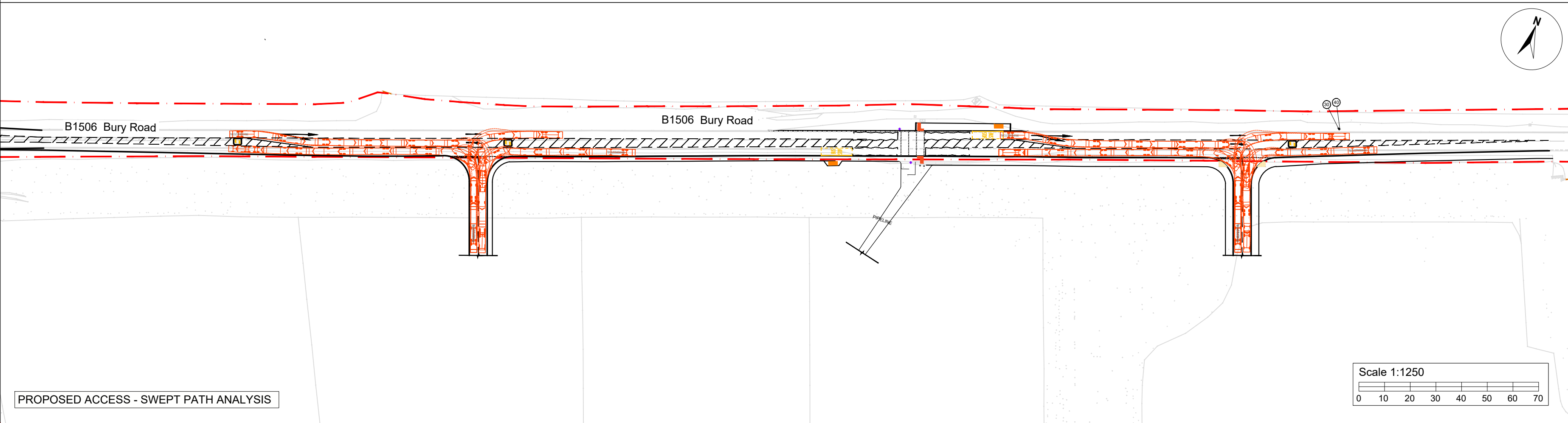
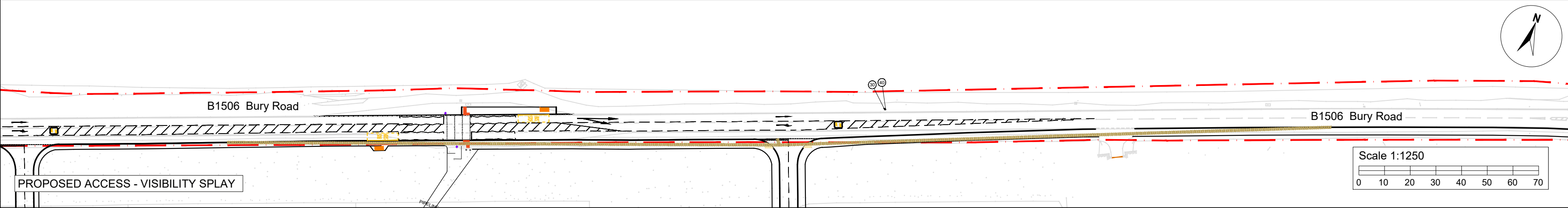
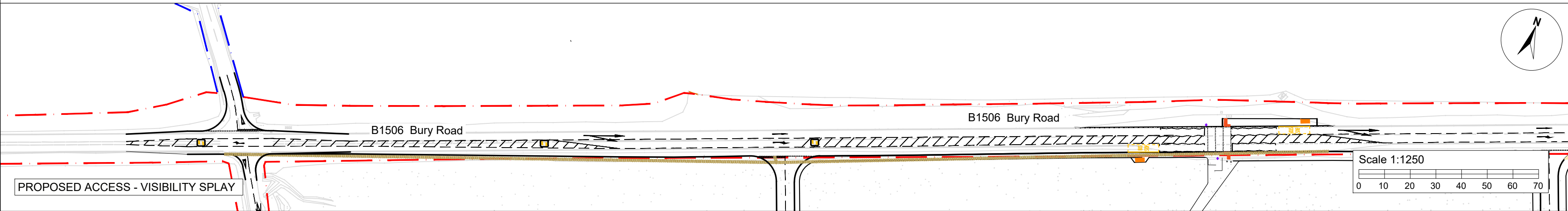
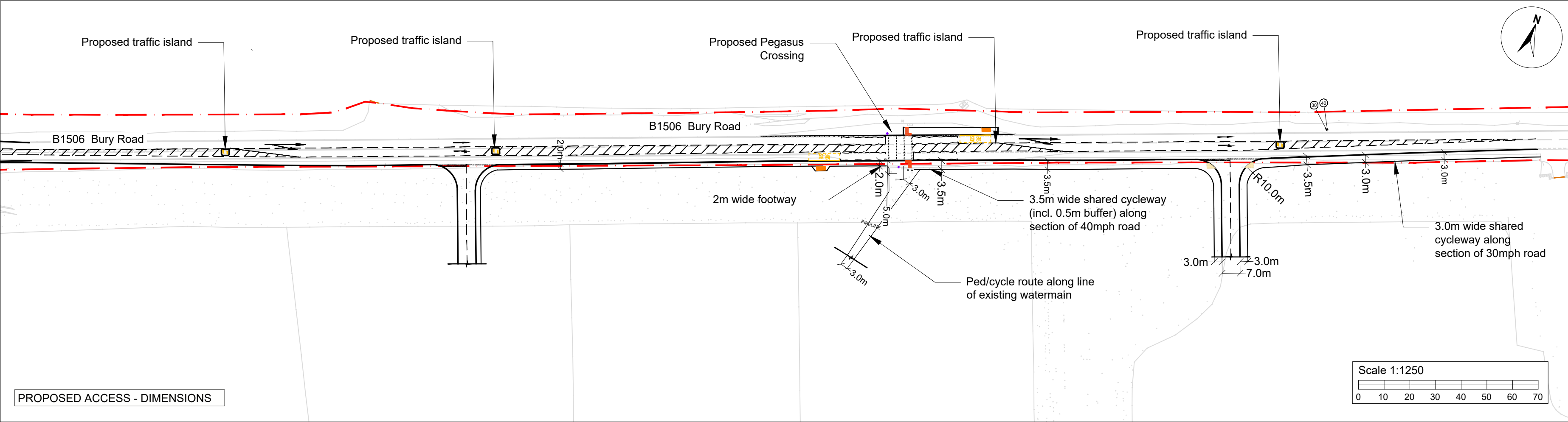
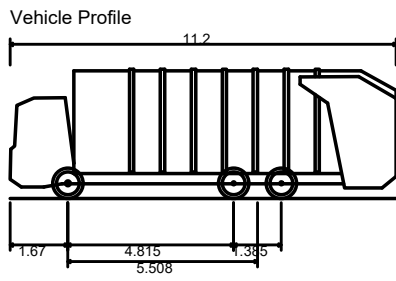
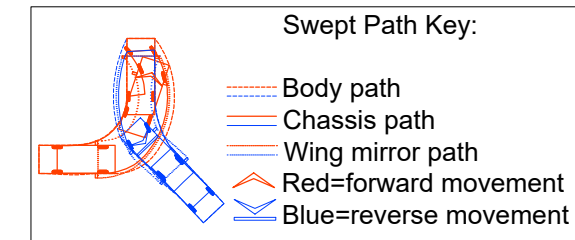




