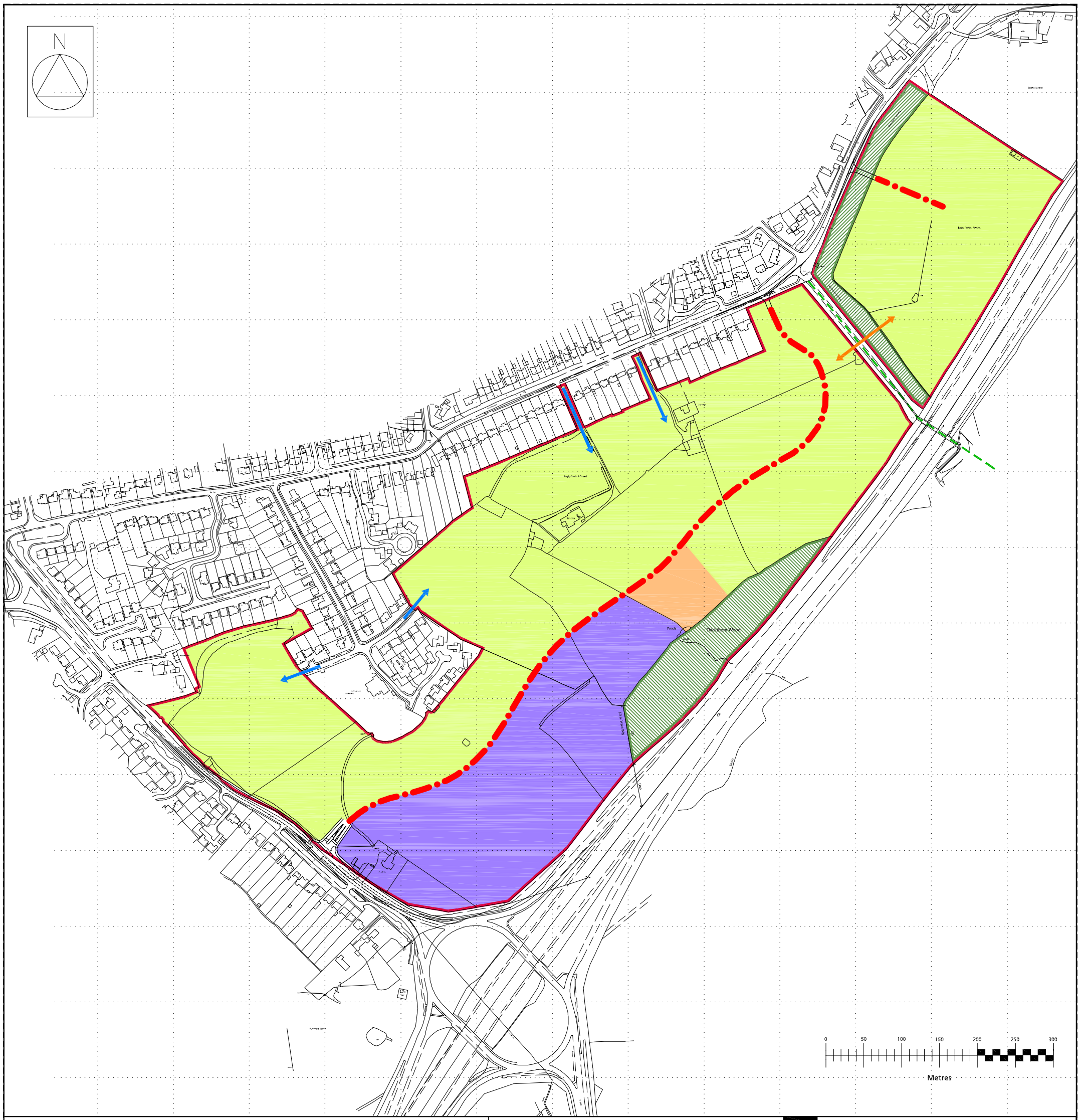

Notes:

	Residential inc' public open space	29.13 ha
	Neighborhood Centre	0.78 ha
	Commercial	8.00 ha
	Ancient Woodland	2.04 ha
	Sites of Importance for Nature Conservation (SINC's)	1.02 ha
	TOTAL	40.97 ha
	Proposed primary street network (inc' cycleway and footway)	
	Proposed cycle / footpath	
	Proposed other significant routes	
	Existing public footpath	

NOTE;

All areas are approximate

REVISION	DATE	AMENDMENT

SWORDERS

AGRICULTURAL • COMMERCIAL • RESIDENTIAL

SCHEME:

LAND EAST OF KENILWORTH - THICKTHORN

TITLE:

INDICATIVE CONCEPT MASTERPLAN

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NOTES:

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Land South East of Kenilworth

Transport Strategy

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Land South East of Kenilworth

Transport Strategy

11th June 2014
SKP/JS/16028-01_Transport Strategy

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EXECUTIVE SUMMARY

1. David Tucker Associates have been instructed to review the highway and transportation matters for a 46.5 hectare site to the south east of Kenilworth. For the Local Plan it is identified that the site as a whole could deliver up to 760 residential dwellings and 8 hectares of land designated for employment.

2. The Transport Strategy for the site is underpinned by delivering excellent accessibility to and from the various land uses. It will also provide enhancement to existing local residents and employees in assisting the delivery of major transport infrastructure initiated by the local authorities. This is achieved by:

    i) delivering multiple points of site access on foot/cycle;
    ii) delivering a permeable road layout to allow bus penetration through the site;
    iii) having the link through the site being available to use by all modes including car traffic providing benefit in the form of relief to the existing local road network;
    iv) delivering complementary land uses, providing significant opportunities for internalisation of person movement;
    v) delivering commitment to help provide transport infrastructure improvements in accordance with the Warwick District, Warwickshire County Council and Highways Agency Draft Strategic Transport Assessment.

3. The site is within 1km of Kenilworth High Street (the B4103 Warwick Road). Similarly conveniently located secondary education (1.5km) and primary education (1km) are readily accessible. The proposals include a significant quantum of employment. This will provide opportunity for internalisation of commuting trips.

4. There are no constraints to forming appropriate vehicular access to the site. Initial discussions with WCC as Local Highway Authority have indicated that the preferred access points are from the A452 Leamington Road via a signalised junction and additional accesses onto Glasshouse Lane.

5. A traffic signal design optimises control of traffic flow, between the A46 and Kenilworth. Signals also allow easy pedestrian and cyclist crossing opportunities, and consideration of bus priority.

6. This access strategy allows a through road link between Leamington Road and Glasshouse Lane. This provides flexibility for bus service routing; minimises the vehicular impact on the adjacent local road network from site traffic; and provides the opportunity for traffic relief at the A452/Birches Lane gyratory by removing through traffic from south to east.

7. Full signalisation of the A46 Thickthorn roundabout is identified in the Warwickshire Strategic Transport Assessment. The signal improvements are of strategic benefit. They are deliverable without recourse to third party land. As such, the development can assist in the delivery of the envisaged scheme.

8. Leamington Road is an established bus corridor. An initial review identifies that options exist to either divert existing services or create new services given the scale of development being envisaged. Opportunities to increase frequency and/or divert services linking Coventry, the University of Warwick and Leamington Spa are practical. Glasshouse Lane also serves a local circular bus service albeit the existing service is heavily subsidised by the local authority. The development proposals would provide the opportunity to either re-enforce these services or could encourage a restructuring of local services to the benefit of existing and future population.

9. As with buses, Leamington Road provides a clear cycle route corridor opportunity. The Kenilworth to Leamington Cycle Route has been the subject of a number of local authority reviews, including most recently a March 2013 Feasibility Study. This illustrated the route running along the site frontage. It would be entirely appropriate for the site to assist with the delivery of part of the route.

10. Pedestrian/cycle access opportunities along Glasshouse Lane will be provided at frequent intervals. This would mean the whole site would enjoy easy cycle/pedestrian access to the adjacent highway network. These will facilitate convenient access for

education trips, employment trips, leisure and retail trips without reliance on the private car.

11. Given the size and mixed land uses the site will be subject to phased development. The dual sided nature of the site means that significant flexibility exists in terms of phasing. From a transport perspective there is merit to forming an early link from Leamington Road to facilitate construction traffic. However, there is no hindrance to separate parcels of development coming forward early, and therefore the site affords the benefits of being able to deliver both residential and employment land uses in early phases.

12. The road connection between Leamington Road and Glasshouse Lane would not be needed at the outset. Appraisal shows that connection approximately 50% through the build out period would be advantageous, but could be delivered earlier. Access onto Glasshouse Lane could initially serve up to 250 dwellings prior to the construction of a link through the site.

13. The proposals are entirely consistent with local and national transport planning objectives. The proposals:

    i) are fully deliverable within land controlled by the landowners or highway land;
    ii) provide significant opportunities for new residents and prospective employees to travel by means other than the car for a significant proportion of journeys;
    iii) deliver by land use and design, the ability to reduce existing distance travelled by car;
    iv) enhance pedestrian and cycle linkage;
    v) facilitate enhanced bus linkage and bus frequency;
    vi) would fully mitigate any impact on the transport networks;
    vii) would help deliver transport infrastructure improvements envisaged by the local and strategic highway authorities.

1.0 INTRODUCTION

1.1 David Tucker Associates have been commissioned by Framptons to review the highway and transportation matters for a 46.5 hectare site to the south east of Kenilworth. The location of the site shown in **Figure 1**.

1.2 This report has been prepared in support of the site being promoted as part of Warwick District Council's Local Plan. The site is allocated as part of the Local Plan proposals and this report sets out the preferred transport strategy for the deliverability of the site.

1.3 For the Local Plan it is identified that the site as a whole could deliver up to 760 residential dwellings and 8 hectares of land designated for employment.

1.4 The site has been previously promoted for allocation within the Local Plan. A detailed Transport Assessment was prepared by EAS in 2009. This Transport Strategy has therefore utilised information and assumptions made within the EAS assessment.

1.5 There are no constraints to forming appropriate vehicular access to the site. Initial discussions with WCC as Local Highway Authority have indicated that the preferred access points are from the A452 Leamington Road via a signalised junction and additional access or accesses onto Glasshouse Lane.

1.6 The site is accessible and is within close proximity to local schools, retail facilities, employment opportunities and the sustainable transport network.

1.7 The trip generation and distribution patterns have been assumed on the basis of previous assumptions set out within the EAS report with an update of data sources where available. Overall, the traffic forecasts predict that the development of the whole site could generate an additional 800-900 trips during the typical peak periods on the local network.

1.8 This report concludes the site is fully deliverable from a highways and transport perspective and situated in an accessible location to facilitate travel to work, employment, education, health/leisure and retail amenities by sustainable modes.

2.0 POLICY CONTEXT

2.1 National Policy

National Planning Policy Framework

2.1.1 In March 2012, the Government published the NPPF which replaces much national policy previously found in Planning Policy Guidance/ Planning Policy Statements. This report should therefore be read in the context of the NPPF.

2.1.2 Two of the core planning principles held in the NPPF as set out in paragraph 17, include actively managing "patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable" and to "take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs."

2.1.3 Additionally, in promoting sustainable transport, paragraph 31 states that "Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development" and also that "All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;

- Safe and suitable access to the site can be achieved for all people; and

- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

2.1.4 Paragraph 36 goes on to state that "A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan."

2.1.5 In reinforcing the principle of supporting sustainable development, paragraph 197 states that "In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development."

2.1.6 The proposed site will support the sustainable objectives set out in the NPPF.

Guidance on Transport Assessment

2.1.7 The DfT and DCLG published 'Guidance on Transport Assessment' in March 2007 to provide guidance on determining when an assessment is required, its content and the stages in the preparation of Transport Assessments and Transport Statements. The document places an emphasis on five key elements as part of any transport assessment:

- ensuring at the outset that thought is given to reducing the need to travel to and from the development (paragraph 4.3);
- demonstrating that other opportunities have been fully explored before considering the provision of additional road space (paragraph 1.19);
- best use should be made of existing transport infrastructure, through improvements to existing infrastructure e.g. bus lanes, advanced signal control systems (paragraph 1.19);
- mitigation measures should focus on maximising sustainable accessibility to the development, considering measures such as improvements of site layout, walking and cycling networks and the local public transport network (paragraph 4.90); and
- the presumption should be to give preference where possible to solutions other than the construction of new roads (paragraph 4.85).

2.1.8 The document makes it clear that Government transport policy is, wherever possible, to seek alternative solutions to building new roads. Paragraph 4.8.5 concludes that the "... presumption should be to give preference where possible to solutions other than construction of new roads". In addition, paragraph 4.90 (referring specifically to the level and type of mitigation set out in Transport Assessments and other documents) states that: "In all cases, the transport mitigation plan or package of measures should focus on maximising sustainable accessibility to the development".

2.1.9 Furthermore, Figure 4.1 of the document makes it clear that an iterative approach to Transport Assessments should be adopted, commencing with reducing the need to travel, followed by maximising sustainable accessibility, and then dealing with residual car-based trips where appropriate.

2.2 Local Policy and Guidance

2.2.1 Relevant local planning documents include:

- *The Warwickshire Local Transport Plan 3* – The plan covers the period of 2011-2026 and replaces the second Local Transport Plan (2006-2011). It sets out the County Council's Transport Strategy, which will provide the framework for how the transport network will be maintained and improved across Warwickshire over the next fifteen years.

- *The Warwickshire Structure Plan* – The plan provides a broad policy framework for the development of land across the County and the policies will remain saved until replaced by new policies.

- *Strategic Transport Assessment* - This document forms the County Council's response on transport matters to Warwick District Council's most recent proposals for potential housing and employment growth sites for the Local Development Framework up to 2028. The report includes reference to providing signalisation at the Thickthorn Interchange and that any improvements should accommodate the requirements of the Kenilworth to Leamington (K2L) cycle scheme.

3.0 EXISTING CONDITIONS

3.1 Site Description

3.1.1 The site is located to the south east of the existing settlement of Kenilworth and the A46. The site is boarded by Glasshouse Lane and Birches Lane to the north, the A452 Leamington Road to the west and the A46 to the south. The location of the site in relation to the surrounding road network is shown in **Figure 1**.

3.1.2 The existing site is used for a variety of purposes with the majority being used for agricultural and grazing purposes. The current non-agricultural uses include following:

- The Gatehouse – a single dwelling accessed from the A452 Leamington Road;
- Kenilworth Rugby Football Club – including a pavilion and rugby and training pitches accessed from Glasshouse Lane;
- A single residential dwelling accessed from Glasshouse Lane.

3.2 Local and Strategic Road Network

3.2.1 The A452 Leamington Road to the west of the site is a single carriageway road with a speed limit of 40 mph. The road is the main access into Kenilworth from the A46 at Thickthorn Roundabout and links directly with the strategic road network.

3.2.2 The road provides a good footway on the west side of Leamington Road and is approximately 2m in width. There is currently no footway on the eastern side of the road. There are no formal crossing facilities on Leamington Road other than at the Thickthorn Roundabout which has uncontrolled pedestrian crossing facilities on all arms.

3.2.3 North of Bullimore Grove the footway widens to around 2.5m and footway access into Kenilworth town centre is good with uncontrolled crossings around the Warwick Road/ Leamington Road gyratory.

3.2.4 Southwards on the A452 Leamington Road, there are pedestrian and cycle crossing

facilities providing walking and cycle access across the Thickthorn Roundabout towards Chesford Grange and Leamington Spa.

3.2.5 Glasshouse Lane is a single carriageway residential road subject to speed limits of 30mph. Footways are provided on both sides of the road set back behind a grass verge. The footway on the western side continues beyond the junction with Heyville Croft. The speed limit is de-restricted to the north of the junction with Dencer Drive.

3.2.6 The A46 to the south east of the site links with the A452 Leamington Road via a grade separated roundabout junction. The A46 provides access to Coventry to the north and Warwick, the M40 and Stratford-upon-Avon.

3.3 Traffic Flows

3.3.1 Automatic traffic count data were obtained for the A452 Leamington Road and Glasshouse Lane for a period of 7 days. The full data are included in **Appendix A** and a summary is provided in **Tables 1 and 2**.

Table 1 – A452 Leamington Road Traffic Flows (weekday flows)

Direction	AM Peak	PM Peak	Average Speeds	85th Percentile Speeds
Northbound	541-908	720-1,288	33.8	39.3
Southbound	767-1,001	771-921	31.4	39.7

Table 2 – Glasshouse Lane Traffic Flows (weekday flows)

Direction	AM Peak	PM Peak	Average Speeds	85th Percentile Speeds
Eastbound	228-275	240-384	32.8	37.3
Westbound	179-236	169-219	34.4	40.3

3.3.2 The traffic flow data has been expressed as a range due to the considerable variation in flows. This is most notable on Leamington Road in the PM peak period. To be robust, the higher flows have been used for the purposes of the traffic assessment within this Strategy.

3.3.3 The EAS assessment included traffic counts at a number of location on the local and strategic network in 2008. These flows have been used as basis for the traffic

assessment within this Strategy. The future base traffic has been assumed for the year 2026 as this is end of the Local Plan period for the District. Traffic flow data for the A46 off-slip roads have been extracted from the TRADS database for the period 2009-2014. In deriving growth rates across this period and applying them with TEMPRO local growth factors for the local and strategic road network, this provides a current dataset from which to base the appraisal set out in this Strategy.

3.4 Road Safety

3.4.1 Personal Injury Accident (PIA) data have been obtained from WCC for the most recent 5 year period. The full details of the PIA records including the study area, the severity and location of the incidents are included in **Appendix B**.

3.4.2 In summary, there were no fatalities, 5 recorded as "serious" accidents and 44 "slight".

3.4.3 All bar one of the "serious" accidents took place at the A46 roundabout junction with the A452 Leamington Road. Several accidents took place on the A452 Leamington Road and Glasshouse Lane along the site frontages. The location of the accidents does not suggest there are particular accident blackspots on the local network.

3.4.4 The off-slip roads on the A46 experience a cluster of accidents, however a large proportion of these relate to rear shunt collisions which tend to be typical of a priority roundabout junction of this size.

3.4.5 In summary, an overview of the PIA data for adjacent network does not suggest there are existing road safety concerns on the local or strategic road network.

3.5 Public Transport Network

3.5.1 Kenilworth is well served by the bus network. Bus stops are provided on Glasshouse Lane, Birches Lane and Leamington Road within the vicinity of the site. All bus services run via the Abbey End bus stops located within the centre of Kenilworth. The town benefits from regular bus services to Solihull, Coventry, Warwick and Leamington. Kenilworth bus route map is included in **Appendix C**. The location of the bus stops within Kenilworth are included in **Figure 2**.

3.5.2 There is currently no train station operating in Kenilworth, however it is understood that a number of local services between Kenilworth, Leamington Spa and Coventry are due to be running by December 2016 as funding for the re-instatement of the station has been confirmed. The train station is a key element for the future growth of Kenilworth and in encouraging travel by sustainable modes. The proposed location of the station is shown in **Figure 2**.

3.6 Walking and Cycling Networks

3.6.1 Kenilworth town centre and the existing built up area is generally well linked for pedestrians. In terms of cycle links Kenilworth benefits from links to the south to Leek Wooton and an off-road route to Burton Green (Route 523). National cycle route 52 between Coventry and Warwick. The cycle routes within and around Kenilworth are shown in **Figure 2**.

3.6.2 The site is currently undeveloped therefore existing routes do not extend into the site. Similarly there are no existing footways on the north eastern side of Leamington Road in the immediate vicinity of the site.

3.7 Local Facilities

3.7.1 The majority of trips that will be made on foot are typically for the purpose of short shopping trips, access to leisure facilities, trips to school and trips to bus stops as part of linked trips to other destinations.

3.7.2 Of particular interest are the levels of facilities and services that can be accessed locally. This is important in reducing the intensity of car use.

3.7.3 The site is highly accessible with all of the local facilities in the town centre of Kenilworth within a 2km walking distance of the site. The location of the local facilities are included in **Figure 2**. This shows the location of the main retail facilities including retail facilities and post offices, health centres, schools, bus stops, cycle and bus routes.

3.7.4 Retail facilities are located within the town centre including both Sainsburys and Waitrose supermarkets. Retail facilities are also available on Glasshouse Lane adjacent to the site and on Leyes Lane. GP surgeries are also located on Warwick Road within the town centre.

3.7.5 Kenilworth has several primary schools. The local schools are Thorns Infant School within 1km walking distance of the site on Brooke Road. Kenilworth Secondary School is located approximately 1.5km to the north of the site on Leyes Lane.

3.7.6 In terms of access to existing employment, Farmers Road Industrial Estate is located 1.5km from the site and is occupied by a small number of commercial and industrial units.

3.7.7 The site is well connected to local retail facilities, primary and secondary schools, public transport access and health facilities. The site will benefit from a local centre including retail facilities and community facilities. The proposals will include extended pedestrian, cycle and bus links from within the site to ensure the new settlement is fully linked to the existing built up area of Kenilworth.

4.0 FUTURE DEVELOPMENT CONTEXT

4.1 Site Development Proposals

4.1.1 The site is allocated within the Local Plan to deliver 760 dwellings and 8 hectares of employment. It is assumed that access will be provided via Leamington Road and Glasshouse Lane. **Figure 3** shows the overall site access plan.

4.1.2 Pedestrian, cycle and bus links will be provided as part of a development masterplan to ensure the site is well connected with the surrounding settlement of Kenilworth.

4.2 Wider Off-Site Initiatives

4.2.1 As part of wider proposals for Kenilworth within the Local Plan, the Southcrest Farm site on Glasshouse Lane to the north of the site is allocated to provide a primary school and secondary school as a joint school campus. The site on land south east of Kenilworth will be located 1-1.5km from the new campus.

4.2.2 There are proposals for a Kenilworth to Leamington Cycle Route (K2L) on the A452. The cycleway will be an off-road route preferably 3m in width where possible. The proposed route will start in Kenilworth town centre at the Farmer Ward Road/ Birches Lane junction. The route would continue east to Bullimore Grove where a toucan crossing is proposed. The cycle route would run on the southern side of the Leamington Road towards the Thickthorn Interchange.

4.2.3 There is currently a cycleway provision across Thickthorn roundabout via crossing points for cyclists on each slip road on the south of the roundabout. Therefore, it is suggested that the improvements to cycle facilities at Thickthorn roundabout should not be carried out in isolation but as part of a comprehensive scheme to signalise the roundabout as a whole. It is anticipated that the signalisation of this roundabout will be delivered in the future as part of any future major developments on this corridor.

5.0 TRANSPORT STRATEGY

5.1 Introduction

5.1.1 The Transport Strategy for the site is underpinned by delivering excellent accessibility to and from the various land uses. It will also provide enhancement to existing local residents and employees in assisting the delivery of major transport infrastructure initiated by the local authorities. This is achieved by:

i) delivering multiple points of site access on foot/cycle;

ii) delivering a permeable road layout to allow bus penetration through the site;

iii) having the link through the site being available to use by all modes including car traffic providing benefit in the form of relief to the existing local road network;

iv) delivering complementary land uses, providing significant opportunities for internalisation of person movement;

v) delivering commitment to help provide transport infrastructure improvements in accordance with the Warwick District, Warwickshire County Council and Highways Agency Draft Strategic Transport Assessment.

5.1.2 A conceptual Transport Strategy for the site and the immediate environs is shown on **Figure 3**. The remainder of this chapter refers.

5.2 Access

5.2.1 The site benefits from a significant highway frontage both to the west and the north. It is envisaged that the employment element of the site will sit towards the A452 Leamington Road boundary, with housing predominating across the central and north-eastern areas of the site.

