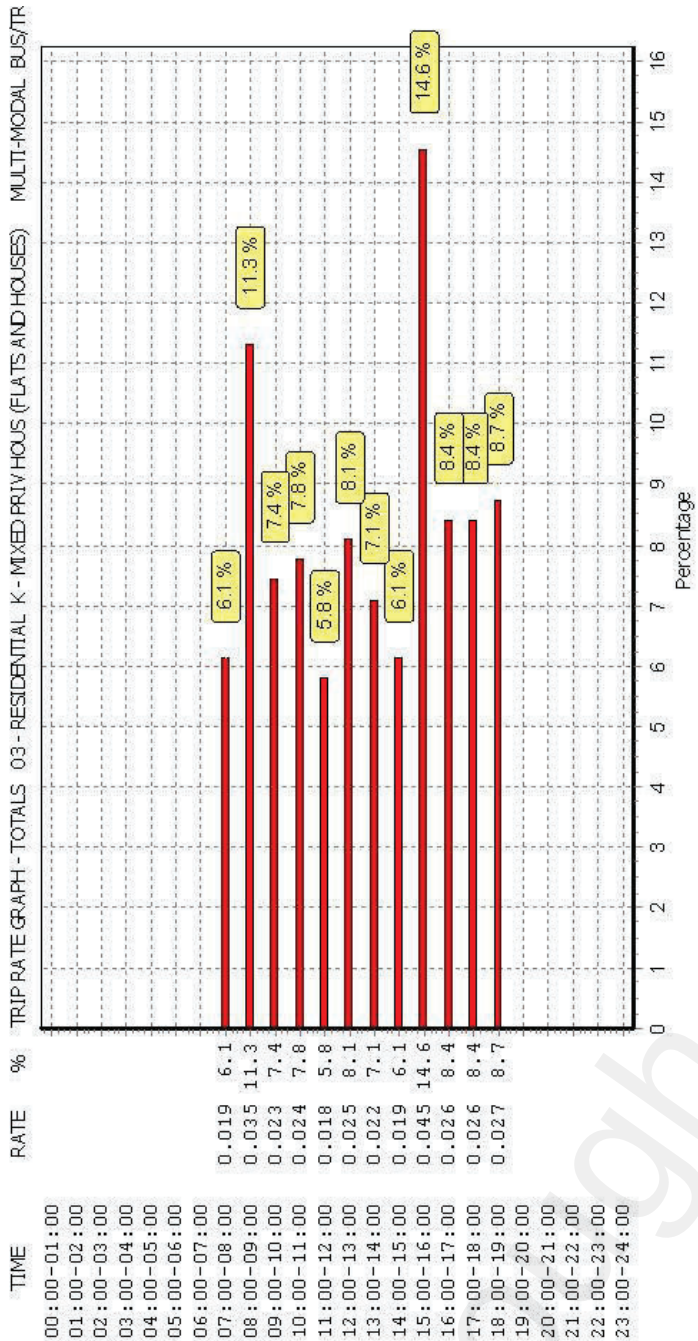
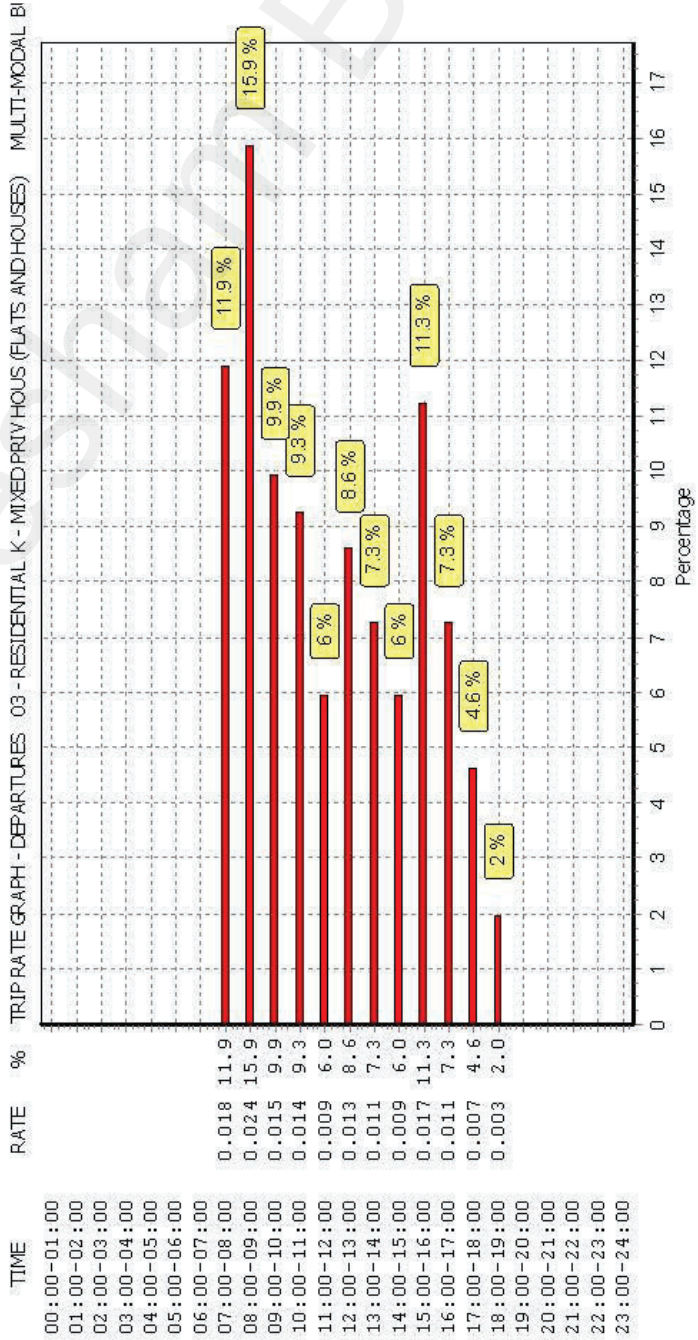




TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL RAIL PASSENGERS

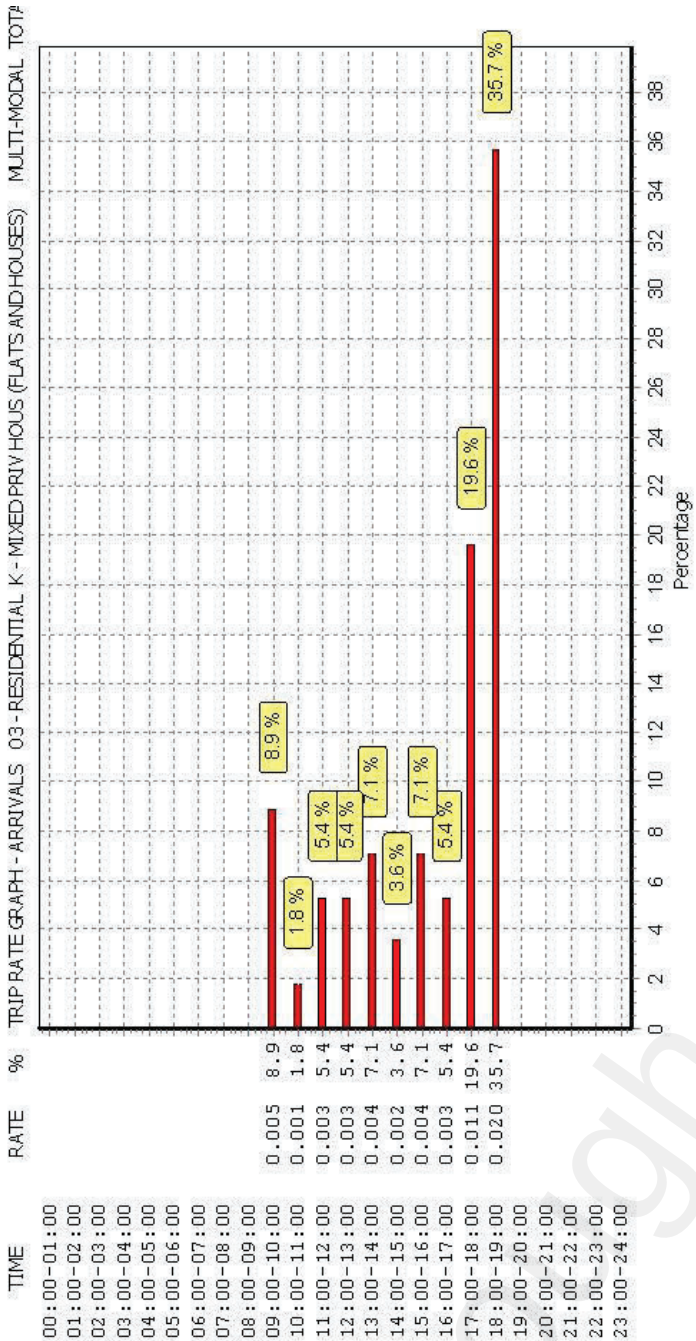
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

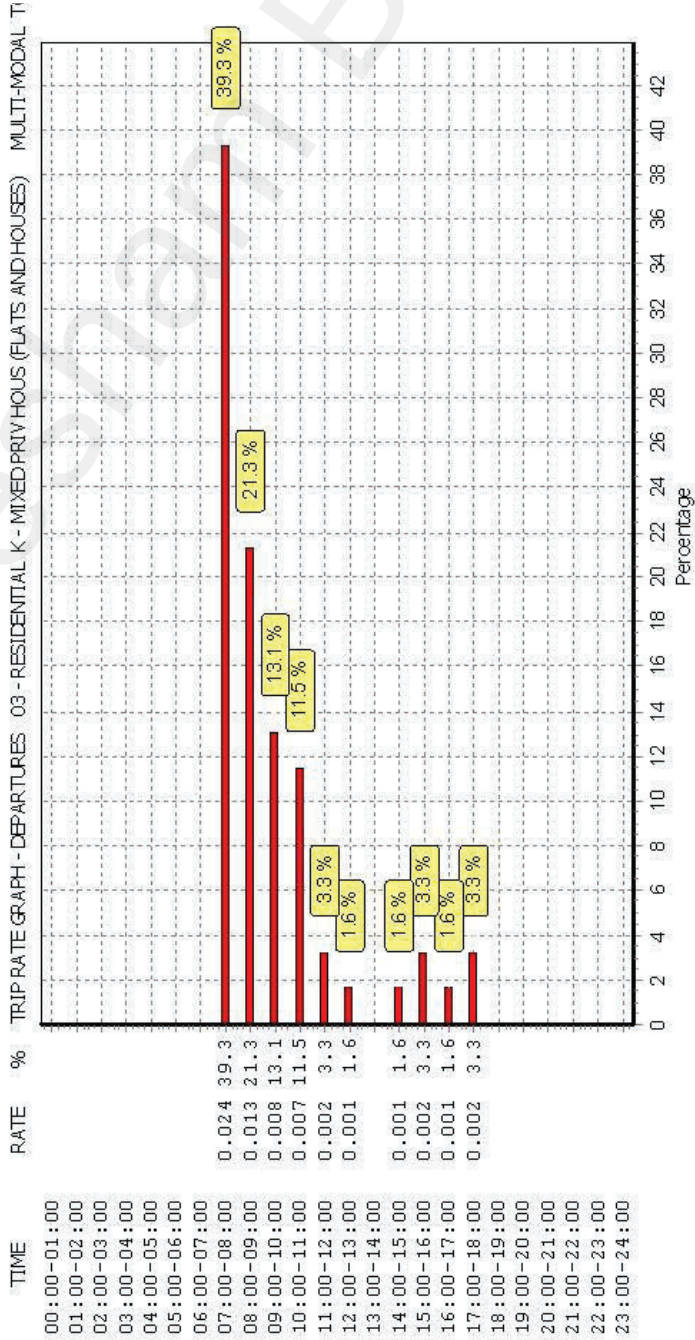
| Time Range    | ARRIVALS |             | DEPARTURES |          | TOTALS      |           |
|---------------|----------|-------------|------------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate  | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |            |          |             |           |
| 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 | 11       | 137         | 0.000      | 11       | 137         | 0.024     |
| 08:00 - 09:00 | 11       | 137         | 0.000      | 11       | 137         | 0.013     |
| 09:00 - 10:00 | 11       | 137         | 0.005      | 11       | 137         | 0.013     |
| 10:00 - 11:00 | 11       | 137         | 0.001      | 11       | 137         | 0.008     |
| 11:00 - 12:00 | 11       | 137         | 0.003      | 11       | 137         | 0.005     |
| 12:00 - 13:00 | 11       | 137         | 0.003      | 11       | 137         | 0.004     |
| 13:00 - 14:00 | 11       | 137         | 0.004      | 11       | 137         | 0.004     |
| 14:00 - 15:00 | 11       | 137         | 0.002      | 11       | 137         | 0.003     |
| 15:00 - 16:00 | 11       | 137         | 0.004      | 11       | 137         | 0.006     |
| 16:00 - 17:00 | 11       | 137         | 0.003      | 11       | 137         | 0.004     |
| 17:00 - 18:00 | 11       | 137         | 0.011      | 11       | 137         | 0.013     |
| 18:00 - 19:00 | 11       | 137         | 0.020      | 11       | 137         | 0.020     |
| 19:00 - 20:00 |          |             |            |          |             |           |
| 20:00 - 21:00 |          |             |            |          |             |           |
| 21:00 - 22:00 |          |             |            |          |             |           |
| 22:00 - 23:00 |          |             |            |          |             |           |
| 23:00 - 24:00 |          |             |            |          |             |           |
| Total Rates:  |          |             | 0.056      |          | 0.061       | 0.117     |

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.

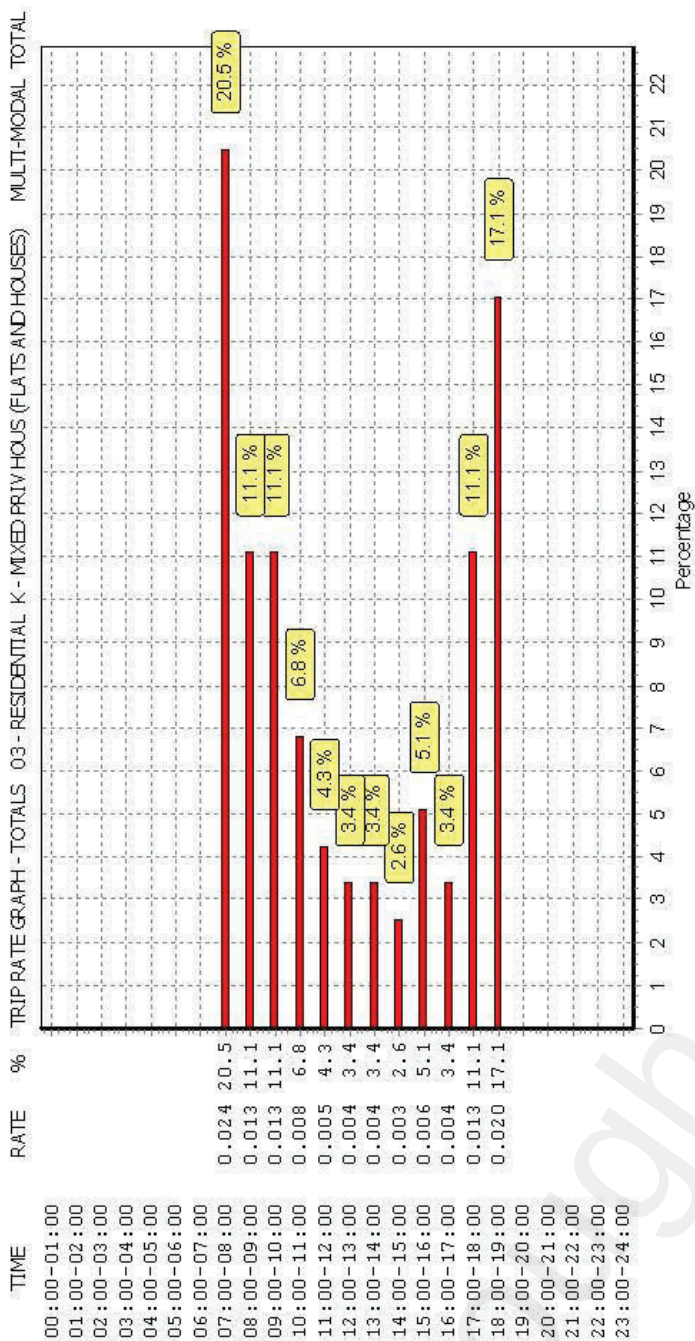
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



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



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



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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL PUBLIC TRANSPORT USERS

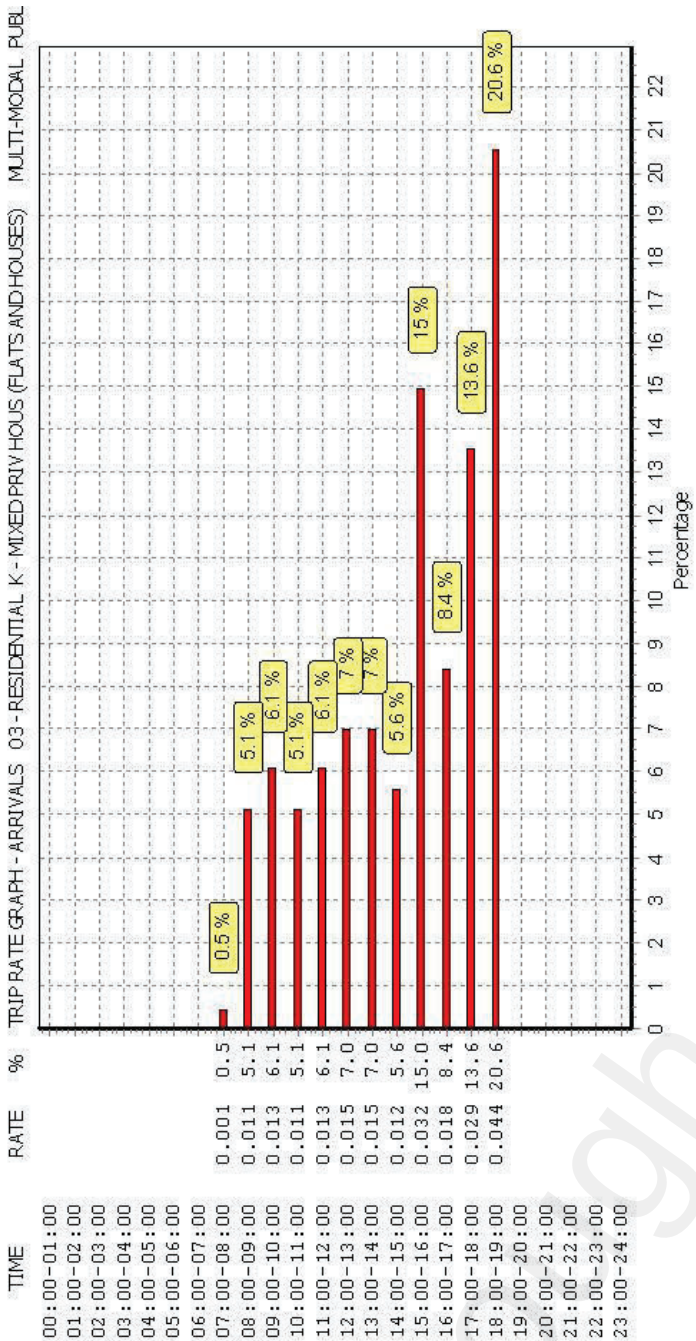
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

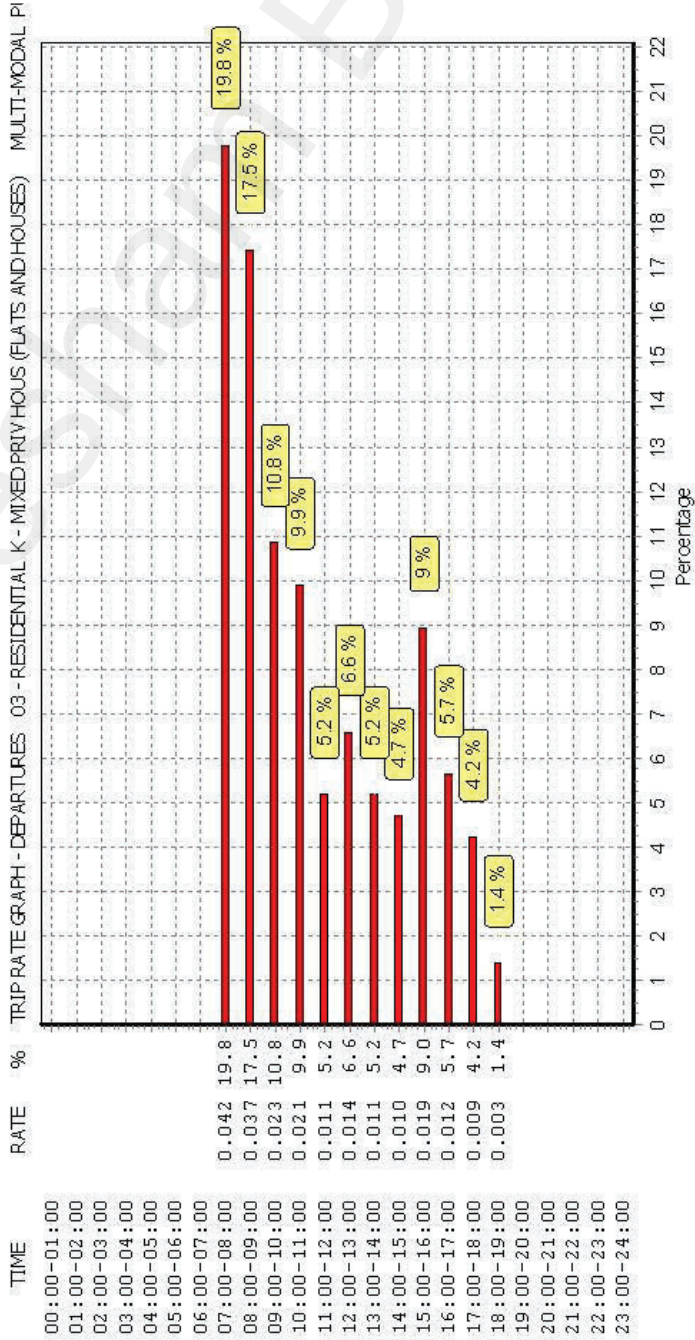
| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS |
| 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 | 11       | 137         | 0.001     | 11         | 137         | 0.042     | 11       | 137         |
| 08:00 - 09:00 | 11       | 137         | 0.011     | 11         | 137         | 0.037     | 11       | 137         |
| 09:00 - 10:00 | 11       | 137         | 0.013     | 11         | 137         | 0.023     | 11       | 137         |
| 10:00 - 11:00 | 11       | 137         | 0.011     | 11         | 137         | 0.021     | 11       | 137         |
| 11:00 - 12:00 | 11       | 137         | 0.013     | 11         | 137         | 0.011     | 11       | 137         |
| 12:00 - 13:00 | 11       | 137         | 0.015     | 11         | 137         | 0.014     | 11       | 137         |
| 13:00 - 14:00 | 11       | 137         | 0.015     | 11         | 137         | 0.011     | 11       | 137         |
| 14:00 - 15:00 | 11       | 137         | 0.012     | 11         | 137         | 0.010     | 11       | 137         |
| 15:00 - 16:00 | 11       | 137         | 0.032     | 11         | 137         | 0.019     | 11       | 137         |
| 16:00 - 17:00 | 11       | 137         | 0.018     | 11         | 137         | 0.012     | 11       | 137         |
| 17:00 - 18:00 | 11       | 137         | 0.029     | 11         | 137         | 0.009     | 11       | 137         |
| 18:00 - 19:00 | 11       | 137         | 0.044     | 11         | 137         | 0.003     | 11       | 137         |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |
| Total Rates:  |          |             | 0.214     |            |             | 0.212     |          | 0.426       |

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.

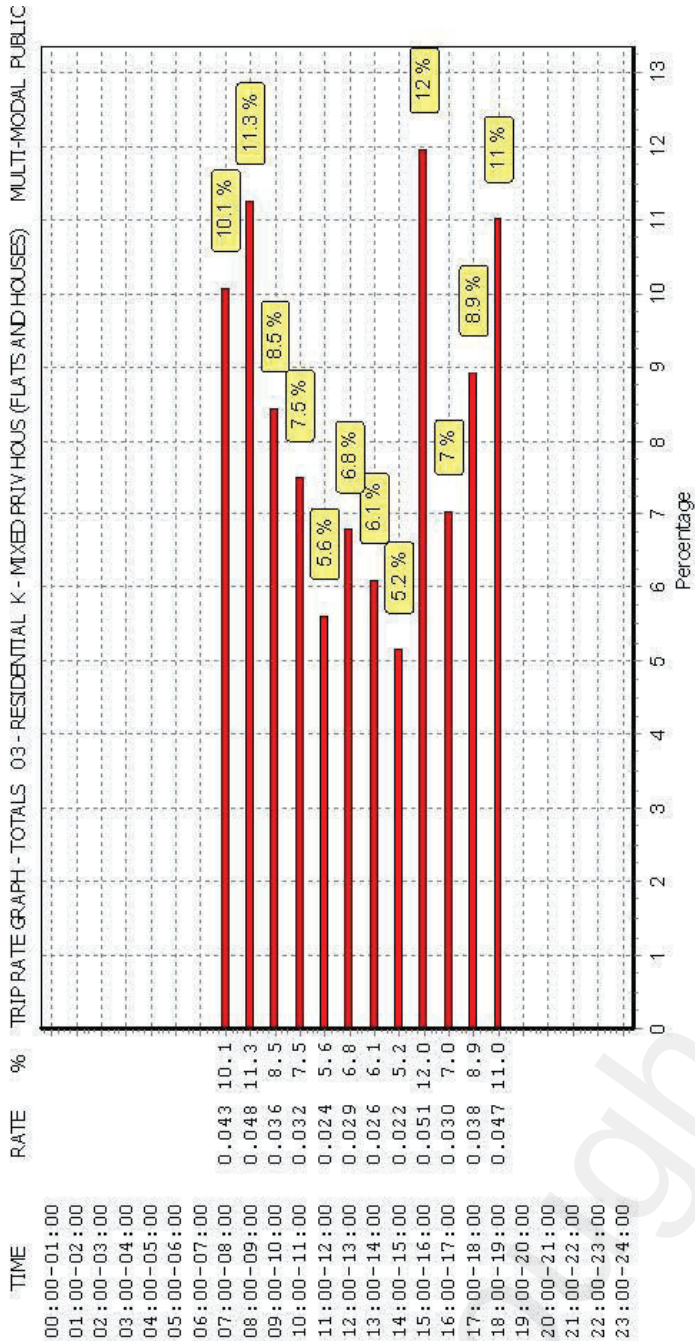
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



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



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



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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

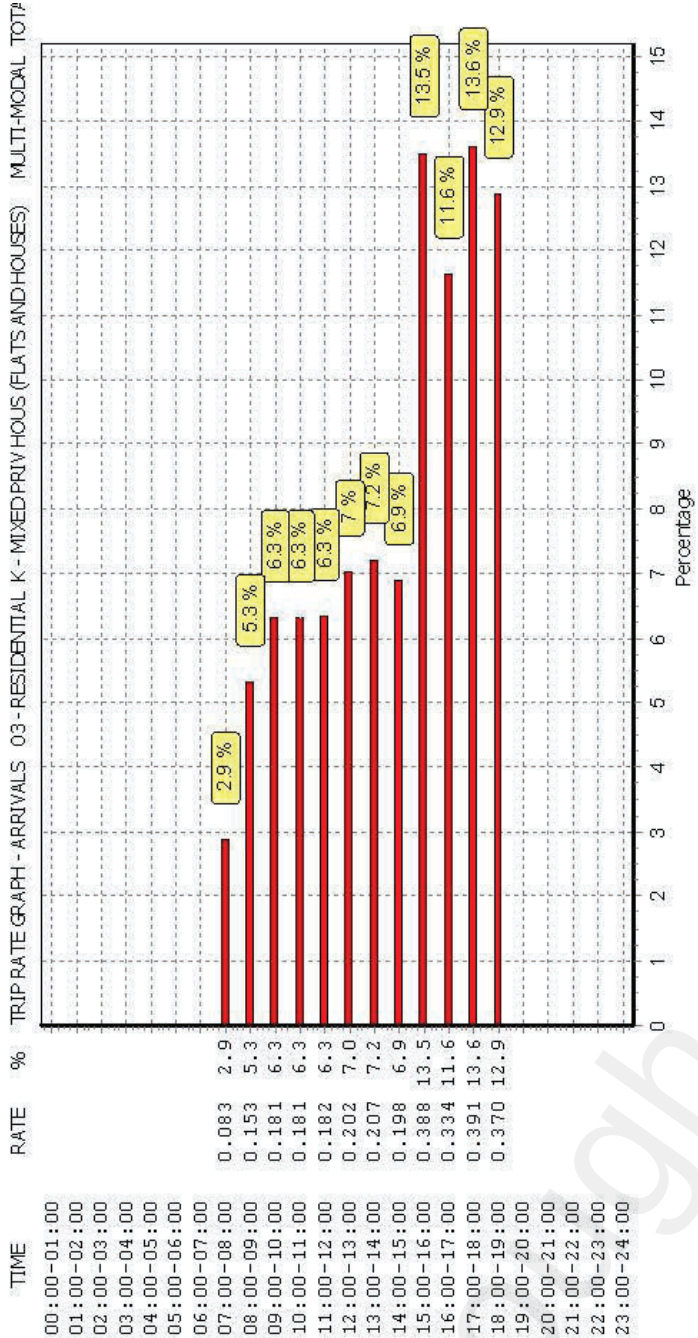
BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.06

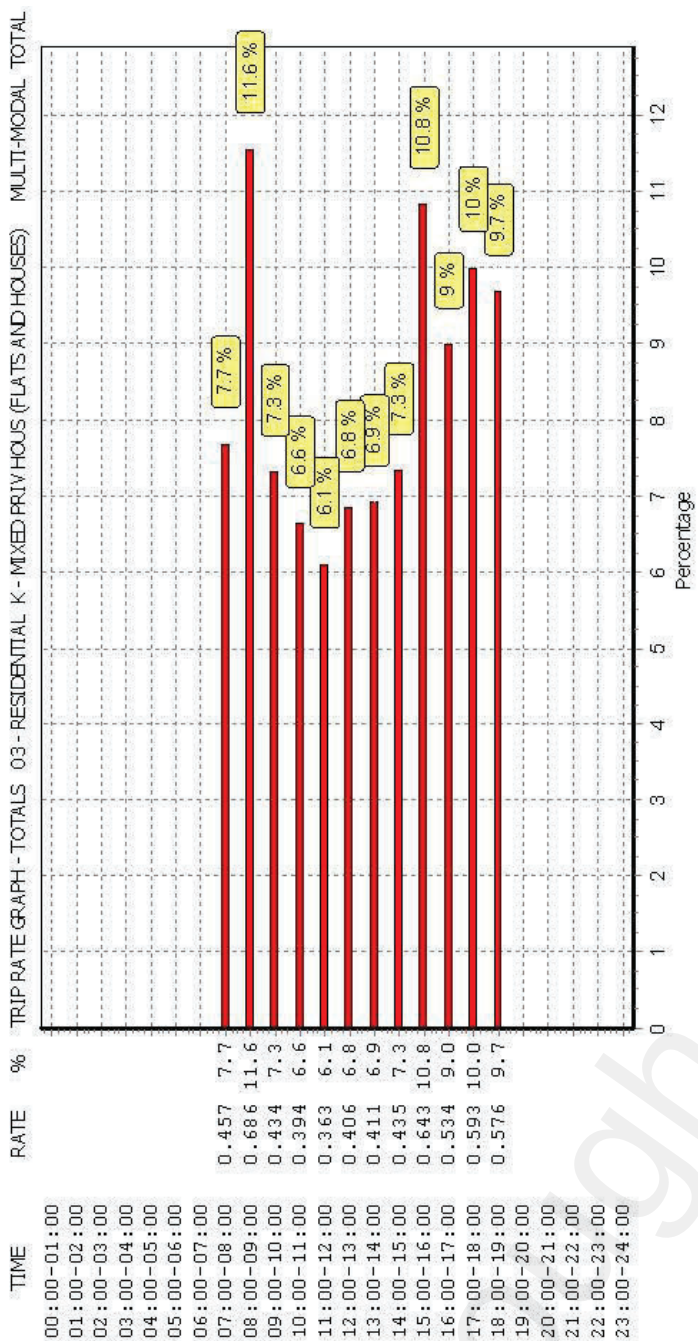
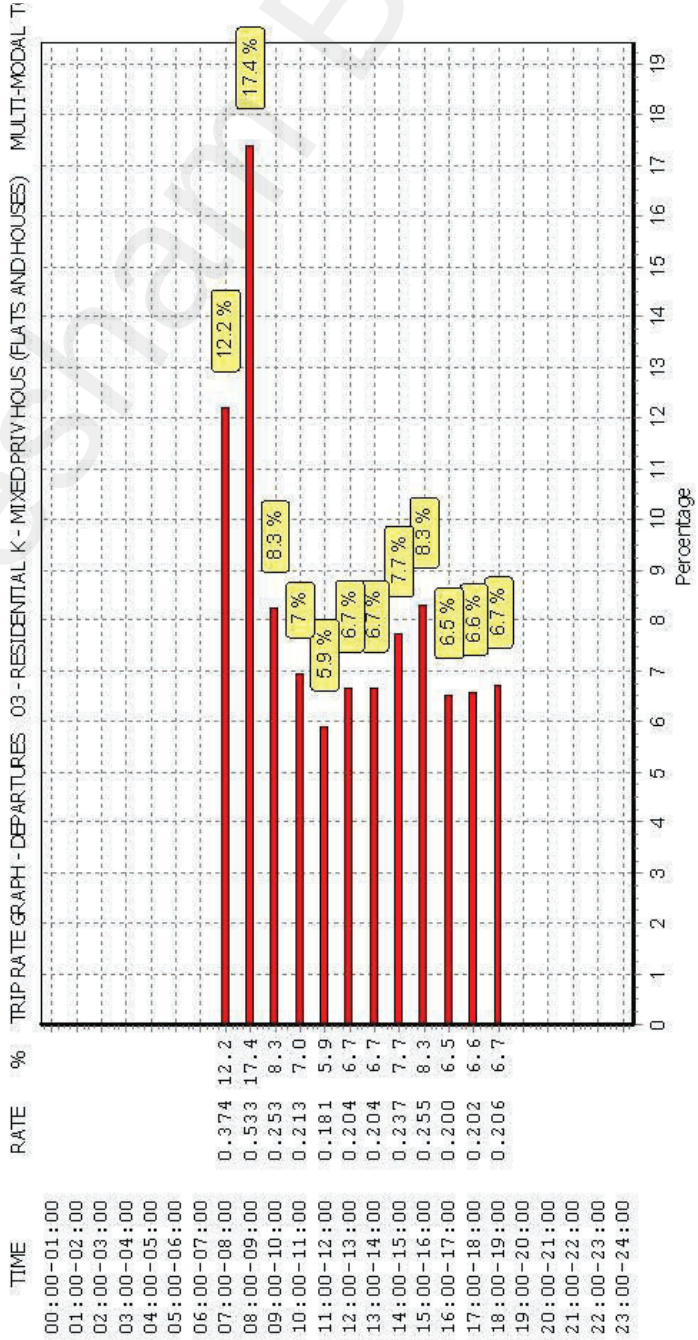
| Time Range    | ARRIVALS |             | DEPARTURES |          | TOTALS      |           |
|---------------|----------|-------------|------------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate  | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |            |          |             |           |
| 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 | 11       | 137         | 0.083      | 11       | 137         | 0.374     |
| 08:00 - 09:00 | 11       | 137         | 0.153      | 11       | 137         | 0.533     |
| 09:00 - 10:00 | 11       | 137         | 0.181      | 11       | 137         | 0.253     |
| 10:00 - 11:00 | 11       | 137         | 0.181      | 11       | 137         | 0.213     |
| 11:00 - 12:00 | 11       | 137         | 0.182      | 11       | 137         | 0.181     |
| 12:00 - 13:00 | 11       | 137         | 0.202      | 11       | 137         | 0.204     |
| 13:00 - 14:00 | 11       | 137         | 0.207      | 11       | 137         | 0.204     |
| 14:00 - 15:00 | 11       | 137         | 0.198      | 11       | 137         | 0.237     |
| 15:00 - 16:00 | 11       | 137         | 0.388      | 11       | 137         | 0.255     |
| 16:00 - 17:00 | 11       | 137         | 0.334      | 11       | 137         | 0.200     |
| 17:00 - 18:00 | 11       | 137         | 0.391      | 11       | 137         | 0.202     |
| 18:00 - 19:00 | 11       | 137         | 0.370      | 11       | 137         | 0.206     |
| 19:00 - 20:00 |          |             |            |          |             |           |
| 20:00 - 21:00 |          |             |            |          |             |           |
| 21:00 - 22:00 |          |             |            |          |             |           |
| 22:00 - 23:00 |          |             |            |          |             |           |
| 23:00 - 24:00 |          |             |            |          |             |           |
| Total Rates:  |          |             | 2.870      |          | 3.062       | 5.932     |

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.



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



TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL CARS

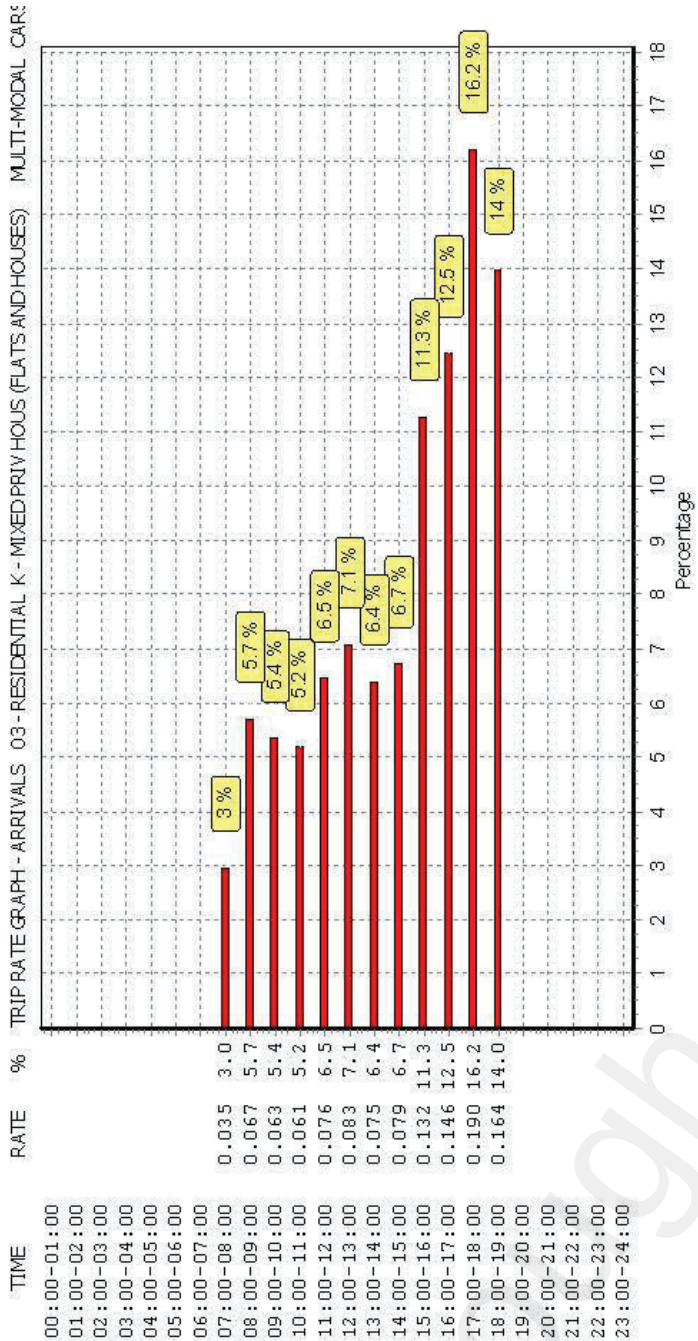
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

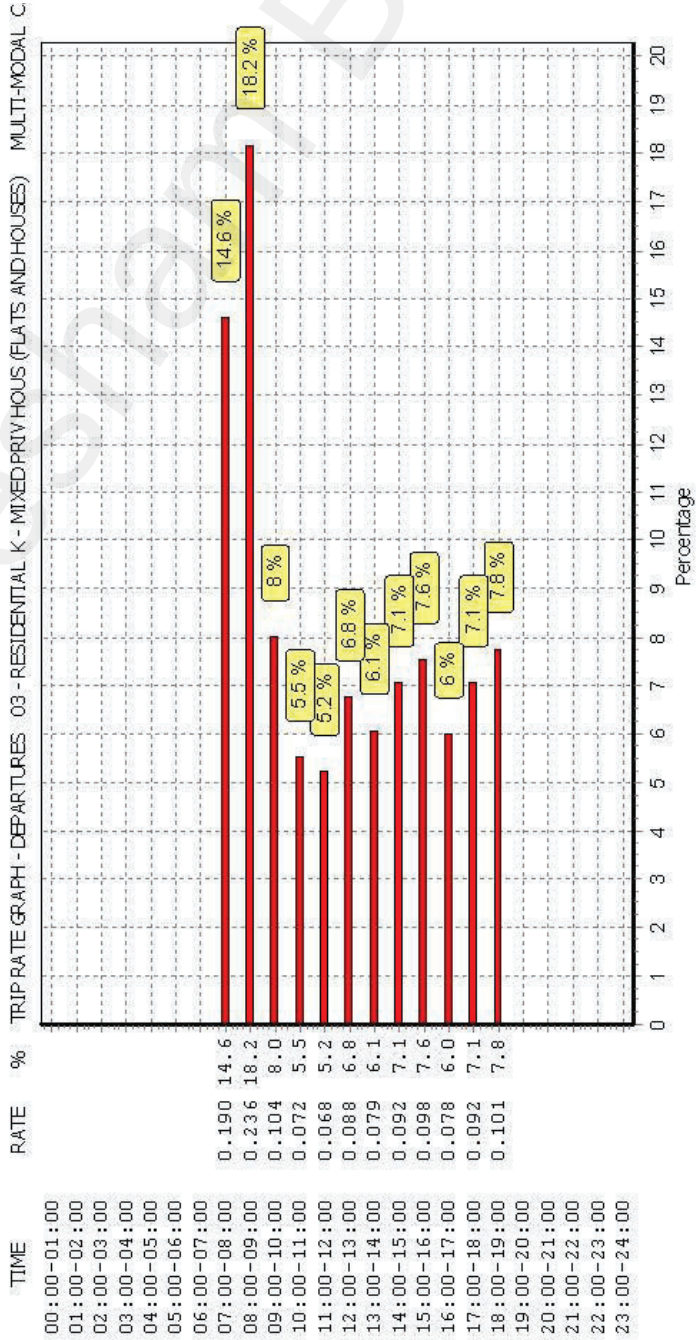
| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | 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 | 11       | 137         | 0.035     | 11         | 137         | 0.190     | 11       | 137         | 0.225     |
| 08:00 - 09:00 | 11       | 137         | 0.067     | 11         | 137         | 0.236     | 11       | 137         | 0.303     |
| 09:00 - 10:00 | 11       | 137         | 0.063     | 11         | 137         | 0.104     | 11       | 137         | 0.167     |
| 10:00 - 11:00 | 11       | 137         | 0.061     | 11         | 137         | 0.072     | 11       | 137         | 0.133     |
| 11:00 - 12:00 | 11       | 137         | 0.076     | 11         | 137         | 0.068     | 11       | 137         | 0.144     |
| 12:00 - 13:00 | 11       | 137         | 0.083     | 11         | 137         | 0.088     | 11       | 137         | 0.171     |
| 13:00 - 14:00 | 11       | 137         | 0.075     | 11         | 137         | 0.079     | 11       | 137         | 0.154     |
| 14:00 - 15:00 | 11       | 137         | 0.079     | 11         | 137         | 0.092     | 11       | 137         | 0.171     |
| 15:00 - 16:00 | 11       | 137         | 0.132     | 11         | 137         | 0.098     | 11       | 137         | 0.230     |
| 16:00 - 17:00 | 11       | 137         | 0.146     | 11         | 137         | 0.078     | 11       | 137         | 0.224     |
| 17:00 - 18:00 | 11       | 137         | 0.190     | 11         | 137         | 0.092     | 11       | 137         | 0.282     |
| 18:00 - 19:00 | 11       | 137         | 0.164     | 11         | 137         | 0.101     | 11       | 137         | 0.265     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 1.171     |            |             | 1.298     |          |             | 2.469     |

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.

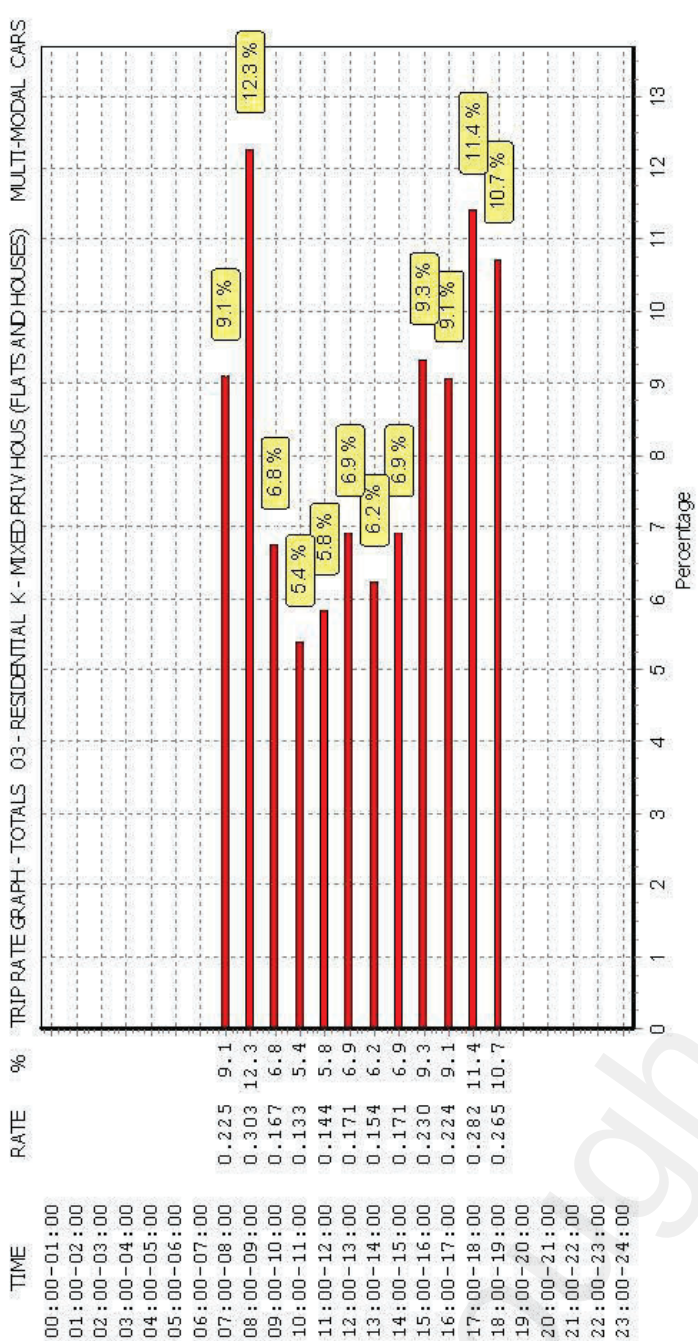
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



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



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



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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL LGVS

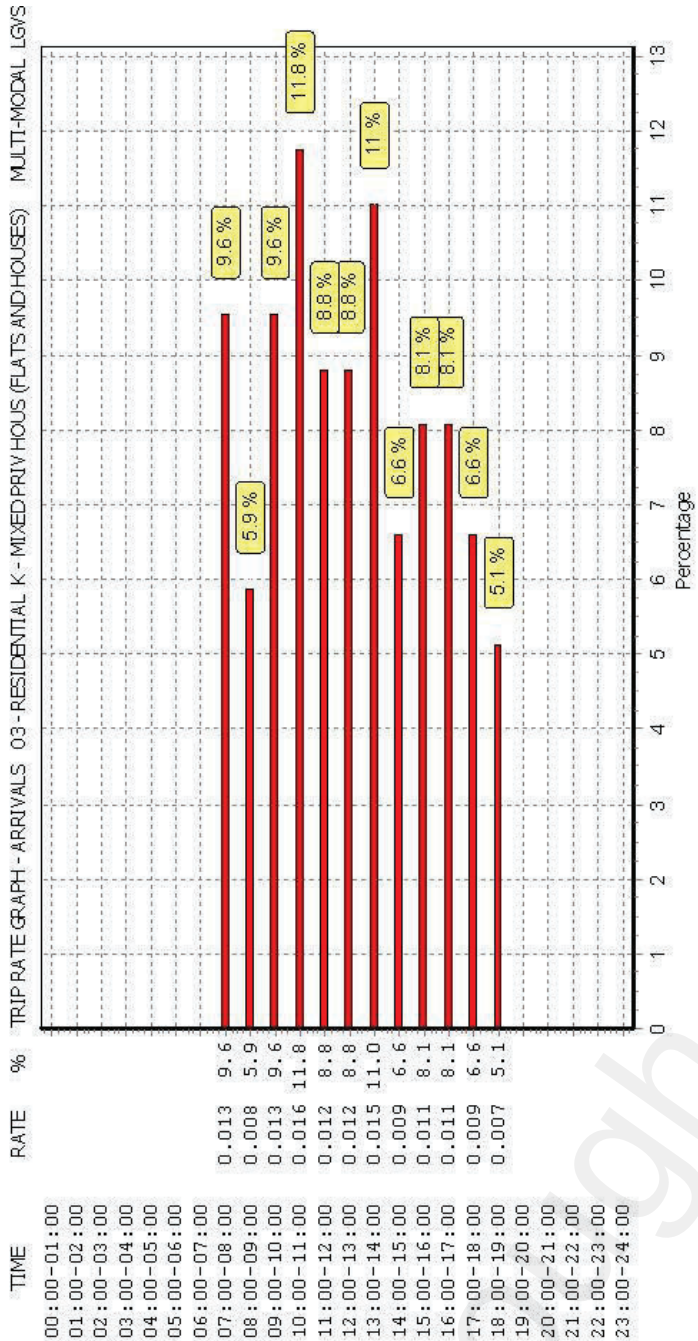
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

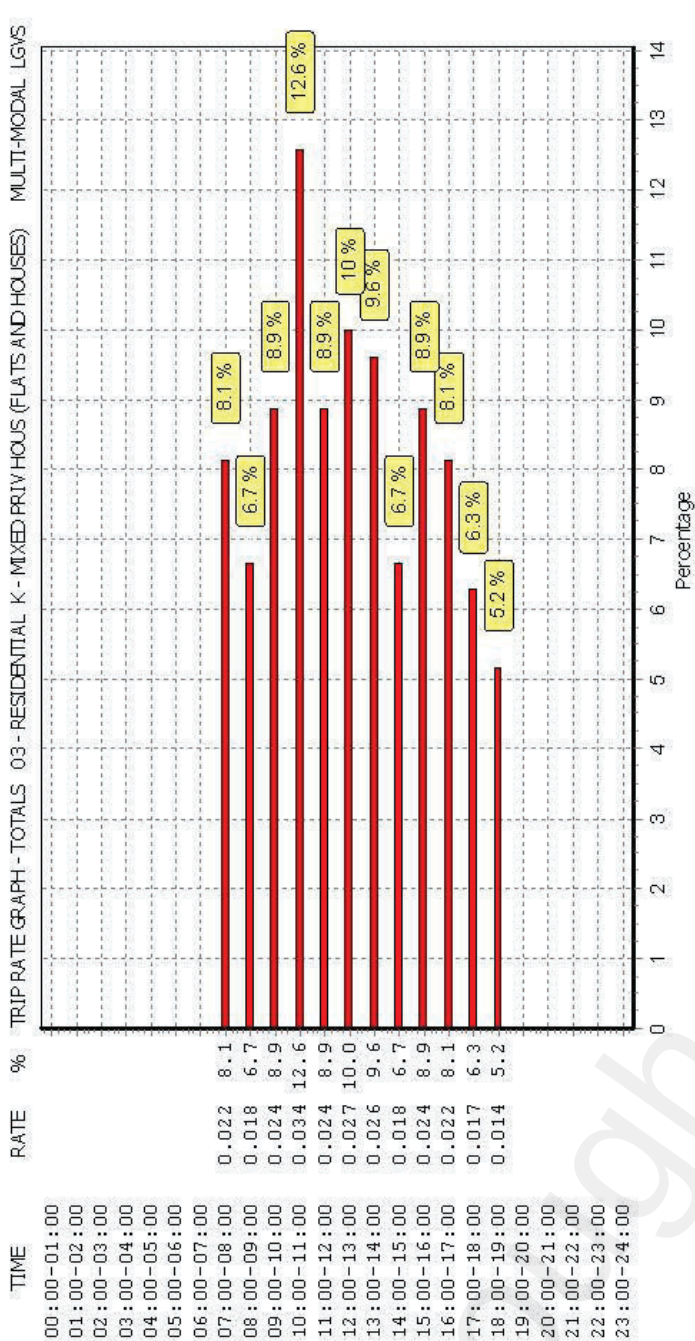
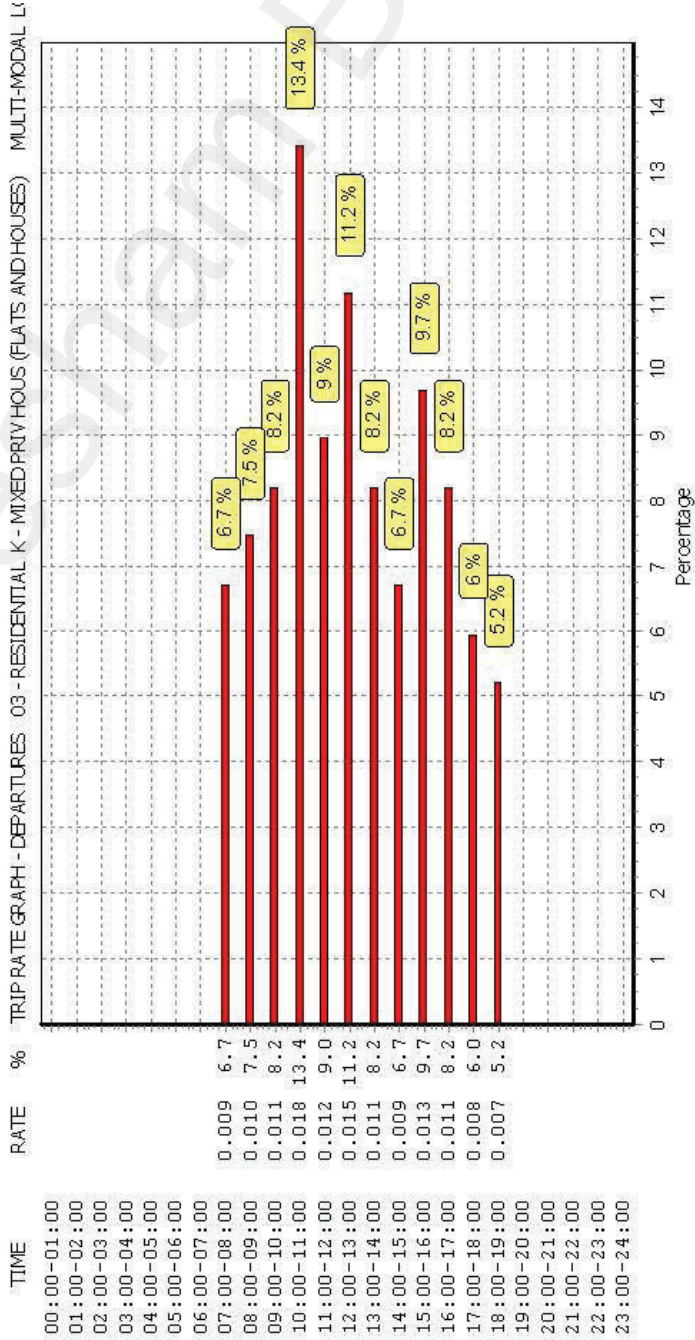
| Time Range    | ARRIVALS |             | DEPARTURES |          | TOTALS      |           |
|---------------|----------|-------------|------------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate  | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |            |          |             |           |
| 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 | 11       | 137         | 0.013      | 11       | 137         | 0.022     |
| 08:00 - 09:00 | 11       | 137         | 0.008      | 11       | 137         | 0.018     |
| 09:00 - 10:00 | 11       | 137         | 0.013      | 11       | 137         | 0.024     |
| 10:00 - 11:00 | 11       | 137         | 0.016      | 11       | 137         | 0.034     |
| 11:00 - 12:00 | 11       | 137         | 0.012      | 11       | 137         | 0.024     |
| 12:00 - 13:00 | 11       | 137         | 0.012      | 11       | 137         | 0.027     |
| 13:00 - 14:00 | 11       | 137         | 0.015      | 11       | 137         | 0.026     |
| 14:00 - 15:00 | 11       | 137         | 0.009      | 11       | 137         | 0.018     |
| 15:00 - 16:00 | 11       | 137         | 0.011      | 11       | 137         | 0.024     |
| 16:00 - 17:00 | 11       | 137         | 0.011      | 11       | 137         | 0.022     |
| 17:00 - 18:00 | 11       | 137         | 0.009      | 11       | 137         | 0.017     |
| 18:00 - 19:00 | 11       | 137         | 0.007      | 11       | 137         | 0.014     |
| 19:00 - 20:00 |          |             |            |          |             |           |
| 20:00 - 21:00 |          |             |            |          |             |           |
| 21:00 - 22:00 |          |             |            |          |             |           |
| 22:00 - 23:00 |          |             |            |          |             |           |
| 23:00 - 24:00 |          |             |            |          |             |           |
| Total Rates:  |          |             | 0.136      |          | 0.134       | 0.270     |

