROAD  CREME Suburban Area (PP35 Out of Centre) No EUP Category Total Number of dwellings Survey date: TUESDAY 14/02/08	<b>SEMI-DET./BUNGALOWS</b>      129	<b>CHESHIRE</b>	Survey Type: MCOLLI
3	<b>CW-03-A-02</b> BOHEMAN GARDENS  TRURO Suburban Area (PP35 Out of Centre) Residential Zone Total Number of dwellings Survey date: TUESDAY 18/09/07	<b>SEMI DETACHED</b>      78	<b>CORNWALL</b>	Survey Type: MCOLLI
4	<b>LN-03-A-01</b> BRANT ROAD BRACEBRIDGE LINCOLN Edge of Town Residential Zone Total Number of dwellings Survey date: TUESDAY 18/09/07	<b>MIXED HOUSES</b>      150	<b>LINCOLNSHIRE</b>	Survey Type: MCOLLI
5	<b>NF-03-A-02</b> DERHAM ROAD  NORWICH Suburban Area (PP35 Out of Centre) Residential Zone Total Number of dwellings Survey date: MONDAY 22/02/08	<b>HOUSES &amp; FLATS</b>      36	<b>NORFOLK</b>	Survey Type: MCOLLI
6	<b>NY-03-A-06</b> HORSEFACE  BOROUGHBRIDGE Suburban Area (PP35 Out of Centre) Residential Zone Total Number of dwellings Survey date: FRIDAY 14/02/08	<b>BUNGALOWS &amp; SEMI DET.</b>      115	<b>NORTH YORKSHIRE</b>	Survey Type: MCOLLI
7	<b>NY-03-A-09</b> GRAMMAR SCHOOL LANE  NORTH ALBERTON Suburban Area (PP35 Out of Centre) Residential Zone Total Number of dwellings Survey date: MONDAY 16/09/08	<b>MIXED HOUSING</b>      52	<b>NORTH YORKSHIRE</b>	Survey Type: MCOLLI



LIST OF SITES relevant to selection parameters (Cont.)

8	<b>NY-03-A-10</b>	<b>HOUSES AND FLATS</b>	<b>NORTH YORKSHIRE</b>
	BOROUGHBRIDGE ROAD		
	RPOA		
	Edge of Town		
	No EUP Category		
	Total Number of dwellings	71	
	Survey date: TUESDAY	17/03/15	Survey Type: MALL
9	<b>SO-03-A-04</b>	<b>DETACHED &amp; TERRACED</b>	<b>SURREY</b>
	HIGH ROAD		
	BINFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MALL
10	<b>SF-03-A-01</b>	<b>SEMI DETACHED</b>	<b>SUFFOLK</b>
	ADISE FELIXSTOWS ROAD		
	FACE COURSE		
	TPS/DC		
	Suburban Area (PFS Out of Centre)		
	Residential Zone		
	Total Number of dwellings	77	
	Survey date: WEDNESDAY	23/05/07	Survey Type: MALL
11	<b>SH-03-A-04</b>	<b>TERRACED</b>	<b>SHROPSHIRE</b>
	ST MCHAELS STREET		
	SHREWSBURY		
	Suburban Area (PFS Out of Centre)		
	No EUP Category		
	Total Number of dwellings	106	
	Survey date: THURSDAY	17/03/05	Survey Type: MALL
12	<b>SH-03-A-05</b>	<b>SEMI-DETACHED/TERRACED</b>	<b>SHROPSHIRE</b>
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings	54	
	Survey date: THURSDAY	24/02/15	Survey Type: MALL
13	<b>SY-03-A-01</b>	<b>SEMI DETACHED HOUSES</b>	<b>SOUTH YORKSHIRE</b>
	403 BENTLEY ROAD		
	BENTLEY ROSE		
	DONCASTER		
	Suburban Area (PFS Out of Centre)		
	Residential Zone		
	Total Number of dwellings	54	
	Survey date: WEDNESDAY	18/03/15	Survey Type: MALL
14	<b>WM-03-A-03</b>	<b>MIXED HOUSING</b>	<b>WEST MIDLANDS</b>
	BASELEY MAN		
	ROWLEYS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings	34	
	Survey date: MONDAY	24/03/07	Survey Type: MALL

LIST OF SITES relevant to selection parameters (Cont.)

15	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	BROADBRIDGE HEATH		
	HOES-AM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings	150	
	Survey date: THURSDAY	16/02/04	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 time 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 ATO count.

TRIP RATE for Land Use 06 - RESIDENTIAL/A - HOUSE PRIVATELY OWNED

**MULTI-MODAL VEHICLES**

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	Nc. Days	Ave DWELLS	Trip Rate	Nc. Days	Ave DWELLS	Trip Rate	Nc. 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	15	91	0.066	15	91	0.273	15	91	0.344
08:00 - 09:00	15	91	0.163	<b>15</b>	<b>91</b>	<b>0.367</b>	<b>15</b>	<b>91</b>	<b>0.530</b>
09:00 - 10:00	15	91	0.155	15	91	0.204	15	91	0.360
10:00 - 11:00	15	91	0.134	15	91	0.173	15	91	0.303
11:00 - 12:00	15	91	0.165	15	91	0.159	15	91	0.344
12:00 - 13:00	15	91	0.172	15	91	0.155	15	91	0.327
13:00 - 14:00	15	91	0.171	15	91	0.155	15	91	0.327
14:00 - 15:00	15	91	0.159	15	91	0.174	15	91	0.333
15:00 - 16:00	15	91	0.251	15	91	0.197	15	91	0.443
16:00 - 17:00	15	91	0.264	15	91	0.157	15	91	0.421
17:00 - 18:00	<b>15</b>	<b>91</b>	<b>0.321</b>	15	91	0.173	15	91	0.500
18:00 - 19:00	15	91	0.213	15	91	0.155	15	91	0.363
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.255</b>			<b>2.360</b>			<b>4.615</b>

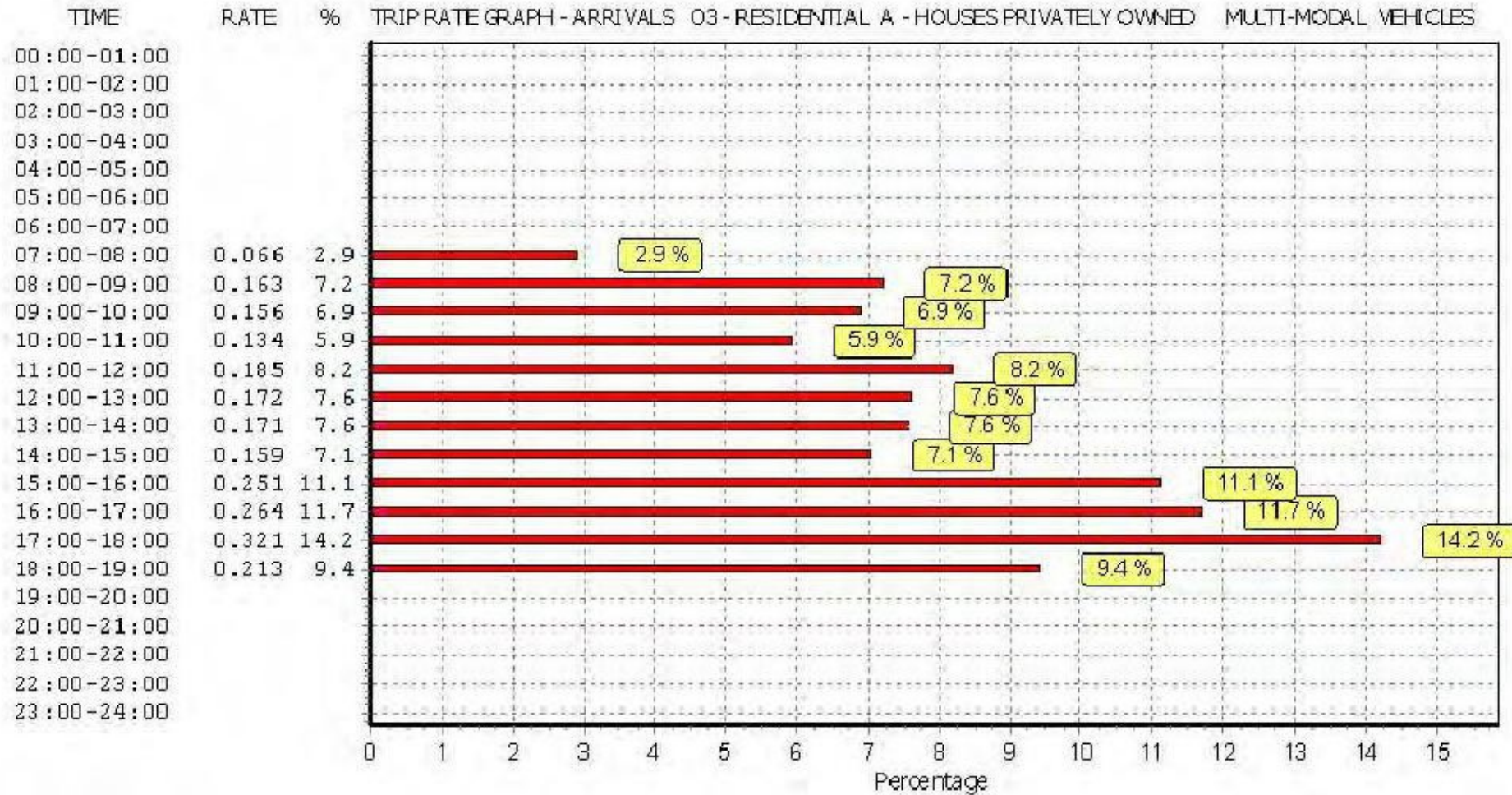
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals type, departures type, and total type (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is recorded (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 total (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 5 decimal places.

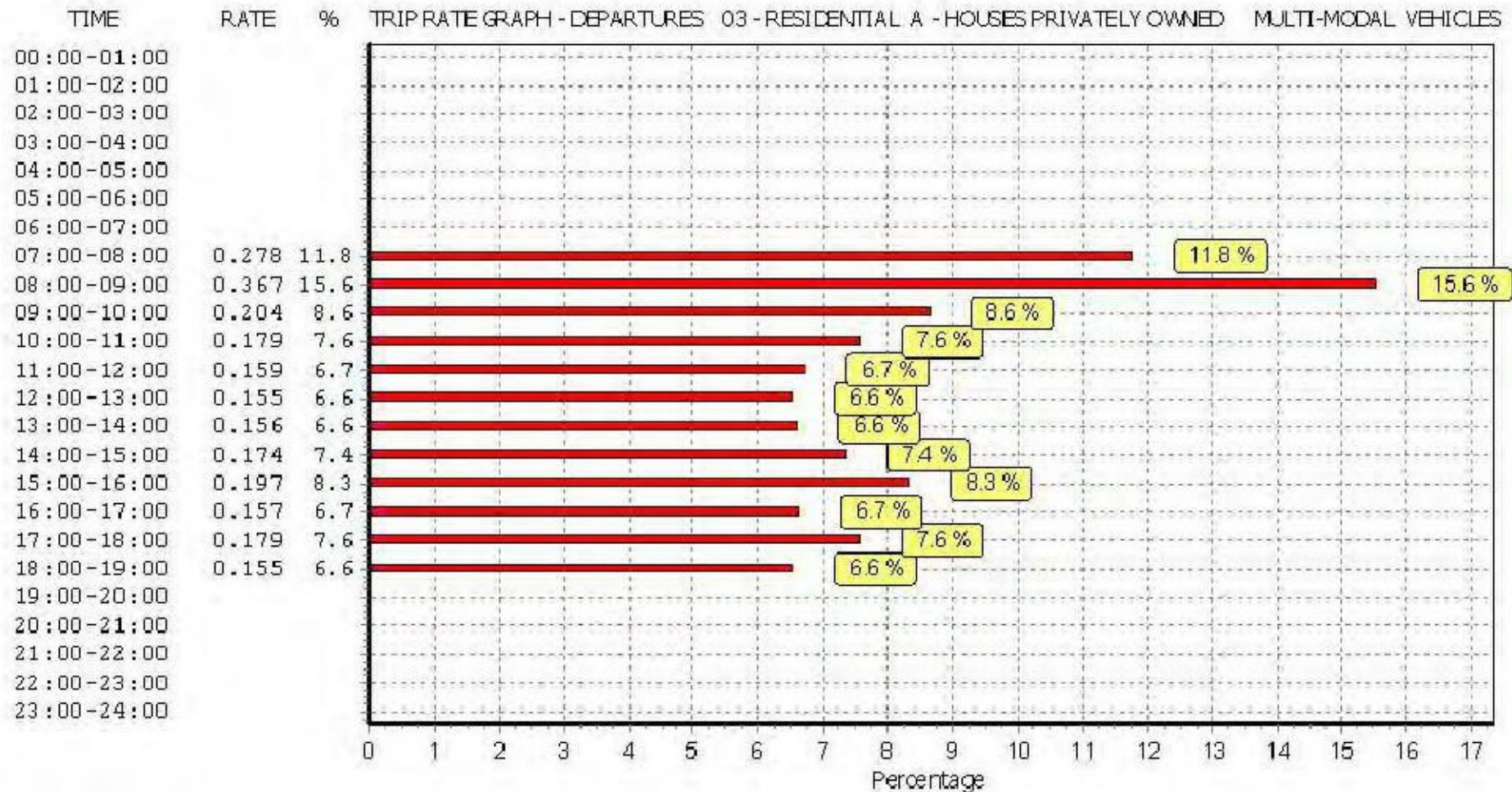
**Parameter summary**

Trip rate parameter range selected	52 - 150 (units)
Survey date date range:	01/01/07 - 31/03/04
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

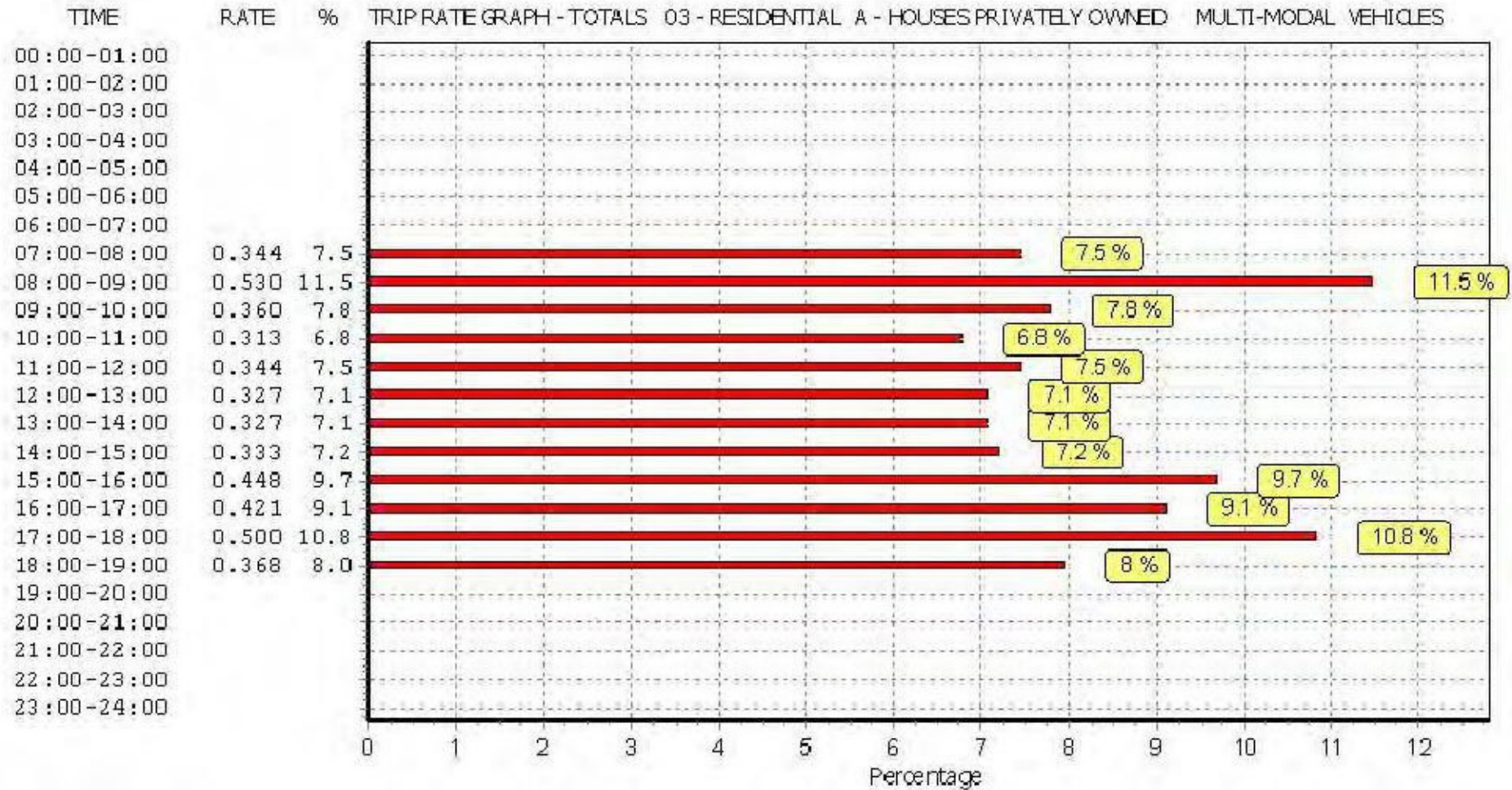
This section displays a quick summary of some of the date filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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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TRIP RATE for Land Use 06 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

## MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	Nc. Days	Ave DWELLS	Trib Rate	Nc. Days	Ave DWELLS	Trib Rate	Nc. Days	Ave DWELLS	Trib 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	15	91	0.004	15	91	0.004	15	91	0.003
08:00 - 09:00	15	91	0.001	15	91	0.001	15	91	0.002
09:00 - 10:00	15	91	0.004	15	91	0.003	15	91	0.007
10:00 - 11:00	15	91	0.001	15	91	0.001	15	91	0.002
11:00 - 12:00	15	91	0.001	15	91	0.001	15	91	0.002
12:00 - 13:00	15	91	0.003	15	91	0.002	15	91	0.005
13:00 - 14:00	15	91	0.001	15	91	0.002	15	91	0.003
14:00 - 15:00	15	91	0.004	15	91	0.004	15	91	0.003
15:00 - 16:00	<b>15</b>	<b>91</b>	<b>0.008</b>	<b>15</b>	<b>91</b>	<b>0.007</b>	<b>15</b>	<b>91</b>	<b>0.015</b>
16:00 - 17:00	15	91	0.000	15	91	0.002	15	91	0.002
17:00 - 18:00	15	91	0.001	15	91	0.001	15	91	0.002
18:00 - 19:00	15	91	0.003	15	91	0.003	15	91	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.061</b>			<b>0.061</b>			<b>0.062</b>