5.2.2 The preliminary design for the Leamington Road access is shown on **Figure 4**. Whilst not fixed in terms of location, the placement reflects the optimum siting for cyclists and bus passengers whilst delivering an efficient means of vehicular access. A traffic

signal design allows optimum control, ensuring linkage opportunities with the operation of the A46 Thickthorn roundabout are managed. Signals allow easy pedestrian and cyclist crossing opportunities. They also allow consideration of bus priority.

5.2.3 The site is of sufficient content to warrant more than a single point of access. No access designs are illustrated in this report for the Glasshouse Lane frontage, but technically straightforward options exist for the siting of at least three vehicular accesses with additional pedestrian/cyclist connections.

5.2.4 Early discussions with WCC have given rise to the concept of a through road link between Leamington Road and Glasshouse Lane. This provides flexibility for bus service routing; minimises the vehicular impact on the adjacent local road network from site traffic; and provides the opportunity for traffic relief at the A452/Birches Lane gyratory by removing through traffic from south to east.

5.2.5 Given that there is sufficient Glasshouse Lane frontage to accommodate more than one access, the delivery of an access as part of the through route can be supplemented by one or more additional accesses serving linked or separate parcels of residential development.

5.3 Sustainable Transport Links

5.3.1 Leamington Road is an established bus corridor. Whilst not all passing services stop along the site frontage, this will be influenced by demand and currently there are relatively few prospective passengers with a need to join or alight buses in this vicinity. An initial review identifies that options exist to either divert existing services or create new services given the scale of development being envisaged. The mixed use nature of the site is particularly attractive in this regard, with inbound and outbound demand across the day.

5.3.2 Discussions with local bus operators will follow, but from a desk based appraisal, opportunities to increase frequency and/or divert services linking Coventry, the University of Warwick and Leamington Spa are practical. Glasshouse Lane also serves a local circular bus service albeit the existing service is heavily subsidised by the local

authority. The development proposals would provide the opportunity to either re-enforce these services or could encourage a restructuring of local services to the benefit of existing and future population.

5.3.3 As with buses, Leamington Road provides a clear cycle route corridor opportunity. The Kenilworth to Leamington Cycle Route has been the subject of a number of local authority reviews, including most recently a March 2013 Feasibility Study. This illustrated the route running along the site frontage.

5.3.4 The site proposals and indeed the Leamington Road site access proposals sit well with the cycle route alignment. Crossing facilities would be incorporated to link the cycle route with the site. The site could assist financially with the delivery of part of the Kenilworth to Leamington route.

5.3.5 Pedestrian/cycle access opportunities along Glasshouse Lane will be provided at frequent intervals. It is envisaged that a pedestrian/cycle connection would be in site at the location of the existing Ruby Club access. This would mean the whole site would enjoy easy cycle/pedestrian access to the adjacent highway network. These will facilitate convenient access for education trips, employment trips, leisure and retail trips without reliance on the private car.

5.3.6 The site would be supported by Travel Plans for each of the main land uses to provide further encouragement for travel means other than single occupancy car drivers.

5.4 Off-Site Highway Works

5.4.1 The site is within 1km of Kenilworth High Street (the B4103 Warwick Road). Similarly conveniently located secondary education (1.5km) and primary education (1km) are readily accessible. The proposals include a significant quantum of employment. This will provide opportunity for internalisation of commuting trips.

5.4.2 Full signalisation of the A46 Thickthorn roundabout is identified in the Warwickshire Strategic Transport Assessment. Appraisal of the site impact on the junction has been undertaken in section 6 of this report. The signal improvements are of strategic benefit. They are deliverable without recourse to third party land. As such, the

development could assist in the delivery of the envisaged scheme.

5.5 Phasing of Works including Construction

5.5.1 Given the size and mixed land uses the site will be subject to phased development. The dual sided nature of the site means that significant flexibility exists in terms of phasing. From a transport perspective there is merit to forming an early link from Leamington Road to facilitate construction traffic. However, there is no hindrance to separate parcels of development coming forward early, and therefore the site affords the benefits of being able to deliver both residential and employment land uses in early phases.

5.5.2 The road connection between Leamington Road and Glasshouse Lane would not be needed at the outset. Early appraisal would suggest that connection approximately 50% through the build out period would be advantageous. Therefore access onto Glasshouse Lane could initially serve up to 250 dwellings prior to the construction of a link through the site.

5.6 Summary

5.6.1 In summary, the proposals are entirely consistent with local and national transport planning objectives. The proposals:

i) are fully deliverable within land controlled by willing land owners or highway land;
ii) provide significant opportunities for new residents and prospective employees to travel by means other than the car for a significant proportion of journeys;
iii) deliver by land use and design, the ability to reduce existing distance travelled by car;
iv) enhance pedestrian and cycle linkage;
v) facilitate enhanced bus linkage and bus frequency;
vi) would fully mitigate any impact on the transport networks;
vii) would help deliver transport infrastructure improvements envisaged by the local and strategic highway authorities.

6.0 TRAFFIC IMPACT

6.1 Traffic Generation and Distribution

6.1.1 To provide an indication of the future vehicular trip generation associated with the proposed development, an assessment of multi-modal trip generation was undertaken using TRICS. Trip rates for private housing sites were used in 'edge of town' locations. The residential person trip rates and trip generation for 760 dwellings is shown in **Table 4**. The trip rate site selection is included in **Appendix D**.

Table 4 – Person Trip Generation for Residential

	Person Trip Rates (per dwelling)			Person Trip Generation (760 dwellings)		
	In	Out	Total	In	Out	Total
08:00 – 09:00	0.262	0.91	1.172	199	692	891
17:00 – 18:00	0.651	0.368	1.019	495	280	774

6.1.2 The same methodology has been applied to the employment trip generation. The site area designated for employment use is 8 hectares. It has been assumed that 25% of the site area will be occupied by the building footprint. On this basis, the traffic assessment has assumed 20,000 sqm of employment floor area.

6.1.3 Trip rates for office sites and business parks were reviewed. Business park trip rates are generally higher than typical office rates. Given that the exact use of the site area is currently unknown an average of the office trip rates and business park trip rates has been used for the purposes of an assessment. The resulting vehicular trip rates correspond to observed office floor area trip rates at other local sites including Tournament Fields and the IBM site in Warwick.

6.1.4 A summary of the corresponding person trip rates are shown in **Table 5**. The trip rate site selection is included in **Appendix D**.

Table 5 – Person Trip Generation for Employment

	Person Trip Rate (per 100 sqm)			Person Trip Generation (20,000 sqm)		
	In	In	Out	Total	Out	Total
08:00 – 09:00	2.143	0.270	2.413	429	54	483
17:00 – 18:00	0.208	1.829	2.037	42	366	407

6.1.5 The person trip rates have been used as a basis to determine the number of trips generated by the site by each mode. The TRICS database does not take into account trip purpose for residential trips. Therefore, reference to the most recent National Travel Survey data has been used. The NTS survey data is included in **Table 6** below.

Table 6 – NTS Data (2008-2012)

Time Period	Commuting	Business	Education	Escort Education	Shopping	Other personal business	Visiting friends/ entertainment/ sport	Holiday/ Day Trip
08:00-08:59	24	3	29	19	4	14	3	3
17:00-17:59	34	3	2	2	13	20	20	6

6.1.6 The NTS data shows that a high proportion of trips in the morning peak period are education related with a total of 48%. This is insignificant in the afternoon peak at 4% where those trips that are not work related are for personal business, shopping, leisure and entertainment trips which account for around 53% of trips.

6.1.7 An allowance of the internalisation of trips has been applied given the link between residential and employment trips. For work related trips it has been assumed that 20% will be internal. A smaller proportion of internal trips have been allowed for shopping (10%), assuming there will be a local convenience store on site, and personal business or visiting friends (15%).

6.1.8 The 2001 Census journey to work data has been used as a basis for the distribution and assignment of employment trips on the local and strategic network. For residential trips, the distribution and assignment of traffic is slightly more complex as education, shopping, personal business and leisure trips will not follow the same distribution pattern as the journey to work assumptions.

6.1.9 The assignment of trips relating to education have been based on the location of education establishments adjacent to the site to include primary, secondary and college based trips. It has also been assumed that a proportion of education related trips will be to the Southcrest Farm site which is allocated for a new primary and secondary school within the Local Plan.

6.1.10 Assignment of the remaining shopping, personal business, and leisure based trips have been distributed based on a gravity model within the EAS report which used the estimated floor areas for the likely main destinations.

6.1.11 The resulting overall trip generation for car drivers for the site is set out in **Table 7**. The calculations of the trip generation to and from the site by mode are prepared and can be made available on request in the form of a supplementary appendix.

Table 7 – Traffic Generation of the Site

Time Period	Vehicular Traffic Generation		
	Arrivals	Departures	Totals
08:00 – 09:00	439	495	935
17:00 – 18:00	366	453	819

6.2 Overall Traffic Impact

6.2.1 The potential impact of the traffic generation associated with the site on the local and strategic highway network has been assessed.

6.2.2 Observed queue length data suggests that the A46/ A452 Leamington Road junction is particularly busy during peak periods. A model of the junction in its current form does not replicate the operation of the junction on the ground and over-estimates spare capacity. On this basis, a model with full signalisation at the roundabout junction has been assessed together with a link to the signalised site access junction on the A452 Leamington Road.

6.2.3 The signalised site access junction on Leamington Road will operate well within capacity in the future year of 2026 with or without the wider traffic signal improvements at the Thickthorn Interchange.

6.2.4 The latest WCC Strategic Transport Assessment document (dated April 2014) refers to the Kenilworth and Stoneleigh Wide Area Paramics Model. The potential development at Thickthorn has been allowed for within the model as part of a future growth assessment. This document also confirms the recommendation by WCC that the preferred access for the Thickthorn site should be via the A452 Leamington Road to the north west of the Thickthorn interchange.

6.3 Impact on the Town Centre Gyratory

6.3.1 The internal site road will provide an alternative route to and from Leamington and the A46 for many existing residents on the eastern side of Kenilworth. There will therefore be the opportunity by design to provide relief for the gyratory junction within the town centre (Birches Lane/ Warwick Road/ Leamington Road).

6.3.2 Observations of existing traffic flows suggest that up to 50% of all traffic currently travelling on Glasshouse Lane with an origin or destination to the south and hence travelling through the gyratory could instead route through the site to access the A452/ A46 junction.

6.3.3 On this basis, this could reduce traffic movements through the gyratory by at least 10% and will therefore be beneficial in reducing the impact of the site on traffic flow within the town centre.

7.0 CONCLUSIONS

7.1 This report has been prepared on behalf of Framptons to review the suitability of a potential development of 760 residential dwellings and 8 hectares of employment land on a previously undeveloped site to the south east of Kenilworth.

7.2 Vehicular access to the site is deliverable from the A452 Leamington Road and Glasshouse Lane. This approach is acceptable to highway officers at WCC and connection between the two considered to be beneficial in providing local traffic relief.

7.3 The site is well connected to local retail facilities, primary and secondary schools, public transport access and health facilities. The proposals will include extended pedestrian, cycle and bus links from within the site to ensure the new settlement is fully linked to the existing built up area of Kenilworth.

7.4 The proposals are entirely consistent with local and national transport planning objectives. The proposals:

i) are fully deliverable within land controlled by the landowners or highway land;
ii) provide significant opportunities for new residents and prospective employees to travel by means other than the car for a significant proportion of journeys;
iii) deliver by land use and design, the ability to reduce existing distance travelled by car;
iv) enhance pedestrian and cycle linkage;
v) facilitate enhanced bus linkage and bus frequency;
vi) would fully mitigate any impact on the transport networks;
vii) would help deliver transport infrastructure improvements envisaged by the local and strategic highway authorities.

Figures

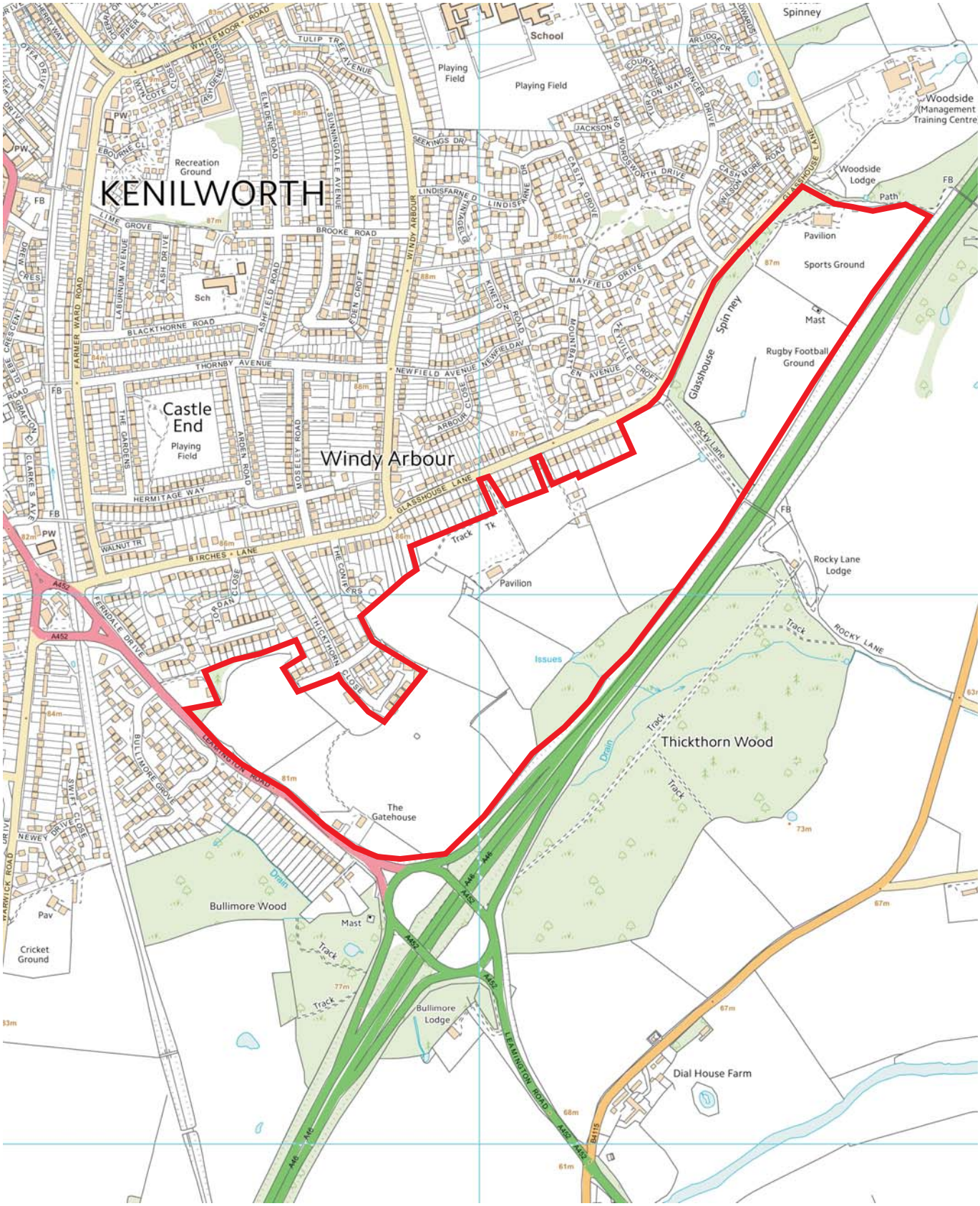

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Figure 1
Drawing Title
Job Title
Client

Drawing No : 16028-02
Site Location Plan
Land East of Kenilworth
Framptons

Scale : NTS

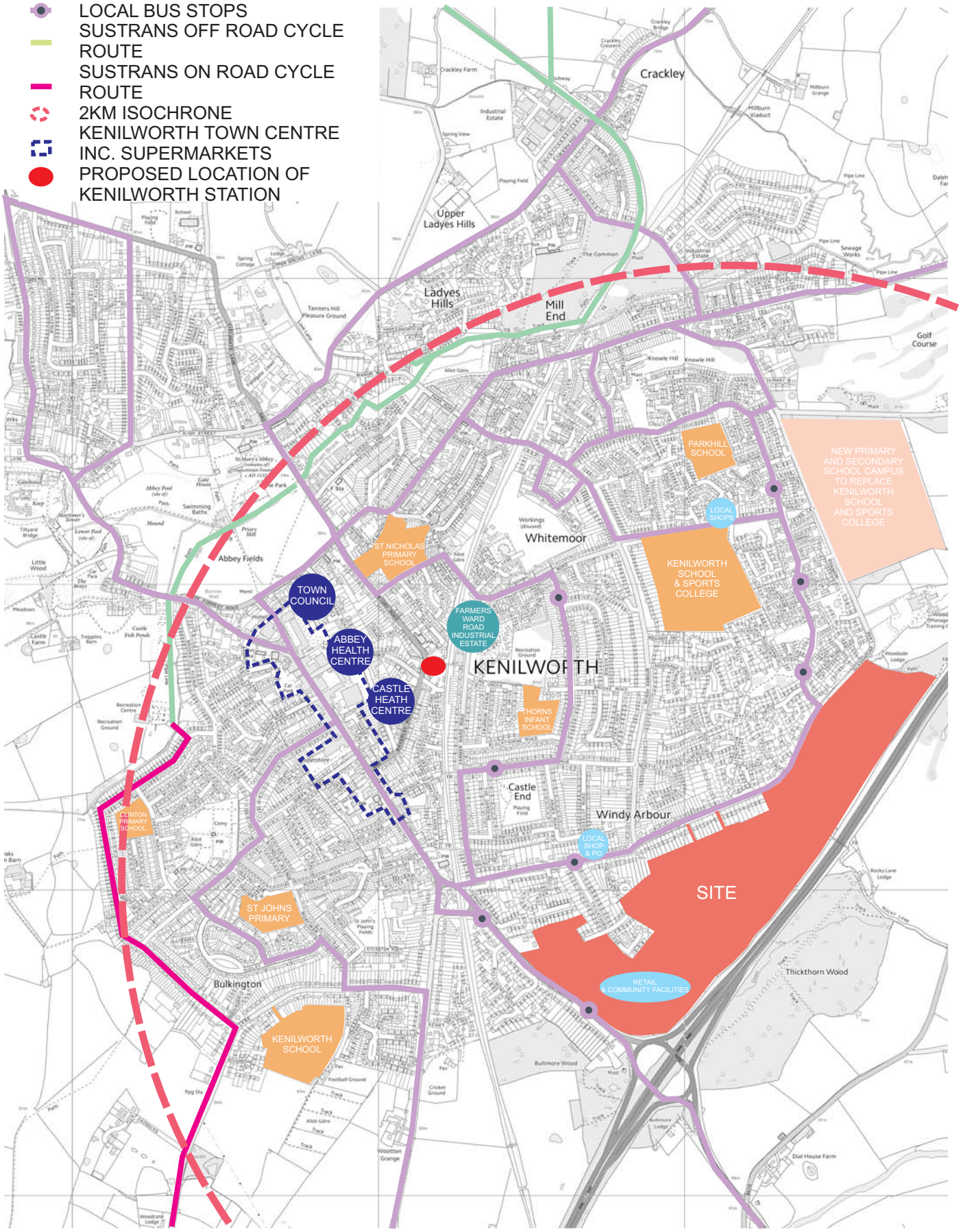

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Figure 2
Drawing Title
Job Title
Client

Drawing No : 16028-03a
Accessibility Plan
Land East of Kenilworth
Framptons

Scale : NTS

NORTH

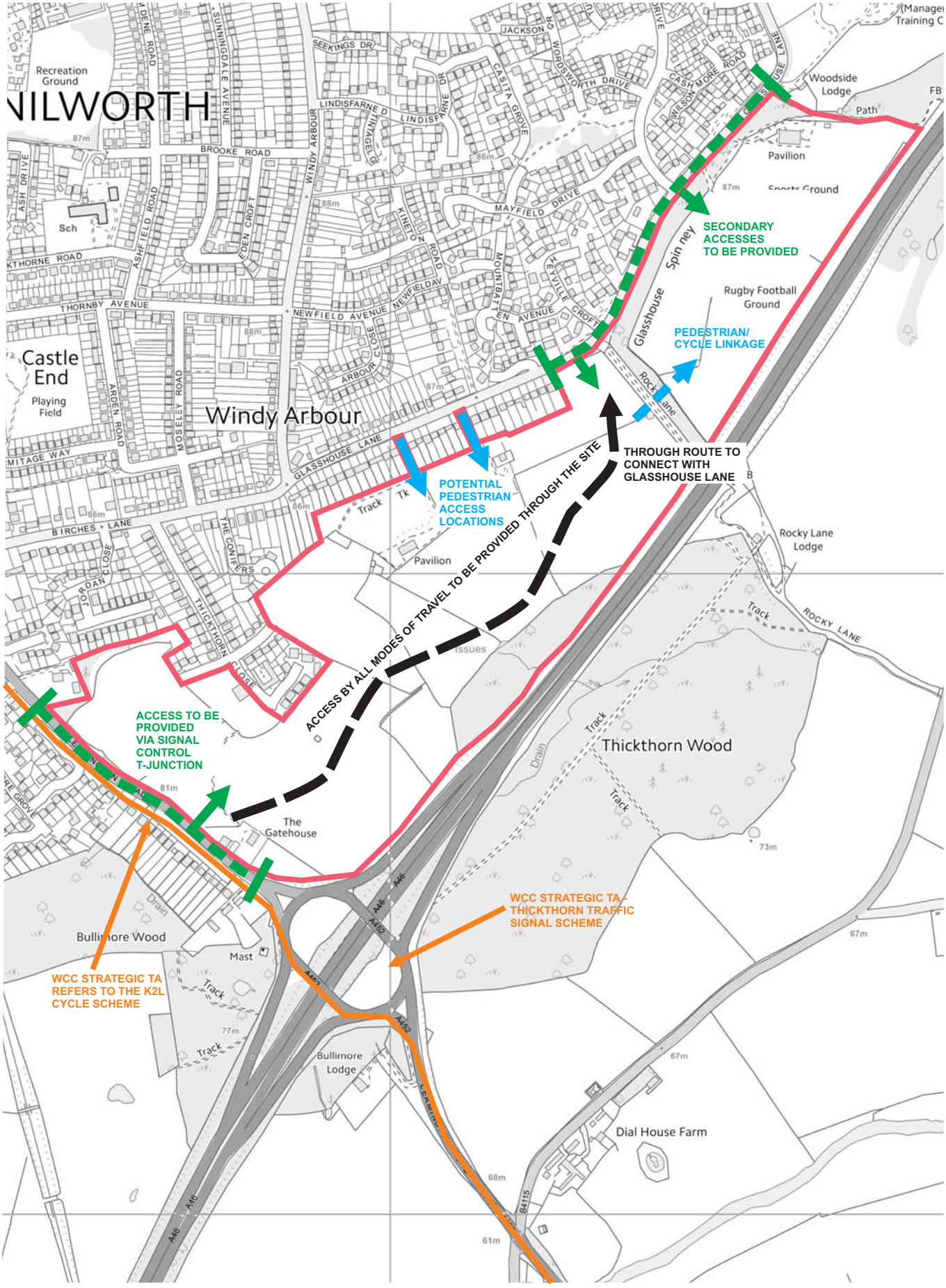

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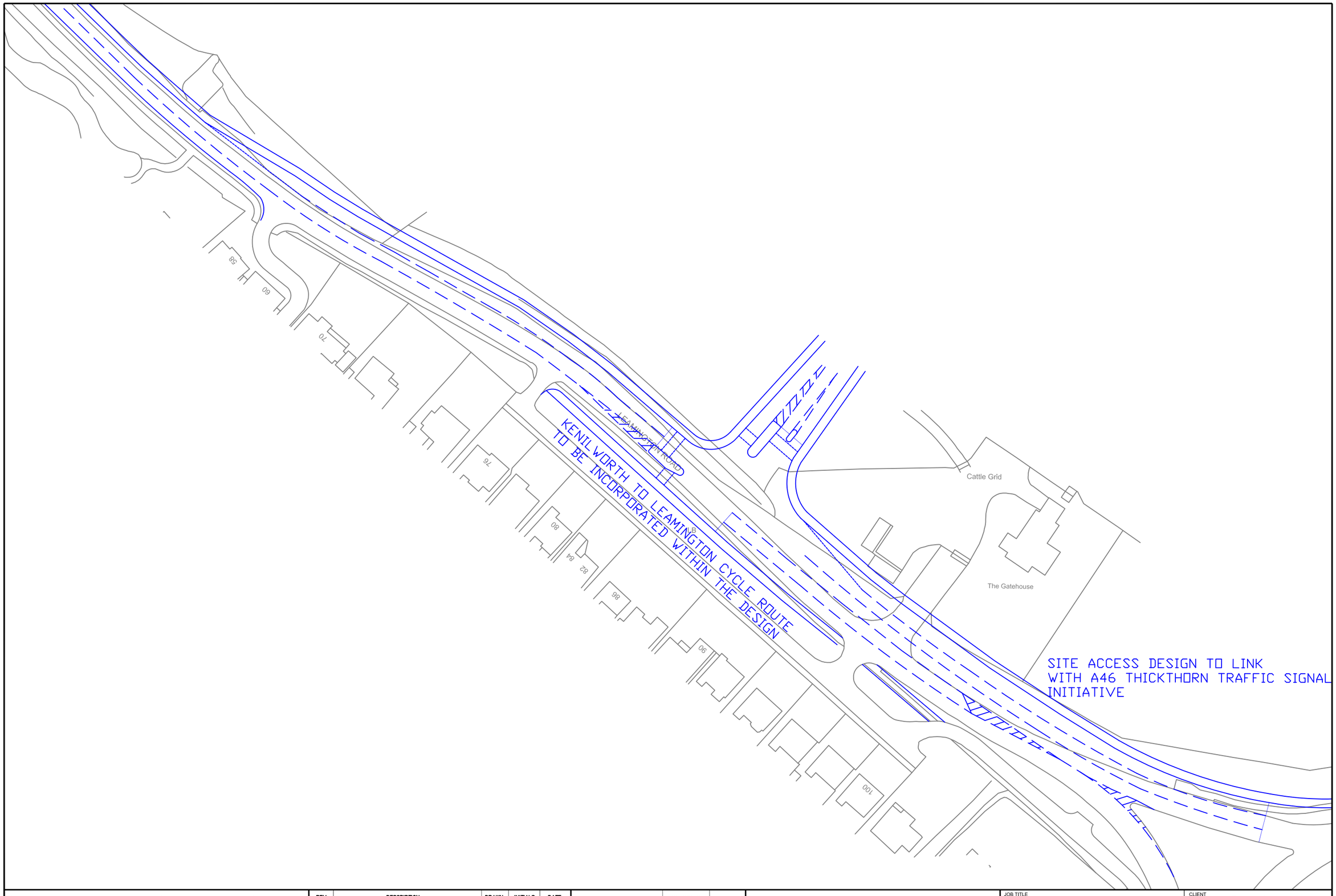
Figure 3
Drawing Title
Job Title
Client