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- Existing White Lining -
- Proposed White Lining -
- Existing Kerb -
- Proposed Kerb -
- Existing Back of Kerb -
- Proposed Back of Kerb -
- Proposed Internal Cycleway -
- Equestrian Level Push Button -
- Highway Boundary -
- 2.4m X 215m Visibility Splay -



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



FOR  
INFORMATION  
ONLY

|     |                             |     |    |          |
|-----|-----------------------------|-----|----|----------|
| A   | Updated in response to RSA1 | MOK | ID | 30/04/25 |
| Rev | Description                 | By  | CB | Date     |

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Client Lochainort Kentford Ltd

Project Lanwades Woodland Park, Kentford

Title Proposed B1506 Accesses

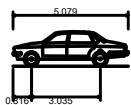
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| Status         | Drawn By   | PM/Checked by |
| INFORMATION    | MOK        | ID            |
| Project Number | Scale @ A2 | Date Created  |
| TRP-00058      | 1:1250     | 24/02/2025    |

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Rev  
A

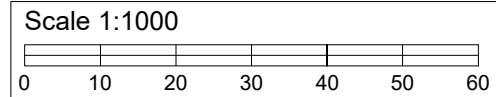
rpsgroup.com

PRELIMINARY  
NOT FOR  
CONSTRUCTION



Large Car (2006)  
Overall Length 5.079m  
Overall Width 1.872m  
Overall Body Height 1.525m  
Min Body Ground Clearance 0.310m  
Max Track Width 1.831m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 5.900m