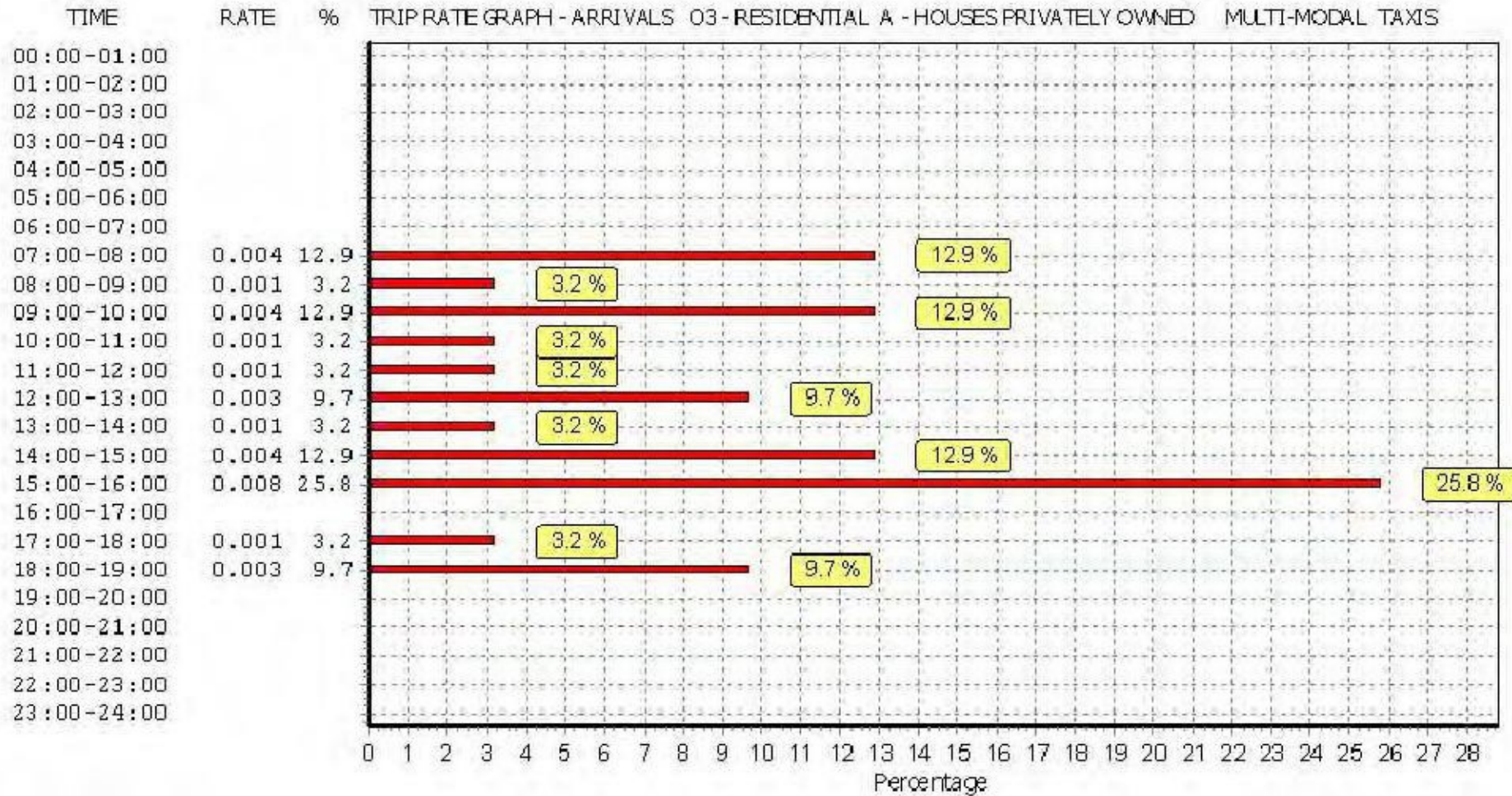
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals type, departures type, and total type (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is recorded (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 total (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 5 decimal places.

## Parameter summary

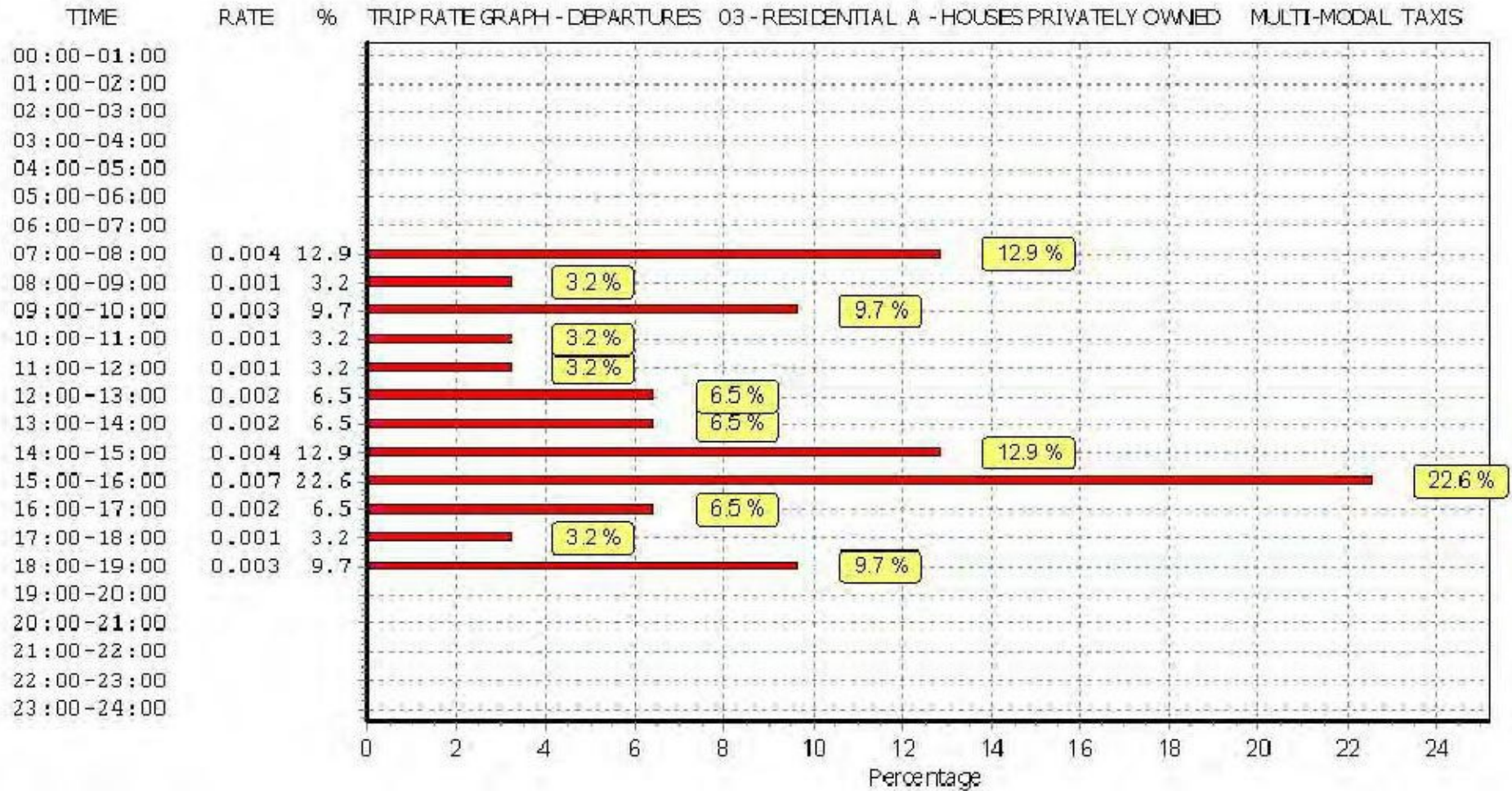
Trip rate parameter range selected	52 - 150 (units)
Survey date date range:	01/01/07 - 31/03/04
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the date 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.

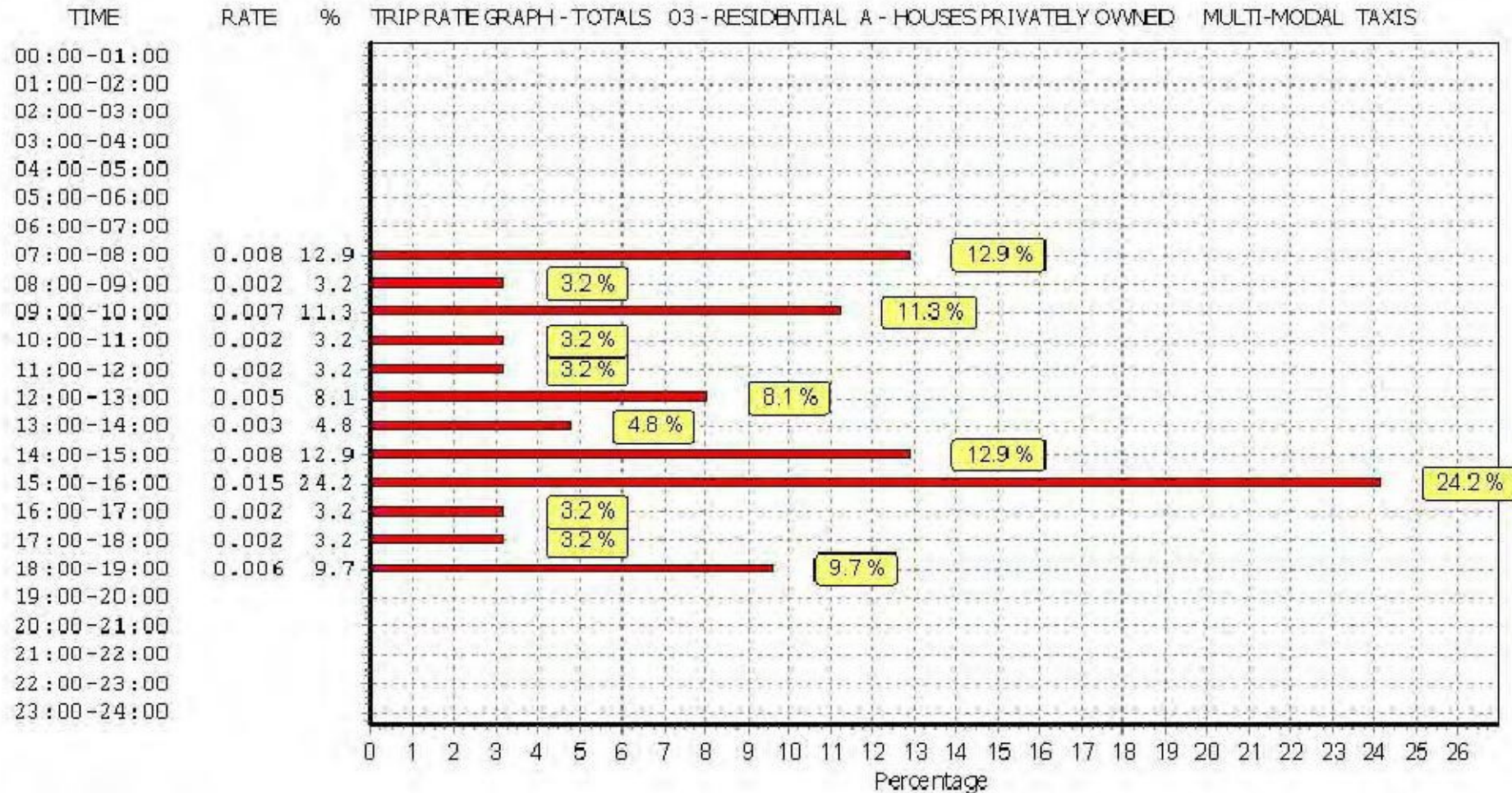


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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





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TRIP RATE for Land Use 06 - RESIDENTIAL/A - HOUSE PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	Nc. Days	Ave DWELLS	Trip Rate	Nc. Days	Ave DWELLS	Trip Rate	Nc. 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	15	91	0.001	15	91	0.000	15	91	0.001
08:00 - 09:00	15	91	0.002	15	91	0.003	15	91	0.005
09:00 - 10:00	15	91	0.003	15	91	0.000	15	91	0.003
10:00 - 11:00	<b>15</b>	<b>91</b>	<b>0.004</b>	<b>15</b>	<b>91</b>	<b>0.004</b>	<b>15</b>	<b>91</b>	<b>0.008</b>
11:00 - 12:00	15	91	0.004	15	91	0.002	15	91	0.006
12:00 - 13:00	15	91	0.003	15	91	0.002	15	91	0.005
13:00 - 14:00	15	91	0.003	15	91	0.004	15	91	0.007
14:00 - 15:00	15	91	0.001	15	91	0.004	15	91	0.005
15:00 - 16:00	15	91	0.001	15	91	0.001	15	91	0.002
16:00 - 17:00	15	91	0.000	15	91	0.001	15	91	0.001
17:00 - 18:00	15	91	0.001	15	91	0.001	15	91	0.002
18:00 - 19:00	15	91	0.000	15	91	0.000	15	91	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.023</b>			<b>0.022</b>			<b>0.045</b>

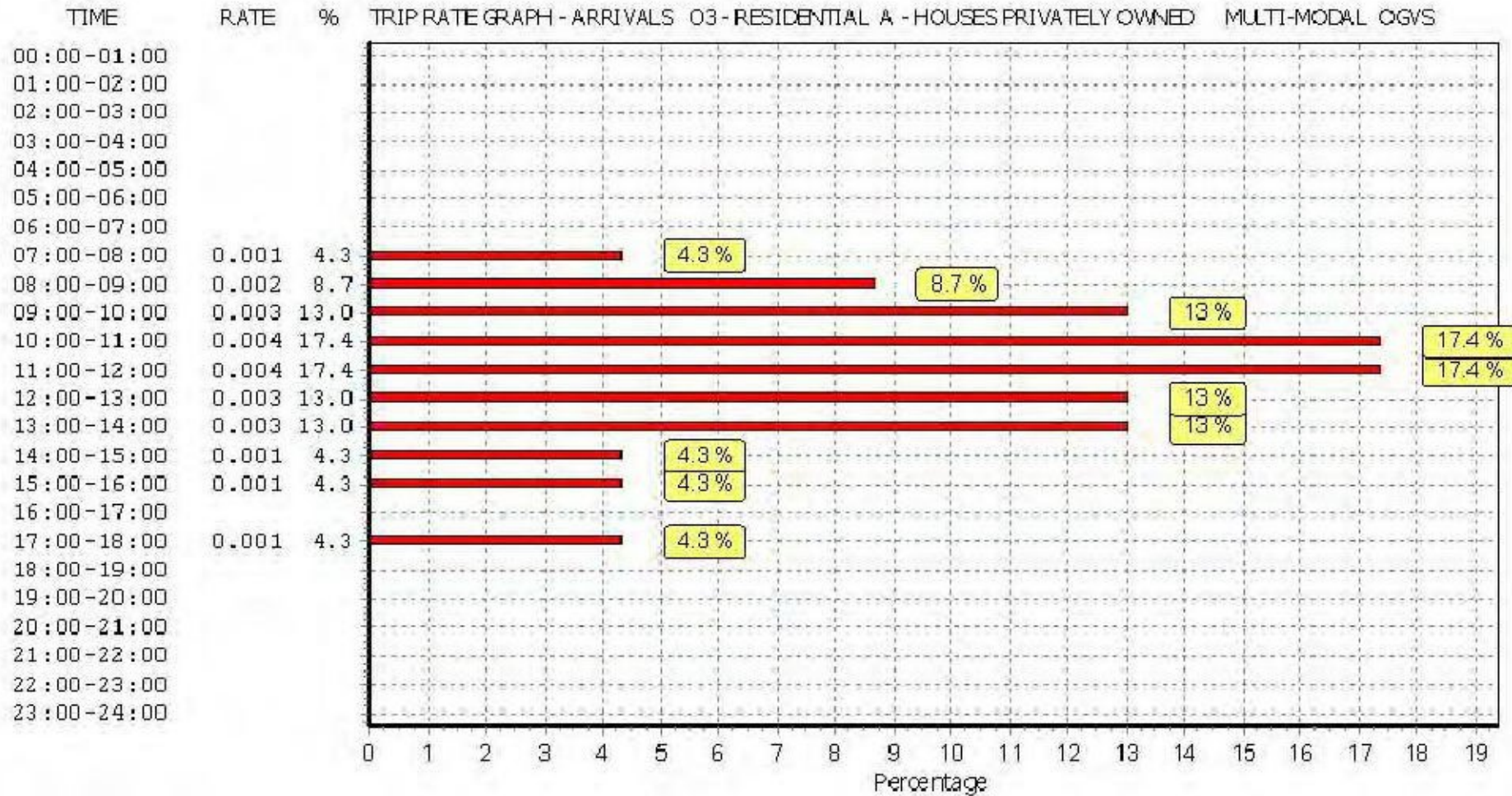
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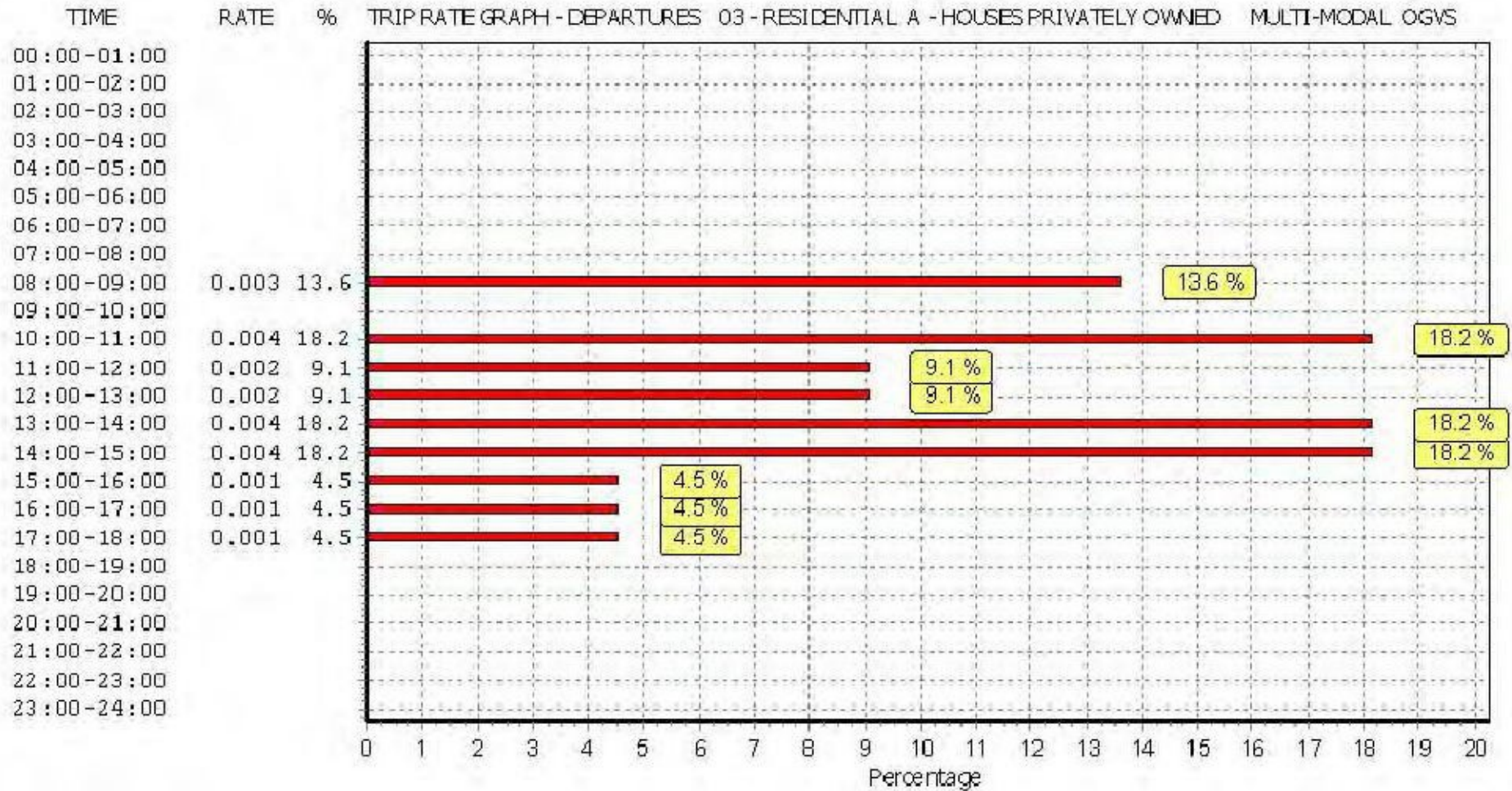
### Parameter summary