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

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



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



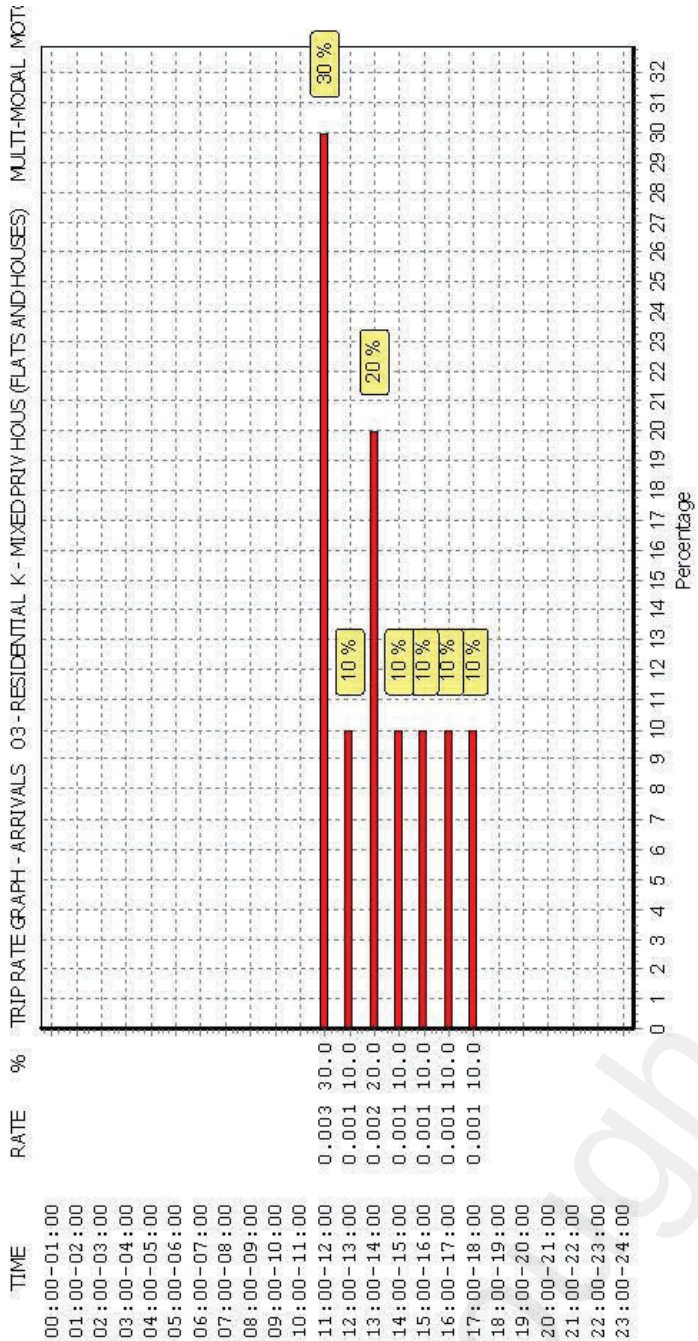
TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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

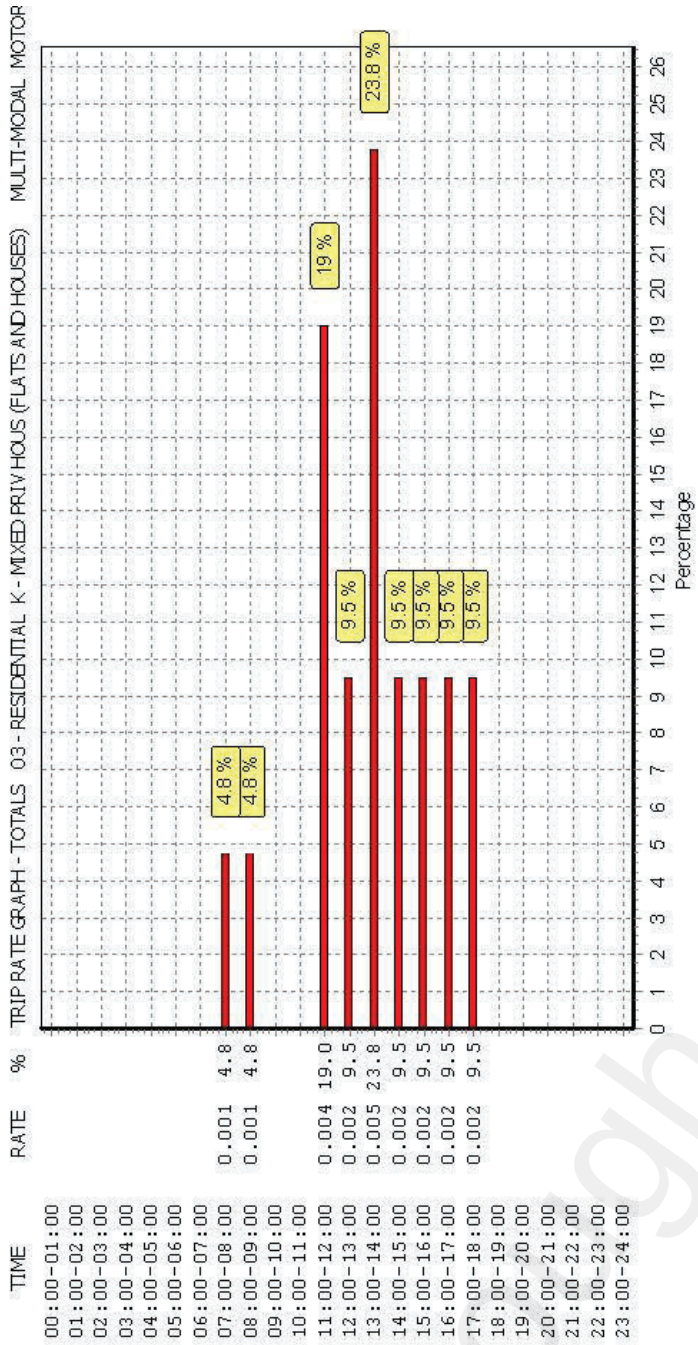
| Time Range    | ARRIVALS |             | DEPARTURES |             | TOTALS   |             |
|---------------|----------|-------------|------------|-------------|----------|-------------|
|               | No. Days | Ave. DWELLS | No. Days   | Ave. DWELLS | No. Days | Ave. DWELLS |
| 00:00 - 01:00 |          |             |            |             |          |             |
| 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 | 11       | 137         | 11         | 137         | 11       | 137         |
| 08:00 - 09:00 | 11       | 137         | 11         | 137         | 11       | 137         |
| 09:00 - 10:00 | 11       | 137         | 11         | 137         | 11       | 137         |
| 10:00 - 11:00 | 11       | 137         | 11         | 137         | 11       | 137         |
| 11:00 - 12:00 | 11       | 137         | 11         | 137         | 11       | 137         |
| 12:00 - 13:00 | 11       | 137         | 11         | 137         | 11       | 137         |
| 13:00 - 14:00 | 11       | 137         | 11         | 137         | 11       | 137         |
| 14:00 - 15:00 | 11       | 137         | 11         | 137         | 11       | 137         |
| 15:00 - 16:00 | 11       | 137         | 11         | 137         | 11       | 137         |
| 16:00 - 17:00 | 11       | 137         | 11         | 137         | 11       | 137         |
| 17:00 - 18:00 | 11       | 137         | 11         | 137         | 11       | 137         |
| 18:00 - 19:00 | 11       | 137         | 11         | 137         | 11       | 137         |
| 19:00 - 20:00 |          |             |            |             |          |             |
| 20:00 - 21:00 |          |             |            |             |          |             |
| 21:00 - 22:00 |          |             |            |             |          |             |
| 22:00 - 23:00 |          |             |            |             |          |             |
| 23:00 - 24:00 |          |             |            |             |          |             |
| Total Rates:  |          | 0.010       |            | 0.011       |          | 0.021       |

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.

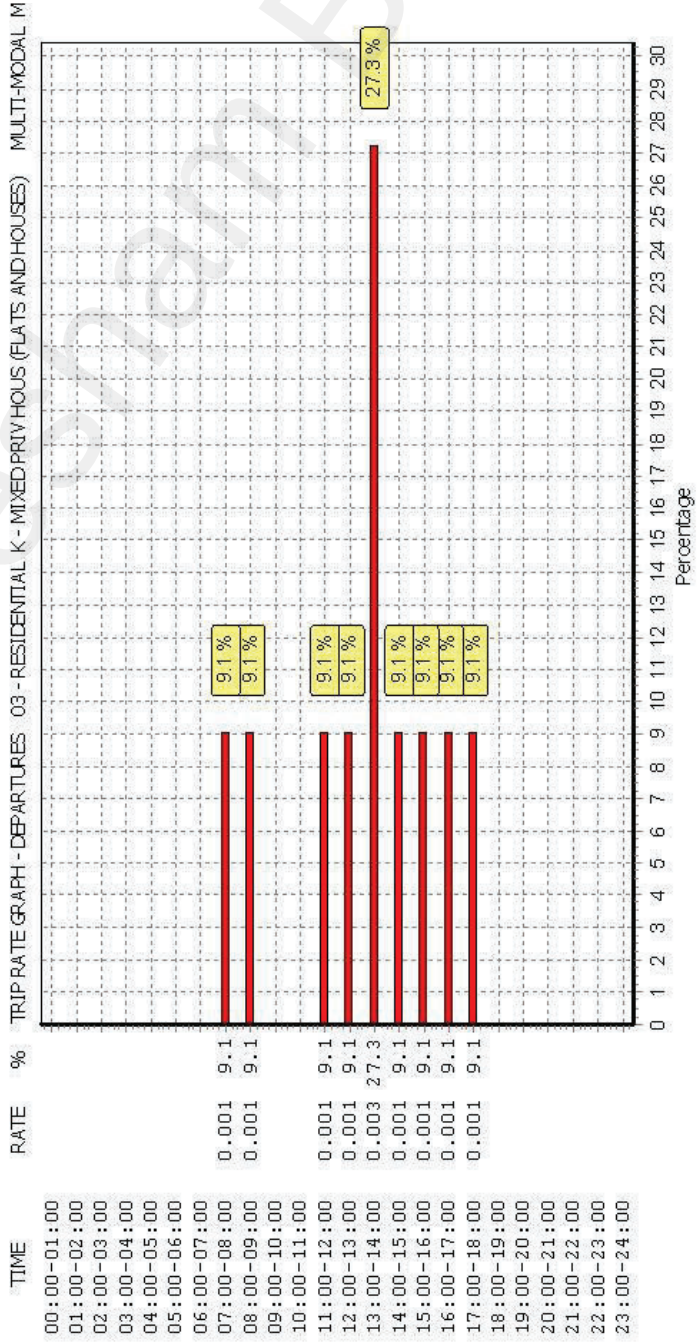
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



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



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



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

Filtering Summary

|                                                |                                                          |                               |
|------------------------------------------------|----------------------------------------------------------|-------------------------------|
| Land Use                                       | 01/N                                                     | RETAIL/FACTORY OUTLET CENTRES |
| Selected Trip Rate Calculation Parameter Range | 3857-23350 sqm GFA                                       |                               |
| Actual Trip Rate Calculation Parameter Range   | 15000-23350 sqm GFA                                      |                               |
| Date Range                                     | Minimum: 01/01/14                                        | Maximum: 07/12/14             |
| Parking Spaces Range                           | All Surveys Included                                     |                               |
| Days of the week selected                      | Sunday                                                   | 2                             |
| Main Location Types selected                   | Edge of Town<br>Neighbourhood Centre (PPS6 Local Centre) | 1<br>1                        |
| Population within 500m                         | All Surveys Included                                     |                               |
| Population <1 Mile ranges selected             | 5,001 to 10,000<br>25,001 to 50,000                      | 1<br>1                        |
| Population <5 Mile ranges selected             | 50,001 to 75,000<br>125,001 to 250,000                   | 1<br>1                        |
| Car Ownership <5 Mile ranges selected          | 1.1 to 1.5                                               | 2                             |
| PTAL Rating                                    | No PTAL Present                                          | 2                             |

Calculation Reference: AUDIT-152301-2208111-0852

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : N - FACTORY OUTLET CENTRES  
**TOTAL VEHICLES**

|                                    |                  |        |
|------------------------------------|------------------|--------|
| <u>Selected regions and areas:</u> |                  |        |
| 02 SOUTH EAST                      | EX ESSEX         | 1 days |
| 06 WEST MIDLANDS                   | ST STAFFORDSHIRE | 1 days |

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

Primary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 15000 to 23350 (units: sqm)  
Range Selected by User: 3857 to 23350 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:  
Selection by: Include all surveys

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

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:  
Sunday 2 days

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

Selected survey types:  
Manual count 2 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 1  
Neighbourhood Centre (PPS6 Local Centre) 1

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 1  
Village 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.

Secondary Filtering selection:

Use Class:  
n/a 1 days  
E(a) 1 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 500m Range:  
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:  
5,001 to 10,0001 days  
25,001 to 50,0001 days

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

Population within 5 miles:  
50,001 to 75,0001 days  
125,001 to 250,0001 days

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

Car ownership within 5 miles:  
1.1 to 1.52 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.

Petrol filling station:  
Included in the survey count0 days  
Excluded from count or no filling station2 days

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

Travel Plan:  
No2 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.

PTAL Rating:  
No PTAL Present2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

|   |                                                                                                                                                          |                                               |                                                                   |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|-------------------------------------------------------------------|
| 1 | EX-01-N-02<br>CHARTER WAY<br>BRAINTREE<br>CHESSING<br>Edge of Town<br>Residential Zone<br>Total Gross floor area: 23350 sqm                              | OUTLET CENTRE<br><br><br><br><br><br>07/12/14 | ESSEX<br><br><br><br><br><br>Survey Type: MANUAL<br>STAFFORDSHIRE |
| 2 | ST-01-N-02<br>PIT LANE<br>NEAR STOKE ON TRENT<br>TALKE PITTS<br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total Gross floor area: 15000 sqm | OUTLET CENTRE<br><br><br><br><br><br>16/11/14 |                                                                   |

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 01 - RETAIL/N - FACTORY OUTLET CENTRES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | 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 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 |          |          |           |            |          |           |          |          |           |
| 10:00 - 11:00 | 2        | 19175    | 1.763     | 2          | 19175    | 0.511     | 2        | 19175    | 2.274     |
| 11:00 - 12:00 | 2        | 19175    | 2.866     | 2          | 19175    | 1.372     | 2        | 19175    | 4.238     |
| 12:00 - 13:00 | 2        | 19175    | 2.738     | 2          | 19175    | 2.190     | 2        | 19175    | 4.928     |
| 13:00 - 14:00 | 2        | 19175    | 2.881     | 2          | 19175    | 2.488     | 2        | 19175    | 5.369     |
| 14:00 - 15:00 | 2        | 19175    | 2.441     | 2          | 19175    | 2.595     | 2        | 19175    | 5.036     |
| 15:00 - 16:00 | 2        | 19175    | 1.374     | 2          | 19175    | 2.553     | 2        | 19175    | 3.927     |
| 16:00 - 17:00 | 2        | 19175    | 0.668     | 2          | 19175    | 1.888     | 2        | 19175    | 2.556     |
| 17:00 - 18:00 | 2        | 19175    | 0.454     | 2          | 19175    | 1.330     | 2        | 19175    | 1.784     |
| 18:00 - 19:00 |          |          |           |            |          |           |          |          |           |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 15.185    |            |          | 14.927    |          |          | 30.112    |

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

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

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Parameter summary

|                                               |                            |
|-----------------------------------------------|----------------------------|
| Trip rate parameter range selected:           | 15000 - 23350 (units: sqm) |
| Survey date date range:                       | 01/01/14 - 07/12/14        |
| Number of weekdays (Monday-Friday):           | 0                          |
| Number of Saturdays:                          | 0                          |
| Number of Sundays:                            | 2                          |
| Surveys automatically removed from selection: | 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 01 - RETAIL/N - FACTORY OUTLET CENTRES

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | 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 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 |          |          |           |            |          |           |          |          |           |
| 10:00 - 11:00 | 2        | 19175    | 0.021     | 2          | 19175    | 0.016     | 2        | 19175    | 0.037     |
| 11:00 - 12:00 | 2        | 19175    | 0.013     | 2          | 19175    | 0.013     | 2        | 19175    | 0.026     |
| 12:00 - 13:00 | 2        | 19175    | 0.018     | 2          | 19175    | 0.018     | 2        | 19175    | 0.036     |
| 13:00 - 14:00 | 2        | 19175    | 0.018     | 2          | 19175    | 0.021     | 2        | 19175    | 0.039     |
| 14:00 - 15:00 | 2        | 19175    | 0.010     | 2          | 19175    | 0.010     | 2        | 19175    | 0.020     |
| 15:00 - 16:00 | 2        | 19175    | 0.010     | 2          | 19175    | 0.013     | 2        | 19175    | 0.023     |
| 16:00 - 17:00 | 2        | 19175    | 0.010     | 2          | 19175    | 0.010     | 2        | 19175    | 0.020     |
| 17:00 - 18:00 | 2        | 19175    | 0.018     | 2          | 19175    | 0.018     | 2        | 19175    | 0.036     |
| 18:00 - 19:00 |          |          |           |            |          |           |          |          |           |
| 19:00 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.118     |            |          | 0.119     |          |          | 0.237     |

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.

TRIP RATE for Land Use 01 - RETAIL/N - FACTORY OUTLET CENTRES

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 |          |              |              |            |              |              |          |              |              |
| 08:00 - 09:00 |          |              |              |            |              |              |          |              |              |
| 09:00 - 10:00 |          |              |              |            |              |              |          |              |              |
| 10:00 - 11:00 | 2        | 19175        | 0.005        | 2          | 19175        | 0.003        | 2        | 19175        | 0.008        |
| 11:00 - 12:00 | <b>2</b> | <b>19175</b> | <b>0.013</b> | 2          | 19175        | 0.005        | <b>2</b> | <b>19175</b> | <b>0.018</b> |
| 12:00 - 13:00 | 2        | 19175        | 0.003        | <b>2</b>   | <b>19175</b> | <b>0.010</b> | 2        | 19175        | 0.013        |
| 13:00 - 14:00 | 2        | 19175        | 0.008        | 2          | 19175        | 0.005        | 2        | 19175        | 0.013        |
| 14:00 - 15:00 | 2        | 19175        | 0.003        | 2          | 19175        | 0.008        | 2        | 19175        | 0.011        |
| 15:00 - 16:00 | 2        | 19175        | 0.010        | 2          | 19175        | 0.003        | 2        | 19175        | 0.013        |
| 16:00 - 17:00 | 2        | 19175        | 0.000        | 2          | 19175        | 0.005        | 2        | 19175        | 0.005        |
| 17:00 - 18:00 | 2        | 19175        | 0.000        | 2          | 19175        | 0.003        | 2        | 19175        | 0.003        |
| 18:00 - 19:00 |          |              |              |            |              |              |          |              |              |
| 19:00 - 20:00 |          |              |              |            |              |              |          |              |              |
| 20:00 - 21:00 |          |              |              |            |              |              |          |              |              |
| 21:00 - 22:00 |          |              |              |            |              |              |          |              |              |
| 22:00 - 23:00 |          |              |              |            |              |              |          |              |              |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 0.042        |            |              | 0.042        |          |              | 0.084        |

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.

TRIP RATE for Land Use 01 - RETAIL/N - FACTORY OUTLET CENTRES

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 |          |              |              |            |              |              |          |              |              |
| 08:00 - 09:00 |          |              |              |            |              |              |          |              |              |
| 09:00 - 10:00 |          |              |              |            |              |              |          |              |              |
| 10:00 - 11:00 | 2        | 19175        | 0.021        | 2          | 19175        | 0.016        | 2        | 19175        | 0.037        |
| 11:00 - 12:00 | <b>2</b> | <b>19175</b> | <b>0.023</b> | <b>2</b>   | <b>19175</b> | <b>0.021</b> | <b>2</b> | <b>19175</b> | <b>0.044</b> |
| 12:00 - 13:00 | 2        | 19175        | 0.018        | 2          | 19175        | 0.016        | 2        | 19175        | 0.034        |
| 13:00 - 14:00 | 2        | 19175        | 0.018        | 2          | 19175        | 0.018        | 2        | 19175        | 0.036        |
| 14:00 - 15:00 | 2        | 19175        | 0.016        | 2          | 19175        | 0.016        | 2        | 19175        | 0.032        |
| 15:00 - 16:00 | 2        | 19175        | 0.018        | 2          | 19175        | 0.016        | 2        | 19175        | 0.034        |
| 16:00 - 17:00 | 2        | 19175        | 0.016        | 2          | 19175        | 0.021        | 2        | 19175        | 0.037        |
| 17:00 - 18:00 | 2        | 19175        | 0.010        | 2          | 19175        | 0.018        | 2        | 19175        | 0.028        |
| 18:00 - 19:00 |          |              |              |            |              |              |          |              |              |
| 19:00 - 20:00 |          |              |              |            |              |              |          |              |              |
| 20:00 - 21:00 |          |              |              |            |              |              |          |              |              |
| 21:00 - 22:00 |          |              |              |            |              |              |          |              |              |
| 22:00 - 23:00 |          |              |              |            |              |              |          |              |              |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 0.140        |            |              | 0.142        |          |              | 0.282        |

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.

TRIP RATE for Land Use 01 - RETAIL/N - FACTORY OUTLET CENTRES

**CYCLISTS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 |          |              |              |            |              |              |          |              |              |
| 08:00 - 09:00 |          |              |              |            |              |              |          |              |              |
| 09:00 - 10:00 |          |              |              |            |              |              |          |              |              |
| 10:00 - 11:00 | 2        | 19175        | 0.005        | 2          | 19175        | 0.008        | 2        | 19175        | 0.013        |
| 11:00 - 12:00 | 2        | 19175        | 0.005        | 2          | 19175        | 0.008        | 2        | 19175        | 0.013        |
| 12:00 - 13:00 | 2        | 19175        | 0.013        | 2          | 19175        | 0.008        | 2        | 19175        | 0.021        |
| 13:00 - 14:00 | 2        | 19175        | 0.010        | <b>2</b>   | <b>19175</b> | <b>0.013</b> | 2        | 19175        | 0.023        |
| 14:00 - 15:00 | 2        | 19175        | 0.008        | 2          | 19175        | 0.008        | 2        | 19175        | 0.016        |
| 15:00 - 16:00 | 2        | 19175        | 0.013        | 2          | 19175        | 0.010        | 2        | 19175        | 0.023        |
| 16:00 - 17:00 | <b>2</b> | <b>19175</b> | <b>0.016</b> | 2          | 19175        | 0.013        | <b>2</b> | <b>19175</b> | <b>0.029</b> |
| 17:00 - 18:00 | 2        | 19175        | 0.005        | 2          | 19175        | 0.013        | 2        | 19175        | 0.018        |
| 18:00 - 19:00 |          |              |              |            |              |              |          |              |              |
| 19:00 - 20:00 |          |              |              |            |              |              |          |              |              |
| 20:00 - 21:00 |          |              |              |            |              |              |          |              |              |
| 21:00 - 22:00 |          |              |              |            |              |              |          |              |              |
| 22:00 - 23:00 |          |              |              |            |              |              |          |              |              |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 0.075        |            |              | 0.081        |          |              | 0.156        |

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.

TRIP RATE for Land Use 01 - RETAIL/N - FACTORY OUTLET CENTRES

**CARS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 |          |              |              |            |              |              |          |              |              |
| 08:00 - 09:00 |          |              |              |            |              |              |          |              |              |
| 09:00 - 10:00 |          |              |              |            |              |              |          |              |              |
| 10:00 - 11:00 | 2        | 19175        | 1.648        | 2          | 19175        | 0.441        | 2        | 19175        | 2.089        |
| 11:00 - 12:00 | 2        | 19175        | 2.707        | 2          | 19175        | 1.270        | 2        | 19175        | 3.977        |
| 12:00 - 13:00 | 2        | 19175        | 2.610        | 2          | 19175        | 2.086        | 2        | 19175        | 4.696        |
| 13:00 - 14:00 | <b>2</b> | <b>19175</b> | <b>2.772</b> | 2          | 19175        | 2.381        | <b>2</b> | <b>19175</b> | <b>5.153</b> |
| 14:00 - 15:00 | 2        | 19175        | 2.310        | <b>2</b>   | <b>19175</b> | <b>2.506</b> | 2        | 19175        | 4.816        |
| 15:00 - 16:00 | 2        | 19175        | 1.278        | 2          | 19175        | 2.428        | 2        | 19175        | 3.706        |
| 16:00 - 17:00 | 2        | 19175        | 0.621        | 2          | 19175        | 1.799        | 2        | 19175        | 2.420        |
| 17:00 - 18:00 | 2        | 19175        | 0.425        | 2          | 19175        | 1.246        | 2        | 19175        | 1.671        |
| 18:00 - 19:00 |          |              |              |            |              |              |          |              |              |
| 19:00 - 20:00 |          |              |              |            |              |              |          |              |              |
| 20:00 - 21:00 |          |              |              |            |              |              |          |              |              |
| 21:00 - 22:00 |          |              |              |            |              |              |          |              |              |
| 22:00 - 23:00 |          |              |              |            |              |              |          |              |              |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 14.371       |            |              | 14.157       |          |              | 28.528       |

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.

TRIP RATE for Land Use 01 - RETAIL/N - FACTORY OUTLET CENTRES

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 |          |              |              |            |              |              |          |              |              |
| 08:00 - 09:00 |          |              |              |            |              |              |          |              |              |
| 09:00 - 10:00 |          |              |              |            |              |              |          |              |              |
| 10:00 - 11:00 | 2        | 19175        | 0.052        | 2          | 19175        | 0.026        | 2        | 19175        | 0.078        |
| 11:00 - 12:00 | <b>2</b> | <b>19175</b> | <b>0.094</b> | 2          | 19175        | 0.057        | <b>2</b> | <b>19175</b> | <b>0.151</b> |
| 12:00 - 13:00 | 2        | 19175        | 0.076        | 2          | 19175        | 0.055        | 2        | 19175        | 0.131        |
| 13:00 - 14:00 | 2        | 19175        | 0.055        | 2          | 19175        | 0.052        | 2        | 19175        | 0.107        |
| 14:00 - 15:00 | 2        | 19175        | 0.089        | 2          | 19175        | 0.050        | 2        | 19175        | 0.139        |
| 15:00 - 16:00 | 2        | 19175        | 0.052        | <b>2</b>   | <b>19175</b> | <b>0.078</b> | 2        | 19175        | 0.130        |
| 16:00 - 17:00 | 2        | 19175        | 0.016        | 2          | 19175        | 0.039        | 2        | 19175        | 0.055        |
| 17:00 - 18:00 | 2        | 19175        | 0.000        | 2          | 19175        | 0.031        | 2        | 19175        | 0.031        |
| 18:00 - 19:00 |          |              |              |            |              |              |          |              |              |
| 19:00 - 20:00 |          |              |              |            |              |              |          |              |              |
| 20:00 - 21:00 |          |              |              |            |              |              |          |              |              |
| 21:00 - 22:00 |          |              |              |            |              |              |          |              |              |
| 22:00 - 23:00 |          |              |              |            |              |              |          |              |              |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 0.434        |            |              | 0.388        |          |              | 0.822        |

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.

TRIP RATE for Land Use 01 - RETAIL/N - FACTORY OUTLET CENTRES

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 |          |              |              |            |              |              |          |              |              |
| 08:00 - 09:00 |          |              |              |            |              |              |          |              |              |
| 09:00 - 10:00 |          |              |              |            |              |              |          |              |              |
| 10:00 - 11:00 | <b>2</b> | <b>19175</b> | <b>0.016</b> | 2          | 19175        | 0.010        | <b>2</b> | <b>19175</b> | <b>0.026</b> |
| 11:00 - 12:00 | 2        | 19175        | 0.016        | 2          | 19175        | 0.005        | 2        | 19175        | 0.021        |
| 12:00 - 13:00 | 2        | 19175        | 0.013        | 2          | 19175        | 0.005        | 2        | 19175        | 0.018        |
| 13:00 - 14:00 | 2        | 19175        | 0.010        | 2          | 19175        | 0.010        | 2        | 19175        | 0.020        |
| 14:00 - 15:00 | 2        | 19175        | 0.013        | 2          | 19175        | 0.005        | 2        | 19175        | 0.018        |
| 15:00 - 16:00 | 2        | 19175        | 0.005        | <b>2</b>   | <b>19175</b> | <b>0.016</b> | 2        | 19175        | 0.021        |
| 16:00 - 17:00 | 2        | 19175        | 0.005        | 2          | 19175        | 0.013        | 2        | 19175        | 0.018        |
| 17:00 - 18:00 | 2        | 19175        | 0.000        | 2          | 19175        | 0.013        | 2        | 19175        | 0.013        |
| 18:00 - 19:00 |          |              |              |            |              |              |          |              |              |
| 19:00 - 20:00 |          |              |              |            |              |              |          |              |              |
| 20:00 - 21:00 |          |              |              |            |              |              |          |              |              |
| 21:00 - 22:00 |          |              |              |            |              |              |          |              |              |
| 22:00 - 23:00 |          |              |              |            |              |              |          |              |              |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 0.078        |            |              | 0.077        |          |              | 0.155        |

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.

Filtering Summary

Land Use : 02/A EMPLOYMENT/OFFICE

Selected Trip Rate Calculation Parameter Range 178-70291.sqm GFA

Actual Trip Rate Calculation Parameter Range 186-4800 sqm GFA

Date Range Minimum: 01/01/14

Parking Spaces Range All Surveys Included

Days of the week selected

Tuesdaysay12  
Wednesdaysay11  
Fridaysay11

Main Location Types selected Suburban Area (PPS6 Out of Centre) 2  
Edge of Town 2

Population within 500m All Surveys Included

Population <1 Mile ranges selected

1,001 to 5,000 1  
15,001 to 20,000 1  
25,001 to 50,000 2

Population <5 Mile ranges selected

75,001 to 100,000 1  
125,001 to 250,000 2  
500,001 or More 1

Car Ownership <5 Mile ranges selected

0.6 to 1.0 4

PTAL Rating

No PTAL Present 4

Filter by Site Operations Breakdown

All Surveys Included

Calculation Reference: AUDIT-152301-2208111-0808

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST 1 days  
ES EAST SUSSEX  
04 EAST ANGLIA 1 days  
NF NORFOLK  
07 YORKSHIRE & NORTH LINCOLNSHIRE 1 days  
WY WEST YORKSHIRE  
09 NORTH 1 days  
TW TYNE & WEAR

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

Primary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 186 to 4800 (units: sqm)  
Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 21/10/21

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:

Tuesdaysay2 days  
Wednesdaysay1 days  
Fridaysay1 days

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

Selected survey types:

Manual count 4 days  
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2  
Edge of Town 2

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:

Commercial Zone 1  
Residential Zone 2  
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.

Secondary Filtering selection:

Use Class:  
Not Known4 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®.

Filter by Site Operations Breakdown:  
All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,0001 days  
15,001 to 20,0001 days  
25,001 to 50,0002 days

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

Population within 5 miles:

75,001 to 100,0001 days  
125,001 to 250,0002 days  
500,001 or More1 days

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

Car ownership within 5 miles:

0.6 to 1.04 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:

Yes1 days  
No3 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.

PTAL Rating:

No PTAL Present4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

| 1 | ES-02-A-11<br>THE SIDINGS<br>HASTINGS<br>ORE VALLEY<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 186 sqm                  | HOUSING COMPANY                                               | EAST SUSSEX                           |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|---------------------------------------|
| 2 | NF-02-A-04<br>WHITTING ROAD<br>NORWICH<br>Edge of Town<br>Commercial Zone<br>Total Gross floor area: 500 sqm                                                      | Survey date: TUESDAY 17/11/15<br>BUILDING CONSULTANT          | Survey Type: MANUAL<br>NORFOLK        |
| 3 | TW-02-A-08<br>BENTON PARK ROAD<br>NEWCASTLE UPON TYNE<br>LONGBENTON<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 4800 sqm | Survey date: WEDNESDAY 13/11/19<br>HOUSING ASSOCIATION OFFICE | Survey Type: MANUAL<br>TYNE & WEAR    |
| 4 | WY-02-A-05<br>PIONEER WAY<br>CASTLEFORD<br>WHITWOOD<br>Edge of Town<br>No Sub Category<br>Total Gross floor area: 1230 sqm                                        | Survey date: FRIDAY 19/10/18<br>OFFICES                       | Survey Type: MANUAL<br>WEST YORKSHIRE |
|   |                                                                                                                                                                   | Survey date: TUESDAY 23/05/17                                 | 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.

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| GM-02-A-10 | Covid                  |

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.89

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 4        | 1679        | 0.417        | 4          | 1679        | 0.060        | 4        | 1679        | 0.477        |
| 08:00 - 09:00 | <b>4</b> | <b>1679</b> | <b>1.072</b> | 4          | 1679        | 0.179        | <b>4</b> | <b>1679</b> | <b>1.251</b> |
| 09:00 - 10:00 | 4        | 1679        | 0.432        | 4          | 1679        | 0.134        | 4        | 1679        | 0.566        |
| 10:00 - 11:00 | 4        | 1679        | 0.298        | 4          | 1679        | 0.223        | 4        | 1679        | 0.521        |
| 11:00 - 12:00 | 4        | 1679        | 0.164        | 4          | 1679        | 0.268        | 4        | 1679        | 0.432        |
| 12:00 - 13:00 | 4        | 1679        | 0.372        | 4          | 1679        | 0.506        | 4        | 1679        | 0.878        |
| 13:00 - 14:00 | 4        | 1679        | 0.462        | 4          | 1679        | 0.194        | 4        | 1679        | 0.656        |
| 14:00 - 15:00 | 4        | 1679        | 0.104        | 4          | 1679        | 0.134        | 4        | 1679        | 0.238        |
| 15:00 - 16:00 | 4        | 1679        | 0.149        | 4          | 1679        | 0.298        | 4        | 1679        | 0.447        |
| 16:00 - 17:00 | 4        | 1679        | 0.223        | <b>4</b>   | <b>1679</b> | <b>0.998</b> | 4        | 1679        | 1.221        |
| 17:00 - 18:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.655        | 4        | 1679        | 0.670        |
| 18:00 - 19:00 | 3        | 1829        | 0.055        | 3          | 1829        | 0.146        | 3        | 1829        | 0.201        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 3.763        |            |             | 3.795        |          |             | 7.558        |

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

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

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Parameter summary

Trip rate parameter range selected: 186 - 4800 (units: sqm)  
Survey date range: 01/01/14 - 21/10/21  
Number of weekdays (Monday-Friday): 4  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 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 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL TAXIS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 08:00 - 09:00 | 4        | 1679        | 0.030        | <b>4</b>   | <b>1679</b> | <b>0.030</b> | 4        | 1679        | 0.060        |
| 09:00 - 10:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 10:00 - 11:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 11:00 - 12:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 12:00 - 13:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.000        | 4        | 1679        | 0.015        |
| 13:00 - 14:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.015        | 4        | 1679        | 0.015        |
| 14:00 - 15:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 15:00 - 16:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 16:00 - 17:00 | <b>4</b> | <b>1679</b> | <b>0.045</b> | 4          | 1679        | 0.030        | <b>4</b> | <b>1679</b> | <b>0.075</b> |
| 17:00 - 18:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.030        | 4        | 1679        | 0.045        |
| 18:00 - 19:00 | 3        | 1829        | 0.018        | 3          | 1829        | 0.018        | 3        | 1829        | 0.036        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.123        |            |             | 0.123        |          |             | 0.246        |

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL OGVS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 08:00 - 09:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 09:00 - 10:00 | <b>4</b> | <b>1679</b> | <b>0.015</b> | <b>4</b>   | <b>1679</b> | <b>0.015</b> | <b>4</b> | <b>1679</b> | <b>0.030</b> |
| 10:00 - 11:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 11:00 - 12:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.015        | 4        | 1679        | 0.030        |
| 12:00 - 13:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.015        | 4        | 1679        | 0.030        |
| 13:00 - 14:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 14:00 - 15:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 15:00 - 16:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 16:00 - 17:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 17:00 - 18:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 18:00 - 19:00 | 3        | 1829        | 0.000        | 3          | 1829        | 0.000        | 3        | 1829        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.045        |            |             | 0.045        |          |             | 0.090        |

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL CYCLISTS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 4        | 1679        | 0.015        | 4          | 1679        | 0.000        | 4        | 1679        | 0.015        |
| 08:00 - 09:00 | 4        | 1679        | 0.045        | 4          | 1679        | 0.000        | 4        | 1679        | 0.045        |
| 09:00 - 10:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.000        | 4        | 1679        | 0.015        |
| 10:00 - 11:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.015        | 4        | 1679        | 0.030        |
| 11:00 - 12:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 12:00 - 13:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.015        | 4        | 1679        | 0.015        |
| 13:00 - 14:00 | <b>4</b> | <b>1679</b> | <b>0.060</b> | <b>4</b>   | <b>1679</b> | <b>0.045</b> | <b>4</b> | <b>1679</b> | <b>0.105</b> |
| 14:00 - 15:00 | 4        | 1679        | 0.030        | 4          | 1679        | 0.030        | 4        | 1679        | 0.060        |
| 15:00 - 16:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.030        | 4        | 1679        | 0.030        |
| 16:00 - 17:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.030        | 4        | 1679        | 0.030        |
| 17:00 - 18:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.015        | 4        | 1679        | 0.015        |
| 18:00 - 19:00 | 3        | 1829        | 0.000        | 3          | 1829        | 0.000        | 3        | 1829        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.180        |            |             | 0.180        |          |             | 0.360        |

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL VEHICLE OCCUPANTS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 4        | 1679        | 0.476        | 4          | 1679        | 0.060        | 4        | 1679        | 0.536        |
| 08:00 - 09:00 | <b>4</b> | <b>1679</b> | <b>1.236</b> | 4          | 1679        | 0.179        | <b>4</b> | <b>1679</b> | <b>1.415</b> |
| 09:00 - 10:00 | 4        | 1679        | 0.462        | 4          | 1679        | 0.134        | 4        | 1679        | 0.596        |
| 10:00 - 11:00 | 4        | 1679        | 0.313        | 4          | 1679        | 0.283        | 4        | 1679        | 0.596        |
| 11:00 - 12:00 | 4        | 1679        | 0.164        | 4          | 1679        | 0.283        | 4        | 1679        | 0.447        |
| 12:00 - 13:00 | 4        | 1679        | 0.432        | 4          | 1679        | 0.596        | 4        | 1679        | 1.028        |
| 13:00 - 14:00 | 4        | 1679        | 0.551        | 4          | 1679        | 0.253        | 4        | 1679        | 0.804        |
| 14:00 - 15:00 | 4        | 1679        | 0.119        | 4          | 1679        | 0.149        | 4        | 1679        | 0.268        |
| 15:00 - 16:00 | 4        | 1679        | 0.149        | 4          | 1679        | 0.328        | 4        | 1679        | 0.477        |
| 16:00 - 17:00 | 4        | 1679        | 0.238        | <b>4</b>   | <b>1679</b> | <b>1.087</b> | 4        | 1679        | 1.325        |
| 17:00 - 18:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.774        | 4        | 1679        | 0.789        |
| 18:00 - 19:00 | 3        | 1829        | 0.109        | 3          | 1829        | 0.182        | 3        | 1829        | 0.291        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 4.264        |            |             | 4.308        |          |             | 8.572        |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL PEDESTRIANS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 4        | 1679        | 0.074        | 4          | 1679        | 0.030        | 4        | 1679        | 0.104        |
| 08:00 - 09:00 | 4        | 1679        | 0.179        | 4          | 1679        | 0.015        | 4        | 1679        | 0.194        |
| 09:00 - 10:00 | 4        | 1679        | 0.119        | 4          | 1679        | 0.104        | 4        | 1679        | 0.223        |
| 10:00 - 11:00 | 4        | 1679        | 0.119        | 4          | 1679        | 0.164        | 4        | 1679        | 0.283        |
| 11:00 - 12:00 | 4        | 1679        | 0.074        | 4          | 1679        | 0.045        | 4        | 1679        | 0.119        |
| 12:00 - 13:00 | 4        | 1679        | 0.194        | 4          | 1679        | 0.164        | 4        | 1679        | 0.358        |
| 13:00 - 14:00 | <b>4</b> | <b>1679</b> | <b>0.342</b> | <b>4</b>   | <b>1679</b> | <b>0.372</b> | <b>4</b> | <b>1679</b> | <b>0.714</b> |
| 14:00 - 15:00 | 4        | 1679        | 0.149        | 4          | 1679        | 0.164        | 4        | 1679        | 0.313        |
| 15:00 - 16:00 | 4        | 1679        | 0.045        | 4          | 1679        | 0.089        | 4        | 1679        | 0.134        |
| 16:00 - 17:00 | 4        | 1679        | 0.134        | 4          | 1679        | 0.194        | 4        | 1679        | 0.328        |
| 17:00 - 18:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.074        | 4        | 1679        | 0.074        |
| 18:00 - 19:00 | 3        | 1829        | 0.000        | 3          | 1829        | 0.018        | 3        | 1829        | 0.018        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 1.429        |            |             | 1.433        |          |             | 2.862        |

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL BUS/TRAM PASSENGERS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 4        | 1679        | 0.045        | 4          | 1679        | 0.000        | 4        | 1679        | 0.045        |
| 08:00 - 09:00 | <b>4</b> | <b>1679</b> | <b>0.223</b> | 4          | 1679        | 0.000        | 4        | 1679        | 0.223        |
| 09:00 - 10:00 | 4        | 1679        | 0.164        | 4          | 1679        | 0.104        | 4        | 1679        | 0.268        |
| 10:00 - 11:00 | 4        | 1679        | 0.089        | 4          | 1679        | 0.089        | 4        | 1679        | 0.178        |
| 11:00 - 12:00 | 4        | 1679        | 0.045        | 4          | 1679        | 0.045        | 4        | 1679        | 0.090        |
| 12:00 - 13:00 | 4        | 1679        | 0.089        | 4          | 1679        | 0.074        | 4        | 1679        | 0.163        |
| 13:00 - 14:00 | 4        | 1679        | 0.208        | 4          | 1679        | 0.164        | <b>4</b> | <b>1679</b> | <b>0.372</b> |
| 14:00 - 15:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.074        | 4        | 1679        | 0.089        |
| 15:00 - 16:00 | 4        | 1679        | 0.045        | 4          | 1679        | 0.074        | 4        | 1679        | 0.119        |
| 16:00 - 17:00 | 4        | 1679        | 0.000        | <b>4</b>   | <b>1679</b> | <b>0.283</b> | 4        | 1679        | 0.283        |
| 17:00 - 18:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.015        | 4        | 1679        | 0.015        |
| 18:00 - 19:00 | 3        | 1829        | 0.000        | 3          | 1829        | 0.000        | 3        | 1829        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.923        |            |             | 0.922        |          |             | 1.845        |

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL TOTAL RAIL PASSENGERS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 08:00 - 09:00 | 4        | 1679        | 0.045        | 4          | 1679        | 0.000        | 4        | 1679        | 0.045        |
| 09:00 - 10:00 | 4        | 1679        | 0.045        | 4          | 1679        | 0.000        | 4        | 1679        | 0.045        |
| 10:00 - 11:00 | 4        | 1679        | 0.030        | 4          | 1679        | 0.060        | 4        | 1679        | 0.090        |
| 11:00 - 12:00 | 4        | 1679        | 0.030        | 4          | 1679        | 0.015        | 4        | 1679        | 0.045        |
| 12:00 - 13:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.000        | 4        | 1679        | 0.015        |
| 13:00 - 14:00 | <b>4</b> | <b>1679</b> | <b>0.104</b> | <b>4</b>   | <b>1679</b> | <b>0.149</b> | <b>4</b> | <b>1679</b> | <b>0.253</b> |
| 14:00 - 15:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 15:00 - 16:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.000        | 4        | 1679        | 0.015        |
| 16:00 - 17:00 | 4        | 1679        | 0.030        | 4          | 1679        | 0.074        | 4        | 1679        | 0.104        |
| 17:00 - 18:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 18:00 - 19:00 | 3        | 1829        | 0.000        | 3          | 1829        | 0.018        | 3        | 1829        | 0.018        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.314        |            |             | 0.316        |          |             | 0.630        |

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL PUBLIC TRANSPORT USERS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 4        | 1679        | 0.045        | 4          | 1679        | 0.000        | 4        | 1679        | 0.045        |
| 08:00 - 09:00 | 4        | 1679        | 0.268        | 4          | 1679        | 0.000        | 4        | 1679        | 0.268        |
| 09:00 - 10:00 | 4        | 1679        | 0.208        | 4          | 1679        | 0.104        | 4        | 1679        | 0.312        |
| 10:00 - 11:00 | 4        | 1679        | 0.119        | 4          | 1679        | 0.149        | 4        | 1679        | 0.268        |
| 11:00 - 12:00 | 4        | 1679        | 0.074        | 4          | 1679        | 0.060        | 4        | 1679        | 0.134        |
| 12:00 - 13:00 | 4        | 1679        | 0.104        | 4          | 1679        | 0.074        | 4        | 1679        | 0.178        |
| 13:00 - 14:00 | <b>4</b> | <b>1679</b> | <b>0.313</b> | 4          | 1679        | 0.313        | <b>4</b> | <b>1679</b> | <b>0.626</b> |
| 14:00 - 15:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.074        | 4        | 1679        | 0.089        |
| 15:00 - 16:00 | 4        | 1679        | 0.060        | 4          | 1679        | 0.074        | 4        | 1679        | 0.134        |
| 16:00 - 17:00 | 4        | 1679        | 0.030        | <b>4</b>   | <b>1679</b> | <b>0.357</b> | 4        | 1679        | 0.387        |
| 17:00 - 18:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.015        | 4        | 1679        | 0.015        |
| 18:00 - 19:00 | 3        | 1829        | 0.000        | 3          | 1829        | 0.018        | 3        | 1829        | 0.018        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 1.236        |            |             | 1.238        |          |             | 2.474        |

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL TOTAL PEOPLE**

**Calculation factor: 100 sqm**

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

Total People to Total Vehicles ratio (all time periods and directions): 1.89

| Time Range    | ARRIVALS |             | DEPARTURES   |          | TOTALS      |              |
|---------------|----------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 4        | 1679        | 0.610        | 4        | 1679        | 0.089        |
| 08:00 - 09:00 | <b>4</b> | <b>1679</b> | <b>1.727</b> | 4        | 1679        | 0.194        |
| 09:00 - 10:00 | 4        | 1679        | 0.804        | 4        | 1679        | 0.342        |
| 10:00 - 11:00 | 4        | 1679        | 0.566        | 4        | 1679        | 0.610        |
| 11:00 - 12:00 | 4        | 1679        | 0.313        | 4        | 1679        | 0.387        |
| 12:00 - 13:00 | 4        | 1679        | 0.730        | 4        | 1679        | 0.849        |
| 13:00 - 14:00 | 4        | 1679        | 1.266        | 4        | 1679        | 0.983        |
| 14:00 - 15:00 | 4        | 1679        | 0.313        | 4        | 1679        | 0.417        |
| 15:00 - 16:00 | 4        | 1679        | 0.253        | 4        | 1679        | 0.521        |
| 16:00 - 17:00 | 4        | 1679        | 0.402        | <b>4</b> | <b>1679</b> | <b>1.668</b> |
| 17:00 - 18:00 | 4        | 1679        | 0.015        | 4        | 1679        | 0.878        |
| 18:00 - 19:00 | 3        | 1829        | 0.109        | 3        | 1829        | 0.219        |
| 19:00 - 20:00 |          |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |          |             |              |
| Total Rates:  |          |             | 7.108        |          |             | 7.157        |

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL CARS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             | DEPARTURES   |          | TOTALS      |              |
|---------------|----------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 4        | 1679        | 0.417        | 4        | 1679        | 0.060        |
| 08:00 - 09:00 | <b>4</b> | <b>1679</b> | <b>0.983</b> | 4        | 1679        | 0.119        |
| 09:00 - 10:00 | 4        | 1679        | 0.357        | 4        | 1679        | 0.074        |
| 10:00 - 11:00 | 4        | 1679        | 0.238        | 4        | 1679        | 0.208        |
| 11:00 - 12:00 | 4        | 1679        | 0.134        | 4        | 1679        | 0.238        |
| 12:00 - 13:00 | 4        | 1679        | 0.283        | 4        | 1679        | 0.402        |
| 13:00 - 14:00 | 4        | 1679        | 0.417        | 4        | 1679        | 0.149        |
| 14:00 - 15:00 | 4        | 1679        | 0.089        | 4        | 1679        | 0.104        |
| 15:00 - 16:00 | 4        | 1679        | 0.134        | 4        | 1679        | 0.253        |
| 16:00 - 17:00 | 4        | 1679        | 0.134        | <b>4</b> | <b>1679</b> | <b>0.923</b> |
| 17:00 - 18:00 | 4        | 1679        | 0.000        | 4        | 1679        | 0.596        |
| 18:00 - 19:00 | 3        | 1829        | 0.036        | 3        | 1829        | 0.128        |
| 19:00 - 20:00 |          |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |          |             |              |
| Total Rates:  |          |             | 3.222        |          |             | 3.254        |

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL LGVS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 08:00 - 09:00 | 4        | 1679        | 0.045        | 4          | 1679        | 0.030        | 4        | 1679        | 0.075        |
| 09:00 - 10:00 | <b>4</b> | <b>1679</b> | <b>0.060</b> | 4          | 1679        | 0.045        | 4        | 1679        | 0.105        |
| 10:00 - 11:00 | 4        | 1679        | 0.060        | 4          | 1679        | 0.015        | 4        | 1679        | 0.075        |
| 11:00 - 12:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.015        | 4        | 1679        | 0.030        |
| 12:00 - 13:00 | 4        | 1679        | 0.060        | <b>4</b>   | <b>1679</b> | <b>0.089</b> | <b>4</b> | <b>1679</b> | <b>0.149</b> |
| 13:00 - 14:00 | 4        | 1679        | 0.030        | 4          | 1679        | 0.015        | 4        | 1679        | 0.045        |
| 14:00 - 15:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.030        | 4        | 1679        | 0.045        |
| 15:00 - 16:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.045        | 4        | 1679        | 0.060        |
| 16:00 - 17:00 | 4        | 1679        | 0.045        | 4          | 1679        | 0.030        | 4        | 1679        | 0.075        |
| 17:00 - 18:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.030        | 4        | 1679        | 0.030        |
| 18:00 - 19:00 | 3        | 1829        | 0.000        | 3          | 1829        | 0.000        | 3        | 1829        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.345        |            |             | 0.344        |          |             | 0.689        |

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL MOTOR CYCLES**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 08:00 - 09:00 | <b>4</b> | <b>1679</b> | <b>0.015</b> | 4          | 1679        | 0.000        | 4        | 1679        | 0.015        |
| 09:00 - 10:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 10:00 - 11:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 11:00 - 12:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 12:00 - 13:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 13:00 - 14:00 | 4        | 1679        | 0.015        | <b>4</b>   | <b>1679</b> | <b>0.015</b> | <b>4</b> | <b>1679</b> | <b>0.030</b> |
| 14:00 - 15:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 15:00 - 16:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 16:00 - 17:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.015        | 4        | 1679        | 0.015        |
| 17:00 - 18:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 18:00 - 19:00 | 3        | 1829        | 0.000        | 3          | 1829        | 0.000        | 3        | 1829        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.030        |            |             | 0.030        |          |             | 0.060        |

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**MULTI-MODAL Bus Passengers**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 4        | 1679        | 0.030        | 4          | 1679        | 0.000        | 4        | 1679        | 0.030        |
| 08:00 - 09:00 | <b>4</b> | <b>1679</b> | <b>0.089</b> | 4          | 1679        | 0.000        | <b>4</b> | <b>1679</b> | <b>0.089</b> |
| 09:00 - 10:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.000        | 4        | 1679        | 0.015        |
| 10:00 - 11:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 11:00 - 12:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 12:00 - 13:00 | 4        | 1679        | 0.015        | 4          | 1679        | 0.000        | 4        | 1679        | 0.015        |
| 13:00 - 14:00 | 4        | 1679        | 0.030        | 4          | 1679        | 0.000        | 4        | 1679        | 0.030        |
| 14:00 - 15:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.030        | 4        | 1679        | 0.030        |
| 15:00 - 16:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.060        | 4        | 1679        | 0.060        |
| 16:00 - 17:00 | 4        | 1679        | 0.000        | <b>4</b>   | <b>1679</b> | <b>0.089</b> | 4        | 1679        | 0.089        |
| 17:00 - 18:00 | 4        | 1679        | 0.000        | 4          | 1679        | 0.000        | 4        | 1679        | 0.000        |
| 18:00 - 19:00 | 3        | 1829        | 0.000        | 3          | 1829        | 0.000        | 3        | 1829        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.179        |            |             | 0.179        |          |             | 0.358        |

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.