Drawing No : 16028-04
Site Access Plan
Land East of Kenilworth
Framptons

Scale : NTS

NORTH



REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

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JOB TITLE	CLIENT
Land East of Kenilworth	Framptons

DRAWING TITLE

Figure 4 - Proposed Leamington Road Site Access

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/1000@A3	BP	March2014	16028-01	

Appendix A

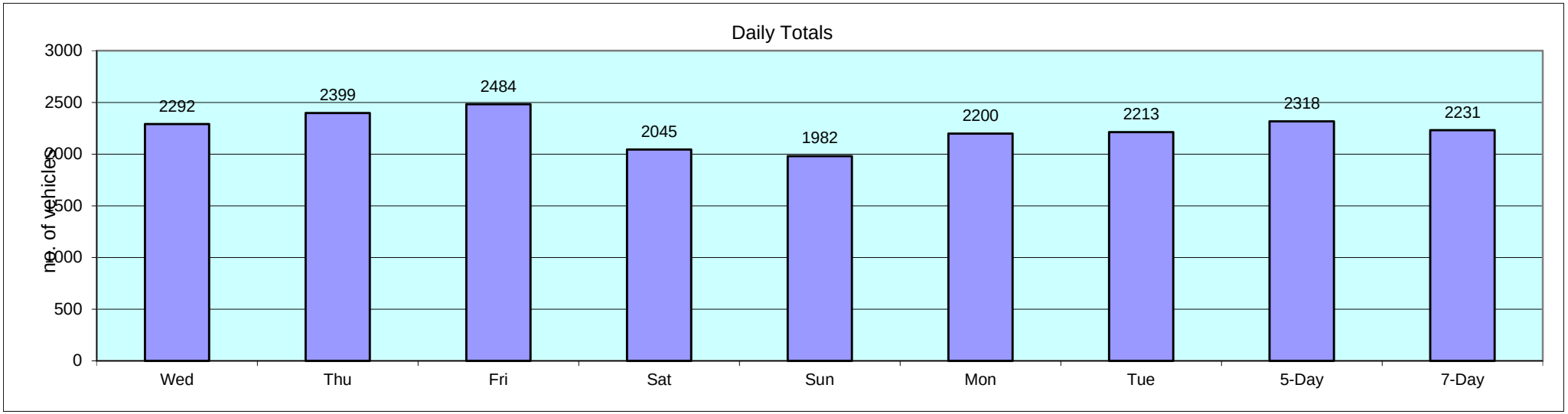
17374		KENILWORTH								
		MARCH 2014								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 17374001	Site 1, Glasshouse Lane, Kenilworth (LC 17) SP 29665 70623	Channel: Eastbound	Wed 26-Mar-14	Tue 01-Apr-14	40	20306	3161	2901	37.3	32.8
		Channel: Westbound	Wed 26-Mar-14	Tue 01-Apr-14		15615	2318	2231	40.3	34.4

17374		KENILWORTH		Site No: 17374001 Channel: Eastbound		Location	Site 1, Glasshouse Lane, Kenilworth (LC 17)		
TIME PERIOD	Wed 26/03/14	Thu 27/03/14	Fri 28/03/14	Sat 29/03/14	Sun 30/03/14	Mon 31/03/14	Tue 01/04/14	5-Day Av	7-Day Av
Week Begin: 26-Mar-14									
00:00	**4**	9	5	39	22	14	12	9	15
01:00	**3**	1	2	13	7	3	2	2	4
02:00	**3**	0	1	6	7	1	3	2	3
03:00	**1**	0	1	6	10	0	0	0	3
04:00	**1**	3	4	3	4	1	1	2	2
05:00	**5**	3	3	11	4	4	9	5	6
06:00	**24**	22	18	27	8	22	23	22	21
07:00	**132**	155	119	53	20	112	111	126	100
08:00	**252**	275	246	108	38	228	260	252	201
09:00	**147**	179	205	146	87	159	205	179	161
10:00	**120**	159	156	174	193	126	157	144	155
11:00	**159**	188	158	179	162	139	148	158	162
12:00	**212**	208	184	206	247	167	163	187	198
13:00	**170**	190	154	158	199	164	142	164	168
14:00	**142**	201	203	173	182	134	144	165	168
15:00	**294**	286	329	180	163	206	217	266	239
16:00	**314**	345	356	193	158	234	240	298	263
17:00	**384**	370	362	182	140	305	240	332	283
18:00	**287**	379	329	159	126	252	220	293	250
19:00	**233**	233	223	161	121	178	177	209	189
20:00	**155**	141	127	68	104	118	117	132	119
21:00	**111**	129	85	70	64	107	82	103	93
22:00	**66**	74	77	38	28	70	88	75	63
23:00	**24**	32	73	37	15	35	22	37	34
12H,7-19	**2613**	**2935**	**2801**	**1911**	**1715**	**2226**	**2247**	**2564**	**2350**
16H,6-22	**3136**	**3460**	**3254**	**2237**	**2012**	**2651**	**2646**	**3029**	**2771**
18H,6-24	**3226**	**3566**	**3404**	**2312**	**2055**	**2756**	**2756**	**3142**	**2868**
24H,0-24	**3243**	**3582**	**3420**	**2390**	**2109**	**2779**	**2783**	**3161**	**2901**
Am	**08:00**	**08:00**	**08:00**	**11:00**	**10:00**	**08:00**	**08:00**	**-**	**-**
Peak	**252**	**275**	**246**	**179**	**193**	**228**	**260**	**252**	**233**
Pm	**17:00**	**18:00**	**17:00**	**12:00**	**12:00**	**17:00**	**17:00**	**-**	**-**
Peak	**384**	**379**	**362**	**206**	**247**	**305**	**240**	**334**	**303**

17374		KENILWORTH		Site No: 17374001 Channel: Westbound		Location	Site 1, Glasshouse Lane, Kenilworth (LC 17)		
TIME PERIOD	Wed 26/03/14	Thu 27/03/14	Fri 28/03/14	Sat 29/03/14	Sun 30/03/14	Mon 31/03/14	Tue 01/04/14	5-Day Av	7-Day Av
Week Begin: 26-Mar-14									
00:00	**3**	5	5	12	17	6	6	5	8
01:00	**4**	2	2	4	7	1	2	2	3
02:00	**0**	0	0	2	7	2	2	1	2
03:00	**4**	1	3	1	7	1	2	2	3
04:00	**0**	2	1	0	2	3	1	1	1
05:00	**12**	13	14	6	2	13	13	13	10
06:00	**59**	46	55	26	8	58	62	56	45
07:00	**156**	133	127	50	26	139	127	136	108
08:00	**179**	228	214	113	47	204	236	212	174
09:00	**154**	176	180	153	110	141	150	160	152
10:00	**112**	137	150	187	186	130	139	134	149
11:00	**130**	129	158	201	205	129	113	132	152
12:00	**129**	154	141	179	265	141	119	137	161
13:00	**141**	143	165	154	172	135	124	142	148
14:00	**146**	174	186	183	128	129	111	149	151
15:00	**179**	191	235	141	175	202	177	197	186
16:00	**187**	183	206	140	145	150	152	176	166
17:00	**219**	206	169	130	163	210	217	204	188
18:00	**176**	163	173	109	99	168	138	164	147
19:00	**119**	131	130	78	96	94	132	121	111
20:00	**55**	78	48	42	56	65	75	64	60
21:00	**59**	61	50	46	34	46	65	56	52
22:00	**57**	32	46	44	19	24	35	39	37
23:00	**12**	11	26	44	6	9	15	15	18
12H,7-19	**1908**	**2017**	**2104**	**1740**	**1721**	**1878**	**1803**	**1942**	**1882**
16H,6-22	**2200**	**2333**	**2387**	**1932**	**1915**	**2141**	**2137**	**2240**	**2149**
18H,6-24	**2269**	**2376**	**2459**	**2020**	**1940**	**2174**	**2187**	**2293**	**2204**
24H,0-24	**2292**	**2399**	**2484**	**2045**	**1982**	**2200**	**2213**	**2318**	**2231**
Am	**08:00**	**08:00**	**08:00**	**11:00**	**11:00**	**08:00**	**08:00**	**-**	**-**
Peak	**179**	**228**	**214**	**201**	**205**	**204**	**236**	**212**	**210**
Pm	**17:00**	**17:00**	**15:00**	**14:00**	**12:00**	**17:00**	**17:00**	**-**	**-**
Peak	**219**	**206**	**235**	**183**	**265**	**210**	**217**	**217**	**219**

17374	KENILWORTH	Site No: 17374001	Location	Site 1, Glasshouse Lane, Kenilworth (LC 17)
		Channel: Westbound		

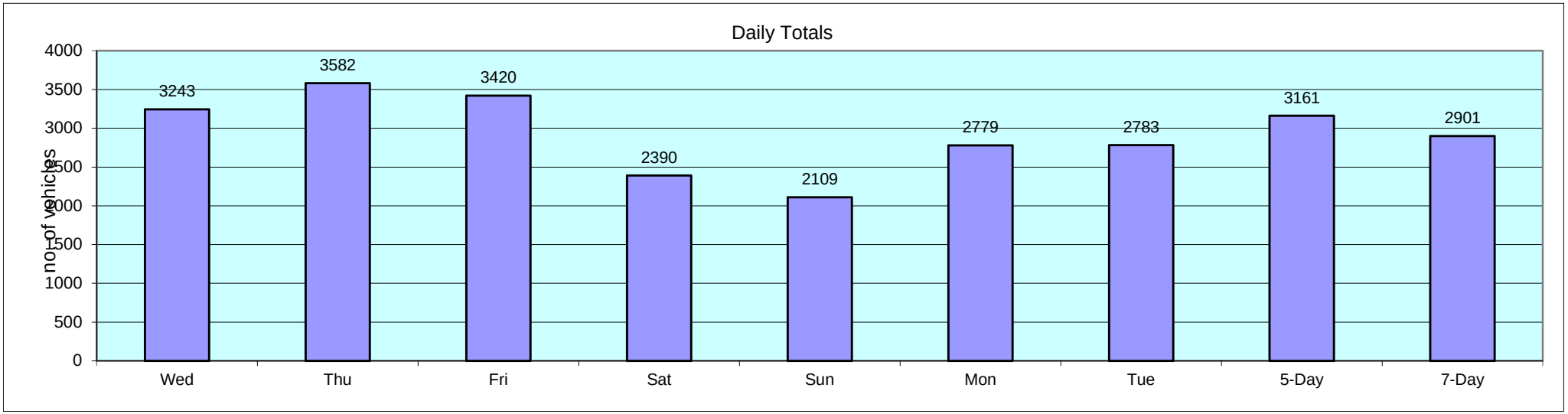
TIME PERIOD	Wed 26/03/14	Thu 27/03/14	Fri 28/03/14	Sat 29/03/14	Sun 30/03/14	Mon 31/03/14	Tue 01/04/14	5-Day Av	7-Day Av



Data produced by
Axiom Traffic Ltd

17374	KENILWORTH	Site No: 17374001	Location	Site 1, Glasshouse Lane, Kenilworth (LC 17)
		Channel: Eastbound		

TIME PERIOD	Wed 26/03/14	Thu 27/03/14	Fri 28/03/14	Sat 29/03/14	Sun 30/03/14	Mon 31/03/14	Tue 01/04/14	5-Day Av	7-Day Av



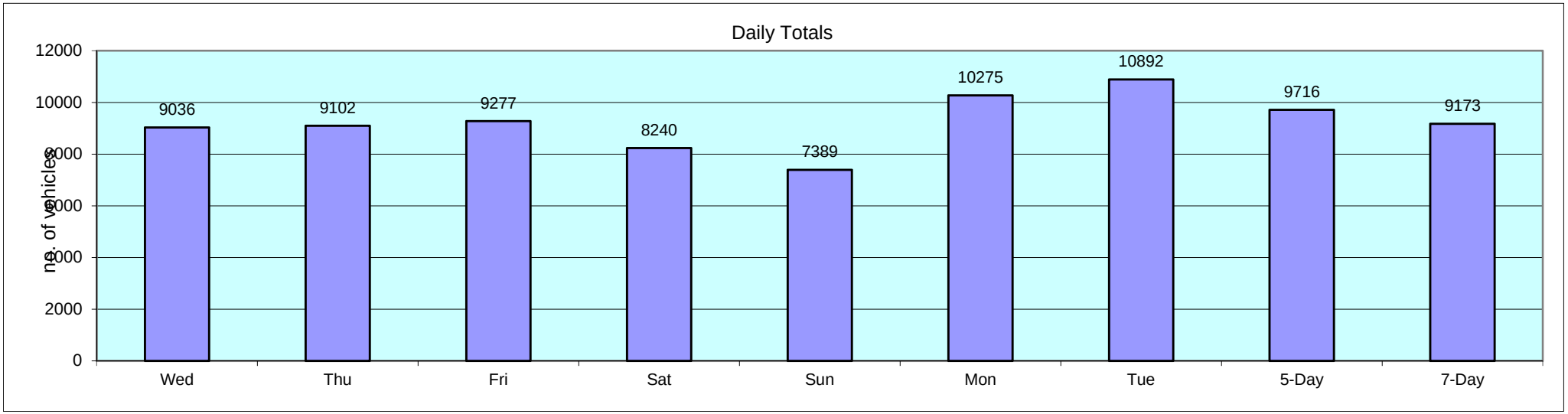
Data produced by
Axiom Traffic Ltd

17374		KENILWORTH MARCH 2014								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 17374002	Site 2, Leamington Road, Kenilworth (LC 25) SP 29665 70623	Channel: Northbound	Wed 26-Mar-14	Tue 01-Apr-14	40	64211	9716	9173	39.3	33.8
		Channel: Southbound	Wed 26-Mar-14	Tue 01-Apr-14		75833	11277	10833	39.7	31.4

17374		KENILWORTH		Site No: 17374002 Channel: Northbound		Location	Site 2, Leamington Road, Kenilworth (LC 25)		
TIME PERIOD	Wed 26/03/14	Thu 27/03/14	Fri 28/03/14	Sat 29/03/14	Sun 30/03/14	Mon 31/03/14	Tue 01/04/14	5-Day Av	7-Day Av
Week Begin: 26-Mar-14									
00:00	**33**	34	55	81	96	42	29	39	53
01:00	**7**	12	21	37	72	12	12	13	25
02:00	**18**	4	10	39	72	8	5	9	22
03:00	**18**	11	7	30	50	11	10	11	20
04:00	**21**	16	18	29	25	28	20	21	22
05:00	**45**	55	37	29	26	47	58	48	42
06:00	**160**	152	166	69	32	162	181	164	132
07:00	**408**	393	425	146	94	511	538	455	359
08:00	**582**	562	541	306	125	862	908	691	555
09:00	**610**	515	514	480	246	574	632	569	510
10:00	**514**	544	537	573	461	545	497	527	524
11:00	**581**	562	532	662	624	556	538	554	579
12:00	**579**	600	712	622	720	599	632	624	638
13:00	**560**	557	645	543	631	579	571	582	584
14:00	**568**	619	725	609	611	680	658	650	639
15:00	**664**	650	702	703	632	719	795	706	695
16:00	**827**	809	716	743	626	998	1083	887	829
17:00	**720**	838	755	716	571	1231	1288	966	874
18:00	**730**	689	739	561	524	849	963	794	722
19:00	**547**	534	500	438	447	517	591	538	511
20:00	**287**	347	327	243	294	325	371	331	313
21:00	**282**	263	248	207	232	242	277	262	250
22:00	**189**	205	188	225	114	129	158	174	173
23:00	**86**	131	157	149	64	49	77	100	102
12H,7-19	**7343**	**7338**	**7543**	**6664**	**5865**	**8703**	**9103**	**8006**	**7508**
16H,6-22	**8619**	**8634**	**8784**	**7621**	**6870**	**9949**	**10523**	**9302**	**8714**
18H,6-24	**8894**	**8970**	**9129**	**7995**	**7048**	**10127**	**10758**	**9576**	**8989**
24H,0-24	**9036**	**9102**	**9277**	**8240**	**7389**	**10275**	**10892**	**9716**	**9173**
Am	**09:00**	**11:00**	**08:00**	**11:00**	**11:00**	**08:00**	**08:00**	**-**	**-**
Peak	**610**	**562**	**541**	**662**	**624**	**862**	**908**	**697**	**681**
Pm	**16:00**	**17:00**	**17:00**	**16:00**	**12:00**	**17:00**	**17:00**	**-**	**-**
Peak	**827**	**838**	**755**	**743**	**720**	**1231**	**1288**	**988**	**915**

17374	KENILWORTH	Site No: 17374002	Location	Site 2, Leamington Road, Kenilworth (LC 25)
		Channel: Northbound		

TIME PERIOD	Wed 26/03/14	Thu 27/03/14	Fri 28/03/14	Sat 29/03/14	Sun 30/03/14	Mon 31/03/14	Tue 01/04/14	5-Day Av	7-Day Av

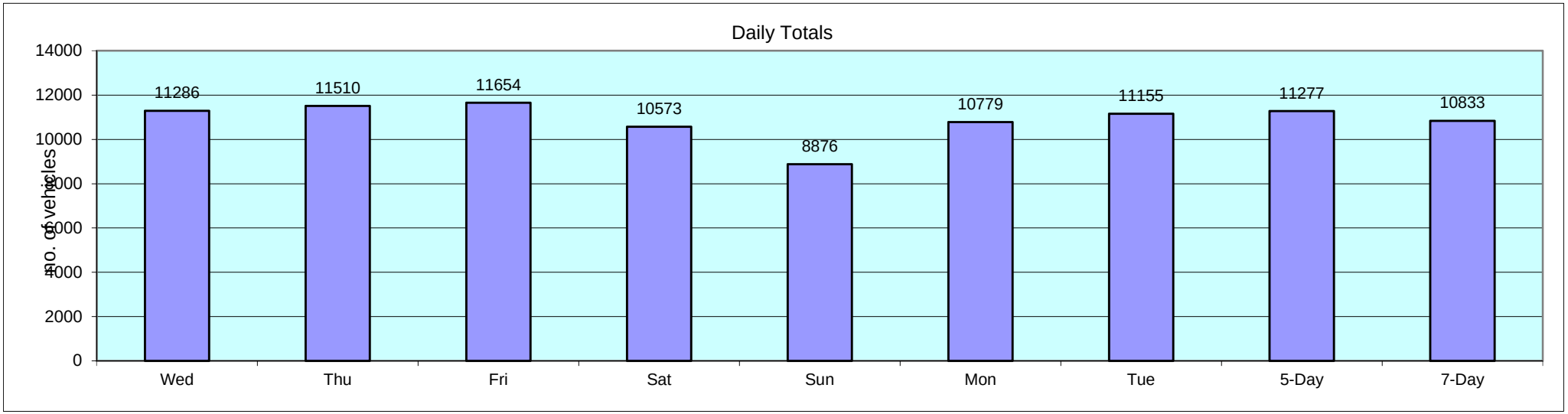


Data produced by
Axiom Traffic Ltd

17374		KENILWORTH		Site No: 17374002 Channel: Southbound		Location	Site 2, Leamington Road, Kenilworth (LC 25)		
TIME PERIOD	Wed 26/03/14	Thu 27/03/14	Fri 28/03/14	Sat 29/03/14	Sun 30/03/14	Mon 31/03/14	Tue 01/04/14	5-Day Av	7-Day Av
Week Begin: 26-Mar-14									
00:00	**60**	44	47	106	119	20	56	45	65
01:00	**17**	23	24	52	92	18	30	22	37
02:00	**8**	8	8	38	92	12	17	11	26
03:00	**20**	13	8	23	50	17	8	13	20
04:00	**28**	28	30	26	20	23	28	27	26
05:00	**114**	99	92	53	42	112	110	105	89
06:00	**402**	432	342	104	83	344	385	381	299
07:00	**804**	791	811	237	117	982	969	871	673
08:00	**799**	793	767	566	230	902	1001	852	723
09:00	**770**	767	833	773	431	719	719	762	716
10:00	**667**	679	720	875	703	684	657	681	712
11:00	**650**	682	725	858	778	630	602	658	704
12:00	**693**	738	712	873	943	690	709	708	765
13:00	**691**	734	776	911	769	662	647	702	741
14:00	**673**	678	727	844	677	606	693	675	700
15:00	**769**	829	780	739	662	758	750	777	755
16:00	**852**	859	936	770	684	726	727	820	793
17:00	**921**	918	856	692	650	771	803	854	802
18:00	**812**	792	803	577	512	757	744	782	714
19:00	**552**	596	615	476	453	531	553	569	539
20:00	**283**	322	308	295	340	272	331	303	307
21:00	**303**	305	310	244	197	233	267	284	266
22:00	**275**	254	239	242	162	215	224	241	230
23:00	**123**	126	185	199	70	95	125	131	132
12H,7-19	**9101**	**9260**	**9446**	**8715**	**7156**	**8887**	**9021**	**9143**	**8798**
16H,6-22	**10641**	**10915**	**11021**	**9834**	**8229**	**10267**	**10557**	**10680**	**10209**
18H,6-24	**11039**	**11295**	**11445**	**10275**	**8461**	**10577**	**10906**	**11052**	**10571**
24H,0-24	**11286**	**11510**	**11654**	**10573**	**8876**	**10779**	**11155**	**11277**	**10833**
Am	**07:00**	**08:00**	**09:00**	**10:00**	**11:00**	**07:00**	**08:00**	**-**	**-**
Peak	**804**	**793**	**833**	**875**	**778**	**982**	**1001**	**883**	**867**
Pm	**17:00**	**17:00**	**16:00**	**13:00**	**12:00**	**17:00**	**17:00**	**-**	**-**
Peak	**921**	**918**	**936**	**911**	**943**	**771**	**803**	**870**	**886**