Trip rate parameter range selected	52 - 150 (units)
Survey date date range:	01/01/07 - 31/03/04
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection	2

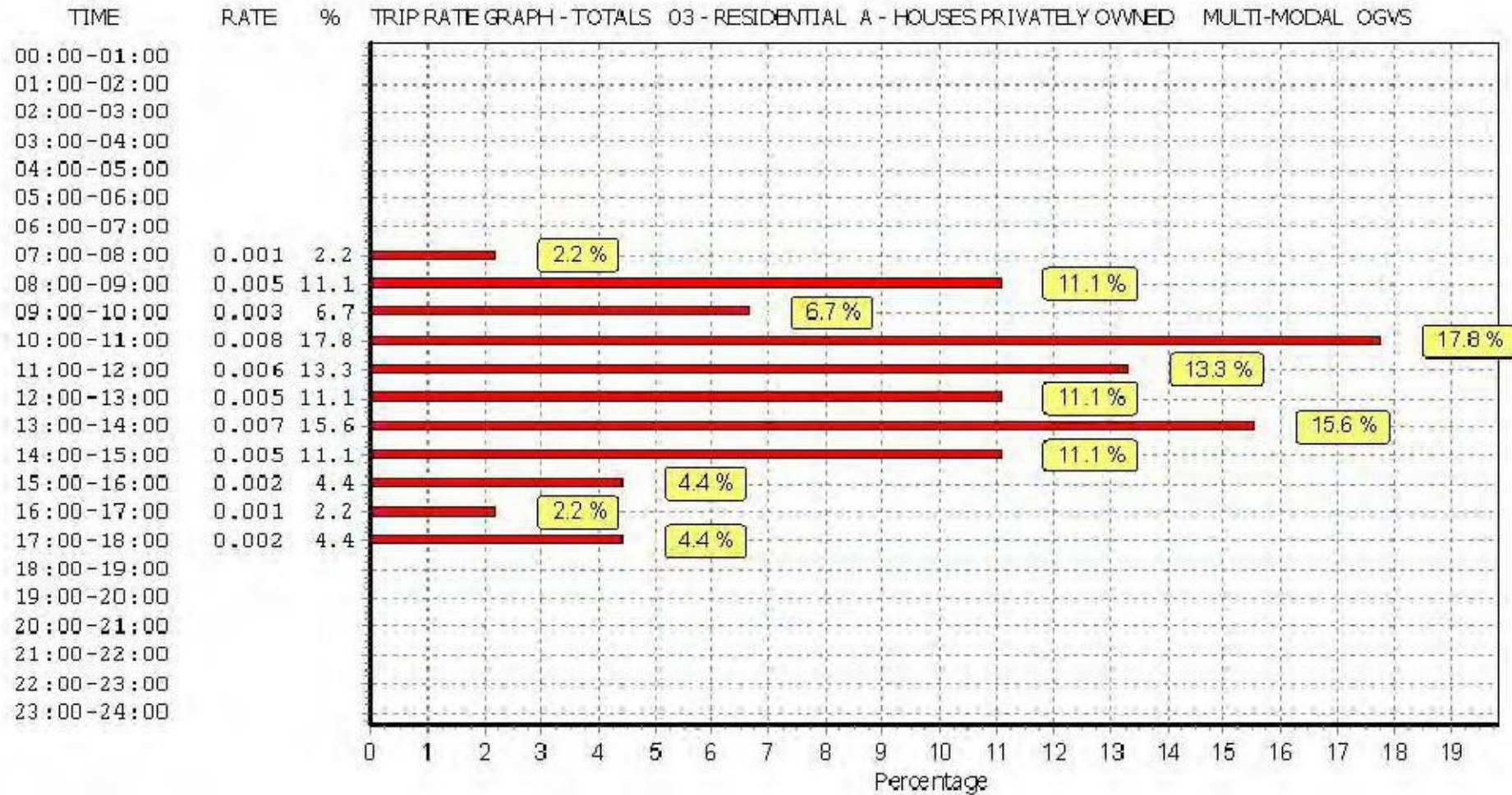
This section displays a quick summary of some of the date filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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.



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.



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.

TRIP RATE for Land Use 06 - RESIDENTIAL/A - HOUSE PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	Nc. Days	Ave DWELLS	Trip Rate	Nc. Days	Ave DWELLS	Trip Rate	Nc. 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	15	91	0.000	15	91	0.000	15	91	0.000
08:00 - 09:00	15	91	0.001	15	91	0.001	15	91	0.002
09:00 - 10:00	15	91	0.000	15	91	0.000	15	91	0.000
10:00 - 11:00	15	91	0.000	15	91	0.000	15	91	0.000
11:00 - 12:00	<b>15</b>	<b>91</b>	<b>0.002</b>	<b>15</b>	<b>91</b>	<b>0.002</b>	<b>15</b>	<b>91</b>	<b>0.004</b>
12:00 - 13:00	15	91	0.000	15	91	0.000	15	91	0.000
13:00 - 14:00	15	91	0.000	15	91	0.000	15	91	0.000
14:00 - 15:00	15	91	0.000	15	91	0.000	15	91	0.000
15:00 - 16:00	15	91	0.000	15	91	0.000	15	91	0.000
16:00 - 17:00	15	91	0.000	15	91	0.000	15	91	0.000
17:00 - 18:00	15	91	0.000	15	91	0.000	15	91	0.000
18:00 - 19:00	15	91	0.000	15	91	0.000	15	91	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.003</b>			<b>0.003</b>			<b>0.006</b>

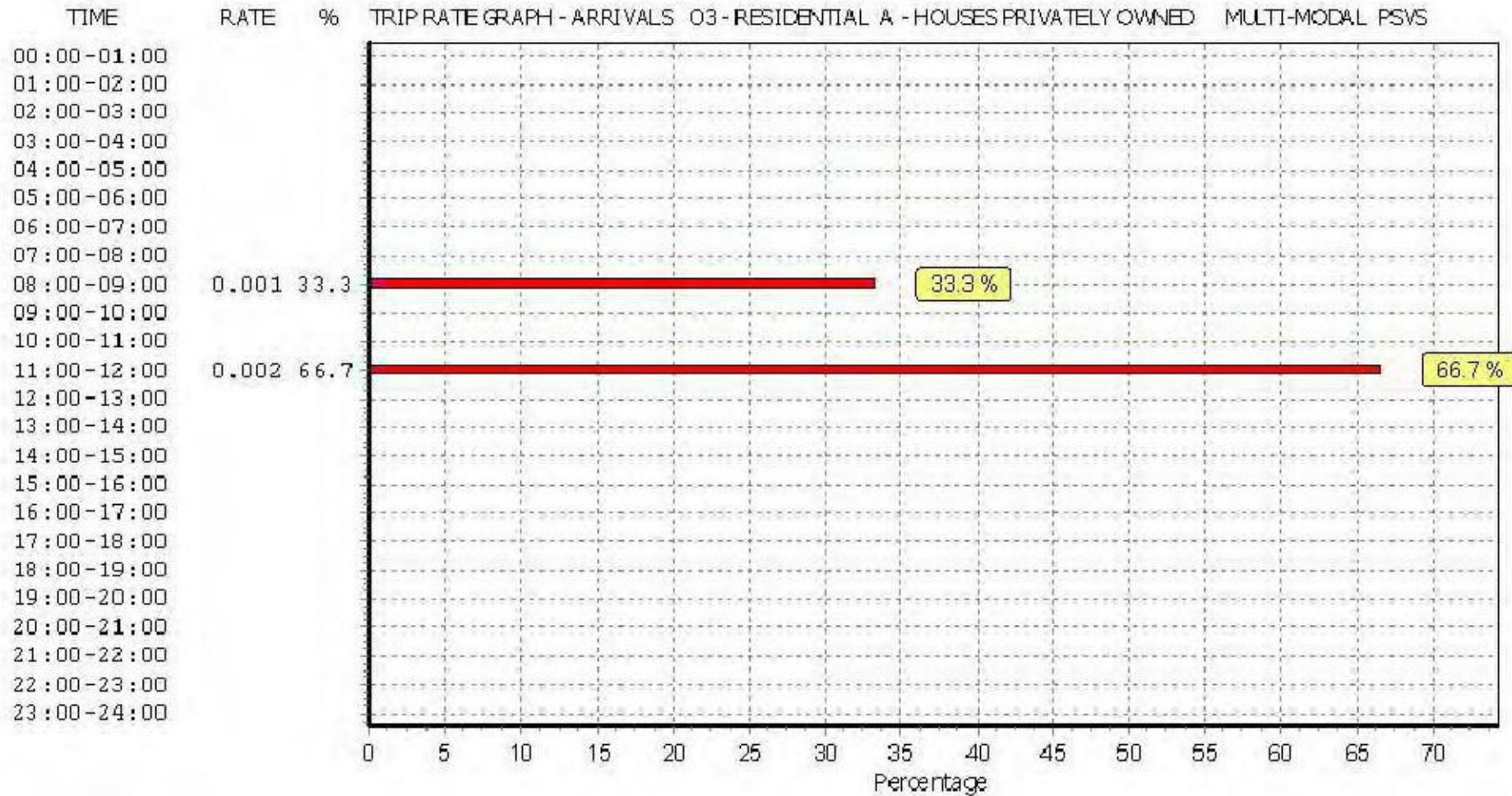
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals type, departures type, and total type (arrivals plus departures). Within each of these main columns are three 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 total (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 5 decimal places.

### Parameter summary

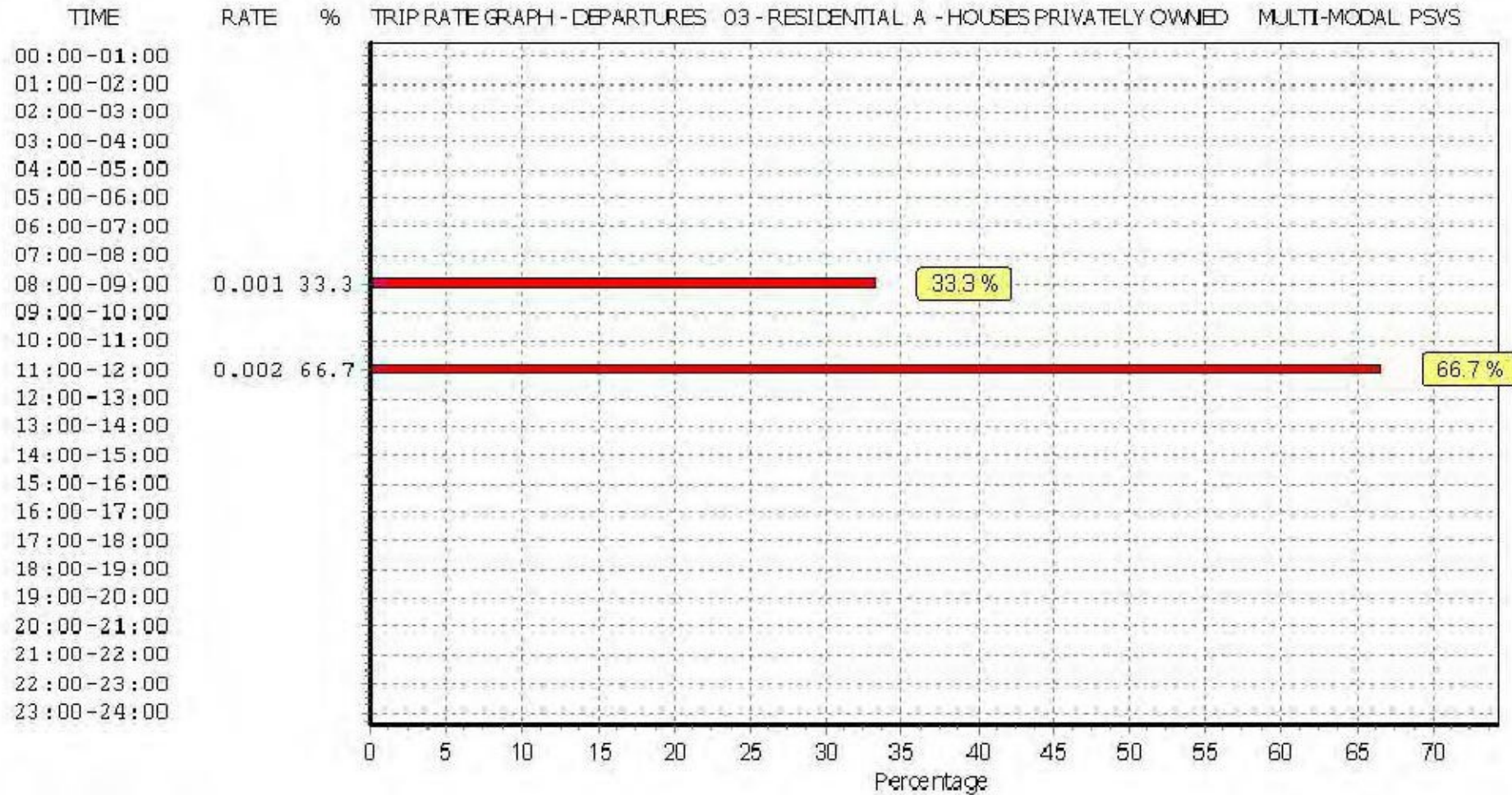
Trip rate parameter range selected	52 - 150 (units)
Survey date date range:	01/01/07 - 31/03/14
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the date 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.

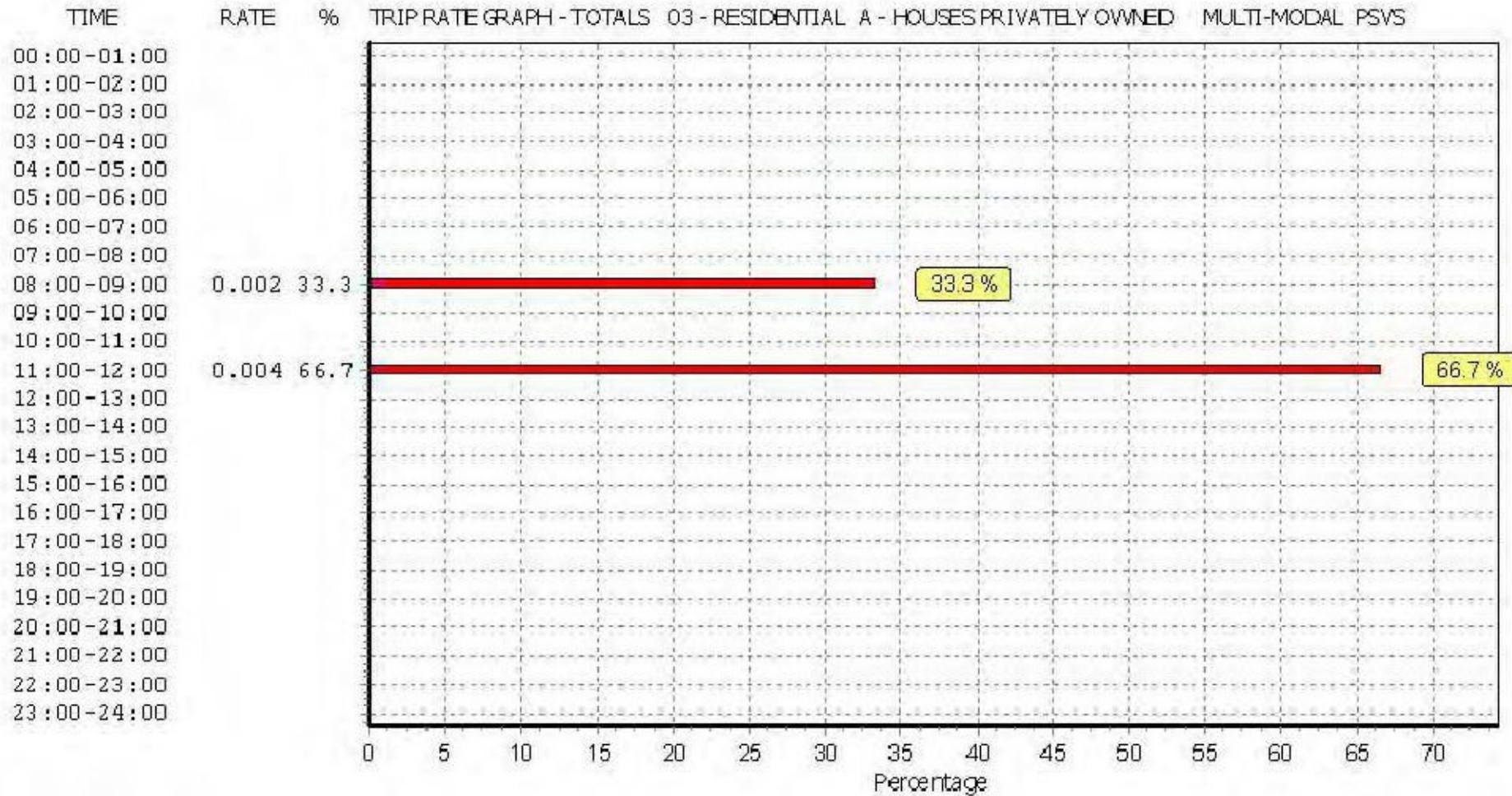


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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





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.



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.