Filtering Summary

Land Use 06/C HOTEL, FOOD & DRINK/PUB/RESTAURANT

Selected Trip Rate Calculation Parameter Range 500-12000 sqm GFA

Actual Trip Rate Calculation Parameter Range 620-760 sqm GFA

Date Range Minimum: 01/01/14 Maximum: 10/08/22

Parking Spaces Range All Surveys Included

Days of the week selected Tuesday 1  
Friday 2

Main Location Types selected Edge of Town 3

Population within 500m All Surveys Included

Population <1 Mile ranges selected 1,001 to 5,000 1  
15,001 to 20,000 2

Population <5 Mile ranges selected 125,001 to 250,000 3

Car Ownership <5 Mile ranges selected 0.5 or Less 1  
0.6 to 1.0 1  
1.1 to 1.5 1

PTAL Rating No PTAL Present 3

Calculation Reference: AUDIT-152301-220818-0825

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
Category : C - PUB/RESTAURANT

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|                     |        |
|---------------------|--------|
| 02 SOUTH EAST       | 1 days |
| HC HAMPSHIRE        |        |
| 05 EAST MIDLANDS    | 1 days |
| LN LINCOLNSHIRE     | 1 days |
| NR NORTHAMPTONSHIRE |        |

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

Primary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 620 to 760 (units: sqm)  
Range Selected by User: 500 to 12000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 10/08/22

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:  
Tuesday 1 days  
Friday 2 days

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

Selected survey types:  
Manual count 3 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 3

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:  
Commercial Zone 1  
Residential Zone 1  
Retail Zone 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.

Secondary Filtering selection:

Use Class:  
Sui Generis 3 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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 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:

125,001 to 250,000 3 days

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

Car ownership within 5 miles:

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

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

Travel Plan:

No 3 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.

PTAL Rating:

No PTAL Present 3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

|   |                                                                                                                                                 |                 |                     |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------------|
| 1 | HC-06-C-06                                                                                                                                      | PUB/ RESTAURANT | HAMPSHIRE           |
|   | SHETLAND ROAD<br>BASINGSTOKE                                                                                                                    |                 |                     |
|   | Edge of Town<br>Residential Zone<br>Total Gross floor area: 652 sqm<br>Survey date: FRIDAY 10/09/21                                             |                 | Survey Type: MANUAL |
| 2 | LN-06-C-01                                                                                                                                      | FLAMING GRILL   | LINCOLNSHIRE        |
|   | CRUSADER ROAD<br>LINCOLN<br>NEW BOULTHAM<br>Edge of Town<br>Retail Zone<br>Total Gross floor area: 760 sqm<br>Survey date: TUESDAY 10/10/17     |                 | Survey Type: MANUAL |
| 3 | NR-06-C-01                                                                                                                                      | PUB/ RESTAURANT | NORTHAMPTONSHIRE    |
|   | BEDFORD ROAD<br>NORTHAMPTON<br>BRACKMILLS<br>Edge of Town<br>Commercial Zone<br>Total Gross floor area: 620 sqm<br>Survey date: FRIDAY 11/11/16 |                 | 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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT  
**MULTI-MODAL TOTAL VEHICLES**  
**Calculation factor: 100 sqm**  
**BOLD print indicates peak (busiest) period**  
Total People to Total Vehicles ratio (all time periods and directions): 1.97

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | 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 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 |          |          |           |            |          |           |          |          |           |
| 09:00 - 10:00 |          |          |           |            |          |           |          |          |           |
| 10:00 - 11:00 | 2        | 690      | 0.652     | 2          | 690      | 0.217     | 2        | 690      | 0.869     |
| 11:00 - 12:00 | 3        | 677      | 1.427     | 3          | 677      | 0.344     | 3        | 677      | 1.771     |
| 12:00 - 13:00 | 3        | 677      | 3.445     | 3          | 677      | 0.689     | 3        | 677      | 4.134     |
| 13:00 - 14:00 | 3        | 677      | 2.362     | 3          | 677      | 2.608     | 3        | 677      | 4.970     |
| 14:00 - 15:00 | 3        | 677      | 1.772     | 3          | 677      | 3.199     | 3        | 677      | 4.971     |
| 15:00 - 16:00 | 3        | 677      | 1.230     | 3          | 677      | 1.476     | 3        | 677      | 2.706     |
| 16:00 - 17:00 | 3        | 677      | 2.362     | 3          | 677      | 1.378     | 3        | 677      | 3.740     |
| 17:00 - 18:00 | 3        | 677      | 3.150     | 3          | 677      | 1.919     | 3        | 677      | 5.069     |
| 18:00 - 19:00 | 3        | 677      | 2.953     | 3          | 677      | 2.411     | 3        | 677      | 5.364     |
| 19:00 - 20:00 | 3        | 677      | 2.904     | 3          | 677      | 3.002     | 3        | 677      | 5.906     |
| 20:00 - 21:00 | 3        | 677      | 1.870     | 3          | 677      | 3.199     | 3        | 677      | 5.069     |
| 21:00 - 22:00 | 3        | 677      | 1.329     | 3          | 677      | 1.821     | 3        | 677      | 3.150     |
| 22:00 - 23:00 | 3        | 677      | 0.344     | 3          | 677      | 2.461     | 3        | 677      | 2.805     |
| 23:00 - 24:00 | 1        | 760      | 0.132     | 1          | 760      | 0.263     | 1        | 760      | 0.395     |
| Total Rates:  |          |          | 25.932    |            |          | 24.987    |          |          | 50.919    |

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

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

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Parameter summary

|                                               |                        |
|-----------------------------------------------|------------------------|
| Trip rate parameter range selected:           | 620 - 760 (units: sqm) |
| Survey date date range:                       | 01/01/14 - 10/08/22    |
| Number of weekdays (Monday-Friday):           | 3                      |
| Number of Saturdays:                          | 0                      |
| Number of Sundays:                            | 0                      |
| Surveys automatically removed from selection: | 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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

**MULTI-MODAL TAXIS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |            |              | DEPARTURES |            |              | TOTALS   |            |              |
|---------------|----------|------------|--------------|------------|------------|--------------|----------|------------|--------------|
|               | 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 |          |            |              |            |            |              |          |            |              |
| 08:00 - 09:00 |          |            |              |            |            |              |          |            |              |
| 09:00 - 10:00 |          |            |              |            |            |              |          |            |              |
| 10:00 - 11:00 | 2        | 690        | 0.000        | 2          | 690        | 0.000        | 2        | 690        | 0.000        |
| 11:00 - 12:00 | 3        | 677        | 0.049        | 3          | 677        | 0.049        | 3        | 677        | 0.098        |
| 12:00 - 13:00 | 3        | 677        | 0.098        | 3          | 677        | 0.098        | 3        | 677        | 0.196        |
| 13:00 - 14:00 | 3        | 677        | 0.098        | 3          | 677        | 0.148        | 3        | 677        | 0.246        |
| 14:00 - 15:00 | 3        | 677        | 0.098        | 3          | 677        | 0.098        | 3        | 677        | 0.196        |
| 15:00 - 16:00 | 3        | 677        | 0.098        | 3          | 677        | 0.098        | 3        | 677        | 0.196        |
| 16:00 - 17:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 17:00 - 18:00 | 3        | 677        | 0.197        | 3          | 677        | 0.197        | 3        | 677        | 0.394        |
| 18:00 - 19:00 | 3        | 677        | 0.197        | 3          | 677        | 0.197        | 3        | 677        | 0.394        |
| 19:00 - 20:00 | <b>3</b> | <b>677</b> | <b>0.246</b> | <b>3</b>   | <b>677</b> | <b>0.246</b> | <b>3</b> | <b>677</b> | <b>0.492</b> |
| 20:00 - 21:00 | 3        | 677        | 0.098        | 3          | 677        | 0.098        | 3        | 677        | 0.196        |
| 21:00 - 22:00 | 3        | 677        | 0.049        | 3          | 677        | 0.049        | 3        | 677        | 0.098        |
| 22:00 - 23:00 | 3        | 677        | 0.049        | 3          | 677        | 0.049        | 3        | 677        | 0.098        |
| 23:00 - 24:00 | 1        | 760        | 0.000        | 1          | 760        | 0.000        | 1        | 760        | 0.000        |
| Total Rates:  |          |            | 1.277        |            |            | 1.327        |          |            | 2.604        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

**MULTI-MODAL OGVS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |            |              | DEPARTURES |            |              | TOTALS   |            |              |
|---------------|----------|------------|--------------|------------|------------|--------------|----------|------------|--------------|
|               | 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 |          |            |              |            |            |              |          |            |              |
| 08:00 - 09:00 |          |            |              |            |            |              |          |            |              |
| 09:00 - 10:00 |          |            |              |            |            |              |          |            |              |
| 10:00 - 11:00 | 2        | 690        | 0.000        | 2          | 690        | 0.000        | 2        | 690        | 0.000        |
| 11:00 - 12:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 12:00 - 13:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 13:00 - 14:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 14:00 - 15:00 | <b>3</b> | <b>677</b> | <b>0.049</b> | <b>3</b>   | <b>677</b> | <b>0.049</b> | <b>3</b> | <b>677</b> | <b>0.098</b> |
| 15:00 - 16:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 16:00 - 17:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 17:00 - 18:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 18:00 - 19:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 19:00 - 20:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 20:00 - 21:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 21:00 - 22:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 22:00 - 23:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 23:00 - 24:00 | 1        | 760        | 0.000        | 1          | 760        | 0.000        | 1        | 760        | 0.000        |
| Total Rates:  |          |            | 0.049        |            |            | 0.049        |          |            | 0.098        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

**MULTI-MODAL PSVS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |            |              | DEPARTURES |            |              | TOTALS   |            |              |
|---------------|----------|------------|--------------|------------|------------|--------------|----------|------------|--------------|
|               | 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 |          |            |              |            |            |              |          |            |              |
| 08:00 - 09:00 |          |            |              |            |            |              |          |            |              |
| 09:00 - 10:00 |          |            |              |            |            |              |          |            |              |
| 10:00 - 11:00 | 2        | 690        | 0.000        | 2          | 690        | 0.000        | 2        | 690        | 0.000        |
| 11:00 - 12:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 12:00 - 13:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 13:00 - 14:00 | <b>3</b> | <b>677</b> | <b>0.049</b> | <b>3</b>   | <b>677</b> | <b>0.049</b> | <b>3</b> | <b>677</b> | <b>0.098</b> |
| 14:00 - 15:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 15:00 - 16:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 16:00 - 17:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 17:00 - 18:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 18:00 - 19:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 19:00 - 20:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 20:00 - 21:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 21:00 - 22:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 22:00 - 23:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 23:00 - 24:00 | 1        | 760        | 0.000        | 1          | 760        | 0.000        | 1        | 760        | 0.000        |
| Total Rates:  |          |            | 0.049        |            |            | 0.049        |          |            | 0.098        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

**MULTI-MODAL CYCLISTS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |            |              | DEPARTURES |            |              | TOTALS   |            |              |
|---------------|----------|------------|--------------|------------|------------|--------------|----------|------------|--------------|
|               | 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 |          |            |              |            |            |              |          |            |              |
| 08:00 - 09:00 |          |            |              |            |            |              |          |            |              |
| 09:00 - 10:00 |          |            |              |            |            |              |          |            |              |
| 10:00 - 11:00 | 2        | 690        | 0.000        | 2          | 690        | 0.000        | 2        | 690        | 0.000        |
| 11:00 - 12:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 12:00 - 13:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 13:00 - 14:00 | <b>3</b> | <b>677</b> | <b>0.148</b> | 3          | 677        | 0.000        | <b>3</b> | <b>677</b> | <b>0.148</b> |
| 14:00 - 15:00 | 3        | 677        | 0.049        | <b>3</b>   | <b>677</b> | <b>0.098</b> | 3        | 677        | 0.147        |
| 15:00 - 16:00 | 3        | 677        | 0.049        | 3          | 677        | 0.000        | 3        | 677        | 0.049        |
| 16:00 - 17:00 | 3        | 677        | 0.000        | 3          | 677        | 0.049        | 3        | 677        | 0.049        |
| 17:00 - 18:00 | 3        | 677        | 0.049        | 3          | 677        | 0.049        | 3        | 677        | 0.098        |
| 18:00 - 19:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 19:00 - 20:00 | 3        | 677        | 0.000        | 3          | 677        | 0.049        | 3        | 677        | 0.049        |
| 20:00 - 21:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 21:00 - 22:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 22:00 - 23:00 | 3        | 677        | 0.000        | 3          | 677        | 0.049        | 3        | 677        | 0.049        |
| 23:00 - 24:00 | 1        | 760        | 0.000        | 1          | 760        | 0.000        | 1        | 760        | 0.000        |
| Total Rates:  |          |            | 0.295        |            |            | 0.294        |          |            | 0.589        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

**MULTI-MODAL VEHICLE OCCUPANTS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |            |              | DEPARTURES |            |              | TOTALS   |            |               |
|---------------|----------|------------|--------------|------------|------------|--------------|----------|------------|---------------|
|               | 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 |          |            |              |            |            |              |          |            |               |
| 08:00 - 09:00 |          |            |              |            |            |              |          |            |               |
| 09:00 - 10:00 |          |            |              |            |            |              |          |            |               |
| 10:00 - 11:00 | 2        | 690        | 1.087        | 2          | 690        | 0.290        | 2        | 690        | 1.377         |
| 11:00 - 12:00 | 3        | 677        | 2.411        | 3          | 677        | 0.443        | 3        | 677        | 2.854         |
| 12:00 - 13:00 | <b>3</b> | <b>677</b> | <b>5.906</b> | 3          | 677        | 0.886        | 3        | 677        | 6.792         |
| 13:00 - 14:00 | 3        | 677        | 4.232        | 3          | 677        | 3.839        | 3        | 677        | 8.071         |
| 14:00 - 15:00 | 3        | 677        | 3.051        | <b>3</b>   | <b>677</b> | <b>7.234</b> | <b>3</b> | <b>677</b> | <b>10.285</b> |
| 15:00 - 16:00 | 3        | 677        | 2.313        | 3          | 677        | 2.805        | 3        | 677        | 5.118         |
| 16:00 - 17:00 | 3        | 677        | 3.740        | 3          | 677        | 2.707        | 3        | 677        | 6.447         |
| 17:00 - 18:00 | 3        | 677        | 4.823        | 3          | 677        | 2.559        | 3        | 677        | 7.382         |
| 18:00 - 19:00 | 3        | 677        | 5.118        | 3          | 677        | 4.183        | 3        | 677        | 9.301         |
| 19:00 - 20:00 | 3        | 677        | 4.675        | 3          | 677        | 5.069        | 3        | 677        | 9.744         |
| 20:00 - 21:00 | 3        | 677        | 3.100        | 3          | 677        | 5.561        | 3        | 677        | 8.661         |
| 21:00 - 22:00 | 3        | 677        | 2.707        | 3          | 677        | 3.396        | 3        | 677        | 6.103         |
| 22:00 - 23:00 | 3        | 677        | 0.640        | 3          | 677        | 4.921        | 3        | 677        | 5.561         |
| 23:00 - 24:00 | 1        | 760        | 0.132        | 1          | 760        | 0.395        | 1        | 760        | 0.527         |
| Total Rates:  |          |            | 43.935       |            |            | 44.288       |          |            | 88.223        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

**MULTI-MODAL PEDESTRIANS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |            |              | DEPARTURES |            |              | TOTALS   |            |              |
|---------------|----------|------------|--------------|------------|------------|--------------|----------|------------|--------------|
|               | 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 |          |            |              |            |            |              |          |            |              |
| 08:00 - 09:00 |          |            |              |            |            |              |          |            |              |
| 09:00 - 10:00 |          |            |              |            |            |              |          |            |              |
| 10:00 - 11:00 | 2        | 690        | 0.072        | 2          | 690        | 0.000        | 2        | 690        | 0.072        |
| 11:00 - 12:00 | 3        | 677        | 0.148        | 3          | 677        | 0.049        | 3        | 677        | 0.197        |
| 12:00 - 13:00 | 3        | 677        | 0.541        | 3          | 677        | 0.148        | 3        | 677        | 0.689        |
| 13:00 - 14:00 | <b>3</b> | <b>677</b> | <b>0.935</b> | <b>3</b>   | <b>677</b> | <b>0.984</b> | <b>3</b> | <b>677</b> | <b>1.919</b> |
| 14:00 - 15:00 | 3        | 677        | 0.394        | 3          | 677        | 0.541        | 3        | 677        | 0.935        |
| 15:00 - 16:00 | 3        | 677        | 0.492        | 3          | 677        | 0.492        | 3        | 677        | 0.984        |
| 16:00 - 17:00 | 3        | 677        | 0.787        | 3          | 677        | 0.443        | 3        | 677        | 1.230        |
| 17:00 - 18:00 | 3        | 677        | 0.541        | 3          | 677        | 0.344        | 3        | 677        | 0.885        |
| 18:00 - 19:00 | 3        | 677        | 0.246        | 3          | 677        | 0.148        | 3        | 677        | 0.394        |
| 19:00 - 20:00 | 3        | 677        | 0.492        | 3          | 677        | 0.394        | 3        | 677        | 0.886        |
| 20:00 - 21:00 | 3        | 677        | 0.344        | 3          | 677        | 0.246        | 3        | 677        | 0.590        |
| 21:00 - 22:00 | 3        | 677        | 0.049        | 3          | 677        | 0.344        | 3        | 677        | 0.393        |
| 22:00 - 23:00 | 3        | 677        | 0.000        | 3          | 677        | 0.492        | 3        | 677        | 0.492        |
| 23:00 - 24:00 | 1        | 760        | 0.000        | 1          | 760        | 0.395        | 1        | 760        | 0.395        |
| Total Rates:  |          |            | 5.041        |            |            | 5.020        |          |            | 10.061       |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

**MULTI-MODAL BUS/TRAM PASSENGERS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |            |              | DEPARTURES |            |              | TOTALS   |            |              |
|---------------|----------|------------|--------------|------------|------------|--------------|----------|------------|--------------|
|               | 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 |          |            |              |            |            |              |          |            |              |
| 08:00 - 09:00 |          |            |              |            |            |              |          |            |              |
| 09:00 - 10:00 |          |            |              |            |            |              |          |            |              |
| 10:00 - 11:00 | 2        | 690        | 0.072        | 2          | 690        | 0.000        | 2        | 690        | 0.072        |
| 11:00 - 12:00 | 3        | 677        | 0.098        | 3          | 677        | 0.000        | 3        | 677        | 0.098        |
| 12:00 - 13:00 | 3        | 677        | 0.148        | 3          | 677        | 0.000        | 3        | 677        | 0.148        |
| 13:00 - 14:00 | <b>3</b> | <b>677</b> | <b>0.197</b> | 3          | 677        | 0.000        | 3        | 677        | 0.197        |
| 14:00 - 15:00 | 3        | 677        | 0.000        | <b>3</b>   | <b>677</b> | <b>0.148</b> | 3        | 677        | 0.148        |
| 15:00 - 16:00 | 3        | 677        | 0.049        | 3          | 677        | 0.148        | 3        | 677        | 0.197        |
| 16:00 - 17:00 | 3        | 677        | 0.049        | 3          | 677        | 0.098        | 3        | 677        | 0.147        |
| 17:00 - 18:00 | 3        | 677        | 0.197        | 3          | 677        | 0.098        | <b>3</b> | <b>677</b> | <b>0.295</b> |
| 18:00 - 19:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 19:00 - 20:00 | 3        | 677        | 0.049        | 3          | 677        | 0.000        | 3        | 677        | 0.049        |
| 20:00 - 21:00 | 3        | 677        | 0.000        | 3          | 677        | 0.148        | 3        | 677        | 0.148        |
| 21:00 - 22:00 | 3        | 677        | 0.000        | 3          | 677        | 0.098        | 3        | 677        | 0.098        |
| 22:00 - 23:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 23:00 - 24:00 | 1        | 760        | 0.000        | 1          | 760        | 0.132        | 1        | 760        | 0.132        |
| Total Rates:  |          |            | 0.859        |            |            | 0.870        |          |            | 1.729        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

**MULTI-MODAL PUBLIC TRANSPORT USERS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |            |              | DEPARTURES |            |              | TOTALS   |            |              |
|---------------|----------|------------|--------------|------------|------------|--------------|----------|------------|--------------|
|               | 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 |          |            |              |            |            |              |          |            |              |
| 08:00 - 09:00 |          |            |              |            |            |              |          |            |              |
| 09:00 - 10:00 |          |            |              |            |            |              |          |            |              |
| 10:00 - 11:00 | 2        | 690        | 0.072        | 2          | 690        | 0.000        | 2        | 690        | 0.072        |
| 11:00 - 12:00 | 3        | 677        | 0.098        | 3          | 677        | 0.000        | 3        | 677        | 0.098        |
| 12:00 - 13:00 | 3        | 677        | 0.148        | 3          | 677        | 0.000        | 3        | 677        | 0.148        |
| 13:00 - 14:00 | <b>3</b> | <b>677</b> | <b>0.197</b> | 3          | 677        | 0.000        | 3        | 677        | 0.197        |
| 14:00 - 15:00 | 3        | 677        | 0.000        | <b>3</b>   | <b>677</b> | <b>0.148</b> | 3        | 677        | 0.148        |
| 15:00 - 16:00 | 3        | 677        | 0.049        | 3          | 677        | 0.148        | 3        | 677        | 0.197        |
| 16:00 - 17:00 | 3        | 677        | 0.049        | 3          | 677        | 0.098        | 3        | 677        | 0.147        |
| 17:00 - 18:00 | 3        | 677        | 0.197        | 3          | 677        | 0.098        | <b>3</b> | <b>677</b> | <b>0.295</b> |
| 18:00 - 19:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 19:00 - 20:00 | 3        | 677        | 0.049        | 3          | 677        | 0.000        | 3        | 677        | 0.049        |
| 20:00 - 21:00 | 3        | 677        | 0.000        | 3          | 677        | 0.148        | 3        | 677        | 0.148        |
| 21:00 - 22:00 | 3        | 677        | 0.000        | 3          | 677        | 0.098        | 3        | 677        | 0.098        |
| 22:00 - 23:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 23:00 - 24:00 | 1        | 760        | 0.000        | 1          | 760        | 0.132        | 1        | 760        | 0.132        |
| Total Rates:  |          |            | 0.859        |            |            | 0.870        |          |            | 1.729        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

**MULTI-MODAL TOTAL PEOPLE**

**Calculation factor: 100 sqm**

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

Total People to Total Vehicles ratio (all time periods and directions): 1.97

| Time Range    | ARRIVALS |            |              | DEPARTURES |            |              | TOTALS   |            |               |
|---------------|----------|------------|--------------|------------|------------|--------------|----------|------------|---------------|
|               | 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 |          |            |              |            |            |              |          |            |               |
| 08:00 - 09:00 |          |            |              |            |            |              |          |            |               |
| 09:00 - 10:00 |          |            |              |            |            |              |          |            |               |
| 10:00 - 11:00 | 2        | 690        | 1.232        | 2          | 690        | 0.290        | 2        | 690        | 1.522         |
| 11:00 - 12:00 | 3        | 677        | 2.657        | 3          | 677        | 0.492        | 3        | 677        | 3.149         |
| 12:00 - 13:00 | <b>3</b> | <b>677</b> | <b>6.594</b> | 3          | 677        | 1.033        | 3        | 677        | 7.627         |
| 13:00 - 14:00 | 3        | 677        | 5.512        | 3          | 677        | 4.823        | 3        | 677        | 10.335        |
| 14:00 - 15:00 | 3        | 677        | 3.494        | <b>3</b>   | <b>677</b> | <b>8.022</b> | <b>3</b> | <b>677</b> | <b>11.516</b> |
| 15:00 - 16:00 | 3        | 677        | 2.904        | 3          | 677        | 3.445        | 3        | 677        | 6.349         |
| 16:00 - 17:00 | 3        | 677        | 4.577        | 3          | 677        | 3.297        | 3        | 677        | 7.874         |
| 17:00 - 18:00 | 3        | 677        | 5.610        | 3          | 677        | 3.051        | 3        | 677        | 8.661         |
| 18:00 - 19:00 | 3        | 677        | 5.364        | 3          | 677        | 4.331        | 3        | 677        | 9.695         |
| 19:00 - 20:00 | 3        | 677        | 5.217        | 3          | 677        | 5.512        | 3        | 677        | 10.729        |
| 20:00 - 21:00 | 3        | 677        | 3.445        | 3          | 677        | 5.955        | 3        | 677        | 9.400         |
| 21:00 - 22:00 | 3        | 677        | 2.756        | 3          | 677        | 3.839        | 3        | 677        | 6.595         |
| 22:00 - 23:00 | 3        | 677        | 0.640        | 3          | 677        | 5.463        | 3        | 677        | 6.103         |
| 23:00 - 24:00 | 1        | 760        | 0.132        | 1          | 760        | 0.921        | 1        | 760        | 1.053         |
| Total Rates:  |          |            | 50.134       |            |            | 50.474       |          |            | 100.608       |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

**MULTI-MODAL CARS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |            |              | DEPARTURES |            |              | TOTALS   |            |              |
|---------------|----------|------------|--------------|------------|------------|--------------|----------|------------|--------------|
|               | 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 |          |            |              |            |            |              |          |            |              |
| 08:00 - 09:00 |          |            |              |            |            |              |          |            |              |
| 09:00 - 10:00 |          |            |              |            |            |              |          |            |              |
| 10:00 - 11:00 | 2        | 690        | 0.580        | 2          | 690        | 0.145        | 2        | 690        | 0.725        |
| 11:00 - 12:00 | 3        | 677        | 1.378        | 3          | 677        | 0.295        | 3        | 677        | 1.673        |
| 12:00 - 13:00 | <b>3</b> | <b>677</b> | <b>3.297</b> | 3          | 677        | 0.541        | 3        | 677        | 3.838        |
| 13:00 - 14:00 | 3        | 677        | 2.116        | 3          | 677        | 2.313        | 3        | 677        | 4.429        |
| 14:00 - 15:00 | 3        | 677        | 1.526        | <b>3</b>   | <b>677</b> | <b>3.051</b> | 3        | 677        | 4.577        |
| 15:00 - 16:00 | 3        | 677        | 0.984        | 3          | 677        | 1.280        | 3        | 677        | 2.264        |
| 16:00 - 17:00 | 3        | 677        | 2.165        | 3          | 677        | 1.230        | 3        | 677        | 3.395        |
| 17:00 - 18:00 | 3        | 677        | 2.953        | 3          | 677        | 1.624        | 3        | 677        | 4.577        |
| 18:00 - 19:00 | 3        | 677        | 2.707        | 3          | 677        | 2.215        | 3        | 677        | 4.922        |
| 19:00 - 20:00 | 3        | 677        | 2.608        | 3          | 677        | 2.707        | <b>3</b> | <b>677</b> | <b>5.315</b> |
| 20:00 - 21:00 | 3        | 677        | 1.722        | 3          | 677        | 2.953        | 3        | 677        | 4.675        |
| 21:00 - 22:00 | 3        | 677        | 1.280        | 3          | 677        | 1.772        | 3        | 677        | 3.052        |
| 22:00 - 23:00 | 3        | 677        | 0.295        | 3          | 677        | 2.411        | 3        | 677        | 2.706        |
| 23:00 - 24:00 | 1        | 760        | 0.132        | 1          | 760        | 0.263        | 1        | 760        | 0.395        |
| Total Rates:  |          |            | 23.743       |            |            | 22.800       |          |            | 46.543       |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

**MULTI-MODAL LGVS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |            |              | DEPARTURES |            |              | TOTALS   |            |              |
|---------------|----------|------------|--------------|------------|------------|--------------|----------|------------|--------------|
|               | 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 |          |            |              |            |            |              |          |            |              |
| 08:00 - 09:00 |          |            |              |            |            |              |          |            |              |
| 09:00 - 10:00 |          |            |              |            |            |              |          |            |              |
| 10:00 - 11:00 | 2        | 690        | 0.072        | 2          | 690        | 0.072        | 2        | 690        | 0.144        |
| 11:00 - 12:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 12:00 - 13:00 | 3        | 677        | 0.049        | 3          | 677        | 0.049        | 3        | 677        | 0.098        |
| 13:00 - 14:00 | 3        | 677        | 0.098        | 3          | 677        | 0.098        | 3        | 677        | 0.196        |
| 14:00 - 15:00 | 3        | 677        | 0.098        | 3          | 677        | 0.000        | 3        | 677        | 0.098        |
| 15:00 - 16:00 | <b>3</b> | <b>677</b> | <b>0.148</b> | 3          | 677        | 0.098        | 3        | 677        | 0.246        |
| 16:00 - 17:00 | 3        | 677        | 0.148        | <b>3</b>   | <b>677</b> | <b>0.148</b> | <b>3</b> | <b>677</b> | <b>0.296</b> |
| 17:00 - 18:00 | 3        | 677        | 0.000        | 3          | 677        | 0.049        | 3        | 677        | 0.049        |
| 18:00 - 19:00 | 3        | 677        | 0.049        | 3          | 677        | 0.000        | 3        | 677        | 0.049        |
| 19:00 - 20:00 | 3        | 677        | 0.049        | 3          | 677        | 0.049        | 3        | 677        | 0.098        |
| 20:00 - 21:00 | 3        | 677        | 0.049        | 3          | 677        | 0.148        | 3        | 677        | 0.197        |
| 21:00 - 22:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 22:00 - 23:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 23:00 - 24:00 | 1        | 760        | 0.000        | 1          | 760        | 0.000        | 1        | 760        | 0.000        |
| Total Rates:  |          |            | 0.760        |            |            | 0.711        |          |            | 1.471        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

**MULTI-MODAL MOTOR CYCLES**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |            |              | DEPARTURES |            |              | TOTALS   |            |              |
|---------------|----------|------------|--------------|------------|------------|--------------|----------|------------|--------------|
|               | 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 | 1        | 620        | 0.000        | 1          | 620        | 0.000        | 1        | 620        | 0.000        |
| 08:00 - 09:00 | 1        | 620        | 0.000        | 1          | 620        | 0.000        | 1        | 620        | 0.000        |
| 09:00 - 10:00 | 1        | 620        | 0.000        | 1          | 620        | 0.000        | 1        | 620        | 0.000        |
| 10:00 - 11:00 | 2        | 690        | 0.000        | 2          | 690        | 0.000        | 2        | 690        | 0.000        |
| 11:00 - 12:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 12:00 - 13:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 13:00 - 14:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 14:00 - 15:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 15:00 - 16:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 16:00 - 17:00 | <b>3</b> | <b>677</b> | <b>0.049</b> | 3          | 677        | 0.000        | <b>3</b> | <b>677</b> | <b>0.049</b> |
| 17:00 - 18:00 | 3        | 677        | 0.000        | <b>3</b>   | <b>677</b> | <b>0.049</b> | 3        | 677        | 0.049        |
| 18:00 - 19:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 19:00 - 20:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 20:00 - 21:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 21:00 - 22:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 22:00 - 23:00 | 3        | 677        | 0.000        | 3          | 677        | 0.000        | 3        | 677        | 0.000        |
| 23:00 - 24:00 | 1        | 760        | 0.000        | 1          | 760        | 0.000        | 1        | 760        | 0.000        |
| Total Rates:  |          |            | 0.049        |            |            | 0.049        |          |            | 0.098        |

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.

Filtering Summary

Land Use : 06/AHOTEL, FOOD & DRINK/HOTELS

Selected Trip Rate Calculation Parameter Range 10000-30000 sqm GFA

Actual Trip Rate Calculation Parameter Range 10310-17624 sqm GFA

Date Range Minimum: 01/01/14

Parking Spaces Range All Surveys Included

Days of the week selected Thursday Friday

Main Location Types selected Edge of Town

Population within 500m All Surveys Included

Population <1 Mile ranges selected 5,001 to 10,00015,001 to 20,000

Population <5 Mile ranges selected 125,001 to 250,000250,001 to 500,000

Car Ownership <5 Mile ranges selected 0.6 to 1.0

PTAL Rating No PTAL Present

Maximum: 10/08/22

1

1

2

1

1

1

1

2

2

Calculation Reference: AUDIT-152301-220818-0818

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
Category : A - HOTELS  
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05 EAST MIDLANDS  
DS DERBYSHIRE 1 days  
LE LEICESTERSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 10310 to 17624 (units: sqm)  
Range Selected by User: 10000 to 30000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:  
Selection by: Include all surveys

Date Range: 01/01/14 to 10/08/22

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

Selected survey days:

Thursday 1 days  
Friday 1 days

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

Selected survey types:

Manual count 2 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 2

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:

Commercial Zone 1  
Residential Zone 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.

Secondary Filtering selection:

Use Class:

C1 2 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 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:  
5,001 to 10,0001 days  
15,001 to 20,0001 days

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

Population within 5 miles:  
125,001 to 250,0001 days  
250,001 to 500,0001 days

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

Car ownership within 5 miles:  
0.6 to 1.02 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:  
No2 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.

PTAL Rating:  
No PTAL Present2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

|   |                                                                                      |             |                                       |
|---|--------------------------------------------------------------------------------------|-------------|---------------------------------------|
| 1 | DS-06-A-04<br>CARTER LANE EAST<br>SOUTH NORMANTON                                    | HOLIDAY INN | DERBYSHIRE                            |
|   | Edge of Town<br>Residential Zone<br>Total Gross floor area:<br>10310 sqm<br>15/10/21 |             |                                       |
| 2 | LE-06-A-01<br>SMITH WAY<br>LEICESTER<br>ENDERBY                                      | MARRIOTT    | Survey Type: MANUAL<br>LEICESTERSHIRE |
|   | Edge of Town<br>Commercial Zone<br>Total Gross floor area:<br>17624 sqm<br>12/07/18  |             |                                       |

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 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL TOTAL VEHICLES**

**Calculation factor: 100 sqm**

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

Total People to Total Vehicles ratio (all time periods and directions): 1.47

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 | 2        | 13967        | 0.158        | 2          | 13967        | 0.283        | 2        | 13967        | 0.441        |
| 08:00 - 09:00 | 2        | 13967        | 0.354        | 2          | <b>13967</b> | <b>0.376</b> | 2        | <b>13967</b> | <b>0.730</b> |
| 09:00 - 10:00 | 2        | <b>13967</b> | <b>0.394</b> | 2          | 13967        | 0.268        | 2        | 13967        | 0.662        |
| 10:00 - 11:00 | 2        | 13967        | 0.261        | 2          | 13967        | 0.197        | 2        | 13967        | 0.458        |
| 11:00 - 12:00 | 2        | 13967        | 0.125        | 2          | 13967        | 0.179        | 2        | 13967        | 0.304        |
| 12:00 - 13:00 | 2        | 13967        | 0.258        | 2          | 13967        | 0.158        | 2        | 13967        | 0.416        |
| 13:00 - 14:00 | 2        | 13967        | 0.272        | 2          | 13967        | 0.168        | 2        | 13967        | 0.440        |
| 14:00 - 15:00 | 2        | 13967        | 0.197        | 2          | 13967        | 0.200        | 2        | 13967        | 0.397        |
| 15:00 - 16:00 | 2        | 13967        | 0.240        | 2          | 13967        | 0.204        | 2        | 13967        | 0.444        |
| 16:00 - 17:00 | 2        | 13967        | 0.179        | 2          | 13967        | 0.304        | 2        | 13967        | 0.483        |
| 17:00 - 18:00 | 2        | 13967        | 0.204        | 2          | 13967        | 0.268        | 2        | 13967        | 0.472        |
| 18:00 - 19:00 | 2        | 13967        | 0.215        | 2          | 13967        | 0.236        | 2        | 13967        | 0.451        |
| 19:00 - 20:00 | 2        | 13967        | 0.122        | 2          | 13967        | 0.161        | 2        | 13967        | 0.283        |
| 20:00 - 21:00 | 2        | 13967        | 0.118        | 2          | 13967        | 0.064        | 2        | 13967        | 0.182        |
| 21:00 - 22:00 |          |              |              |            |              |              |          |              |              |
| 22:00 - 23:00 | 2        | 13967        | 0.079        | 2          | 13967        | 0.082        | 2        | 13967        | 0.161        |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 3.176        |            |              | 3.148        |          |              | 6.324        |

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

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

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Parameter summary

|                                               |                            |
|-----------------------------------------------|----------------------------|
| Trip rate parameter range selected:           | 10310 - 17624 (units: sqm) |
| Survey date date range:                       | 01/01/14 - 10/08/22        |
| Number of weekdays (Monday-Friday):           | 2                          |
| Number of Saturdays:                          | 0                          |
| Number of Sundays:                            | 0                          |
| Surveys automatically removed from selection: | 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 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL TAXIS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 | 2        | 13967        | 0.018        | 2          | 13967        | 0.018        | 2        | 13967        | 0.036        |
| 08:00 - 09:00 | 2        | <b>13967</b> | <b>0.043</b> | 2          | <b>13967</b> | <b>0.036</b> | 2        | <b>13967</b> | <b>0.079</b> |
| 09:00 - 10:00 | 2        | 13967        | 0.014        | 2          | 13967        | 0.025        | 2        | 13967        | 0.039        |
| 10:00 - 11:00 | 2        | 13967        | 0.014        | 2          | 13967        | 0.021        | 2        | 13967        | 0.035        |
| 11:00 - 12:00 | 2        | 13967        | 0.007        | 2          | 13967        | 0.007        | 2        | 13967        | 0.014        |
| 12:00 - 13:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 13:00 - 14:00 | 2        | 13967        | 0.007        | 2          | 13967        | 0.007        | 2        | 13967        | 0.014        |
| 14:00 - 15:00 | 2        | 13967        | 0.025        | 2          | 13967        | 0.018        | 2        | 13967        | 0.043        |
| 15:00 - 16:00 | 2        | 13967        | 0.007        | 2          | 13967        | 0.007        | 2        | 13967        | 0.014        |
| 16:00 - 17:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.007        | 2        | 13967        | 0.011        |
| 17:00 - 18:00 | 2        | 13967        | 0.014        | 2          | 13967        | 0.014        | 2        | 13967        | 0.028        |
| 18:00 - 19:00 | 2        | 13967        | 0.021        | 2          | 13967        | 0.021        | 2        | 13967        | 0.042        |
| 19:00 - 20:00 | 2        | 13967        | 0.011        | 2          | 13967        | 0.004        | 2        | 13967        | 0.015        |
| 20:00 - 21:00 | 2        | 13967        | 0.011        | 2          | 13967        | 0.007        | 2        | 13967        | 0.018        |
| 21:00 - 22:00 | 2        | 13967        | 0.007        | 2          | 13967        | 0.007        | 2        | 13967        | 0.014        |
| 22:00 - 23:00 |          |              |              |            |              |              |          |              |              |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 0.203        |            |              | 0.199        |          |              | 0.402        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL OGVS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 | 2        | 13967        | 0.004        | 2          | 13967        | 0.004        | 2        | 13967        | 0.008        |
| 08:00 - 09:00 | <b>2</b> | <b>13967</b> | <b>0.007</b> | 2          | 13967        | 0.004        | <b>2</b> | <b>13967</b> | <b>0.011</b> |
| 09:00 - 10:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.004        | 2        | 13967        | 0.008        |
| 10:00 - 11:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 11:00 - 12:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.000        | 2        | 13967        | 0.004        |
| 12:00 - 13:00 | 2        | 13967        | 0.004        | <b>2</b>   | <b>13967</b> | <b>0.007</b> | 2        | 13967        | 0.011        |
| 13:00 - 14:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 14:00 - 15:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 15:00 - 16:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 16:00 - 17:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 17:00 - 18:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.004        | 2        | 13967        | 0.004        |
| 18:00 - 19:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 19:00 - 20:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 20:00 - 21:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 21:00 - 22:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 22:00 - 23:00 |          |              |              |            |              |              |          |              |              |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 0.023        |            |              | 0.023        |          |              | 0.046        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL PSVS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 | 2        | 13967        | 0.004        | 2          | 13967        | 0.004        | 2        | 13967        | 0.008        |
| 08:00 - 09:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 09:00 - 10:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 10:00 - 11:00 | <b>2</b> | <b>13967</b> | <b>0.011</b> | <b>2</b>   | <b>13967</b> | <b>0.007</b> | <b>2</b> | <b>13967</b> | <b>0.018</b> |
| 11:00 - 12:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 12:00 - 13:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.004        | 2        | 13967        | 0.004        |
| 13:00 - 14:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 14:00 - 15:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 15:00 - 16:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 16:00 - 17:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.000        | 2        | 13967        | 0.004        |
| 17:00 - 18:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.004        | 2        | 13967        | 0.008        |
| 18:00 - 19:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.004        | 2        | 13967        | 0.004        |
| 19:00 - 20:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 20:00 - 21:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 21:00 - 22:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 22:00 - 23:00 |          |              |              |            |              |              |          |              |              |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 0.023        |            |              | 0.023        |          |              | 0.046        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL CYCLISTS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 | 2        | 13967        | 0.004        | 2          | 13967        | 0.000        | 2        | 13967        | 0.004        |
| 08:00 - 09:00 | <b>2</b> | <b>13967</b> | <b>0.007</b> | 2          | 13967        | 0.000        | 2        | 13967        | 0.007        |
| 09:00 - 10:00 | 2        | 13967        | 0.007        | 2          | 13967        | 0.000        | 2        | 13967        | 0.007        |
| 10:00 - 11:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.000        | 2        | 13967        | 0.004        |
| 11:00 - 12:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.000        | 2        | 13967        | 0.004        |
| 12:00 - 13:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.000        | 2        | 13967        | 0.004        |
| 13:00 - 14:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.000        | 2        | 13967        | 0.004        |
| 14:00 - 15:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 15:00 - 16:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.004        | 2        | 13967        | 0.004        |
| 16:00 - 17:00 | 2        | 13967        | 0.000        | <b>2</b>   | <b>13967</b> | <b>0.018</b> | <b>2</b> | <b>13967</b> | <b>0.018</b> |
| 17:00 - 18:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.004        | 2        | 13967        | 0.004        |
| 18:00 - 19:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.004        | 2        | 13967        | 0.004        |
| 19:00 - 20:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 20:00 - 21:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.004        | 2        | 13967        | 0.008        |
| 21:00 - 22:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 22:00 - 23:00 |          |              |              |            |              |              |          |              |              |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 0.038        |            |              | 0.034        |          |              | 0.072        |

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL VEHICLE OCCUPANTS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 | 2        | 13967        | 0.168        | 2          | 13967        | 0.365        | 2        | 13967        | 0.533        |
| 08:00 - 09:00 | 2        | 13967        | 0.362        | <b>2</b>   | <b>13967</b> | <b>0.447</b> | <b>2</b> | <b>13967</b> | <b>0.809</b> |
| 09:00 - 10:00 | <b>2</b> | <b>13967</b> | <b>0.451</b> | 2          | 13967        | 0.337        | 2        | 13967        | 0.788        |
| 10:00 - 11:00 | 2        | 13967        | 0.337        | 2          | 13967        | 0.272        | 2        | 13967        | 0.609        |
| 11:00 - 12:00 | 2        | 13967        | 0.147        | 2          | 13967        | 0.229        | 2        | 13967        | 0.376        |
| 12:00 - 13:00 | 2        | 13967        | 0.283        | 2          | 13967        | 0.172        | 2        | 13967        | 0.455        |
| 13:00 - 14:00 | 2        | 13967        | 0.329        | 2          | 13967        | 0.179        | 2        | 13967        | 0.508        |
| 14:00 - 15:00 | 2        | 13967        | 0.290        | 2          | 13967        | 0.215        | 2        | 13967        | 0.505        |
| 15:00 - 16:00 | 2        | 13967        | 0.322        | 2          | 13967        | 0.261        | 2        | 13967        | 0.583        |
| 16:00 - 17:00 | 2        | 13967        | 0.276        | 2          | 13967        | 0.394        | 2        | 13967        | 0.670        |
| 17:00 - 18:00 | 2        | 13967        | 0.329        | 2          | 13967        | 0.344        | 2        | 13967        | 0.673        |
| 18:00 - 19:00 | 2        | 13967        | 0.308        | 2          | 13967        | 0.322        | 2        | 13967        | 0.630        |
| 19:00 - 20:00 | 2        | 13967        | 0.179        | 2          | 13967        | 0.197        | 2        | 13967        | 0.376        |
| 20:00 - 21:00 | 2        | 13967        | 0.154        | 2          | 13967        | 0.064        | 2        | 13967        | 0.218        |
| 21:00 - 22:00 | 2        | 13967        | 0.140        | 2          | 13967        | 0.093        | 2        | 13967        | 0.233        |
| 22:00 - 23:00 |          |              |              |            |              |              |          |              |              |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 4.075        |            |              | 3.891        |          |              | 7.966        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL PEDESTRIANS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 | 2        | 13967        | 0.018        | 2          | 13967        | 0.036        | 2        | 13967        | 0.054        |
| 08:00 - 09:00 | <b>2</b> | <b>13967</b> | <b>0.036</b> | 2          | 13967        | 0.021        | 2        | 13967        | 0.057        |
| 09:00 - 10:00 | 2        | 13967        | 0.014        | 2          | 13967        | 0.007        | 2        | 13967        | 0.021        |
| 10:00 - 11:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.007        | 2        | 13967        | 0.007        |
| 11:00 - 12:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.014        | 2        | 13967        | 0.018        |
| 12:00 - 13:00 | 2        | 13967        | 0.018        | 2          | 13967        | 0.032        | 2        | 13967        | 0.050        |
| 13:00 - 14:00 | 2        | 13967        | 0.025        | 2          | 13967        | 0.029        | 2        | 13967        | 0.054        |
| 14:00 - 15:00 | 2        | 13967        | 0.025        | 2          | 13967        | 0.011        | 2        | 13967        | 0.036        |
| 15:00 - 16:00 | 2        | 13967        | 0.011        | 2          | 13967        | 0.018        | 2        | 13967        | 0.029        |
| 16:00 - 17:00 | 2        | 13967        | 0.018        | 2          | 13967        | 0.021        | 2        | 13967        | 0.039        |
| 17:00 - 18:00 | 2        | 13967        | 0.029        | 2          | 13967        | 0.029        | 2        | 13967        | 0.058        |
| 18:00 - 19:00 | 2        | 13967        | 0.021        | <b>2</b>   | <b>13967</b> | <b>0.039</b> | <b>2</b> | <b>13967</b> | <b>0.060</b> |
| 19:00 - 20:00 | 2        | 13967        | 0.021        | 2          | 13967        | 0.011        | 2        | 13967        | 0.032        |
| 20:00 - 21:00 | 2        | 13967        | 0.007        | 2          | 13967        | 0.011        | 2        | 13967        | 0.018        |
| 21:00 - 22:00 | 2        | 13967        | 0.007        | 2          | 13967        | 0.000        | 2        | 13967        | 0.007        |
| 22:00 - 23:00 |          |              |              |            |              |              |          |              |              |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 0.254        |            |              | 0.286        |          |              | 0.540        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL BUS/TRAM PASSENGERS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 | 2        | 13967        | 0.000        | 2          | 13967        | 0.011        | 2        | 13967        | 0.011        |
| 08:00 - 09:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.018        | 2        | 13967        | 0.018        |
| 09:00 - 10:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.007        | 2        | 13967        | 0.007        |
| 10:00 - 11:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 11:00 - 12:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 12:00 - 13:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 13:00 - 14:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 14:00 - 15:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 15:00 - 16:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.000        | 2        | 13967        | 0.004        |
| 16:00 - 17:00 | 2        | 13967        | 0.007        | 2          | 13967        | 0.000        | 2        | 13967        | 0.007        |
| 17:00 - 18:00 | <b>2</b> | <b>13967</b> | <b>0.039</b> | <b>2</b>   | <b>13967</b> | <b>0.021</b> | <b>2</b> | <b>13967</b> | <b>0.060</b> |
| 18:00 - 19:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.004        | 2        | 13967        | 0.008        |
| 19:00 - 20:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 20:00 - 21:00 | 2        | 13967        | 0.007        | 2          | 13967        | 0.000        | 2        | 13967        | 0.007        |
| 21:00 - 22:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 22:00 - 23:00 |          |              |              |            |              |              |          |              |              |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 0.061        |            |              | 0.061        |          |              | 0.122        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL TOTAL RAIL PASSENGERS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 | 2        | 13967        | 0.007        | 2          | 13967        | 0.011        | 2        | 13967        | 0.018        |
| 08:00 - 09:00 | 2        | 13967        | 0.039        | 2          | <b>13967</b> | <b>0.036</b> | 2        | <b>13967</b> | <b>0.075</b> |
| 09:00 - 10:00 | 2        | 13967        | 0.018        | 2          | 13967        | 0.011        | 2        | 13967        | 0.029        |
| 10:00 - 11:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.007        | 2        | 13967        | 0.007        |
| 11:00 - 12:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.004        | 2        | 13967        | 0.008        |
| 12:00 - 13:00 | 2        | 13967        | 0.018        | 2          | 13967        | 0.021        | 2        | 13967        | 0.039        |
| 13:00 - 14:00 | 2        | 13967        | 0.014        | 2          | 13967        | 0.014        | 2        | 13967        | 0.028        |
| 14:00 - 15:00 | 2        | 13967        | 0.029        | 2          | 13967        | 0.004        | 2        | 13967        | 0.033        |
| 15:00 - 16:00 | 2        | 13967        | 0.029        | 2          | 13967        | 0.004        | 2        | 13967        | 0.033        |
| 16:00 - 17:00 | 2        | <b>13967</b> | <b>0.050</b> | 2          | 13967        | 0.007        | 2        | 13967        | 0.057        |
| 17:00 - 18:00 | 2        | 13967        | 0.021        | 2          | 13967        | 0.021        | 2        | 13967        | 0.042        |
| 18:00 - 19:00 | 2        | 13967        | 0.011        | 2          | 13967        | 0.004        | 2        | 13967        | 0.015        |
| 19:00 - 20:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.007        | 2        | 13967        | 0.011        |
| 20:00 - 21:00 | 2        | 13967        | 0.007        | 2          | 13967        | 0.004        | 2        | 13967        | 0.011        |
| 21:00 - 22:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 22:00 - 23:00 |          |              |              |            |              |              |          |              |              |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 0.251        |            |              | 0.155        |          |              | 0.406        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL COACH PASSENGERS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 | 2        | 13967        | 0.014        | 2          | <b>13967</b> | <b>0.043</b> | 2        | 13967        | 0.057        |
| 08:00 - 09:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 09:00 - 10:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 10:00 - 11:00 | 2        | <b>13967</b> | <b>0.057</b> | 2          | 13967        | 0.021        | 2        | <b>13967</b> | <b>0.078</b> |
| 11:00 - 12:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 12:00 - 13:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 13:00 - 14:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 14:00 - 15:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 15:00 - 16:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 16:00 - 17:00 | 2        | 13967        | 0.007        | 2          | 13967        | 0.000        | 2        | 13967        | 0.007        |
| 17:00 - 18:00 | 2        | 13967        | 0.029        | 2          | 13967        | 0.032        | 2        | 13967        | 0.061        |
| 18:00 - 19:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 19:00 - 20:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 20:00 - 21:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 21:00 - 22:00 | 2        | 13967        | 0.000        | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 22:00 - 23:00 |          |              |              |            |              |              |          |              |              |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 0.107        |            |              | 0.096        |          |              | 0.203        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL PUBLIC TRANSPORT USERS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | 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 | 2        | 13967    | 0.021     | 2          | 13967    | 0.064     | 2        | 13967    | 0.085     |
| 08:00 - 09:00 | 2        | 13967    | 0.039     | 2          | 13967    | 0.054     | 2        | 13967    | 0.093     |
| 09:00 - 10:00 | 2        | 13967    | 0.018     | 2          | 13967    | 0.018     | 2        | 13967    | 0.036     |
| 10:00 - 11:00 | 2        | 13967    | 0.057     | 2          | 13967    | 0.029     | 2        | 13967    | 0.086     |
| 11:00 - 12:00 | 2        | 13967    | 0.004     | 2          | 13967    | 0.004     | 2        | 13967    | 0.008     |
| 12:00 - 13:00 | 2        | 13967    | 0.018     | 2          | 13967    | 0.021     | 2        | 13967    | 0.039     |
| 13:00 - 14:00 | 2        | 13967    | 0.014     | 2          | 13967    | 0.014     | 2        | 13967    | 0.028     |
| 14:00 - 15:00 | 2        | 13967    | 0.029     | 2          | 13967    | 0.004     | 2        | 13967    | 0.033     |
| 15:00 - 16:00 | 2        | 13967    | 0.032     | 2          | 13967    | 0.004     | 2        | 13967    | 0.036     |
| 16:00 - 17:00 | 2        | 13967    | 0.064     | 2          | 13967    | 0.007     | 2        | 13967    | 0.071     |
| 17:00 - 18:00 | 2        | 13967    | 0.089     | 2          | 13967    | 0.075     | 2        | 13967    | 0.164     |
| 18:00 - 19:00 | 2        | 13967    | 0.014     | 2          | 13967    | 0.007     | 2        | 13967    | 0.021     |
| 19:00 - 20:00 | 2        | 13967    | 0.004     | 2          | 13967    | 0.007     | 2        | 13967    | 0.011     |
| 20:00 - 21:00 | 2        | 13967    | 0.014     | 2          | 13967    | 0.004     | 2        | 13967    | 0.018     |
| 21:00 - 22:00 | 2        | 13967    | 0.000     | 2          | 13967    | 0.000     | 2        | 13967    | 0.000     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.417     |            |          | 0.312     |          |          | 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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL TOTAL PEOPLE**