17374	KENILWORTH	Site No: 17374002	Location	Site 2, Leamington Road, Kenilworth (LC 25)
		Channel: Southbound		

TIME PERIOD	Wed 26/03/14	Thu 27/03/14	Fri 28/03/14	Sat 29/03/14	Sun 30/03/14	Mon 31/03/14	Tue 01/04/14	5-Day Av	7-Day Av



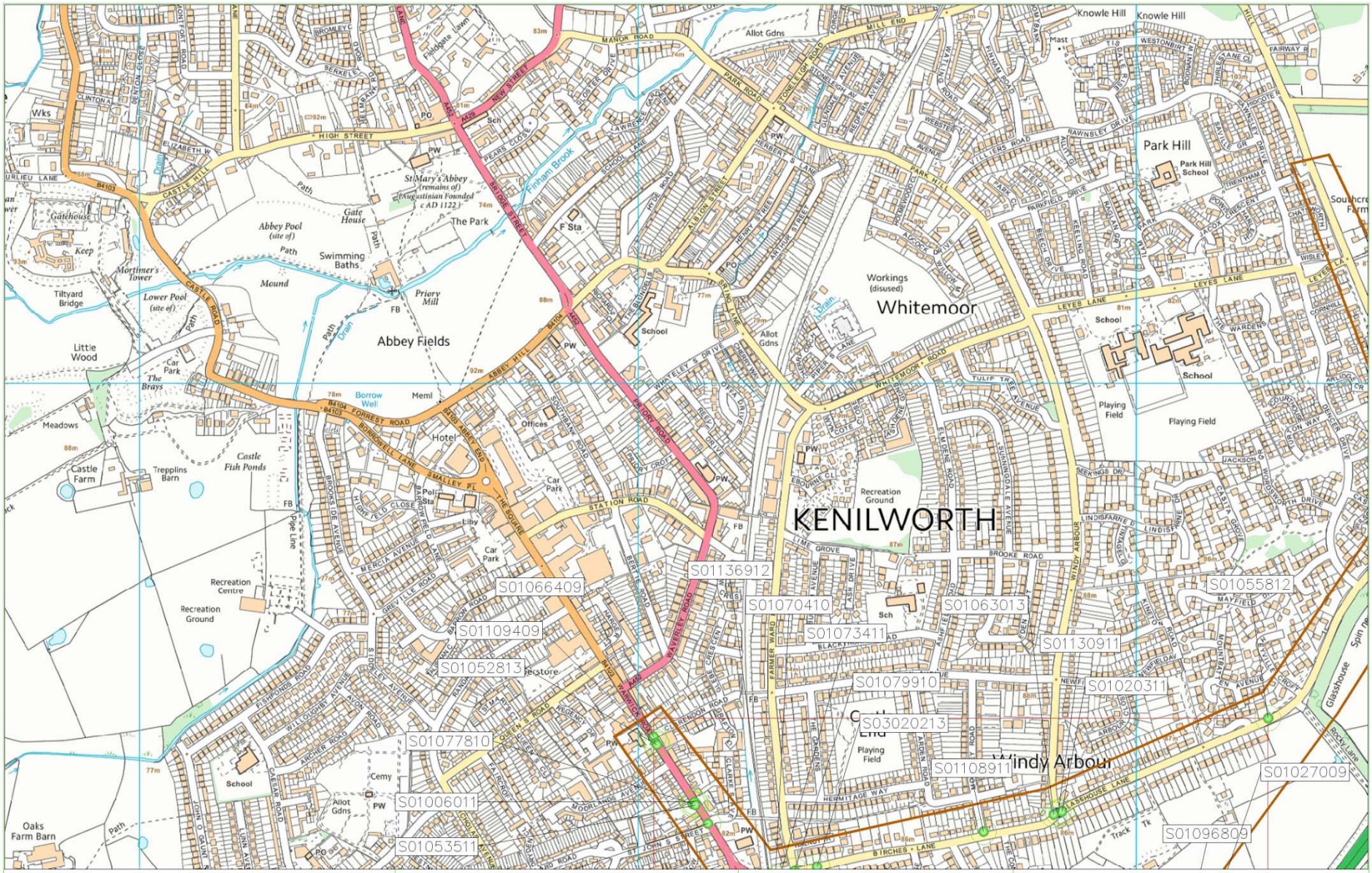
Data produced by
Axiom Traffic Ltd

Appendix B

Reported Injury Accidents for Kennilworth 01/01/2009 -31/12/2013

Report produced: 26/03/2014

Road Safety Intelligence Team
Tel: 01926 412740
email: rsinfo@warwickshire.gov.uk



Warwickshire County Council

PO Box 43, Shire Hall
Warwick, CV34 4SX
Tel : 01926 410410
Fax : 01926 491665
Web : www.warwickshire.gov.uk

Communities

Graeme Fitton BSc, MSc, C.Eng, MICE.
Head of Transport and Highways

Accident Severity

- Slight
- Serious
- Fatal

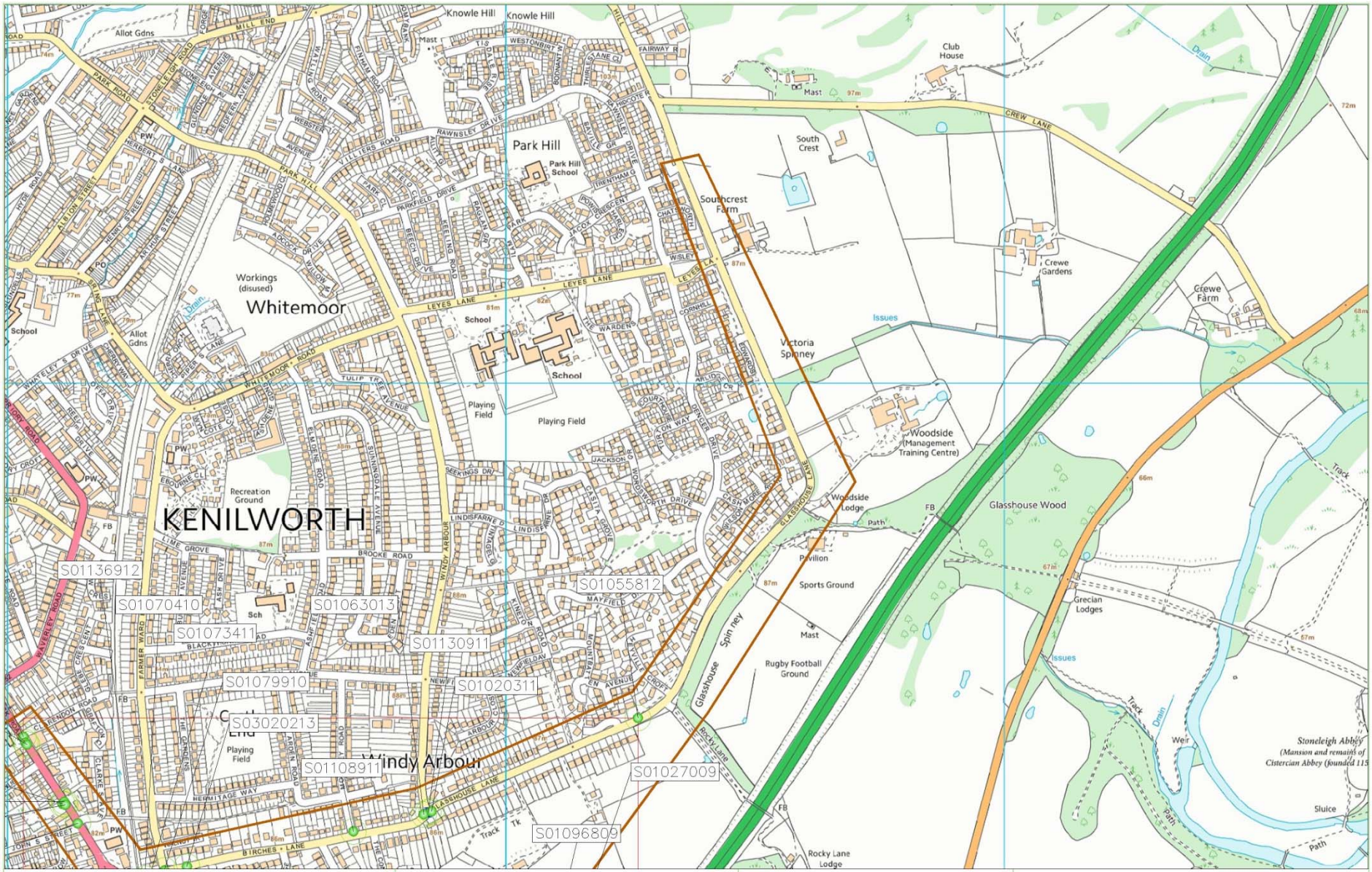
N

Road Safety Intelligence Team

Tel: 01926 412740

Email: rsinfo@warwickshire.gov.uk

Kennilworth (Page 1 of 4)



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Communities

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Head of Transport and Highways

Accident Severity

- Slight
- Serious
- Fatal

N

Road Safety Intelligence Team

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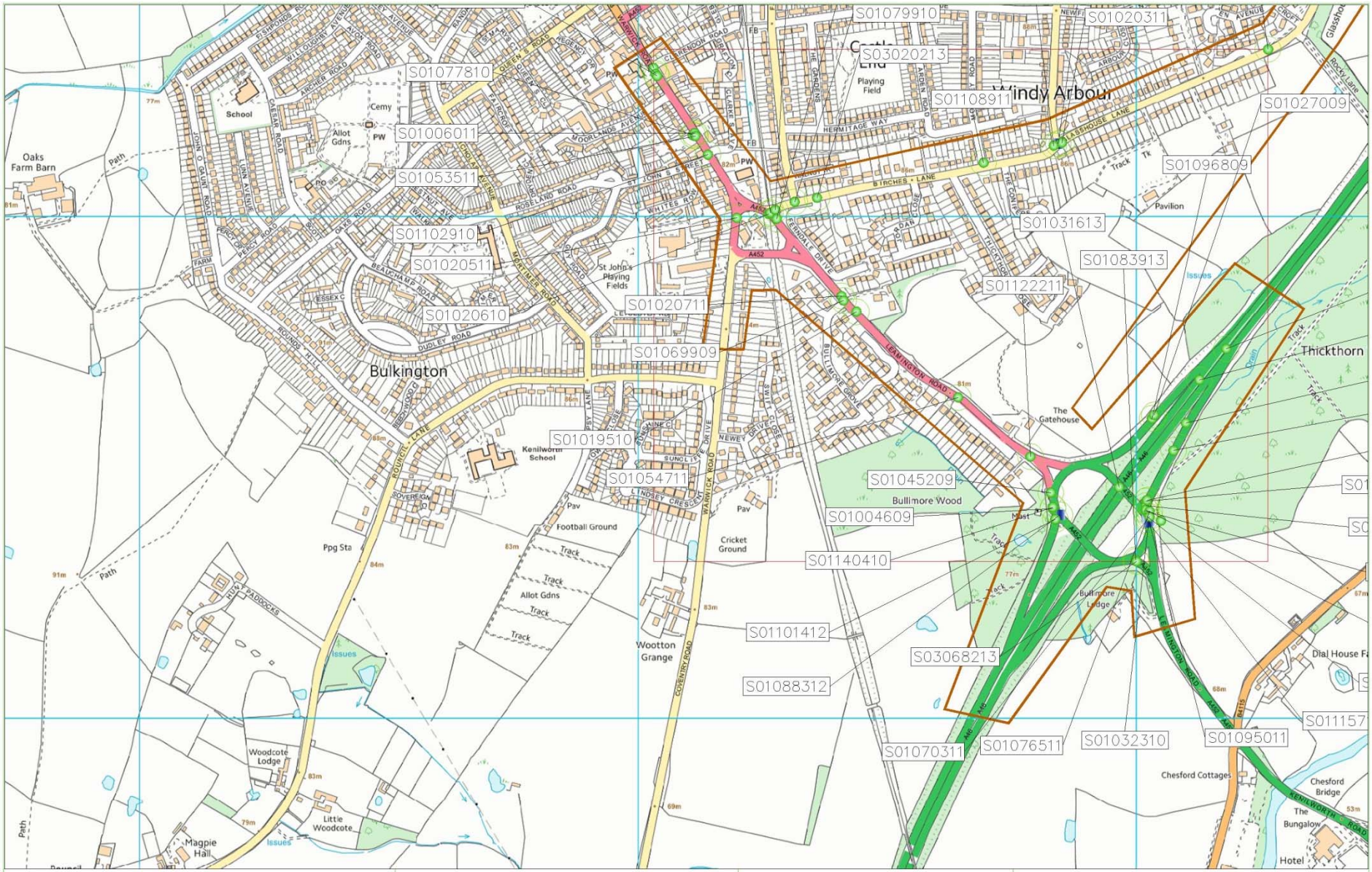
Kennilworth (Page 2 of 4)



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- Slight
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N

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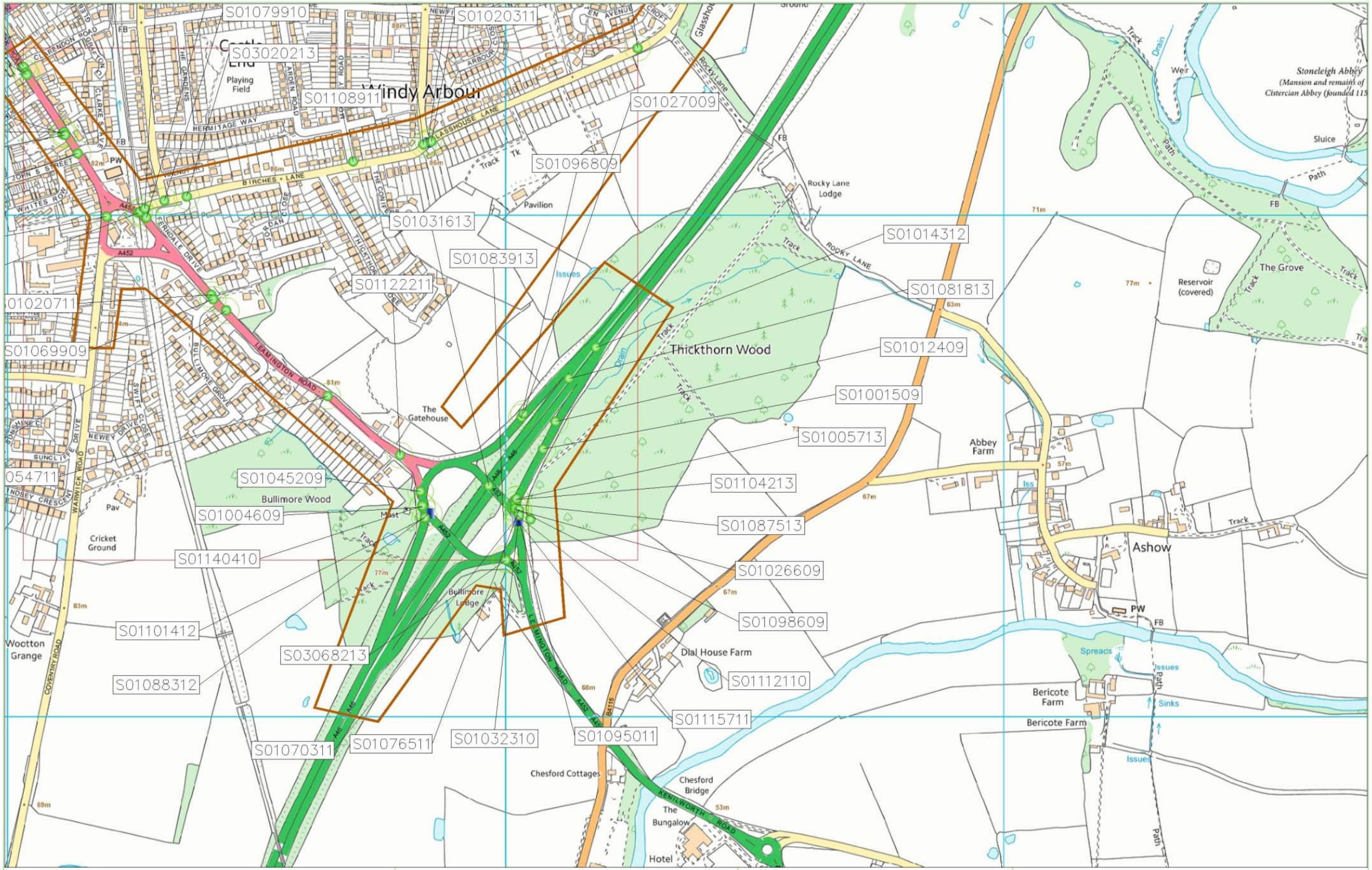
Kennilworth (Page 3 of 4)



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Communities

Graeme Fitton BSc, MSc, C.Eng, MICE.
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Accident Severity

- Slight
- Serious
- Fatal

N

Road Safety Intelligence Team

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Email: rsinfo@warwickshire.gov.uk

Kennilworth (Page 4 of 4)

All Road Users

Accidents

Year	Fatal	Serious	Slight	Total
2009	0	0	11	11
2010	0	1	8	9
2011	0	3	11	14
2012	0	1	4	5
2013	0	0	10	10

Month	Fatal	Serious	Slight	Total
January	0	0	4	4
February	0	0	8	8
March	0	0	4	4
April	0	0	1	1
May	0	0	3	3
June	0	0	4	4
July	0	0	7	7
August	0	1	3	4
September	0	1	4	5
October	0	2	3	5
November	0	0	1	1
December	0	1	2	3

Day	Fatal	Serious	Slight	Total
Sunday	0	1	4	5
Monday	0	0	8	8
Tuesday	0	0	4	4
Wednesday	0	1	4	5
Thursday	0	0	9	9
Friday	0	2	9	11
Saturday	0	1	6	7

Ped Crossing	Fatal	Serious	Slight	Total
Not at crossing	0	5	44	49
Zebra	0	0	0	0
Pelican	0	0	0	0
Ped Phase	0	0	0	0
Footbridge	0	0	0	0
Refuge	0	0	0	0
Unknown	0	0	0	0

Bends	Fatal	Serious	Slight	Total
Left Hand Bend	0	1	2	3
Right Hand Bend	0	0	1	1

Time	Fatal	Serious	Slight	Total
0000-0100	0	0	0	0
0100-0200	0	0	0	0
0200-0300	0	1	0	1
0300-0400	0	0	0	0
0400-0500	0	0	0	0
0500-0600	0	0	2	2
0600-0700	0	1	1	2
0700-0800	0	0	3	3
0800-0900	0	0	3	3
0900-1000	0	0	3	3
1000-1100	0	0	2	2
1100-1200	0	0	4	4
1200-1300	0	0	2	2
1300-1400	0	1	1	2
1400-1500	0	2	3	5
1500-1600	0	0	5	5
1600-1700	0	0	4	4
1700-1800	0	0	3	3
1800-1900	0	0	3	3
1900-2000	0	0	2	2
2000-2100	0	0	1	1
2100-2200	0	0	1	1
2200-2300	0	0	0	0
2300-2400	0	0	1	1

Lighting	Fatal	Serious	Slight	Total
Daylight	0	3	35	38
Darkness	0	2	9	11

Weather	Fatal	Serious	Slight	Total
Fine without high winds	0	5	35	40
Raining without high winds	0	0	3	3
Snowing without high winds	0	0	1	1
Fine with high winds	0	0	2	2
Raining with high winds	0	0	1	1
Snowing with high winds	0	0	0	0
Fog or mist - if hazard	0	0	0	0
Other	0	0	2	2
Unknown	0	0	0	0

Road Surface	Fatal	Serious	Slight	Total
Dry	0	4	28	32
Wet/Damp	0	1	13	14
Snow	0	0	1	1
Frost/Ice	0	0	2	2
Flood	0	0	0	0
Unknown	0	0	0	0

District	Fatal	Serious	Slight	Total
Warwick	0	5	44	49

Road Class	Fatal	Serious	Slight	Total
M	0	0	0	0
A(M)	0	0	0	0
A	0	4	36	40
B	0	0	0	0
C	0	0	0	0
D	0	1	8	9
E	0	0	0	0
F	0	0	0	0
U	0	0	0	0

Speed Limit	Fatal	Serious	Slight	Total
20	0	0	0	0
30	0	1	17	18
40	0	3	10	13
50	0	0	0	0
60	0	0	1	1
70	0	1	16	17

Obstruction	Fatal	Serious	Slight	Total
Sign/Signal	0	0	0	0
Lamp Post	0	0	1	1
Pole	0	0	0	0
Tree	0	0	2	2
Bus Stop	0	0	0	0
Central Barrier	0	0	0	0
NS/OS Barrier	0	0	1	1
Other	0	1	3	4

Junction Type	Fatal	Serious	Slight	Total
Not at Junction	0	0	7	7
Roundabout	0	4	19	23
Mini R'about	0	0	0	0
T or Staggered	0	1	9	10
Slip Road	0	0	3	3
Crossroads	0	0	0	0
Multiple Junct	0	0	1	1
Private Drive	0	0	5	5
Other Junction	0	0	0	0
Unknown	0	0	0	0

All Road Users

Casualties

Year	Fatal	Serious	Slight	Total
2009	0	0	12	12
2010	0	1	10	11
2011	0	3	16	19
2012	0	1	4	5
2013	0	0	12	12

Month	Fatal	Serious	Slight	Total
January	0	0	7	7
February	0	0	8	8
March	0	0	5	5
April	0	0	1	1
May	0	0	6	6
June	0	0	4	4
July	0	0	8	8
August	0	1	3	4
September	0	1	5	6
October	0	2	3	5
November	0	0	1	1
December	0	1	3	4

Day	Fatal	Serious	Slight	Total
Sunday	0	1	5	6
Monday	0	0	10	10
Tuesday	0	0	4	4
Wednesday	0	1	6	7
Thursday	0	0	11	11
Friday	0	2	11	13
Saturday	0	1	7	8

Ped Crossing	Fatal	Serious	Slight	Total
Not at crossing	0	5	54	59
Zebra	0	0	0	0
Pelican	0	0	0	0
Ped Phase	0	0	0	0
Footbridge	0	0	0	0
Refuge	0	0	0	0
Unknown	0	0	0	0