TRIP RATE for Land Use 06 - RESIDENTIAL/A - - QUEEN PRIVATELY OWNED

**MULTI-MODAL CYCLISTS**

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	Nc. Days	Ave DWELLS	Trib Rate	Nc. Days	Ave DWELLS	Trib Rate	Nc. Days	Ave DWELLS	Trib 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	15	91	0.006	15	91	0.005	15	91	0.021
08:00 - 09:00	15	91	0.003	<b>15</b>	<b>91</b>	<b>0.024</b>	15	91	0.027
09:00 - 10:00	15	91	0.002	15	91	0.003	15	91	0.011
10:00 - 11:00	15	91	0.004	15	91	0.003	15	91	0.012
11:00 - 12:00	15	91	0.005	15	91	0.003	15	91	0.009
12:00 - 13:00	15	91	0.005	15	91	0.005	15	91	0.010
13:00 - 14:00	15	91	0.004	15	91	0.002	15	91	0.006
14:00 - 15:00	15	91	0.004	15	91	0.005	15	91	0.009
15:00 - 16:00	15	91	0.019	15	91	0.007	15	91	0.026
16:00 - 17:00	15	91	0.020	15	91	0.013	<b>15</b>	<b>91</b>	<b>0.033</b>
17:00 - 18:00	<b>15</b>	<b>91</b>	<b>0.023</b>	15	91	0.009	15	91	0.022
18:00 - 19:00	15	91	0.009	15	91	0.004	15	91	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.105</b>			<b>0.104</b>			<b>0.209</b>

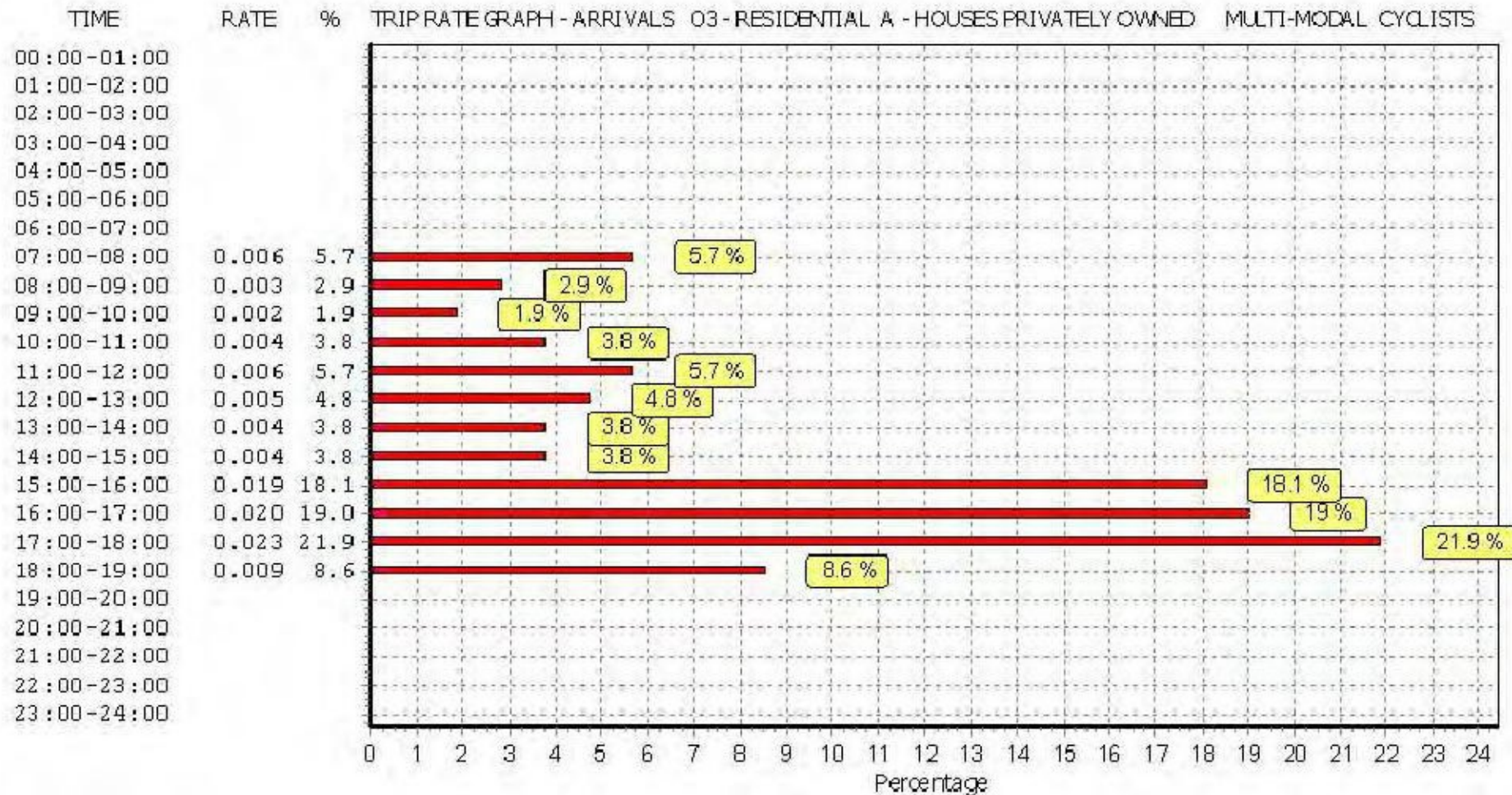
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals type, departures type, and total type (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is recorded (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 total (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 5 decimal places.

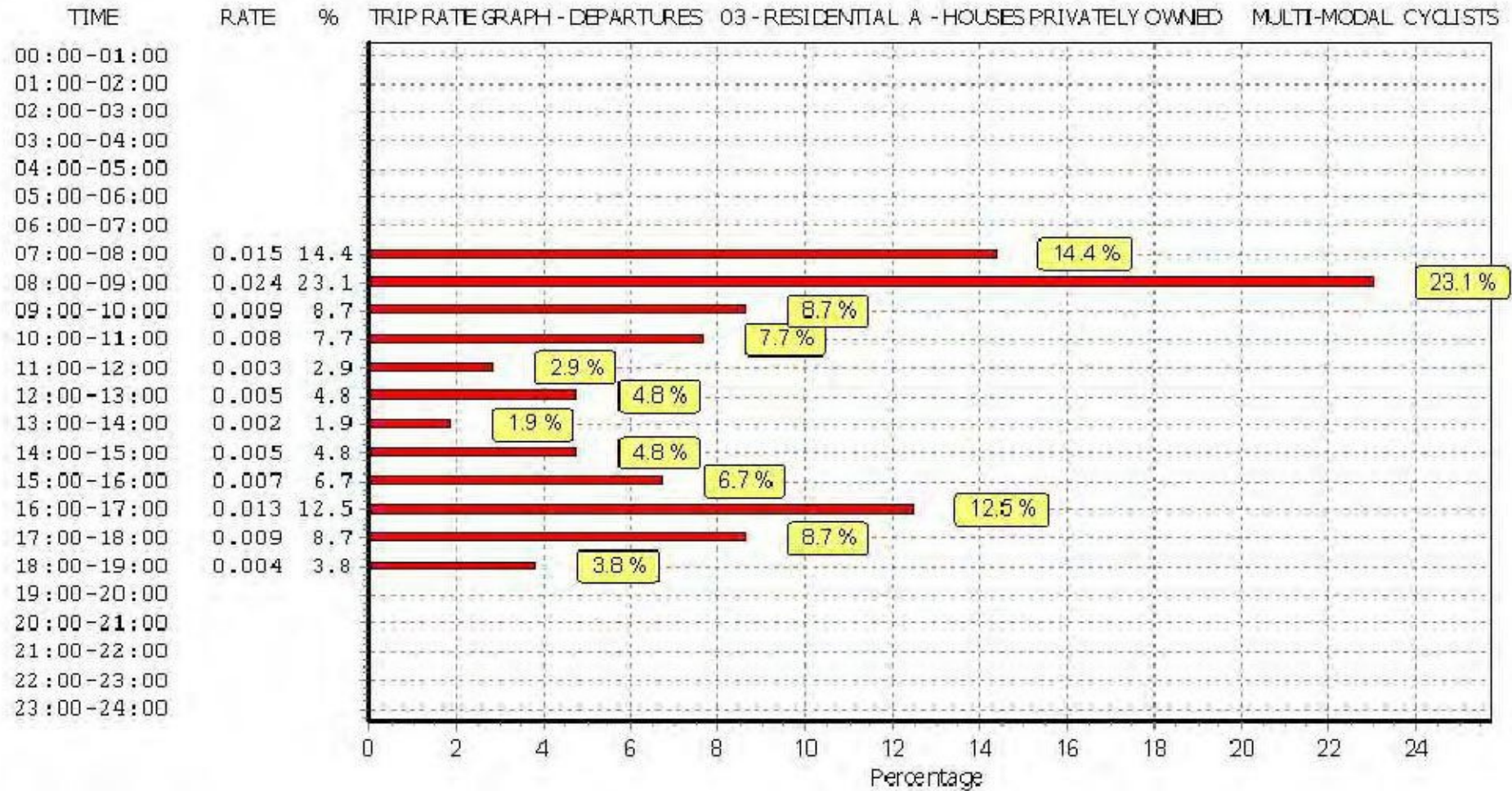
**Parameter summary**

Trip rate parameter range selected	52 - 150 (units)
Survey date date range:	01/01/07 - 01/02/14
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection	2

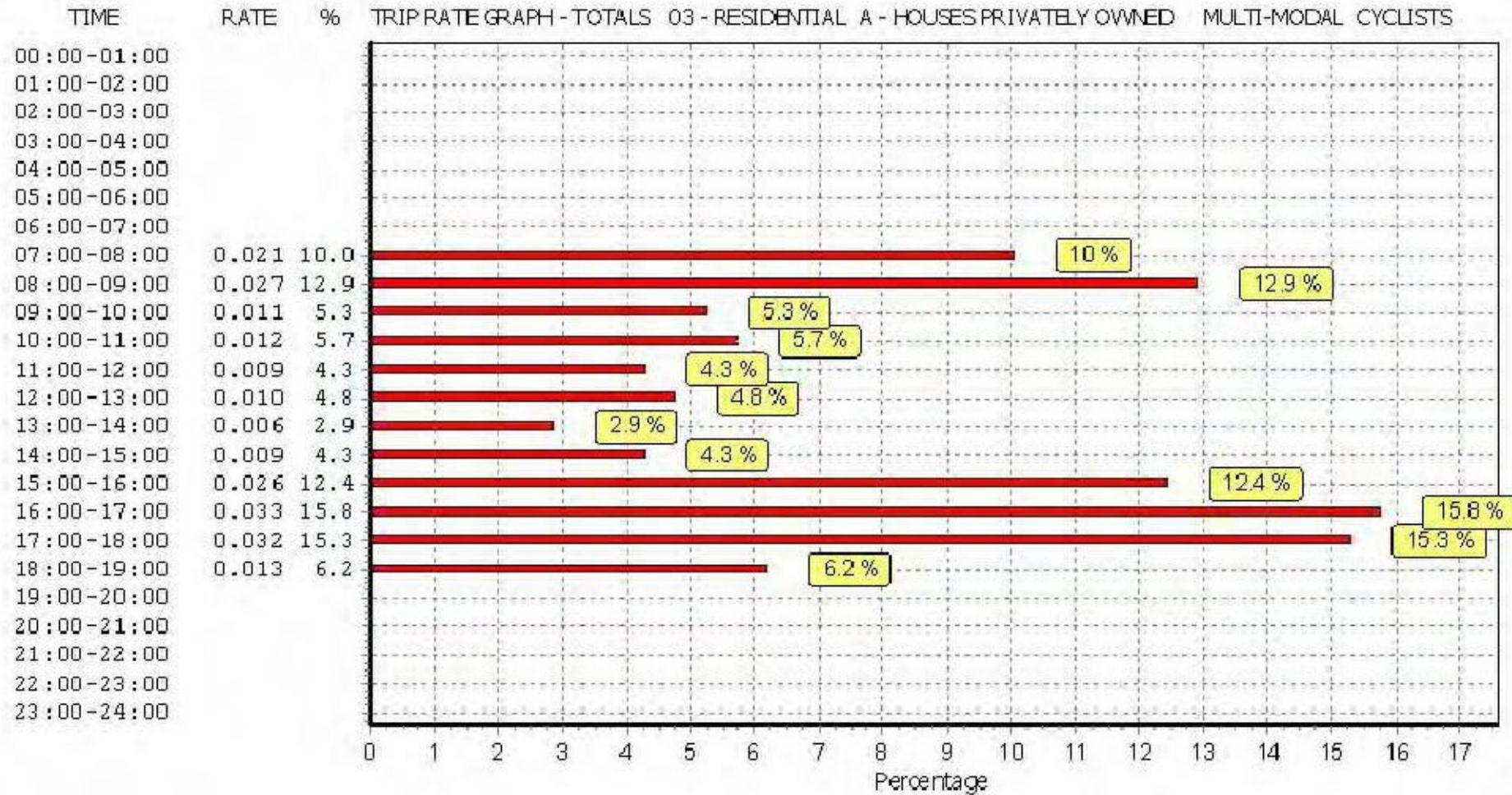
This section displays a quick summary of some of the date filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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.



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.



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.

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

**MULTI-MODAL VEHICLE OCCUPANTS**

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	Nc. Days	Ave DWELLS	Trip Rate	Nc. Days	Ave DWELLS	Trip Rate	Nc. 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	15	91	0.075	15	91	0.381	15	91	0.426
08:00 - 09:00	15	91	0.195	<b>15</b>	<b>91</b>	<b>0.541</b>	<b>15</b>	<b>91</b>	<b>0.737</b>
09:00 - 10:00	15	91	0.195	15	91	0.274	15	91	0.470
10:00 - 11:00	15	91	0.170	15	91	0.225	15	91	0.365
11:00 - 12:00	15	91	0.265	15	91	0.193	15	91	0.424
12:00 - 13:00	15	91	0.223	15	91	0.195	15	91	0.419
13:00 - 14:00	15	91	0.224	15	91	0.203	15	91	0.432
14:00 - 15:00	15	91	0.195	15	91	0.224	15	91	0.420
15:00 - 16:00	15	91	0.381	15	91	0.243	15	91	0.529
16:00 - 17:00	15	91	0.382	15	91	0.202	15	91	0.564
17:00 - 18:00	<b>15</b>	<b>91</b>	<b>0.420</b>	15	91	0.225	15	91	0.545
18:00 - 19:00	15	91	0.280	15	91	0.217	15	91	0.497
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.959</b>			<b>3.110</b>			<b>5.069</b>

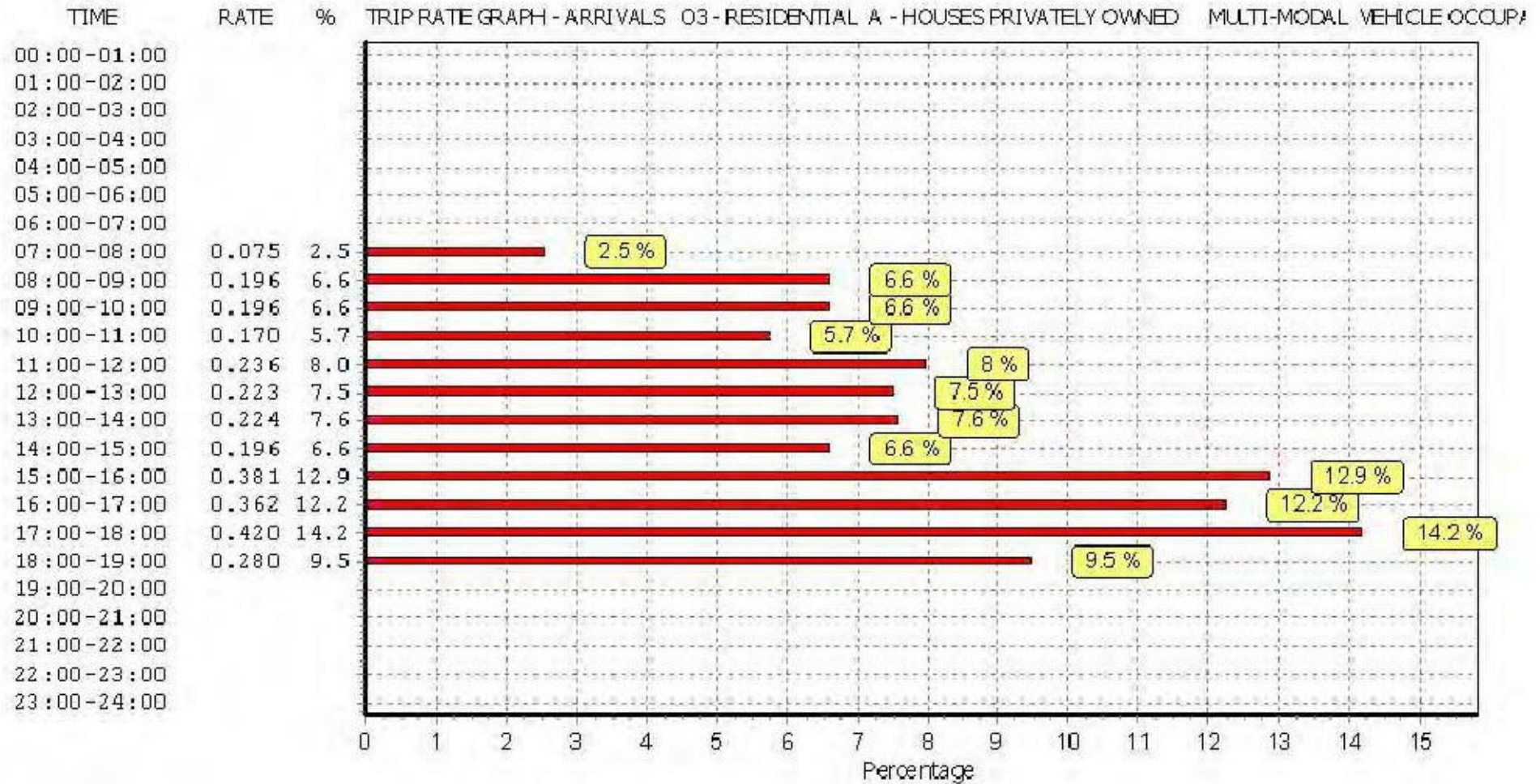
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals type, departures type, and total type (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is recorded (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 total (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 5 decimal places.

**Parameter summary**

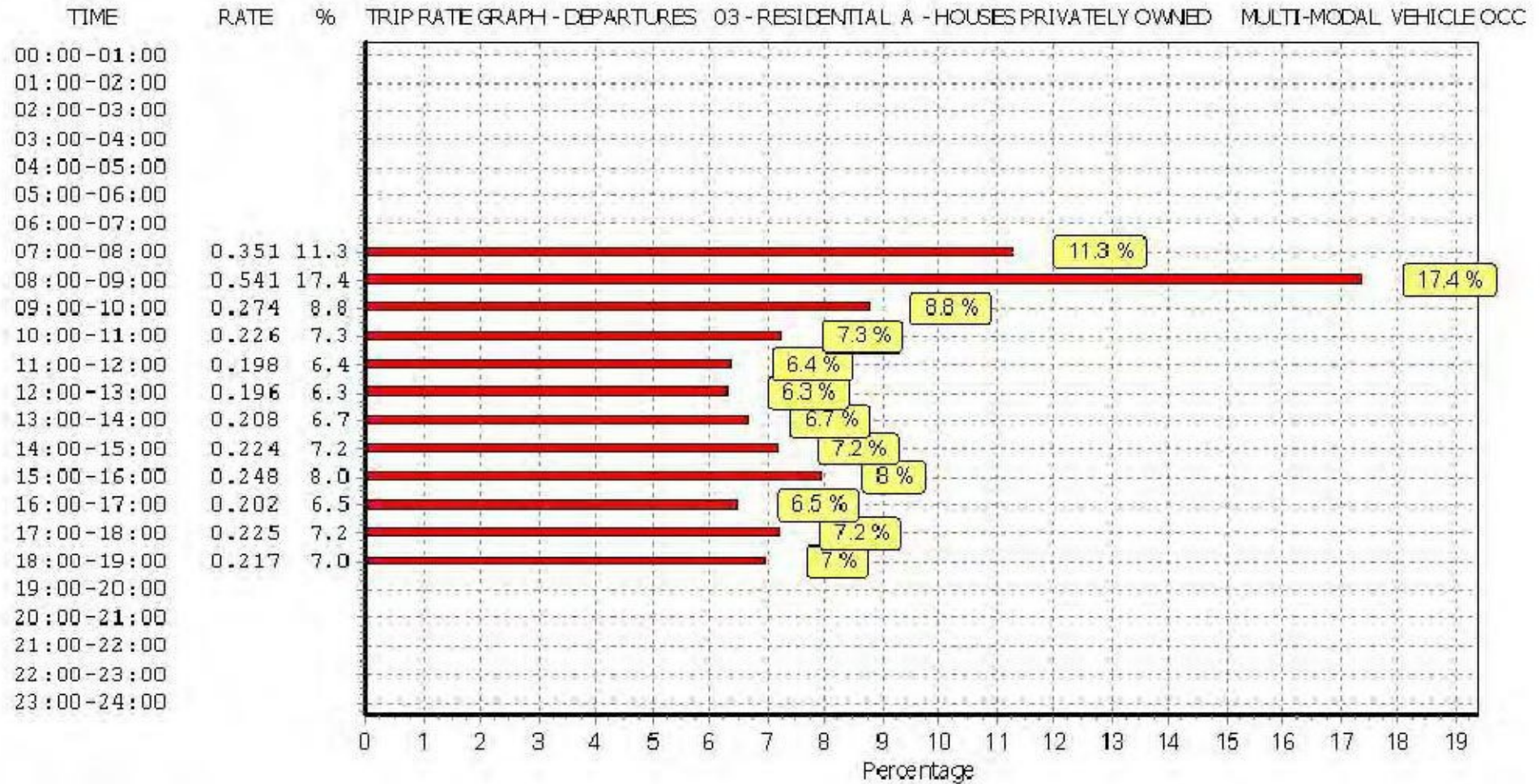
Trip rate parameter range selected	52 - 150 (units)
Survey date date range:	01/01/07 - 01/02/04
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the date 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.