**Calculation factor: 100 sqm**

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

Total People to Total Vehicles ratio (all time periods and directions): 1.47

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | 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 | 2        | 13967    | 0.211     | 2          | 13967    | 0.465     | 2        | 13967    | 0.676     |
| 08:00 - 09:00 | 2        | 13967    | 0.444     | 2          | 13967    | 0.523     | 2        | 13967    | 0.967     |
| 09:00 - 10:00 | 2        | 13967    | 0.490     | 2          | 13967    | 0.362     | 2        | 13967    | 0.852     |
| 10:00 - 11:00 | 2        | 13967    | 0.397     | 2          | 13967    | 0.308     | 2        | 13967    | 0.705     |
| 11:00 - 12:00 | 2        | 13967    | 0.158     | 2          | 13967    | 0.247     | 2        | 13967    | 0.405     |
| 12:00 - 13:00 | 2        | 13967    | 0.322     | 2          | 13967    | 0.226     | 2        | 13967    | 0.548     |
| 13:00 - 14:00 | 2        | 13967    | 0.372     | 2          | 13967    | 0.222     | 2        | 13967    | 0.594     |
| 14:00 - 15:00 | 2        | 13967    | 0.344     | 2          | 13967    | 0.229     | 2        | 13967    | 0.573     |
| 15:00 - 16:00 | 2        | 13967    | 0.365     | 2          | 13967    | 0.286     | 2        | 13967    | 0.651     |
| 16:00 - 17:00 | 2        | 13967    | 0.358     | 2          | 13967    | 0.440     | 2        | 13967    | 0.798     |
| 17:00 - 18:00 | 2        | 13967    | 0.447     | 2          | 13967    | 0.451     | 2        | 13967    | 0.898     |
| 18:00 - 19:00 | 2        | 13967    | 0.344     | 2          | 13967    | 0.372     | 2        | 13967    | 0.716     |
| 19:00 - 20:00 | 2        | 13967    | 0.204     | 2          | 13967    | 0.215     | 2        | 13967    | 0.419     |
| 20:00 - 21:00 | 2        | 13967    | 0.179     | 2          | 13967    | 0.082     | 2        | 13967    | 0.261     |
| 21:00 - 22:00 | 2        | 13967    | 0.147     | 2          | 13967    | 0.093     | 2        | 13967    | 0.240     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 4.782     |            |          | 4.521     |          |          | 9.303     |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL CARS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 | 2        | 13967        | 0.129        | 2          | 13967        | 0.222        | 2        | 13967        | 0.351        |
| 08:00 - 09:00 | 2        | 13967        | 0.297        | <b>2</b>   | <b>13967</b> | <b>0.290</b> | <b>2</b> | <b>13967</b> | <b>0.587</b> |
| 09:00 - 10:00 | <b>2</b> | <b>13967</b> | <b>0.333</b> | 2          | 13967        | 0.193        | 2        | 13967        | 0.526        |
| 10:00 - 11:00 | 2        | 13967        | 0.222        | 2          | 13967        | 0.143        | 2        | 13967        | 0.365        |
| 11:00 - 12:00 | 2        | 13967        | 0.093        | 2          | 13967        | 0.154        | 2        | 13967        | 0.247        |
| 12:00 - 13:00 | 2        | 13967        | 0.251        | 2          | 13967        | 0.143        | 2        | 13967        | 0.394        |
| 13:00 - 14:00 | 2        | 13967        | 0.243        | 2          | 13967        | 0.150        | 2        | 13967        | 0.393        |
| 14:00 - 15:00 | 2        | 13967        | 0.165        | 2          | 13967        | 0.179        | 2        | 13967        | 0.344        |
| 15:00 - 16:00 | 2        | 13967        | 0.204        | 2          | 13967        | 0.193        | 2        | 13967        | 0.397        |
| 16:00 - 17:00 | 2        | 13967        | 0.154        | 2          | 13967        | 0.290        | 2        | 13967        | 0.444        |
| 17:00 - 18:00 | 2        | 13967        | 0.161        | 2          | 13967        | 0.240        | 2        | 13967        | 0.401        |
| 18:00 - 19:00 | 2        | 13967        | 0.175        | 2          | 13967        | 0.204        | 2        | 13967        | 0.379        |
| 19:00 - 20:00 | 2        | 13967        | 0.107        | 2          | 13967        | 0.150        | 2        | 13967        | 0.257        |
| 20:00 - 21:00 | 2        | 13967        | 0.104        | 2          | 13967        | 0.054        | 2        | 13967        | 0.158        |
| 21:00 - 22:00 | 2        | 13967        | 0.061        | 2          | 13967        | 0.064        | 2        | 13967        | 0.125        |
| 22:00 - 23:00 |          |              |              |            |              |              |          |              |              |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 2.699        |            |              | 2.669        |          |              | 5.368        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL LGVS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |              |              | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|--------------|--------------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 |          |              |              |            |              |              |          |              |              |
| 08:00 - 09:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.036        | 2        | 13967        | 0.040        |
| 09:00 - 10:00 | 2        | 13967        | 0.007        | 2          | 13967        | 0.043        | 2        | 13967        | 0.050        |
| 10:00 - 11:00 | <b>2</b> | <b>13967</b> | <b>0.043</b> | <b>2</b>   | <b>13967</b> | <b>0.047</b> | <b>2</b> | <b>13967</b> | <b>0.090</b> |
| 11:00 - 12:00 | 2        | 13967        | 0.014        | 2          | 13967        | 0.025        | 2        | 13967        | 0.039        |
| 12:00 - 13:00 | 2        | 13967        | 0.021        | 2          | 13967        | 0.018        | 2        | 13967        | 0.039        |
| 13:00 - 14:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.004        | 2        | 13967        | 0.008        |
| 14:00 - 15:00 | 2        | 13967        | 0.021        | 2          | 13967        | 0.011        | 2        | 13967        | 0.032        |
| 15:00 - 16:00 | 2        | 13967        | 0.007        | 2          | 13967        | 0.004        | 2        | 13967        | 0.011        |
| 16:00 - 17:00 | 2        | 13967        | 0.029        | 2          | 13967        | 0.004        | 2        | 13967        | 0.033        |
| 17:00 - 18:00 | 2        | 13967        | 0.018        | 2          | 13967        | 0.007        | 2        | 13967        | 0.025        |
| 18:00 - 19:00 | 2        | 13967        | 0.025        | 2          | 13967        | 0.007        | 2        | 13967        | 0.032        |
| 19:00 - 20:00 | 2        | 13967        | 0.018        | 2          | 13967        | 0.007        | 2        | 13967        | 0.025        |
| 20:00 - 21:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.007        | 2        | 13967        | 0.011        |
| 21:00 - 22:00 | 2        | 13967        | 0.004        | 2          | 13967        | 0.004        | 2        | 13967        | 0.008        |
| 22:00 - 23:00 | 2        | 13967        | 0.011        | 2          | 13967        | 0.011        | 2        | 13967        | 0.022        |
| 23:00 - 24:00 |          |              |              |            |              |              |          |              |              |
| Total Rates:  |          |              | 0.230        |            |              | 0.235        |          |              | 0.465        |

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

**MULTI-MODAL MOTOR CYCLES**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |          |           | DEPARTURES |              |              | TOTALS   |              |              |
|---------------|----------|----------|-----------|------------|--------------|--------------|----------|--------------|--------------|
|               | 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 | 2        | 13967    | 0.000     | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 08:00 - 09:00 | 2        | 13967    | 0.000     | <b>2</b>   | <b>13967</b> | <b>0.004</b> | <b>2</b> | <b>13967</b> | <b>0.004</b> |
| 09:00 - 10:00 | 2        | 13967    | 0.000     | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 10:00 - 11:00 | 2        | 13967    | 0.000     | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 11:00 - 12:00 | 2        | 13967    | 0.000     | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 12:00 - 13:00 | 2        | 13967    | 0.000     | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 13:00 - 14:00 | 2        | 13967    | 0.000     | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 14:00 - 15:00 | 2        | 13967    | 0.000     | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 15:00 - 16:00 | 2        | 13967    | 0.000     | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 16:00 - 17:00 | 2        | 13967    | 0.000     | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 17:00 - 18:00 | 2        | 13967    | 0.000     | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 18:00 - 19:00 | 2        | 13967    | 0.000     | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 19:00 - 20:00 | 2        | 13967    | 0.000     | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 20:00 - 21:00 | 2        | 13967    | 0.000     | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 21:00 - 22:00 | 2        | 13967    | 0.000     | 2          | 13967        | 0.000        | 2        | 13967        | 0.000        |
| 22:00 - 23:00 |          |          |           |            |              |              |          |              |              |
| 23:00 - 24:00 |          |          |           |            |              |              |          |              |              |
| Total Rates:  |          |          | 0.000     |            |              | 0.004        |          |              | 0.004        |

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.

Filtering Summary

Land Use07/QLEISURE/COMMUNITY CENTRE

Selected Trip Rate Calculation Parameter Range1000-6000 sqm GFA

Actual Trip Rate Calculation Parameter Range2329-2329 sqm GFA

Date RangeMinimum: 01/01/14Maximum: 10/08/22

Parking Spaces RangeAll Surveys Included

Days of the week selectedFriday1

Main Location Types selectedEdge of Town Centre1

Population within 500mAll Surveys Included

Population <1 Mile ranges selected25,001 to 50,0001

Population <5 Mile ranges selected250,001 to 500,0001

Car Ownership <5 Mile ranges selected0.6 to 1.01

PTAL RatingNo PTAL Present1

Calculation Reference: AUDIT-152301-220818-0853

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
Category : Q - COMMUNITY CENTRE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

06 WEST MIDLANDS  
ST STAFFORDSHIRE1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 2329 to 2329 (units: sqm)  
Range Selected by User: 1000 to 6000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:  
Selection by: Include all surveys

Date Range: 01/01/14 to 10/08/22

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:  
Friday1 days

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

Selected survey types:  
Manual count1 days  
Directional ATC Count0 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 Centre1

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:  
Built-Up Zone1

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.

Secondary Filtering selection:

Use Class:  
F2(b)1 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 500m Range:  
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:  
25,001 to 50,0001 days

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

Population within 5 miles:  
250,001 to 500,0001 days

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

Car ownership within 5 miles:  
0.6 to 1.01 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:  
No1 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.

PTAL Rating:  
No PTAL Present1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

- 1

ST-07-Q-01

DUDLEY ROAD

WOLVERHAMPTON
- COMMUNITY CENTRE

STAFFORDSHIRE

Edge of Town Centre  
Built-Up Zone  
Total Gross floor area:  
Survey date: FRIDAY

2329 sqm  
09/05/14

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 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.75

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | 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 |          |          |           |            |          |           |          |          |           |
| 08:00 - 09:00 | 1        | 2329     | 0.558     | 1          | 2329     | 0.043     | 1        | 2329     | 0.601     |
| 09:00 - 10:00 | 1        | 2329     | 0.386     | 1          | 2329     | 0.215     | 1        | 2329     | 0.601     |
| 10:00 - 11:00 | 1        | 2329     | 0.687     | 1          | 2329     | 0.730     | 1        | 2329     | 1.417     |
| 11:00 - 12:00 | 1        | 2329     | 0.601     | 1          | 2329     | 0.601     | 1        | 2329     | 1.202     |
| 12:00 - 13:00 | 1        | 2329     | 0.558     | 1          | 2329     | 0.601     | 1        | 2329     | 1.159     |
| 13:00 - 14:00 | 1        | 2329     | 0.515     | 1          | 2329     | 0.601     | 1        | 2329     | 1.116     |
| 14:00 - 15:00 | 1        | 2329     | 0.343     | 1          | 2329     | 0.773     | 1        | 2329     | 1.116     |
| 15:00 - 16:00 | 1        | 2329     | 0.258     | 1          | 2329     | 0.301     | 1        | 2329     | 0.559     |
| 16:00 - 17:00 | 1        | 2329     | 0.386     | 1          | 2329     | 0.258     | 1        | 2329     | 0.644     |
| 17:00 - 18:00 | 1        | 2329     | 0.172     | 1          | 2329     | 0.301     | 1        | 2329     | 0.473     |
| 18:00 - 19:00 | 1        | 2329     | 0.258     | 1          | 2329     | 0.129     | 1        | 2329     | 0.387     |
| 19:00 - 20:00 | 1        | 2329     | 0.000     | 1          | 2329     | 0.000     | 1        | 2329     | 0.000     |
| 20:00 - 21:00 | 1        | 2329     | 0.000     | 1          | 2329     | 0.000     | 1        | 2329     | 0.000     |
| 21:00 - 22:00 | 1        | 2329     | 0.000     | 1          | 2329     | 0.000     | 1        | 2329     | 0.000     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 4.722     |            |          | 4.553     |          |          | 9.275     |

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

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

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Parameter summary

Trip rate parameter range selected: 2329 - 2329 (units: sqm)  
Survey date date range: 01/01/14 - 10/08/22  
Number of weekdays (Monday-Friday): 1  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 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 07 - LEISURE/Q - COMMUNITY CENTRE

**MULTI-MODAL TAXIS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 |          |             |              |            |             |              |          |             |              |
| 08:00 - 09:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 09:00 - 10:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 10:00 - 11:00 | 1        | 2329        | 0.043        | 1          | 2329        | 0.043        | 1        | 2329        | 0.086        |
| 11:00 - 12:00 | 1        | 2329        | 0.043        | 1          | 2329        | 0.043        | 1        | 2329        | 0.086        |
| 12:00 - 13:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 13:00 - 14:00 | 1        | 2329        | 0.043        | 1          | 2329        | 0.043        | 1        | 2329        | 0.086        |
| 14:00 - 15:00 | <b>1</b> | <b>2329</b> | <b>0.086</b> | <b>1</b>   | <b>2329</b> | <b>0.086</b> | <b>1</b> | <b>2329</b> | <b>0.172</b> |
| 15:00 - 16:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 16:00 - 17:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 17:00 - 18:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 18:00 - 19:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 19:00 - 20:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 20:00 - 21:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 21:00 - 22:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.215        |            |             | 0.215        |          |             | 0.430        |

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

**MULTI-MODAL PSVS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 |          |             |              |            |             |              |          |             |              |
| 08:00 - 09:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 09:00 - 10:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 10:00 - 11:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 11:00 - 12:00 | 1        | 2329        | 0.043        | 1          | 2329        | 0.043        | 1        | 2329        | 0.043        |
| 12:00 - 13:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.043        | 1        | 2329        | 0.043        |
| 13:00 - 14:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 14:00 - 15:00 | <b>1</b> | <b>2329</b> | <b>0.086</b> | <b>1</b>   | <b>2329</b> | <b>0.086</b> | <b>1</b> | <b>2329</b> | <b>0.172</b> |
| 15:00 - 16:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 16:00 - 17:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 17:00 - 18:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 18:00 - 19:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 19:00 - 20:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 20:00 - 21:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 21:00 - 22:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.129        |            |             | 0.129        |          |             | 0.258        |

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

**MULTI-MODAL VEHICLE OCCUPANTS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 |          |             |              |            |             |              |          |             |              |
| 08:00 - 09:00 | 1        | 2329        | 0.644        | 1          | 2329        | 0.043        | 1        | 2329        | 0.687        |
| 09:00 - 10:00 | 1        | 2329        | 0.558        | 1          | 2329        | 0.215        | 1        | 2329        | 0.773        |
| 10:00 - 11:00 | <b>1</b> | <b>2329</b> | <b>0.816</b> | <b>1</b>   | <b>2329</b> | <b>0.988</b> | <b>1</b> | <b>2329</b> | <b>1.804</b> |
| 11:00 - 12:00 | 1        | 2329        | 0.730        | 1          | 2329        | 0.773        | 1        | 2329        | 1.503        |
| 12:00 - 13:00 | 1        | 2329        | 0.644        | 1          | 2329        | 0.601        | 1        | 2329        | 1.245        |
| 13:00 - 14:00 | 1        | 2329        | 0.515        | 1          | 2329        | 0.687        | 1        | 2329        | 1.202        |
| 14:00 - 15:00 | 1        | 2329        | 0.343        | 1          | 2329        | 0.988        | 1        | 2329        | 1.331        |
| 15:00 - 16:00 | 1        | 2329        | 0.343        | 1          | 2329        | 0.386        | 1        | 2329        | 0.729        |
| 16:00 - 17:00 | 1        | 2329        | 0.429        | 1          | 2329        | 0.301        | 1        | 2329        | 0.730        |
| 17:00 - 18:00 | 1        | 2329        | 0.172        | 1          | 2329        | 0.386        | 1        | 2329        | 0.558        |
| 18:00 - 19:00 | 1        | 2329        | 0.301        | 1          | 2329        | 0.172        | 1        | 2329        | 0.473        |
| 19:00 - 20:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 20:00 - 21:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 21:00 - 22:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 5.495        |            |             | 5.540        |          |             | 11.035       |

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

**MULTI-MODAL PEDESTRIANS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 |          |             |              |            |             |              |          |             |              |
| 08:00 - 09:00 | 1        | 2329        | 0.472        | 1          | 2329        | 0.086        | 1        | 2329        | 0.558        |
| 09:00 - 10:00 | 1        | 2329        | 0.558        | 1          | 2329        | 0.172        | 1        | 2329        | 0.730        |
| 10:00 - 11:00 | <b>1</b> | <b>2329</b> | <b>1.331</b> | 1          | 2329        | 0.859        | 1        | 2329        | 2.190        |
| 11:00 - 12:00 | 1        | 2329        | 0.816        | 1          | 2329        | 0.429        | 1        | 2329        | 1.245        |
| 12:00 - 13:00 | 1        | 2329        | 1.288        | <b>1</b>   | <b>2329</b> | <b>1.503</b> | <b>1</b> | <b>2329</b> | <b>2.791</b> |
| 13:00 - 14:00 | 1        | 2329        | 0.945        | 1          | 2329        | 1.073        | 1        | 2329        | 2.018        |
| 14:00 - 15:00 | 1        | 2329        | 0.386        | 1          | 2329        | 1.030        | 1        | 2329        | 1.416        |
| 15:00 - 16:00 | 1        | 2329        | 0.301        | 1          | 2329        | 0.601        | 1        | 2329        | 0.902        |
| 16:00 - 17:00 | 1        | 2329        | 0.902        | 1          | 2329        | 0.730        | 1        | 2329        | 1.632        |
| 17:00 - 18:00 | 1        | 2329        | 0.215        | 1          | 2329        | 0.258        | 1        | 2329        | 0.473        |
| 18:00 - 19:00 | 1        | 2329        | 0.258        | 1          | 2329        | 0.258        | 1        | 2329        | 0.516        |
| 19:00 - 20:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 20:00 - 21:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 21:00 - 22:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 7.472        |            |             | 6.999        |          |             | 14.471       |

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

**MULTI-MODAL TOTAL PEOPLE**

**Calculation factor: 100 sqm**

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

Total People to Total Vehicles ratio (all time periods and directions): 2.75

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 |          |             |              |            |             |              |          |             |              |
| 08:00 - 09:00 | 1        | 2329        | 1.116        | 1          | 2329        | 0.129        | 1        | 2329        | 1.245        |
| 09:00 - 10:00 | 1        | 2329        | 1.116        | 1          | 2329        | 0.386        | 1        | 2329        | 1.502        |
| 10:00 - 11:00 | <b>1</b> | <b>2329</b> | <b>2.147</b> | 1          | 2329        | 1.846        | 1        | 2329        | 3.993        |
| 11:00 - 12:00 | 1        | 2329        | 1.546        | 1          | 2329        | 1.202        | 1        | 2329        | 2.748        |
| 12:00 - 13:00 | 1        | 2329        | 1.932        | <b>1</b>   | <b>2329</b> | <b>2.104</b> | <b>1</b> | <b>2329</b> | <b>4.036</b> |
| 13:00 - 14:00 | 1        | 2329        | 1.460        | 1          | 2329        | 1.760        | 1        | 2329        | 3.220        |
| 14:00 - 15:00 | 1        | 2329        | 0.730        | 1          | 2329        | 2.018        | 1        | 2329        | 2.748        |
| 15:00 - 16:00 | 1        | 2329        | 0.644        | 1          | 2329        | 0.988        | 1        | 2329        | 1.632        |
| 16:00 - 17:00 | 1        | 2329        | 1.331        | 1          | 2329        | 1.030        | 1        | 2329        | 2.361        |
| 17:00 - 18:00 | 1        | 2329        | 0.386        | 1          | 2329        | 0.644        | 1        | 2329        | 1.030        |
| 18:00 - 19:00 | 1        | 2329        | 0.558        | 1          | 2329        | 0.429        | 1        | 2329        | 0.987        |
| 19:00 - 20:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 20:00 - 21:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 12.966       |            |             | 12.536       |          |             | 25.502       |

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

**MULTI-MODAL CARS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 |          |             |              |            |             |              |          |             |              |
| 08:00 - 09:00 | 1        | 2329        | 0.558        | 1          | 2329        | 0.043        | 1        | 2329        | 0.601        |
| 09:00 - 10:00 | 1        | 2329        | 0.386        | 1          | 2329        | 0.215        | 1        | 2329        | 0.601        |
| 10:00 - 11:00 | <b>1</b> | <b>2329</b> | <b>0.601</b> | <b>1</b>   | <b>2329</b> | <b>0.687</b> | <b>1</b> | <b>2329</b> | <b>1.288</b> |
| 11:00 - 12:00 | 1        | 2329        | 0.386        | 1          | 2329        | 0.515        | 1        | 2329        | 0.901        |
| 12:00 - 13:00 | 1        | 2329        | 0.558        | 1          | 2329        | 0.472        | 1        | 2329        | 1.030        |
| 13:00 - 14:00 | 1        | 2329        | 0.429        | 1          | 2329        | 0.515        | 1        | 2329        | 0.944        |
| 14:00 - 15:00 | 1        | 2329        | 0.172        | 1          | 2329        | 0.558        | 1        | 2329        | 0.730        |
| 15:00 - 16:00 | 1        | 2329        | 0.258        | 1          | 2329        | 0.301        | 1        | 2329        | 0.559        |
| 16:00 - 17:00 | 1        | 2329        | 0.386        | 1          | 2329        | 0.258        | 1        | 2329        | 0.644        |
| 17:00 - 18:00 | 1        | 2329        | 0.172        | 1          | 2329        | 0.301        | 1        | 2329        | 0.473        |
| 18:00 - 19:00 | 1        | 2329        | 0.258        | 1          | 2329        | 0.129        | 1        | 2329        | 0.387        |
| 19:00 - 20:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 20:00 - 21:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 21:00 - 22:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 4.164        |            |             | 3.994        |          |             | 8.158        |

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

**MULTI-MODAL LGVS**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 |          |             |              |            |             |              |          |             |              |
| 08:00 - 09:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 09:00 - 10:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 10:00 - 11:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 11:00 - 12:00 | <b>1</b> | <b>2329</b> | <b>0.129</b> | <b>1</b>   | <b>2329</b> | <b>0.043</b> | <b>1</b> | <b>2329</b> | <b>0.172</b> |
| 12:00 - 13:00 | 1        | 2329        | 0.000        | <b>1</b>   | <b>2329</b> | <b>0.086</b> | 1        | 2329        | 0.086        |
| 13:00 - 14:00 | 1        | 2329        | 0.043        | 1          | 2329        | 0.000        | 1        | 2329        | 0.043        |
| 14:00 - 15:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.043        | 1        | 2329        | 0.043        |
| 15:00 - 16:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 16:00 - 17:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 17:00 - 18:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 18:00 - 19:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 19:00 - 20:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 20:00 - 21:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 21:00 - 22:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.172        |            |             | 0.172        |          |             | 0.344        |

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

**MULTI-MODAL MOTOR CYCLES**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 |          |             |              |            |             |              |          |             |              |
| 08:00 - 09:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 09:00 - 10:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 10:00 - 11:00 | <b>1</b> | <b>2329</b> | <b>0.043</b> | 1          | 2329        | 0.000        | <b>1</b> | <b>2329</b> | <b>0.043</b> |
| 11:00 - 12:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 12:00 - 13:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 13:00 - 14:00 | 1        | 2329        | 0.000        | <b>1</b>   | <b>2329</b> | <b>0.043</b> | 1        | 2329        | 0.043        |
| 14:00 - 15:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 15:00 - 16:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 16:00 - 17:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 17:00 - 18:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 18:00 - 19:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 19:00 - 20:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 20:00 - 21:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 21:00 - 22:00 | 1        | 2329        | 0.000        | 1          | 2329        | 0.000        | 1        | 2329        | 0.000        |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.043        |            |             | 0.043        |          |             | 0.086        |

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

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

Filtering Summary

|                                                |                                                                                                |                                      |
|------------------------------------------------|------------------------------------------------------------------------------------------------|--------------------------------------|
| Land Use                                       | 01/1                                                                                           | RETAIL/SHOPPING CENTRE - LOCAL SHOPS |
| Selected Trip Rate Calculation Parameter Range | 210-8310 sqm GFA                                                                               |                                      |
| Actual Trip Rate Calculation Parameter Range   | 375-3837 sqm GFA                                                                               |                                      |
| Date Range                                     | Minimum: 01/01/14                                                                              | Maximum: 10/08/22                    |
| Parking Spaces Range                           | All Surveys Included                                                                           |                                      |
| Days of the week selected                      | Tuesday<br>Thursday<br>Friday                                                                  | 3<br>1<br>5                          |
| Main Location Types selected                   | Suburban Area (PPS6 Out of Centre)<br>Edge of Town<br>Neighbourhood Centre (PPS6 Local Centre) | 3<br>2<br>4                          |
| Population within 500m                         | All Surveys Included                                                                           |                                      |
| Population <1 Mile ranges selected             | 20,001 to 25,000<br>25,001 to 50,000                                                           | 7<br>2                               |
| Population <5 Mile ranges selected             | 75,001 to 100,000<br>125,001 to 250,000<br>250,001 to 500,000<br>500,001 or More               | 2<br>3<br>3<br>1                     |
| Car Ownership <5 Mile ranges selected          | 0.6 to 1.0<br>1.1 to 1.5                                                                       | 3<br>6                               |
| PTAL Rating                                    | No PTAL Present                                                                                | 9                                    |

Calculation Reference: AUDIT-152301-220818-0833

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : I - SHOPPING CENTRE - LOCAL SHOPS  
TOTAL VEHICLES

|                                    |                    |        |
|------------------------------------|--------------------|--------|
| <u>Selected regions and areas:</u> |                    |        |
| 02 SOUTH EAST                      | EX ESSEX           | 1 days |
|                                    | HF HERTFORDSHIRE   | 1 days |
| 03 SOUTH WEST                      | BR BRISTOL CITY    | 1 days |
| 05 EAST MIDLANDS                   | LE LEICESTERSHIRE  | 1 days |
| 06 WEST MIDLANDS                   | WM WEST MIDLANDS   | 1 days |
|                                    | WO WORCESTERSHIRE  | 1 days |
| 07 YORKSHIRE & NORTH LINCOLNSHIRE  | SY SOUTH YORKSHIRE | 1 days |
| 09 NORTH                           | CB CUMBRIA         | 1 days |
|                                    | TW TYNE & WEAR     | 1 days |

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

Primary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 375 to 3837 (units: sqm)  
Range Selected by User: 210 to 8310 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by:

Include all surveys

Date Range: 01/01/14 to 10/08/22

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:

|          |        |
|----------|--------|
| Tuesday  | 3 days |
| Thursday | 1 days |
| Friday   | 5 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 9 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|                                          |   |
|------------------------------------------|---|
| Suburban Area (PPS6 Out of Centre)       | 3 |
| Edge of Town                             | 2 |
| Neighbourhood Centre (PPS6 Local Centre) | 4 |

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 | 7 |
| Retail Zone      | 1 |
| High Street      | 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, Retail Zone, Built-Up Zone, Village,

Secondary Filtering selection:

Use Class:  
n/a9 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 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,0007 days  
25,001 to 50,0002 days

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

Population within 5 miles:

75,001 to 100,0002 days  
125,001 to 250,0003 days  
250,001 to 500,0003 days  
500,001 or More1 days

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

Car ownership within 5 miles:

0.6 to 1.03 days  
1.1 to 1.56 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.

Petrol filling station:

Included in the survey count0 days  
Excluded from count or no filling station9 days

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

Travel Plan:

No9 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.

PTAL Rating:

No PTAL Present9 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

|   |                                                                                                                                                                        |                        |                                        |
|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------------------------|
| 1 | BR-01-I-01<br>BELLAND DRIVE<br>BRISTOL<br>WHITCHURCH<br>Neighbourhood Centre (PPS6 Local Centre)<br>Residential Zone<br>Total Gross floor area:<br>770 sqm<br>22/09/15 | LOCAL SHOPS            | BRISTOL CITY                           |
| 2 | CB-01-I-01<br>CENTRAL AVENUE<br>CARLISLE                                                                                                                               | TUESDAY<br>LOCAL SHOPS | CUMBRIA<br>Survey Type: MANUAL         |
| 3 | EX-01-I-02<br>QUEENS ROAD<br>BRAINTREE                                                                                                                                 | FRIDAY<br>LOCAL SHOPS  | ESSEX<br>Survey Type: MANUAL           |
| 4 | HF-01-I-02<br>BROADWATER CRESCENT<br>STEVENAGE                                                                                                                         | FRIDAY<br>LOCAL SHOPS  | HERTFORDSHIRE<br>Survey Type: MANUAL   |
| 5 | LE-01-I-02<br>RYDER ROAD<br>LEICESTER                                                                                                                                  | FRIDAY<br>LOCAL SHOPS  | LEICESTERSHIRE<br>Survey Type: MANUAL  |
| 6 | SY-01-I-01<br>EVERINGHAM ROAD<br>DONCASTER<br>CANTLEY                                                                                                                  | TUESDAY<br>LOCAL SHOPS | SOUTH YORKSHIRE<br>Survey Type: MANUAL |
| 7 | TW-01-I-03<br>VICTORIA ROAD<br>WASHINGTON<br>CONCORD                                                                                                                   | FRIDAY<br>LOCAL SHOPS  | TYNE & WEAR<br>Survey Type: MANUAL     |
| 8 | WM-01-I-03<br>BRISTOL ROAD SOUTH<br>BIRMINGHAM                                                                                                                         | FRIDAY<br>LOCAL SHOPS  | WEST MIDLANDS<br>Survey Type: MANUAL   |
|   | Edge of Town<br>Retail Zone<br>Total Gross floor area:<br>450 sqm<br>10/11/15                                                                                          | TUESDAY                | Survey Type: MANUAL                    |

LIST OF SITES relevant to selection parameters (Cont.)

9

WO-01-I-02

CRANHAM DRIVE  
WORCESTER

LOCAL SHOPS

WORCESTERSHIRE

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total Gross floor area: 4052 sqm

Survey date: THURSDAY

22/05/14

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.

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection                     |
|------------|--------------------------------------------|
| MS-01-I-02 | Survey Undertaken During COVID-19 Pandemic |

TRIP RATE for Land Use 01 - RETAIL/1 - SHOPPING CENTRE - LOCAL SHOPS

TOTAL VEHICLES  
Calculation factor: 100 sqm  
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | 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 | 2        | 1485     | 1.582     | 2          | 1485     | 1.313     | 2        | 1485     | 2.895     |
| 07:00 - 08:00 | 9        | 1419     | 3.384     | 9          | 1419     | 3.235     | 9        | 1419     | 6.619     |
| 08:00 - 09:00 | 9        | 1419     | 4.465     | 9          | 1419     | 4.010     | 9        | 1419     | 8.475     |
| 09:00 - 10:00 | 9        | 1419     | 4.543     | 9          | 1419     | 4.551     | 9        | 1419     | 9.094     |
| 10:00 - 11:00 | 9        | 1419     | 4.927     | 9          | 1419     | 4.731     | 9        | 1419     | 9.658     |
| 11:00 - 12:00 | 9        | 1419     | 4.778     | 9          | 1419     | 4.715     | 9        | 1419     | 9.493     |
| 12:00 - 13:00 | 9        | 1419     | 5.843     | 9          | 1419     | 5.773     | 9        | 1419     | 11.616    |
| 13:00 - 14:00 | 9        | 1419     | 5.694     | 9          | 1419     | 5.890     | 9        | 1419     | 11.584    |
| 14:00 - 15:00 | 9        | 1419     | 4.950     | 9          | 1419     | 4.872     | 9        | 1419     | 9.822     |
| 15:00 - 16:00 | 9        | 1419     | 5.146     | 9          | 1419     | 5.342     | 9        | 1419     | 10.488    |
| 16:00 - 17:00 | 9        | 1419     | 5.835     | 9          | 1419     | 5.632     | 9        | 1419     | 11.467    |
| 17:00 - 18:00 | 9        | 1419     | 6.031     | 9          | 1419     | 6.321     | 9        | 1419     | 12.352    |
| 18:00 - 19:00 | 9        | 1419     | 5.530     | 9          | 1419     | 5.788     | 9        | 1419     | 11.318    |
| 19:00 - 20:00 | 9        | 1419     | 4.770     | 9          | 1419     | 4.794     | 9        | 1419     | 9.564     |
| 20:00 - 21:00 | 9        | 1419     | 3.008     | 9          | 1419     | 3.063     | 9        | 1419     | 6.071     |
| 21:00 - 22:00 | 8        | 1116     | 2.564     | 8          | 1116     | 2.912     | 8        | 1116     | 5.476     |
| 22:00 - 23:00 | 2        | 1220     | 1.311     | 2          | 1220     | 1.393     | 2        | 1220     | 2.704     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 74.361    |            |          | 74.335    |          |          | 148.696   |

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.

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Parameter summary

Trip rate parameter range selected:

Survey date date range:

Number of weekdays (Monday-Friday):

Number of Saturdays:

Number of Sundays:

Surveys automatically removed from selection:

Surveys manually removed from selection:

375 - 3837 (units: sqm)

01/01/14 - 10/08/22

9

0

0

0

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | 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 | 2        | 1485     | 0.000     | 2          | 1485     | 0.000     | 2        | 1485     | 0.000     |
| 07:00 - 08:00 | 9        | 1419     | 0.016     | 9          | 1419     | 0.016     | 9        | 1419     | 0.032     |
| 08:00 - 09:00 | 9        | 1419     | 0.070     | 9          | 1419     | 0.070     | 9        | 1419     | 0.140     |
| 09:00 - 10:00 | 9        | 1419     | 0.039     | 9          | 1419     | 0.039     | 9        | 1419     | 0.078     |
| 10:00 - 11:00 | 9        | 1419     | 0.047     | 9          | 1419     | 0.031     | 9        | 1419     | 0.078     |
| 11:00 - 12:00 | 9        | 1419     | 0.055     | 9          | 1419     | 0.063     | 9        | 1419     | 0.118     |
| 12:00 - 13:00 | 9        | 1419     | 0.039     | 9          | 1419     | 0.039     | 9        | 1419     | 0.078     |
| 13:00 - 14:00 | 9        | 1419     | 0.047     | 9          | 1419     | 0.047     | 9        | 1419     | 0.094     |
| 14:00 - 15:00 | 9        | 1419     | 0.063     | 9          | 1419     | 0.063     | 9        | 1419     | 0.126     |
| 15:00 - 16:00 | 9        | 1419     | 0.055     | 9          | 1419     | 0.070     | 9        | 1419     | 0.125     |
| 16:00 - 17:00 | 9        | 1419     | 0.078     | 9          | 1419     | 0.078     | 9        | 1419     | 0.156     |
| 17:00 - 18:00 | 9        | 1419     | 0.094     | 9          | 1419     | 0.086     | 9        | 1419     | 0.180     |
| 18:00 - 19:00 | 9        | 1419     | 0.086     | 9          | 1419     | 0.063     | 9        | 1419     | 0.149     |
| 19:00 - 20:00 | 9        | 1419     | 0.070     | 9          | 1419     | 0.094     | 9        | 1419     | 0.164     |
| 20:00 - 21:00 | 9        | 1419     | 0.235     | 9          | 1419     | 0.125     | 9        | 1419     | 0.360     |
| 21:00 - 22:00 | 8        | 1116     | 0.067     | 8          | 1116     | 0.202     | 8        | 1116     | 0.269     |
| 22:00 - 23:00 | 2        | 1220     | 0.041     | 2          | 1220     | 0.041     | 2        | 1220     | 0.082     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 1.102     |            |          | 1.127     |          |          | 2.229     |

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.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | 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 | 2        | 1485     | 0.034     | 2          | 1485     | 0.000     | 2        | 1485     | 0.034     |
| 07:00 - 08:00 | 9        | 1419     | 0.110     | 9          | 1419     | 0.094     | 9        | 1419     | 0.204     |
| 08:00 - 09:00 | 9        | 1419     | 0.078     | 9          | 1419     | 0.070     | 9        | 1419     | 0.148     |
| 09:00 - 10:00 | 9        | 1419     | 0.047     | 9          | 1419     | 0.078     | 9        | 1419     | 0.125     |
| 10:00 - 11:00 | 9        | 1419     | 0.031     | 9          | 1419     | 0.031     | 9        | 1419     | 0.062     |
| 11:00 - 12:00 | 9        | 1419     | 0.070     | 9          | 1419     | 0.055     | 9        | 1419     | 0.125     |
| 12:00 - 13:00 | 9        | 1419     | 0.039     | 9          | 1419     | 0.047     | 9        | 1419     | 0.086     |
| 13:00 - 14:00 | 9        | 1419     | 0.016     | 9          | 1419     | 0.023     | 9        | 1419     | 0.039     |
| 14:00 - 15:00 | 9        | 1419     | 0.055     | 9          | 1419     | 0.047     | 9        | 1419     | 0.102     |
| 15:00 - 16:00 | 9        | 1419     | 0.039     | 9          | 1419     | 0.039     | 9        | 1419     | 0.078     |
| 16:00 - 17:00 | 9        | 1419     | 0.023     | 9          | 1419     | 0.031     | 9        | 1419     | 0.054     |
| 17:00 - 18:00 | 9        | 1419     | 0.023     | 9          | 1419     | 0.016     | 9        | 1419     | 0.039     |
| 18:00 - 19:00 | 9        | 1419     | 0.008     | 9          | 1419     | 0.016     | 9        | 1419     | 0.024     |
| 19:00 - 20:00 | 9        | 1419     | 0.000     | 9          | 1419     | 0.000     | 9        | 1419     | 0.000     |
| 20:00 - 21:00 | 9        | 1419     | 0.000     | 9          | 1419     | 0.000     | 9        | 1419     | 0.000     |
| 21:00 - 22:00 | 8        | 1116     | 0.011     | 8          | 1116     | 0.011     | 8        | 1116     | 0.022     |
| 22:00 - 23:00 | 2        | 1220     | 0.000     | 2          | 1220     | 0.000     | 2        | 1220     | 0.000     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.584     |            |          | 0.558     |          |          | 1.142     |

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.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 2        | 1485        | 0.000        | 2          | 1485        | 0.000        | 2        | 1485        | 0.000        |
| 07:00 - 08:00 | 9        | 1419        | 0.000        | 9          | 1419        | 0.000        | 9        | 1419        | 0.000        |
| 08:00 - 09:00 | <b>9</b> | <b>1419</b> | <b>0.039</b> | <b>9</b>   | <b>1419</b> | <b>0.039</b> | <b>9</b> | <b>1419</b> | <b>0.078</b> |
| 09:00 - 10:00 | 9        | 1419        | 0.016        | 9          | 1419        | 0.016        | 9        | 1419        | 0.032        |
| 10:00 - 11:00 | 9        | 1419        | 0.000        | 9          | 1419        | 0.000        | 9        | 1419        | 0.000        |
| 11:00 - 12:00 | 9        | 1419        | 0.000        | 9          | 1419        | 0.000        | 9        | 1419        | 0.000        |
| 12:00 - 13:00 | 9        | 1419        | 0.000        | 9          | 1419        | 0.000        | 9        | 1419        | 0.000        |
| 13:00 - 14:00 | 9        | 1419        | 0.016        | 9          | 1419        | 0.008        | 9        | 1419        | 0.024        |
| 14:00 - 15:00 | 9        | 1419        | 0.016        | 9          | 1419        | 0.016        | 9        | 1419        | 0.032        |
| 15:00 - 16:00 | 9        | 1419        | 0.016        | 9          | 1419        | 0.023        | 9        | 1419        | 0.039        |
| 16:00 - 17:00 | 9        | 1419        | 0.000        | 9          | 1419        | 0.000        | 9        | 1419        | 0.000        |
| 17:00 - 18:00 | 9        | 1419        | 0.000        | 9          | 1419        | 0.000        | 9        | 1419        | 0.000        |
| 18:00 - 19:00 | 9        | 1419        | 0.000        | 9          | 1419        | 0.000        | 9        | 1419        | 0.000        |
| 19:00 - 20:00 | 9        | 1419        | 0.000        | 9          | 1419        | 0.000        | 9        | 1419        | 0.000        |
| 20:00 - 21:00 | 9        | 1419        | 0.000        | 9          | 1419        | 0.000        | 9        | 1419        | 0.000        |
| 21:00 - 22:00 | 8        | 1116        | 0.000        | 8          | 1116        | 0.000        | 8        | 1116        | 0.000        |
| 22:00 - 23:00 | 2        | 1220        | 0.000        | 2          | 1220        | 0.000        | 2        | 1220        | 0.000        |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.103        |            |             | 0.102        |          |             | 0.205        |

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.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 2        | 1485        | 0.034        | 2          | 1485        | 0.000        | 2        | 1485        | 0.034        |
| 07:00 - 08:00 | 9        | 1419        | 0.031        | 9          | 1419        | 0.047        | 9        | 1419        | 0.078        |
| 08:00 - 09:00 | 9        | 1419        | 0.047        | 9          | 1419        | 0.047        | 9        | 1419        | 0.094        |
| 09:00 - 10:00 | 9        | 1419        | 0.031        | 9          | 1419        | 0.016        | 9        | 1419        | 0.047        |
| 10:00 - 11:00 | 9        | 1419        | 0.055        | 9          | 1419        | 0.039        | 9        | 1419        | 0.094        |
| 11:00 - 12:00 | 9        | 1419        | 0.039        | 9          | 1419        | 0.055        | 9        | 1419        | 0.094        |
| 12:00 - 13:00 | 9        | 1419        | 0.055        | 9          | 1419        | 0.047        | 9        | 1419        | 0.102        |
| 13:00 - 14:00 | 9        | 1419        | 0.039        | 9          | 1419        | 0.055        | 9        | 1419        | 0.094        |
| 14:00 - 15:00 | 9        | 1419        | 0.055        | 9          | 1419        | 0.039        | 9        | 1419        | 0.094        |
| 15:00 - 16:00 | 9        | 1419        | 0.070        | 9          | 1419        | 0.094        | 9        | 1419        | 0.164        |
| 16:00 - 17:00 | 9        | 1419        | 0.086        | 9          | 1419        | 0.070        | 9        | 1419        | 0.156        |
| 17:00 - 18:00 | 9        | 1419        | 0.086        | 9          | 1419        | 0.070        | 9        | 1419        | 0.156        |
| 18:00 - 19:00 | <b>9</b> | <b>1419</b> | <b>0.110</b> | <b>9</b>   | <b>1419</b> | <b>0.117</b> | <b>9</b> | <b>1419</b> | <b>0.227</b> |
| 19:00 - 20:00 | 9        | 1419        | 0.078        | 9          | 1419        | 0.047        | 9        | 1419        | 0.125        |
| 20:00 - 21:00 | 9        | 1419        | 0.086        | 9          | 1419        | 0.102        | 9        | 1419        | 0.188        |
| 21:00 - 22:00 | 8        | 1116        | 0.067        | 8          | 1116        | 0.090        | 8        | 1116        | 0.157        |
| 22:00 - 23:00 | 2        | 1220        | 0.041        | 2          | 1220        | 0.000        | 2        | 1220        | 0.041        |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 1.010        |            |             | 0.935        |          |             | 1.945        |

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.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | 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 | 2        | 1485     | 1.246     | 2          | 1485     | 1.044     | 2        | 1485     | 2.290     |
| 07:00 - 08:00 | 9        | 1419     | 2.514     | 9          | 1419     | 2.405     | 9        | 1419     | 4.919     |
| 08:00 - 09:00 | 9        | 1419     | 3.634     | 9          | 1419     | 3.196     | 9        | 1419     | 6.830     |
| 09:00 - 10:00 | 9        | 1419     | 3.924     | 9          | 1419     | 3.963     | 9        | 1419     | 7.887     |
| 10:00 - 11:00 | 9        | 1419     | 4.261     | 9          | 1419     | 4.057     | 9        | 1419     | 8.318     |
| 11:00 - 12:00 | 9        | 1419     | 4.159     | 9          | 1419     | 4.089     | 9        | 1419     | 8.248     |
| 12:00 - 13:00 | 9        | 1419     | 5.115     | 9          | 1419     | 5.091     | 9        | 1419     | 10.206    |
| 13:00 - 14:00 | 9        | 1419     | 5.036     | 9          | 1419     | 5.193     | 9        | 1419     | 10.229    |
| 14:00 - 15:00 | 9        | 1419     | 4.331     | 9          | 1419     | 4.284     | 9        | 1419     | 8.615     |
| 15:00 - 16:00 | 9        | 1419     | 4.512     | 9          | 1419     | 4.653     | 9        | 1419     | 9.165     |
| 16:00 - 17:00 | 9        | 1419     | 5.115     | 9          | 1419     | 4.950     | 9        | 1419     | 10.065    |
| 17:00 - 18:00 | 9        | 1419     | 5.342     | 9          | 1419     | 5.593     | 9        | 1419     | 10.935    |
| 18:00 - 19:00 | 9        | 1419     | 4.927     | 9          | 1419     | 5.209     | 9        | 1419     | 10.136    |
| 19:00 - 20:00 | 9        | 1419     | 4.339     | 9          | 1419     | 4.324     | 9        | 1419     | 8.663     |
| 20:00 - 21:00 | 9        | 1419     | 2.577     | 9          | 1419     | 2.671     | 9        | 1419     | 5.248     |
| 21:00 - 22:00 | 8        | 1116     | 2.329     | 8          | 1116     | 2.531     | 8        | 1116     | 4.860     |
| 22:00 - 23:00 | 2        | 1220     | 1.189     | 2          | 1220     | 1.189     | 2        | 1220     | 2.378     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 64.550    |            |          | 64.442    |          |          | 128.992   |

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.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | 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 | 2        | 1485     | 0.303     | 2          | 1485     | 0.269     | 2        | 1485     | 0.572     |
| 07:00 - 08:00 | 9        | 1419     | 0.721     | 9          | 1419     | 0.697     | 9        | 1419     | 1.418     |
| 08:00 - 09:00 | 9        | 1419     | 0.627     | 9          | 1419     | 0.619     | 9        | 1419     | 1.246     |
| 09:00 - 10:00 | 9        | 1419     | 0.517     | 9          | 1419     | 0.454     | 9        | 1419     | 0.971     |
| 10:00 - 11:00 | 9        | 1419     | 0.548     | 9          | 1419     | 0.587     | 9        | 1419     | 1.135     |
| 11:00 - 12:00 | 9        | 1419     | 0.462     | 9          | 1419     | 0.478     | 9        | 1419     | 0.940     |
| 12:00 - 13:00 | 9        | 1419     | 0.603     | 9          | 1419     | 0.556     | 9        | 1419     | 1.159     |
| 13:00 - 14:00 | 9        | 1419     | 0.517     | 9          | 1419     | 0.556     | 9        | 1419     | 1.073     |
| 14:00 - 15:00 | 9        | 1419     | 0.439     | 9          | 1419     | 0.423     | 9        | 1419     | 0.862     |
| 15:00 - 16:00 | 9        | 1419     | 0.509     | 9          | 1419     | 0.517     | 9        | 1419     | 1.026     |
| 16:00 - 17:00 | 9        | 1419     | 0.580     | 9          | 1419     | 0.533     | 9        | 1419     | 1.113     |
| 17:00 - 18:00 | 9        | 1419     | 0.540     | 9          | 1419     | 0.595     | 9        | 1419     | 1.135     |
| 18:00 - 19:00 | 9        | 1419     | 0.540     | 9          | 1419     | 0.486     | 9        | 1419     | 1.026     |
| 19:00 - 20:00 | 9        | 1419     | 0.345     | 9          | 1419     | 0.368     | 9        | 1419     | 0.713     |
| 20:00 - 21:00 | 9        | 1419     | 0.180     | 9          | 1419     | 0.251     | 9        | 1419     | 0.431     |
| 21:00 - 22:00 | 8        | 1116     | 0.146     | 8          | 1116     | 0.157     | 8        | 1116     | 0.303     |
| 22:00 - 23:00 | 2        | 1220     | 0.082     | 2          | 1220     | 0.123     | 2        | 1220     | 0.205     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 7.659     |            |          | 7.669     |          |          | 15.328    |

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.

Appendix H

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

**MOTOR CYCLES**

**Calculation factor: 100 sqm**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | 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 | 2        | 1485        | 0.000        | 2          | 1485        | 0.000        | 2        | 1485        | 0.000        |
| 07:00 - 08:00 | 9        | 1419        | 0.023        | 9          | 1419        | 0.023        | 9        | 1419        | 0.046        |
| 08:00 - 09:00 | 9        | 1419        | 0.016        | 9          | 1419        | 0.016        | 9        | 1419        | 0.032        |
| 09:00 - 10:00 | 9        | 1419        | 0.000        | 9          | 1419        | 0.000        | 9        | 1419        | 0.000        |
| 10:00 - 11:00 | 9        | 1419        | 0.039        | 9          | 1419        | 0.023        | 9        | 1419        | 0.062        |
| 11:00 - 12:00 | 9        | 1419        | 0.031        | 9          | 1419        | 0.031        | 9        | 1419        | 0.062        |
| 12:00 - 13:00 | 9        | 1419        | 0.047        | 9          | 1419        | 0.039        | 9        | 1419        | 0.086        |
| 13:00 - 14:00 | <b>9</b> | <b>1419</b> | <b>0.063</b> | <b>9</b>   | <b>1419</b> | <b>0.063</b> | <b>9</b> | <b>1419</b> | <b>0.126</b> |
| 14:00 - 15:00 | 9        | 1419        | 0.047        | 9          | 1419        | 0.039        | 9        | 1419        | 0.086        |
| 15:00 - 16:00 | 9        | 1419        | 0.016        | 9          | 1419        | 0.039        | 9        | 1419        | 0.055        |
| 16:00 - 17:00 | 9        | 1419        | 0.039        | 9          | 1419        | 0.039        | 9        | 1419        | 0.078        |
| 17:00 - 18:00 | 9        | 1419        | 0.031        | 9          | 1419        | 0.031        | 9        | 1419        | 0.062        |
| 18:00 - 19:00 | 9        | 1419        | 0.016        | 9          | 1419        | 0.016        | 9        | 1419        | 0.032        |
| 19:00 - 20:00 | 9        | 1419        | 0.016        | 9          | 1419        | 0.008        | 9        | 1419        | 0.024        |
| 20:00 - 21:00 | 9        | 1419        | 0.016        | 9          | 1419        | 0.016        | 9        | 1419        | 0.032        |
| 21:00 - 22:00 | 8        | 1116        | 0.011        | 8          | 1116        | 0.011        | 8        | 1116        | 0.022        |
| 22:00 - 23:00 | 2        | 1220        | 0.000        | 2          | 1220        | 0.041        | 2        | 1220        | 0.041        |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.411        |            |             | 0.435        |          |             | 0.846        |

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.

## Task Order

## Task Order

## Task Order Details

## Part One

## Data provided by the Employer

Page 1 is to be completed by the Employer before passing this Task Order form to their CEMAR superuser.

The Task Order shall be discussed and agreed with the Consultant(s) before formally being requested.

**Task Order Title:** Northfleet Harbourside Transport Modelling

**Task Order Reference No:**

54

**Purchase Order No:**

TBC by KCC

**KCC Project Manager:**

Angela Coull [angela.coull@kent.gov.uk](mailto:angela.coull@kent.gov.uk)

Phone: 03000 415733

**The names of any other key KCC staff associated with this Task Order are:**

David Joyner [david.joyner@kent.gov.uk](mailto:david.joyner@kent.gov.uk)

Phone: 03000 410 236

**Consultant Project Manager:** Charlie Herridge [Charlotte.Herridge@jacobs.com](mailto:Charlotte.Herridge@jacobs.com)

**The names of any other key consultant staff associated with this Task Order are:**

[Simon.Wainaina@jacobs.com](mailto:Simon.Wainaina@jacobs.com)

[Chris.Hook@jacobs.com](mailto:Chris.Hook@jacobs.com)

**Introduction / background to Task Order:** (The following pages are to be completed by the Employer to describe the individual Task Order).

We require modelling of our Client's development proposals to understand the impacts on the local highway network - as discussed in our inception meeting on 9<sup>th</sup> August 2022.