VISIBILITY SPLAY



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#### NOTES

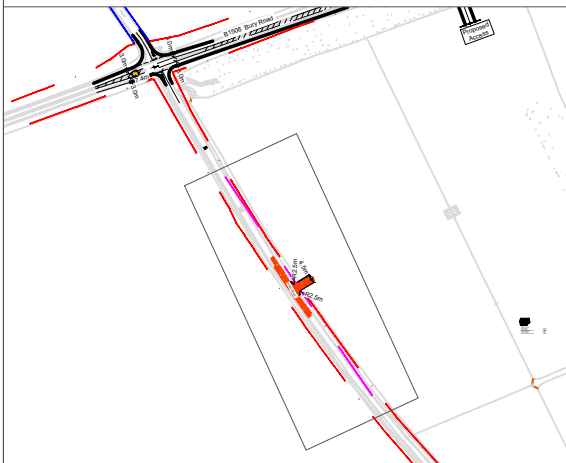
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Existing Kerb -   
Proposed Kerb -   
2.4m x 90m Visibility Splay -

#### Highway Boundary

Suffolk County Council -

#### Map Key:



| Rev | Description | By | CB | Date |
|-----|-------------|----|----|------|
|     |             |    |    |      |



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Client Lochailort Kentford Ltd

Project Lanwades Woodland Park, Kentford

Title Proposed Memorial Garden Access

|                |            |               |
|----------------|------------|---------------|
| Status         | Drawn By   | PM/Checked by |
| INFORMATION    | MOK        | ID            |
| Project Number | Scale @ A3 | Date Created  |
| TRP-00058      | VARIES     | 09/05/2025    |

RPS Drawing/Figure Number Rev  
794-PLN-TRP-00058-DR-014

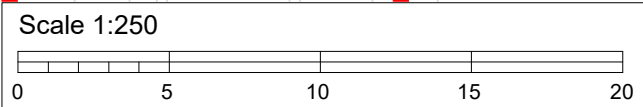
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School Road

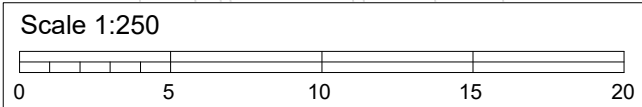
R2.5m

R2.5m

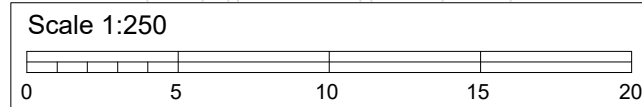
PROPOSED MEMORIAL GARDEN ACCESS



SWEPT PATH ANALYSIS - INBOUND



SWEPT PATH ANALYSIS - OUTBOUND



## Appendix 09 – Road Safety Audit Stage 1

# LANDWADES WOODLAND PARK, KENTFORD

## Stage 1 Road Safety Audit Designers Response

794-PLN-TRP-00058-09a  
RSA1 Designers Response  
Version-01  
12 May 2025



## Document Status

| Version | Purpose of document | Authored by   | Reviewed by  | Approved by  | Review date |
|---------|---------------------|---------------|--------------|--------------|-------------|
| 01      | Information         | Matthew Brown | Ian Dimbylow | Ian Dimbylow | 12 May 2025 |
|         |                     |               |              |              |             |
|         |                     |               |              |              |             |
|         |                     |               |              |              |             |

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Prepared by:

Prepared for:

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### APPENDICES

#### APPENDIX 1 – STAGE 1 ROAD SAFETY AUDIT

# 1 INTRODUCTION

- 1.1 This Road Safety Audit Designer's Response relates to the Stage 1 Road Safety Audit carried out on the proposed site access and highway improvements at Lanwades Woodland Park development in Kentford.
- 1.2 The Stage 1 Road Safety Audit (RSA1) was undertaken by Capital Road Safety on 20 March 2025 in accordance with GG119 'Road Safety Audit'. The Stage 1 RSA is provided at **Appendix 1**.
- 1.3 The Design Team have considered the problems and recommendations in the Stage 1 Road Safety Audit and provided the following responses.

## 2 ITEMS RAISED IN THE STAGE 1 ROAD SAFETY AUDIT

| Audit Ref | Problem Summary and Recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Designer's Response                                                                                                                                                                                                                                                                                             |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.1.1     | <p><b>Location:</b> A – Eastern end of Bury Road, west of Moulton Road.</p> <p><b>Summary:</b> Proposed carriageway width too narrow.</p> <p>Towards the eastern end of the proposals for the shared-use footway, the Bury Road carriageway narrows to 5.0m. This seems narrow for a busy B-class road that frequently carries HGVs and large agricultural vehicles amongst the mix. The narrowness may increase the risk of sideswipe collisions, particularly as it may be within a range where drivers are unsure if the road can or cannot support bi-directional flow. It may also cause incidences of vehicles mounting the footway in order to avoid oncoming larger vehicles, increasing the risk of collisions with NMUs.</p> <p><b>Recommendation</b></p> <p>The carriageway width should be adequate to support bi-directional flow for the type of traffic mix experienced along the route.</p>                   | <p>The problem and recommendation are accepted.</p> <p>Updated topographic survey has been obtained for this area which shows the road width as wider than the OS mastermap used previously. The design plans have been updated to ensure a carriageway that can cater for two-way HGV traffic is provided.</p> |
| 4.1.2     | <p><b>Location:</b> B – Proposed Bury Road development vehicular accesses.</p> <p><b>Summary:</b> Successive ghost islands may promote injudicious overtaking.</p> <p>The scheme will introduce two successive ghost island junctions accessing the development. These will be linked with a section of chevron marking that maintains the width of the ghost island right turn lanes. The extended central area of carriageway may promote injudicious overtaking manoeuvres, i.e. acting as a three-lane carriageway. This may increase the risk of head-on collisions with opposing traffic, or shunts within the turning lanes. It may also increase the risk of collisions with NMUs using the controlled crossing that will be positioned between the two junctions.</p> <p><b>RECOMMENDATION</b></p> <p>The central area of carriageway should be punctuated with traffic islands to deter its use for overtaking.</p> | <p>The problem and recommendation are accepted.</p> <p>The provision of traffic islands has been included as part of the design update of the two ghost island junctions.</p>                                                                                                                                   |