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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.



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.

TRIP RATE for Land Use 06 - RESIDENTIAL/A - HOUSE PRIVATELY OWNED

## MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	Nc. Days	Ave DWELLS	Trib Rate	Nc. Days	Ave DWELLS	Trib Rate	Nc. Days	Ave DWELLS	Trib 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	15	91	0.063	15	91	0.060	15	91	0.063
08:00 - 09:00	15	91	0.067	<b>15</b>	<b>91</b>	<b>0.134</b>	15	91	0.161
09:00 - 10:00	15	91	0.063	15	91	0.043	15	91	0.075
10:00 - 11:00	15	91	0.040	15	91	0.063	15	91	0.073
11:00 - 12:00	15	91	0.066	15	91	0.065	15	91	0.061
12:00 - 13:00	15	91	0.063	15	91	0.064	15	91	0.062
13:00 - 14:00	15	91	0.063	15	91	0.066	15	91	0.064
14:00 - 15:00	15	91	0.047	15	91	0.045	15	91	0.062
15:00 - 16:00	<b>15</b>	<b>91</b>	<b>0.107</b>	15	91	0.065	<b>15</b>	<b>91</b>	<b>0.172</b>
16:00 - 17:00	15	91	0.063	15	91	0.060	15	91	0.133
17:00 - 18:00	15	91	0.077	15	91	0.067	15	91	0.114
18:00 - 19:00	15	91	0.051	15	91	0.063	15	91	0.063
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.575</b>			<b>0.566</b>			<b>1.172</b>

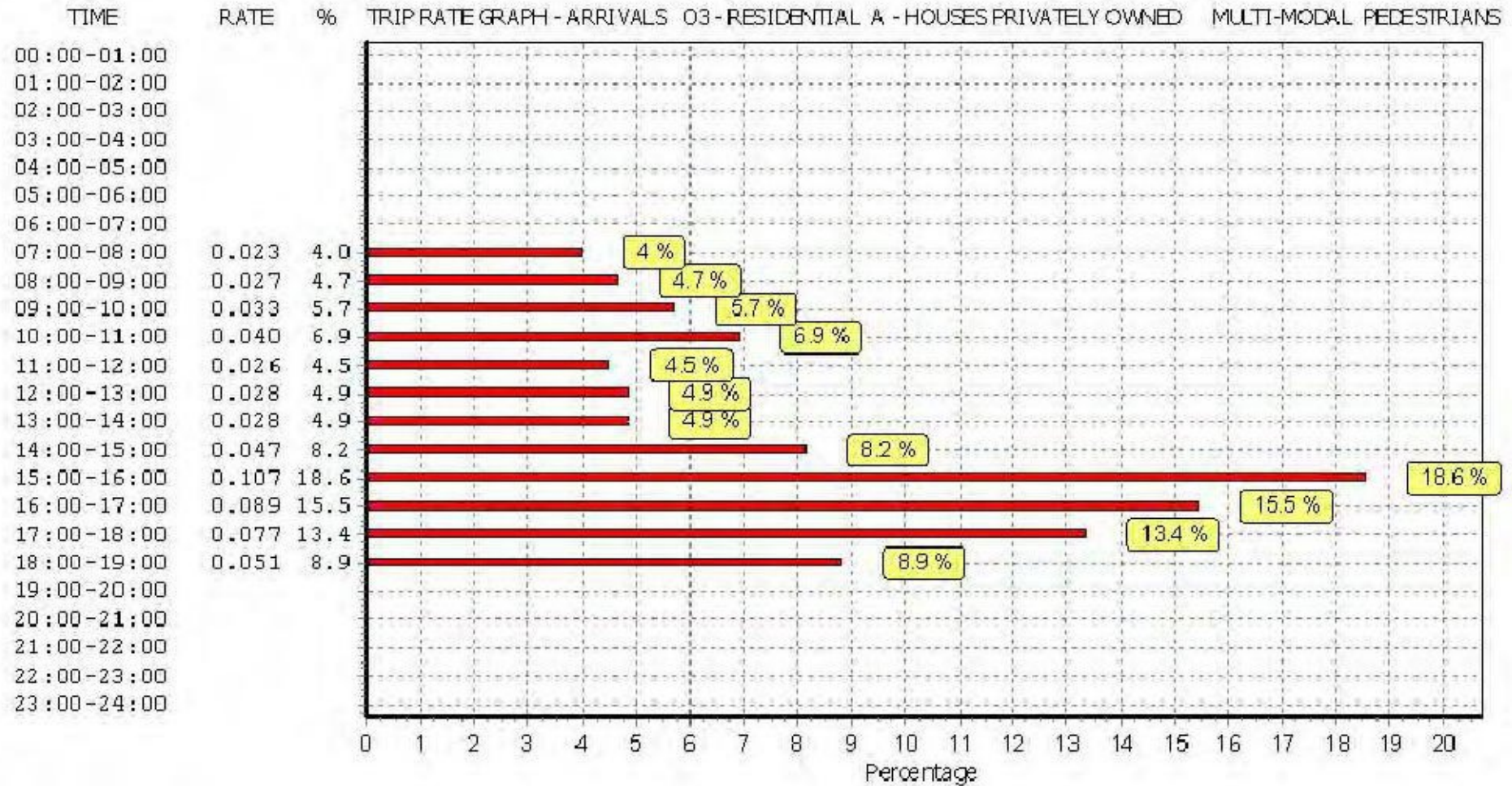
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals type, departures type, and total type (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is recorded (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 total (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 5 decimal places.

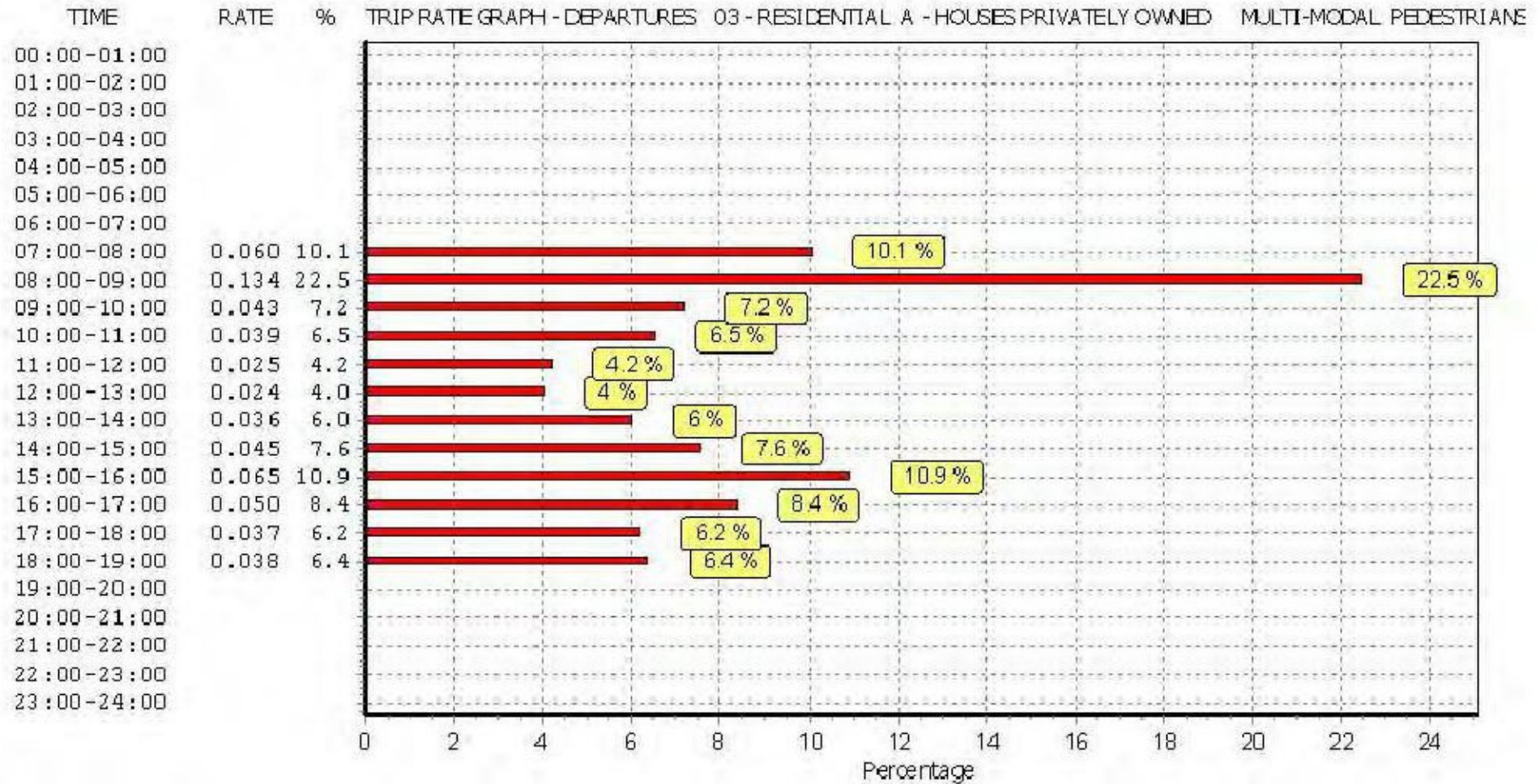
### Parameter summary

Trip rate parameter range selected	52 - 150 (units)
Survey date date range:	01/01/07 - 31/03/04
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

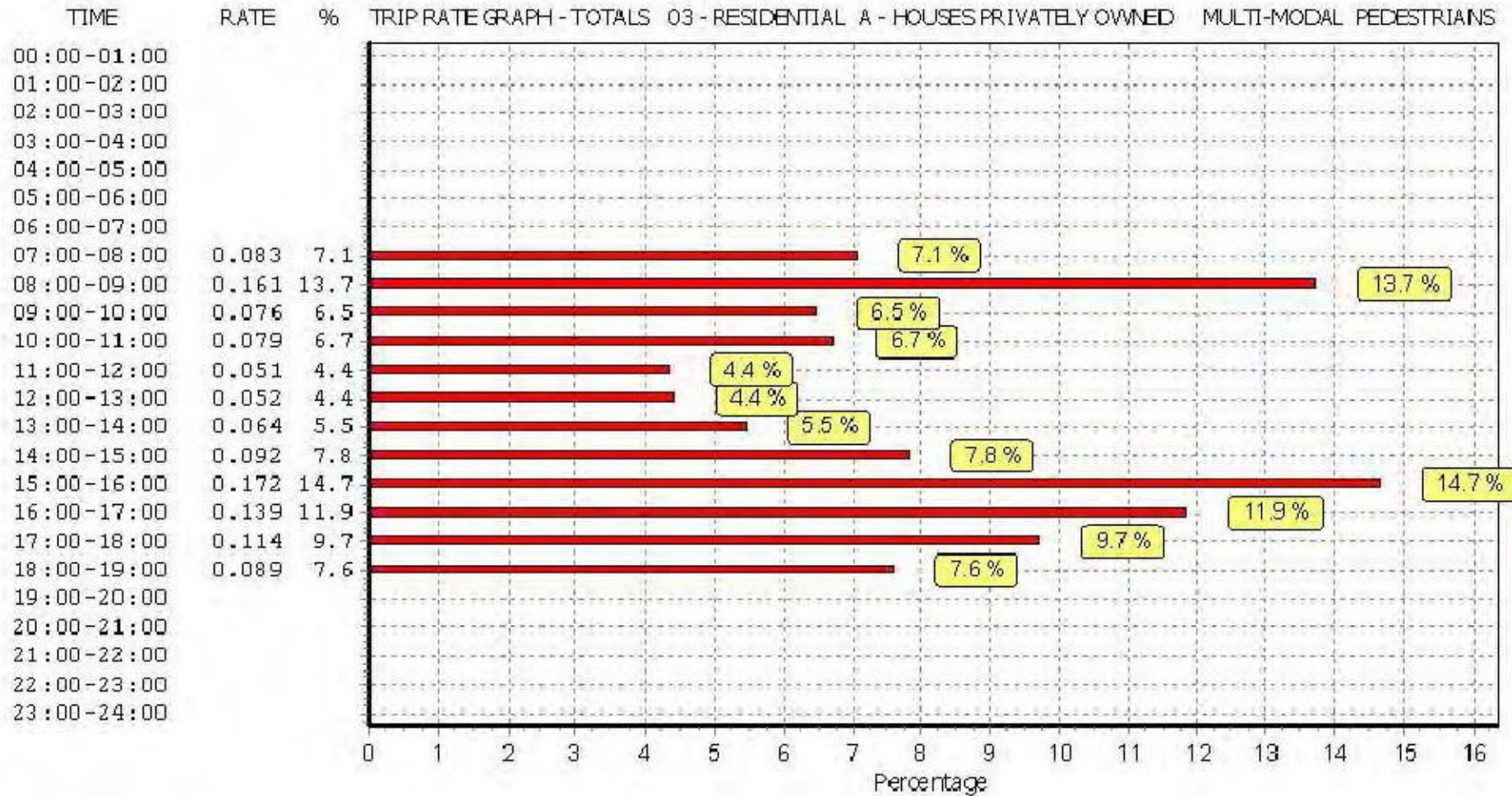
This section displays a quick summary of some of the date filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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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.

TRIP RATE for Land Use 06 - 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		
	Nc. Days	Ave DWELLS	Trib Rate	Nc. Days	Ave DWELLS	Trib Rate	Nc. Days	Ave DWELLS	Trib 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	15	91	0.001	15	91	0.007	15	91	0.003
08:00 - 09:00	15	91	0.002	<b>15</b>	<b>91</b>	<b>0.008</b>	15	91	0.003
09:00 - 10:00	15	91	0.003	15	91	0.004	15	91	0.004
10:00 - 11:00	15	91	0.002	15	91	0.005	15	91	0.003
11:00 - 12:00	15	91	0.005	15	91	0.007	15	91	0.012
12:00 - 13:00	15	91	0.002	15	91	0.005	15	91	0.003
13:00 - 14:00	15	91	0.003	15	91	0.001	15	91	0.004
14:00 - 15:00	15	91	0.003	15	91	0.003	15	91	0.005
15:00 - 16:00	15	91	0.001	15	91	0.003	15	91	0.004
16:00 - 17:00	15	91	0.005	15	91	0.001	15	91	0.007
17:00 - 18:00	<b>15</b>	<b>91</b>	<b>0.014</b>	15	91	0.002	<b>15</b>	<b>91</b>	<b>0.016</b>
18:00 - 19:00	15	91	0.007	15	91	0.003	15	91	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.045</b>			<b>0.043</b>			<b>0.054</b>

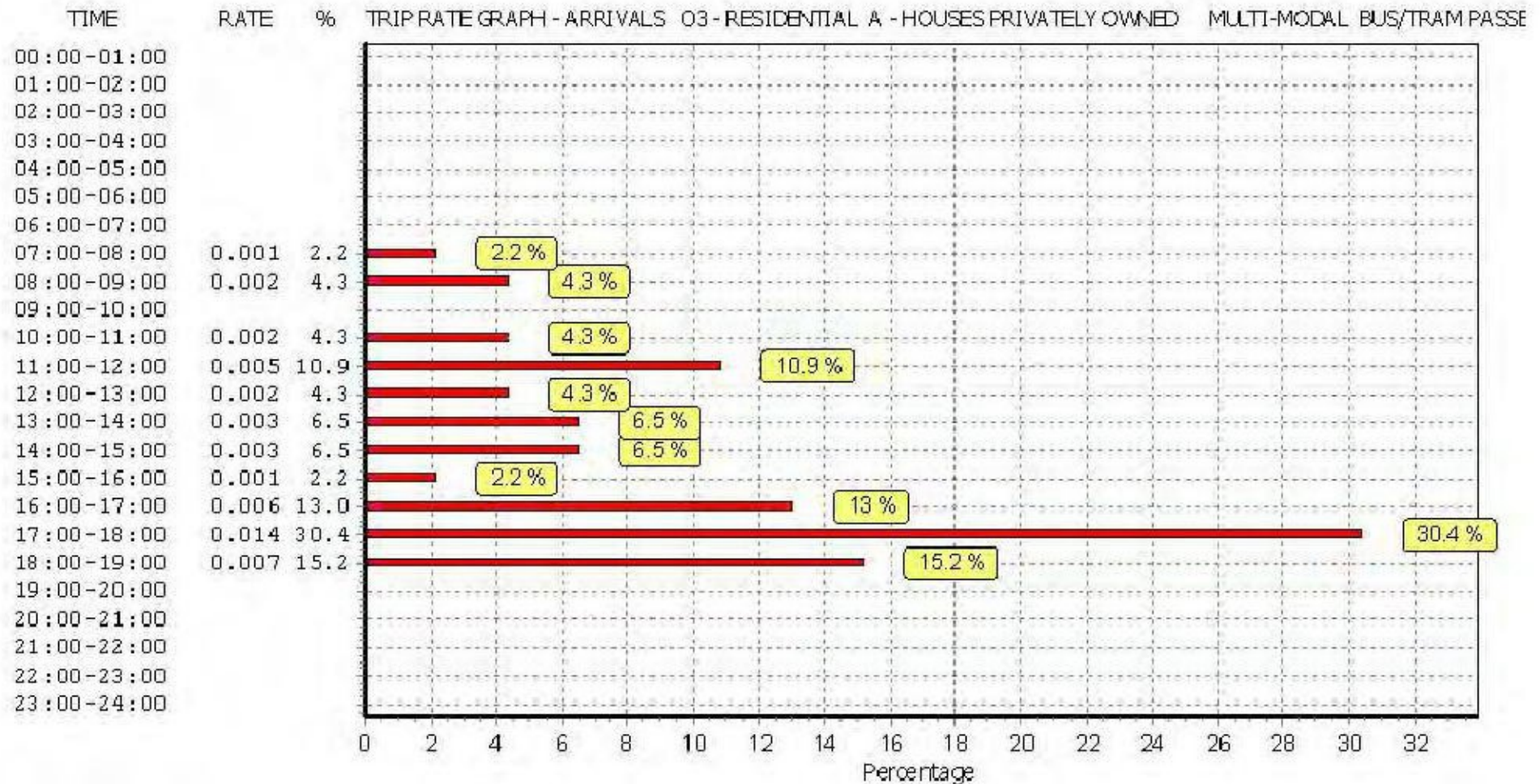
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals type, departures type, and total type (arrivals plus departures). Within each of these main columns are three 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 total (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 5 decimal places.