Bends	Fatal	Serious	Slight	Total
Left Hand Bend	0	1	2	3
Right Hand Bend	0	0	1	1

Time	Fatal	Serious	Slight	Total
0000-0100	0	0	0	0
0100-0200	0	0	0	0
0200-0300	0	1	1	2
0300-0400	0	0	0	0
0400-0500	0	0	0	0
0500-0600	0	0	3	3
0600-0700	0	1	1	2
0700-0800	0	0	4	4
0800-0900	0	0	4	4
0900-1000	0	0	3	3
1000-1100	0	0	2	2
1100-1200	0	0	4	4
1200-1300	0	0	3	3
1300-1400	0	1	1	2
1400-1500	0	2	5	7
1500-1600	0	0	5	5
1600-1700	0	0	6	6
1700-1800	0	0	3	3
1800-1900	0	0	3	3
1900-2000	0	0	3	3
2000-2100	0	0	1	1
2100-2200	0	0	1	1
2200-2300	0	0	0	0
2300-2400	0	0	1	1

Lighting	Fatal	Serious	Slight	Total
Daylight	0	3	43	46
Darkness	0	2	11	13

Weather	Fatal	Serious	Slight	Total
Fine without high winds	0	5	41	46
Raining without high winds	0	0	3	3
Snowing without high winds	0	0	1	1
Fine with high winds	0	0	4	4
Raining with high winds	0	0	1	1
Snowing with high winds	0	0	0	0
Fog or mist - if hazard	0	0	0	0
Other	0	0	4	4
Unknown	0	0	0	0

Road Surface	Fatal	Serious	Slight	Total
Dry	0	4	30	34
Wet/Damp	0	1	19	20
Snow	0	0	1	1
Frost/Ice	0	0	4	4
Flood	0	0	0	0
Unknown	0	0	0	0

District	Fatal	Serious	Slight	Total
Warwick	0	5	54	59

Road Class	Fatal	Serious	Slight	Total
A	0	4	45	49
D	0	1	9	10

Speed Limit	Fatal	Serious	Slight	Total
20	0	0	0	0
30	0	1	21	22
40	0	3	12	15
50	0	0	0	0
60	0	0	1	1
70	0	1	20	21

Obstruction	Fatal	Serious	Slight	Total
Sign/Signal	0	0	0	0
Lamp Post	0	0	2	2
Pole	0	0	0	0
Tree	0	0	2	2
Bus Stop	0	0	0	0
Central Barrier	0	0	0	0
NS/OS Barrier	0	0	1	1
Other	0	2	3	5

Junction Type	Fatal	Serious	Slight	Total
Not at Junction	0	0	8	8
Roundabout	0	4	23	27
Mini R'about	0	0	0	0
T or Staggered	0	1	10	11
Slip Road	0	0	3	3
Crossroads	0	0	0	0
Multiple Junct	0	0	2	2
Private Drive	0	0	8	8
Other Junction	0	0	0	0
Unknown	0	0	0	0

Kennilworth

Accident Date BETWEEN '01-Jan-2009' AND '31-Dec-2013'

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
1	1	E07000222	S01066409	Slight	Sunday	28/06/2009	11:05	429033/271295		

Location: A452 Warwick Rd, Kenilworth, Jw Clarendon Rd **1st Rd:** A452 **2nd Rd:** D7112

Speed MPH	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
	Single c'way	T/Stag Give	Daylight	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Left turn	E SE	On main	Enter main	No	None		None	Male		N/R
2	Pedal Cycle	No	Going ahead	NW SE	On main	Mid junction	Yes	None		None	Male		N/R

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	44	Slight	No	Not ped	Not ped	Not ped	Other

Description: V2 (P/Cyc) Trav Se on A452. V1 Turned L from Clarendon Rd onto A452 Se & into Path of V1.

User Information:

2	1	E07000222	S01109409	Slight	Saturday	03/10/2009	10:10	429037/271283		

Location: A452 Warwick Rd Kenilworth O/S St Francis of Assisi Church **1st Rd:** A452 **2nd Rd:**

Speed MPH	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
	Single c'way	T'Priv Give	Daylight	Fine Wind	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	NW SE	On main	Mid junction	No	None		None	Male		-ve
2	Car	No	Waiting	NW SE	On main	Mid junction	No	None		None	Female		N/R
3	Car	No	Wt turn rt	NW SW	On main	Mid junction	No	None		None	Male		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	57	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1-3 Tvl Se on A452, V3 Stops to Make Rh Turn into Church , V2 Stops Behind but V1 Fails to Stop and Hits V2 Who Hits V3

User Information:

3		E07000222	S01052813	Slight	Friday	31/05/2013	21:38	429040/271279		

Location: Warwick Road at House Number 127, Kenilworth **1st Rd:** A452 **2nd Rd:**

Speed MPH	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
	Single c'way	NotJCT	Daylight	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	SE NW	On main	Not at	No	None		None	Untra.	-1	N/C

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Pedestrian	Male	19	Slight	No	East	Nearside	In c'way	Other

Description: V1 tvl NW on Warwick Rd, drunk ped. Steps out and V1 collides with ped

User Information:

4	1	E07000222	S01077810	Slight	Thursday	22/07/2010	18:30	429111/271161		

Location: A452 Warwick Rd, Kenilworth, J/W Green Man Ph Car Park **1st Rd:** A452 **2nd Rd:**

Speed MPH	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
	Single c'way	T'Priv Give	Daylight	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Right turn	SW SE	On main	Mid junction	No	None		None	Untra.	-1	N/C
2	Pedal Cycle	No	Going ahead	NW SE	On main	Mid junction	No	None		None	Male		N/A

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	11	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 Trav East Pulled out of Ph Car Park and Collided with V2(P/C) Riding South down Pavement of Main Road. V1 Failed to Stop.

User Information:

Accident Date BETWEEN '01-Jan-2009' AND '31-Dec-2013'

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
5	1	E07000222	S01006011	Slight	Thursday	20/01/2011	17:15	429115/271165		

Location: A452 Warwick Rd Kenilworth O/S Shell Petrol Station and 50M Nw of J/W D7149 St John's St **1st Rd:** A452 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
MPH	Single c'way	Priv Give	Dark/lights lit	Fine	Ice	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	SE NW	On main	Mid junction	No	None		None	Male		-ve
2	Car	No	Wt turn rt	SE NE	On main	Mid junction	No	None		None	Male		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	65	Slight	No	Not ped	Not ped	Not ped	Other

Description: both Vehs Trav Nw. V2 Stopped to Turn right into Patrol Station. V1 Ran into Rear of V2

User Information:

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
6	1	E07000222	S01053511	Slight	Monday	23/05/2011	12:58	429117/271159		

Location: Warwick Rd O/S the Green Man Ph , Kenilworth **1st Rd:** A452 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
MPH	Single c'way	Priv Give	Daylight	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Start	W E	On main	Mid junction	Yes	None	Nearside	None	Male		-ve
2	Car	No	Going ahead	NW SE	On main	Mid junction	No	None	Nearside	Barr	Female		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	90	Slight	No	Not ped	Not ped	Not ped	Other
2	2	Drv/Rider	Female	54	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 is Parked in the Car Park to the Green Man, Driver Gets in to Re-Adjust the Position and Gets Foot Sttuck Under Brake on Acceleraton Causing V1 to Spin across Rd into Path of V2 Tvl Se on Warwickrd

User Information:

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
7	1	E07000222	S01102910	Slight	Friday	24/09/2010	05:55	429142/271122		

Location: A452 Warwick Rd Jw St Johns Street Kenilworth **1st Rd:** A452 **2nd Rd:** D7149

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
MPH	Single c'way	Multi Give	Dark/lights lit	Fine	Wet	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Start	SW NE	On main	Mid junction	No	None		None	Male		-ve
2	Car	No	Going ahead	NW SE	On main	Mid junction	No	None		None	Male		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	43	Slight	No	Not ped	Not ped	Not ped	Other
2	2	Drv/Rider	Male	64	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 Pulling out of St Johns Street to Cross A452, as V1 Pulls out he Hits V2 Who was Tvl Ing Se on A452

User Information:

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
8	1	E07000222	S01020511	Slight	Saturday	26/02/2011	18:42	429200/270996		

Location: A452 St Johns Gyratory 15M S A452 Warwick Rd Kenilworth **1st Rd:** A452 **2nd Rd:** A452

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
MPH	One Way St	R'dabt Give	Dark/lights lit	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	N S	On main	Mid junction	No	None		None	Male		-ve
2	Car	No	Going ahead	S N	On main	Mid junction	No	None		None	Male		N/P

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	51	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 Trav South the Wrong Way Round a Gyratory System, Collided with V2 Trav North

User Information:

Accident Date BETWEEN '01-Jan-2009' AND '31-Dec-2013'

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
9	1	E07000222	S01020610	Slight	Friday	19/02/2010	09:20	429264/271004		

Location: Birches Lane Jw Leamington Rd Kenilworth **1st Rd:** D7100 **2nd Rd:** A452

Speed	C'way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Roundabout	R'dabt Give	Daylight	Fine	Dry	None	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	E NW	On main	Mid junction	No	None		None	Male	-1	N/C
2	Pedal Cycle	No	Waiting	E NW	On main	Mid junction	No	None		None	Female		N/A

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	39	Slight	No	Not ped	Not ped	Not ped	Other

Description: V2 (Bike) Waiting at Rab to Leave Birches Lane in Rh Lane, V1 Drives Past in Rh Lane and Clips Side of V2 Causing Injury

User Information:

10		E07000222	S01136912	Slight	Saturday	22/12/2012	05:30	429267/271006		

Location: A452 Warwick Rd, St Johns, at its Junction with D7100 Birches Lane, Kenilworth **1st Rd:** A452 **2nd Rd:** D7100

Speed	C'way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Single c'way	T/Stag Give	Dark/unknown	Fine	Dry	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Left turn	E SE	On main	Mid junction	No	None		None	Female	-1	N/C
2	M/cycle <=	No	Going ahead	NW SE	On main	Mid junction	No	None		None	Male		N/R

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	45	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 trav west failed to give way at T junc and collided with V2 trav SE on main rd

User Information:

11	1	E07000222	S01070410	Slight	Thursday	24/06/2010	10:45	429277/271012		

Location: Birches Lane Jw A452 Leamington Rd Kenilworth **1st Rd:** D7100 **2nd Rd:** A452

Speed	C'way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Single c'way	R'dabt Give	Daylight	Fine	Dry	None	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Stop	E S	On main	Junt appr	No	None		None	Male		N/C
2	Pedal Cycle	No	Waiting	E S	On main	Junt appr	No	None		None	Male		N/C

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	51	Slight	No	Not ped	Not ped	Not ped	Other

Description: V2 (P/Cyc) & V1 Trav W on Birches Lane. V2 Stopped at R/Bout, Waiting to Proceed, V1 Hit Rear of V2.

User Information:

12	1	E07000222	S01073411	Slight	Friday	15/07/2011	19:53	429280/270994		

Location: A452 St Johns, Leamington Rd, Kenilworth, 10M Se of J/W D7100 Birches Lane **1st Rd:** A452 **2nd Rd:** D7100

Speed	C'way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Roundabout	R'dabt Give	Daylight	Fine	Wet	None	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Chg rt lane	E SE	On main	Ent r'about	No	None	Nearside	Lamp	Female		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Female	45	Slight	No	Not ped	Not ped	Not ped	Other
2	1	Passenger	Male	41	Slight	Front	Not ped	Not ped	Not ped	Other

Description: V1 Trav East Loses Control on Entrance to Gyratory System and Oleaves Carriageway to N/S

User Information:

Accident Date BETWEEN '01-Jan-2009' AND '31-Dec-2013'

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
13	1	E07000222	S01079910	Slight	Wednesday	28/07/2010	15:10	429316/271028		

Location: D7100 Birches Lane, Kenilworth, J/W D7089 Farmer Ward Rd **1st Rd:** D7100 **2nd Rd:** D7100

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	One Way St	T/Stag	Give	Daylight	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Wt turn lt	N E	On main	Mid junction	No	None		None	Male		-ve
2	Car	No	Going ahead	W E	On main	Mid junction	No	None		None	Male		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	39	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 Trav South Failed to Give Way at T Junc and Collided with V2 Trav East on Main Road

User Information:

14		E07000222	S03020213	Slight	Tuesday	26/02/2013	11:45	429361/271036		

Location: D7100 Birches Lane, at its Junction with D7103 Ferndale Drive, Kenilworth **1st Rd:** D7100 **2nd Rd:** D7103

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Single c'way	T/Stag	Give	Daylight	Fine	Wet	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Pedal Cycle	No	Going ahead	W E	On main	Mid junction	Yes	None	Offside	Other	Male		N/A

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	22	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 trav east on p/c skidded on wet road and fell from machine. No other veh involved

User Information:

15	1	E07000222	S01020711	Slight	Sunday	27/02/2011	11:45	429410/270840		

Location: A452 Leamingto Rd Jw D7413 Bullimore Grove Kenilworth **1st Rd:** A452 **2nd Rd:** D7413

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Single c'way	T/Stag	Give	Daylight	Rain	Wet	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	NW SE	On main	Junt appr	No	None		None	Female		-ve
2	Car	No	Waiting	NW SE	On main	Junt appr	No	None		None	Male		-ve
3	Car	No	Waiting	NW SE	On main	Junt appr	No	None		None	Male		N/R

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	21	Slight	No	Not ped	Not ped	Not ped	Other

Description: All Vehs Trav Se. Vehs Came to Standstill. V1 Ran into Rear of V2 which was Pushed into Rear of V3.

User Information:

16	1	E07000222	S01069909	Slight	Friday	03/07/2009	14:00	429414/270831		

Location: A452 Leamington Rd Jw Bullimore Grove, Kenilworth **1st Rd:** A452 **2nd Rd:** D7413

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Single c'way	T/Stag	Give	Daylight	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Right turn	SW SE	On main	Mid junction	No	None		None	Female		-ve
2	M/cycle >	No	Going ahead	SE NW	On main	Mid junction	No	None		None	Male		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	62	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 turning R out of Bullimore Grove, Pulled out in Front of V2 Causing Rider to Fall from V2

User Information:

Accident Date BETWEEN '01-Jan-2009' AND '31-Dec-2013'

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
17	1	E07000222	S01019510	Slight	Monday	22/02/2010	15:22	429440/270809		

Location: A425 Leamington Rd 27M Se of Jw D7413 Bullimore Grove Kenilworth **1st Rd:** A452 **2nd Rd:**

Speed MPH	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	PedX - Phy Fac	Special	Hazard
	Single c'way	NotJCT	Daylight	Fine	Dry	None	None	Rdworks	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Stop	NW SE	On main	Not at	No	None		None	Male		-ve
2	Car	No	Waiting	NW SE	On main	Not at	No	None		None	Male		-ve
3	Car	No	Waiting	NW SE	On main	Not at	No	None		None	Female		N/P

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	3	Drv/Rider	Female	36	Slight	No	Not ped	Not ped	Not ped	Other

Description: All 3 Vehs Trav Se. Vehs Stopped in Queue of Traffic at Road Work Traffic Lights. V1 Ran into Rear of V2 which was Pushhed into Rear of V3.

User Information:

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
18	1	E07000222	S01054711	Slight	Thursday	26/05/2011	16:25	429644/270638		

Location: A452 Leamington Rd Kenilworth 300M Se of J/W D7413 Bullimore Grove. **1st Rd:** A452 **2nd Rd:**

Speed MPH	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	PedX - Phy Fac	Special	Hazard
	Single c'way	Priv Give	Daylight	Fine Wind	Wet	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	NW SE	On main	Junt appr	No	None		None	Female		-ve
2	Car	No	Stop	NW SE	On main	Junt appr	No	None		None	Male		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Female	36	Slight	No	Not ped	Not ped	Not ped	Other
2	2	Drv/Rider	Male	35	Slight	No	Not ped	Not ped	Not ped	Other
3	1	Passenger	Female	6	Slight	Rear	Not ped	Not ped	Not ped	Other

Description: both Vehs Trav Se. V2 Stationary Signalling to Turn Rt into Private Drive. V1 Ran into Rear of V2

User Information:

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
19	1	E07000222	S01108911	Slight	Friday	14/10/2011	08:30	429695/271106		

Location: Moseley Rd J/W Birches Lane Kenilworth **1st Rd:** D7097 **2nd Rd:** D7100

Speed MPH	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	PedX - Phy Fac	Special	Hazard
	Single c'way	T/Stag Give	Daylight	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Left turn	N E	On main	Mid junction	No	None		None	Female		N/C

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Pedestrian	Female	40	Slight	No	West	Nearside	In c'way	Other

Description: V1 Trav South Stops at Give Way at T Junc. as V1 Pulls Away, Pedestrian Steps off N/S Kerb and Collides with V1

User Information:

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
20	1	E07000222	S01122211	Slight	Thursday	17/11/2011	19:59	429789/270520		

Location: A452 Leamington Rd Kenilworth 40M Nw of J/W A46 Kenlworth by Pass (Thickthorne Rab) **1st Rd:** A452 **2nd Rd:**

Speed MPH	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	PedX - Phy Fac	Special	Hazard
	Single c'way	NotJCT	Dark/lights lit	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Lt hand	SE NW	On main	Not at	Yes	None	Offside	None	Untra.	-1	N/C
2	Car	No	Going ahead	NW SE	On main	Not at	No	None		None	Female		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	52	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 Trav Nw left Rab Too Fast, Lost Control and Collided with V2 Trav Se. V1 Failed to Stop

User Information:

Accident Date BETWEEN '01-Jan-2009' AND '31-Dec-2013'

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
21	1	E07000222	S01045209	Slight	Thursday	30/04/2009	20:00	429830/270448		

Location: A452 Leamington Rd Jw A46 Kenilworth by Pass (Thickthorn Island) Kenilworth **1st Rd:** A452 **2nd Rd:** A46

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
MPH	Roundabout	R'dabt Give	Daylight	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Chg rt lane	SE NE	On main	Mid junction	No	None		None	Untra.	-1	N/C
2	Car	No	Going ahead	SE NW	On main	Leave r'about	No	None		None	Male	-1	N/C
3	Car	No	Going ahead	SE NW	On main	Leave r'about	No	None		None	Female		N/C

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	3	Drv/Rider	Female	32	Slight	No	Not ped	Not ped	Not ped	Other

Description: All Vehs Trav Nw. V1 Started to Leave Rab Followed by Vs2&3. V1 Changed Mind, Slammed on Brake and Swerved Back onto Rab. V2 Braked. V3 into Rear of V2. V1 Not Hit Failed to Stop

User Information:

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
22	1	E07000222	S01004609	Slight	Monday	12/01/2009	06:35	429834/270416		

Location: A46 Kenilworth by Pass J/W A452 Leamington Rd, Kenilworth. (Thickthorne Rab) **1st Rd:** A46 **2nd Rd:** A452

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
MPH	Roundabout	R'dabt Give	Dark/lights lit	Rain Wind	Wet	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	SW NE	On main	Mid junction	No	None		None	Untra.	-1	N/C
2	Pedal Cycle	No	Going ahead	SE NW	On main	Mid junction	No	None		None	Male		N/A

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	36	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 Trav Ne Failed to Give Way on Entering Rab and Collided with V2(P/C) Trav Nw on Rab. V1 Failed to Stop.

User Information:

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
23	1	E07000222	S01140410	Slight	Monday	27/12/2010	16:12	429834/270419		

Location: A46 / A452 Thickthorn R/B **1st Rd:** A46 **2nd Rd:** A452

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
MPH	Roundabout	R'dabt Give	Daylight	Other	Wet	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Start	SW NW	On main	Mid junction	No	None		None	Male		-ve
2	Car	No	Start	SW NW	On main	Mid junction	No	None		None	Female		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	41	Slight	No	Not ped	Not ped	Not ped	Other

Description: V2 Starts to Enter Rab from A46, as V2 Starts to Pull onto Rab a Car with no Lights Comes Around Rab and V2 Brakes, V1 Tvl Behind V2 Fails to Stop in Time and V1 Hits Rear V2

User Information:

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
24			E07000222	S01063013	Slight	Thursday	27/06/2013	23:30	429836/271140	

Location: D7100 Birches Lane at House Number 84, at its Junction with D7069 Glasshouse Lane, Kenilworth **1st Rd:** D7100 **2nd Rd:** D7069

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
MPH	Single c'way	T/Stag Give	Dark/lights lit	Rain	Wet	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Lt hand	W N	On main	Mid junction	No	None	Offside	Other	Female		+ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Female	26	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 trav east lost control on left hand bend and left carriageway to o/s. Driver gave positive breath test.

User Information:

Accident Date BETWEEN '01-Jan-2009' AND '31-Dec-2013'

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
25		E07000222	S01101412	Slight	Wednesday	26/09/2012	09:40	429839/270395		

Location: A46 Kenilworth By Pass, at its Junction with A452 Leamington Rd, Kenilworth **1st Rd:** A46 **2nd Rd:** A452

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Slip road	R'dabt Give	Daylight	Fine	Wet	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Taxi	No	Stop	S N	On main	Junt appr	No	None		None	Male		-ve
2	Car	No	Waiting	S N	On main	Junt appr	No	None		None	Female		N/R

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	26	Slight	No	Not ped	Not ped	Not ped	Other

Description: Both vehs trav north on slip road off by pass. V2 stops at give way sign at rab at end of slip road. V1 ran into rear of V2

User Information:

26	1	E07000222	S01130911	Serious	Saturday	10/12/2011	02:30	429845/271144		

Location: D7069 Birches Lane Jw Windy Arbour, Kenilworth **1st Rd:** D7100 **2nd Rd:** D7067

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Single c'way	T/Stag Give	Dark/lights lit	Fine	Wet	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Lt hand	W E	On main	Mid junction	Yes	None	Offside	Other	Male		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	40	Slight	No	Not ped	Not ped	Not ped	Other
2	1	Passenger	Female	23	Serious	Rear	Not ped	Not ped	Not ped	Other

Description: V1 Tvl E on D7069 Fails to Neg. Sligh Lh Bend and left C/Way Colliding with a Wall

User Information:

27		E07000222	S01088312	Serious	Friday	24/08/2012	14:15	429848/270404		

Location: A452 Leamington Rd, at its Junction with A46 Kenilworth By Pass, Kenilworth **1st Rd:** A452 **2nd Rd:** A46

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Roundabout	R'dabt Give	Daylight	Fine	Dry	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	M/cycle	No	Chg lt lane	SE NW	On main	Mid junction	No	None		None	Male		N/P
2	Taxi	No	Going ahead	SE NW	On main	Mid junction	No	None		None	Male		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	49	Serious	No	Not ped	Not ped	Not ped	Other

Description: V1 trav west changes lane to left to leave rab and collides with V2 continuing north around rab

User Information:

28	1	E07000222	S01020311	Slight	Saturday	26/02/2011	15:20	429852/271146		

Location: D7069 Glasshouse Lane Jw D7067 Windy Arbour Kenilworth **1st Rd:** D7069 **2nd Rd:** D7067

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Single c'way	T/Stag Give	Daylight	Fine	Wet	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	NE SW	On main	Mid junction	No	None		None	Untra.	-1	N/C

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Pedestrian	Male	57	Slight	No	South	Unknown	On footway	Other

Description: Pedestrian Walking West on Grass Verge Struck by Wing Mirror of V1 Also Trav West. V1 Did Not Stop

User Information:

Accident Date BETWEEN '01-Jan-2009' AND '31-Dec-2013'

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
29		E07000222	S01031613	Slight	Sunday	31/03/2013	15:10	429967/270459		

Location: A452 Leamington Road, at its Junction with A46, Kenilworth **1st Rd:** A452 **2nd Rd:** A46

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
MPH	Roundabout	R'dabt Give	Daylight	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Rt hand	NW SE	On main	Mid junction	Yes	None	Offside	Other	Male		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	26	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 tvl S/B on A452 lost control and collides with overbridge on A46 Thickthorn Island

User Information:

30		E07000222	S01083913	Slight	Monday	19/08/2013	08:10	430000/270314		

Location: A452 Leamington Rd, at its Junction with A46 Thickthorne Rab, Kenilworth **1st Rd:** A452 **2nd Rd:** A46

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
MPH	Single c'way	R'dabt Give	Daylight	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	SE NW	On main	Junt appr	No	None		None	Female		-ve
2	Car	No	Waiting	SE NW	On main	Junt appr	No	None		None	Female		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	35	Slight	No	Not ped	Not ped	Not ped	Other

Description: Both vehs trav NW. V2 stopped at rab give way. V1 ran into rear of V2

User Information:

31		E07000222	S03068213	Slight	Monday	08/07/2013	17:29	430002/270311		

Location: A452 Leamington Rd, at its Junction with A46 Kenilworth By Pass, Kenilworth (Tickthorne rab) **1st Rd:** A452 **2nd Rd:** A46

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
MPH	Single c'way	R'dabt Give	Daylight	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Stop	SE NW	On main	Junt appr	No	None		None	Female		-ve
2	Car	No	Waiting	SE NW	On main	Junt appr	No	None		None	Male		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Passenger	Female	20	Slight	Front	Not ped	Not ped	Not ped	Other

Description: Both vehs trav NW. V2 stopped at give way on entrance to rab. V1 ran into rear of V2

User Information:

32		E07000222	S01104213	Slight	Tuesday	08/10/2013	15:24	430021/270431		

Location: A46 Kenilworth By Pass, at its Junction with A452 Leamington Rd, Kenilworth **1st Rd:** A46 **2nd Rd:** A452

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
MPH	Slip road	R'dabt Give	Daylight	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Stop	NE SW	On main	Junt appr	No	None		None	Male		N/R
2	Car	No	Waiting	NE SW	On main	Junt appr	No	None		None	Female		N/R

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	43	Slight	No	Not ped	Not ped	Not ped	Other

Description: Both vehs trav SW. V2 stopped at give way on entrance to rab. V1 ran into rear of V2.