| Audit Ref | Problem Summary and Recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Designer's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 4.1.3     | <p><b>Location:</b> Western end of Bury Road.</p> <p><b>Summary:</b> Reduced speed limit too optimistically low.</p> <p>Bury Road has a very straight alignment, much of which is subject to the national speed limit. Approaching Kentford from the west, the limit initially drops to 40mph prior to Sir Graham Kirkham Avenue, before dropping to the village 30mph limit between Sire Lane and Jeddah Way. The scheme proposes reductions to the speed limits, extending the 40mph limit to the west of the School Road junction and also extending the 30mph speed limit west of Lanwades Hall gatehouse, as per the TA extract below.</p> <p>Although the development will infill between the existing Sire Lane / Jeddah Way development and School Road, it will be set back from Bury Road, much as the existing development is. There is concern that the highway will retain a rural feel, along which the extended 40mph and 30mph speed limits may not appear appropriate to many drivers. This feel may be exacerbated by the provision of ghost island junctions, which will widen out the carriageway vista considerably, plus there being no street lighting west of Sir Graham Kirkham Avenue. Inappropriately low speed limits can tend to be disregarded by many drivers, increasing the risk of collisions, e.g. from drivers overtaking injudiciously to pass a slower vehicle that is complying with the posted limit.</p> <p><b>RECOMMENDATION</b></p> <p>Speed limits should be set such that they appear to be appropriate to the setting to the majority of drivers. To avoid too many changes to the limit, i.e. 60-50-40-30, the extended 40mph limit should be applied, but the extended 30mph limit should not be applied.</p> | <p>The problem is not accepted.</p> <p>The proposed extension of the 30mph and 40mph speed limit reflect the introduction of new urban development and new vehicle access arrangements. The change in road layout and movements in the area will mean that the speed limits should be reviewed.</p> <p>The changes to the speed limit will need to be discussed and approved by Suffolk County Council and subject to the traffic regulation order process.</p> <p>The recommendation does not make logical sense in relation to avoiding too many changing limits. Extending the 30mph limit does not increase the number of changes to the limits, only the positions of the changes from 60-40 and 40-30.</p>                                          |
| 4.1.4     | <p><b>Locations:</b> C &amp; D – Proposed Bury Road bus stops.</p> <p><b>Summary:</b> Risk of injudicious overtaking of dwelling buses.</p> <p>There will be two new bus stops located on Bury Road, between the two proposed junctions. There is concern that dwelling buses may cause some drivers to make injudicious overtakes to avoid being held up. These manoeuvres may increase the risk of head-on collisions. Also, such manoeuvres would be within the controlled clearway zones of the associated signal-controlled crossings, increasing the risk of collisions involving NMUs using the crossings.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>The problem and recommendation are not accepted.</p> <p>It is not proposed to divert the bus services into the site as this introduces additional distance and delay to the services.</p> <p>The provision of bus stops in a built-up area are a common design feature and should not present a challenge to road users to negotiate safely. The stops will not be used as layover stops and buses will only stop for passengers waiting or alighting a bus.</p> <p>There is also a section of central hatching that will allow vehicles room to pass a waiting bus if required.</p> <p>The 'tail-to-tail' arrangement for the stops is the recommended layout so that overtaking of a stopped bus does not interfere with another bus stopping on</p> |