### Parameter summary

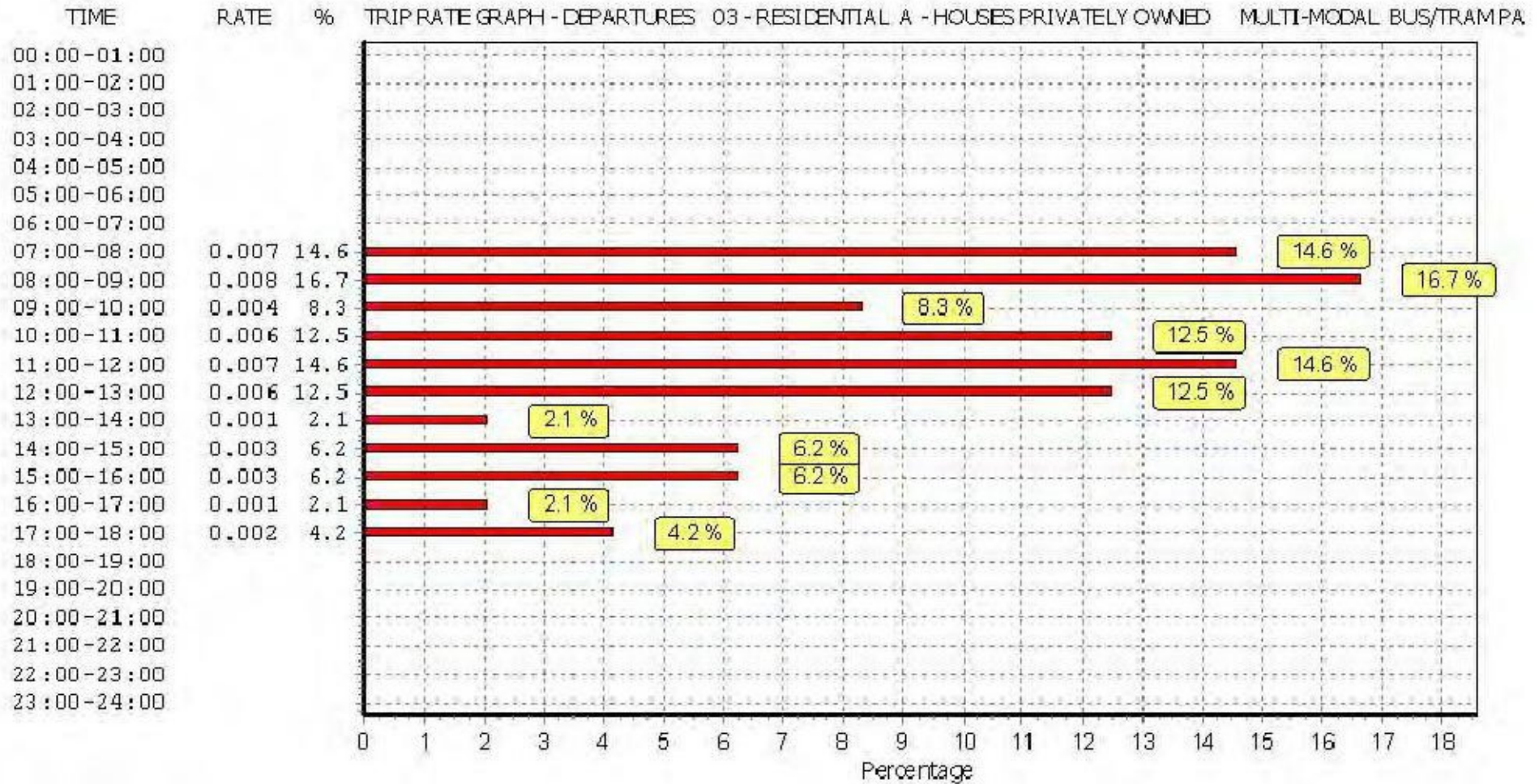
Trip rate parameter range selected	52 - 150 (units)
Survey date date range:	01/01/07 - 01/02/14
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the date 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.

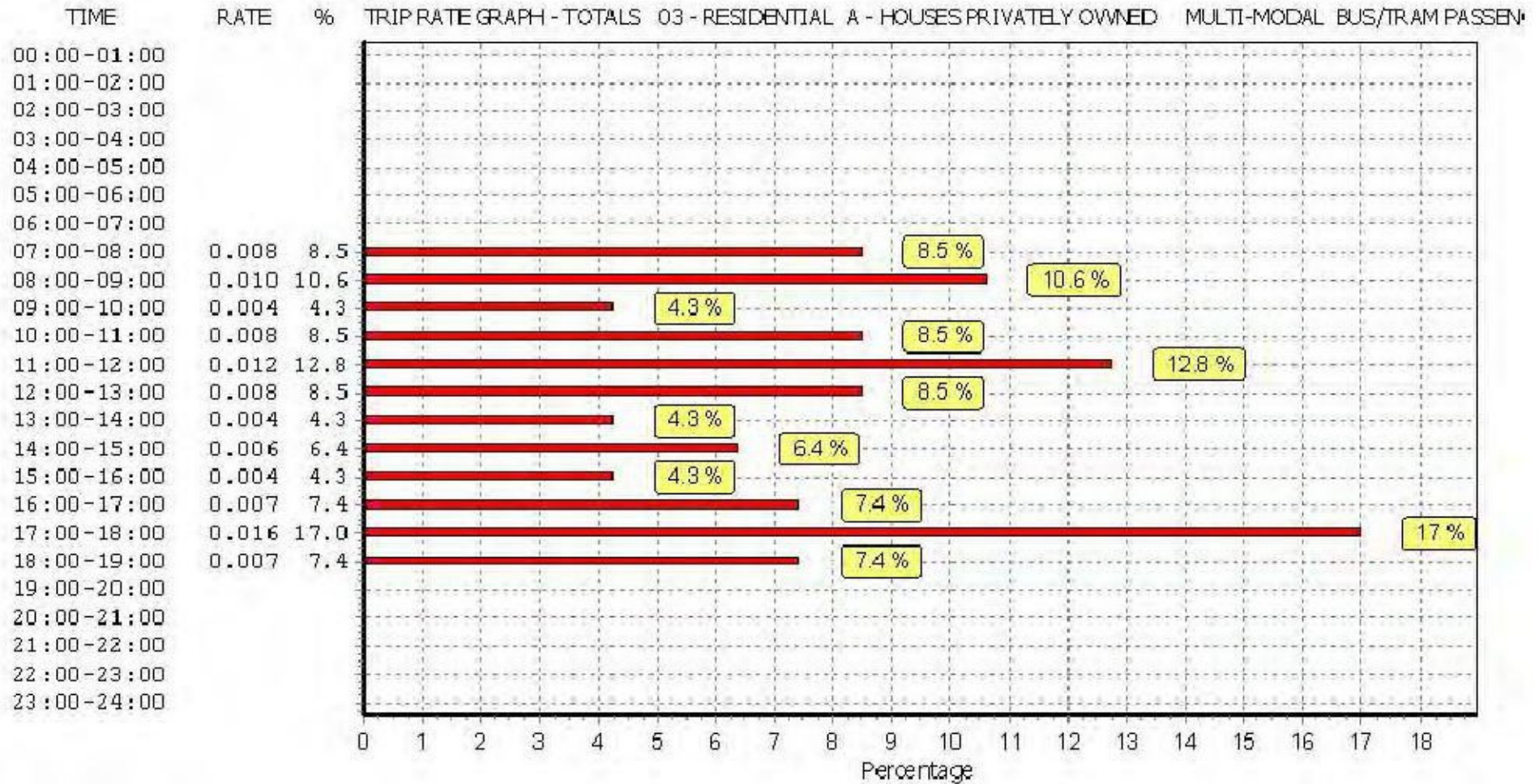


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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





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.



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.

TRIP RATE for Land Use DG - RESIDENTIAL/A -- DWELLS PRIVATELY OWNED

**MULTI-MODAL TOTAL RAIL PASSENGERS**

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	Nc. Days	Ave DWELLS	Trip Rate	Nc. Days	Ave DWELLS	Trip Rate	Nc. 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	15	91	0.000	<b>15</b>	<b>91</b>	<b>0.002</b>	15	91	0.002
08:00 - 09:00	15	91	0.000	15	91	0.002	15	91	0.002
09:00 - 10:00	15	91	0.000	15	91	0.001	15	91	0.001
10:00 - 11:00	15	91	0.000	15	91	0.001	15	91	0.001
11:00 - 12:00	15	91	0.000	15	91	0.000	15	91	0.000
12:00 - 13:00	15	91	0.000	15	91	0.000	15	91	0.000
13:00 - 14:00	15	91	0.000	15	91	0.000	15	91	0.000
14:00 - 15:00	15	91	0.000	15	91	0.000	15	91	0.000
15:00 - 16:00	15	91	0.001	15	91	0.002	15	91	0.003
16:00 - 17:00	15	91	0.000	15	91	0.000	15	91	0.000
17:00 - 18:00	15	91	0.002	15	91	0.000	15	91	0.002
18:00 - 19:00	<b>15</b>	<b>91</b>	<b>0.004</b>	15	91	0.000	<b>15</b>	<b>91</b>	<b>0.004</b>
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.007</b>			<b>0.003</b>			<b>0.010</b>

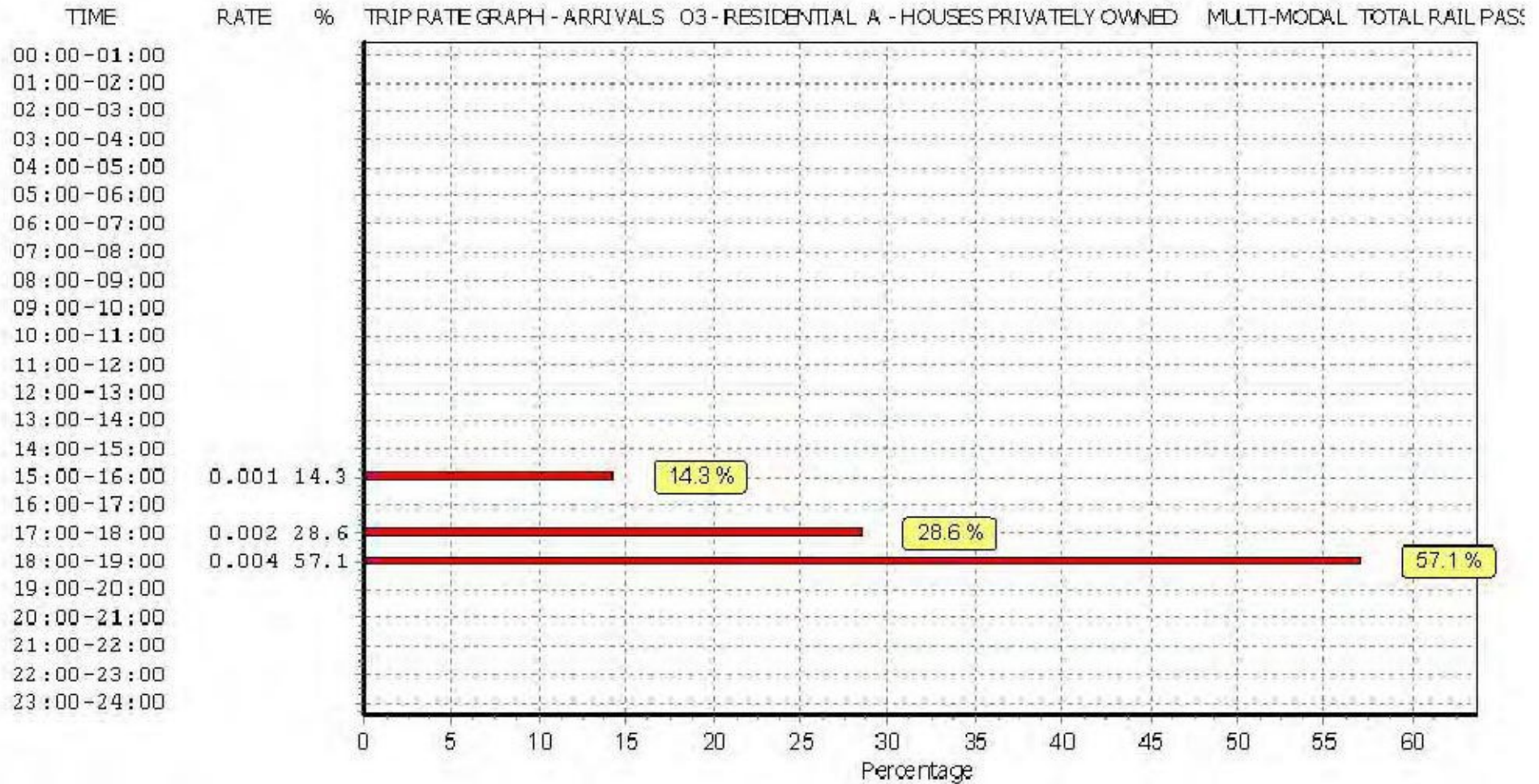
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals type, departures type, and total type (arrivals plus departures). Within each of these main columns are three 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 total (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 5 decimal places.

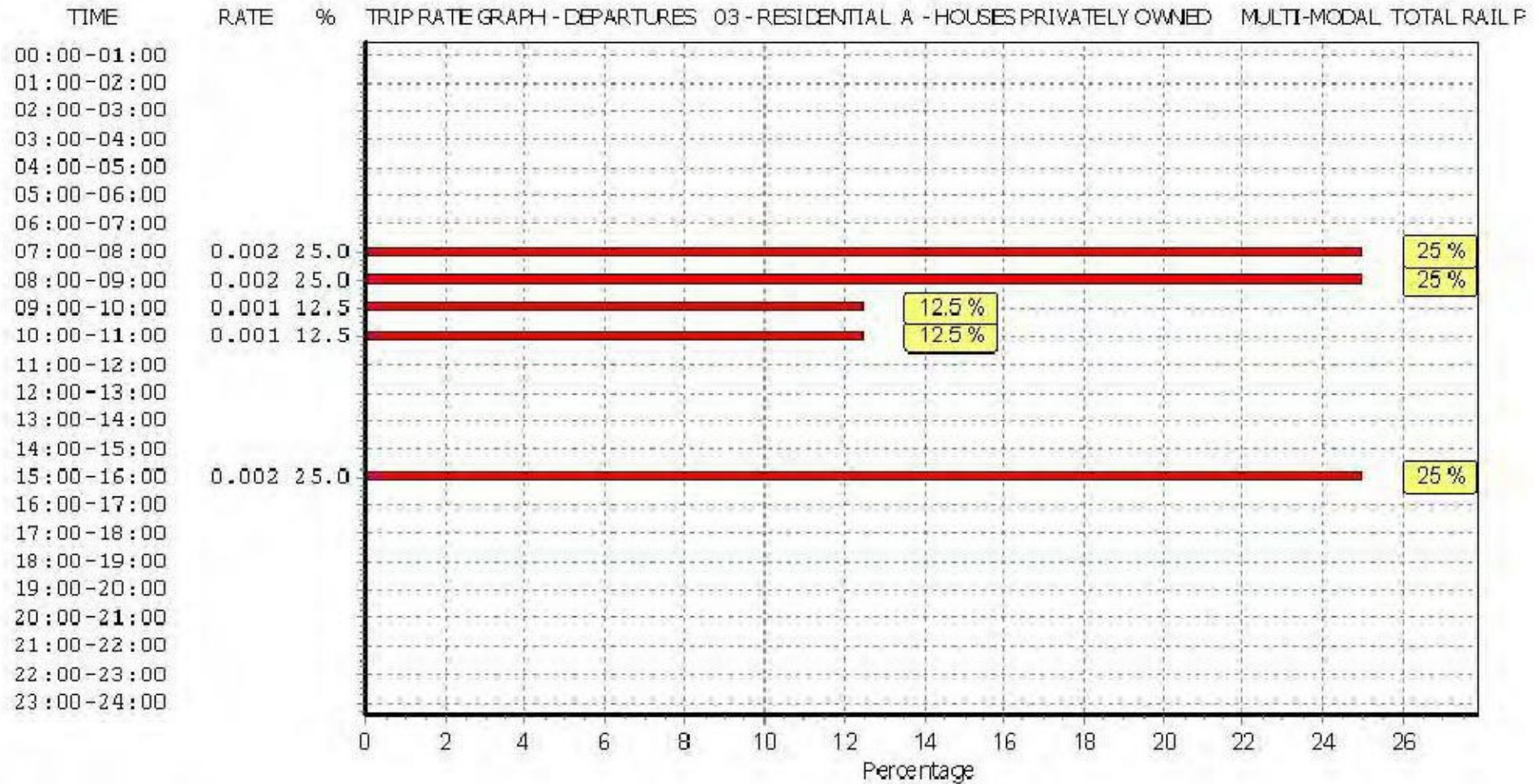
**Parameter summary**

Trip rate parameter range selected	52 - 150 (units)
Survey date date range:	01/01/07 - 01/02/14
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

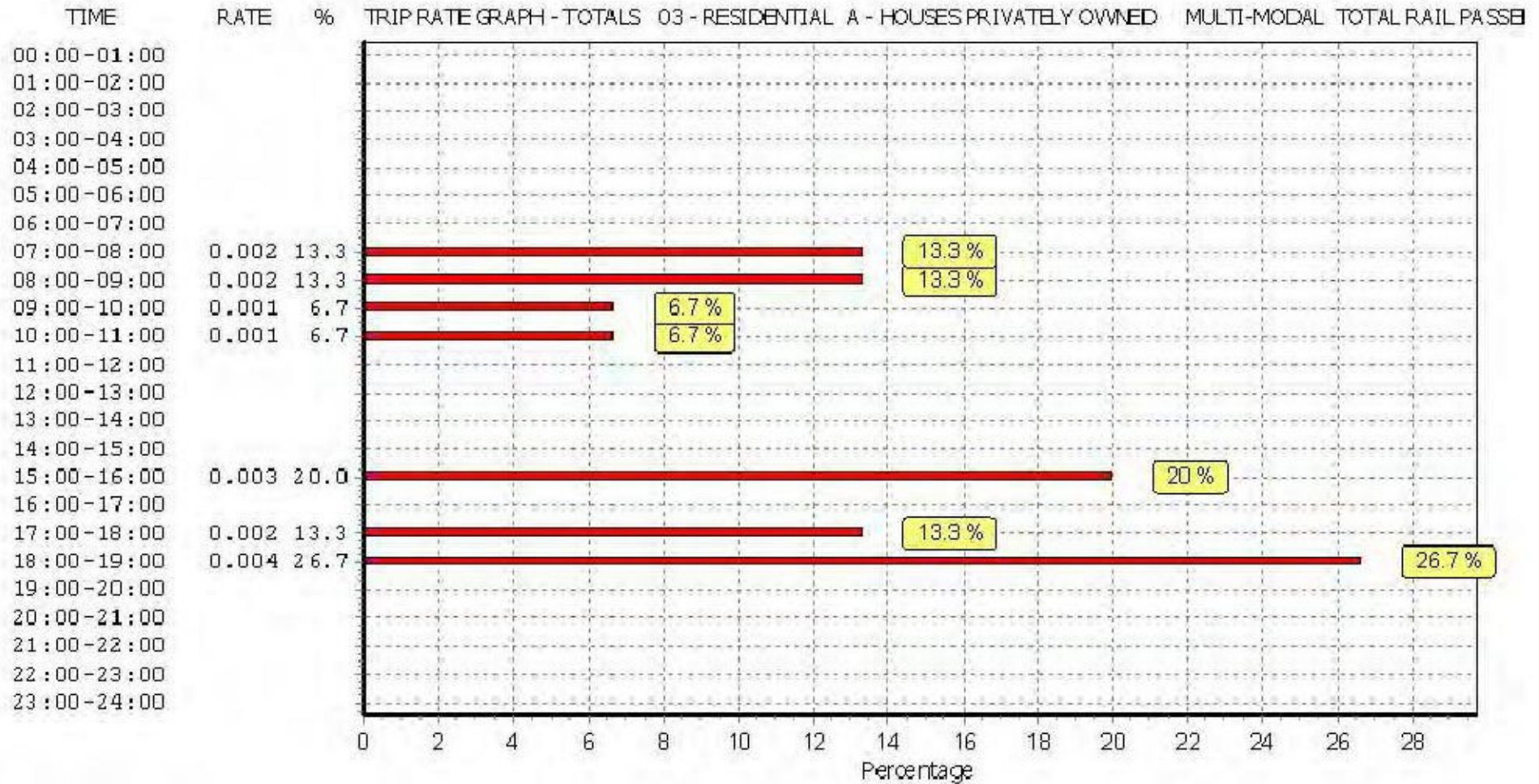
This section displays a quick summary of some of the date filtering selections made by the TRIOS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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.