User Information:

Accident Date BETWEEN '01-Jan-2009' AND '31-Dec-2013'

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
33		E07000222	S01087513	Slight	Friday	30/08/2013	09:29	430021/270422		

Location: A46 Kenilworth By Pass, at its Junction with A452 Leamington Rd, Kenilworth **1st Rd:** A46 **2nd Rd:** A452

Speed MPH	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	Phy Fac	Special	Hazard
	Slip road	R'dabt Give	Daylight	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Stop	NE SW	On main	Junt appr	No	None		None	Female		N/R
2	Car	No	Waiting	NE SW	On main	Junt appr	No	None		None	Female		N/R

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	54	Slight	No	Not ped	Not ped	Not ped	Other

Description: Both vehs trav SW. V2 stopped at rab give way. V1 ran into rear of V2

User Information:

34	1	E07000222	S01026609	Slight	Thursday	05/03/2009	11:20	430021/270411	

Location: A46 Sb Exit Slip at Thickthorn Rab Jw A453 Leamington Rd Kenilworth **1st Rd:** A46 **2nd Rd:** A452

Speed MPH	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	Phy Fac	Special	Hazard
	Slip road	R'dabt Give	Daylight	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Other: Motor	No	Stop	N S	On main	Junt cleared	No	None		None	Male	-1	N/C
2	Car	No	Waiting	N S	On main	Junt appr	No	None		None	Male		N/C

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Passenger	Female	20	Slight	Rear	Not ped	Not ped	Not ped	Other

Description: both Vehs Trav South. V2 Stopped at Give Way on Entrance to Rab. V1 Ran into Rear of V2

User Information:

35	1	E07000222	S01098609	Slight	Saturday	05/09/2009	14:00	430021/270414	

Location: A46 Slip Joining A452 Leamington Rd **1st Rd:** A46 **2nd Rd:** A452

Speed MPH	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	Phy Fac	Special	Hazard
	Roundabout	R'dabt Give	Daylight	Fine	Dry	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	NE S	On main	Mid junction	No	None		None	Male	-1	N/C
2	Car	No	Waiting	NE S	On main	Mid junction	No	None		None	Male		N/C

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Passenger	Female	60	Slight	Front	Not ped	Not ped	Not ped	Other

Description: V2 Waiting at Raab Exit from A46 to Koin A452, V1 Tvling Behind Shunts Rear V2

User Information:

36		E07000222	S01005713	Slight	Wednesday	16/01/2013	14:49	430023/270433	

Location: A46 Thickthorne Island, at its Junction with A452, Kenilworth **1st Rd:** A46 **2nd Rd:** A452

Speed MPH	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	Phy Fac	Special	Hazard
	Slip road	R'dabt Give	Daylight	Other	Ice	None	None	None	None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Van/Goods <	No	Start	NE SE	On main	Mid junction	No	None		None	Male		-ve
2	Car	No	Waiting	NE SE	On main	Mid junction	No	None		None	Female		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	19	Slight	No	Not ped	Not ped	Not ped	Other
2	2	Passenger	Female	20	Slight	Front	Not ped	Not ped	Not ped	Other
3	2	Passenger	Male	21	Slight	Front	Not ped	Not ped	Not ped	Other

Description: V2 waiting at island having exited A46, V1 hit rear V2

User Information:

Accident Date BETWEEN '01-Jan-2009' AND '31-Dec-2013'

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
37	1	E07000222	S01112110	Serious	Friday	15/10/2010	13:46	430023/270400		

Location: A452 Leamington Rd, Kenilworth, J/W A46 S/B Exit Slip (Thickthorne Rab) **1st Rd:** A452 **2nd Rd:** A46

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Roundabout	R'dabt Give	Daylight	Fine	Dry	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	NE SW	On main	Ent r'about	No	None		None	Female		-ve
2	Pedal Cycle	No	Right turn	NW S	On main	Mid junction	No	None		None	Male		N/A

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	38	Serious	No	Not ped	Not ped	Not ped	Other

Description: V1 Trav Sw Failed to Give Way on Entering Rab and Collided with V2 (P/C) Trav Se and Already on Rab

User Information:

38	1	E07000222	S01115711	Serious	Sunday	30/10/2011	14:15	430026/270389		

Location: A452 Leamington Rd J/W A46 Kenilworth by Pass, Kenilworth **1st Rd:** A46 **2nd Rd:** A452

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Roundabout	R'dabt Give	Daylight	Fine	Dry	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Start	NE SW	On main	Ent r'about	No	None		None	Male		-ve
2	Pedal Cycle	No	Going ahead	NW SE	On main	Mid junction	No	None		None	Male		N/A

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	69	Serious	No	Not ped	Not ped	Not ped	Other

Description: V1 Trav South West Failed to Give Way at Rab and Collided with V2 (P.C) Trav South East on Rab

User Information:

39	1	E07000222	S01095011	Serious	Wednesday	14/09/2011	06:10	430027/270392		

Location: A452 Leamington Rd J/W A46 Kenilworth by Pass S/B Exit Slip **1st Rd:** A452 **2nd Rd:** A46

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Roundabout	R'dabt Give	Dark/lights lit	Fine	Dry	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Start	NE SW	On main	Mid junction	No	None		None	Male		-ve
2	Pedal Cycle	No	Going ahead	NW SE	On main	Mid junction	No	None		None	Male		N/A

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	50	Serious	No	Not ped	Not ped	Not ped	Other

Description: V1 Trav Sw Failed to Give Way on Entrance to Rab and Collided with V2 Trav Se and Already on Rab

User Information:

40	1	E07000222	S01032310	Slight	Sunday	28/03/2010	08:58	430027/270392		

Location: A46 J/W A452 Kenilworth **1st Rd:** A46 **2nd Rd:** A452

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Roundabout	R'dabt Give	Daylight	Fine	Dry	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	NE SW	On main	Mid junction	No	None		None	Male		-ve
2	Car	No	Waiting	NE SW	On main	Mid junction	No	None		None	Male		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	43	Slight	No	Not ped	Not ped	Not ped	Other
2	2	Passenger	Male	13	Slight	Front	Not ped	Not ped	Not ped	Other

Description: V2 Waiting to Join Thickthorne Rab from A46, V1 Comes up Behind V2 and Hits Rear V2

User Information:

Accident Date BETWEEN '01-Jan-2009' AND '31-Dec-2013'

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
41	1	E07000222	S01076511	Slight	Friday	22/07/2011	16:55	430028/270411		

Location: A46 Exit Slip at A452 R/Bout, Kenilworth **1st Rd:** A46 **2nd Rd:** A452

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Slip road	R'dabt Give	Daylight	Rain	Wet	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	N S	On main	Junt appr	No	None		None	Male	-1	N/C
2	Car	No	Waiting	N S	On main	Junt appr	No	None		None	Female		N/C

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	23	Slight	No	Not ped	Not ped	Not ped	Other

Description: both Vehs Trav South V2 Stopped at Give Way to Rab. V1 Ran into Rear of V2

User Information:

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
42	1	E07000222	S01070311	Slight	Thursday	07/07/2011	07:40	430028/270400		

Location: A46 Kenilworth by Pass S/B Exit Slip J/W A452 Leamington Road (Thickthorne Rab) **1st Rd:** A46 **2nd Rd:** A452

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Slip road	R'dabt Give	Daylight	Fine	Dry	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Stop	N S	On main	Junt appr	No	None		None	Female		-ve
2	Car	No	Waiting	N S	On main	Junt appr	No	None		None	Female		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	46	Slight	No	Not ped	Not ped	Not ped	Other

Description: both Vehs Trav South. V2 Stopped at Give Way on Entrance to Rab. V1 Ran into Rear of V2.

User Information:

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
43	1	E07000222	S01096809	Slight	Wednesday	02/09/2009	07:40	430033/270596		

Location: A46 Longbridge Island Kenilworth **1st Rd:** A46 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Slip road	NotJCT	Daylight	Fine	Wet	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	SW NE	On main	Not at	Yes	None	Nearside	Tree	Male		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	22	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 Exited Rab onto N/B A46 on Bend Loses Control Spind and Leaves Road Hitting a Tree

User Information:

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
44	1	E07000222	S01027009	Slight	Saturday	07/03/2009	12:45	430037/270603		

Location: A46 Slip with A452 Kenilworth **1st Rd:** A46 **2nd Rd:** A46

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Slip road	Slip-R Give	Daylight	Fine	Dry	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	SW NE	On main	Mid junction	No	None		None	Male	-1	N/C
2	Car	No	Going ahead	SW NE	On main	Mid junction	No	None		None	Male		N/C

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	43	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 and 2 Tvling Ne on A46 Slip Road, V1 on O/S of V2 Collided with V2

User Information:

Accident Date BETWEEN '01-Jan-2009' AND '31-Dec-2013'

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
45	1	E07000222	S01001509	Slight	Monday	05/01/2009	07:55	430076/270532		

Location: A46 Sb Exit Slip Road at Thickthorne (J/W A452) Kenilworth **1st Rd:** A46 **2nd Rd:**

Speed	C'way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Slip road	NotJCT	Daylight	Fine	Wet	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	NE SW	On main	Not at	Over	None	Nearside	Tree	Male		-ve
2	Car	No	Going ahead	NE SW	On main	Not at	No	None		None	Male		-ve
3	Car	No	Going ahead	NE SW	On main	Not at	No	None		None	Male		N/P

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	22	Slight	No	Not ped	Not ped	Not ped	Other
2	3	Drv/Rider	Male	47	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 Trav South Loses Control on Exit Slip Road and Collides with Slower Moving V2 and V3

User Information:

46	1	E07000222	S01012409	Slight	Monday	02/02/2009	17:15	430101/270587		

Location: A46 Sb Sliproad to Thickthorn Island **1st Rd:** A46 **2nd Rd:** A46

Speed	C'way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Slip road	Slip-R Give	Dark/no lights	Snow	Snow	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	NE SW	On main	Leav main	No	None		None	Female		-ve
2	Car	No	Waiting	NE SW	On main	Leav main	No	None		None	Female		N/P
3	Car	No	Waiting	NE SW	On main	Leav main	No	None		None	Female		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	39	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1-3 Tvl S on A46, V2-3 on Exit Slip for Thickthorn and Stopped Due to Traffic, V1 Comes up Behind and Hits V2 Who is Pushed into V3

User Information:

47		E07000222	S01081813	Slight	Tuesday	13/08/2013	16:15	430128/270673		

Location: A46 at Marker Post 85.7, at its Junction with A46, Ashow **1st Rd:** A46 **2nd Rd:** A46

Speed	C'way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Dual c'way	Slip-R Give	Daylight	Fine	Dry	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Chg lt lane	NE S	On main	Mid junction	Over	None	Nearside	Ditch	Female		-ve
2	Car	No	Going ahead	SW NE	On main	Mid junction	No	None		None	Male		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Female	31	Slight	No	Not ped	Not ped	Not ped	Other

Description: V2 in lane 1 of A46, V1 in lane 2, at slip road exit V1 moves across to exit and clips V2, V1 rolled onto its roof

User Information:

48		E07000222	S01014312	Slight	Tuesday	14/02/2012	18:50	430182/270735		

Location: A46, 300 metres north of A452 Warwick Road, Kenilworth **1st Rd:** A46 **2nd Rd:**

Speed	C'way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Dual c'way	NotJCT	Dark/no lights	Fine	Dry	None	None	None		None

Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Chg lt lane	SW NE	On main	Not at	OT	None	Nearside	None	Female		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Female	33	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 tvl N/B on A46 changing lanes from 3 to 2 lost control and rolled off c/way to n/s

User Information:

Accident Date BETWEEN '01-Jan-2009' AND '31-Dec-2013'

No	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
49		E07000222	S01055812	Slight	Friday	01/06/2012	13:06	430266/271332		

Location: D7069 Glasshouse Lane at House Number 59, Kenilworth **1st Rd:** D7069 **2nd Rd:**

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX	Human	Phy Fac	Special	Hazard
MPH	Single c'way	NotJCT	Daylight	Fine	Dry	None	None	None		None

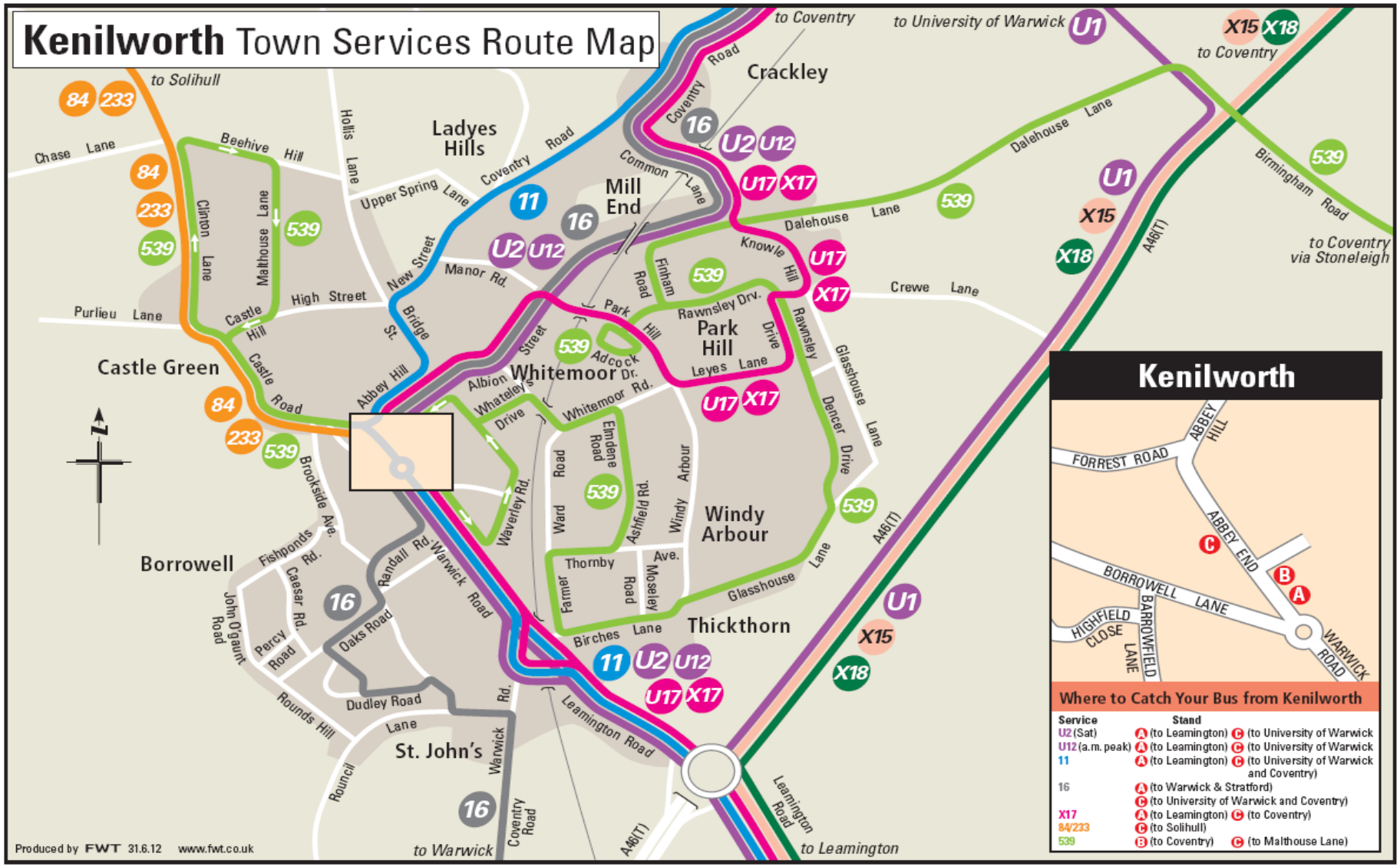
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Agric Veh	Singl	Going ahead	NE SW	On main	Not at	No	None		None	Untra.	-1	N/C
2	Goods > 7.5t	No	Going ahead	SW NE	On main	Not at	No	None		None	Male		-ve

Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	47	Slight	No	Not ped	Not ped	Not ped	Other

Description: V1 (tractor and Trailer) tvl SW on Glasshouse Lane, V2 tvl NE, V1 is heavily loaded with hay bales and as V1 passes V2 V1 knocks wing mirror of V2 , the mirror sprung into the door glass which shattered and caused cuts to drivers face

User Information:

Appendix C


Kenilworth Town Services Route Map
to Solihull
Chase Lane
Beehive Hill
Hollis Lane
Ladyes Hills
Coventry Road
Upper Spring Lane
Clinton Lane
Malthouse Lane
New Street
Manor Rd.
High Street
Purlieu Lane
Castle Hill
St. Bridge
Abbey Hill
Castle Green
Castle Road
Brookside Ave.
Borrowell
Fishponds Rd.
Caesar Rd.
Percy Road
John O'gaunt Road
Randall Rd.
Warwick Road
Oaks Road
Rounds Hill
Dudley Road
Lane
Rouncil
St. John's
Warwick Rd.
Coventry Road
to Warwick
Crackley
to Coventry
Common Lane
Mill End
Albion Street
Whitemoor
Whateleys Drive
Whitemoor Rd.
Adcock Dr.
Park Hill
Leyes Lane
Rawnsley Drv.
Finham Road
Knowle Hill
Dalehouse Lane
Crewe Lane
Rawnsley Drive
Glasshouse Lane
Dencer Drive
Elmdene Road
Ward Road
Ashfield Rd.
Windy Arbour
Thornby Road
Farmer Road
Moseley Ave.
Birches Lane
Thickthorn
Waverley Rd.
Leamington Road
A46(T)
to Leamington
to University of Warwick
to Coventry
Birmingham Road
to Coventry via Stoneleigh
Produced by FWT 31.6.12 www.fwt.co.uk
Kenilworth
FORREST ROAD
ABBEY HILL
ABBEY END
BORROWELL LANE
HIGHFIELD CLOSE
BARROWFIELD LANE
WARWICK ROAD
Where to Catch Your Bus from Kenilworth
Service
Stand
U2 (Sat)
U12 (a.m. peak)
11
16
X17
84/233
539
(A) (to Leamington) (C) (to University of Warwick
(A) (to Leamington) (C) (to University of Warwick
(A) (to Leamington) (C) (to University of Warwick and Coventry)
(A) (to Warwick & Stratford)
(C) (to University of Warwick and Coventry)
(A) (to Leamington) (C) (to Coventry)
(C) (to Solihull)
(B) (to Coventry) (C) (to Malthouse Lane)

Appendix D

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	EX	ESSEX	1 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	CB	CUMBRIA	2 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of dwellings
Actual Range:	10 to 237 (units:)
Range Selected by User:	6 to 491 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 07/10/13

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

Selected survey days:

Monday	4 days
Tuesday	6 days
Wednesday	2 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	18

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	12
Out of Town	1
No Sub Category	5

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

Filtering Stage 3 selection:

Use Class:

C3	18 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	5 days
15,001 to 20,000	5 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
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	4 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	10 days

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

Travel Plan:

Yes	1 days
No	17 days

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

LIST OF SITES relevant to selection parameters

1 CB-03-A-03 SEMI DETACHED CUMBRIA
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: THURSDAY 20/11/08 Survey Type: MANUAL

2 CB-03-A-04 SEMI DETACHED CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY 24/04/09 Survey Type: MANUAL

3 CH-03-A-05 DETACHED CHESHIRE
SYDNEY ROAD
SYDNEY
CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

4 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD

PEACEHAVEN
Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY 18/11/11 Survey Type: MANUAL

5 EX-03-A-01 SEMI-DET. ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY 13/05/08 Survey Type: MANUAL

6 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
PRESTWICH
MANCHESTER
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY 12/10/11 Survey Type: MANUAL

7 LC-03-A-22 BUNGALOWS LANCASHIRE
CLIFTON DRIVE NORTH

BLACKPOOL
Edge of Town
Residential Zone
Total Number of dwellings: 98
Survey date: TUESDAY 18/10/05 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 LE-03-A-01 DETACHED LEICESTERSHIRE
REDWOOD AVENUE

MELTON MOWBRAY
Edge of Town
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY 03/05/05 Survey Type: MANUAL

9 LN-03-A-01 MIXED HOUSES LINCOLNSHIRE
BRANT ROAD
BRACEBRIDGE
LINCOLN
Edge of Town
Residential Zone
Total Number of dwellings: 150
Survey date: TUESDAY 15/05/07 Survey Type: MANUAL

10 NT-03-A-03 SEMI DETACHED NOTTINGHAMSHIRE
B6018 SUTTON ROAD

KIRKBY-IN-ASHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 166
Survey date: WEDNESDAY 28/06/06 Survey Type: MANUAL

11 NY-03-A-05 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: MONDAY 22/09/08 Survey Type: MANUAL

12 SF-03-A-02 SEMI DET./TERRACED SUFFOLK
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwellings: 230
Survey date: THURSDAY 24/05/07 Survey Type: MANUAL

13 SF-03-A-03 MIXED HOUSES SUFFOLK
BARTON HILL
FORNHAM ST MARTIN
BURY ST EDMUNDS
Edge of Town
Out of Town
Total Number of dwellings: 101
Survey date: MONDAY 15/05/06 Survey Type: MANUAL

14 SH-03-A-03 DETATCHED SHROPSHIRE
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10
Survey date: FRIDAY 26/06/09 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 WL-03-A-01 SEMI D./TERRACED W. BASSETT WILTSHIRE
MAPLE DRIVE