| Audit Ref | Problem Summary and Recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Designer's Response                                                                                                                                                                                                                                                                                                                                                                          |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|           | <p><b>RECOMMENDATION</b></p> <p>The bus stops should be located within the development.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>the opposite side of the road. In addition the position of the stops in relation to the signal crossings avoids blocking of visibility to signals.</p>                                                                                                                                                                                                                                    |
| 4.1.5     | <p><b>Location:</b> E &amp; F – Proposed Bury Road vehicular accesses.</p> <p><b>Summary:</b> Visibility splays may be too small. Notwithstanding and further to 4.1.3, on Page 48 of the Transport Assessment, the proposed visibility splays on Bury Road are described as being 2.4m x 120m, with a design speed of 70kph (40mph). Should compliance with the posted speed limit be poor this may provide inadequate visibility at the junctions. An increased risk of 'failed to give way'-type collisions may result.</p> <p><b>RECOMMENDATION</b></p> <p>The design speed for junctions should be pragmatic in reflecting the likely speeds that will be recorded along the route, post-construction.</p>                                                                                                                                                                                     | <p>The recommendation is partially accepted. The visibility splay for higher speeds have also been added to the drawings to demonstrate that they can be achieved if required.</p>                                                                                                                                                                                                           |
| 4.1.6     | <p><b>Location:</b> G – Shared-use footway along Bury Road.</p> <p><b>Summary:</b> Refuge island may not adequately accommodate cyclists.</p> <p>The existing, expansive junctions at Sire Lane and Jeddah Way will be tightened, reducing crossing distances for NMUs. However, the junction at Sir Graham Kirkham Avenue will remain as it is, with expansive geometry but incorporating a refuge island. It is assumed that the junction needs to accommodate the swept paths of larger vehicles. However, the existing refuge island is not sufficiently expansive to adequately accommodate cyclists. Cycles may overhang the carriageway should cyclists need to dwell on the island. This may increase their risk of being sideswiped by passing motor vehicles.</p> <p><b>RECOMMENDATION</b></p> <p>The refuge island should be modified such that it adequately accommodates cyclists.</p> | <p>The problem and recommendation are accepted. The central refuge island at the Sir Graham Kirkham Avenue junction has been increased from 2m to 3m to fully accommodate cycle movements.</p>                                                                                                                                                                                               |
| 4.1.7     | <p><b>Location:</b> H – Eastern end of the shared-use footway along Bury Road.</p> <p><b>Summary:</b> No crossing facilities for cyclists to or from Station Road.</p> <p>The shared-use footway along Bury Road terminates by Station Road to the eastern end. There will be a Zebra crossing at this location, to be provided by the Kennet Garden Village development. However, this does not accommodate cyclists using Station Road and</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>The problem is accepted.</p> <p>The mini roundabout junction design is currently being developed by the Kennet Garden Village application and is not finalised. We understand an updated submission is in preparation.</p> <p>The design of connections in this area will need to be re-visited as part of the detailed design and once the mini roundabout scheme has been approved.</p> |



| Audit Ref | Problem Summary and Recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Designer's Response                                                                                                                                                                                                                                                        |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|           | <p>would, in any case, also be off the direct desire line. This lack of provision may increase the risk of collisions involving cyclists, e.g. with pedestrians if using footways not adapted for their use, or with motor vehicles if trying to cross directly to or from Station Road.</p> <p><b>RECOMMENDATION</b></p> <p>The scheme should provide for cyclists' journey continuity beyond the immediate extents of the measures.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                            |
| 4.1.8     | <p><b>Location:</b> I – Proposed Pegasus crossing.</p> <p><b>Summary:</b> Risk of collisions involving ridden horses.</p> <p>On page 48 of the Transport Assessment, the provision of a Pegasus crossing is described, which is to provide for a desire line for recreational horse riding along Norwich Road and School Road, as per the extract below:</p> <p>The layout of the proposed crossing is, however, shown as a Pedex type. This will not allow sufficient space for horses to safely wait clear of the carriageway or align correctly to allow the rider to call up the crossing, increasing the risk of collisions between horses and motor vehicles, or horses being spooked by passing traffic. It also appears to cross pedestrians and horses together, increasing the risk of collisions between these two road user groups.</p> <p><b>RECOMMENDATION</b></p> <p>The Pegasus crossing should be designed in accordance with DMRB CD 143 Section 5.</p> | <p>The problem and recommendation are accepted.</p> <p>The Pegasus crossing has been designed in accordance with DMRB CD 143 Section 5 and provided on the updated drawings.</p>                                                                                           |
| 4.1.9     | <p><b>Location:</b> J – Shared-use footway east of Lanwades Business Park.</p> <p><b>Summary:</b> Risk of collisions between bus passengers and cyclists.</p> <p>The existing bus stop with shelter by Lanwades Business Park is not noted on the design drawing. Lack of width around the shelter may increase the risk of collisions between bus passengers and cyclists.</p> <p><b>RECOMMENDATION</b></p> <p>The bus stop with its shelter should be adequately incorporated into the proposed layout.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>The problem and recommendation are accepted.</p> <p>The bus stop and shelter have been incorporated into the proposed layout following the receipt of additional topographical survey.</p>                                                                              |
| 4.1.10    | <p><b>Location:</b> K – Bury Road, between Jeddah Way and Sir Graham Kirkham Avenue.</p> <p><b>Summary:</b> Lighting columns will be located within the shared-use footway surface.</p> <p>The scheme will widen the southern footway along Bury Road to provide a 3.0m shared-use</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>The problem and recommendation are accepted.</p> <p>The lighting design will be addressed as part of the detailed design and the columns will be relocated to the back of the footway.</p> <p>This issue will be reviewed as part of the Stage 2 Road Safety Audit.</p> |