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.



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.

TRIP RATE for Land Use 06 - RESIDENTIAL/A - PRIVATELY OWNED

**MULTI-MODAL COACH PASSENGERS**

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	Nc. Days	Ave DWELLS	Trib Rate	Nc. Days	Ave DWELLS	Trib Rate	Nc. Days	Ave DWELLS	Trib 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	15	91	0.000	15	91	0.000	15	91	0.000
08:00 - 09:00	15	91	0.001	<b>15</b>	<b>91</b>	<b>0.003</b>	<b>15</b>	<b>91</b>	<b>0.004</b>
09:00 - 10:00	15	91	0.000	15	91	0.000	15	91	0.000
10:00 - 11:00	15	91	0.000	15	91	0.000	15	91	0.000
11:00 - 12:00	<b>15</b>	<b>91</b>	<b>0.003</b>	15	91	0.001	15	91	0.004
12:00 - 13:00	15	91	0.000	15	91	0.000	15	91	0.000
13:00 - 14:00	15	91	0.000	15	91	0.000	15	91	0.000
14:00 - 15:00	15	91	0.000	15	91	0.000	15	91	0.000
15:00 - 16:00	15	91	0.000	15	91	0.000	15	91	0.000
16:00 - 17:00	15	91	0.000	15	91	0.000	15	91	0.000
17:00 - 18:00	15	91	0.000	15	91	0.000	15	91	0.000
18:00 - 19:00	15	91	0.000	15	91	0.000	15	91	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.004			0.004			0.003

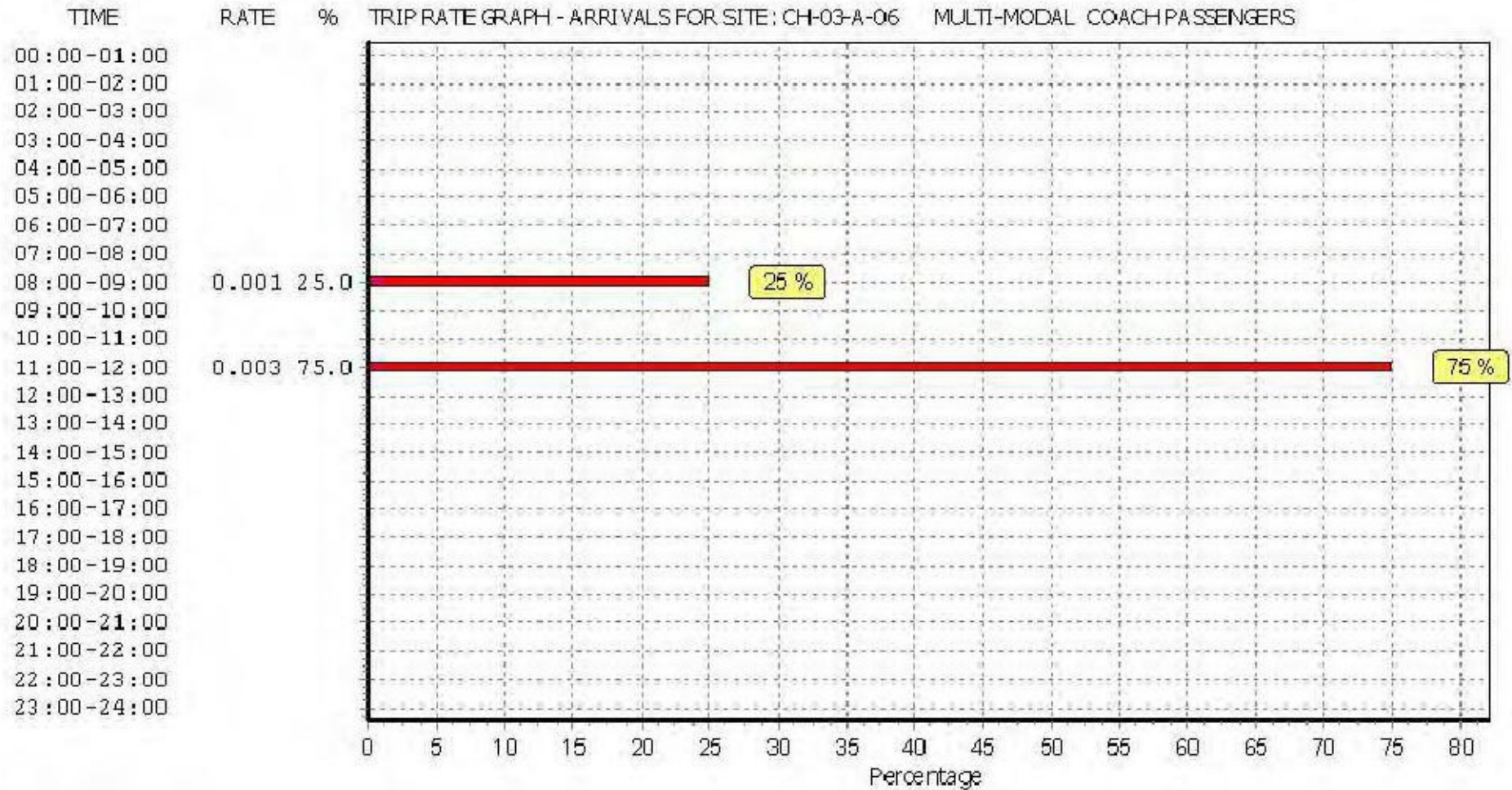
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals type, departures type, and total type (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is recorded (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 total (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 5 decimal places.

**Parameter summary**

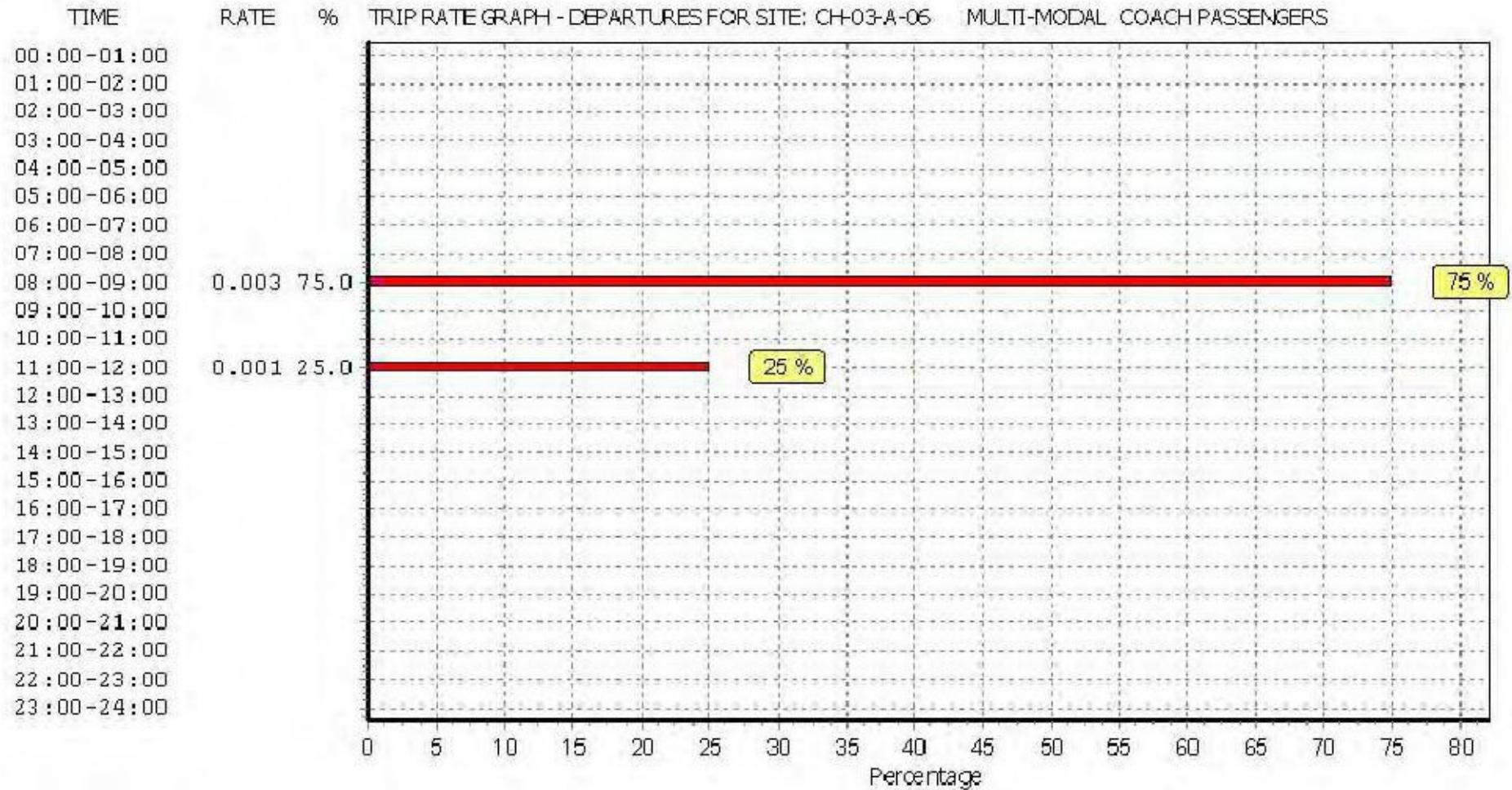
Trip rate parameter range selected	52 - 150 (units)
Survey date date range:	01/01/07 - 31/03/04
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the date 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.

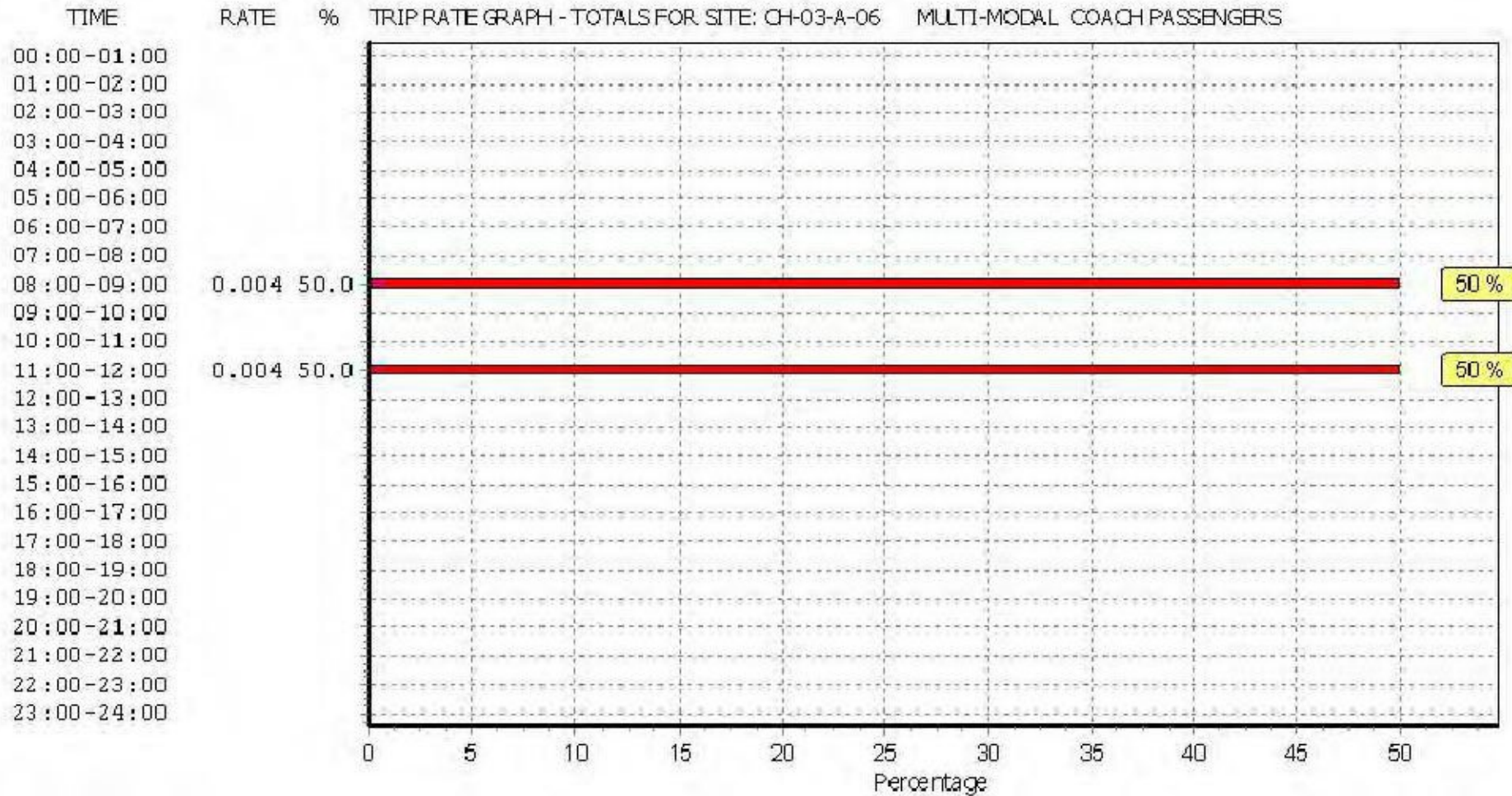


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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





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.



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.

TRIP RATE for Land Use 06 - RESIDENTIAL/A -- QUEEN 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	15	91	0.001	15	91	0.003	15	91	0.003
08:00 - 09:00	15	91	0.003	<b>15</b>	<b>91</b>	<b>0.013</b>	15	91	0.006
09:00 - 10:00	15	91	0.003	15	91	0.006	15	91	0.006
10:00 - 11:00	15	91	0.002	15	91	0.007	15	91	0.003
11:00 - 12:00	15	91	0.003	15	91	0.007	15	91	0.006
12:00 - 13:00	15	91	0.002	15	91	0.006	15	91	0.003
13:00 - 14:00	15	91	0.003	15	91	0.001	15	91	0.004
14:00 - 15:00	15	91	0.003	15	91	0.003	15	91	0.006
15:00 - 16:00	15	91	0.001	15	91	0.006	15	91	0.006
16:00 - 17:00	15	91	0.006	15	91	0.001	15	91	0.007
17:00 - 18:00	<b>15</b>	<b>91</b>	<b>0.016</b>	15	91	0.002	<b>15</b>	<b>91</b>	<b>0.018</b>
18:00 - 19:00	15	91	0.001	15	91	0.003	15	91	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.055</b>			<b>0.060</b>			<b>0.115</b>

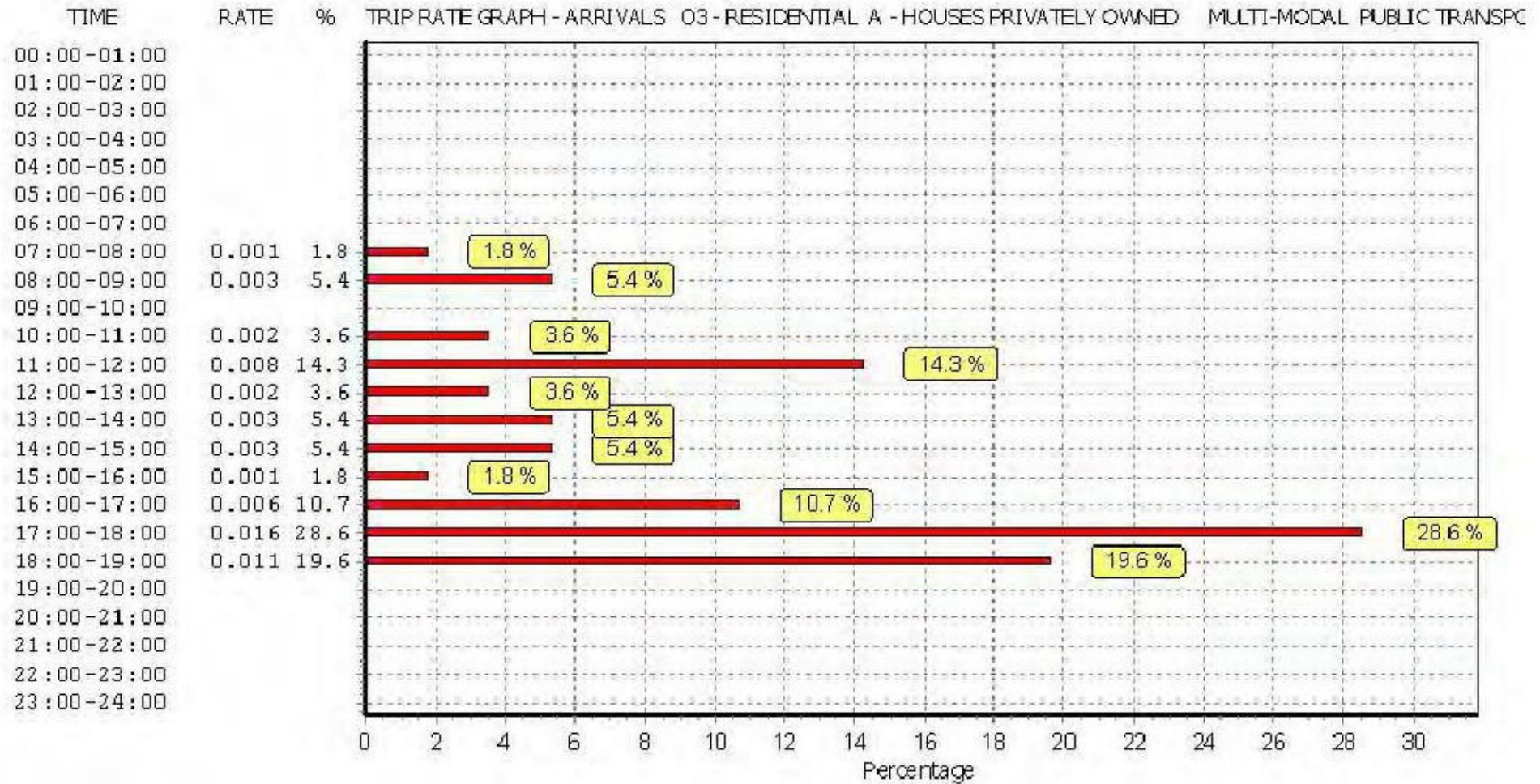
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals type, departures type, and total type (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is recorded (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 total (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 5 decimal places.