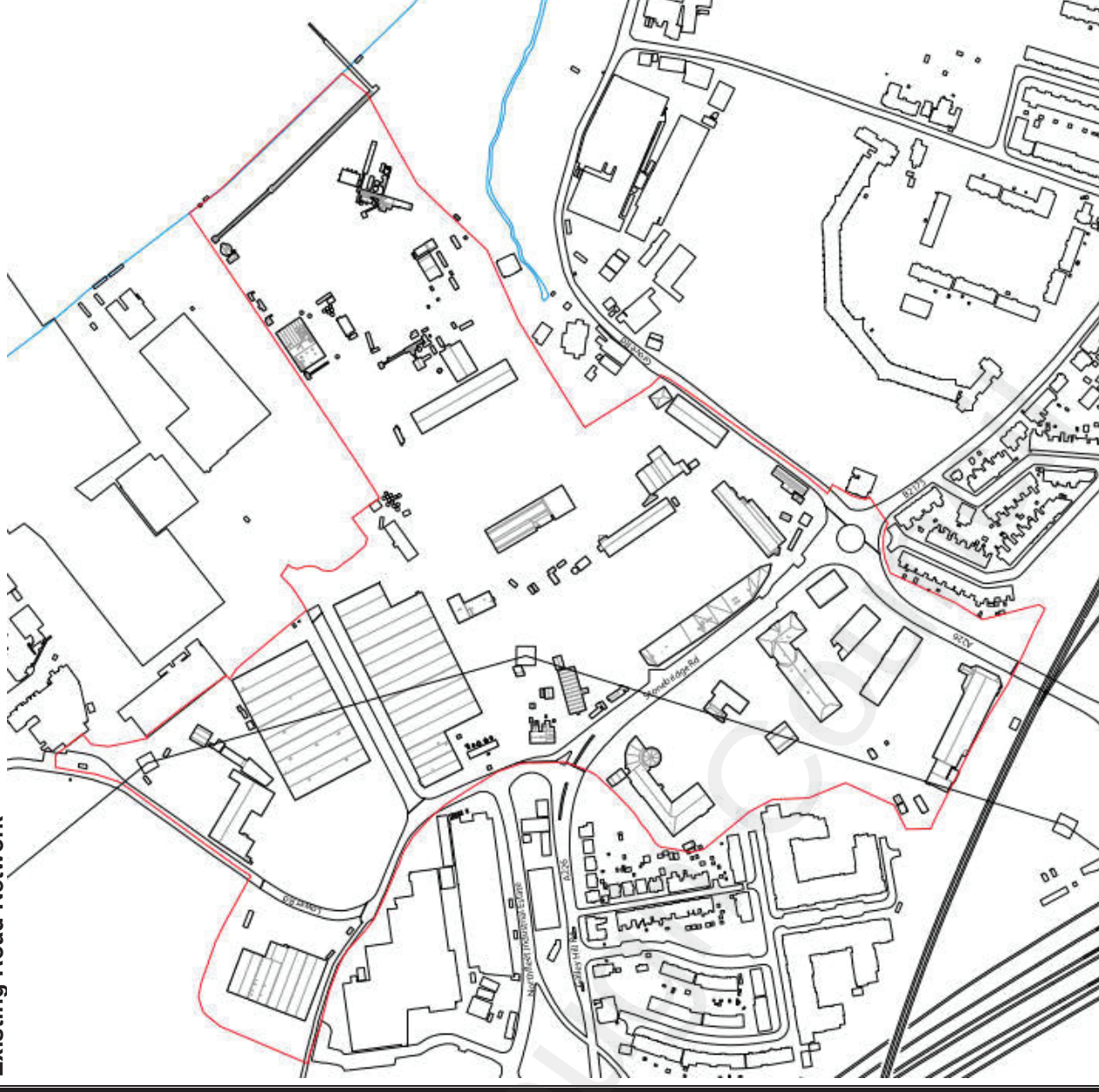
The development proposals are:

- 3,500 - residential units;
- 8,000 capacity stadium;
- 22,500 sqm - retail;
- 18,000 sqm - office
- 200 bed hotel.
- 9,500 sqm - F&B;

- 1,100 sqm - local services;
- 1,200 sqm - sport and recreation;
- 1,500 sqm - health services; and
- 1,200 sqm - creche or nursery.

To facilitate the development, the alignment of the A226 Stonebridge Road between junctions with Lower Road and Grove Road (approximately 140m south of the roundabout) is to be altered and placed underground. This will be done by building over the top of the road close to its current level rather than tunnelling deeper. The following images show the existing and proposed road network.

## Existing Road Network



## Task Order

## Task Order

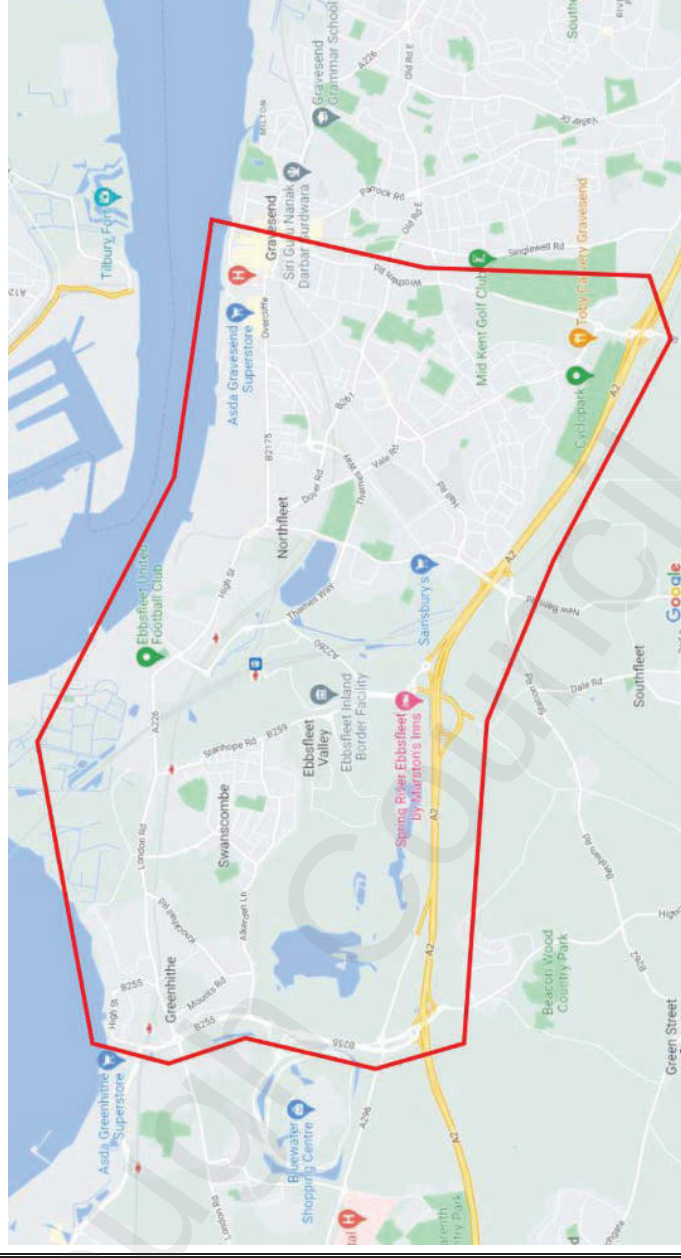
## Proposed Road Network



The drawings for the proposed road network will be provided in both PDF and CAD format. We will provide all traffic count data we currently hold, which is at the following locations:



The extent we require modelling is shown below.



The scenarios required modelling are:

- Base Year
- 2030 Without Development
- 2030 With Development (Without LTC)
- 2030 With Development (With LTC)

- 2045 Without Development
- 2045 With Development (Without LTC)
- 2045 With Development (With LTC)

We understand the scenario years shown above are those that are already within the model. The peak periods required are AM, PM and Saturday.

## Part TWO

## Data provided by the Consultant

**Note:** The response period for communications under the contract is two weeks but a longer period may be agreed if accepted by both parties.

**To the Employer**

The Package Order above is acceptable and below is a Package Order Proposal associated with this Order, subject to the conditions indicated:

Comment box.

**The quotation value for this Task Order is:**

£26,740

**The Breakdown of the Quotation is as follows (or attached):**

## KCC Model Access Fee

### KCC Charges

## Jacobs Fees

|                                                            |                |
|------------------------------------------------------------|----------------|
| Scoping, NH engagement, and Review of Information Provided | £1,997         |
| Project Management                                         | £2,501         |
| Saturday Model Derivation                                  | £3,326         |
| Trip Generation and Distribution                           | £5,496         |
| Network Coding                                             | £3,664         |
| Model Assignment and Checking                              | £3,074         |
| Model Outputs                                              | £4,326         |
| Reporting                                                  | £2,320         |
|                                                            | <b>£26,740</b> |

**Confirm payment mechanism quoted:**

### Option A - Priced contract with activity schedule

**Confirm the start date for works under this Task Order shall be the following date or the quotation acceptance date (whichever is later):**

12/09/2022

**Confirm the completion date for works under this Task Order shall be no later than:**

31/10/2022 assuming a start date of 12<sup>th</sup> September 2022

**The quotation is supplemented by the following:**

The quotation breakdown is attached. (see above)

No programme is appropriate to this Package Order

Task Order

Task Order

Methodology used for delivery:

The assessment of the Northfleet Harbourside development will be undertaken using the Kent Transport Model (KTM). Specifically, we will make use of recently developed 2030 and 2045 variable demand forecast year scenarios developed for the northwest Kent area for KCC.

The Highway assignment model of KTM will be used to assess the highway impact based on the following journey purposes:

- Car Commute
- Car Business
- Car Other
- LGV
- HGV

Public transport model and associated variable demand model calculations will not be carried out for this task order. The impacts analysis therefore concentrates on highway-based impacts (motorised road trip rates), but the trip rates should take account of agreed assumptions regarding public transport/active travel mode splits.

The existing models are AM, IP and PM weekday models. A Saturday KTM was never developed.

The transport modelling undertaken for this study will include trip generation, distribution and highway assignment forecast. This is to support the planning application for the development proposals comprising of:

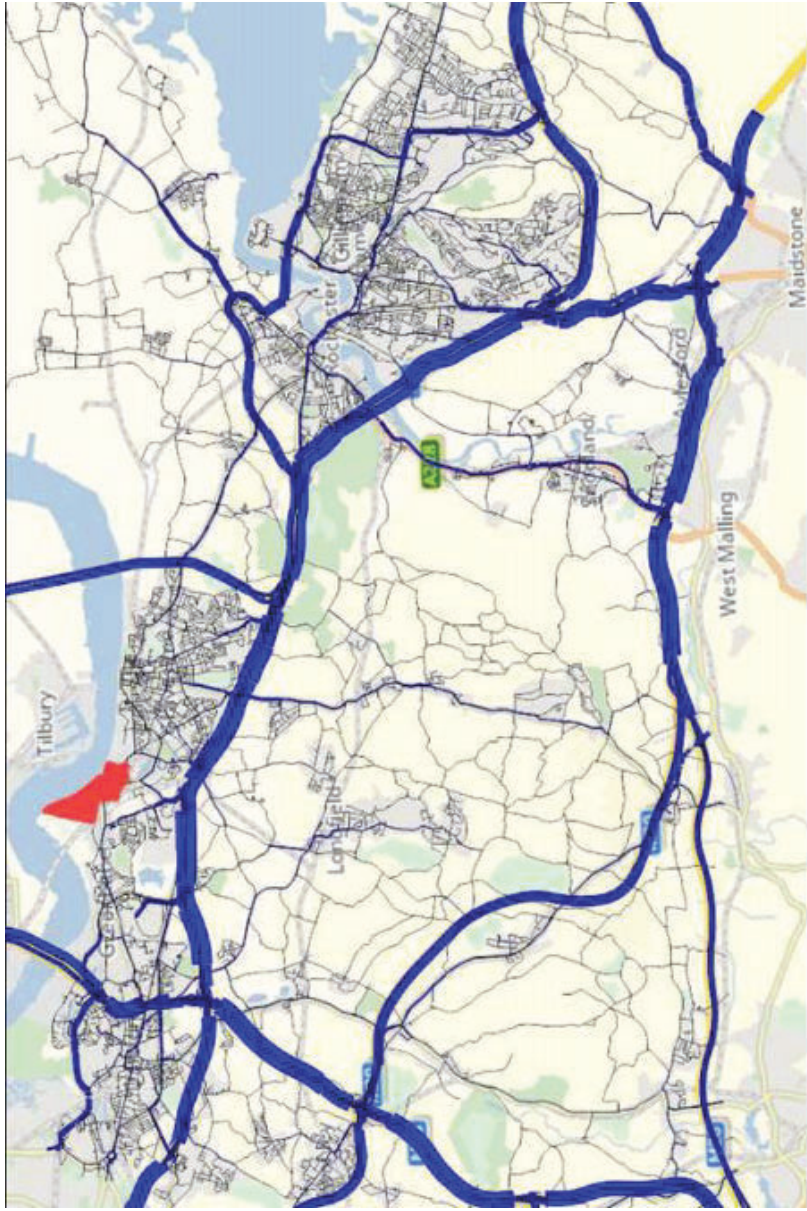
- 3,500 - residential units
- 8,000 capacity stadium
- 22,500 sqm – retail
- 18,000 sqm – office
- 200 bed hotel
- 9,500 sqm - F&B
- 1,100 sqm - local services
- 1,200 sqm - sport and recreation
- 1,500 sqm - health services
- 1,200 sqm - creche or nursery

It was discussed at the Inception Meeting that National Highways (NH) wish to have sight of the methodology and approve it prior to work commencing. Before model coding work commences, it is therefore assumed that Vectos will organise and facilitate a meeting with relevant NH representatives, for Jacobs, Vectos, and KCC. This note can be shared with them and Jacobs/Vectos/KCC will discuss the planned approach. It is expected that the approach to Saturday data will be a key topic of conversation. **Note – the timescales for this meeting and necessity of NH signing off the methodology may have significant programme implications**

Road Network

The proposed site lies in the Area of Detailed Modelling (AODM) within the VISUM model meaning that the zones and highway network has been modelled in greater details than the rest of the network as shown in the figure below.

In AODM, the zones boundaries are defined using Lower Super Output Areas (LSOAs) and all the highway network is 'active' except minor residential roads.



To facilitate the development, the alignment of the A226 Stonebridge Road between junctions with Lower Road and Grove Road (approximately 140m south of the roundabout) is to be altered and placed underground. This will be done by building over the top of the road close to its current level rather than tunnelling deeper. Jacobs will request the CAD files of altered road network geometry as well as proposed design speed. CAD drawings showing geometry of access junctions and control type will need to be provided. All provided information will help to determine new zonal split based on land use type, volume of traffic on connectors and type of access junction within the VISUM model.

The Do Minimum (DM) model will have network without proposed development and without proposed infrastructure associated with the development. The Do Something (DS) model will have proposed development and the network with proposed infrastructure associated with the development.

Development Trip Generation

In addition to quantum and land use type provided, Jacobs will require information regarding the phasing of development between 2030 and 2045, if any. If no phasing, it will be assumed that all development will have been completed, opened and populated by 2030.

Jacobs expect to be provided with agreed vehicle trip rates (cars, LGV, HGV) for AM and PM Peak for all land use types proposed as part of the development. In the absence of trip rates, Jacobs will source representative trip rates for the development using those agreed by KTC from previous studies and/or latest TRICS database. Trips associated with the school (nursery) and a local amenity centre will be assumed to be internal trips within the development area and so will not have an impact on the wider highway network. It is assumed that stadium trip rates will also be provided based on local car parking provision, but presumably very high levels of public transport are assumed.

Once the trip generation are finalised the demand matrices development for the different modelling scenario will be developed.

Task Order

Task Order

Traffic Distribution

The forecast trip ends for the development zones will be distributed based on base year distribution patterns of (adjacent) zone(s) with similar land uses. If the land use type is not available in the vicinity e.g., for the stadium, then the distribution of the zone with the stadium currently used by the local team which is likely relocate to the new stadium will be used.

The development trip will then be added to the reference demand matrices to obtain the forecast of 'with development' matrices. These final matrices will serve as input to the network highway assignment model split by the following journey purposes.

- Commuter
- Employer's Business
- Others
- LGV, and
- HGV

The 2030 and 2045 forecasts matrices will be produced for two time periods:

- AM peak hour (08:00 – 09:00)
- PM peak hour (17:00 – 18:00)

Assessment Scenarios

Highway model runs will include scenarios with and without proposed development. The scenarios which will be run for AM and PM peak are as follows:

- 2030 Without Development (Without LTC)
- 2030 With Development (Without LTC)
- 2030 With Development (With LTC)
- 2045 Without Development (Without LTC)
- 2045 With Development (Without LTC)
- 2045 With Development (With LTC)

The 'core scenario' is therefore assumed to be the without LTC situation. With development will be compared to without development. Then with development with LTC will be compared to without LTC to understand the sensitivity of study conclusions to this key piece of potential infrastructure.

Since a Saturday model does not exist, Jacobs requested all available ATC in the vicinity of the development to estimate average IP workday to average peak Saturday factors. These factors will be used to convert IP weekday traffic to peak Saturday traffic. It should be born in mind that the Saturday Origin-Destination (OD) patterns are different from those of weekdays and this conversion process will not change the pattern. It would be helpful to discuss further with KCC and Vectos how the client intends to use the Saturday information/conclusions so that we can better advise on the levels of risk and uncertainty associated with the Saturday outputs.

Outputs

The following outputs which will be provided:

- traffic flow outputs for each scenario,
- traffic flow differences between scenarios,
- junction performance metrics (we have assumed 10 junctions – KCC/Vectos to confirm which junctions are required or we can define the 10 most impacted junctions through our work)
- journey times (KCC/Vectos to confirm the routes they are interested in)

Outputs will be provided in excel format and be accompanied with a technical note detailing the methodology and model outputs

Programme

|   | Task Description                                     | Week Commencing |            |            |            |            |            |            |
|---|------------------------------------------------------|-----------------|------------|------------|------------|------------|------------|------------|
|   |                                                      | 12/09/2022      | 19/09/2022 | 26/09/2022 | 03/10/2022 | 10/10/2022 | 17/10/2022 | 24/10/2022 |
| 1 | Review Information Provided and Meet NH              |                 |            |            |            |            |            |            |
| 2 | Calculation of Peak Weekday to Peak Saturday Factors |                 |            |            |            |            |            |            |
| 3 | Trip Generation and Distribution                     |                 |            |            |            |            |            |            |
| 4 | Do Something Network Coding                          |                 |            |            |            |            |            |            |
| 5 | Model Assignment                                     |                 |            |            |            |            |            |            |
| 6 | Model Assignment Checks                              |                 |            |            |            |            |            |            |
| 7 | Saturday Model Derivation                            |                 |            |            |            |            |            |            |
| 8 | Model Outputs                                        |                 |            |            |            |            |            |            |
| 9 | Reporting                                            |                 |            |            |            |            |            |            |

This quotation is based on the following additional assumptions:

- Study start date of 12<sup>th</sup> September
- NH meeting arranged and takes place so as not to delay any model runs
- All assumptions and information (e.g., junction information and trip rates) provided in a timely fashion (16<sup>th</sup> Sep) so as not to delay any model runs
- Junction performance metrics to be supplied for 10 junctions

The initial Risk Register provided above has been considered and: additional risks have been identified and the updated Risk Register is attached.

- Delays in receiving approval to start the work – impact to programme
- Delays in meeting with NH or receiving their approval to start the work – impact to programme
- Starting work without NH engagement and their expectations only being known later on and causing scope change – impact to programme and fee
- Development of a Saturday scenario and NH agreement to methodology, any requested changes to methodology could led to programme delay and may require additional fee
- Trip rate agreements and network/junction assumption information not being provided in time (by 16<sup>th</sup> Sep) – impact on programme
- Scope creep regarding model outputs and information provided – impact on fee and programme

Issued by: Chris Hook Jacobs Date Issued: 09/09/2022

| Issue Status / Amendment | Prepared | Reviewed | Approved |
|--------------------------|----------|----------|----------|
|                          |          |          |          |



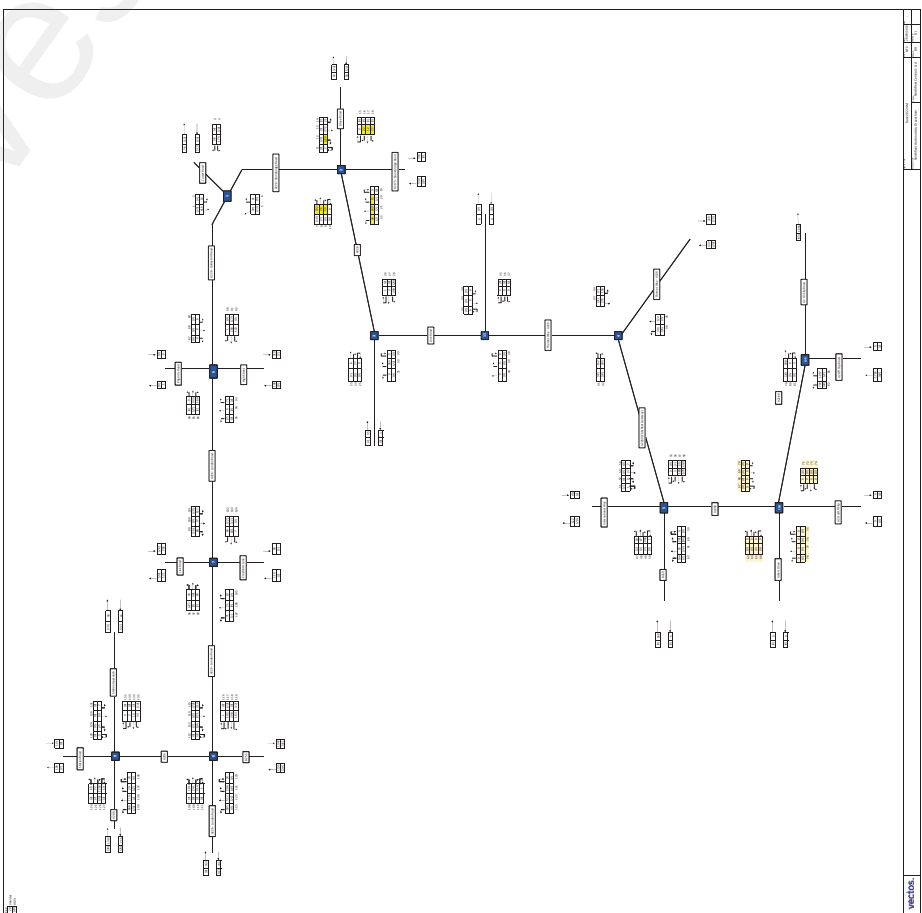
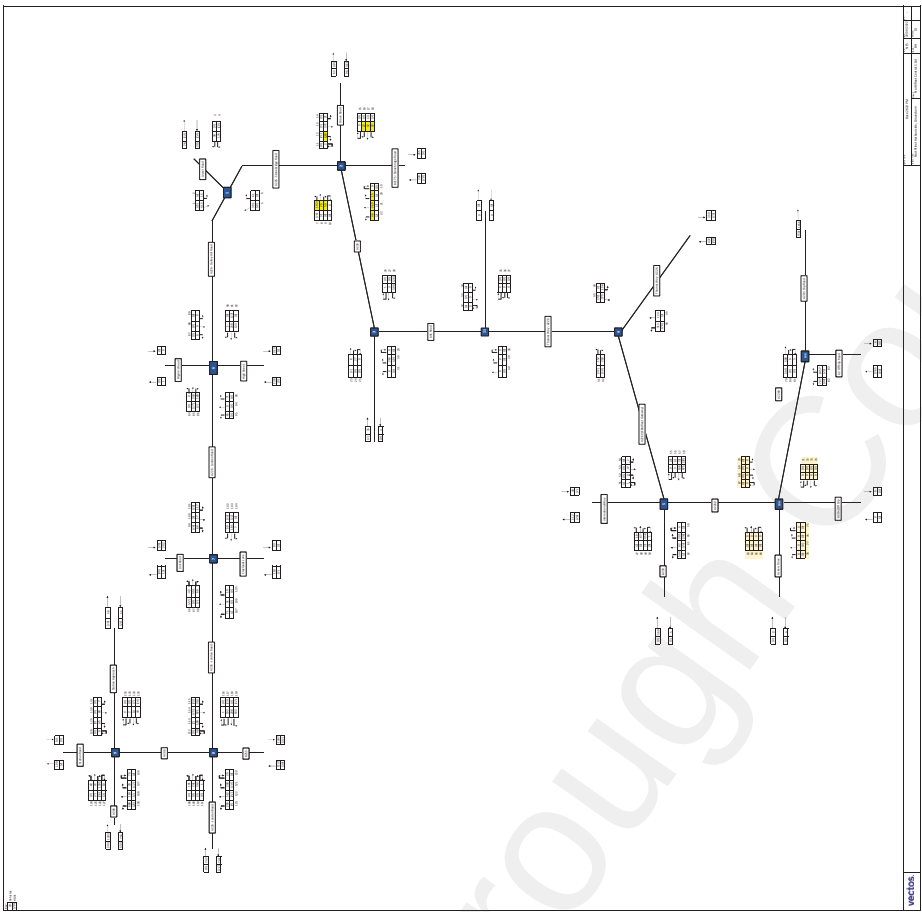
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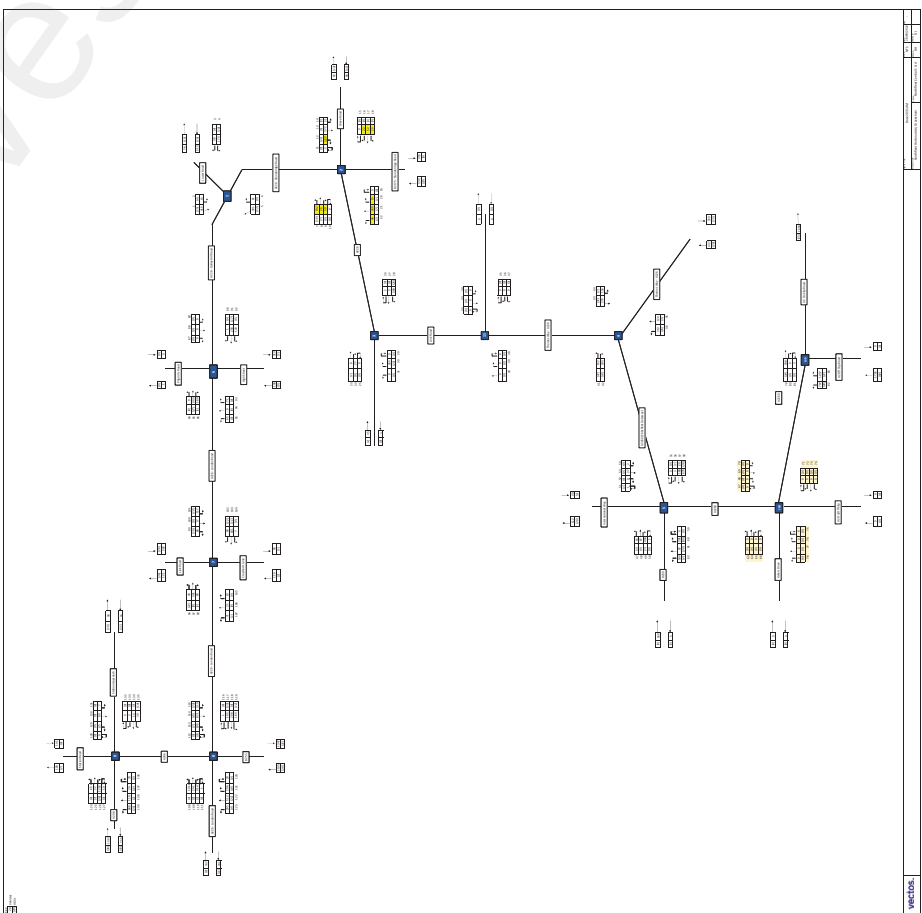
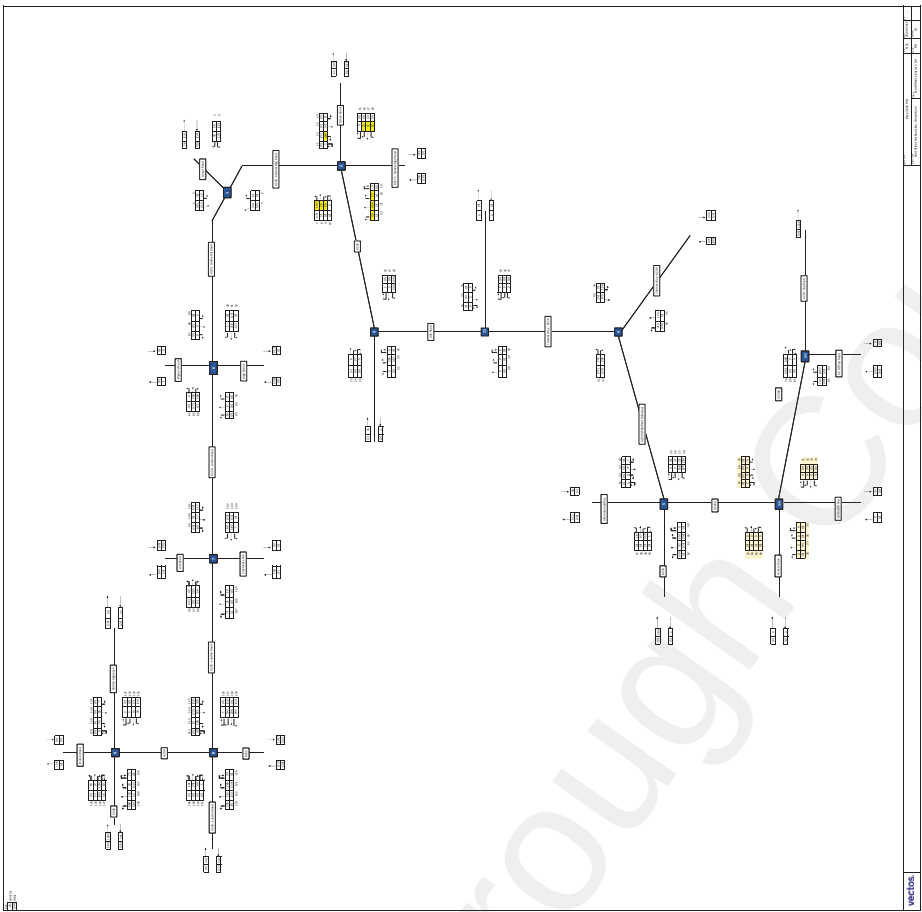


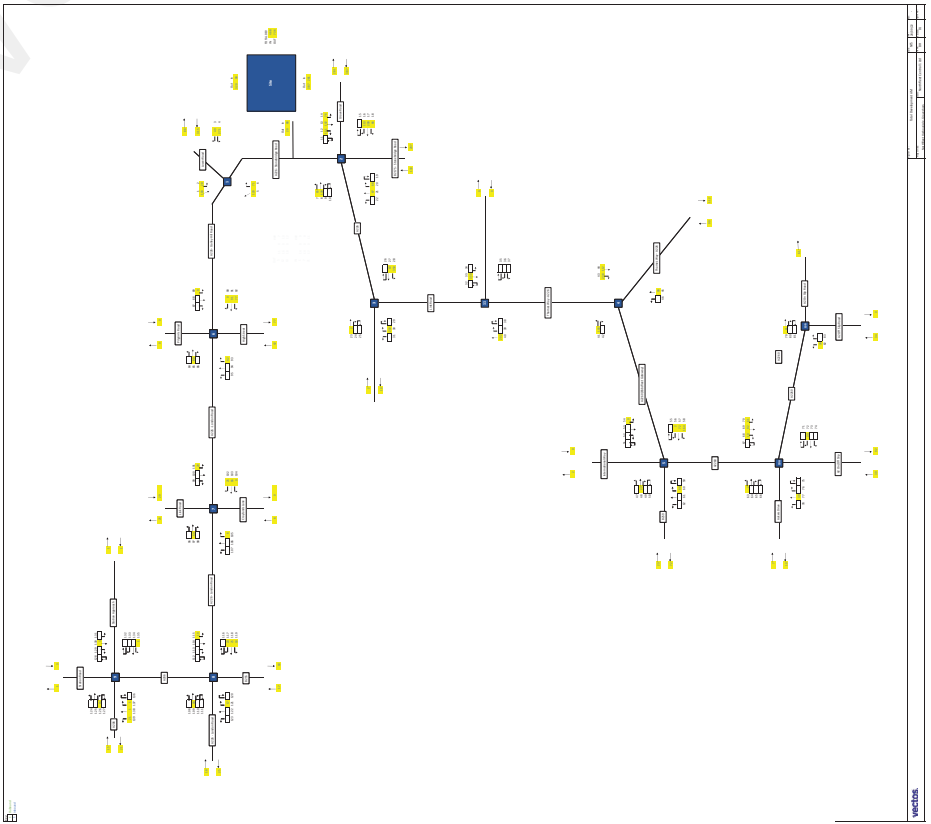
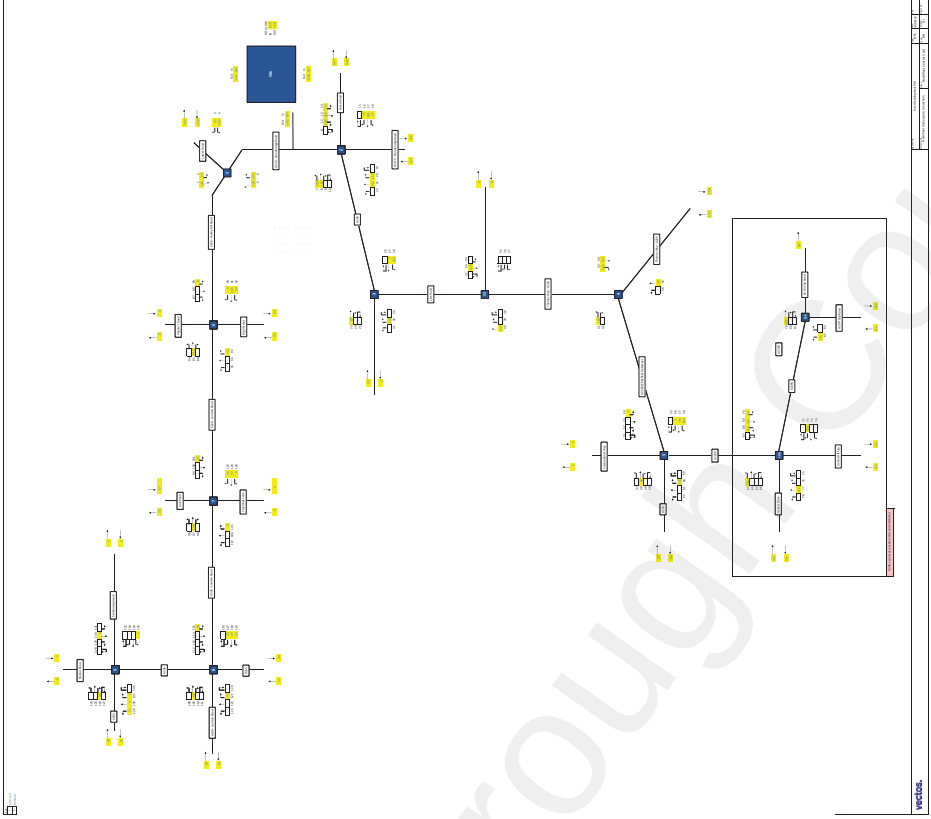
vectos.

|                                                        |                                     |                          |                                     |
|--------------------------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
| <b>Rev 00</b><br>Click here to enter<br>issue details. | Simon Wainaina<br><b>06/09/2022</b> | Chris Hook<br>08/09/2022 | Anny's O'Brien<br><b>09/09/2022</b> |
|--------------------------------------------------------|-------------------------------------|--------------------------|-------------------------------------|

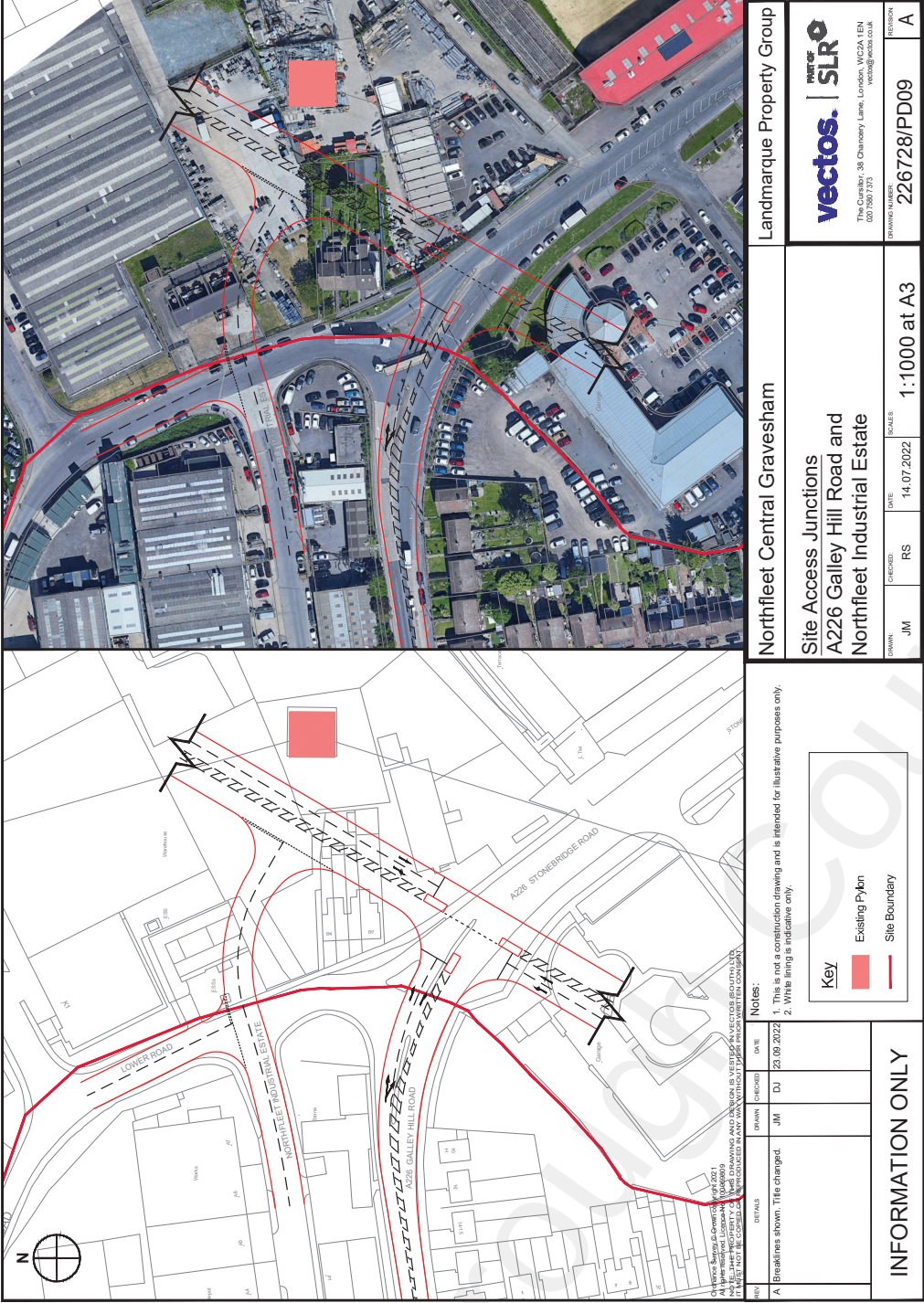
Appendix I







Appendix J



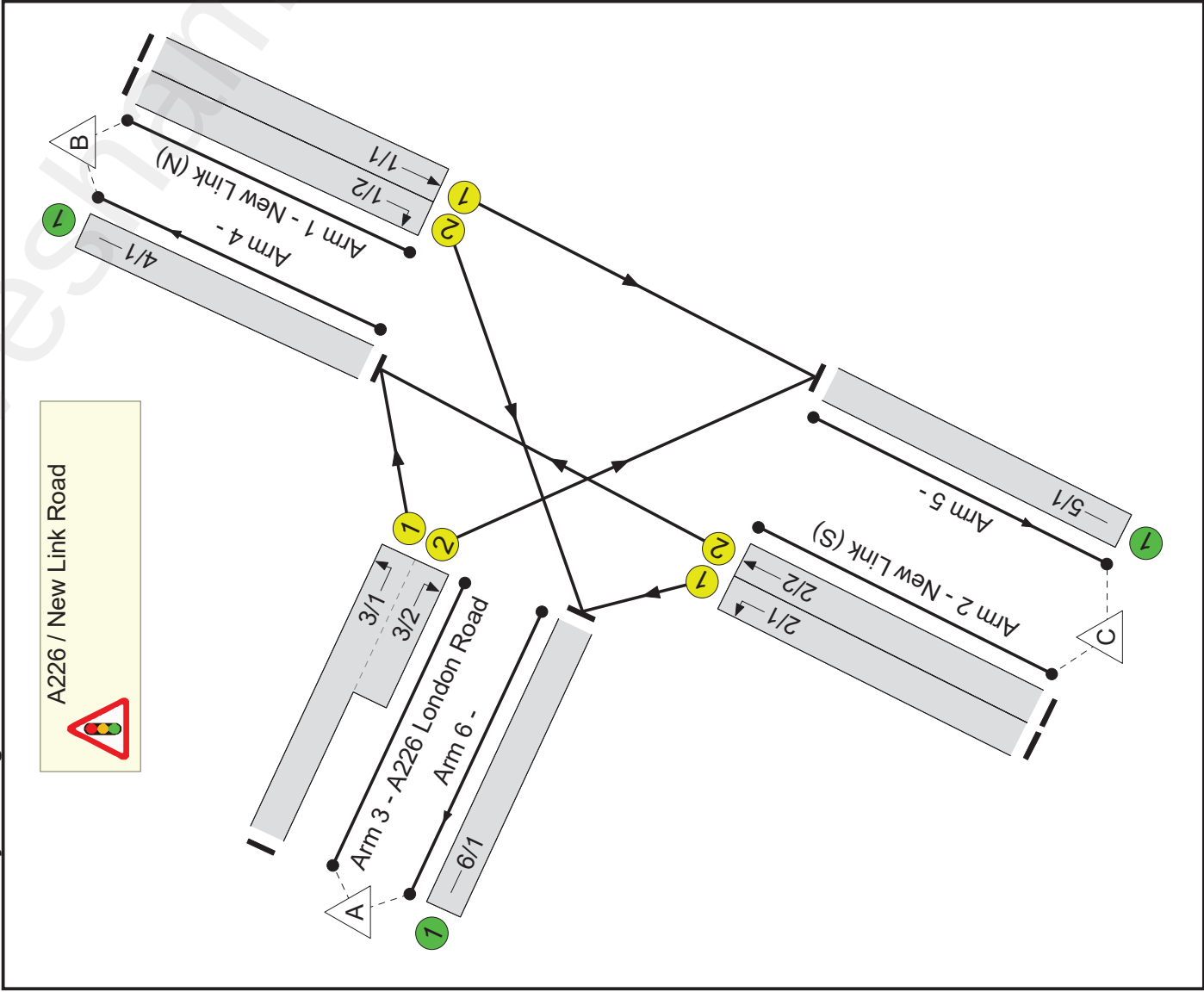
## Appendix K



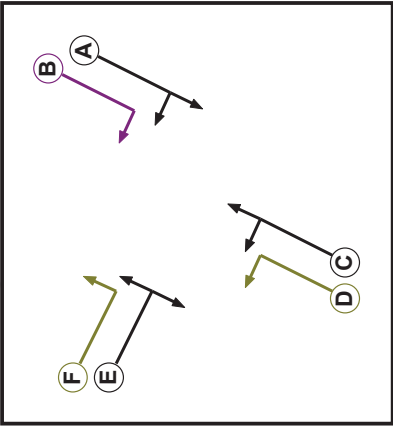
User and Project Details

|                    |                                                 |
|--------------------|-------------------------------------------------|
| Project:           | Northfleet                                      |
| Title:             | A226 / New Link Road Junction                   |
| Design Layout Ref: | Based on layout on Drg. No: 226728 / PD09       |
| File name:         | J1 - A226_New Link Rd (226728_PD09) v1.0.lsg3x  |
| Author:            | David Noyce                                     |
| Company:           | Vectos / SLR                                    |
| Address:           | The Cursitor, 38 Chancery Lane, London WC2A 1EN |

Junction Layout Diagram



Phase Diagram



Phase Input Data

| Phase Name | Phase Type | Assoc. Phase | Street Min | Cont Min |
|------------|------------|--------------|------------|----------|
| A          | Traffic    |              | 7          | 7        |
| B          | Ind. Arrow | A            | 4          | 4        |
| C          | Traffic    |              | 7          | 7        |
| D          | Filter     | C            | 4          | 0        |
| E          | Traffic    |              | 7          | 7        |
| F          | Filter     | E            | 4          | 0        |

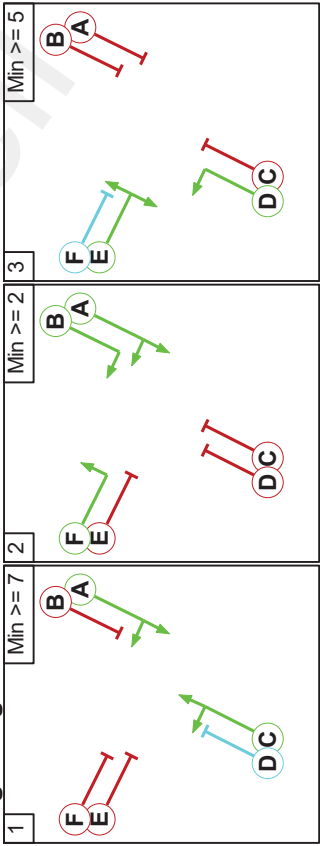
Intergreens

|                   | Starting Phase |   |   |   |   |   |
|-------------------|----------------|---|---|---|---|---|
|                   | A              | B | C | D | E | F |
| Terminating Phase | A              | - | - | - | 5 | - |
|                   | B              | - | 7 | 7 | 5 | - |
|                   | C              | - | 5 | - | 7 | 7 |
|                   | D              | - | 5 | - | - | - |
|                   | E              | 5 | 5 | 5 | - | - |
|                   | F              | - | - | 5 | - | - |

Stage Data

| Stage No. | Phases in Stage |
|-----------|-----------------|
| 1         | A C             |
| 2         | A B F           |
| 3         | D E             |

Stage Diagrams



Phase Delays

| Term. Stage                       | Start Stage | Phase | Type | Value | Cont value |
|-----------------------------------|-------------|-------|------|-------|------------|
| There are no Phase Delays defined |             |       |      |       |            |

Lane Input Data

| Junction: A226 / New Link Road |           |        |             |           |                       |               |                                   |                |          |               |             |                    |
|--------------------------------|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------------|--------------------|
| Lane                           | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns       | Turning Radius (m) |
| 1/1<br>(New Link (N))          | U         | A      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | Y             | Arm 5 Ahead | Inf                |
| 1/2<br>(New Link (N))          | U         | A B    | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | N             | Arm 6 Right | 15.00              |
| 2/1<br>(New Link (S))          | U         | C D    | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | Y             | Arm 6 Left  | 16.50              |
| 2/2<br>(New Link (S))          | U         | C      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | N             | Arm 4 Ahead | Inf                |
| 3/1<br>(A226 London Road)      | U         | E F    | 2           | 3         | 60.0                  | Geom          | -                                 | 3.50           | 0.00     | Y             | Arm 4 Left  | 16.50              |
| 3/2<br>(A226 London Road)      | U         | E      | 2           | 3         | 6.0                   | Geom          | -                                 | 3.50           | 0.00     | N             | Arm 5 Right | 15.00              |

Give-Way Lane Input Data

| Junction: A226 / New Link Road              |
|---------------------------------------------|
| There are no Opposed Lanes in this Junction |

Scenario 1: '2031 Base + Dev, AM'  
(FG1: '2031 Base + Dev, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired  
Desired Flow :

| Origin | Destination |     |      |      |
|--------|-------------|-----|------|------|
|        | A           | B   | C    | Tot. |
|        | A           | 0   | 100  | 579  |
|        | B           | 80  | 0    | 432  |
|        | C           | 512 | 266  | 0    |
| Tot.   | 592         | 366 | 1011 | 1969 |

Stage Timings

| Stage        | 1 | 2  | 3  |
|--------------|---|----|----|
| Duration     | 7 | 2  | 16 |
| Change Point | 0 | 12 | 21 |

Link Results

| Item                                   | Lane Description                                        | Full Phase | Arrow Phase | Total Green (s) | Start Green (s)                                                                | End Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu)     | Deg Sat (%)  | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|----------------------------------------|---------------------------------------------------------|------------|-------------|-----------------|--------------------------------------------------------------------------------|---------------|-------------------|-------------------|--------------------|--------------|---------------------------|----------------------|
| Network: A226 / New Link Road Junction | -                                                       | -          |             | -               | -                                                                              | -             | -                 | -                 | -                  | 73.8%        | -                         | -                    |
|                                        | -                                                       | -          |             | -               | -                                                                              | -             | -                 | -                 | -                  | 73.8%        | -                         | -                    |
| 1/1                                    | New Link (N) Ahead                                      | A          |             | 16              | 5                                                                              | 21            | 432               | 1965              | 759                | 56.9%        | 16.1                      | 4.7                  |
| 1/2                                    | New Link (N) Right                                      | A          | B           | 16              | 5                                                                              | 21            | 80                | 1914              | 740                | 10.8%        | 11.4                      | 0.7                  |
| 2/1                                    | New Link (S) Left                                       | C          | D           | 28              | 28                                                                             | 12            | 512               | 1801              | 1187               | 43.1%        | 6.2                       | 3.2                  |
| 2/2                                    | New Link (S) Ahead                                      | C          |             | 7               | 5                                                                              | 12            | 266               | 2105              | 383                | 69.5%        | 32.0                      | 4.1                  |
| 3/1+3/2                                | A226 London Road Left Right                             | E          | F           | 25:18           | 19:26                                                                          | 0             | 679               | 1801:1914         | 136+785            | 73.8 : 73.8% | 16.6                      | 7.0                  |
| C1                                     | PRC for Signalled Lanes (%):<br>PRC Over All Lanes (%): |            |             | 22.0<br>22.0    | Total Delay for Signalled Lanes (pcuHr):<br>Total Delay Over All Lanes(pcuHr): |               |                   | 8.57<br>8.57      | Cycle Time (s): 44 |              |                           |                      |

Scenario 2: '2031 Base + Dev, PM'  
(FG2: '2031 Base + Dev, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired  
Desired Flow :

|        | Destination |     |     |      |      |
|--------|-------------|-----|-----|------|------|
|        | A           | B   | C   | Tot. |      |
| Origin | A           | 0   | 93  | 616  | 709  |
|        | B           | 78  | 0   | 346  | 424  |
|        | C           | 528 | 362 | 0    | 890  |
|        | Tot.        | 606 | 455 | 962  | 2023 |

Stage Timings

| Stage        | 1 | 2  | 3  |
|--------------|---|----|----|
| Duration     | 8 | 2  | 15 |
| Change Point | 0 | 13 | 22 |

Link Results

| Item                                   | Lane Description                                        | Full Phase | Arrow Phase | Total Green (s) | Start Green (s) | End Green (s)                                                                  | Demand Flow (pcu) | Sat Flow (pcu/Hr)  | Capacity (pcu) | Deg Sat (%)  | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|----------------------------------------|---------------------------------------------------------|------------|-------------|-----------------|-----------------|--------------------------------------------------------------------------------|-------------------|--------------------|----------------|--------------|---------------------------|----------------------|
| Network: A226 / New Link Road Junction | -                                                       | -          |             | -               | -               | -                                                                              | -                 | -                  | -              | 84.1%        | -                         | -                    |
| A226 / New Link Road                   | -                                                       | -          |             | -               | -               | -                                                                              | -                 | -                  | -              | 84.1%        | -                         | -                    |
| 1/1                                    | New Link (N) Ahead                                      | A          |             | 17              | 5               | 22                                                                             | 346               | 1965               | 804            | 43.0%        | 13.3                      | 3.4                  |
| 1/2                                    | New Link (N) Right                                      | A          | B           | 17              | 5               | 22                                                                             | 78                | 1914               | 783            | 10.0%        | 10.6                      | 0.6                  |
| 2/1                                    | New Link (S) Left                                       | C          | D           | 28              | 29              | 13                                                                             | 528               | 1801               | 1187           | 44.5%        | 6.4                       | 3.5                  |
| 2/2                                    | New Link (S) Ahead                                      | C          |             | 8               | 5               | 13                                                                             | 362               | 2105               | 431            | 84.1%        | 41.3                      | 6.7                  |
| 3/1+3/2                                | A226 London Road Left Right                             | E          | F           | 24:17           | 20:27           | 0                                                                              | 709               | 1801:1914          | 114+753        | 81.8 : 81.8% | 21.5                      | 8.8                  |
| C1                                     | PRC for Signalled Lanes (%):<br>PRC Over All Lanes (%): |            |             |                 | 7.0<br>7.0      | Total Delay for Signalled Lanes (pcuHr):<br>Total Delay Over All Lanes(pcuHr): | 10.83<br>10.83    | Cycle Time (s): 44 |                |              |                           |                      |

Junctions 9

PICADY 9 - Priority Intersection Module

|                                                                                                                                                                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Version: 9.5.1.7462<br>© Copyright TRL Limited, 2019                                                                                                             |
| For sales and distribution information, program advice and maintenance, contact TRL:<br>+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk              |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: J2 - A226\_B2175 (226728\_PD11) v1.0.j9  
Path: C:\DSN\Work\226728 - Northfleet  
Report generation date: 28/09/2022 12:17:01

»2031 Base + Dev, AM  
»2031 Base + Dev, PM

Summary of junction performance

|                                  | AM          |           |      | PM          |           |      |
|----------------------------------|-------------|-----------|------|-------------|-----------|------|
|                                  | Queue (PCU) | Delay (s) | RFC  | Queue (PCU) | Delay (s) | RFC  |
| 2031 Base + Dev                  |             |           |      |             |           |      |
| 1 - East Junction - Stream B-AC  | 0.3         | 12.81     | 0.22 | 0.5         | 17.95     | 0.35 |
| 1 - East Junction - Stream C-AB  | 0.1         | 4.91      | 0.07 | 0.1         | 4.38      | 0.06 |
| 2 - South Junction - Stream B-AC | 494.2       | 3896.78   | 2.67 | 676.0       | 5735.57   | 3.62 |
| 2 - South Junction - Stream C-AB | 8.4         | 39.44     | 0.86 | 38.5        | 188.42    | 1.08 |

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

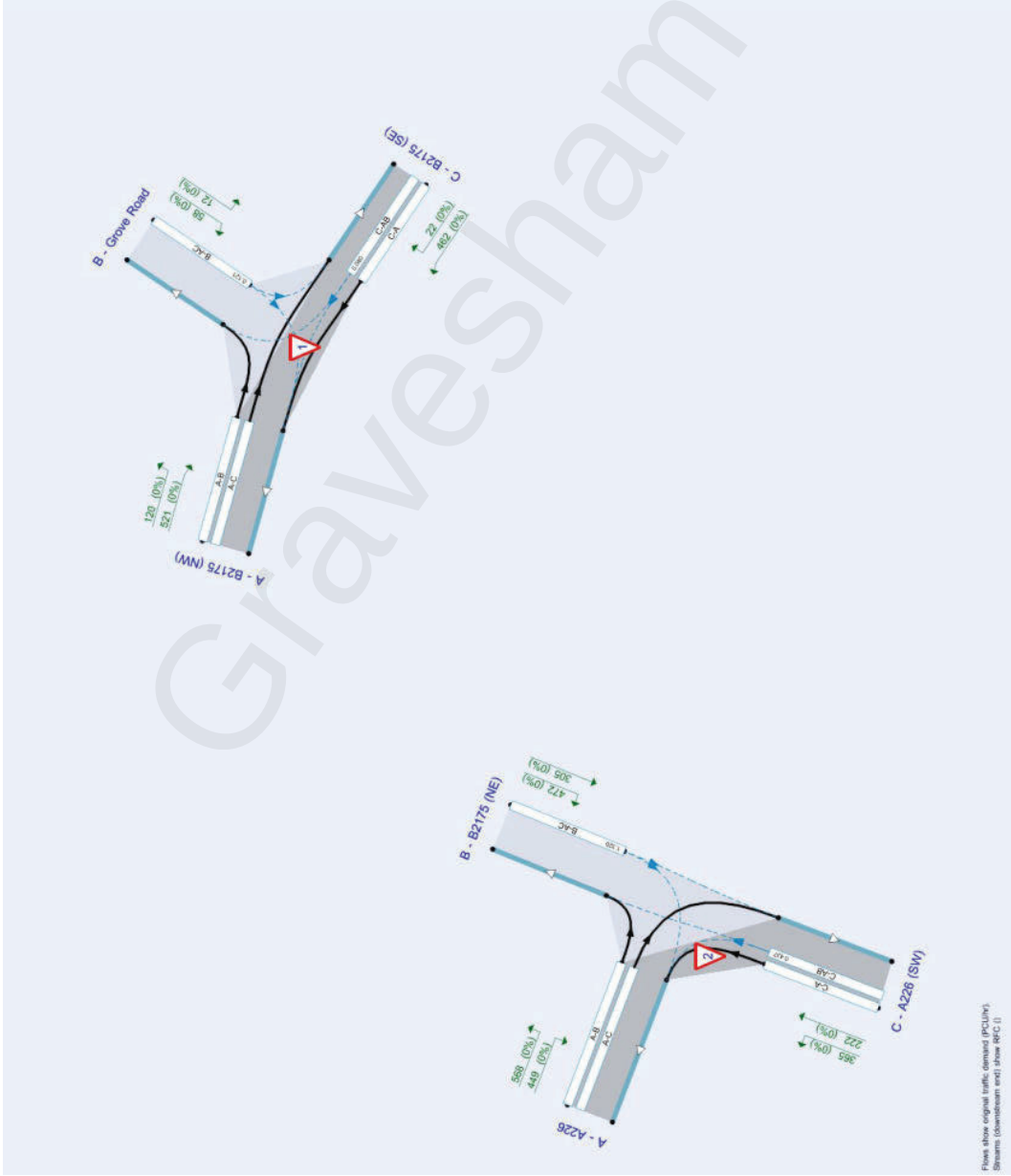
File summary

File Description

|             |                                                               |
|-------------|---------------------------------------------------------------|
| Title       | Northfleet                                                    |
| Location    | A226 / B2175 / Grove Road / Site Access Junctions             |
| Site number |                                                               |
| Date        | 28/09/2022                                                    |
| Version     |                                                               |
| Status      | Proposed Junctions (Base on layout on dfg. no: 226728 / PD11) |
| Identifier  |                                                               |
| Client      |                                                               |
| Jobnumber   | 226728                                                        |
| Enumerator  | David Noyce                                                   |
| Description |                                                               |

Units

| Distance units | Speed units | Traffic units | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|----------------|-------------|---------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m              | kph         | PCU           | PCU                   | perHour    | s                   | -Min              | perMin              |



Please show original traffic demand (PCU/hv).