| Audit Ref | Problem Summary and Recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Designer's Response                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|           | <p>surface. Between Jeddah Way and Sir Graham Kirkham Avenue, this will cause existing lighting columns to be within the footway width. There is no indication to show that the lighting columns will be relocated. Hence, there is concern that there may be risk of cyclists colliding with the columns, or collisions between pedestrians and cyclists around this series of pinch points.</p> <p><b>RECOMMENDATION</b></p> <p>The lighting columns should be relocated to the back of the widened footway.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 4.1.11    | <p><b>Location:</b> General – Bury Road.</p> <p><b>Summary:</b> Inconsistent lighting provision. There is inconsistency in the existing provision of street lighting along Bury Road. There is some lighting through the village, which stops at the Station Road junction. There is lighting once more from Jeddah Way towards, but not to, Sir Graham Kirkham Avenue. Then there is no more lighting for the extents of the scheme. The scheme is to introduce various changes to Bury Road, including junctions, bus stops and signalised crossings, together with reductions to the speed limit. With increased activity along Bury Road, there is concern that there may be increased risk of collisions during dark conditions at the unlit sections.</p> <p><b>RECOMMENDATION</b></p> <p>Street lighting should be consistently applied along Bury Road for the extents of the proposed scheme, from the end of the existing village centre lighting.</p> | <p>The problem and recommendation are accepted.</p> <p>The street lighting design will be developed as part of the detailed design for the extents of the proposed scheme.</p> <p>The street lighting design will be reviewed as part of the Stage 2 Road Safety Audit.</p>                                                                                                                                                                                      |
| 4.2.1     | <p><b>Location:</b> L – Proposed ghost island layout.</p> <p><b>Summary:</b> Narrow lanes increase the risk of offset head-on or sideswipe collisions. The ghost island will have a three x 3m wide lane layout. This appears a little constrained and is a lower provision than for the proposed development access junctions. Given that this junction is also currently subject to the national speed limit and will also be towards the end of the proposed 40mph speed limit (see 4.1.3 in this report), this layout may increase the risk offset head-on or sideswipe collisions in respect of vehicles using the turning lane.</p> <p><b>RECOMMENDATION</b></p> <p>The turning lane should be a minimum of 3.5m in width.</p>                                                                                                                                                                                                                             | <p>The problem and recommendation are not accepted.</p> <p>The lanes widths are considered appropriate to accommodate the design vehicles and in accordance with the minimum requirements of the DMRB CD 123.</p> <p>To increase the lane widths will provide road users with a sense of space and potentially increase vehicle speeds to the detriment of road safety.</p> <p>The proposed widening is a significant improvement on the existing situation.</p> |
| 4.2.2     | <p><b>Location:</b> M – Proposed ghost island layout.</p> <p><b>Summary:</b> Opposing right turns increase the</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>The problem is accepted. An alternative solution is proposed. The land to make a right/left staggered</p>                                                                                                                                                                                                                                                                                                                                                     |