WOOTTON BASSETT
Edge of Town
Residential Zone
Total Number of dwellings: 99
Survey date: MONDAY 02/10/06 Survey Type: MANUAL

16 WM-03-A-03 MIXED HOUSING WEST MIDLANDS
BASELEY WAY
ROWLEYS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 84
Survey date: MONDAY 24/09/07 Survey Type: MANUAL

17 WO-03-A-02 SEMI DETACHED WORCESTERSHIRE
MEADOWHILL ROAD

REDDITCH
Edge of Town
No Sub Category
Total Number of dwellings: 48
Survey date: TUESDAY 02/05/06 Survey Type: MANUAL

18 WO-03-A-06 DET./TERRACED WORCESTERSHIRE
ST GODWALDS ROAD
ASTON FIELDS
BROMSGROVE
Edge of Town
No Sub Category
Total Number of dwellings: 232
Survey date: THURSDAY 30/06/05 Survey Type: MANUAL

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
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	18	97	0.088	18	97	0.305	18	97	0.393
08:00 - 09:00	18	97	0.161	18	97	0.441	18	97	0.602
09:00 - 10:00	18	97	0.186	18	97	0.232	18	97	0.418
10:00 - 11:00	18	97	0.150	18	97	0.199	18	97	0.349
11:00 - 12:00	18	97	0.205	18	97	0.185	18	97	0.390
12:00 - 13:00	18	97	0.200	18	97	0.182	18	97	0.382
13:00 - 14:00	18	97	0.181	18	97	0.176	18	97	0.357
14:00 - 15:00	18	97	0.203	18	97	0.184	18	97	0.387
15:00 - 16:00	18	97	0.328	18	97	0.235	18	97	0.563
16:00 - 17:00	18	97	0.342	18	97	0.206	18	97	0.548
17:00 - 18:00	18	97	0.424	18	97	0.230	18	97	0.654
18:00 - 19:00	18	97	0.282	18	97	0.214	18	97	0.496
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.750			2.789			5.539

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

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

Parameter summary

Trip rate parameter range selected:	10 - 237 (units:)
Survey date date range:	01/01/05 - 07/10/13
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
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	18	97	0.005	18	97	0.005	18	97	0.010
08:00 - 09:00	18	97	0.002	18	97	0.002	18	97	0.004
09:00 - 10:00	18	97	0.005	18	97	0.003	18	97	0.008
10:00 - 11:00	18	97	0.005	18	97	0.007	18	97	0.012
11:00 - 12:00	18	97	0.001	18	97	0.002	18	97	0.003
12:00 - 13:00	18	97	0.006	18	97	0.006	18	97	0.012
13:00 - 14:00	18	97	0.002	18	97	0.005	18	97	0.007
14:00 - 15:00	18	97	0.001	18	97	0.001	18	97	0.002
15:00 - 16:00	18	97	0.001	18	97	0.001	18	97	0.002
16:00 - 17:00	18	97	0.002	18	97	0.001	18	97	0.003
17:00 - 18:00	18	97	0.001	18	97	0.001	18	97	0.002
18:00 - 19:00	18	97	0.000	18	97	0.001	18	97	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.035			0.066

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

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

Parameter summary

Trip rate parameter range selected:	10 - 237 (units:)
Survey date date range:	01/01/05 - 07/10/13
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	97	0.000	18	97	0.000	18	97	0.000
08:00 - 09:00	18	97	0.001	18	97	0.001	18	97	0.002
09:00 - 10:00	18	97	0.001	18	97	0.001	18	97	0.002
10:00 - 11:00	18	97	0.001	18	97	0.001	18	97	0.002
11:00 - 12:00	18	97	0.000	18	97	0.000	18	97	0.000
12:00 - 13:00	18	97	0.000	18	97	0.000	18	97	0.000
13:00 - 14:00	18	97	0.000	18	97	0.000	18	97	0.000
14:00 - 15:00	18	97	0.000	18	97	0.000	18	97	0.000
15:00 - 16:00	18	97	0.001	18	97	0.001	18	97	0.002
16:00 - 17:00	18	97	0.001	18	97	0.001	18	97	0.002
17:00 - 18:00	18	97	0.000	18	97	0.000	18	97	0.000
18:00 - 19:00	18	97	0.000	18	97	0.000	18	97	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

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

Parameter summary

Trip rate parameter range selected:	10 - 237 (units:)
Survey date date range:	01/01/05 - 07/10/13
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
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	18	97	0.006	18	97	0.011	18	97	0.017
08:00 - 09:00	18	97	0.005	18	97	0.012	18	97	0.017
09:00 - 10:00	18	97	0.005	18	97	0.003	18	97	0.008
10:00 - 11:00	18	97	0.002	18	97	0.005	18	97	0.007
11:00 - 12:00	18	97	0.005	18	97	0.003	18	97	0.008
12:00 - 13:00	18	97	0.007	18	97	0.005	18	97	0.012
13:00 - 14:00	18	97	0.004	18	97	0.005	18	97	0.009
14:00 - 15:00	18	97	0.002	18	97	0.003	18	97	0.005
15:00 - 16:00	18	97	0.017	18	97	0.013	18	97	0.030
16:00 - 17:00	18	97	0.015	18	97	0.013	18	97	0.028
17:00 - 18:00	18	97	0.018	18	97	0.014	18	97	0.032
18:00 - 19:00	18	97	0.017	18	97	0.011	18	97	0.028
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.103			0.098			0.201

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

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

Parameter summary

Trip rate parameter range selected:	10 - 237 (units:)
Survey date date range:	01/01/05 - 07/10/13
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
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	18	97	0.095	18	97	0.369	18	97	0.464
08:00 - 09:00	18	97	0.201	18	97	0.682	18	97	0.883
09:00 - 10:00	18	97	0.222	18	97	0.296	18	97	0.518
10:00 - 11:00	18	97	0.194	18	97	0.253	18	97	0.447
11:00 - 12:00	18	97	0.254	18	97	0.234	18	97	0.488
12:00 - 13:00	18	97	0.254	18	97	0.230	18	97	0.484
13:00 - 14:00	18	97	0.231	18	97	0.216	18	97	0.447
14:00 - 15:00	18	97	0.272	18	97	0.231	18	97	0.503
15:00 - 16:00	18	97	0.534	18	97	0.328	18	97	0.862
16:00 - 17:00	18	97	0.471	18	97	0.290	18	97	0.761
17:00 - 18:00	18	97	0.552	18	97	0.298	18	97	0.850
18:00 - 19:00	18	97	0.382	18	97	0.300	18	97	0.682
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.662			3.727			7.389

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

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

Parameter summary

Trip rate parameter range selected:	10 - 237 (units:)
Survey date date range:	01/01/05 - 07/10/13
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
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	18	97	0.031	18	97	0.055	18	97	0.086
08:00 - 09:00	18	97	0.052	18	97	0.200	18	97	0.252
09:00 - 10:00	18	97	0.047	18	97	0.059	18	97	0.106
10:00 - 11:00	18	97	0.033	18	97	0.041	18	97	0.074
11:00 - 12:00	18	97	0.041	18	97	0.045	18	97	0.086
12:00 - 13:00	18	97	0.034	18	97	0.029	18	97	0.063
13:00 - 14:00	18	97	0.035	18	97	0.029	18	97	0.064
14:00 - 15:00	18	97	0.045	18	97	0.045	18	97	0.090
15:00 - 16:00	18	97	0.197	18	97	0.071	18	97	0.268
16:00 - 17:00	18	97	0.080	18	97	0.056	18	97	0.136
17:00 - 18:00	18	97	0.067	18	97	0.049	18	97	0.116
18:00 - 19:00	18	97	0.072	18	97	0.059	18	97	0.131
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.734			0.738			1.472

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

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

Parameter summary

Trip rate parameter range selected:	10 - 237 (units:)
Survey date date range:	01/01/05 - 07/10/13
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
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	18	97	0.001	18	97	0.015	18	97	0.016
08:00 - 09:00	18	97	0.004	18	97	0.016	18	97	0.020
09:00 - 10:00	18	97	0.005	18	97	0.007	18	97	0.012
10:00 - 11:00	18	97	0.003	18	97	0.007	18	97	0.010
11:00 - 12:00	18	97	0.005	18	97	0.006	18	97	0.011
12:00 - 13:00	18	97	0.007	18	97	0.007	18	97	0.014
13:00 - 14:00	18	97	0.005	18	97	0.002	18	97	0.007
14:00 - 15:00	18	97	0.006	18	97	0.001	18	97	0.007
15:00 - 16:00	18	97	0.010	18	97	0.006	18	97	0.016
16:00 - 17:00	18	97	0.020	18	97	0.004	18	97	0.024
17:00 - 18:00	18	97	0.014	18	97	0.006	18	97	0.020
18:00 - 19:00	18	97	0.006	18	97	0.001	18	97	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.078			0.164

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

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

Parameter summary

Trip rate parameter range selected:	10 - 237 (units:)
Survey date date range:	01/01/05 - 07/10/13
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
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	18	97	0.133	18	97	0.449	18	97	0.582
08:00 - 09:00	18	97	0.262	18	97	0.910	18	97	1.172
09:00 - 10:00	18	97	0.279	18	97	0.366	18	97	0.645
10:00 - 11:00	18	97	0.231	18	97	0.306	18	97	0.537
11:00 - 12:00	18	97	0.305	18	97	0.288	18	97	0.593
12:00 - 13:00	18	97	0.302	18	97	0.270	18	97	0.572
13:00 - 14:00	18	97	0.276	18	97	0.251	18	97	0.527
14:00 - 15:00	18	97	0.324	18	97	0.280	18	97	0.604
15:00 - 16:00	18	97	0.759	18	97	0.418	18	97	1.177
16:00 - 17:00	18	97	0.586	18	97	0.363	18	97	0.949
17:00 - 18:00	18	97	0.651	18	97	0.368	18	97	1.019
18:00 - 19:00	18	97	0.476	18	97	0.371	18	97	0.847
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.584			4.640			9.224

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

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

Parameter summary

Trip rate parameter range selected:	10 - 237 (units:)
Survey date date range:	01/01/05 - 07/10/13
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	KC	KENT	3 days
	SC	SURREY	2 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	2 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 2000 to 39230 (units: sqm)
Range Selected by User: 186 to 70291 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 24/09/13

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

Selected survey days:

Monday	3 days
Tuesday	5 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	11

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	5
Residential Zone	1
No Sub Category	2

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

Filtering Stage 3 selection:

Use Class:

B1	11 days

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

Population within 1 mile:

Not Known	1 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days

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

Population within 5 miles:

Not Known	1 days
25,001 to 50,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	7 days
No	4 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 CW-02-A-03 COUNCIL OFFICES CORNWALL
A390 TREYEW ROAD

TRURO
Edge of Town
No Sub Category
Total Gross floor area: 30000 sqm
Survey date: THURSDAY 07/06/07 Survey Type: MANUAL

2 DH-02-A-02 CONSTRUCTION COMPANY DURHAM
DURHAM ROAD
BOWBURN
NEAR DURHAM
Edge of Town
Industrial Zone
Total Gross floor area: 2000 sqm
Survey date: TUESDAY 27/11/12 Survey Type: MANUAL

3 HC-02-A-11 DIY CO. HQ HAMPSHIRE
CHESTNUT AVENUE

CHANDLER'S FORD
Edge of Town
Commercial Zone
Total Gross floor area: 26100 sqm
Survey date: MONDAY 17/10/11 Survey Type: MANUAL

4 KC-02-A-06 LAND REGISTRY KENT
FOREST ROAD
CAMDEN PARK
TUNBRIDGE WELLS
Edge of Town
Residential Zone
Total Gross floor area: 5677 sqm
Survey date: TUESDAY 01/12/09 Survey Type: MANUAL

5 KC-02-A-07 KCC HIGHWAYS REG. KENT
KAVELIN WAY
HENWOOD IND. ESTATE
ASHFORD
Edge of Town
Commercial Zone
Total Gross floor area: 2525 sqm
Survey date: MONDAY 05/12/11 Survey Type: MANUAL

6 KC-02-A-08 KCC HIGHWAYS REG. OFFICE KENT
ST MICHAEL'S CLOSE
CLAY WOOD
AYLESFORD
Edge of Town
Industrial Zone
Total Gross floor area: 3168 sqm
Survey date: MONDAY 28/11/11 Survey Type: MANUAL

7 LC-02-A-07 COUNCIL OFFICES LANCASHIRE
SOUTH PROMENADE
SAINT ANNES
BLACKPOOL
Edge of Town
No Sub Category
Total Gross floor area: 6678 sqm
Survey date: FRIDAY 13/05/05 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 SC-02-A-14 UNILEVER SURREY
SPRINGFIELD DRIVE

LEATHERHEAD
Edge of Town
Commercial Zone
Total Gross floor area: 19974 sqm
Survey date: TUESDAY 10/03/09 Survey Type: MANUAL

9 SC-02-A-16 BANK OF AMERICA SURREY
STANHOPE ROAD

CAMBERLEY
Edge of Town
Commercial Zone
Total Gross floor area: 39230 sqm
Survey date: TUESDAY 10/05/11 Survey Type: MANUAL

10 TW-02-A-03 DEVELOPMENT AGENCY TYNE & WEAR
KINGFISHER BOULEVARD
LEMINGTON
NEWCASTLE UPON TYNE
Edge of Town
Commercial Zone
Total Gross floor area: 6480 sqm
Survey date: THURSDAY 11/12/08 Survey Type: MANUAL

11 TW-02-A-04 HOUSING CO. TYNE & WEAR
EARLSWAY
TEAM VALLEY TRAD. EST.
GATESHEAD
Edge of Town
Industrial Zone
Total Gross floor area: 2500 sqm
Survey date: TUESDAY 29/09/09 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	19974	0.020	1	19974	0.010	1	19974	0.030
06:00 - 07:00	1	19974	0.175	1	19974	0.030	1	19974	0.205
07:00 - 08:00	11	13121	0.501	11	13121	0.060	11	13121	0.561
08:00 - 09:00	11	13121	1.398	11	13121	0.132	11	13121	1.530
09:00 - 10:00	11	13121	0.599	11	13121	0.155	11	13121	0.754
10:00 - 11:00	11	13121	0.239	11	13121	0.139	11	13121	0.378
11:00 - 12:00	11	13121	0.156	11	13121	0.145	11	13121	0.301
12:00 - 13:00	11	13121	0.201	11	13121	0.296	11	13121	0.497
13:00 - 14:00	11	13121	0.277	11	13121	0.212	11	13121	0.489
14:00 - 15:00	11	13121	0.199	11	13121	0.180	11	13121	0.379
15:00 - 16:00	11	13121	0.143	11	13121	0.278	11	13121	0.421
16:00 - 17:00	11	13121	0.121	11	13121	0.738	11	13121	0.859
17:00 - 18:00	11	13121	0.071	11	13121	1.149	11	13121	1.220
18:00 - 19:00	11	13121	0.049	11	13121	0.426	11	13121	0.475
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.149			3.950			8.099

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

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

Parameter summary

Trip rate parameter range selected:	2000 - 39230 (units: sqm)
Survey date date range:	01/01/05 - 24/09/13
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.005	1	19974	0.005	1	19974	0.010
07:00 - 08:00	11	13121	0.002	11	13121	0.003	11	13121	0.005
08:00 - 09:00	11	13121	0.004	11	13121	0.004	11	13121	0.008
09:00 - 10:00	11	13121	0.004	11	13121	0.006	11	13121	0.010
10:00 - 11:00	11	13121	0.003	11	13121	0.002	11	13121	0.005
11:00 - 12:00	11	13121	0.006	11	13121	0.007	11	13121	0.013
12:00 - 13:00	11	13121	0.006	11	13121	0.004	11	13121	0.010
13:00 - 14:00	11	13121	0.002	11	13121	0.003	11	13121	0.005
14:00 - 15:00	11	13121	0.003	11	13121	0.003	11	13121	0.006
15:00 - 16:00	11	13121	0.005	11	13121	0.005	11	13121	0.010
16:00 - 17:00	11	13121	0.005	11	13121	0.003	11	13121	0.008
17:00 - 18:00	11	13121	0.000	11	13121	0.002	11	13121	0.002
18:00 - 19:00	11	13121	0.001	11	13121	0.001	11	13121	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.048			0.094

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

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

Parameter summary

Trip rate parameter range selected:	2000 - 39230 (units: sqm)
Survey date date range:	01/01/05 - 24/09/13
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.010	1	19974	0.010	1	19974	0.020
07:00 - 08:00	11	13121	0.003	11	13121	0.003	11	13121	0.006
08:00 - 09:00	11	13121	0.006	11	13121	0.006	11	13121	0.012
09:00 - 10:00	11	13121	0.007	11	13121	0.006	11	13121	0.013
10:00 - 11:00	11	13121	0.006	11	13121	0.006	11	13121	0.012
11:00 - 12:00	11	13121	0.004	11	13121	0.004	11	13121	0.008
12:00 - 13:00	11	13121	0.006	11	13121	0.006	11	13121	0.012
13:00 - 14:00	11	13121	0.008	11	13121	0.006	11	13121	0.014
14:00 - 15:00	11	13121	0.006	11	13121	0.006	11	13121	0.012
15:00 - 16:00	11	13121	0.007	11	13121	0.007	11	13121	0.014
16:00 - 17:00	11	13121	0.005	11	13121	0.007	11	13121	0.012
17:00 - 18:00	11	13121	0.006	11	13121	0.004	11	13121	0.010
18:00 - 19:00	11	13121	0.003	11	13121	0.005	11	13121	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.076			0.153

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

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

Parameter summary

Trip rate parameter range selected:	2000 - 39230 (units: sqm)
Survey date date range:	01/01/05 - 24/09/13
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.005	1	19974	0.000	1	19974	0.005
07:00 - 08:00	11	13121	0.015	11	13121	0.001	11	13121	0.016
08:00 - 09:00	11	13121	0.028	11	13121	0.001	11	13121	0.029
09:00 - 10:00	11	13121	0.003	11	13121	0.000	11	13121	0.003
10:00 - 11:00	11	13121	0.000	11	13121	0.000	11	13121	0.000
11:00 - 12:00	11	13121	0.000	11	13121	0.001	11	13121	0.001
12:00 - 13:00	11	13121	0.001	11	13121	0.002	11	13121	0.003
13:00 - 14:00	11	13121	0.003	11	13121	0.000	11	13121	0.003
14:00 - 15:00	11	13121	0.000	11	13121	0.001	11	13121	0.001
15:00 - 16:00	11	13121	0.001	11	13121	0.003	11	13121	0.004
16:00 - 17:00	11	13121	0.003	11	13121	0.010	11	13121	0.013
17:00 - 18:00	11	13121	0.000	11	13121	0.031	11	13121	0.031
18:00 - 19:00	11	13121	0.000	11	13121	0.006	11	13121	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.059			0.056			0.115

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

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

Parameter summary

Trip rate parameter range selected:	2000 - 39230 (units: sqm)
Survey date date range:	01/01/05 - 24/09/13
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	19974	0.035	1	19974	0.015	1	19974	0.050
06:00 - 07:00	1	19974	0.200	1	19974	0.030	1	19974	0.230
07:00 - 08:00	11	13121	0.530	11	13121	0.053	11	13121	0.583
08:00 - 09:00	11	13121	1.528	11	13121	0.121	11	13121	1.649
09:00 - 10:00	11	13121	0.653	11	13121	0.167	11	13121	0.820
10:00 - 11:00	11	13121	0.270	11	13121	0.157	11	13121	0.427
11:00 - 12:00	11	13121	0.183	11	13121	0.168	11	13121	0.351
12:00 - 13:00	11	13121	0.239	11	13121	0.350	11	13121	0.589
13:00 - 14:00	11	13121	0.330	11	13121	0.238	11	13121	0.568
14:00 - 15:00	11	13121	0.241	11	13121	0.202	11	13121	0.443
15:00 - 16:00	11	13121	0.159	11	13121	0.310	11	13121	0.469
16:00 - 17:00	11	13121	0.138	11	13121	0.814	11	13121	0.952
17:00 - 18:00	11	13121	0.072	11	13121	1.264	11	13121	1.336
18:00 - 19:00	11	13121	0.049	11	13121	0.463	11	13121	0.512
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.627			4.352			8.979

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

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

Parameter summary

Trip rate parameter range selected:	2000 - 39230 (units: sqm)
Survey date date range:	01/01/05 - 24/09/13
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.020	1	19974	0.000	1	19974	0.020
07:00 - 08:00	11	13121	0.018	11	13121	0.004	11	13121	0.022
08:00 - 09:00	11	13121	0.079	11	13121	0.012	11	13121	0.091
09:00 - 10:00	11	13121	0.046	11	13121	0.026	11	13121	0.072
10:00 - 11:00	11	13121	0.030	11	13121	0.030	11	13121	0.060
11:00 - 12:00	11	13121	0.033	11	13121	0.060	11	13121	0.093
12:00 - 13:00	11	13121	0.254	11	13121	0.310	11	13121	0.564
13:00 - 14:00	11	13121	0.238	11	13121	0.146	11	13121	0.384
14:00 - 15:00	11	13121	0.076	11	13121	0.060	11	13121	0.136
15:00 - 16:00	11	13121	0.024	11	13121	0.037	11	13121	0.061
16:00 - 17:00	11	13121	0.032	11	13121	0.068	11	13121	0.100
17:00 - 18:00	11	13121	0.008	11	13121	0.067	11	13121	0.075
18:00 - 19:00	11	13121	0.003	11	13121	0.015	11	13121	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.861			0.835			1.696

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

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

Parameter summary

Trip rate parameter range selected:	2000 - 39230 (units: sqm)
Survey date date range:	01/01/05 - 24/09/13
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.000	1	19974	0.000	1	19974	0.000
07:00 - 08:00	11	13121	0.010	11	13121	0.000	11	13121	0.010
08:00 - 09:00	11	13121	0.053	11	13121	0.000	11	13121	0.053
09:00 - 10:00	11	13121	0.030	11	13121	0.001	11	13121	0.031
10:00 - 11:00	11	13121	0.006	11	13121	0.000	11	13121	0.006
11:00 - 12:00	11	13121	0.002	11	13121	0.006	11	13121	0.008
12:00 - 13:00	11	13121	0.003	11	13121	0.004	11	13121	0.007
13:00 - 14:00	11	13121	0.008	11	13121	0.003	11	13121	0.011
14:00 - 15:00	11	13121	0.001	11	13121	0.006	11	13121	0.007
15:00 - 16:00	11	13121	0.001	11	13121	0.007	11	13121	0.008
16:00 - 17:00	11	13121	0.000	11	13121	0.025	11	13121	0.025
17:00 - 18:00	11	13121	0.000	11	13121	0.050	11	13121	0.050
18:00 - 19:00	11	13121	0.000	11	13121	0.025	11	13121	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.127			0.241

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

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

Parameter summary

Trip rate parameter range selected:	2000 - 39230 (units: sqm)
Survey date date range:	01/01/05 - 24/09/13
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TRAIN PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.020	1	19974	0.000	1	19974	0.020
07:00 - 08:00	11	13121	0.024	11	13121	0.000	11	13121	0.024
08:00 - 09:00	11	13121	0.104	11	13121	0.000	11	13121	0.104
09:00 - 10:00	11	13121	0.053	11	13121	0.001	11	13121	0.054
10:00 - 11:00	11	13121	0.007	11	13121	0.000	11	13121	0.007
11:00 - 12:00	11	13121	0.006	11	13121	0.004	11	13121	0.010
12:00 - 13:00	11	13121	0.004	11	13121	0.001	11	13121	0.005
13:00 - 14:00	11	13121	0.003	11	13121	0.002	11	13121	0.005
14:00 - 15:00	11	13121	0.006	11	13121	0.006	11	13121	0.012
15:00 - 16:00	11	13121	0.000	11	13121	0.010	11	13121	0.010
16:00 - 17:00	11	13121	0.000	11	13121	0.047	11	13121	0.047
17:00 - 18:00	11	13121	0.001	11	13121	0.080	11	13121	0.081
18:00 - 19:00	11	13121	0.000	11	13121	0.042	11	13121	0.042
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.228			0.193			0.421