Streams (downstream end) show RFC (l).

The junction diagram reflects the last run of Junctions.

Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|--------------------|-----------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| 5.75               |                             |                                   |                             | 0.85          | 36.00                       | 20.00                 |

Demand Set Summary

| ID | Scenario name   | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2031 Base + Dev | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |
| D2 | 2031 Base + Dev | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

Analysis Set Details

| ID | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|-------------------|---------------------------------|-------------------------------------|
| A1 | ✓                 | 100.000                         | 100.000                             |

2031 Base + Dev, AM

Data Errors and Warnings

| Severity | Area        | Item               | Description                                                                                                                                                                                  |
|----------|-------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Warning  | Vehicle Mix | 1 - East Junction  | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |
| Warning  | Vehicle Mix | 2 - South Junction | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

Junction Network

Junctions

| Junction | Name           | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | East Junction  | T-Junction    | Two-way              |                       | 0.95               | A            |
| 2        | South Junction | T-Junction    | Two-way              |                       | 1279.41            | F            |

Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

Arms

Arms

| Junction           | Arm | Name       | Description | Arm type |
|--------------------|-----|------------|-------------|----------|
| 1 - East Junction  | A   | B2175 (NW) |             | Major    |
|                    | B   | Grove Road |             | Minor    |
|                    | C   | B2175 (SE) |             | Major    |
| 2 - South Junction | A   | A226       |             | Major    |
|                    | B   | B2175 (NE) |             | Minor    |
|                    | C   | A226 (SW)  |             | Major    |

Major Arm Geometry

| Junction           | Arm            | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|--------------------|----------------|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| 1 - East Junction  | C - B2175 (SE) | 7.30                     |                            |                    | 90.0                          | ✓       | 0.00                 |
| 2 - South Junction | C - A226 (SW)  | 7.30                     |                            |                    | 90.0                          | ✓       | 0.00                 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Junction           | Arm            | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|--------------------|----------------|----------------|----------------|------------------------|-------------------------|
| 1 - East Junction  | B - Grove Road | One lane       | 3.53           | 90                     | 90                      |
| 2 - South Junction | B - B2175 (NE) | One lane       | 4.25           | 90                     | 90                      |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction          | Stream | Intercept (PCU/hr) | Slope for AB | Slope for AC | Slope for C-A | Slope for C-B |
|-------------------|--------|--------------------|--------------|--------------|---------------|---------------|
| 1 - East Junction | B-A    | 581                | 0.100        | 0.253        | 0.159         | 0.361         |
|                   | B-C    | 717                | 0.104        | 0.262        | -             | -             |
|                   | C-B    | 626                | 0.229        | 0.229        | -             | -             |

Priority Intersection Slopes and Intercepts

| Junction           | Stream | Intercept (PCU/hr) | Slope for AB | Slope for AC | Slope for C-A | Slope for C-B |
|--------------------|--------|--------------------|--------------|--------------|---------------|---------------|
| 2 - South Junction | B-A    | 621                | 0.107        | 0.270        | 0.170         | 0.385         |
|                    | B-C    | 766                | 0.111        | 0.280        | -             | -             |
|                    | C-B    | 626                | 0.229        | 0.229        | -             | -             |

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

| ID | Scenario name   | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2031 Base + Dev | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

Demand overview (Traffic)

| Junction           | Arm            | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------|----------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - East Junction  | A - B2175 (NW) |            | ONE HOUR     | ✓            | 641                     | 100.000            |
|                    | B - Grove Road |            | ONE HOUR     | ✓            | 70                      | 100.000            |
|                    | C - B2175 (SE) |            | ONE HOUR     | ✓            | 484                     | 100.000            |
| 2 - South Junction | A - A226       |            | ONE HOUR     | ✓            | 1017                    | 100.000            |
|                    | B - B2175 (NE) |            | ONE HOUR     | ✓            | 777                     | 100.000            |
|                    | C - A226 (SW)  |            | ONE HOUR     | ✓            | 587                     | 100.000            |

Origin-Destination Data

Demand (PCU/hr)

| From | To             |                |                |
|------|----------------|----------------|----------------|
|      | A - B2175 (NW) | B - Grove Road | C - B2175 (SE) |
|      | 0              | 120            | 521            |
|      | 58             | 0              | 12             |
|      | A - B2175 (SE) |                |                |
|      | 462            | 22             | 0              |
|      |                |                |                |

1 - East Junction

Demand (PCU/hr)

| From | To             |                |               |
|------|----------------|----------------|---------------|
|      | A - A226       | B - B2175 (NE) | C - A226 (SW) |
|      | 0              | 568            | 449           |
|      | 472            | 0              | 305           |
|      | B - B2175 (NE) |                |               |
|      | 365            | 222            | 0             |
|      |                |                |               |

2 - South Junction

Vehicle Mix

Heavy Vehicle Percentages

| From | To             |                |                |
|------|----------------|----------------|----------------|
|      | A - B2175 (NW) | B - Grove Road | C - B2175 (SE) |
|      | 0              | 0              | 0              |
|      | 0              | 0              | 0              |
|      | B - Grove Road |                |                |
|      | 0              | 0              | 0              |
|      |                |                |                |

1 - East Junction

Heavy Vehicle Percentages

| From | To             |                |               |
|------|----------------|----------------|---------------|
|      | A - A226       | B - B2175 (NE) | C - A226 (SW) |
|      | 0              | 0              | 0             |
|      | 0              | 0              | 0             |
|      | B - B2175 (NE) |                |               |
|      | 0              | 0              | 0             |
|      |                |                |               |

2 - South Junction

Results

Results Summary for whole modelled period

| Junction           | Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------------------|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - East Junction  | B-AC   | 0.22    | 12.81         | 0.3             | B       | 64                      | 96                            |
|                    | C-AB   | 0.07    | 4.91          | 0.1             | A       | 45                      | 67                            |
|                    | C-A    |         |               |                 |         | 400                     | 599                           |
| 2 - South Junction | AB     |         |               |                 |         | 110                     | 165                           |
|                    | AC     |         |               |                 |         | 478                     | 717                           |
|                    | B-AC   | 2.67    | 3896.78       | 494.2           | F       | 713                     | 1089                          |
|                    | C-AB   | 0.86    | 39.44         | 8.4             | E       | 430                     | 645                           |
|                    | C-A    |         |               |                 |         | 108                     | 163                           |
|                    | AB     |         |               |                 |         | 521                     | 782                           |
|                    | AC     |         |               |                 |         | 412                     | 618                           |

Main Results for each time segment

07:45 - 08:00

| Junction           | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - East Junction  | B-AC   | 53                    | 13                      | 436               | 0.121 | 52                  | 0.0               | 0.1             | 9.367     | A                             |
|                    | C-AB   | 30                    | 8                       | 764               | 0.040 | 30                  | 0.0               | 0.1             | 4.906     | A                             |
|                    | C-A    | 334                   | 83                      |                   |       | 334                 |                   |                 |           |                               |
| 2 - South Junction | AB     | 90                    | 23                      |                   |       | 90                  |                   |                 |           |                               |
|                    | AC     | 392                   | 98                      |                   |       | 392                 |                   |                 |           |                               |
|                    | B-AC   | 585                   | 146                     | 443               | 1.320 | 432                 | 0.0               | 38.3            | 178.269   | F                             |
|                    | C-AB   | 287                   | 72                      | 657               | 0.437 | 283                 | 0.0               | 1.1             | 9.589     | A                             |
|                    | C-A    | 155                   | 39                      |                   |       | 155                 |                   |                 |           |                               |
|                    | AB     | 428                   | 107                     |                   |       | 428                 |                   |                 |           |                               |
|                    | AC     | 338                   | 85                      |                   |       | 338                 |                   |                 |           |                               |

08:00 - 08:15

| Junction           | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - East Junction  | B-AC   | 63                    | 16                      | 403               | 0.156 | 63                  | 0.1               | 0.2             | 10.563    | B                             |
|                    | C-AB   | 42                    | 10                      | 796               | 0.052 | 41                  | 0.1               | 0.1             | 4.773     | A                             |
|                    | C-A    | 394                   | 98                      |                   |       | 394                 |                   |                 |           |                               |
|                    | A-B    | 108                   | 27                      |                   |       | 108                 |                   |                 |           |                               |
| 2 - South Junction | AC     | 468                   | 117                     |                   |       | 468                 |                   |                 |           |                               |
|                    | B-AC   | 699                   | 175                     | 395               | 1.770 | 394                 | 38.3              | 114.3           | 785.165   | F                             |
|                    | C-AB   | 394                   | 99                      | 670               | 0.588 | 391                 | 1.1               | 2.1             | 12.925    | B                             |
|                    | C-A    | 133                   | 33                      |                   |       | 133                 |                   |                 |           |                               |
|                    | AB     | 511                   | 128                     |                   |       | 511                 |                   |                 |           |                               |
|                    | A-C    | 404                   | 101                     |                   |       | 404                 |                   |                 |           |                               |

08:15 - 08:30

| Junction           | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - East Junction  | B-AC   | 77                    | 19                      | 358               | 0.215 | 77                  | 0.2               | 0.3             | 12.780    | B                             |
|                    | C-AB   | 61                    | 15                      | 842               | 0.073 | 61                  | 0.1               | 0.1             | 4.613     | A                             |
|                    | C-A    | 471                   | 118                     |                   |       | 471                 |                   |                 |           |                               |
|                    | A-B    | 132                   | 33                      |                   |       | 132                 |                   |                 |           |                               |
| 2 - South Junction | AC     | 574                   | 143                     |                   |       | 574                 |                   |                 |           |                               |
|                    | B-AC   | 855                   | 214                     | 325               | 2.629 | 325                 | 114.3             | 246.8           | 1997.380  | F                             |
|                    | C-AB   | 593                   | 148                     | 692               | 0.857 | 573                 | 2.1               | 7.2             | 29.855    | D                             |
|                    | C-A    | 53                    | 13                      |                   |       | 53                  |                   |                 |           |                               |
|                    | AB     | 625                   | 156                     |                   |       | 625                 |                   |                 |           |                               |
|                    | AC     | 494                   | 124                     |                   |       | 494                 |                   |                 |           |                               |

08:30 - 08:45

| Junction           | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - East Junction  | B-AC   | 77                    | 19                      | 358               | 0.215 | 77                  | 0.3               | 0.3             | 12.812    | B                             |
|                    | C-AB   | 62                    | 15                      | 842               | 0.073 | 62                  | 0.1               | 0.1             | 4.615     | A                             |
|                    | C-A    | 471                   | 118                     |                   |       | 471                 |                   |                 |           |                               |
|                    | A-B    | 132                   | 33                      |                   |       | 132                 |                   |                 |           |                               |
| 2 - South Junction | AC     | 574                   | 143                     |                   |       | 574                 |                   |                 |           |                               |
|                    | B-AC   | 855                   | 214                     | 320               | 2.670 | 320                 | 246.8             | 380.6           | 2924.419  | F                             |
|                    | C-AB   | 607                   | 152                     | 703               | 0.864 | 602                 | 7.2               | 8.4             | 39.441    | E                             |
|                    | C-A    | 39                    | 10                      |                   |       | 39                  |                   |                 |           |                               |
|                    | A-B    | 625                   | 156                     |                   |       | 625                 |                   |                 |           |                               |
|                    | A-C    | 494                   | 124                     |                   |       | 494                 |                   |                 |           |                               |

08:45 - 09:00

| Junction           | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - East Junction  | B-AC   | 63                    | 16                      | 403               | 0.156 | 63                  | 0.3               | 0.2             | 10.596    | B                             |
|                    | C-AB   | 42                    | 10                      | 796               | 0.052 | 42                  | 0.1               | 0.1             | 4.778     | A                             |
|                    | C-A    | 393                   | 98                      |                   |       | 393                 |                   |                 |           |                               |
|                    | A-B    | 108                   | 27                      |                   |       | 108                 |                   |                 |           |                               |
| 2 - South Junction | AC     | 468                   | 117                     |                   |       | 468                 |                   |                 |           |                               |
|                    | B-AC   | 699                   | 175                     | 388               | 1.800 | 388                 | 380.6             | 458.2           | 3541.071  | F                             |
|                    | C-AB   | 408                   | 102                     | 684               | 0.595 | 432                 | 8.4               | 2.4             | 15.938    | C                             |
|                    | C-A    | 120                   | 30                      |                   |       | 120                 |                   |                 |           |                               |
|                    | AB     | 511                   | 128                     |                   |       | 511                 |                   |                 |           |                               |
|                    | A-C    | 404                   | 101                     |                   |       | 404                 |                   |                 |           |                               |

09:00 - 09:15

| Junction           | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - East Junction  | B-AC   | 53                    | 13                      | 436               | 0.121 | 53                  | 0.2               | 0.1             | 9.406     | A                             |
|                    | C-AB   | 31                    | 8                       | 764               | 0.040 | 31                  | 0.1               | 0.1             | 4.910     | A                             |
|                    | C-A    | 334                   | 83                      |                   |       | 334                 |                   |                 |           |                               |
|                    | AB     | 90                    | 23                      |                   |       | 90                  |                   |                 |           |                               |
| 2 - South Junction | AC     | 392                   | 98                      |                   |       | 392                 |                   |                 |           |                               |
|                    | B-AC   | 585                   | 146                     | 441               | 1.327 | 441                 | 458.2             | 494.2           | 3896.776  | F                             |
|                    | C-AB   | 291                   | 73                      | 660               | 0.441 | 296                 | 2.4               | 1.2             | 10.078    | B                             |
|                    | C-A    | 151                   | 38                      |                   |       | 151                 |                   |                 |           |                               |
|                    | AB     | 428                   | 107                     |                   |       | 428                 |                   |                 |           |                               |
|                    | AC     | 338                   | 85                      |                   |       | 338                 |                   |                 |           |                               |

## 2031 Base + Dev, PM

### Data Errors and Warnings

| Severity | Area        | Item               | Description                                                                                                                                                                                  |
|----------|-------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Warning  | Vehicle Mix | 1 - East Junction  | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |
| Warning  | Vehicle Mix | 2 - South Junction | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

### Junction Network

#### Junctions

| Junction | Name           | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | East Junction  | T-Junction    | Two-way              |                       | 1.31               | A            |
| 2        | South Junction | T-Junction    | Two-way              |                       | 1933.99            | F            |

#### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

### Traffic Demand

#### Demand Set Details

| ID | Scenario name   | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2031 Base + Dev | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

#### Demand overview (Traffic)

| Junction           | Arm            | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------|----------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - East Junction  | A - B2175 (NW) |            | ONE HOUR     | ✓            | 715                     | 100.000            |
|                    | B - Grove Road |            | ONE HOUR     | ✓            | 96                      | 100.000            |
|                    | C - B2175 (SE) |            | ONE HOUR     | ✓            | 653                     | 100.000            |
| 2 - South Junction | A - A226       |            | ONE HOUR     | ✓            | 1134                    | 100.000            |
|                    | B - B2175 (NE) |            | ONE HOUR     | ✓            | 862                     | 100.000            |
|                    | C - A226 (SW)  |            | ONE HOUR     | ✓            | 615                     | 100.000            |

### Origin-Destination Data

#### Demand (PCU/hr)

| To   |                |                |                |
|------|----------------|----------------|----------------|
|      |                | A - B2175 (NW) | B - Grove Road |
| From | A - B2175 (NW) | 0              | 47             |
|      | B - Grove Road | 74             | 0              |
|      | C - B2175 (SE) | 638            | 15             |
|      |                |                | 0              |

#### 1 - East Junction

#### Demand (PCU/hr)

| To   |                |          |                |
|------|----------------|----------|----------------|
|      |                | A - A226 | B - B2175 (NE) |
| From | A - A226       | 0        | 713            |
|      | B - B2175 (NE) | 579      | 0              |
|      | C - A226 (SW)  | 347      | 268            |
|      |                |          | 0              |

#### 2 - South Junction

### Vehicle Mix

#### Heavy Vehicle Percentages

| To   |                |                |                |
|------|----------------|----------------|----------------|
|      |                | A - B2175 (NW) | B - Grove Road |
| From | A - B2175 (NW) | 0              | 0              |
|      | B - Grove Road | 0              | 0              |
|      | C - B2175 (SE) | 0              | 0              |
|      |                |                | 0              |

#### 1 - East Junction

#### Heavy Vehicle Percentages

| To   |                |          |                |
|------|----------------|----------|----------------|
|      |                | A - A226 | B - B2175 (NE) |
| From | A - A226       | 0        | 0              |
|      | B - B2175 (NE) | 0        | 0              |
|      | C - A226 (SW)  | 0        | 0              |
|      |                |          | 0              |

#### 2 - South Junction

### Results

#### Results Summary for whole modelled period

| Junction           | Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------------------|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - East Junction  | B-AC   | 0.35    | 17.95         | 0.5             | C       | 88                      | 132                           |
|                    | C-AB   | 0.06    | 4.38          | 0.1             | A       | 41                      | 61                            |
|                    | C-A    |         |               |                 |         | 558                     | 837                           |
| 2 - South Junction | AB     |         |               |                 |         | 43                      | 65                            |
|                    | AC     |         |               |                 |         | 613                     | 919                           |
|                    | B-AC   | 3.62    | 5735.57       | 676.0           | F       | 791                     | 1186                          |
|                    | C-AB   | 1.08    | 188.42        | 38.5            | F       | 514                     | 771                           |
|                    | C-A    |         |               |                 |         | 50                      | 75                            |
|                    | AB     |         |               |                 |         | 654                     | 981                           |
|                    |        |         |               |                 |         | 386                     | 579                           |

Main Results for each time segment

16:45 - 17:00

| Junction           | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - East Junction  | B-AC   | 72                    | 18                      | 404               | 0.179 | 71                  | 0.0               | 0.2             | 10.796    | B                             |
|                    | C-AB   | 26                    | 7                       | 849               | 0.031 | 26                  | 0.0               | 0.0             | 4.373     | A                             |
|                    | C-A    | 466                   | 116                     |                   |       | 466                 |                   |                 |           |                               |
|                    | A-B    | 35                    | 9                       |                   |       | 35                  |                   |                 |           |                               |
| 2 - South Junction | A-C    | 503                   | 126                     |                   |       | 503                 |                   |                 |           |                               |
|                    | B-AC   | 649                   | 162                     | 414               | 1.568 | 407                 | 0.0               | 60.5            | 293.192   | F                             |
|                    | C-AB   | 345                   | 86                      | 629               | 0.548 | 338                 | 0.0               | 1.6             | 12.259    | B                             |
|                    | C-A    | 118                   | 30                      |                   |       | 118                 |                   |                 |           |                               |
|                    | A-B    | 537                   | 134                     |                   |       | 537                 |                   |                 |           |                               |
|                    |        | 317                   | 79                      |                   |       | 317                 |                   |                 |           |                               |

17:00 - 17:15

| Junction           | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - East Junction  | B-AC   | 86                    | 22                      | 363               | 0.238 | 86                  | 0.2               | 0.3             | 12.958    | B                             |
|                    | C-AB   | 37                    | 9                       | 900               | 0.041 | 37                  | 0.0               | 0.1             | 4.172     | A                             |
|                    | C-A    | 550                   | 137                     |                   |       | 550                 |                   |                 |           |                               |
|                    | A-B    | 42                    | 11                      |                   |       | 42                  |                   |                 |           |                               |
|                    | A-C    | 601                   | 150                     |                   |       | 601                 |                   |                 |           |                               |
| 2 - South Junction | B-AC   | 775                   | 194                     | 360               | 2.150 | 360                 | 60.5              | 164.1           | 1344.310  | F                             |
|                    | C-AB   | 476                   | 119                     | 639               | 0.746 | 468                 | 1.6               | 3.8             | 21.040    | C                             |
|                    | C-A    | 76                    | 19                      |                   |       | 76                  |                   |                 |           |                               |
|                    | A-B    | 641                   | 160                     |                   |       | 641                 |                   |                 |           |                               |
|                    | A-C    | 378                   | 95                      |                   |       | 378                 |                   |                 |           |                               |

17:15 - 17:30

| Junction           | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - East Junction  | B-AC   | 106                   | 26                      | 306               | 0.345 | 105                 | 0.3               | 0.5             | 17.809    | C                             |
|                    | C-AB   | 59                    | 15                      | 974               | 0.061 | 59                  | 0.1               | 0.1             | 3.933     | A                             |
|                    | C-A    | 660                   | 165                     |                   |       | 660                 |                   |                 |           |                               |
|                    | A-B    | 52                    | 13                      |                   |       | 52                  |                   |                 |           |                               |
|                    | AC     | 735                   | 184                     |                   |       | 735                 |                   |                 |           |                               |
| 2 - South Junction | B-AC   | 949                   | 237                     | 284               | 3.345 | 284                 | 164.1             | 330.5           | 3152.066  | F                             |
|                    | C-AB   | 677                   | 169                     | 626               | 1.082 | 597                 | 3.8               | 23.8            | 92.519    | F                             |
|                    | C-A    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
|                    | A-B    | 785                   | 196                     |                   |       | 785                 |                   |                 |           |                               |
|                    |        | 464                   | 116                     |                   |       | 464                 |                   |                 |           |                               |

17:30 - 17:45

| Junction           | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - East Junction  | B-AC   | 106                   | 26                      | 306               | 0.345 | 106                 | 0.5               | 0.5             | 17.950    | C                             |
|                    | C-AB   | 59                    | 15                      | 975               | 0.061 | 59                  | 0.1               | 0.1             | 3.936     | A                             |
|                    | C-A    | 659                   | 165                     |                   |       | 659                 |                   |                 |           |                               |
|                    | AB     | 52                    | 13                      |                   |       | 52                  |                   |                 |           |                               |
| 2 - South Junction | AC     | 735                   | 184                     |                   |       | 735                 |                   |                 |           |                               |
|                    | B-AC   | 949                   | 237                     | 262               | 3.622 | 262                 | 330.5             | 502.2           | 4205.690  | F                             |
|                    | C-AB   | 677                   | 169                     | 627               | 1.079 | 618                 | 23.8              | 38.5            | 188.417   | F                             |
|                    | C-A    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
|                    | AB     | 785                   | 196                     |                   |       | 785                 |                   |                 |           |                               |
|                    | AC     | 464                   | 116                     |                   |       | 464                 |                   |                 |           |                               |

17:45 - 18:00

| Junction           | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - East Junction  | B-AC   | 86                    | 22                      | 363               | 0.238 | 87                  | 0.5               | 0.3             | 13.072    | B                             |
|                    | C-AB   | 37                    | 9                       | 900               | 0.042 | 38                  | 0.1               | 0.1             | 4.176     | A                             |
|                    | C-A    | 550                   | 137                     |                   |       | 550                 |                   |                 |           |                               |
|                    | A-B    | 42                    | 11                      |                   |       | 42                  |                   |                 |           |                               |
|                    | AC     | 601                   | 150                     |                   |       | 601                 |                   |                 |           |                               |
| 2 - South Junction | B-AC   | 775                   | 194                     | 323               | 2.401 | 323                 | 502.2             | 615.3           | 5149.439  | F                             |
|                    | C-AB   | 553                   | 138                     | 703               | 0.767 | 674                 | 38.5              | 8.2             | 124.791   | F                             |
|                    | C-A    | 0                     | 0                       |                   |       | 0                   |                   |                 |           |                               |
|                    | AB     | 641                   | 160                     |                   |       | 641                 |                   |                 |           |                               |
|                    | AC     | 378                   | 95                      |                   |       | 378                 |                   |                 |           |                               |

18:00 - 18:15

| Junction           | Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - East Junction  | B-AC   | 72                    | 18                      | 404               | 0.179 | 73                  | 0.3               | 0.2             | 10.877    | B                             |
|                    | C-AB   | 26                    | 7                       | 849               | 0.031 | 26                  | 0.1               | 0.0             | 4.376     | A                             |
|                    | C-A    | 465                   | 116                     |                   |       | 465                 |                   |                 |           |                               |
|                    | AB     | 35                    | 9                       |                   |       | 35                  |                   |                 |           |                               |
|                    | AC     | 503                   | 126                     |                   |       | 503                 |                   |                 |           |                               |
| 2 - South Junction | B-AC   | 649                   | 162                     | 406               | 1.599 | 406                 | 615.3             | 676.0           | 5735.567  | F                             |
|                    | C-AB   | 357                   | 89                      | 643               | 0.555 | 382                 | 8.2               | 1.8             | 15.319    | C                             |
|                    | C-A    | 106                   | 27                      |                   |       | 106                 |                   |                 |           |                               |
|                    | AB     | 537                   | 134                     |                   |       | 537                 |                   |                 |           |                               |
|                    | AC     | 317                   | 79                      |                   |       | 317                 |                   |                 |           |                               |

## Junctions 9

### ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

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Filename: J3 - A226 Ebbsfleet CP (Existing) v1.0.j9  
Path: C:\DSN\Work\226728 - Northfleet  
Report generation date: 21/09/2022 15:28:43

- »2022 Observed, AM
- »2022 Observed, PM
- »2031 Base, AM
- »2031 Base, PM
- »2031 Base + Dev, AM
- »2031 Base + Dev, PM

#### Summary of junction performance

|                          | AM              |           |      | PM          |           |      |
|--------------------------|-----------------|-----------|------|-------------|-----------|------|
|                          | Queue (PCU)     | Delay (s) | RFC  | Queue (PCU) | Delay (s) | RFC  |
|                          | 2022 Observed   |           |      |             |           |      |
| 1 - A226 (NE)            | 0.5             | 3.65      | 0.29 | 0.4         | 3.16      | 0.26 |
| 2 - A226 (SE)            | 0.4             | 3.19      | 0.27 | 0.2         | 2.60      | 0.16 |
| 3 - Car Park Access (SW) | 0.0             | 0.00      | 0.00 | 0.0         | 2.96      | 0.03 |
|                          | 2031 Base       |           |      |             |           |      |
| 1 - A226 (NE)            | 0.5             | 3.77      | 0.31 | 0.4         | 3.26      | 0.28 |
| 2 - A226 (SE)            | 0.5             | 3.29      | 0.29 | 0.2         | 2.64      | 0.18 |
| 3 - Car Park Access (SW) | 0.0             | 0.00      | 0.00 | 0.0         | 3.01      | 0.03 |
|                          | 2031 Base + Dev |           |      |             |           |      |
| 1 - A226 (NE)            | 1.4             | 5.34      | 0.55 | 1.0         | 4.54      | 0.50 |
| 2 - A226 (SE)            | 0.8             | 3.83      | 0.42 | 0.6         | 3.37      | 0.38 |
| 3 - Car Park Access (SW) | 0.0             | 3.45      | 0.01 | 0.1         | 3.63      | 0.05 |

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

#### File summary

##### File Description

|             |                                                         |
|-------------|---------------------------------------------------------|
| Title       | Northfleet                                              |
| Location    | J3 - A226 / Ebbsfleet International Car Park Roundabout |
| Site number |                                                         |
| Date        | 21/09/2022                                              |
| Version     |                                                         |
| Status      | Existing Junction Layout                                |
| Identifier  |                                                         |
| Client      |                                                         |
| Jobnumber   | 226728                                                  |
| Enumerator  | David Noyce                                             |
| Description |                                                         |

#### Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m              | kph         | PCU                 | PCU                   | perHour    | s                   | -Min              | perMin              |

#### Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|--------------------|-----------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| 5.75               |                             |                                   |                             | 0.85          | 36.00                       | 20.00                 |

#### Demand Set Summary

| ID | Scenario name   | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D1 | 2022 Observed   | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |                   |              |
| D2 | 2022 Observed   | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |                   |              |
| D3 | : Dev           | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   |                   |              |
| D4 | : Dev           | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   |                   |              |
| D5 | 2031 Base       | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D1*1.08      |
| D6 | 2031 Base       | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D2*1.09      |
| D7 | 2031 Base + Dev | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D5+D3        |
| D8 | 2031 Base + Dev | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D6+D4        |

#### Analysis Set Details

| ID | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|-------------------|---------------------------------|-------------------------------------|
| A1 | ✓                 | 100.000                         | 100.000                             |

## 2022 Observed, AM

### Data Errors and Warnings

| Severity | Area                    | Item                     | Description                                                        |
|----------|-------------------------|--------------------------|--------------------------------------------------------------------|
| Warning  | Demand Set Relationship | D7 - 2031 Base + Dev, AM | Demand Set relationships are chained. This may slow down the file. |

### Junction Network

#### Junctions

| Junction | J3 - A226 / Ebbsfleet International Car Park Roundabout | Name | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|---------------------------------------------------------|------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        |                                                         |      | Standard Roundabout |                       | 1, 2, 3   | 3.42               | A            |

#### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

### Arms

#### Arms

| Arm | Name                 | Description |
|-----|----------------------|-------------|
| 1   | A226 (NE)            |             |
| 2   | A226 (SE)            |             |
| 3   | Car Park Access (SW) |             |

#### Roundabout Geometry

| Arm                      | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict angle (deg) | Exit only |
|--------------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|----------------------------|-----------|
| 1 - A226 (NE)            | 3.90                             | 7.10                | 7.3                             | 27.0                 | 50.0                              | 20.0                       |           |
| 2 - A226 (SE)            | 3.40                             | 7.75                | 13.0                            | 64.0                 | 50.0                              | 16.0                       |           |
| 3 - Car Park Access (SW) | 4.00                             | 6.20                | 4.4                             | 27.0                 | 50.0                              | 37.0                       |           |

#### Slope / Intercept / Capacity

##### Roundabout Slope and Intercept used in model

| Arm                      | Final slope | Final Intercept (PCU/hr) |
|--------------------------|-------------|--------------------------|
| 1 - A226 (NE)            | 0.615       | 1660                     |
| 2 - A226 (SE)            | 0.652       | 1804                     |
| 3 - Car Park Access (SW) | 0.558       | 1451                     |

The slope and intercept shown above include any corrections and adjustments.

### Traffic Demand

#### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2022 Observed | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A226 (NE)            |            | ONE HOUR     | ✓            | 438                     | 100.000            |
| 2 - A226 (SE)            |            | ONE HOUR     | ✓            | 442                     | 100.000            |
| 3 - Car Park Access (SW) |            | ONE HOUR     | ✓            | 4                       | 100.000            |

### Origin-Destination Data

#### Demand (PCU/hr)

|      |                          | To            |               |                          |
|------|--------------------------|---------------|---------------|--------------------------|
|      |                          | 1 - A226 (NE) | 2 - A226 (SE) | 3 - Car Park Access (SW) |
| From | 1 - A226 (NE)            | 2             | 426           | 10                       |
|      | 2 - A226 (SE)            | 417           | 0             | 25                       |
|      | 3 - Car Park Access (SW) | 3             | 1             | 0                        |

### Vehicle Mix

#### Heavy Vehicle Percentages

|      |                          | To            |               |                          |
|------|--------------------------|---------------|---------------|--------------------------|
|      |                          | 1 - A226 (NE) | 2 - A226 (SE) | 3 - Car Park Access (SW) |
| From | 1 - A226 (NE)            | 0             | 20            | 0                        |
|      | 2 - A226 (SE)            | 17            | 0             | 0                        |
|      | 3 - Car Park Access (SW) | 0             | 0             | 0                        |

### Results

#### Results Summary for whole modelled period

| Arm                      | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A226 (NE)            | 0.29    | 3.65          | 0.5             | A       | 402                     | 603                           |
| 2 - A226 (SE)            | 0.27    | 3.19          | 0.4             | A       | 406                     | 608                           |
| 3 - Car Park Access (SW) | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |

#### Main Results for each time segment

##### 07:45 - 08:00

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 330                   | 82                      | 0                         | 1660              | 0.199 | 329                 | 314                             | 0.0               | 0.3             | 3.223     | A                             |
| 2 - A226 (SE)            | 333                   | 83                      | 9                         | 1798              | 0.185 | 332                 | 320                             | 0.0               | 0.3             | 2.844     | A                             |
| 3 - Car Park Access (SW) | 0                     | 0                       | 314                       | 1276              | 0.000 | 0                   | 26                              | 0.0               | 0.0             | 0.000     | A                             |

##### 08:00 - 08:15

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 394                   | 98                      | 0                         | 1660              | 0.237 | 393                 | 376                             | 0.3               | 0.4             | 3.391     | A                             |
| 2 - A226 (SE)            | 397                   | 99                      | 11                        | 1797              | 0.221 | 397                 | 383                             | 0.3               | 0.3             | 2.980     | A                             |
| 3 - Car Park Access (SW) | 0                     | 0                       | 376                       | 1241              | 0.000 | 0                   | 31                              | 0.0               | 0.0             | 0.000     | A                             |

08:15 - 08:30

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 482                   | 121                     | 0                         | 1660              | 0.290 | 482                 | 461                             | 0.4               | 0.5             | 3.643     | A                             |
| 2 - A226 (SE)            | 487                   | 122                     | 13                        | 1795              | 0.271 | 486                 | 469                             | 0.3               | 0.4             | 3.187     | A                             |
| 3 - Car Park Access (SW) | 0                     | 0                       | 461                       | 1194              | 0.000 | 0                   | 39                              | 0.0               | 0.0             | 0.000     | A                             |

08:30 - 08:45

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 482                   | 121                     | 0                         | 1660              | 0.290 | 482                 | 461                             | 0.5               | 0.5             | 3.646     | A                             |
| 2 - A226 (SE)            | 487                   | 122                     | 13                        | 1795              | 0.271 | 487                 | 469                             | 0.4               | 0.4             | 3.187     | A                             |
| 3 - Car Park Access (SW) | 0                     | 0                       | 461                       | 1194              | 0.000 | 0                   | 39                              | 0.0               | 0.0             | 0.000     | A                             |

08:45 - 09:00

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 394                   | 98                      | 0                         | 1660              | 0.237 | 394                 | 377                             | 0.5               | 0.4             | 3.393     | A                             |
| 2 - A226 (SE)            | 397                   | 99                      | 11                        | 1797              | 0.221 | 398                 | 383                             | 0.4               | 0.3             | 2.984     | A                             |
| 3 - Car Park Access (SW) | 0                     | 0                       | 377                       | 1241              | 0.000 | 0                   | 31                              | 0.0               | 0.0             | 0.000     | A                             |

09:00 - 09:15

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 330                   | 82                      | 0                         | 1660              | 0.199 | 330                 | 316                             | 0.4               | 0.3             | 3.232     | A                             |
| 2 - A226 (SE)            | 333                   | 83                      | 9                         | 1798              | 0.185 | 333                 | 321                             | 0.3               | 0.3             | 2.850     | A                             |
| 3 - Car Park Access (SW) | 0                     | 0                       | 316                       | 1275              | 0.000 | 0                   | 26                              | 0.0               | 0.0             | 0.000     | A                             |

## 2022 Observed, PM

### Data Errors and Warnings

| Severity | Area                    | Item                     | Description                                                        |
|----------|-------------------------|--------------------------|--------------------------------------------------------------------|
| Warning  | Demand Set Relationship | D7 - 2031 Base + Dev, AM | Demand Set relationships are chained. This may slow down the file. |

## Junction Network

### Junctions

| Junction | J3 - A226 / Ebbsfleet International Car Park Roundabout | Name | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|---------------------------------------------------------|------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        |                                                         |      | Standard Roundabout |                       | 1, 2, 3   | 2.93               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2022 Observed | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Am                       | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A226 (NE)            |            | ONE HOUR     | ✓            | 386                     | 100.000            |
| 2 - A226 (SE)            |            | ONE HOUR     | ✓            | 264                     | 100.000            |
| 3 - Car Park Access (SW) |            | ONE HOUR     | ✓            | 33                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      |                          | To            |               |                          |
|------|--------------------------|---------------|---------------|--------------------------|
|      |                          | 1 - A226 (NE) | 2 - A226 (SE) | 3 - Car Park Access (SW) |
| From | 1 - A226 (NE)            | 1             | 382           | 3                        |
|      | 2 - A226 (SE)            | 264           | 0             | 0                        |
|      | 3 - Car Park Access (SW) | 8             | 25            | 0                        |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To                       |               |               |                          |
|------|--------------------------|---------------|---------------|--------------------------|
|      |                          | 1 - A226 (NE) | 2 - A226 (SE) | 3 - Car Park Access (SW) |
| From | 1 - A226 (NE)            | 0             | 7             | 0                        |
|      | 2 - A226 (SE)            | 9             | 0             | 0                        |
|      | 3 - Car Park Access (SW) | 14            | 0             | 0                        |

Results

Results Summary for whole modelled period

| Am                       | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A226 (NE)            | 0.26    | 3.16          | 0.4             | A       | 354                     | 531                           |
| 2 - A226 (SE)            | 0.16    | 2.60          | 0.2             | A       | 242                     | 363                           |
| 3 - Car Park Access (SW) | 0.03    | 2.96          | 0.0             | A       | 30                      | 45                            |

Main Results for each time segment

16:45 - 17:00

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 291                   | 73                      | 19                        | 1649              | 0.176 | 290                 | 205                             | 0.0               | 0.2             | 2.831     | A                             |
| 2 - A226 (SE)            | 199                   | 50                      | 3                         | 1802              | 0.110 | 198                 | 305                             | 0.0               | 0.1             | 2.447     | A                             |
| 3 - Car Park Access (SW) | 25                    | 6                       | 199                       | 1340              | 0.019 | 25                  | 2                               | 0.0               | 0.0             | 2.820     | A                             |

17:00 - 17:15

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 347                   | 87                      | 22                        | 1647              | 0.211 | 347                 | 245                             | 0.2               | 0.3             | 2.961     | A                             |
| 2 - A226 (SE)            | 237                   | 59                      | 4                         | 1801              | 0.132 | 237                 | 366                             | 0.1               | 0.2             | 2.508     | A                             |
| 3 - Car Park Access (SW) | 30                    | 7                       | 238                       | 1318              | 0.023 | 30                  | 3                               | 0.0               | 0.0             | 2.878     | A                             |

17:15 - 17:30

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 425                   | 106                     | 28                        | 1643              | 0.259 | 425                 | 300                             | 0.3               | 0.4             | 3.158     | A                             |
| 2 - A226 (SE)            | 291                   | 73                      | 4                         | 1801              | 0.161 | 290                 | 448                             | 0.2               | 0.2             | 2.597     | A                             |
| 3 - Car Park Access (SW) | 36                    | 9                       | 292                       | 1289              | 0.028 | 36                  | 3                               | 0.0               | 0.0             | 2.962     | A                             |

17:30 - 17:45

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 425                   | 106                     | 28                        | 1643              | 0.259 | 425                 | 301                             | 0.4               | 0.4             | 3.158     | A                             |
| 2 - A226 (SE)            | 291                   | 73                      | 4                         | 1801              | 0.161 | 291                 | 448                             | 0.2               | 0.2             | 2.597     | A                             |
| 3 - Car Park Access (SW) | 36                    | 9                       | 292                       | 1288              | 0.028 | 36                  | 3                               | 0.0               | 0.0             | 2.962     | A                             |

17:45 - 18:00

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 347                   | 87                      | 22                        | 1647              | 0.211 | 347                 | 246                             | 0.4               | 0.3             | 2.965     | A                             |
| 2 - A226 (SE)            | 237                   | 59                      | 4                         | 1801              | 0.132 | 238                 | 366                             | 0.2               | 0.2             | 2.510     | A                             |
| 3 - Car Park Access (SW) | 30                    | 7                       | 238                       | 1318              | 0.023 | 30                  | 3                               | 0.0               | 0.0             | 2.881     | A                             |

18:00 - 18:15

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 291                   | 73                      | 19                        | 1649              | 0.176 | 291                 | 206                             | 0.3               | 0.2             | 2.836     | A                             |
| 2 - A226 (SE)            | 199                   | 50                      | 3                         | 1802              | 0.110 | 199                 | 307                             | 0.2               | 0.1             | 2.447     | A                             |
| 3 - Car Park Access (SW) | 25                    | 6                       | 200                       | 1340              | 0.019 | 25                  | 2                               | 0.0               | 0.0             | 2.820     | A                             |

## 2031 Base, AM

### Data Errors and Warnings

| Severity | Area                    | Item                     | Description                                                        |
|----------|-------------------------|--------------------------|--------------------------------------------------------------------|
| Warning  | Demand Set Relationship | D7 - 2031 Base + Dev, AM | Demand Set relationships are chained. This may slow down the file. |

## Junction Network

### Junctions

| Junction | J3 - A226 / Ebbsfleet International Car Park Roundabout | Name | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|---------------------------------------------------------|------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        |                                                         |      | Standard Roundabout |                       | 1, 2, 3   | 3.53               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D5 | 2031 Base     | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D1*1.08      |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A226 (NE)            |            | ONE HOUR     | ✓            | 473                     | 100.000            |
| 2 - A226 (SE)            |            | ONE HOUR     | ✓            | 477                     | 100.000            |
| 3 - Car Park Access (SW) |            | ONE HOUR     | ✓            | 4                       | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|                          |               | To            |                          |  |
|--------------------------|---------------|---------------|--------------------------|--|
| From                     | 1 - A226 (NE) | 2 - A226 (SE) | 3 - Car Park Access (SW) |  |
|                          | 2             | 460           | 11                       |  |
|                          | 450           | 0             | 27                       |  |
| 3 - Car Park Access (SW) | 3             | 1             | 0                        |  |

## Vehicle Mix

### Heavy Vehicle Percentages

|                          |               | To            |                          |  |
|--------------------------|---------------|---------------|--------------------------|--|
| From                     | 1 - A226 (NE) | 2 - A226 (SE) | 3 - Car Park Access (SW) |  |
|                          | 0             | 20            | 0                        |  |
|                          | 17            | 0             | 0                        |  |
| 3 - Car Park Access (SW) | 0             | 0             | 0                        |  |

## Results

### Results Summary for whole modelled period

| Arm                      | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A226 (NE)            | 0.31    | 3.77          | 0.5             | A       | 434                     | 651                           |
| 2 - A226 (SE)            | 0.29    | 3.29          | 0.5             | A       | 438                     | 657                           |
| 3 - Car Park Access (SW) | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 356                   | 89                      | 0                         | 1660              | 0.214 | 355                 | 340                             | 0.0               | 0.3             | 3.288     | A                             |
| 2 - A226 (SE)            | 359                   | 90                      | 10                        | 1797              | 0.200 | 358                 | 345                             | 0.0               | 0.3             | 2.896     | A                             |
| 3 - Car Park Access (SW) | 0                     | 0                       | 340                       | 1262              | 0.000 | 0                   | 28                              | 0.0               | 0.0             | 0.000     | A                             |

#### 08:00 - 08:15

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 425                   | 106                     | 0                         | 1660              | 0.256 | 425                 | 407                             | 0.3               | 0.4             | 3.477     | A                             |
| 2 - A226 (SE)            | 429                   | 107                     | 12                        | 1796              | 0.239 | 429                 | 413                             | 0.3               | 0.4             | 3.051     | A                             |
| 3 - Car Park Access (SW) | 0                     | 0                       | 407                       | 1224              | 0.000 | 0                   | 34                              | 0.0               | 0.0             | 0.000     | A                             |

#### 08:15 - 08:30

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 521                   | 130                     | 0                         | 1660              | 0.314 | 520                 | 498                             | 0.4               | 0.5             | 3.766     | A                             |
| 2 - A226 (SE)            | 526                   | 131                     | 14                        | 1794              | 0.293 | 525                 | 506                             | 0.4               | 0.5             | 3.287     | A                             |
| 3 - Car Park Access (SW) | 0                     | 0                       | 498                       | 1173              | 0.000 | 0                   | 42                              | 0.0               | 0.0             | 0.000     | A                             |

#### 08:30 - 08:45

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 521                   | 130                     | 0                         | 1660              | 0.314 | 521                 | 498                             | 0.5               | 0.5             | 3.769     | A                             |
| 2 - A226 (SE)            | 526                   | 131                     | 14                        | 1794              | 0.293 | 526                 | 507                             | 0.5               | 0.5             | 3.287     | A                             |
| 3 - Car Park Access (SW) | 0                     | 0                       | 498                       | 1173              | 0.000 | 0                   | 42                              | 0.0               | 0.0             | 0.000     | A                             |

#### 08:45 - 09:00

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 425                   | 106                     | 0                         | 1660              | 0.256 | 426                 | 407                             | 0.5               | 0.4             | 3.480     | A                             |
| 2 - A226 (SE)            | 429                   | 107                     | 12                        | 1796              | 0.239 | 430                 | 414                             | 0.5               | 0.4             | 3.053     | A                             |
| 3 - Car Park Access (SW) | 0                     | 0                       | 407                       | 1224              | 0.000 | 0                   | 34                              | 0.0               | 0.0             | 0.000     | A                             |

09:00 - 09:15

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 356                   | 89                      | 0                         | 1660              | 0.214 | 356                 | 341                             | 0.4               | 0.3             | 3.297     | A                             |
| 2 - A226 (SE)            | 359                   | 90                      | 10                        | 1797              | 0.200 | 360                 | 347                             | 0.4               | 0.3             | 2.901     | A                             |
| 3 - Car Park Access (SW) | 0                     | 0                       | 341                       | 1261              | 0.000 | 0                   | 28                              | 0.0               | 0.0             | 0.000     | A                             |

## 2031 Base, PM

### Data Errors and Warnings

| Severity | Area                    | Item                     | Description                                                        |
|----------|-------------------------|--------------------------|--------------------------------------------------------------------|
| Warning  | Demand Set Relationship | D7 - 2031 Base + Dev, AM | Demand Set relationships are chained. This may slow down the file. |

## Junction Network

### Junctions

| Junction | Name                                                    | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|---------------------------------------------------------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | J3 - A226 / Ebbsfleet International Car Park Roundabout | Standard Roundabout |                       | 1, 2, 3   | 3.01               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D6 | 2031 Base     | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D2*1.09      |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A226 (NE)            |            | ONE HOUR     | ✓            | 421                     | 100.000            |
| 2 - A226 (SE)            |            | ONE HOUR     | ✓            | 288                     | 100.000            |
| 3 - Car Park Access (SW) |            | ONE HOUR     | ✓            | 36                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      |                          | To            |               |                          |
|------|--------------------------|---------------|---------------|--------------------------|
|      |                          | 1 - A226 (NE) | 2 - A226 (SE) | 3 - Car Park Access (SW) |
| From | 1 - A226 (NE)            | 1             | 416           | 3                        |
|      | 2 - A226 (SE)            | 288           | 0             | 0                        |
|      | 3 - Car Park Access (SW) | 9             | 27            | 0                        |

## Vehicle Mix

### Heavy Vehicle Percentages

|      |                          | To            |               |                          |
|------|--------------------------|---------------|---------------|--------------------------|
|      |                          | 1 - A226 (NE) | 2 - A226 (SE) | 3 - Car Park Access (SW) |
| From | 1 - A226 (NE)            | 0             | 7             | 0                        |
|      | 2 - A226 (SE)            | 9             | 0             | 0                        |
|      | 3 - Car Park Access (SW) | 14            | 0             | 0                        |

Results

Results Summary for whole modelled period

| Arm                      | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A226 (NE)            | 0.28    | 3.26          | 0.4             | A       | 386                     | 579                           |
| 2 - A226 (SE)            | 0.18    | 2.64          | 0.2             | A       | 264                     | 396                           |
| 3 - Car Park Access (SW) | 0.03    | 3.01          | 0.0             | A       | 33                      | 50                            |

Main Results for each time segment

16:45 - 17:00

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 317                   | 79                      | 20                        | 1648              | 0.192 | 316                 | 223                             | 0.0               | 0.3             | 2.889     | A                             |
| 2 - A226 (SE)            | 217                   | 54                      | 3                         | 1802              | 0.120 | 216                 | 333                             | 0.0               | 0.1             | 2.475     | A                             |
| 3 - Car Park Access (SW) | 27                    | 7                       | 217                       | 1330              | 0.020 | 27                  | 2                               | 0.0               | 0.0             | 2.846     | A                             |

17:00 - 17:15

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 378                   | 95                      | 24                        | 1645              | 0.230 | 378                 | 267                             | 0.3               | 0.3             | 3.037     | A                             |
| 2 - A226 (SE)            | 259                   | 65                      | 4                         | 1801              | 0.144 | 259                 | 399                             | 0.1               | 0.2             | 2.543     | A                             |
| 3 - Car Park Access (SW) | 32                    | 8                       | 260                       | 1306              | 0.025 | 32                  | 3                               | 0.0               | 0.0             | 2.911     | A                             |

17:15 - 17:30

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 463                   | 116                     | 30                        | 1642              | 0.282 | 463                 | 327                             | 0.3               | 0.4             | 3.264     | A                             |
| 2 - A226 (SE)            | 317                   | 79                      | 5                         | 1801              | 0.176 | 317                 | 488                             | 0.2               | 0.2             | 2.644     | A                             |
| 3 - Car Park Access (SW) | 40                    | 10                      | 318                       | 1274              | 0.031 | 40                  | 4                               | 0.0               | 0.0             | 3.005     | A                             |

17:30 - 17:45

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 463                   | 116                     | 30                        | 1642              | 0.282 | 463                 | 328                             | 0.4               | 0.4             | 3.264     | A                             |
| 2 - A226 (SE)            | 317                   | 79                      | 5                         | 1801              | 0.176 | 317                 | 488                             | 0.2               | 0.2             | 2.644     | A                             |
| 3 - Car Park Access (SW) | 40                    | 10                      | 318                       | 1274              | 0.031 | 40                  | 4                               | 0.0               | 0.0             | 3.005     | A                             |

17:45 - 18:00

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 378                   | 95                      | 25                        | 1645              | 0.230 | 379                 | 268                             | 0.4               | 0.3             | 3.039     | A                             |
| 2 - A226 (SE)            | 259                   | 65                      | 4                         | 1801              | 0.144 | 259                 | 399                             | 0.2               | 0.2             | 2.546     | A                             |
| 3 - Car Park Access (SW) | 32                    | 8                       | 260                       | 1306              | 0.025 | 32                  | 3                               | 0.0               | 0.0             | 2.912     | A                             |

18:00 - 18:15

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 317                   | 79                      | 21                        | 1648              | 0.192 | 317                 | 224                             | 0.3               | 0.3             | 2.892     | A                             |
| 2 - A226 (SE)            | 217                   | 54                      | 3                         | 1802              | 0.120 | 217                 | 334                             | 0.2               | 0.1             | 2.477     | A                             |
| 3 - Car Park Access (SW) | 27                    | 7                       | 218                       | 1330              | 0.020 | 27                  | 2                               | 0.0               | 0.0             | 2.847     | A                             |

## 2031 Base + Dev, AM

### Data Errors and Warnings

| Severity | Area                    | Item                     | Description                                                        |
|----------|-------------------------|--------------------------|--------------------------------------------------------------------|
| Warning  | Demand Set Relationship | D7 - 2031 Base + Dev, AM | Demand Set relationships are chained. This may slow down the file. |

## Junction Network

### Junctions

| Junction | Name                                                   | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|--------------------------------------------------------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | J3 - A226 / Ebbfleet International Car Park Roundabout | Standard Roundabout |                       | 1, 2, 3   | 4.66               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name   | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D7 | 2031 Base + Dev | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D5+D3        |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A226 (NE)            |            | ONE HOUR     | ✓            | 833                     | 100.000            |
| 2 - A226 (SE)            |            | ONE HOUR     | ✓            | 679                     | 100.000            |
| 3 - Car Park Access (SW) |            | ONE HOUR     | ✓            | 6                       | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      |               | To            |                          |  |
|------|---------------|---------------|--------------------------|--|
| From | 1 - A226 (NE) | 2 - A226 (SE) | 3 - Car Park Access (SW) |  |
|      | 2             | 810           | 21                       |  |
|      | 652           | 0             | 27                       |  |
|      | 5             | 1             | 0                        |  |

## Vehicle Mix

### Heavy Vehicle Percentages

|      |               | To            |                          |  |
|------|---------------|---------------|--------------------------|--|
| From | 1 - A226 (NE) | 2 - A226 (SE) | 3 - Car Park Access (SW) |  |
|      | 0             | 10            | 0                        |  |
|      | 11            | 0             | 0                        |  |
|      | 0             | 0             | 0                        |  |