| Audit Ref | Problem Summary and Recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Designer's Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|           | <p>risk of head-on collisions.</p> <p>The proposed ghost island layout at the Norwich Road / School Road junction will have overlapping right turn pockets. This may increase the risk of head-on collisions should opposing vehicles enter the junction at the same time. During the site visit, both right turns at the junction were seen to be frequently made. This would be of particular concern given the poor collision record of the junction, with five collisions shown in the last five years, four being serious.</p> <p><b>RECOMMENDATION</b></p> <p>The junction should be realigned to become a staggered crossroads layout, with no overlap between the right turn pockets.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>crossroads junction is not in the control of the development.</p> <p>Traffic survey undertaken to support the preparation of the transport assessment show that the right-turn into School Road is very low. In addition, School Road is a single track lane with informal passing places. It is proposed to ban the right-turn into School Road from the eastbound B1506. There is a readily available alternative using Moulton Road by turning right within Kentford on a more suitable road.</p> <p>The turning movement ban will be reinforced by an island which will also act to protect the right turn into Norwich Road.</p> |
| 4.3.1     | <p><b>Location:</b> General – School Road.</p> <p><b>Summary:</b> Reduced speed limit too optimistically low.</p> <p>The scheme proposes a quiet lane along School Road, together with a 20mph speed limit. The current nature of the route is a rural, mostly B-class road that runs cross country between the A11 and A143. There are few property frontages along this section and views across open countryside, as illustrated below. The route appears well used, but is not sufficiently wide to accommodate bi-directional flow, as witnessed by wear to the verges and as seen during the site visit. It is not clear at this stage how the proposed development, currently presented in outline form only, will affect the feel of the route. However, a 20mph speed limit along an unlit route appears particularly aspirational and unlikely to be complied with in any meaningful way by many drivers. By way of contrast, the speed limit will rise to 30mph as drivers enter Moulton village. This proposal may cause significant inconsistency in the way that various users, both between user types and within user groups, perceive and approach the route, generally increasing the risk of collisions.</p> <p><b>RECOMMENDATION</b></p> <p>The route should be subject to a realistically reduced speed limit. In respect of a 20mph speed limit, SCC's 20mph Speed Limit Policy Criteria should be referred to:<br/> <a href="https://www.suffolk.gov.uk/roads-and-transport/traffic-management-and-road-safety/speed-limits">https://www.suffolk.gov.uk/roads-and-transport/traffic-management-and-road-safety/speed-limits</a></p> | <p>The problem and recommendation are partially accepted.</p> <p>After consultation with the Parish Council, the quiet lane proposals have been changed to a footway connection along School Lane.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 4.3.2     | <p><b>Location:</b> General – School Road.</p> <p><b>Summary:</b> Risk of collisions with traffic</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>The problem and recommendation are partially accepted.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| Audit Ref                                 | Problem Summary and Recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Designer's Response                                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                           | <p>calming features on an unlit highway.</p> <p>Further to 4.3.1, the scheme proposes a number of kerbed buildouts plus priority working at the entry points along this unlit route. In dark conditions, or other adverse weather/lighting conditions, there may be increased risk of vehicles colliding with such traffic calming features and result in single vehicle loss of control.</p> <p><b>RECOMMENDATION</b></p> <p>The scheme should omit the physical build-out features and northern priority working. The southern priority working could be retained as a gateway feature for Moulton village but see 4.3.3 below.</p>                                                                                                                                  | <p>The Quiet Lane proposals have been removed and replaced by a footway. A build-out / priority working is proposed at a crossing point which is located adjacent to the development.</p> <p>The provision of electricity for appropriate lighting of bollards or streetlighting can be supplied from the proposed development and agreed at the detailed design stage.</p> |
| 4.3.3                                     | <p><b>Location:</b> N – Southern end of School Road.</p> <p><b>Summary:</b> Priority working layout in favour of vehicles entering the built-up village environment. The southern priority working layout is set out in favour of vehicles entering Moulton village. Although this is slowing those going from the high (30mph) to lower (20mph) speed limit, this is also travelling northbound and leaving the village built-up environment for open countryside. As such, the layout may encourage higher vehicle speeds entering the village and passing the local primary school, increasing the risk of speed related collisions.</p> <p>The southern priority working layout should be reversed to encourage drivers to slow as they enter Moulton village.</p> | <p>The removal of the Quiet Lane proposals removes this problem.</p>                                                                                                                                                                                                                                                                                                        |
| End of problems raised in the Stage 1 RSA |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                             |

## Appendices

## Appendix 1 – Stage 1 Road Safety Audit

## Lanwades Woodland Park, Kentford

### Proposed Section 278 Site Access & Improvements

#### Stage 1 Road Safety Audit

Ref: 3054-RSA-01 A



Prepared for: **RPS, on behalf of Lochailort Kentford Ltd**

Date: **March 2025**

TRAFFIC & ROAD SAFETY SPECIALISTS





## 1.0 DOCUMENT INFORMATION

|               |                                                                                                                  |
|---------------|------------------------------------------------------------------------------------------------------------------|
| Project Title | LANWADES WOODLAND PARK, KENTFORD<br>PROPOSED SECTION 278 SITE ACCESS & IMPROVEMENTS<br>STAGE 1 ROAD SAFETY AUDIT |
| Document No   | 3054-RSA-01                                                                                                      |

|             |              |          |          |
|-------------|--------------|----------|----------|
| Issue       | Original (A) | Revision | Revision |
| Date Issued | 28/03/25     |          |          |

|             |                                                                                   |  |  |
|-------------|-----------------------------------------------------------------------------------|--|--|
| Prepared by | A Haunton                                                                         |  |  |
| Signature   |  |  |  |

|            |                                                                                    |  |  |
|------------|------------------------------------------------------------------------------------|--|--|
| Checked by | J Thompson                                                                         |  |  |
| Signature  |  |  |  |

|               |                                                                                     |  |  |
|---------------|-------------------------------------------------------------------------------------|--|--|
| Authorised by | J Thompson                                                                          |  |  |
| Signature     |  |  |  |