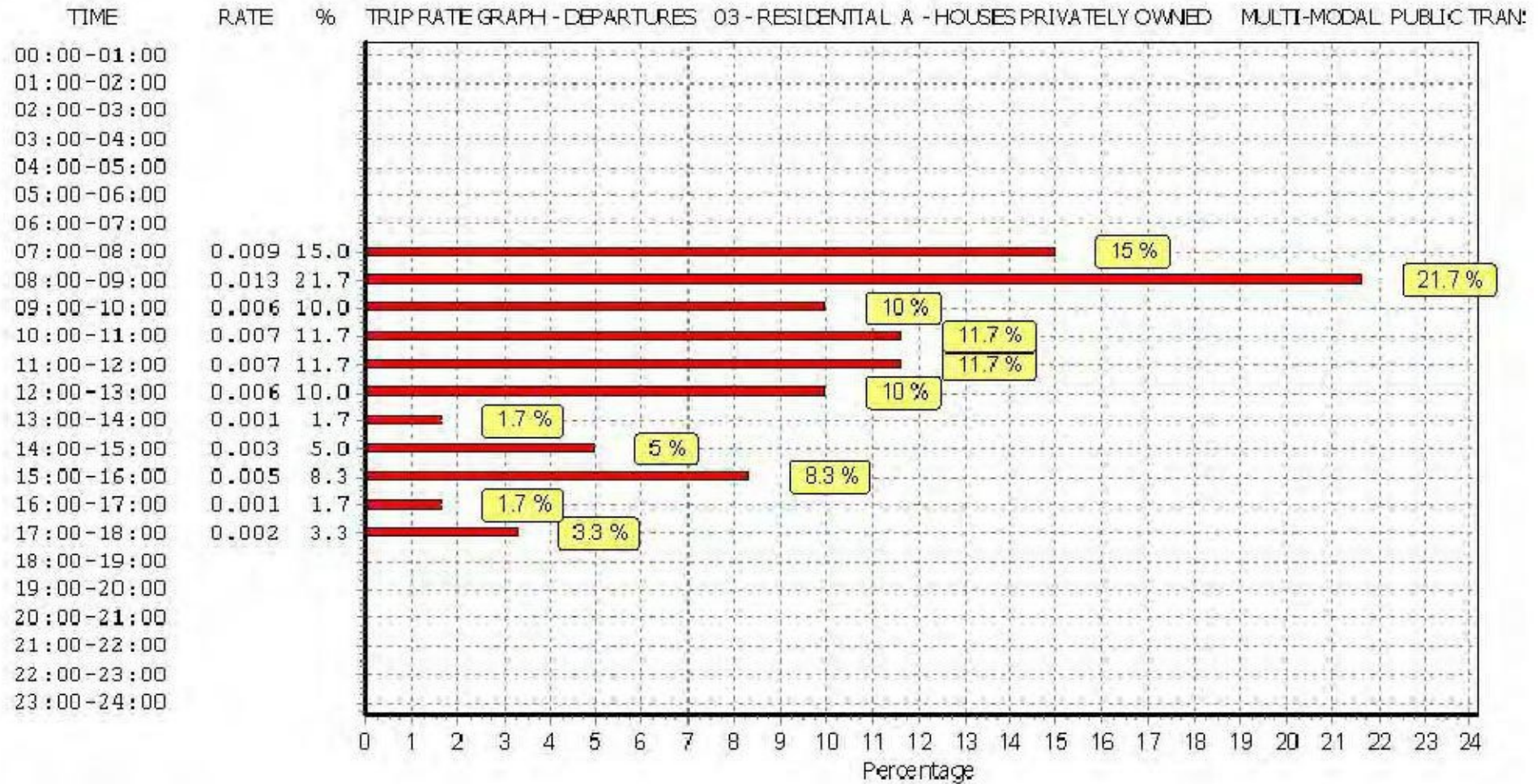
### Parameter summary

Trip rate parameter range selected	52 - 150 (units)
Survey date date range:	01/01/07 - 31/03/04
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

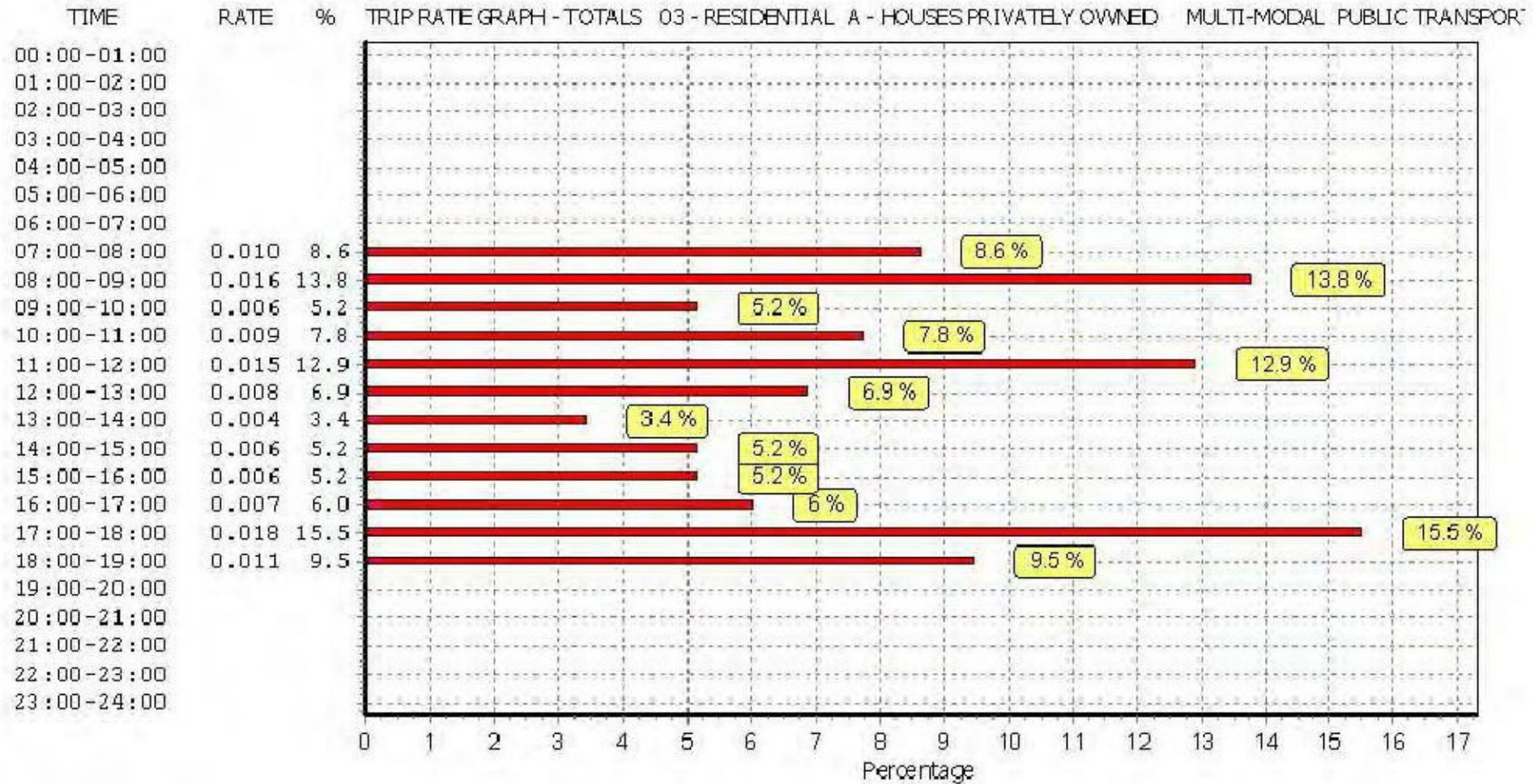
This section displays a quick summary of some of the date filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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.



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.



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.

TRIP RATE for Land Use 06 - RESIDENTIAL/A - HOUSE PRIVATELY OWNED

## MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	Nc. Days	Ave DWELLS	Trip Rate	Nc. Days	Ave DWELLS	Trip Rate	Nc. 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	15	91	0.104	15	91	0.435	15	91	0.539
08:00 - 09:00	15	91	0.229	<b>15</b>	<b>91</b>	<b>0.711</b>	<b>15</b>	<b>91</b>	<b>0.940</b>
09:00 - 10:00	15	91	0.291	15	91	0.392	15	91	0.583
10:00 - 11:00	15	91	0.215	15	91	0.260	15	91	0.455
11:00 - 12:00	15	91	0.275	15	91	0.293	15	91	0.503
12:00 - 13:00	15	91	0.259	15	91	0.292	15	91	0.490
13:00 - 14:00	15	91	0.259	15	91	0.247	15	91	0.505
14:00 - 15:00	15	91	0.290	15	91	0.276	15	91	0.525
15:00 - 16:00	15	91	0.303	15	91	0.335	15	91	0.393
16:00 - 17:00	15	91	0.473	15	91	0.267	15	91	0.745
17:00 - 18:00	<b>15</b>	<b>91</b>	<b>0.535</b>	15	91	0.273	15	91	0.303
18:00 - 19:00	15	91	0.351	15	91	0.259	15	91	0.600
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>3.694</b>			<b>3.300</b>			<b>7.564</b>

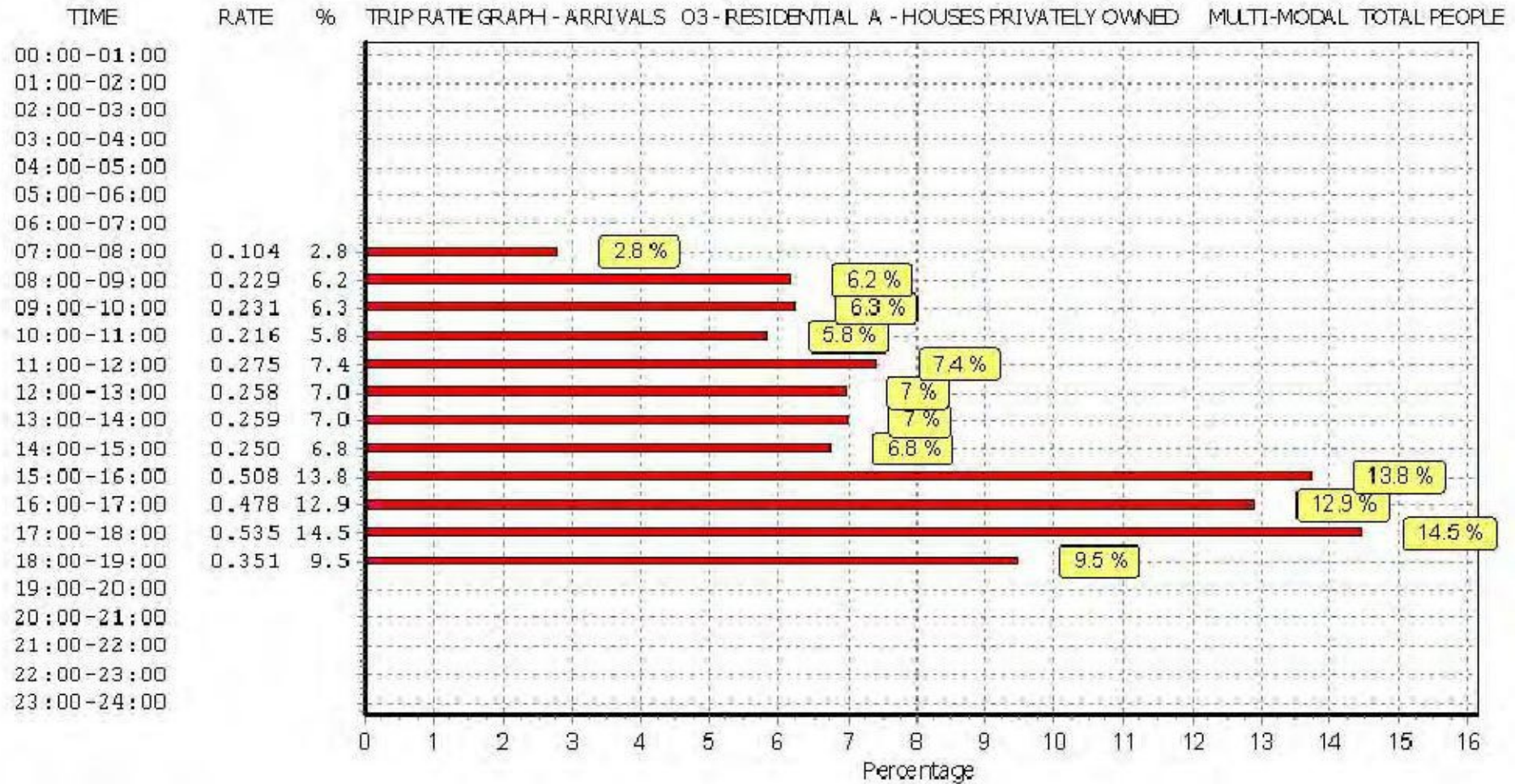
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals type, departures type, and total type (arrivals plus departures). Within each of these main columns are three 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 total (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 5 decimal places.

### Parameter summary

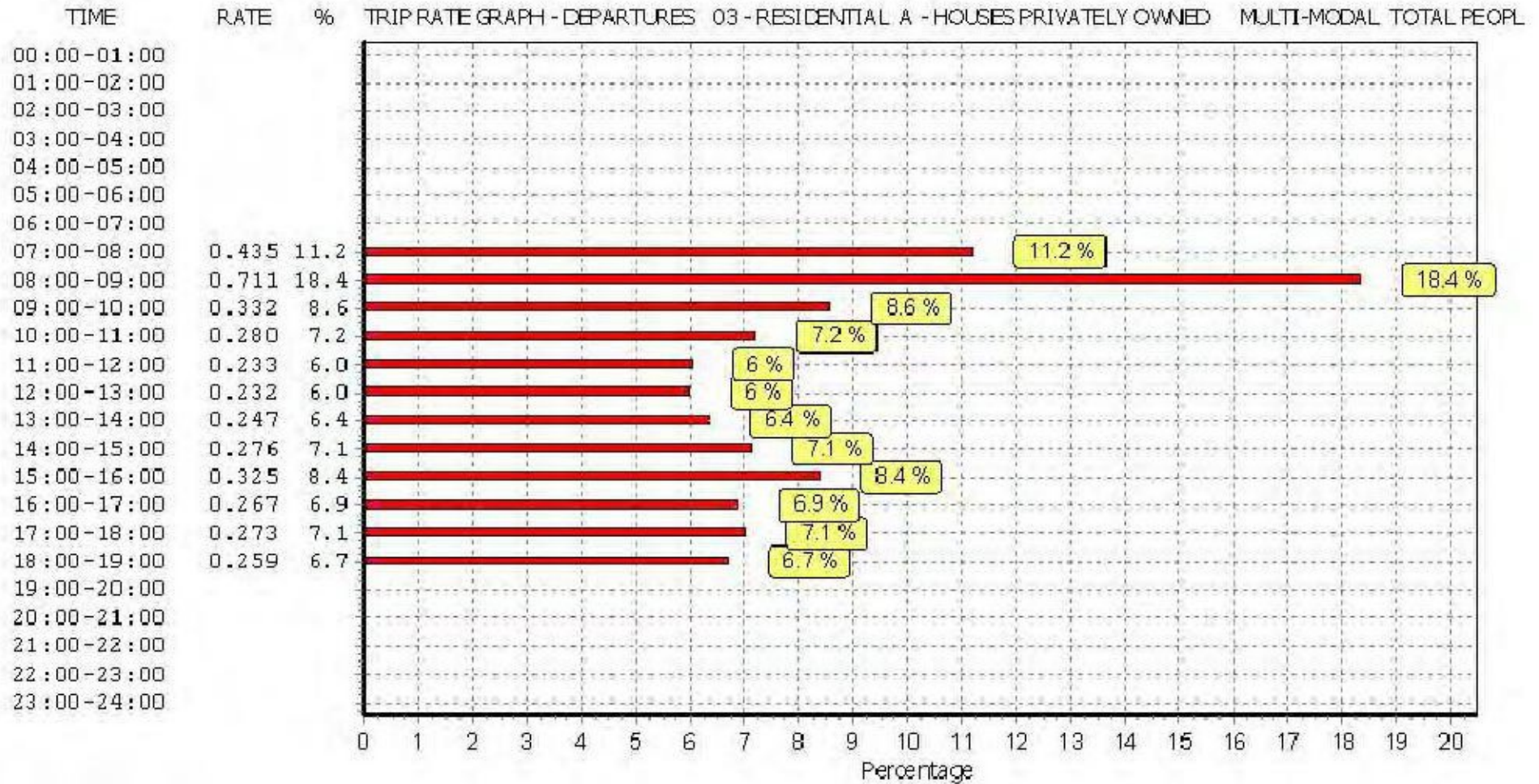
Trip rate parameter range selected	52 - 150 (units)
Survey date date range:	01/01/07 - 01/02/14
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection	2

This section displays a quick summary of some of the date 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.

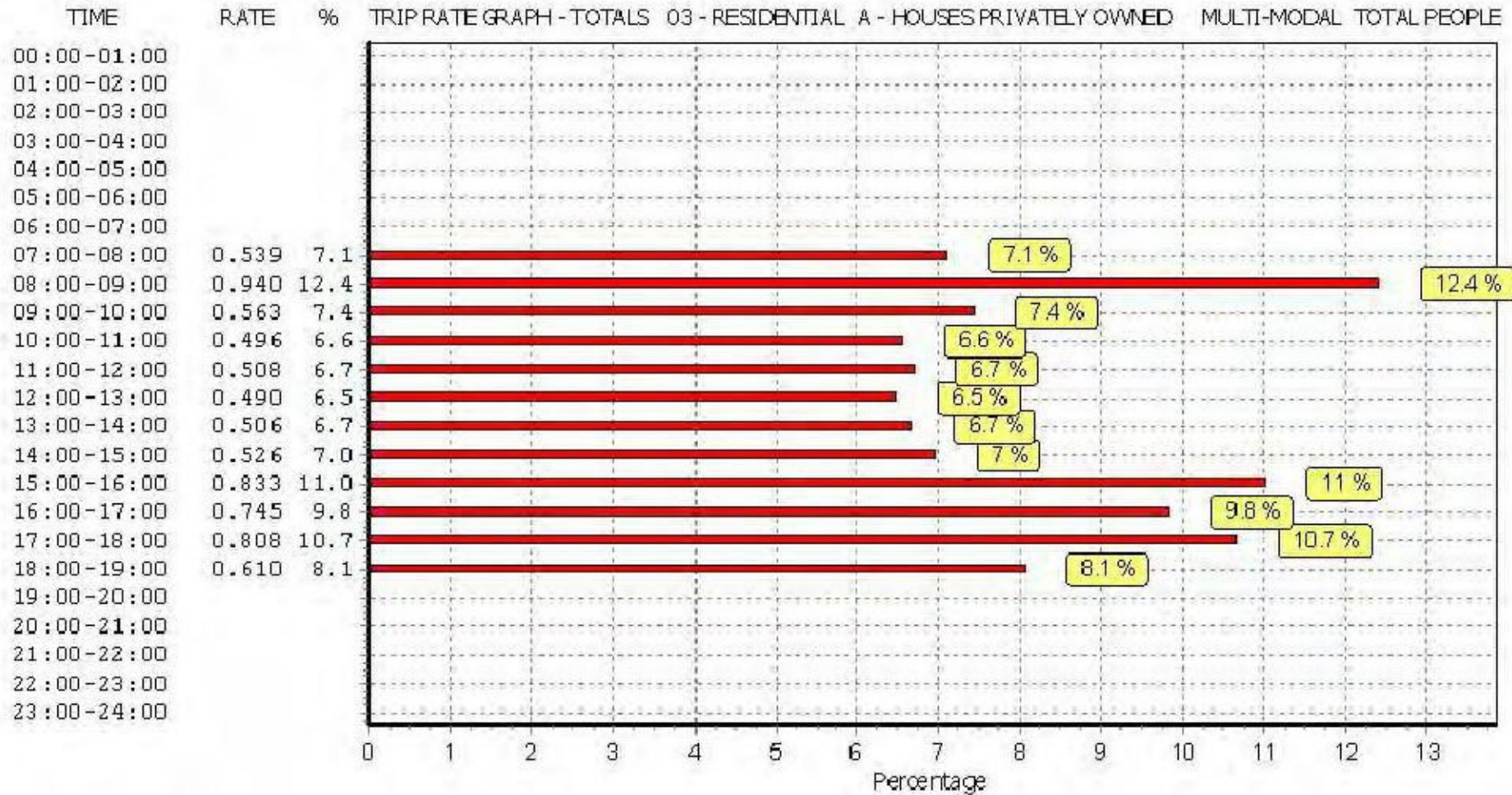


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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





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.



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.