## Results

### Results Summary for whole modelled period

| Arm                      | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A226 (NE)            | 0.55    | 5.34          | 1.4             | A       | 764                     | 1147                          |
| 2 - A226 (SE)            | 0.42    | 3.83          | 0.8             | A       | 623                     | 935                           |
| 3 - Car Park Access (SW) | 0.01    | 3.45          | 0.0             | A       | 6                       | 9                             |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 627                   | 157                     | 0.81                      | 1660              | 0.378 | 624                 | 495                             | 0.0               | 0.7             | 3.820     | A                             |
| 2 - A226 (SE)            | 511                   | 128                     | 17                        | 1792              | 0.285 | 510                 | 608                             | 0.0               | 0.4             | 3.101     | A                             |
| 3 - Car Park Access (SW) | 5                     | 1                       | 491                       | 1177              | 0.004 | 5                   | 36                              | 0.0               | 0.0             | 3.069     | A                             |

#### 08:00 - 08:15

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 749                   | 187                     | 0.97                      | 1660              | 0.451 | 748                 | 593                             | 0.7               | 0.9             | 4.344     | A                             |
| 2 - A226 (SE)            | 611                   | 153                     | 21                        | 1790              | 0.341 | 610                 | 728                             | 0.4               | 0.6             | 3.373     | A                             |
| 3 - Car Park Access (SW) | 6                     | 1                       | 588                       | 1123              | 0.005 | 6                   | 43                              | 0.0               | 0.0             | 3.220     | A                             |

#### 08:15 - 08:30

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 917                   | 229                     | 1                         | 1660              | 0.553 | 915                 | 726                             | 0.9               | 1.3             | 5.315     | A                             |
| 2 - A226 (SE)            | 748                   | 187                     | 25                        | 1787              | 0.419 | 747                 | 891                             | 0.6               | 0.8             | 3.826     | A                             |
| 3 - Car Park Access (SW) | 7                     | 2                       | 720                       | 1050              | 0.007 | 7                   | 53                              | 0.0               | 0.0             | 3.451     | A                             |

#### 08:30 - 08:45

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 917                   | 229                     | 1                         | 1660              | 0.553 | 917                 | 726                             | 1.3               | 1.4             | 5.340     | A                             |
| 2 - A226 (SE)            | 748                   | 187                     | 25                        | 1787              | 0.419 | 748                 | 893                             | 0.8               | 0.8             | 3.832     | A                             |
| 3 - Car Park Access (SW) | 7                     | 2                       | 721                       | 1049              | 0.007 | 7                   | 53                              | 0.0               | 0.0             | 3.453     | A                             |

#### 08:45 - 09:00

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 749                   | 187                     | 0.97                      | 1660              | 0.451 | 751                 | 594                             | 1.4               | 0.9             | 4.369     | A                             |
| 2 - A226 (SE)            | 611                   | 153                     | 21                        | 1790              | 0.341 | 612                 | 731                             | 0.8               | 0.6             | 3.381     | A                             |
| 3 - Car Park Access (SW) | 6                     | 1                       | 589                       | 1122              | 0.005 | 6                   | 43                              | 0.0               | 0.0             | 3.225     | A                             |

09:00 - 09:15

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 627                   | 157                     | 0.81                      | 1660              | 0.378 | 628                 | 497                             | 0.9               | 0.7             | 3.846     | A                             |
| 2 - A226 (SE)            | 511                   | 128                     | 17                        | 1792              | 0.285 | 512                 | 612                             | 0.6               | 0.4             | 3.114     | A                             |
| 3 - Car Park Access (SW) | 5                     | 1                       | 493                       | 1176              | 0.004 | 5                   | 36                              | 0.0               | 0.0             | 3.072     | A                             |

## 2031 Base + Dev, PM

### Data Errors and Warnings

| Severity | Area                    | Item                     | Description                                                        |
|----------|-------------------------|--------------------------|--------------------------------------------------------------------|
| Warning  | Demand Set Relationship | D7 - 2031 Base + Dev, AM | Demand Set relationships are chained. This may slow down the file. |

## Junction Network

### Junctions

| Junction | J3 - A226 / Ebbsfleet International Car Park Roundabout | Name | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|---------------------------------------------------------|------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        |                                                         |      | Standard Roundabout |                       | 1, 2, 3   | 3.99               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name   | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D8 | 2031 Base + Dev | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D6+D4        |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A226 (NE)            |            | ONE HOUR     | ✓            | 744                     | 100.000            |
| 2 - A226 (SE)            |            | ONE HOUR     | ✓            | 625                     | 100.000            |
| 3 - Car Park Access (SW) |            | ONE HOUR     | ✓            | 46                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

| To                       |               |               |                          |
|--------------------------|---------------|---------------|--------------------------|
|                          |               |               |                          |
| From                     | 1 - A226 (NE) | 2 - A226 (SE) | 3 - Car Park Access (SW) |
|                          | 1             | 736           | 6                        |
|                          | 625           | 0             | 0                        |
| 3 - Car Park Access (SW) | 19            | 27            | 0                        |

## Vehicle Mix

### Heavy Vehicle Percentages

| To                       |               |               |                          |
|--------------------------|---------------|---------------|--------------------------|
|                          |               |               |                          |
| From                     | 1 - A226 (NE) | 2 - A226 (SE) | 3 - Car Park Access (SW) |
|                          | 0             | 4             | 0                        |
|                          | 4             | 0             | 0                        |
| 3 - Car Park Access (SW) | 6             | 0             | 0                        |

Results

Results Summary for whole modelled period

| Arm                      | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A226 (NE)            | 0.50    | 4.54          | 1.0             | A       | 682                     | 1024                          |
| 2 - A226 (SE)            | 0.38    | 3.37          | 0.6             | A       | 573                     | 860                           |
| 3 - Car Park Access (SW) | 0.05    | 3.63          | 0.1             | A       | 42                      | 63                            |

Main Results for each time segment

16:45 - 17:00

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 560                   | 140                     | 20                        | 1648              | 0.340 | 558                 | 484                             | 0.0               | 0.5             | 3.423     | A                             |
| 2 - A226 (SE)            | 470                   | 118                     | 6                         | 1800              | 0.261 | 469                 | 573                             | 0.0               | 0.4             | 2.809     | A                             |
| 3 - Car Park Access (SW) | 35                    | 9                       | 470                       | 1189              | 0.029 | 34                  | 5                               | 0.0               | 0.0             | 3.191     | A                             |

17:00 - 17:15

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 669                   | 167                     | 24                        | 1645              | 0.406 | 668                 | 579                             | 0.5               | 0.7             | 3.822     | A                             |
| 2 - A226 (SE)            | 562                   | 140                     | 7                         | 1799              | 0.312 | 561                 | 686                             | 0.4               | 0.5             | 3.022     | A                             |
| 3 - Car Park Access (SW) | 41                    | 10                      | 562                       | 1138              | 0.036 | 41                  | 6                               | 0.0               | 0.0             | 3.361     | A                             |

17:15 - 17:30

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 819                   | 205                     | 30                        | 1642              | 0.499 | 818                 | 709                             | 0.7               | 1.0             | 4.527     | A                             |
| 2 - A226 (SE)            | 688                   | 172                     | 8                         | 1798              | 0.382 | 687                 | 839                             | 0.5               | 0.6             | 3.366     | A                             |
| 3 - Car Park Access (SW) | 51                    | 13                      | 688                       | 1067              | 0.047 | 51                  | 7                               | 0.0               | 0.1             | 3.625     | A                             |

17:30 - 17:45

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 819                   | 205                     | 30                        | 1642              | 0.499 | 819                 | 710                             | 1.0               | 1.0             | 4.539     | A                             |
| 2 - A226 (SE)            | 688                   | 172                     | 8                         | 1798              | 0.382 | 688                 | 841                             | 0.6               | 0.6             | 3.368     | A                             |
| 3 - Car Park Access (SW) | 51                    | 13                      | 689                       | 1067              | 0.047 | 51                  | 7                               | 0.1               | 0.1             | 3.626     | A                             |

17:45 - 18:00

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 669                   | 167                     | 25                        | 1645              | 0.406 | 670                 | 580                             | 1.0               | 0.7             | 3.834     | A                             |
| 2 - A226 (SE)            | 562                   | 140                     | 7                         | 1799              | 0.312 | 562                 | 688                             | 0.6               | 0.5             | 3.026     | A                             |
| 3 - Car Park Access (SW) | 41                    | 10                      | 563                       | 1137              | 0.036 | 41                  | 6                               | 0.1               | 0.0             | 3.363     | A                             |

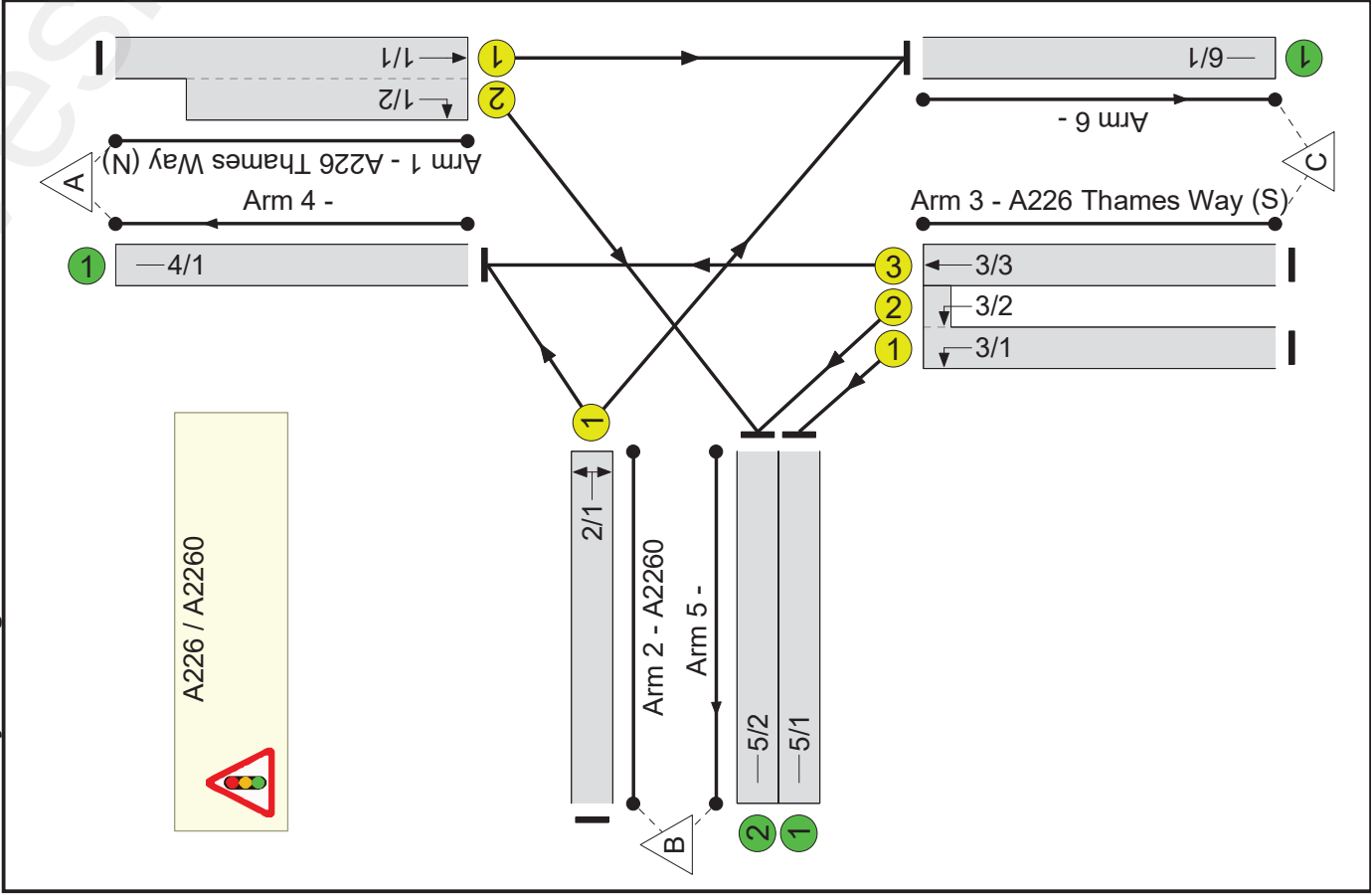
18:00 - 18:15

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A226 (NE)            | 560                   | 140                     | 21                        | 1648              | 0.340 | 561                 | 486                             | 0.7               | 0.5             | 3.438     | A                             |
| 2 - A226 (SE)            | 470                   | 118                     | 6                         | 1800              | 0.261 | 471                 | 576                             | 0.5               | 0.4             | 2.815     | A                             |
| 3 - Car Park Access (SW) | 35                    | 9                       | 472                       | 1188              | 0.029 | 35                  | 5                               | 0.0               | 0.0             | 3.197     | A                             |

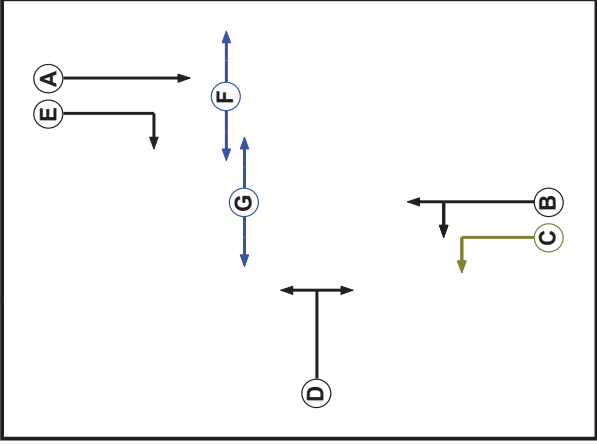
User and Project Details

|                    |                                                 |
|--------------------|-------------------------------------------------|
| Project:           | Northfleet                                      |
| Title:             | A2260 / A226 Thames Way                         |
| Design Layout Ref: | Existing Junction Layout                        |
| File name:         | J4 - A2260_Thames Way (Existing) v1.0.lsg3x     |
| Author:            | David Noyce                                     |
| Company:           | Vectos / SLR                                    |
| Address:           | The Cursitor, 38 Chancery Lane, London WC2A 1EN |

Junction Layout Diagram



Phase Diagram



Phase Input Data

| Phase Name | Phase Type | Assoc. Phase | Street Min | Cont Min |
|------------|------------|--------------|------------|----------|
| A          | Traffic    |              | 7          | 7        |
| B          | Traffic    |              | 7          | 7        |
| C          | Filter     | B            | 7          | 2        |
| D          | Traffic    |              | 7          | 7        |
| E          | Traffic    |              | 7          | 7        |
| F          | Pedestrian |              | 6          | 6        |
| G          | Pedestrian |              | 6          | 6        |

Intergreens

|                   | Starting Phase |   |   |   |   |   |   |
|-------------------|----------------|---|---|---|---|---|---|
|                   | A              | B | C | D | E | F | G |
| Terminating Phase | A              | - | - | 5 | - | 5 | - |
|                   | B              | - | - | 6 | 5 | - | 9 |
|                   | C              | - | - | - | 5 | - | - |
|                   | D              | 5 | 5 | - | 5 | - | 8 |
|                   | E              | - | 5 | 8 | 5 | 5 | - |
|                   | F              | 7 | - | - | 7 | - | - |
|                   | G              | - | 9 | - | 9 | - | - |

Stage Data

| Stage No. | Phases in Stage |
|-----------|-----------------|
| 1         | A B             |
| 2         | A E G           |
| 3         | C D F           |



Scenario 2: '2022 Observed, PM'  
(FG2: '2022 Observed, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired  
Desired Flow :

|        | Destination |     |     |      |      |
|--------|-------------|-----|-----|------|------|
|        | A           | B   | C   | Tot. |      |
| Origin | A           | 0   | 280 | 144  | 424  |
|        | B           | 167 | 0   | 199  | 366  |
|        | C           | 117 | 302 | 0    | 419  |
|        | Tot.        | 284 | 582 | 343  | 1209 |

Stage Timings

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 10 | 31 | 41 |
| Change Point | 0  | 17 | 57 |

Link Results

| Item                             | Lane Description                                        | Full Phase | Total Green (s) | Start Green (s) | End Green (s)                                                                   | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)         | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|----------------------------------|---------------------------------------------------------|------------|-----------------|-----------------|---------------------------------------------------------------------------------|-------------------|-------------------|----------------|---------------------|---------------------------|----------------------|
| Network: A2260 / A226 Thames Way | -                                                       | -          | -               | -               | -                                                                               | -                 | -                 | -              | 48.9%               | -                         | -                    |
| A226 / A2260                     | -                                                       | -          | -               | -               | -                                                                               | -                 | -                 | -              | 48.9%               | -                         | -                    |
| 1/1+1/2                          | A226 Thames Way (N) Right Ahead                         | A E        | 50:35           | 7:22            | 57                                                                              | 424               | 1915:1970         | 294+572        | 48.9 : 48.9%        | 27.6                      | 6.9                  |
| 2/1                              | A2260 Left Right                                        | D          | 41              | 66              | 0                                                                               | 366               | 1949              | 765            | 47.8%               | 28.8                      | 8.6                  |
| 3/1+3/2                          | A226 Thames Way (S) Left                                | B          | 59              | 65              | 17                                                                              | 302               | 2073:2005         | 591+576        | 25.9 : 25.9%        | 13.7                      | 4.1                  |
| 3/3                              | A226 Thames Way (S) Ahead                               | B          | 12              | 5               | 17                                                                              | 117               | 1995              | 242            | 48.3%               | 58.1                      | 3.7                  |
| C1                               | PRC for Signalled Lanes (%):<br>PRC Over All Lanes (%): |            |                 | 84.0            | Total Delay for Signalled Lanes (pcuHr):<br>Total Delay Over All Lanes (pcuHr): |                   |                   | 9.21           | Cycle Time (s): 107 |                           |                      |

Scenario 3: '2031 Base, AM'  
(FG5: '2031 Base, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired  
Desired Flow :

|        | Destination |     |     |      |      |
|--------|-------------|-----|-----|------|------|
|        | A           | B   | C   | Tot. |      |
| Origin | A           | 0   | 348 | 137  | 485  |
|        | B           | 287 | 0   | 233  | 520  |
|        | C           | 222 | 399 | 0    | 621  |
|        | Tot.        | 509 | 747 | 370  | 1626 |

Stage Timings

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 10 | 15 | 28 |
| Change Point | 0  | 17 | 41 |

Link Results

| Item                             | Lane Description                                        | Full Phase | Total Green (s) | Start Green (s) | End Green (s)                                                                   | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%)        | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|----------------------------------|---------------------------------------------------------|------------|-----------------|-----------------|---------------------------------------------------------------------------------|-------------------|-------------------|----------------|--------------------|---------------------------|----------------------|
| Network: A2260 / A226 Thames Way | -                                                       | -          | -               | -               | -                                                                               | -                 | -                 | -              | 71.8%              | -                         | -                    |
| A226 / A2260                     | -                                                       | -          | -               | -               | -                                                                               | -                 | -                 | -              | 71.8%              | -                         | -                    |
| 1/1+1/2                          | A226 Thames Way (N) Right Ahead                         | A E        | 34:19           | 7:22            | 41                                                                              | 485               | 1915:1970         | 199+505        | 68.9 : 68.9%       | 30.5                      | 7.9                  |
| 2/1                              | A2260 Left Right                                        | D          | 28              | 50              | 0                                                                               | 520               | 1949              | 725            | 71.8%              | 29.7                      | 10.8                 |
| 3/1+3/2                          | A226 Thames Way (S) Left                                | B          | 46              | 49              | 17                                                                              | 399               | 2073:2005         | 642+620        | 31.6 : 31.6%       | 9.2                       | 3.7                  |
| 3/3                              | A226 Thames Way (S) Ahead                               | B          | 12              | 5               | 17                                                                              | 222               | 1995              | 332            | 66.8%              | 46.5                      | 5.5                  |
| C1                               | PRC for Signalled Lanes (%):<br>PRC Over All Lanes (%): |            |                 | 25.4            | Total Delay for Signalled Lanes (pcuHr):<br>Total Delay Over All Lanes (pcuHr): |                   |                   | 12.29          | Cycle Time (s): 78 |                           |                      |

Scenario 4: '2031 Base, PM'  
(FG6: '2031 Base, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired  
Desired Flow :

|        | Destination |     |     |      |      |
|--------|-------------|-----|-----|------|------|
|        | A           | B   | C   | Tot. |      |
| Origin | A           | 0   | 305 | 157  | 462  |
|        | B           | 182 | 0   | 217  | 399  |
|        | C           | 128 | 329 | 0    | 457  |
|        | Tot.        | 310 | 634 | 374  | 1318 |

Stage Timings

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 16 | 29 | 37 |
| Change Point | 0  | 23 | 61 |

Link Results

| Item                             | Lane Description                                        | Full Phase | Total Green (s) | Start Green (s)                                                                 | End Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr)   | Capacity (pcu) | Deg Sat (%)  | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|----------------------------------|---------------------------------------------------------|------------|-----------------|---------------------------------------------------------------------------------|---------------|-------------------|---------------------|----------------|--------------|---------------------------|----------------------|
| Network: A2260 / A226 Thames Way | -                                                       | -          | -               | -                                                                               | -             | -                 | -                   | -              | 57.6%        | -                         | -                    |
| A226 / A2260                     | -                                                       | -          | -               | -                                                                               | -             | -                 | -                   | -              | 57.6%        | -                         | -                    |
| 1/1+1/2                          | A226 Thames Way (N) Right Ahead                         | A E        | 54:33           | 7:28                                                                            | 61            | 462               | 1915:1970           | 282+548        | 55.6 : 55.6% | 29.0                      | 7.9                  |
| 2/1                              | A2260 Left Right                                        | D          | 37              | 70                                                                              | 0             | 399               | 1949                | 692            | 57.6%        | 34.1                      | 10.2                 |
| 3/1+3/2                          | A226 Thames Way (S) Left                                | B          | 61              | 69                                                                              | 23            | 329               | 2073:2005           | 612+594        | 27.3 : 27.3% | 12.8                      | 4.5                  |
| 3/3                              | A226 Thames Way (S) Ahead                               | B          | 18              | 5                                                                               | 23            | 128               | 1995                | 354            | 36.1%        | 46.6                      | 3.6                  |
| C1                               | PRC for Signalled Lanes (%):<br>PRC Over All Lanes (%): |            | 56.1<br>56.1    | Total Delay for Signalled Lanes (pcuHr):<br>Total Delay Over All Lanes (pcuHr): |               | 10.33<br>10.33    | Cycle Time (s): 107 |                |              |                           |                      |

Scenario 5: '2031 Base + Dev, AM'  
(FG7: '2031 Base + Dev, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired  
Desired Flow :

|        | Destination |     |     |      |      |
|--------|-------------|-----|-----|------|------|
|        | A           | B   | C   | Tot. |      |
| Origin | A           | 0   | 586 | 249  | 835  |
|        | B           | 390 | 0   | 233  | 623  |
|        | C           | 321 | 399 | 0    | 720  |
|        | Tot.        | 711 | 985 | 482  | 2178 |

Stage Timings

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 17 | 39 | 39 |
| Change Point | 0  | 24 | 72 |

Link Results

| Item                             | Lane Description                                        | Full Phase | Total Green (s) | Start Green (s)                                                                 | End Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr)   | Capacity (pcu) | Deg Sat (%)  | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|----------------------------------|---------------------------------------------------------|------------|-----------------|---------------------------------------------------------------------------------|---------------|-------------------|---------------------|----------------|--------------|---------------------------|----------------------|
| Network: A2260 / A226 Thames Way | -                                                       | -          | -               | -                                                                               | -             | -                 | -                   | -              | 96.5%        | -                         | -                    |
| A226 / A2260                     | -                                                       | -          | -               | -                                                                               | -             | -                 | -                   | -              | 96.5%        | -                         | -                    |
| 1/1+1/2                          | A226 Thames Way (N) Right Ahead                         | A E        | 65:43           | 7:29                                                                            | 72            | 835               | 1915:1970           | 260+611        | 95.9 : 95.9% | 64.6                      | 30.0                 |
| 2/1                              | A2260 Left Right                                        | D          | 39              | 81                                                                              | 0             | 623               | 1949                | 650            | 95.9%        | 82.4                      | 27.7                 |
| 3/1+3/2                          | A226 Thames Way (S) Left                                | B          | 64              | 80                                                                              | 24            | 399               | 2073:2005           | 573+553        | 35.4 : 35.4% | 17.5                      | 7.1                  |
| 3/3                              | A226 Thames Way (S) Ahead                               | B          | 19              | 5                                                                               | 24            | 321               | 1995                | 332            | 96.5%        | 122.9                     | 17.1                 |
| C1                               | PRC for Signalled Lanes (%):<br>PRC Over All Lanes (%): |            | -7.3<br>-7.3    | Total Delay for Signalled Lanes (pcuHr):<br>Total Delay Over All Lanes (pcuHr): |               | 42.15<br>42.15    | Cycle Time (s): 120 |                |              |                           |                      |

Scenario 6: '2031 Base + Dev, PM'  
(FG8: '2031 Base + Dev, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired  
Desired Flow :

|        | Destination |     |     |      |      |
|--------|-------------|-----|-----|------|------|
|        | A           | B   | C   | Tot. |      |
| Origin | A           | 0   | 509 | 273  | 782  |
|        | B           | 367 | 0   | 217  | 584  |
|        | C           | 280 | 329 | 0    | 609  |
|        | Tot.        | 647 | 838 | 490  | 1975 |

Stage Timings

| Stage        | 1  | 2  | 3  |
|--------------|----|----|----|
| Duration     | 14 | 32 | 36 |
| Change Point | 0  | 21 | 62 |

Link Results

| Item                             | Lane Description                                        | Full Phase | Total Green (s) | Start Green (s)                                                                 | End Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr)   | Capacity (pcu) | Deg Sat (%)  | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|----------------------------------|---------------------------------------------------------|------------|-----------------|---------------------------------------------------------------------------------|---------------|-------------------|---------------------|----------------|--------------|---------------------------|----------------------|
| Network: A2260 / A226 Thames Way | -                                                       | -          | -               | -                                                                               | -             | -                 | -                   | -              | 88.3%        | -                         | -                    |
| A226 / A2260                     | -                                                       | -          | -               | -                                                                               | -             | -                 | -                   | -              | 88.3%        | -                         | -                    |
| 1/1+1/2                          | A226 Thames Way (N) Right Ahead                         | A E        | 55:36           | 7:26                                                                            | 62            | 782               | 1915:1970           | 312+582        | 87.5 : 87.5% | 40.5                      | 17.9                 |
| 2/1                              | A2260 Left Right                                        | D          | 36              | 71                                                                              | 0             | 584               | 1949                | 674            | 86.7%        | 51.4                      | 19.1                 |
| 3/1+3/2                          | A226 Thames Way (S) Left                                | B          | 58              | 70                                                                              | 21            | 329               | 2073:2005           | 583+565        | 28.7 : 28.7% | 14.5                      | 4.7                  |
| 3/3                              | A226 Thames Way (S) Ahead                               | B          | 16              | 5                                                                               | 21            | 280               | 1995                | 317            | 88.3%        | 85.5                      | 11.3                 |
| C1                               | PRC for Signalled Lanes (%):<br>PRC Over All Lanes (%): |            | 1.9<br>1.9      | Total Delay for Signalled Lanes (pcuHr):<br>Total Delay Over All Lanes (pcuHr): |               | 25:10<br>25:10    | Cycle Time (s): 107 |                |              |                           |                      |

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.  
Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

Junctions 9

ARCADY 9 - Roundabout Module

|                                                                                                                                                                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
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| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: J5 - A2260\_B259 (Existing) v1.0.j9  
Path: C:\DSN\Work\226728 - Northfleet  
Report generation date: 21/09/2022 15:53:27

- »2022 Observed, AM
- »2022 Observed, PM
- »2031 Base, AM
- »2031 Base, PM
- »2031 Base + Dev, AM
- »2031 Base + Dev, PM

Summary of junction performance

|                           | AM              |           |      | PM          |           |      |
|---------------------------|-----------------|-----------|------|-------------|-----------|------|
|                           | Queue (PCU)     | Delay (s) | RFC  | Queue (PCU) | Delay (s) | RFC  |
|                           | 2022 Observed   |           |      |             |           |      |
| 1 - A2260 (E)             | 2.7             | 10.80     | 0.70 | 2.0         | 7.96      | 0.65 |
| 2 - A2260 (S)             | 1.0             | 2.91      | 0.47 | 0.6         | 2.22      | 0.37 |
| 3 - B259 (W)              | 1.5             | 6.89      | 0.59 | 0.6         | 4.06      | 0.39 |
| 4 - International Way (N) | 0.0             | 3.88      | 0.03 | 0.0         | 3.12      | 0.03 |
|                           | 2031 Base       |           |      |             |           |      |
| 1 - A2260 (E)             | 3.8             | 14.32     | 0.77 | 2.7         | 10.12     | 0.72 |
| 2 - A2260 (S)             | 1.2             | 3.17      | 0.51 | 0.7         | 2.36      | 0.40 |
| 3 - B259 (W)              | 1.9             | 8.37      | 0.66 | 0.8         | 4.42      | 0.43 |
| 4 - International Way (N) | 0.0             | 4.10      | 0.04 | 0.0         | 3.24      | 0.04 |
|                           | 2031 Base + Dev |           |      |             |           |      |
| 1 - A2260 (E)             | 19.3            | 57.87     | 0.97 | 7.5         | 23.91     | 0.89 |
| 2 - A2260 (S)             | 1.4             | 3.52      | 0.55 | 0.9         | 2.65      | 0.47 |
| 3 - B259 (W)              | 2.4             | 10.01     | 0.70 | 1.0         | 5.23      | 0.49 |
| 4 - International Way (N) | 0.0             | 4.37      | 0.04 | 0.0         | 3.55      | 0.04 |

File summary

File Description

|             |                              |
|-------------|------------------------------|
| Title       | Northfleet                   |
| Location    | J5 - A2260 / B259 Roundabout |
| Site number |                              |
| Date        | 21/09/2022                   |
| Version     |                              |
| Status      | Existing Junction Layout     |
| Identifier  |                              |
| Client      |                              |
| Jobnumber   | 226728                       |
| Enumerator  | David Noyce                  |
| Description |                              |

Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m              | kph         | PCU                 | PCU                   | perHour    | s                   | -Min              | perMin              |

Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queuing delay | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|--------------------|-----------------------------|----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| 5.75               |                             |                                  |                             | 0.85          | 36.00                       | 20.00                 |

Demand Set Summary

| ID | Scenario name   | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D1 | 2022 Observed   | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |                   |              |
| D2 | 2022 Observed   | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |                   |              |
| D3 | : Dev           | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   |                   |              |
| D4 | : Dev           | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   |                   |              |
| D5 | 2031 Base       | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D1+1.08      |
| D6 | 2031 Base       | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D2+1.09      |
| D7 | 2031 Base + Dev | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D5+D3        |
| D8 | 2031 Base + Dev | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D6+D4        |

Analysis Set Details

| ID | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|-------------------|---------------------------------|-------------------------------------|
| A1 | ✓                 | 100.000                         | 100.000                             |

2022 Observed, AM

Data Errors and Warnings

| Severity | Area                    | Item                     | Description                                                        |
|----------|-------------------------|--------------------------|--------------------------------------------------------------------|
| Warning  | Demand Set Relationship | D7 - 2031 Base + Dev, AM | Demand Set relationships are chained. This may slow down the file. |

Junction Network

Junctions

| Junction | Name                         | Junction type       | Use circulating lanes | Arm order  | Junction Delay (s) | Junction LOS |
|----------|------------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1        | J5 - A2260 / B259 Roundabout | Standard Roundabout |                       | 1, 2, 3, 4 | 6.38               | A            |

Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

Arms

Arms

| Arm | Name                  | Description |
|-----|-----------------------|-------------|
| 1   | A2260 (E)             |             |
| 2   | A2260 (S)             |             |
| 3   | B259 (W)              |             |
| 4   | International Way (N) |             |

Roundabout Geometry

| Arm                       | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict angle (deg) | Exit only |
|---------------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|----------------------------|-----------|
| 1 - A2260 (E)             | 3.50                             | 7.10                | 18.5                            | 18.0                 | 70.0                              | 48.0                       |           |
| 2 - A2260 (S)             | 7.30                             | 9.10                | 26.5                            | 24.0                 | 70.0                              | 12.0                       |           |
| 3 - B259 (W)              | 3.50                             | 6.00                | 21.3                            | 25.0                 | 70.0                              | 15.0                       |           |
| 4 - International Way (N) | 3.65                             | 6.70                | 15.5                            | 15.0                 | 70.0                              | 25.0                       |           |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Arm                       | Final slope | Final intercept (PCU/hr) |
|---------------------------|-------------|--------------------------|
| 1 - A2260 (E)             | 0.476       | 1615                     |
| 2 - A2260 (S)             | 0.703       | 2848                     |
| 3 - B259 (W)              | 0.522       | 1711                     |
| 4 - International Way (N) | 0.502       | 1675                     |

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2022 Observed | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

Demand overview (Traffic)

| Am                        | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A2260 (E)             |            | ONE HOUR     | ✓            | 831                     | 100.000            |
| 2 - A2260 (S)             |            | ONE HOUR     | ✓            | 1140                    | 100.000            |
| 3 - B259 (W)              |            | ONE HOUR     | ✓            | 702                     | 100.000            |
| 4 - International Way (N) |            | ONE HOUR     | ✓            | 31                      | 100.000            |

Origin-Destination Data

Demand (PCU/hr)

|      |               | To            |              |                           |  |
|------|---------------|---------------|--------------|---------------------------|--|
| From | 1 - A2260 (E) | 2 - A2260 (S) | 3 - B259 (W) | 4 - International Way (N) |  |
|      | 0             | 609           | 216          | 6                         |  |
|      | 504           | 6             | 443          | 187                       |  |
|      | 113           | 550           | 1            | 38                        |  |
|      | 2             | 27            | 0            | 2                         |  |

Vehicle Mix

Heavy Vehicle Percentages

|      |               | To            |              |                           |  |
|------|---------------|---------------|--------------|---------------------------|--|
| From | 1 - A2260 (E) | 2 - A2260 (S) | 3 - B259 (W) | 4 - International Way (N) |  |
|      | 0             | 26            | 1            | 0                         |  |
|      | 30            | 0             | 1            | 16                        |  |
|      | 2             | 1             | 0            | 19                        |  |
|      | 100           | 0             | 0            | 100                       |  |

Results

Results Summary for whole modelled period

| Am                        | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A2260 (E)             | 0.70    | 10.80         | 2.7             | B       | 763                     | 1144                          |
| 2 - A2260 (S)             | 0.47    | 2.91          | 1.0             | A       | 1046                    | 1569                          |
| 3 - B259 (W)              | 0.59    | 6.89          | 1.5             | A       | 644                     | 966                           |
| 4 - International Way (N) | 0.03    | 3.88          | 0.0             | A       | 28                      | 43                            |

Main Results for each time segment

07:45 - 08:00

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|----------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 626                   | 156                        | 439                       | 1406              | 0.445 | 622                 | 465                             | 0.0               | 0.9             | 5.400     | A                             |
| 2 - A2260 (S)             | 858                   | 215                        | 168                       | 2729              | 0.314 | 856                 | 893                             | 0.0               | 0.5             | 2.203     | A                             |
| 3 - B259 (W)              | 529                   | 132                        | 529                       | 1434              | 0.368 | 526                 | 495                             | 0.0               | 0.6             | 4.032     | A                             |
| 4 - International Way (N) | 23                    | 6                          | 881                       | 1233              | 0.019 | 23                  | 175                             | 0.0               | 0.0             | 3.181     | A                             |

08:00 - 08:15

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 747                   | 187                     | 526                       | 1365              | 0.547 | 745                 | 556                             | 0.9               | 1.4             | 6.846     | A                             |
| 2 - A2260 (S)             | 1025                  | 256                     | 202                       | 2706              | 0.379 | 1024                | 1069                            | 0.5               | 0.7             | 2.454     | A                             |
| 3 - B259 (W)              | 631                   | 158                     | 633                       | 1380              | 0.457 | 630                 | 593                             | 0.6               | 0.9             | 4.887     | A                             |
| 4 - International Way (N) | 28                    | 7                       | 1054                      | 1146              | 0.024 | 28                  | 209                             | 0.0               | 0.0             | 3.441     | A                             |

08:15 - 08:30

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 915                   | 229                     | 643                       | 1309              | 0.699 | 910                 | 681                             | 1.4               | 2.6             | 10.536    | B                             |
| 2 - A2260 (S)             | 1255                  | 314                     | 246                       | 2875              | 0.469 | 1254                | 1307                            | 0.7               | 1.0             | 2.905     | A                             |
| 3 - B259 (W)              | 773                   | 193                     | 775                       | 1306              | 0.592 | 771                 | 725                             | 0.9               | 1.5             | 6.824     | A                             |
| 4 - International Way (N) | 34                    | 9                       | 1290                      | 1028              | 0.033 | 34                  | 256                             | 0.0               | 0.0             | 3.873     | A                             |

08:30 - 08:45

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 915                   | 229                     | 645                       | 1308              | 0.700 | 915                 | 682                             | 2.6               | 2.7             | 10.803    | B                             |
| 2 - A2260 (S)             | 1255                  | 314                     | 248                       | 2874              | 0.469 | 1255                | 1312                            | 1.0               | 1.0             | 2.911     | A                             |
| 3 - B259 (W)              | 773                   | 193                     | 776                       | 1306              | 0.592 | 773                 | 727                             | 1.5               | 1.5             | 6.889     | A                             |
| 4 - International Way (N) | 34                    | 9                       | 1293                      | 1026              | 0.033 | 34                  | 257                             | 0.0               | 0.0             | 3.879     | A                             |

08:45 - 09:00

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 747                   | 187                     | 529                       | 1363              | 0.548 | 752                 | 557                             | 2.7               | 1.5             | 7.013     | A                             |
| 2 - A2260 (S)             | 1025                  | 256                     | 204                       | 2705              | 0.379 | 1026                | 1077                            | 1.0               | 0.7             | 2.464     | A                             |
| 3 - B259 (W)              | 631                   | 158                     | 635                       | 1380              | 0.457 | 633                 | 595                             | 1.5               | 0.9             | 4.936     | A                             |
| 4 - International Way (N) | 28                    | 7                       | 1058                      | 1144              | 0.024 | 28                  | 210                             | 0.0               | 0.0             | 3.448     | A                             |

09:00 - 09:15

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 626                   | 156                     | 442                       | 1405              | 0.445 | 628                 | 466                             | 1.5               | 1.0             | 5.488     | A                             |
| 2 - A2260 (S)             | 858                   | 215                     | 170                       | 2728              | 0.315 | 859                 | 900                             | 0.7               | 0.5             | 2.210     | A                             |
| 3 - B259 (W)              | 529                   | 132                     | 531                       | 1434              | 0.369 | 530                 | 498                             | 0.9               | 0.6             | 4.066     | A                             |
| 4 - International Way (N) | 23                    | 6                       | 885                       | 1231              | 0.019 | 23                  | 176                             | 0.0               | 0.0             | 3.187     | A                             |

## 2022 Observed, PM

### Data Errors and Warnings

| Severity | Area                    | Item                     | Description                                                        |
|----------|-------------------------|--------------------------|--------------------------------------------------------------------|
| Warning  | Demand Set Relationship | D7 - 2031 Base + Dev, AM | Demand Set relationships are chained. This may slow down the file. |

## Junction Network

### Junctions

| Junction | Name                         | Junction type       | Use circulating lanes | Arm order  | Junction Delay (s) | Junction LOS |
|----------|------------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1        | J5 - A2260 / B259 Roundabout | Standard Roundabout |                       | 1, 2, 3, 4 | 4.70               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2022 Observed | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Am                        | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A2260 (E)             |            | ONE HOUR     | ✓            | 813                     | 100.000            |
| 2 - A2260 (S)             |            | ONE HOUR     | ✓            | 911                     | 100.000            |
| 3 - B259 (W)              |            | ONE HOUR     | ✓            | 522                     | 100.000            |
| 4 - International Way (N) |            | ONE HOUR     | ✓            | 38                      | 100.000            |

## Origin-Destination Data

Demand (PCU/hr)

| To   |                           |               |              |                           |
|------|---------------------------|---------------|--------------|---------------------------|
|      | 1 - A2260 (E)             | 2 - A2260 (S) | 3 - B259 (W) | 4 - International Way (N) |
| From | 1 - A2260 (E)             | 0             | 654          | 155                       |
|      | 2 - A2260 (S)             | 300           | 4            | 501                       |
|      | 3 - B259 (W)              | 80            | 424          | 1                         |
|      | 4 - International Way (N) | 2             | 34           | 0                         |

## Vehicle Mix

### Heavy Vehicle Percentages

| To   |                           |               |              |                           |
|------|---------------------------|---------------|--------------|---------------------------|
|      | 1 - A2260 (E)             | 2 - A2260 (S) | 3 - B259 (W) | 4 - International Way (N) |
| From | 1 - A2260 (E)             | 0             | 6            | 33                        |
|      | 2 - A2260 (S)             | 12            | 0            | 26                        |
|      | 3 - B259 (W)              | 0             | 1            | 13                        |
|      | 4 - International Way (N) | 0             | 0            | 100                       |

## Results

### Results Summary for whole modelled period

| Am                        | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A2260 (E)             | 0.65    | 7.96          | 2.0             | A       | 746                     | 1119                          |
| 2 - A2260 (S)             | 0.37    | 2.22          | 0.6             | A       | 836                     | 1254                          |
| 3 - B259 (W)              | 0.39    | 4.06          | 0.6             | A       | 479                     | 718                           |
| 4 - International Way (N) | 0.03    | 3.12          | 0.0             | A       | 35                      | 52                            |

### Main Results for each time segment

16:45 - 17:00

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 612                   | 153                     | 349                       | 1449              | 0.422 | 609                 | 287                             | 0.0               | 0.8             | 4.497     | A                             |
| 2 - A2260 (S)             | 686                   | 171                     | 121                       | 2762              | 0.248 | 684                 | 837                             | 0.0               | 0.4             | 1.841     | A                             |
| 3 - B259 (W)              | 393                   | 98                      | 313                       | 1548              | 0.254 | 392                 | 493                             | 0.0               | 0.3             | 3.146     | A                             |
| 4 - International Way (N) | 29                    | 7                       | 607                       | 1370              | 0.021 | 29                  | 97                              | 0.0               | 0.0             | 2.755     | A                             |

17:00 - 17:15

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 731                   | 183                     | 418                       | 1416              | 0.516 | 729                 | 343                             | 0.8               | 1.1             | 5.509     | A                             |
| 2 - A2260 (S)             | 819                   | 205                     | 145                       | 2746              | 0.298 | 819                 | 1002                            | 0.4               | 0.5             | 1.986     | A                             |
| 3 - B259 (W)              | 469                   | 117                     | 374                       | 1516              | 0.310 | 469                 | 590                             | 0.3               | 0.5             | 3.477     | A                             |
| 4 - International Way (N) | 34                    | 9                       | 727                       | 1310              | 0.026 | 34                  | 116                             | 0.0               | 0.0             | 2.897     | A                             |

17:15 - 17:30

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 895                   | 224                     | 511                       | 1372              | 0.653 | 892                 | 420                             | 1.1               | 1.9             | 7.847     | A                             |
| 2 - A2260 (S)             | 1003                  | 251                     | 178                       | 2723              | 0.368 | 1002                | 1225                            | 0.5               | 0.6             | 2.223     | A                             |
| 3 - B259 (W)              | 575                   | 144                     | 458                       | 1472              | 0.390 | 574                 | 722                             | 0.5               | 0.6             | 4.053     | A                             |
| 4 - International Way (N) | 42                    | 10                      | 890                       | 1228              | 0.034 | 42                  | 142                             | 0.0               | 0.0             | 3.115     | A                             |

17:30 - 17:45

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 895                   | 224                     | 512                       | 1371              | 0.653 | 895                 | 421                             | 1.9               | 2.0             | 7.958     | A                             |
| 2 - A2260 (S)             | 1003                  | 251                     | 178                       | 2722              | 0.368 | 1003                | 1229                            | 0.6               | 0.6             | 2.225     | A                             |
| 3 - B259 (W)              | 575                   | 144                     | 458                       | 1472              | 0.391 | 575                 | 723                             | 0.6               | 0.6             | 4.061     | A                             |
| 4 - International Way (N) | 42                    | 10                      | 891                       | 1228              | 0.034 | 42                  | 142                             | 0.0               | 0.0             | 3.116     | A                             |

17:45 - 18:00

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 731                   | 183                     | 419                       | 1416              | 0.516 | 734                 | 344                             | 2.0               | 1.1             | 5.588     | A                             |
| 2 - A2260 (S)             | 819                   | 205                     | 146                       | 2745              | 0.298 | 820                 | 1007                            | 0.6               | 0.5             | 1.988     | A                             |
| 3 - B259 (W)              | 469                   | 117                     | 374                       | 1515              | 0.310 | 470                 | 592                             | 0.6               | 0.5             | 3.489     | A                             |
| 4 - International Way (N) | 34                    | 9                       | 728                       | 1309              | 0.026 | 34                  | 116                             | 0.0               | 0.0             | 2.901     | A                             |

18:00 - 18:15

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 612                   | 153                     | 350                       | 1448              | 0.423 | 614                 | 288                             | 1.1               | 0.8             | 4.549     | A                             |
| 2 - A2260 (S)             | 686                   | 171                     | 122                       | 2762              | 0.248 | 686                 | 842                             | 0.5               | 0.4             | 1.846     | A                             |
| 3 - B259 (W)              | 393                   | 98                      | 313                       | 1547              | 0.254 | 393                 | 495                             | 0.5               | 0.3             | 3.160     | A                             |
| 4 - International Way (N) | 29                    | 7                       | 610                       | 1389              | 0.021 | 29                  | 97                              | 0.0               | 0.0             | 2.758     | A                             |

## 2031 Base, AM

### Data Errors and Warnings

| Severity | Area                    | Item                     | Description                                                        |
|----------|-------------------------|--------------------------|--------------------------------------------------------------------|
| Warning  | Demand Set Relationship | D7 - 2031 Base + Dev, AM | Demand Set relationships are chained. This may slow down the file. |

## Junction Network

### Junctions

| Junction | Name                         | Junction type       | Use circulating lanes | Arm order  | Junction Delay (s) | Junction LOS |
|----------|------------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1        | J5 - A2260 / B259 Roundabout | Standard Roundabout |                       | 1, 2, 3, 4 | 7.96               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D5 | 2031 Base     | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D1*1.08      |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A2260 (E)             |            | ONE HOUR     | ✓            | 897                     | 100.000            |
| 2 - A2260 (S)             |            | ONE HOUR     | ✓            | 1231                    | 100.000            |
| 3 - B259 (W)              |            | ONE HOUR     | ✓            | 758                     | 100.000            |
| 4 - International Way (N) |            | ONE HOUR     | ✓            | 33                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      |                           | To            |               |              |                           |
|------|---------------------------|---------------|---------------|--------------|---------------------------|
|      |                           | 1 - A2260 (E) | 2 - A2260 (S) | 3 - B259 (W) | 4 - International Way (N) |
| From | 1 - A2260 (E)             | 0             | 658           | 233          | 6                         |
|      | 2 - A2260 (S)             | 544           | 6             | 478          | 202                       |
|      | 3 - B259 (W)              | 122           | 594           | 1            | 41                        |
|      | 4 - International Way (N) | 2             | 29            | 0            | 2                         |

## Vehicle Mix

Heavy Vehicle Percentages

|                           | To            |               |              |                           |
|---------------------------|---------------|---------------|--------------|---------------------------|
|                           | 1 - A2260 (E) | 2 - A2260 (S) | 3 - B259 (W) | 4 - International Way (N) |
| From                      |               |               |              |                           |
| 1 - A2260 (E)             | 0             | 26            | 1            | 0                         |
| 2 - A2260 (S)             | 30            | 0             | 1            | 16                        |
| 3 - B259 (W)              | 2             | 1             | 0            | 19                        |
| 4 - International Way (N) | 100           | 0             | 0            | 100                       |

Results

Results Summary for whole modelled period

| Am                        | Total Demand (PCU/hr) | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---------------------------|-----------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A2260 (E)             | 676                   | 0.77    | 14.32         | 3.8             | B       | 824                     | 1235                          |
| 2 - A2260 (S)             | 927                   | 0.51    | 3.17          | 1.2             | A       | 1130                    | 1695                          |
| 3 - B259 (W)              | 571                   | 0.66    | 8.37          | 1.9             | A       | 696                     | 1044                          |
| 4 - International Way (N) | 25                    | 0.04    | 4.10          | 0.0             | A       | 31                      | 46                            |

Main Results for each time segment

07:45 - 08:00

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 676                   | 169                     | 474                       | 1389              | 0.486 | 671                 | 502                             | 0.0               | 1.1             | 5.890     | A                             |
| 2 - A2260 (S)             | 927                   | 232                     | 182                       | 2720              | 0.341 | 925                 | 964                             | 0.0               | 0.6             | 2.297     | A                             |
| 3 - B259 (W)              | 571                   | 143                     | 572                       | 1412              | 0.404 | 568                 | 535                             | 0.0               | 0.7             | 4.335     | A                             |
| 4 - International Way (N) | 25                    | 6                       | 951                       | 1198              | 0.021 | 25                  | 189                             | 0.0               | 0.0             | 3.281     | A                             |

08:00 - 08:15

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 807                   | 202                     | 568                       | 1345              | 0.600 | 804                 | 600                             | 1.1               | 1.7             | 7.834     | A                             |
| 2 - A2260 (S)             | 1107                  | 277                     | 218                       | 2695              | 0.411 | 1106                | 1154                            | 0.6               | 0.8             | 2.598     | A                             |
| 3 - B259 (W)              | 682                   | 170                     | 684                       | 1354              | 0.503 | 680                 | 640                             | 0.7               | 1.0             | 5.440     | A                             |
| 4 - International Way (N) | 30                    | 8                       | 1138                      | 1104              | 0.027 | 30                  | 226                             | 0.0               | 0.0             | 3.583     | A                             |

08:15 - 08:30

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 988                   | 247                     | 694                       | 1285              | 0.769 | 980                 | 735                             | 1.7               | 3.7             | 13.631    | B                             |
| 2 - A2260 (S)             | 1356                  | 339                     | 265                       | 2661              | 0.509 | 1354                | 1409                            | 0.8               | 1.2             | 3.155     | A                             |
| 3 - B259 (W)              | 835                   | 209                     | 837                       | 1274              | 0.655 | 831                 | 782                             | 1.0               | 1.9             | 8.221     | A                             |
| 4 - International Way (N) | 37                    | 9                       | 1392                      | 976               | 0.038 | 37                  | 277                             | 0.0               | 0.0             | 4.096     | A                             |

08:30 - 08:45

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 988                   | 247                     | 697                       | 1283              | 0.770 | 988                 | 736                             | 3.7               | 3.8             | 14.323    | B                             |
| 2 - A2260 (S)             | 1356                  | 339                     | 267                       | 2660              | 0.510 | 1356                | 1417                            | 1.2               | 1.2             | 3.166     | A                             |
| 3 - B259 (W)              | 835                   | 209                     | 838                       | 1273              | 0.656 | 835                 | 785                             | 1.9               | 1.9             | 8.367     | A                             |
| 4 - International Way (N) | 37                    | 9                       | 1396                      | 974               | 0.038 | 37                  | 277                             | 0.0               | 0.0             | 4.105     | A                             |

08:45 - 09:00

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 807                   | 202                     | 572                       | 1343              | 0.601 | 815                 | 602                             | 3.8               | 1.8             | 8.174     | A                             |
| 2 - A2260 (S)             | 1107                  | 277                     | 221                       | 2693              | 0.411 | 1108                | 1166                            | 1.2               | 0.8             | 2.609     | A                             |
| 3 - B259 (W)              | 682                   | 170                     | 685                       | 1353              | 0.504 | 685                 | 643                             | 1.9               | 1.0             | 5.527     | A                             |
| 4 - International Way (N) | 30                    | 8                       | 1144                      | 1101              | 0.027 | 30                  | 227                             | 0.0               | 0.0             | 3.596     | A                             |

09:00 - 09:15

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 676                   | 169                     | 478                       | 1388              | 0.487 | 678                 | 504                             | 1.8               | 1.1             | 6.022     | A                             |
| 2 - A2260 (S)             | 927                   | 232                     | 184                       | 2719              | 0.341 | 928                 | 972                             | 0.8               | 0.6             | 2.307     | A                             |
| 3 - B259 (W)              | 571                   | 143                     | 574                       | 1411              | 0.404 | 572                 | 538                             | 1.0               | 0.7             | 4.382     | A                             |
| 4 - International Way (N) | 25                    | 6                       | 956                       | 1195              | 0.021 | 25                  | 190                             | 0.0               | 0.0             | 3.291     | A                             |

## 2031 Base, PM

### Data Errors and Warnings

| Severity | Area                    | Item                     | Description                                                        |
|----------|-------------------------|--------------------------|--------------------------------------------------------------------|
| Warning  | Demand Set Relationship | D7 - 2031 Base + Dev, AM | Demand Set relationships are chained. This may slow down the file. |

## Junction Network

### Junctions

| Junction | Name                         | Junction type       | Use circulating lanes | Arm order  | Junction Delay (s) | Junction LOS |
|----------|------------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1        | J5 - A2260 / B259 Roundabout | Standard Roundabout |                       | 1, 2, 3, 4 | 5.61               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D6 | 2031 Base     | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D2*1.09      |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A2260 (E)             |            | ONE HOUR     | ✓            | 886                     | 100.000            |
| 2 - A2260 (S)             |            | ONE HOUR     | ✓            | 993                     | 100.000            |
| 3 - B259 (W)              |            | ONE HOUR     | ✓            | 569                     | 100.000            |
| 4 - International Way (N) |            | ONE HOUR     | ✓            | 41                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

| From                      | To            |               |              |                           |
|---------------------------|---------------|---------------|--------------|---------------------------|
|                           | 1 - A2260 (E) | 2 - A2260 (S) | 3 - B259 (W) | 4 - International Way (N) |
|                           | 1 - A2260 (E) | 0             | 713          | 169                       |
|                           | 2 - A2260 (S) | 327           | 4            | 546                       |
|                           | 3 - B259 (W)  | 87            | 462          | 1                         |
| 4 - International Way (N) | 2             | 37            | 0            | 2                         |

## Vehicle Mix

### Heavy Vehicle Percentages

| From                      | To            |               |              |                           |
|---------------------------|---------------|---------------|--------------|---------------------------|
|                           | 1 - A2260 (E) | 2 - A2260 (S) | 3 - B259 (W) | 4 - International Way (N) |
|                           | 1 - A2260 (E) | 0             | 6            | 33                        |
|                           | 2 - A2260 (S) | 12            | 0            | 26                        |
|                           | 3 - B259 (W)  | 0             | 1            | 13                        |
| 4 - International Way (N) | 0             | 0             | 0            | 100                       |