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

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

Parameter summary

Trip rate parameter range selected:	2000 - 39230 (units: sqm)
Survey date date range:	01/01/05 - 24/09/13
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.005	1	19974	0.005	1	19974	0.010
07:00 - 08:00	11	13121	0.000	11	13121	0.000	11	13121	0.000
08:00 - 09:00	11	13121	0.000	11	13121	0.000	11	13121	0.000
09:00 - 10:00	11	13121	0.000	11	13121	0.001	11	13121	0.001
10:00 - 11:00	11	13121	0.000	11	13121	0.000	11	13121	0.000
11:00 - 12:00	11	13121	0.001	11	13121	0.000	11	13121	0.001
12:00 - 13:00	11	13121	0.003	11	13121	0.009	11	13121	0.012
13:00 - 14:00	11	13121	0.009	11	13121	0.000	11	13121	0.009
14:00 - 15:00	11	13121	0.003	11	13121	0.001	11	13121	0.004
15:00 - 16:00	11	13121	0.012	11	13121	0.001	11	13121	0.013
16:00 - 17:00	11	13121	0.000	11	13121	0.012	11	13121	0.012
17:00 - 18:00	11	13121	0.000	11	13121	0.006	11	13121	0.006
18:00 - 19:00	11	13121	0.000	11	13121	0.001	11	13121	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.036			0.069

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

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

Parameter summary

Trip rate parameter range selected:	2000 - 39230 (units: sqm)
Survey date date range:	01/01/05 - 24/09/13
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	19974	0.000	1	19974	0.000	1	19974	0.000
06:00 - 07:00	1	19974	0.025	1	19974	0.005	1	19974	0.030
07:00 - 08:00	11	13121	0.035	11	13121	0.000	11	13121	0.035
08:00 - 09:00	11	13121	0.157	11	13121	0.000	11	13121	0.157
09:00 - 10:00	11	13121	0.083	11	13121	0.003	11	13121	0.086
10:00 - 11:00	11	13121	0.013	11	13121	0.000	11	13121	0.013
11:00 - 12:00	11	13121	0.008	11	13121	0.010	11	13121	0.018
12:00 - 13:00	11	13121	0.010	11	13121	0.014	11	13121	0.024
13:00 - 14:00	11	13121	0.019	11	13121	0.006	11	13121	0.025
14:00 - 15:00	11	13121	0.009	11	13121	0.013	11	13121	0.022
15:00 - 16:00	11	13121	0.013	11	13121	0.017	11	13121	0.030
16:00 - 17:00	11	13121	0.000	11	13121	0.085	11	13121	0.085
17:00 - 18:00	11	13121	0.001	11	13121	0.136	11	13121	0.137
18:00 - 19:00	11	13121	0.000	11	13121	0.067	11	13121	0.067
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.373			0.356			0.729

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

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

Parameter summary

Trip rate parameter range selected:	2000 - 39230 (units: sqm)
Survey date date range:	01/01/05 - 24/09/13
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	19974	0.035	1	19974	0.015	1	19974	0.050
06:00 - 07:00	1	19974	0.250	1	19974	0.035	1	19974	0.285
07:00 - 08:00	11	13121	0.597	11	13121	0.058	11	13121	0.655
08:00 - 09:00	11	13121	1.792	11	13121	0.134	11	13121	1.926
09:00 - 10:00	11	13121	0.786	11	13121	0.195	11	13121	0.981
10:00 - 11:00	11	13121	0.312	11	13121	0.186	11	13121	0.498
11:00 - 12:00	11	13121	0.224	11	13121	0.238	11	13121	0.462
12:00 - 13:00	11	13121	0.503	11	13121	0.676	11	13121	1.179
13:00 - 14:00	11	13121	0.590	11	13121	0.390	11	13121	0.980
14:00 - 15:00	11	13121	0.326	11	13121	0.276	11	13121	0.602
15:00 - 16:00	11	13121	0.197	11	13121	0.368	11	13121	0.565
16:00 - 17:00	11	13121	0.173	11	13121	0.977	11	13121	1.150
17:00 - 18:00	11	13121	0.080	11	13121	1.499	11	13121	1.579
18:00 - 19:00	11	13121	0.053	11	13121	0.551	11	13121	0.604
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.918			5.598			11.516

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

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

Parameter summary

Trip rate parameter range selected:	2000 - 39230 (units: sqm)
Survey date date range:	01/01/05 - 24/09/13
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : B - BUSINESS PARK
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NO	NORTH LINCOLNSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 1574 to 77513 (units: sqm)
Range Selected by User: 975 to 118448 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 27/11/12

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days
Thursday	3 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	8

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	1
Residential Zone	2
Retail Zone	1
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
B1	7 days

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

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	7 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	LN-02-B-01 BISHOPS ROAD LINCOLN Edge of Town Industrial Zone Total Gross floor area: Survey date: TUESDAY	BUSINESS PARK	4460 sqm 17/05/05	LINCOLNSHIRE Survey Type: MANUAL
2	NF-02-B-02 WHITING ROAD LONG JOHN'S HILL NORWICH Edge of Town Retail Zone Total Gross floor area: Survey date: THURSDAY	BUSINESS PARK	7400 sqm 17/05/07	NORFOLK Survey Type: MANUAL
3	NO-02-B-02 DONCASTER ROAD SCUNTHORPE Edge of Town Residential Zone Total Gross floor area: Survey date: THURSDAY	BUSINESS PARK	1574 sqm 22/09/05	NORTH LINCOLNSHIRE Survey Type: MANUAL
4	SF-02-B-01 KEMPSON WAY BURY ST EDMUNDS Edge of Town Industrial Zone Total Gross floor area: Survey date: WEDNESDAY	BUSINESS PK	2480 sqm 10/05/06	SUFFOLK Survey Type: MANUAL
5	SH-02-B-01 WELSHPOOL ROAD SHREWSBURY Edge of Town Commercial Zone Total Gross floor area: Survey date: TUESDAY	BUSINESS PARK	17197 sqm 14/06/05	SHROPSHIRE Survey Type: MANUAL
6	TW-02-B-03 CITY WAY EAST HERRINGTON SUNDERLAND Edge of Town No Sub Category Total Gross floor area: Survey date: THURSDAY	BUSINESS PARK	77513 sqm 09/10/08	TYNE & WEAR Survey Type: MANUAL
7	WL-02-B-01 HIGH STREET COPED HALL WOOTTON BASSETT Edge of Town Residential Zone Total Gross floor area: Survey date: MONDAY	BUSINESS PK	2600 sqm 02/10/06	WILTSHIRE Survey Type: MANUAL
8	WO-02-B-01 BURNT MEADOW ROAD MOORS MOAT NTH IND. EST REDDITCH Edge of Town Industrial Zone Total Gross floor area: Survey date: TUESDAY	BUSINESS PARK	3525 sqm 02/05/06	WORCESTERSHIRE Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	14594	0.833	8	14594	0.178	8	14594	1.011
08:00 - 09:00	8	14594	1.863	8	14594	0.326	8	14594	2.189
09:00 - 10:00	8	14594	0.896	8	14594	0.271	8	14594	1.167
10:00 - 11:00	8	14594	0.309	8	14594	0.270	8	14594	0.579
11:00 - 12:00	8	14594	0.394	8	14594	0.347	8	14594	0.741
12:00 - 13:00	8	14594	0.424	8	14594	0.564	8	14594	0.988
13:00 - 14:00	8	14594	0.586	8	14594	0.552	8	14594	1.138
14:00 - 15:00	8	14594	0.313	8	14594	0.415	8	14594	0.728
15:00 - 16:00	8	14594	0.380	8	14594	0.547	8	14594	0.927
16:00 - 17:00	8	14594	0.416	8	14594	1.157	8	14594	1.573
17:00 - 18:00	8	14594	0.280	8	14594	1.645	8	14594	1.925
18:00 - 19:00	8	14594	0.096	8	14594	0.434	8	14594	0.530
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.790			6.706			13.496

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

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

Parameter summary

Trip rate parameter range selected:	1574 - 77513 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	14594	0.003	8	14594	0.011	8	14594	0.014
08:00 - 09:00	8	14594	0.023	8	14594	0.013	8	14594	0.036
09:00 - 10:00	8	14594	0.014	8	14594	0.015	8	14594	0.029
10:00 - 11:00	8	14594	0.015	8	14594	0.017	8	14594	0.032
11:00 - 12:00	8	14594	0.018	8	14594	0.016	8	14594	0.034
12:00 - 13:00	8	14594	0.007	8	14594	0.014	8	14594	0.021
13:00 - 14:00	8	14594	0.009	8	14594	0.010	8	14594	0.019
14:00 - 15:00	8	14594	0.011	8	14594	0.008	8	14594	0.019
15:00 - 16:00	8	14594	0.011	8	14594	0.004	8	14594	0.015
16:00 - 17:00	8	14594	0.009	8	14594	0.009	8	14594	0.018
17:00 - 18:00	8	14594	0.009	8	14594	0.007	8	14594	0.016
18:00 - 19:00	8	14594	0.000	8	14594	0.003	8	14594	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.129			0.127			0.256

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

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

Parameter summary

Trip rate parameter range selected:	1574 - 77513 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	14594	0.005	8	14594	0.006	8	14594	0.011
08:00 - 09:00	8	14594	0.009	8	14594	0.008	8	14594	0.017
09:00 - 10:00	8	14594	0.006	8	14594	0.008	8	14594	0.014
10:00 - 11:00	8	14594	0.003	8	14594	0.003	8	14594	0.006
11:00 - 12:00	8	14594	0.003	8	14594	0.002	8	14594	0.005
12:00 - 13:00	8	14594	0.004	8	14594	0.003	8	14594	0.007
13:00 - 14:00	8	14594	0.005	8	14594	0.005	8	14594	0.010
14:00 - 15:00	8	14594	0.003	8	14594	0.003	8	14594	0.006
15:00 - 16:00	8	14594	0.003	8	14594	0.002	8	14594	0.005
16:00 - 17:00	8	14594	0.006	8	14594	0.008	8	14594	0.014
17:00 - 18:00	8	14594	0.007	8	14594	0.009	8	14594	0.016
18:00 - 19:00	8	14594	0.008	8	14594	0.006	8	14594	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.063			0.125

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

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

Parameter summary

Trip rate parameter range selected:	1574 - 77513 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	14594	0.010	8	14594	0.003	8	14594	0.013
08:00 - 09:00	8	14594	0.027	8	14594	0.000	8	14594	0.027
09:00 - 10:00	8	14594	0.012	8	14594	0.000	8	14594	0.012
10:00 - 11:00	8	14594	0.002	8	14594	0.001	8	14594	0.003
11:00 - 12:00	8	14594	0.003	8	14594	0.002	8	14594	0.005
12:00 - 13:00	8	14594	0.004	8	14594	0.003	8	14594	0.007
13:00 - 14:00	8	14594	0.003	8	14594	0.005	8	14594	0.008
14:00 - 15:00	8	14594	0.000	8	14594	0.003	8	14594	0.003
15:00 - 16:00	8	14594	0.000	8	14594	0.003	8	14594	0.003
16:00 - 17:00	8	14594	0.003	8	14594	0.019	8	14594	0.022
17:00 - 18:00	8	14594	0.003	8	14594	0.025	8	14594	0.028
18:00 - 19:00	8	14594	0.002	8	14594	0.003	8	14594	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.067			0.136

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

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Parameter summary

Trip rate parameter range selected:	1574 - 77513 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	14594	1.022	8	14594	0.192	8	14594	1.214
08:00 - 09:00	8	14594	2.209	8	14594	0.352	8	14594	2.561
09:00 - 10:00	8	14594	1.013	8	14594	0.297	8	14594	1.310
10:00 - 11:00	8	14594	0.367	8	14594	0.297	8	14594	0.664
11:00 - 12:00	8	14594	0.492	8	14594	0.390	8	14594	0.882
12:00 - 13:00	8	14594	0.518	8	14594	0.697	8	14594	1.215
13:00 - 14:00	8	14594	0.709	8	14594	0.670	8	14594	1.379
14:00 - 15:00	8	14594	0.372	8	14594	0.500	8	14594	0.872
15:00 - 16:00	8	14594	0.418	8	14594	0.682	8	14594	1.100
16:00 - 17:00	8	14594	0.451	8	14594	1.398	8	14594	1.849
17:00 - 18:00	8	14594	0.301	8	14594	1.920	8	14594	2.221
18:00 - 19:00	8	14594	0.106	8	14594	0.527	8	14594	0.633
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.978			7.922			15.900

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

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

Parameter summary

Trip rate parameter range selected:	1574 - 77513 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	14594	0.021	8	14594	0.012	8	14594	0.033
08:00 - 09:00	8	14594	0.121	8	14594	0.034	8	14594	0.155
09:00 - 10:00	8	14594	0.057	8	14594	0.020	8	14594	0.077
10:00 - 11:00	8	14594	0.026	8	14594	0.011	8	14594	0.037
11:00 - 12:00	8	14594	0.059	8	14594	0.016	8	14594	0.075
12:00 - 13:00	8	14594	0.081	8	14594	0.062	8	14594	0.143
13:00 - 14:00	8	14594	0.080	8	14594	0.075	8	14594	0.155
14:00 - 15:00	8	14594	0.027	8	14594	0.027	8	14594	0.054
15:00 - 16:00	8	14594	0.012	8	14594	0.033	8	14594	0.045
16:00 - 17:00	8	14594	0.010	8	14594	0.097	8	14594	0.107
17:00 - 18:00	8	14594	0.020	8	14594	0.101	8	14594	0.121
18:00 - 19:00	8	14594	0.008	8	14594	0.015	8	14594	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.522			0.503			1.025

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

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

Parameter summary

Trip rate parameter range selected:	1574 - 77513 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	14594	0.083	8	14594	0.008	8	14594	0.091
08:00 - 09:00	8	14594	0.135	8	14594	0.020	8	14594	0.155
09:00 - 10:00	8	14594	0.054	8	14594	0.012	8	14594	0.066
10:00 - 11:00	8	14594	0.021	8	14594	0.013	8	14594	0.034
11:00 - 12:00	8	14594	0.051	8	14594	0.040	8	14594	0.091
12:00 - 13:00	8	14594	0.021	8	14594	0.023	8	14594	0.044
13:00 - 14:00	8	14594	0.020	8	14594	0.035	8	14594	0.055
14:00 - 15:00	8	14594	0.017	8	14594	0.026	8	14594	0.043
15:00 - 16:00	8	14594	0.021	8	14594	0.039	8	14594	0.060
16:00 - 17:00	8	14594	0.031	8	14594	0.110	8	14594	0.141
17:00 - 18:00	8	14594	0.013	8	14594	0.111	8	14594	0.124
18:00 - 19:00	8	14594	0.013	8	14594	0.045	8	14594	0.058
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.480			0.482			0.962

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

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

Parameter summary

Trip rate parameter range selected:	1574 - 77513 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	14594	1.136	8	14594	0.214	8	14594	1.350
08:00 - 09:00	8	14594	2.493	8	14594	0.406	8	14594	2.899
09:00 - 10:00	8	14594	1.136	8	14594	0.329	8	14594	1.465
10:00 - 11:00	8	14594	0.415	8	14594	0.322	8	14594	0.737
11:00 - 12:00	8	14594	0.604	8	14594	0.448	8	14594	1.052
12:00 - 13:00	8	14594	0.625	8	14594	0.785	8	14594	1.410
13:00 - 14:00	8	14594	0.812	8	14594	0.785	8	14594	1.597
14:00 - 15:00	8	14594	0.415	8	14594	0.557	8	14594	0.972
15:00 - 16:00	8	14594	0.451	8	14594	0.756	8	14594	1.207
16:00 - 17:00	8	14594	0.495	8	14594	1.624	8	14594	2.119
17:00 - 18:00	8	14594	0.336	8	14594	2.158	8	14594	2.494
18:00 - 19:00	8	14594	0.128	8	14594	0.589	8	14594	0.717
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.046			8.973			18.019

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

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Parameter summary

Trip rate parameter range selected:	1574 - 77513 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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LOCALPLAN
helpingshapethedistrict

WARWICK DISTRICT COUNCIL

Publication Draft Representation Form 2014

For Official Use Only
Person ID:
Rep ID:

This consultation stage is a formal process and represents the last opportunity to comment on the Council's Local Plan and accompanying Sustainability Appraisal (SA) before it is submitted to the Secretary of State. All comments made at this stage of the process are required to follow certain guidelines as set out in the **Representation Form Guidance Notes** available separately. In particular the notes explain what is meant by legal compliance and the 'tests of soundness'.

This form has two parts:

- **Part A – Personal Details**
- **Part B – Your Representations**

If you are commenting on multiple sections of the document, you will need to complete a separate Part B of this form for each representation on each policy.

This form may be photocopied or alternatively extra forms can be obtained from the Council's offices or places where the plan has been made available (see the table below). You can also respond online using the Council's e-Consultation System, visit: **www.warwickdc.gov.uk/newlocalplan**

Please provide your contact details so that we can get in touch with you regarding your representation(s) during the examination period. Your comments (including contact details) cannot be treated as confidential because the Council is required to make them available for public inspection. If your address details change, please inform us in writing. You may withdraw your objection at any time by writing to Warwick District Council, address below.

All forms should be received by **4.45pm on Friday 27 June 2014**

To return this form, please deliver by hand or post to: **Development Policy Manager, Development Services, Warwick District Council, Riverside House, Milverton Hill, Leamington Spa, CV32 5QH**
or email: newlocalplan@warwickdc.gov.uk

Where to see copies of the Plan

Copies of the Plan are available for inspection on the Council's web site at **www.warwickdc.gov.uk/newlocalplan** and at the following locations:

Warwick District Council Offices, Riverside House, Milverton Hill, Royal Leamington Spa
Leamington Town Hall, Parade, Royal Leamington Spa
Warwickshire Direct Whitnash, Whitnash Library, Franklin Road, Whitnash
Leamington Spa Library, The Pump Rooms, Parade, Royal Leamington Spa
Warwickshire Direct Warwick, Shire Hall, Market Square, Warwick
Warwickshire Direct Kenilworth, Kenilworth Library, Smalley Place, Kenilworth
Warwickshire Direct Lillington, Lillington Library, Valley Road, Royal Leamington Spa
Brunswick Healthy Living Centre, 98-100 Shrubland Street, Royal Leamington Spa
Finham Community Library, Finham Green Rd, Finham, Coventry

Where possible, information can be made available in other formats, including large print, CD and other languages if required. To obtain one of these alternatives, please contact 01926 410410.

Part A - Personal Details

	1. Personal Details*	2. Agent's Details (if applicable)
	* If an agent is appointed, please complete only the Title, Name and Organisation boxes below but complete the full contact details of the agent in section 2.	
Title		MR
First Name	KENILWORTH	PETER
Last Name	RUGBY FOOTBALL	FRAMPTON
Job Title (where relevant)	CLUB	
Organisation (where relevant)		FRAMPTONS
Address Line 1	JERSEY FARM	ORIEL HOUSE
Address Line 2	TRUSTEES	42 NORTH BAR
Address Line 3		
Address Line 4	THE MCDAIDE	BANBURY
Postcode	TRUSTEES.	OX16 0TH
Telephone number		01295 672310
Email address		peter.frampton@framptons-planning.com

3. Notification of subsequent stages of the Local Plan

Please specify whether you wish to be notified of any of the following:

The submission of the Local Plan for independent examination	Yes ☑	No ☐
Publication of the recommendations of any person appointed to carry out an independent examination of the Local Plan	Yes ☑	No ☐
The adoption of the Local Plan.	Yes ☑	No ☐

For Official Use Only

Person ID: Rep ID:

Part B - Your Representations

Please note: this section will need to be completed for each representation you make on each separate policy.

4. To which part of the Local Plan or Sustainability Appraisal (SA) does this representation relate?

Local Plan or SA:	
Paragraph Number:	
Policy Number:	DS11 – East of Kenilworth (Thickthorn)
Policies Map Number:	

5. Do you consider the Local Plan is :

5.1 Legally Compliant?	Yes		No	
5.2 Complies with the Duty to Co-operate?	Yes		No	
5.3 Sound?	Yes	✓	No	

in the context of Policy DS11 East of Kenilworth (Thickthorn)

6. If you answered no to question 5.3, do you consider the Local Plan and/or SA unsound because it is not: (please tick that apply):

Positively Prepared:	
Justified:	
Effective:	
Consistent with National Policy:	

For Official Use Only	
Person ID:	Rep ID:

7. Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to cooperate, please also use this box to set out your comments.

Please see accompanying correspondence.

Continue on a separate sheet if necessary

8. Please set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound, having regard to the test you have identified at 7. above where this relates to soundness. (Please note that any non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why this modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Please see accompanying correspondence.

Continue on a separate sheet if necessary

Please note your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage. **After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.**

For Official Use Only	
Person ID:	Rep ID:

9. If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination?

No, I do not wish to participate at the oral examination ☐

Yes, I wish to participate at the oral examination ☑

10. If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:

Because of the strategic significance of Land East of Kenilworth to the housing strategy of the Plan.

Continue on a separate sheet if necessary

Please note: This written representation carries the same weight and will be subject to the same scrutiny as oral representations. The Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

11. Declaration

I understand that all comments submitted will be considered in line with this consultation, and that my comments will be made publicly available and may be identifiable to my name/organisation.

Signed: P.P. T. Mc

Date : 27/06/2014

Copies of all the objections and supporting representations will be made available for others to see at the Council's offices at Riverside House and online via the Council's e-consultation system. Please note that all comments on the Local Plan are in the public domain and the Council cannot accept confidential objections. The information will be held on a database and used to assist with the preparation of the new Local Plan and with consideration of planning applications in accordance with the Data Protection Act 1998.

For Official Use Only

Person ID: Rep ID:

WARWICK DISTRICT LOCAL PLAN 2014

DS11 – East of Kenilworth (Thickthorn)

Question 7.

1.1 These representations are made on behalf of the principal landowners – effectively comprising three land interests who have promoted the release of land east of Kenilworth for a sustainable urban extension of Kenilworth from the outset of the Local Plan preparation. Throughout this period the landowners have received many approaches from developers, land promoters and house builders wishing to secure an interest in the land. The landowners' intention is to achieve the formal release of the land from the Green Belt through the local plan process prior to the disposal of a land interest with an appropriate party who will secure delivery of the site through the development management process. The landowners have undertaken various planning studies during the plan-making process and held discussions with the LPA.

1.2 An initial master plan has been prepared to illustrate the broad concept of the development. A 'high level' Transport Assessment has been prepared by DTA – which accompanies these submissions.

1.3 The fact that this scale of land release on the edge of the main urban area involves more than one landowner is not an unusual situation. The three principal land interests are intent upon bringing their land forward promptly upon the allocation and the release of land from the Green Belt, being confirmed by the local plan process. Discussions have also been held with Kenilworth Wardens Cricket Club whose land has been included within the allocation. The landowners have commissioned the preparation of a more detailed master plan for the allocation. It is anticipated that this master plan will form the basis of a planning application to WDC.

Question 8.

2.1 No change