## Results

### Results Summary for whole modelled period

| Arm                       | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A2260 (E)             | 0.72    | 10.12         | 2.7             | B       | 813                     | 1220                          |
| 2 - A2260 (S)             | 0.40    | 2.36          | 0.7             | A       | 911                     | 1367                          |
| 3 - B259 (W)              | 0.43    | 4.42          | 0.8             | A       | 522                     | 783                           |
| 4 - International Way (N) | 0.04    | 3.24          | 0.0             | A       | 38                      | 57                            |

### Main Results for each time segment

#### 16:45 - 17:00

| Arm                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 667                   | 167                     | 380                       | 1434              | 0.465 | 664                 | 313                             | 0.0               | 0.9             | 4.898     | A                             |
| 2 - A2260 (S)             | 748                   | 187                     | 132                       | 2755              | 0.271 | 746                 | 912                             | 0.0               | 0.4             | 1.902     | A                             |
| 3 - B259 (W)              | 428                   | 107                     | 341                       | 1533              | 0.279 | 427                 | 538                             | 0.0               | 0.4             | 3.289     | A                             |
| 4 - International Way (N) | 31                    | 8                       | 662                       | 1343              | 0.023 | 31                  | 106                             | 0.0               | 0.0             | 2.818     | A                             |

#### 17:00 - 17:15

| Arm                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 797                   | 199                     | 455                       | 1398              | 0.570 | 795                 | 374                             | 0.9               | 1.4             | 6.263     | A                             |
| 2 - A2260 (S)             | 893                   | 223                     | 158                       | 2736              | 0.326 | 892                 | 1092                            | 0.4               | 0.5             | 2.075     | A                             |
| 3 - B259 (W)              | 512                   | 128                     | 407                       | 1498              | 0.341 | 511                 | 643                             | 0.4               | 0.5             | 3.688     | A                             |
| 4 - International Way (N) | 37                    | 9                       | 792                       | 1277              | 0.029 | 37                  | 126                             | 0.0               | 0.0             | 2.980     | A                             |

#### 17:15 - 17:30

| Arm                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 976                   | 244                     | 557                       | 1350              | 0.723 | 971                 | 458                             | 1.4               | 2.6             | 9.866     | A                             |
| 2 - A2260 (S)             | 1093                  | 273                     | 193                       | 2712              | 0.403 | 1092                | 1334                            | 0.5               | 0.7             | 2.362     | A                             |
| 3 - B259 (W)              | 626                   | 157                     | 499                       | 1450              | 0.432 | 625                 | 787                             | 0.5               | 0.8             | 4.410     | A                             |
| 4 - International Way (N) | 46                    | 11                      | 970                       | 1188              | 0.038 | 46                  | 155                             | 0.0               | 0.0             | 3.235     | A                             |

#### 17:30 - 17:45

| Arm                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 976                   | 244                     | 558                       | 1349              | 0.723 | 975                 | 458                             | 2.6               | 2.7             | 10.124    | B                             |
| 2 - A2260 (S)             | 1093                  | 273                     | 194                       | 2711              | 0.403 | 1093                | 1339                            | 0.7               | 0.7             | 2.365     | A                             |
| 3 - B259 (W)              | 626                   | 157                     | 499                       | 1450              | 0.432 | 626                 | 788                             | 0.8               | 0.8             | 4.422     | A                             |
| 4 - International Way (N) | 46                    | 11                      | 971                       | 1188              | 0.038 | 46                  | 155                             | 0.0               | 0.0             | 3.236     | A                             |

17:45 - 18:00

| Arm                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 797                   | 199                     | 456                       | 1398              | 0.570 | 802                 | 375                             | 2.7               | 1.4             | 6.416     | A                             |
| 2 - A2260 (S)             | 893                   | 223                     | 160                       | 2735              | 0.326 | 893                 | 1098                            | 0.7               | 0.5             | 2.079     | A                             |
| 3 - B259 (W)              | 512                   | 128                     | 408                       | 1498              | 0.342 | 512                 | 645                             | 0.8               | 0.5             | 3.699     | A                             |
| 4 - International Way (N) | 37                    | 9                       | 794                       | 1276              | 0.029 | 37                  | 127                             | 0.0               | 0.0             | 2.985     | A                             |

18:00 - 18:15

| Arm                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 667                   | 167                     | 382                       | 1433              | 0.466 | 669                 | 314                             | 1.4               | 0.9             | 4.976     | A                             |
| 2 - A2260 (S)             | 748                   | 187                     | 133                       | 2754              | 0.271 | 748                 | 918                             | 0.5               | 0.4             | 1.907     | A                             |
| 3 - B259 (W)              | 428                   | 107                     | 342                       | 1532              | 0.280 | 429                 | 540                             | 0.5               | 0.4             | 3.301     | A                             |
| 4 - International Way (N) | 31                    | 8                       | 665                       | 1341              | 0.023 | 31                  | 106                             | 0.0               | 0.0             | 2.823     | A                             |

## 2031 Base + Dev, AM

### Data Errors and Warnings

| Severity | Area                    | Item                     | Description                                                        |
|----------|-------------------------|--------------------------|--------------------------------------------------------------------|
| Warning  | Demand Set Relationship | D7 - 2031 Base + Dev, AM | Demand Set relationships are chained. This may slow down the file. |

## Junction Network

### Junctions

| Junction | Name                         | Junction type       | Use circulating lanes | Arm order  | Junction Delay (s) | Junction LOS |
|----------|------------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1        | J5 - A2260 / B259 Roundabout | Standard Roundabout |                       | 1, 2, 3, 4 | 24.01              | C            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name   | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|
| D7 | 2031 Base + Dev | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | D5+D3             |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A2260 (E)             |            | ONE HOUR     | ✓            | 1135                    | 100.000            |
| 2 - A2260 (S)             |            | ONE HOUR     | ✓            | 1311                    | 100.000            |
| 3 - B259 (W)              |            | ONE HOUR     | ✓            | 781                     | 100.000            |
| 4 - International Way (N) |            | ONE HOUR     | ✓            | 33                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      |                           | To            |               |              |                           |
|------|---------------------------|---------------|---------------|--------------|---------------------------|
|      |                           | 1 - A2260 (E) | 2 - A2260 (S) | 3 - B259 (W) | 4 - International Way (N) |
| From | 1 - A2260 (E)             | 0             | 822           | 305          | 8                         |
|      | 2 - A2260 (S)             | 624           | 6             | 478          | 202                       |
|      | 3 - B259 (W)              | 145           | 594           | 1            | 41                        |
|      | 4 - International Way (N) | 2             | 29            | 0            | 2                         |

## Vehicle Mix

Heavy Vehicle Percentages

|      |               | To            |              |                           |  |
|------|---------------|---------------|--------------|---------------------------|--|
| From | 1 - A2260 (E) | 2 - A2260 (S) | 3 - B259 (W) | 4 - International Way (N) |  |
|      | 0             | 20            | 1            | 0                         |  |
|      | 25            | 0             | 1            | 16                        |  |
|      | 2             | 1             | 0            | 19                        |  |
|      | 100           | 0             | 0            | 100                       |  |

Results

Results Summary for whole modelled period

| Am                        | Total Demand (PCU/hr) | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---------------------------|-----------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A2260 (E)             | 855                   | 0.97    | 57.87         | 19.3            | F       | 1042                    | 1563                          |
| 2 - A2260 (S)             | 987                   | 0.55    | 3.52          | 1.4             | A       | 1203                    | 1805                          |
| 3 - B259 (W)              | 588                   | 0.70    | 10.01         | 2.4             | B       | 717                     | 1075                          |
| 4 - International Way (N) | 25                    | 0.04    | 4.37          | 0.0             | A       | 31                      | 46                            |

Main Results for each time segment

07:45 - 08:00

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 855                   | 214                     | 474                       | 1389              | 0.615 | 848                 | 579                             | 0.0               | 1.8             | 7.471     | A                             |
| 2 - A2260 (S)             | 987                   | 247                     | 237                       | 2681              | 0.368 | 985                 | 1085                            | 0.0               | 0.7             | 2.410     | A                             |
| 3 - B259 (W)              | 588                   | 147                     | 633                       | 1380              | 0.426 | 585                 | 588                             | 0.0               | 0.8             | 4.597     | A                             |
| 4 - International Way (N) | 25                    | 6                       | 1028                      | 1159              | 0.022 | 25                  | 190                             | 0.0               | 0.0             | 3.393     | A                             |

08:00 - 08:15

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 1021                  | 255                     | 568                       | 1345              | 0.759 | 1014                | 693                             | 1.8               | 3.4             | 12.159    | B                             |
| 2 - A2260 (S)             | 1179                  | 295                     | 283                       | 2649              | 0.445 | 1178                | 1299                            | 0.7               | 0.9             | 2.782     | A                             |
| 3 - B259 (W)              | 702                   | 176                     | 758                       | 1315              | 0.534 | 701                 | 703                             | 0.8               | 1.2             | 5.954     | A                             |
| 4 - International Way (N) | 30                    | 8                       | 1230                      | 1057              | 0.028 | 30                  | 228                             | 0.0               | 0.0             | 3.745     | A                             |

08:15 - 08:30

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 1250                  | 313                     | 693                       | 1285              | 0.973 | 1204                | 848                             | 3.4               | 14.8            | 36.139    | E                             |
| 2 - A2260 (S)             | 1444                  | 361                     | 336                       | 2611              | 0.553 | 1442                | 1561                            | 0.9               | 1.4             | 3.494     | A                             |
| 3 - B259 (W)              | 860                   | 215                     | 927                       | 1227              | 0.701 | 855                 | 851                             | 1.2               | 2.3             | 9.759     | A                             |
| 4 - International Way (N) | 37                    | 9                       | 1504                      | 920               | 0.040 | 37                  | 278                             | 0.0               | 0.0             | 4.357     | A                             |

08:30 - 08:45

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 1250                  | 313                     | 697                       | 1283              | 0.974 | 1232                | 849                             | 14.8              | 19.3            | 57.874    | F                             |
| 2 - A2260 (S)             | 1444                  | 361                     | 344                       | 2606              | 0.554 | 1444                | 1585                            | 1.4               | 1.4             | 3.521     | A                             |
| 3 - B259 (W)              | 860                   | 215                     | 928                       | 1226              | 0.701 | 860                 | 859                             | 2.3               | 2.4             | 10.006    | B                             |
| 4 - International Way (N) | 37                    | 9                       | 1509                      | 917               | 0.040 | 37                  | 279                             | 0.0               | 0.0             | 4.370     | A                             |

08:45 - 09:00

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 1021                  | 255                     | 573                       | 1343              | 0.760 | 1083                | 695                             | 19.3              | 3.8             | 19.058    | C                             |
| 2 - A2260 (S)             | 1179                  | 295                     | 302                       | 2635              | 0.447 | 1181                | 1353                            | 1.4               | 0.9             | 2.819     | A                             |
| 3 - B259 (W)              | 702                   | 176                     | 760                       | 1314              | 0.534 | 707                 | 723                             | 2.4               | 1.2             | 6.087     | A                             |
| 4 - International Way (N) | 30                    | 8                       | 1238                      | 1054              | 0.029 | 30                  | 229                             | 0.0               | 0.0             | 3.759     | A                             |

09:00 - 09:15

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 855                   | 214                     | 478                       | 1388              | 0.616 | 863                 | 582                             | 3.8               | 1.9             | 7.923     | A                             |
| 2 - A2260 (S)             | 987                   | 247                     | 241                       | 2678              | 0.369 | 988                 | 1100                            | 0.9               | 0.7             | 2.423     | A                             |
| 3 - B259 (W)              | 588                   | 147                     | 636                       | 1379              | 0.426 | 590                 | 593                             | 1.2               | 0.8             | 4.659     | A                             |
| 4 - International Way (N) | 25                    | 6                       | 1034                      | 1156              | 0.022 | 25                  | 191                             | 0.0               | 0.0             | 3.403     | A                             |

## 2031 Base + Dev, PM

### Data Errors and Warnings

| Severity | Area                    | Item                     | Description                                                        |
|----------|-------------------------|--------------------------|--------------------------------------------------------------------|
| Warning  | Demand Set Relationship | D7 - 2031 Base + Dev, AM | Demand Set relationships are chained. This may slow down the file. |

## Junction Network

### Junctions

| Junction | Name                         | Junction type       | Use circulating lanes | Arm order  | Junction Delay (s) | Junction LOS |
|----------|------------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1        | J5 - A2260 / B259 Roundabout | Standard Roundabout |                       | 1, 2, 3, 4 | 11.27              | B            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name   | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D8 | 2031 Base + Dev | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D6+D4        |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm                       | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A2260 (E)             |            | ONE HOUR     | ✓            | 1090                    | 100.000            |
| 2 - A2260 (S)             |            | ONE HOUR     | ✓            | 1135                    | 100.000            |
| 3 - B259 (W)              |            | ONE HOUR     | ✓            | 611                     | 100.000            |
| 4 - International Way (N) |            | ONE HOUR     | ✓            | 42                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

| From                      | To            |               |              |                           |
|---------------------------|---------------|---------------|--------------|---------------------------|
|                           | 1 - A2260 (E) | 2 - A2260 (S) | 3 - B259 (W) | 4 - International Way (N) |
|                           | 1 - A2260 (E) | 0             | 876          | 209                       |
|                           | 2 - A2260 (S) | 469           | 4            | 546                       |
|                           | 3 - B259 (W)  | 129           | 462          | 1                         |
| 4 - International Way (N) | 3             | 37            | 0            | 2                         |

## Vehicle Mix

### Heavy Vehicle Percentages

| From                      | To            |               |              |                           |
|---------------------------|---------------|---------------|--------------|---------------------------|
|                           | 1 - A2260 (E) | 2 - A2260 (S) | 3 - B259 (W) | 4 - International Way (N) |
|                           | 1 - A2260 (E) | 0             | 5            | 2                         |
|                           | 2 - A2260 (S) | 8             | 0            | 0                         |
|                           | 3 - B259 (W)  | 0             | 1            | 0                         |
| 4 - International Way (N) | 0             | 0             | 0            | 100                       |

## Results

### Results Summary for whole modelled period

| Arm                       | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A2260 (E)             | 0.89    | 23.91         | 7.5             | C       | 1000                    | 1501                          |
| 2 - A2260 (S)             | 0.47    | 2.65          | 0.9             | A       | 1041                    | 1562                          |
| 3 - B259 (W)              | 0.49    | 5.23          | 1.0             | A       | 561                     | 841                           |
| 4 - International Way (N) | 0.04    | 3.55          | 0.0             | A       | 39                      | 58                            |

### Main Results for each time segment

#### 16:45 - 17:00

| Arm                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 821                   | 205                     | 380                       | 1434              | 0.572 | 815                 | 452                             | 0.0               | 1.4             | 6.014     | A                             |
| 2 - A2260 (S)             | 854                   | 214                     | 163                       | 2733              | 0.313 | 853                 | 1033                            | 0.0               | 0.5             | 2.017     | A                             |
| 3 - B259 (W)              | 460                   | 115                     | 448                       | 1477              | 0.311 | 458                 | 567                             | 0.0               | 0.5             | 3.567     | A                             |
| 4 - International Way (N) | 32                    | 8                       | 800                       | 1273              | 0.025 | 32                  | 106                             | 0.0               | 0.0             | 2.975     | A                             |

#### 17:00 - 17:15

| Arm                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 980                   | 245                     | 455                       | 1398              | 0.701 | 976                 | 540                             | 1.4               | 2.4             | 8.804     | A                             |
| 2 - A2260 (S)             | 1020                  | 255                     | 195                       | 2711              | 0.376 | 1020                | 1236                            | 0.5               | 0.6             | 2.245     | A                             |
| 3 - B259 (W)              | 549                   | 137                     | 536                       | 1431              | 0.384 | 549                 | 679                             | 0.5               | 0.6             | 4.118     | A                             |
| 4 - International Way (N) | 38                    | 10                      | 957                       | 1194              | 0.032 | 38                  | 127                             | 0.0               | 0.0             | 3.194     | A                             |

#### 17:15 - 17:30

| Arm                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 1200                  | 300                     | 557                       | 1350              | 0.889 | 1182                | 661                             | 2.4               | 6.9             | 20.439    | C                             |
| 2 - A2260 (S)             | 1250                  | 312                     | 236                       | 2882              | 0.466 | 1249                | 1503                            | 0.6               | 0.9             | 2.646     | A                             |
| 3 - B259 (W)              | 673                   | 168                     | 656                       | 1368              | 0.492 | 671                 | 828                             | 0.6               | 1.0             | 5.211     | A                             |
| 4 - International Way (N) | 47                    | 12                      | 1172                      | 1087              | 0.043 | 47                  | 156                             | 0.0               | 0.0             | 3.551     | A                             |

#### 17:30 - 17:45

| Arm                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 1200                  | 300                     | 558                       | 1349              | 0.889 | 1198                | 662                             | 6.9               | 7.5             | 23.912    | C                             |
| 2 - A2260 (S)             | 1250                  | 312                     | 239                       | 2880              | 0.466 | 1250                | 1517                            | 0.9               | 0.9             | 2.654     | A                             |
| 3 - B259 (W)              | 673                   | 168                     | 657                       | 1368              | 0.492 | 673                 | 832                             | 1.0               | 1.0             | 5.234     | A                             |
| 4 - International Way (N) | 47                    | 12                      | 1173                      | 1086              | 0.043 | 47                  | 156                             | 0.0               | 0.0             | 3.554     | A                             |

17:45 - 18:00

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 980                   | 245                     | 457                       | 1398              | 0.701 | 1000                | 541                             | 7.5               | 2.5             | 9.886     | A                             |
| 2 - A2260 (S)             | 1020                  | 255                     | 200                       | 2707              | 0.377 | 1021                | 1257                            | 0.9               | 0.6             | 2.254     | A                             |
| 3 - B259 (W)              | 549                   | 137                     | 537                       | 1431              | 0.384 | 551                 | 684                             | 1.0               | 0.6             | 4.144     | A                             |
| 4 - International Way (N) | 38                    | 10                      | 960                       | 1193              | 0.032 | 38                  | 128                             | 0.0               | 0.0             | 3.198     | A                             |

18:00 - 18:15

| Am                        | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A2260 (E)             | 821                   | 205                     | 382                       | 1433              | 0.573 | 825                 | 453                             | 2.5               | 1.4             | 6.220     | A                             |
| 2 - A2260 (S)             | 854                   | 214                     | 165                       | 2732              | 0.313 | 855                 | 1043                            | 0.6               | 0.5             | 2.023     | A                             |
| 3 - B259 (W)              | 460                   | 115                     | 449                       | 1476              | 0.312 | 461                 | 570                             | 0.6               | 0.5             | 3.585     | A                             |
| 4 - International Way (N) | 32                    | 8                       | 803                       | 1272              | 0.025 | 32                  | 107                             | 0.0               | 0.0             | 2.980     | A                             |

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462  
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Filename: J8 - A226\_A206\_B255 (Existing) v1.0.j9  
Path: C:\DSN\Work\226728 - Northfleet  
Report generation date: 21/09/2022 17:24:24

- »2022 Observed, AM
- »2022 Observed, PM
- »2031 Base, AM
- »2031 Base, PM
- »2031 Base + Dav, AM
- »2031 Base + Dav, PM

Summary of junction performance

|                          | AM            |           |      | PM          |           |      |
|--------------------------|---------------|-----------|------|-------------|-----------|------|
|                          | Queue (PCU)   | Delay (s) | RFC  | Queue (PCU) | Delay (s) | RFC  |
|                          | 2022 Observed |           |      |             |           |      |
| 1 - A206 (N) - LEFT TURN | 0.4           | 6.04      | 0.27 | 0.7         | 7.88      | 0.41 |
| 2 - A206 (N) - AHEAD     | 0.6           | 3.70      | 0.38 | 2.6         | 8.73      | 0.72 |
| 3 - A226 London Road (E) | 1.0           | 4.80      | 0.48 | 1.2         | 6.84      | 0.53 |
| 4 - B255 (S) - LEFT TURN | 0.4           | 5.06      | 0.27 | 0.4         | 5.06      | 0.30 |
| 5 - B255 (S) - AHEAD     | 1.6           | 5.57      | 0.60 | 1.1         | 4.43      | 0.51 |
| 6 - A226 London Road (W) | 0.8           | 4.59      | 0.45 | 0.9         | 4.35      | 0.48 |
| 2031 Base                |               |           |      |             |           |      |
| 1 - A206 (N) - LEFT TURN | 0.5           | 6.50      | 0.30 | 0.9         | 9.29      | 0.47 |
| 2 - A206 (N) - AHEAD     | 0.8           | 4.04      | 0.42 | 4.4         | 13.58     | 0.82 |
| 3 - A226 London Road (E) | 1.2           | 5.53      | 0.53 | 1.7         | 9.19      | 0.62 |
| 4 - B255 (S) - LEFT TURN | 0.4           | 5.46      | 0.30 | 0.5         | 5.52      | 0.33 |
| 5 - B255 (S) - AHEAD     | 2.1           | 6.78      | 0.67 | 1.4         | 5.16      | 0.57 |
| 6 - A226 London Road (W) | 1.1           | 5.46      | 0.52 | 1.2         | 5.23      | 0.54 |
| 2031 Base + Dav          |               |           |      |             |           |      |
| 1 - A206 (N) - LEFT TURN | 0.6           | 6.86      | 0.33 | 1.5         | 12.71     | 0.59 |
| 2 - A206 (N) - AHEAD     | 0.8           | 4.15      | 0.42 | 5.7         | 17.89     | 0.86 |
| 3 - A226 London Road (E) | 1.5           | 6.13      | 0.58 | 2.4         | 11.42     | 0.70 |
| 4 - B255 (S) - LEFT TURN | 0.5           | 5.71      | 0.31 | 0.5         | 5.80      | 0.34 |
| 5 - B255 (S) - AHEAD     | 2.3           | 7.51      | 0.69 | 1.7         | 5.92      | 0.62 |
| 6 - A226 London Road (W) | 1.2           | 5.91      | 0.54 | 1.5         | 6.18      | 0.60 |

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

|             |                                    |
|-------------|------------------------------------|
| Title       | Northfleet                         |
| Location    | J8 - A226 / A206 / B255 Roundabout |
| Site number |                                    |
| Date        | 21/09/2022                         |
| Version     |                                    |
| Status      | Existing Junction Layout           |
| Identifier  |                                    |
| Client      |                                    |
| Jobnumber   | 226728                             |
| Enumerator  | David Noyce                        |
| Description |                                    |

Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m              | kph         | PCU                 | PCU                   | perHour    | s                   | -Min              | perMin              |

Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queuing delay | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|--------------------|-----------------------------|----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| 5.75               |                             |                                  |                             | 0.85          | 36.00                       | 20.00                 |

Demand Set Summary

| ID | Scenario name   | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D1 | 2022 Observed   | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |                   |              |
| D2 | 2022 Observed   | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |                   |              |
| D3 | : Dev           | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |                   |                   |              |
| D4 | : Dev           | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        |                   |                   |              |
| D5 | 2031 Base       | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D1*1.08      |
| D6 | 2031 Base       | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D2*1.09      |
| D7 | 2031 Base + Dav | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D5+D3        |
| D8 | 2031 Base + Dav | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 | Simple            | D6+D4        |

Analysis Set Details

| ID | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|-------------------|---------------------------------|-------------------------------------|
| A1 | ✓                 | 100.000                         | 100.000                             |

2022 Observed, AM

Data Errors and Warnings

| Severity | Area                    | Item                     | Description                                                        |
|----------|-------------------------|--------------------------|--------------------------------------------------------------------|
| Warning  | Demand Set Relationship | D7 - 2031 Base + Dav, AM | Demand Set relationships are chained. This may slow down the file. |

Junction Network

Junctions

| Junction | Name                               | Junction type       | Use circulating lanes | Arm order        | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------------|-----------------------|------------------|--------------------|--------------|
| 1        | J8 - A226 / A206 / B255 Roundabout | Standard Roundabout |                       | 1, 2, 3, 4, 5, 6 | 4.89               | A            |

Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

Arms

Arms

| Arm | Name                 | Description |
|-----|----------------------|-------------|
| 1   | A206 (N) - LEFT TURN |             |
| 2   | A206 (N) - AHEAD     |             |
| 3   | A226 London Road (E) |             |
| 4   | B255 (S) - LEFT TURN |             |
| 5   | B255 (S) - AHEAD     |             |
| 6   | A226 London Road (W) |             |

Roundabout Geometry

| Arm                      | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit only |
|--------------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| 1 - A206 (N) - LEFT TURN | 3.65                             | 4.21                | 2.5                             | 53.0                 | 56.0                              | 12.0                               |           |
| 2 - A206 (N) - AHEAD     | 7.00                             | 7.00                | 0.0                             | 82.0                 | 56.0                              | 43.0                               |           |
| 3 - A226 London Road (E) | 3.50                             | 9.75                | 22.8                            | 24.0                 | 56.0                              | 23.0                               |           |
| 4 - B255 (S) - LEFT TURN | 3.90                             | 4.30                | 3.3                             | 84.0                 | 56.0                              | 13.0                               |           |
| 5 - B255 (S) - AHEAD     | 7.20                             | 7.20                | 0.0                             | 155.0                | 56.0                              | 43.0                               |           |
| 6 - A226 London Road (W) | 6.60                             | 9.30                | 6.6                             | 20.0                 | 56.0                              | 23.0                               |           |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Arm                      | Final slope | Final intercept (PCU/hr) |
|--------------------------|-------------|--------------------------|
| 1 - A206 (N) - LEFT TURN | 0.535       | 1317                     |
| 2 - A206 (N) - AHEAD     | 0.650       | 2104                     |
| 3 - A226 London Road (E) | 0.667       | 2136                     |
| 4 - B255 (S) - LEFT TURN | 0.550       | 1391                     |
| 5 - B255 (S) - AHEAD     | 0.664       | 2176                     |
| 6 - A226 London Road (W) | 0.714       | 2411                     |

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2022 Observed | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A206 (N) - LEFT TURN |            | ONE HOUR     | ✓            | 233                     | 100.000            |
| 2 - A206 (N) - AHEAD     |            | ONE HOUR     | ✓            | 573                     | 100.000            |
| 3 - A226 London Road (E) |            | ONE HOUR     | ✓            | 669                     | 100.000            |
| 4 - B255 (S) - LEFT TURN |            | ONE HOUR     | ✓            | 242                     | 100.000            |
| 5 - B255 (S) - AHEAD     |            | ONE HOUR     | ✓            | 929                     | 100.000            |
| 6 - A226 London Road (W) |            | ONE HOUR     | ✓            | 603                     | 100.000            |

Origin-Destination Data

|      |                          | Demand (PCU/hr)          |                      |                          |                          |                      |                          |
|------|--------------------------|--------------------------|----------------------|--------------------------|--------------------------|----------------------|--------------------------|
|      |                          | To                       |                      |                          |                          |                      |                          |
| From |                          | 1 - A206 (N) - LEFT TURN | 2 - A206 (N) - AHEAD | 3 - A226 London Road (E) | 4 - B255 (S) - LEFT TURN | 5 - B255 (S) - AHEAD | 6 - A226 London Road (W) |
|      | 1 - A206 (N) - LEFT TURN | 0                        | 233                  | 0                        | 0                        | 0                    | 0                        |
|      | 2 - A206 (N) - AHEAD     | 28                       | 0                    | 0                        | 401                      | 0                    | 144                      |
|      | 3 - A226 London Road (E) | 244                      | 0                    | 1                        | 182                      | 0                    | 242                      |
|      | 4 - B255 (S) - LEFT TURN | 0                        | 0                    | 0                        | 0                        | 242                  | 0                        |
|      | 5 - B255 (S) - AHEAD     | 728                      | 0                    | 188                      | 13                       | 0                    | 0                        |
|      | 6 - A226 London Road (W) | 190                      | 0                    | 189                      | 223                      | 0                    | 1                        |

Vehicle Mix

Heavy Vehicle Percentages

|      |                          | To                       |                      |                          |                          |                      |                          |
|------|--------------------------|--------------------------|----------------------|--------------------------|--------------------------|----------------------|--------------------------|
|      |                          | 1 - A206 (N) - LEFT TURN | 2 - A206 (N) - AHEAD | 3 - A226 London Road (E) | 4 - B255 (S) - LEFT TURN | 5 - B255 (S) - AHEAD | 6 - A226 London Road (W) |
| From | 1 - A206 (N) - LEFT TURN | 0                        | 17                   | 0                        | 0                        | 0                    | 0                        |
|      | 2 - A206 (N) - AHEAD     | 4                        | 0                    | 0                        | 8                        | 0                    | 2                        |
|      | 3 - A226 London Road (E) | 12                       | 0                    | 0                        | 6                        | 0                    | 4                        |
|      | 4 - B255 (S) - LEFT TURN | 0                        | 0                    | 0                        | 0                        | 2                    | 0                        |
|      | 5 - B255 (S) - AHEAD     | 3                        | 0                    | 7                        | 0                        | 0                    | 0                        |
|      | 6 - A226 London Road (W) | 2                        | 0                    | 3                        | 2                        | 0                    | 0                        |

Results

Results Summary for whole modelled period

| Arm                      | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 0.27    | 6.04          | 0.4             | A       | 214                     | 321                           |
| 2 - A206 (N) - AHEAD     | 0.38    | 3.70          | 0.6             | A       | 526                     | 789                           |
| 3 - A226 London Road (E) | 0.48    | 4.80          | 1.0             | A       | 614                     | 921                           |
| 4 - B255 (S) - LEFT TURN | 0.27    | 5.06          | 0.4             | A       | 222                     | 333                           |
| 5 - B255 (S) - AHEAD     | 0.60    | 5.57          | 1.6             | A       | 852                     | 1279                          |
| 6 - A226 London Road (W) | 0.45    | 4.59          | 0.8             | A       | 553                     | 830                           |

Main Results for each time segment

07:45 - 08:00

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 175                   | 44                      | 461                       | 1070              | 0.164 | 175                 | 893                             | 0.0               | 0.2             | 4.700     | A                             |
| 2 - A206 (N) - AHEAD     | 431                   | 108                     | 461                       | 1804              | 0.239 | 430                 | 175                             | 0.0               | 0.3             | 2.781     | A                             |
| 3 - A226 London Road (E) | 504                   | 126                     | 608                       | 1731              | 0.291 | 502                 | 284                             | 0.0               | 0.4             | 3.139     | A                             |
| 4 - B255 (S) - LEFT TURN | 182                   | 46                      | 495                       | 1119              | 0.163 | 181                 | 615                             | 0.0               | 0.2             | 3.913     | A                             |
| 5 - B255 (S) - AHEAD     | 699                   | 175                     | 495                       | 1847              | 0.379 | 697                 | 181                             | 0.0               | 0.6             | 3.240     | A                             |
| 6 - A226 London Road (W) | 454                   | 113                     | 902                       | 1768              | 0.257 | 453                 | 290                             | 0.0               | 0.4             | 2.798     | A                             |

08:00 - 08:15

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 209                   | 52                      | 552                       | 1021              | 0.205 | 209                 | 1068                            | 0.2               | 0.3             | 5.187     | A                             |
| 2 - A206 (N) - AHEAD     | 515                   | 129                     | 552                       | 1745              | 0.295 | 515                 | 209                             | 0.3               | 0.4             | 3.108     | A                             |
| 3 - A226 London Road (E) | 601                   | 150                     | 727                       | 1652              | 0.364 | 601                 | 339                             | 0.4               | 0.6             | 3.675     | A                             |
| 4 - B255 (S) - LEFT TURN | 218                   | 54                      | 593                       | 1085              | 0.204 | 217                 | 736                             | 0.2               | 0.3             | 4.329     | A                             |
| 5 - B255 (S) - AHEAD     | 835                   | 209                     | 593                       | 1782              | 0.469 | 834                 | 217                             | 0.6               | 0.9             | 3.932     | A                             |
| 6 - A226 London Road (W) | 542                   | 136                     | 1079                      | 1641              | 0.330 | 541                 | 348                             | 0.4               | 0.5             | 3.348     | A                             |

08:15 - 08:30

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 257                   | 64                      | 676                       | 955               | 0.269 | 256                 | 1307                            | 0.3               | 0.4             | 6.022     | A                             |
| 2 - A206 (N) - AHEAD     | 631                   | 158                     | 676                       | 1665              | 0.379 | 630                 | 256                             | 0.4               | 0.6             | 3.690     | A                             |
| 3 - A226 London Road (E) | 737                   | 184                     | 890                       | 1543              | 0.477 | 735                 | 415                             | 0.6               | 1.0             | 4.774     | A                             |
| 4 - B255 (S) - LEFT TURN | 266                   | 67                      | 725                       | 992               | 0.268 | 266                 | 900                             | 0.3               | 0.4             | 5.051     | A                             |
| 5 - B255 (S) - AHEAD     | 1023                  | 256                     | 725                       | 1694              | 0.604 | 1020                | 266                             | 0.9               | 1.6             | 5.519     | A                             |
| 6 - A226 London Road (W) | 664                   | 166                     | 1320                      | 1469              | 0.452 | 663                 | 425                             | 0.5               | 0.8             | 4.560     | A                             |

08:30 - 08:45

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 257                   | 64                      | 677                       | 954               | 0.269 | 257                 | 1310                            | 0.4               | 0.4             | 6.036     | A                             |
| 2 - A206 (N) - AHEAD     | 631                   | 158                     | 677                       | 1664              | 0.379 | 631                 | 257                             | 0.6               | 0.6             | 3.700     | A                             |
| 3 - A226 London Road (E) | 737                   | 184                     | 892                       | 1542              | 0.478 | 737                 | 416                             | 1.0               | 1.0             | 4.797     | A                             |
| 4 - B255 (S) - LEFT TURN | 266                   | 67                      | 727                       | 992               | 0.269 | 266                 | 902                             | 0.4               | 0.4             | 5.062     | A                             |
| 5 - B255 (S) - AHEAD     | 1023                  | 256                     | 727                       | 1694              | 0.604 | 1023                | 266                             | 1.6               | 1.6             | 5.567     | A                             |
| 6 - A226 London Road (W) | 664                   | 166                     | 1323                      | 1467              | 0.453 | 664                 | 426                             | 0.8               | 0.8             | 4.587     | A                             |

08:45 - 09:00

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 209                   | 52                      | 554                       | 1020              | 0.205 | 210                 | 1073                            | 0.4               | 0.3             | 5.204     | A                             |
| 2 - A206 (N) - AHEAD     | 515                   | 129                     | 554                       | 1744              | 0.295 | 516                 | 210                             | 0.6               | 0.4             | 3.116     | A                             |
| 3 - A226 London Road (E) | 601                   | 150                     | 729                       | 1650              | 0.364 | 603                 | 341                             | 1.0               | 0.6             | 3.696     | A                             |
| 4 - B255 (S) - LEFT TURN | 218                   | 54                      | 595                       | 1064              | 0.204 | 218                 | 738                             | 0.4               | 0.3             | 4.342     | A                             |
| 5 - B255 (S) - AHEAD     | 835                   | 209                     | 595                       | 1781              | 0.469 | 838                 | 218                             | 1.6               | 0.9             | 3.970     | A                             |
| 6 - A226 London Road (W) | 542                   | 136                     | 1084                      | 1638              | 0.331 | 543                 | 349                             | 0.8               | 0.5             | 3.371     | A                             |

09:00 - 09:15

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 175                   | 44                      | 464                       | 1068              | 0.164 | 176                 | 897                             | 0.3               | 0.2             | 4.719     | A                             |
| 2 - A206 (N) - AHEAD     | 431                   | 108                     | 464                       | 1803              | 0.239 | 432                 | 176                             | 0.4               | 0.3             | 2.790     | A                             |
| 3 - A226 London Road (E) | 504                   | 126                     | 611                       | 1730              | 0.291 | 504                 | 285                             | 0.6               | 0.4             | 3.155     | A                             |
| 4 - B255 (S) - LEFT TURN | 182                   | 46                      | 498                       | 1118              | 0.163 | 182                 | 617                             | 0.3               | 0.2             | 3.927     | A                             |
| 5 - B255 (S) - AHEAD     | 699                   | 175                     | 498                       | 1846              | 0.379 | 701                 | 182                             | 0.9               | 0.6             | 3.263     | A                             |
| 6 - A226 London Road (W) | 454                   | 113                     | 906                       | 1764              | 0.257 | 455                 | 292                             | 0.5               | 0.4             | 2.814     | A                             |

## 2022 Observed, PM

### Data Errors and Warnings

| Severity | Area                    | Item                     | Description                                                        |
|----------|-------------------------|--------------------------|--------------------------------------------------------------------|
| Warning  | Demand Set Relationship | D7 - 2031 Base + Dav, AM | Demand Set relationships are chained. This may slow down the file. |

## Junction Network

### Junctions

| Junction | Name                               | Junction type       | Use circulating lanes | Arm order        | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------------|-----------------------|------------------|--------------------|--------------|
| 1        | J8 - A226 / A206 / B255 Roundabout | Standard Roundabout |                       | 1, 2, 3, 4, 5, 6 | 6.30               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2022 Observed | PM               | ONE HOUR             | 16:45              | 18:15               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Am                       | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A206 (N) - LEFT TURN |            | ONE HOUR     | ✓            | 309                     | 100.000            |
| 2 - A206 (N) - AHEAD     |            | ONE HOUR     | ✓            | 993                     | 100.000            |
| 3 - A226 London Road (E) |            | ONE HOUR     | ✓            | 563                     | 100.000            |
| 4 - B255 (S) - LEFT TURN |            | ONE HOUR     | ✓            | 275                     | 100.000            |
| 5 - B255 (S) - AHEAD     |            | ONE HOUR     | ✓            | 802                     | 100.000            |
| 6 - A226 London Road (W) |            | ONE HOUR     | ✓            | 692                     | 100.000            |

## Origin-Destination Data

Demand (PCU/hr)

|      |                          | To                       |                      |                          |                          |                      |                          |
|------|--------------------------|--------------------------|----------------------|--------------------------|--------------------------|----------------------|--------------------------|
| From |                          | 1 - A206 (N) - LEFT TURN | 2 - A206 (N) - AHEAD | 3 - A226 London Road (E) | 4 - B255 (S) - LEFT TURN | 5 - B255 (S) - AHEAD | 6 - A226 London Road (W) |
|      | 1 - A206 (N) - LEFT TURN | 0                        | 309                  | 0                        | 0                        | 0                    | 0                        |
|      | 2 - A206 (N) - AHEAD     | 44                       | 0                    | 0                        | 767                      | 0                    | 182                      |
|      | 3 - A226 London Road (E) | 188                      | 0                    | 1                        | 179                      | 0                    | 195                      |
|      | 4 - B255 (S) - LEFT TURN | 0                        | 0                    | 0                        | 0                        | 275                  | 0                        |
|      | 5 - B255 (S) - AHEAD     | 489                      | 0                    | 286                      | 27                       | 0                    | 0                        |
|      | 6 - A226 London Road (W) | 179                      | 0                    | 221                      | 291                      | 0                    | 1                        |

## Vehicle Mix

Heavy Vehicle Percentages

|      |                          | To                       |                      |                          |                          |                      |                          |
|------|--------------------------|--------------------------|----------------------|--------------------------|--------------------------|----------------------|--------------------------|
| From |                          | 1 - A206 (N) - LEFT TURN | 2 - A206 (N) - AHEAD | 3 - A226 London Road (E) | 4 - B255 (S) - LEFT TURN | 5 - B255 (S) - AHEAD | 6 - A226 London Road (W) |
|      | 1 - A206 (N) - LEFT TURN | 0                        | 7                    | 0                        | 0                        | 0                    | 0                        |
|      | 2 - A206 (N) - AHEAD     | 0                        | 0                    | 0                        | 2                        | 0                    | 1                        |
|      | 3 - A226 London Road (E) | 7                        | 0                    | 0                        | 7                        | 0                    | 2                        |
|      | 4 - B255 (S) - LEFT TURN | 0                        | 0                    | 0                        | 0                        | 1                    | 0                        |
|      | 5 - B255 (S) - AHEAD     | 4                        | 0                    | 5                        | 0                        | 0                    | 0                        |
|      | 6 - A226 London Road (W) | 2                        | 0                    | 0                        | 1                        | 0                    | 0                        |

Results

Results Summary for whole modelled period

| Am                       | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 0.41    | 7.88          | 0.7             | A       | 284                     | 425                           |
| 2 - A206 (N) - AHEAD     | 0.72    | 8.73          | 2.6             | A       | 911                     | 1367                          |
| 3 - A226 London Road (E) | 0.53    | 6.84          | 1.2             | A       | 517                     | 775                           |
| 4 - B255 (S) - LEFT TURN | 0.30    | 5.06          | 0.4             | A       | 252                     | 379                           |
| 5 - B255 (S) - AHEAD     | 0.51    | 4.43          | 1.1             | A       | 736                     | 1104                          |
| 6 - A226 London Road (W) | 0.48    | 4.35          | 0.9             | A       | 635                     | 952                           |

Main Results for each time segment

16:45 - 17:00

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 233                   | 58                      | 621                       | 984               | 0.236 | 231                 | 675                             | 0.0               | 0.3             | 5.107     | A                             |
| 2 - A206 (N) - AHEAD     | 748                   | 187                     | 621                       | 1701              | 0.440 | 744                 | 231                             | 0.0               | 0.8             | 3.818     | A                             |
| 3 - A226 London Road (E) | 424                   | 106                     | 984                       | 1481              | 0.286 | 422                 | 381                             | 0.0               | 0.4             | 3.571     | A                             |
| 4 - B255 (S) - LEFT TURN | 207                   | 52                      | 458                       | 1139              | 0.182 | 206                 | 948                             | 0.0               | 0.2             | 3.893     | A                             |
| 5 - B255 (S) - AHEAD     | 604                   | 151                     | 458                       | 1872              | 0.323 | 602                 | 206                             | 0.0               | 0.5             | 2.950     | A                             |
| 6 - A226 London Road (W) | 521                   | 130                     | 777                       | 1857              | 0.281 | 519                 | 283                             | 0.0               | 0.4             | 2.714     | A                             |

17:00 - 17:15

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 278                   | 69                      | 743                       | 919               | 0.302 | 277                 | 808                             | 0.3               | 0.5             | 5.996     | A                             |
| 2 - A206 (N) - AHEAD     | 893                   | 223                     | 743                       | 1621              | 0.551 | 891                 | 277                             | 0.8               | 1.2             | 5.001     | A                             |
| 3 - A226 London Road (E) | 506                   | 127                     | 1177                      | 1352              | 0.374 | 505                 | 456                             | 0.4               | 0.6             | 4.471     | A                             |
| 4 - B255 (S) - LEFT TURN | 247                   | 62                      | 548                       | 1090              | 0.227 | 247                 | 1134                            | 0.2               | 0.3             | 4.313     | A                             |
| 5 - B255 (S) - AHEAD     | 721                   | 180                     | 548                       | 1812              | 0.398 | 720                 | 247                             | 0.5               | 0.7             | 3.435     | A                             |
| 6 - A226 London Road (W) | 622                   | 156                     | 929                       | 1748              | 0.356 | 621                 | 339                             | 0.4               | 0.6             | 3.224     | A                             |

17:15 - 17:30

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 340                   | 85                      | 909                       | 830               | 0.410 | 339                 | 989                             | 0.5               | 0.7             | 7.828     | A                             |
| 2 - A206 (N) - AHEAD     | 1093                  | 273                     | 909                       | 1513              | 0.722 | 1088                | 339                             | 1.2               | 2.6             | 8.502     | A                             |
| 3 - A226 London Road (E) | 620                   | 155                     | 1439                      | 1178              | 0.526 | 618                 | 558                             | 0.6               | 1.2             | 6.738     | A                             |
| 4 - B255 (S) - LEFT TURN | 303                   | 76                      | 670                       | 1023              | 0.296 | 302                 | 1386                            | 0.3               | 0.4             | 5.043     | A                             |
| 5 - B255 (S) - AHEAD     | 883                   | 221                     | 670                       | 1731              | 0.510 | 881                 | 302                             | 0.7               | 1.1             | 4.407     | A                             |
| 6 - A226 London Road (W) | 762                   | 190                     | 1137                      | 1600              | 0.476 | 760                 | 414                             | 0.6               | 0.9             | 4.323     | A                             |

17:30 - 17:45

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 340                   | 85                      | 911                       | 829               | 0.410 | 340                 | 991                             | 0.7               | 0.7             | 7.876     | A                             |
| 2 - A206 (N) - AHEAD     | 1093                  | 273                     | 911                       | 1512              | 0.723 | 1093                | 340                             | 2.6               | 2.6             | 8.725     | A                             |
| 3 - A226 London Road (E) | 620                   | 155                     | 1444                      | 1174              | 0.528 | 620                 | 559                             | 1.2               | 1.2             | 6.836     | A                             |
| 4 - B255 (S) - LEFT TURN | 303                   | 76                      | 673                       | 1021              | 0.296 | 303                 | 1392                            | 0.4               | 0.4             | 5.059     | A                             |
| 5 - B255 (S) - AHEAD     | 883                   | 221                     | 673                       | 1729              | 0.511 | 883                 | 303                             | 1.1               | 1.1             | 4.432     | A                             |
| 6 - A226 London Road (W) | 762                   | 190                     | 1140                      | 1598              | 0.477 | 762                 | 416                             | 0.9               | 0.9             | 4.345     | A                             |

17:45 - 18:00

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 278                   | 69                      | 745                       | 918               | 0.303 | 279                 | 811                             | 0.7               | 0.5             | 6.040     | A                             |
| 2 - A206 (N) - AHEAD     | 893                   | 223                     | 745                       | 1620              | 0.551 | 898                 | 279                             | 2.6               | 1.3             | 5.110     | A                             |
| 3 - A226 London Road (E) | 506                   | 127                     | 1185                      | 1346              | 0.376 | 508                 | 458                             | 1.2               | 0.6             | 4.531     | A                             |
| 4 - B255 (S) - LEFT TURN | 247                   | 62                      | 552                       | 1088              | 0.227 | 248                 | 1142                            | 0.4               | 0.3             | 4.332     | A                             |
| 5 - B255 (S) - AHEAD     | 721                   | 180                     | 552                       | 1810              | 0.398 | 723                 | 248                             | 1.1               | 0.7             | 3.455     | A                             |
| 6 - A226 London Road (W) | 622                   | 156                     | 933                       | 1745              | 0.356 | 624                 | 342                             | 0.9               | 0.6             | 3.244     | A                             |

18:00 - 18:15

| Am                       | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 233                   | 58                      | 623                       | 983               | 0.237 | 233                 | 679                             | 0.5               | 0.3             | 5.142     | A                             |
| 2 - A206 (N) - AHEAD     | 748                   | 187                     | 623                       | 1699              | 0.440 | 749                 | 233                             | 1.3               | 0.8             | 3.866     | A                             |
| 3 - A226 London Road (E) | 424                   | 106                     | 990                       | 1477              | 0.287 | 425                 | 383                             | 0.6               | 0.4             | 3.602     | A                             |
| 4 - B255 (S) - LEFT TURN | 207                   | 52                      | 461                       | 1138              | 0.182 | 207                 | 954                             | 0.3               | 0.2             | 3.908     | A                             |
| 5 - B255 (S) - AHEAD     | 604                   | 151                     | 461                       | 1870              | 0.323 | 605                 | 207                             | 0.7               | 0.5             | 2.968     | A                             |
| 6 - A226 London Road (W) | 521                   | 130                     | 780                       | 1854              | 0.281 | 522                 | 285                             | 0.6               | 0.4             | 2.729     | A                             |

## 2031 Base, AM

### Data Errors and Warnings

| Severity | Area                    | Item                     | Description                                                        |
|----------|-------------------------|--------------------------|--------------------------------------------------------------------|
| Warning  | Demand Set Relationship | D7 - 2031 Base + Dav, AM | Demand Set relationships are chained. This may slow down the file. |

## Junction Network

### Junctions

| Junction | Name                               | Junction type       | Use circulating lanes | Arm order        | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------------|-----------------------|------------------|--------------------|--------------|
| 1        | J8 - A226 / A206 / B255 Roundabout | Standard Roundabout |                       | 1, 2, 3, 4, 5, 6 | 5.68               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|-------------------|--------------|
| D5 | 2031 Base     | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        | ✓                 | Simple            | D1*1.08      |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm                      | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - A206 (N) - LEFT TURN |            | ONE HOUR     | ✓            | 252                     | 100.000            |
| 2 - A206 (N) - AHEAD     |            | ONE HOUR     | ✓            | 619                     | 100.000            |
| 3 - A226 London Road (E) |            | ONE HOUR     | ✓            | 723                     | 100.000            |
| 4 - B255 (S) - LEFT TURN |            | ONE HOUR     | ✓            | 261                     | 100.000            |
| 5 - B255 (S) - AHEAD     |            | ONE HOUR     | ✓            | 1003                    | 100.000            |
| 6 - A226 London Road (W) |            | ONE HOUR     | ✓            | 651                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

| To   |                          |                      |                          |                          |                      |                          |
|------|--------------------------|----------------------|--------------------------|--------------------------|----------------------|--------------------------|
| From | 1 - A206 (N) - LEFT TURN | 2 - A206 (N) - AHEAD | 3 - A226 London Road (E) | 4 - B255 (S) - LEFT TURN | 5 - B255 (S) - AHEAD | 6 - A226 London Road (W) |
|      | 1 - A206 (N) - LEFT TURN |                      |                          |                          |                      |                          |
|      | 2 - A206 (N) - AHEAD     |                      |                          |                          |                      |                          |
|      | 3 - A226 London Road (E) |                      |                          |                          |                      |                          |
|      | 4 - B255 (S) - LEFT TURN |                      |                          |                          |                      |                          |
|      | 5 - B255 (S) - AHEAD     |                      |                          |                          |                      |                          |
|      | 0                        | 252                  | 0                        | 0                        | 0                    | 0                        |
|      | 30                       | 0                    | 0                        | 433                      | 0                    | 156                      |
|      | 264                      | 0                    | 1                        | 197                      | 0                    | 261                      |
|      | 0                        | 0                    | 0                        | 0                        | 261                  | 0                        |
|      | 796                      | 0                    | 203                      | 14                       | 0                    | 0                        |
|      | 205                      | 0                    | 204                      | 241                      | 0                    | 1                        |

## Vehicle Mix

### Heavy Vehicle Percentages

| To   |                          |                      |                          |                          |                      |                          |
|------|--------------------------|----------------------|--------------------------|--------------------------|----------------------|--------------------------|
| From | 1 - A206 (N) - LEFT TURN | 2 - A206 (N) - AHEAD | 3 - A226 London Road (E) | 4 - B255 (S) - LEFT TURN | 5 - B255 (S) - AHEAD | 6 - A226 London Road (W) |
|      | 1 - A206 (N) - LEFT TURN |                      |                          |                          |                      |                          |
|      | 2 - A206 (N) - AHEAD     |                      |                          |                          |                      |                          |
|      | 3 - A226 London Road (E) |                      |                          |                          |                      |                          |
|      | 4 - B255 (S) - LEFT TURN |                      |                          |                          |                      |                          |
|      | 5 - B255 (S) - AHEAD     |                      |                          |                          |                      |                          |
|      | 0                        | 17                   | 0                        | 0                        | 0                    | 0                        |
|      | 4                        | 0                    | 0                        | 8                        | 0                    | 2                        |
|      | 12                       | 0                    | 0                        | 6                        | 0                    | 4                        |
|      | 0                        | 0                    | 0                        | 0                        | 2                    | 0                        |
|      | 3                        | 0                    | 7                        | 0                        | 0                    | 0                        |
|      | 2                        | 0                    | 3                        | 2                        | 0                    | 0                        |

## Results

### Results Summary for whole modelled period

| Arm                      | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 0.30    | 6.50          | 0.5             | A       | 231                     | 346                           |
| 2 - A206 (N) - AHEAD     | 0.42    | 4.04          | 0.8             | A       | 568                     | 852                           |
| 3 - A226 London Road (E) | 0.53    | 5.53          | 1.2             | A       | 663                     | 994                           |
| 4 - B255 (S) - LEFT TURN | 0.30    | 5.46          | 0.4             | A       | 240                     | 360                           |
| 5 - B255 (S) - AHEAD     | 0.67    | 6.78          | 2.1             | A       | 921                     | 1381                          |
| 6 - A226 London Road (W) | 0.52    | 5.46          | 1.1             | A       | 598                     | 896                           |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 189                   | 47                      | 498                       | 1050              | 0.180 | 188                 | 964                             | 0.0               | 0.3             | 4.881     | A                             |
| 2 - A206 (N) - AHEAD     | 486                   | 116                     | 498                       | 1780              | 0.262 | 464                 | 188                             | 0.0               | 0.4             | 2.904     | A                             |
| 3 - A226 London Road (E) | 544                   | 136                     | 656                       | 1699              | 0.320 | 542                 | 306                             | 0.0               | 0.5             | 3.334     | A                             |
| 4 - B255 (S) - LEFT TURN | 197                   | 49                      | 535                       | 1097              | 0.179 | 196                 | 664                             | 0.0               | 0.2             | 4.069     | A                             |
| 5 - B255 (S) - AHEAD     | 755                   | 189                     | 535                       | 1821              | 0.415 | 752                 | 196                             | 0.0               | 0.7             | 3.487     | A                             |
| 6 - A226 London Road (W) | 490                   | 123                     | 974                       | 1716              | 0.286 | 489                 | 314                             | 0.0               | 0.4             | 2.996     | A                             |

#### 08:00 - 08:15

| Arm                      | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - A206 (N) - LEFT TURN | 226                   | 57                      | 596                       | 998               | 0.227 | 226                 | 1154                            | 0.3               | 0.3             | 5.456     | A                             |
| 2 - A206 (N) - AHEAD     | 556                   | 139                     | 596                       | 1716              | 0.324 | 556                 | 226                             | 0.4               | 0.5             | 3.293     | A                             |
| 3 - A226 London Road (E) | 650                   | 162                     | 786                       | 1613              | 0.403 | 649                 | 366                             | 0.5               | 0.7             | 4.004     | A                             |
| 4 - B255 (S) - LEFT TURN | 235                   | 59                      | 640                       | 1039              | 0.226 | 235                 | 794                             | 0.2               | 0.3             | 4.562     | A                             |
| 5 - B255 (S) - AHEAD     | 902                   | 225                     | 640                       | 1751              | 0.515 | 901                 | 235                             | 0.7               | 1.1             | 4.384     | A                             |
| 6 - A226 London Road (W) | 585                   | 146                     | 1165                      | 1580              | 0.371 | 585                 | 375                             | 0.4               | 0.6             | 3.702     | A                             |