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## **2.0 INTRODUCTION**

### **2.1 Commission and Terms of Reference**

- 2.1.1 This report results from a Stage 1 Road Safety Audit carried out on the proposed Section 278 site access and highway improvements for Lanwades Woodland Park, Kentford. The audit was carried out on the instruction of RPS's Ian Dimbylow, dated 17<sup>th</sup> March 2025, on behalf of Lochailort Kentford Ltd.
- 2.1.2 The Audit Team membership was as follows:
- Audit Team Leader: Andy Haunton BEng (Hons), MCIHT, FSoRSA  
Capital Road Safety Ltd
- Audit Team Member: Jonathan Thompson IEng, FIHE, MCIHT, MSoRSA  
Capital Road Safety Ltd
- 2.1.3 For the purposes of compliance with the National Highways standard GG 119 'Road Safety Audit' it is recorded that both the Audit Team Leader and Team Member hold a Certificate of Competency in Road Safety Audit.
- 2.1.4 The Audit was undertaken by Capital Road Safety in accordance with the Audit Brief provided by Ian Dimbylow of the Design Organisation. It took place during late March 2025 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme.
- 2.1.5 The Audit Team made a visit to the site of the scheme between 12:00 and 13:30hrs on 20<sup>th</sup> March 2025. During the site visit the weather was fine and the paved highway surfaces were dry. Traffic flows were low to moderate and free flowing along Bury Road, albeit there were temporary traffic lights further to the east, in Kentford village. A few pedestrians and cyclists were seen passing along the route. Flows along School Road were low but persistent.
- 2.1.6 The terms of reference of this audit are as described in the National Highways standard GG 119 Revision 2 'Road Safety Audit'. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 2.1.7 Unless general to the scheme, all comments and recommendations are given an identifying label and the locations have been indicated on the plan located in Appendix B. Reference may be made to the design drawings where it is necessary to clearly indicate which drawing amongst a set is the subject of comment.

### **2.2 Purpose of the Scheme**

- 2.2.1 The overall proposal is for a residential development located to the south-west of Kentford, Suffolk, on land currently occupied by the Animal Health Trust (AHT) site.
- 2.2.2 The development is being provided as two separate proposals, with two separate

planning applications. The two proposals, referred to as Full Application Site and Hybrid Application Site, are explained below:

#### 2.2.3 Full Application Site – Detailed Application for 302 Dwellings:

*Demolition of existing buildings on site, and phased redevelopment to provide 302 residential units alongside a 386sq.m retail / commercial building (Use Class E), conversion of the existing listed stable block of 621sq.m to community/ commercial use (Use Class F2/ E), provision of open space, play space, and associated infrastructure and car parking.*

#### 2.2.4 Hybrid Site – Hybrid Application for 860 Dwellings, plus a 90-Bed Care Home:

*Demolition of existing buildings on the eastern site, currently in Use Class E, and redevelopment to provide 302 residential units alongside a 386sq.m retail/ commercial building (Use Class E), conversion of the existing listed stable block of 621sq.m to community/ commercial use (Use Class F2/ E), provision of open space, play space, and associated infrastructure.*

*In outline with all matters reserved except access: Phased redevelopment of western site currently in Use Class E to provide up to 558 units, a care home of up to 90 beds, and a single form entry primary school, employment units with c.850sq.m of Floor Area, open space, play space, new access and associated infrastructure.*

#### 2.2.5 The subject of this RSA are the proposed site access junctions and highway improvements. These principally comprise:

- Pair of ghost island junctions on the B1506 Bury Road,
- Cycling and walking measures along B1506 Bury Road, including two signalised crossings (westernmost to be a Pegasus crossing), shared-use footway and bus shelters,
- Norwich Road / B1506 / School Road junction improvements,
- Quiet Lane proposals along School Road.

#### 2.2.6 The proposed mini-roundabout at Bury Road / Station Road, from the Kennet Garden Village application, is outside the direct scope of this RSA. However, this RSA has been undertaken on the understanding that this improvement will be implemented.

### **3.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDIT**

- 3.1 The Audit Team is not aware of any previous audits having been carried out on the proposals.

## 4.0 ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT

### 4.1 BURY ROAD

#### LOCAL ALIGNMENT

##### 4.1.1 PROBLEM

**Location:** A – Eastern end of Bury Road, west of Moulton Road.

**Summary:** Proposed carriageway width too narrow.

Towards the eastern end of the proposals for the shared-use footway, the Bury Road carriageway narrows to 5.0m. This seems narrow for a busy B-class road that frequently carries HGVs and large agricultural vehicles amongst the mix. The narrowness may increase the risk of sideswipe collisions, particularly as it may be within a range where drivers are unsure if the road can or cannot support bi-directional flow. It may also cause incidences of vehicles mounting the footway in order to avoid oncoming larger vehicles, increasing the risk of collisions with NMUs.



##### RECOMMENDATION

The carriageway width should be adequate to support bi-directional flow for the type of traffic mix experienced along the route.

##### 4.1.2 PROBLEM

**Location:** B – Proposed Bury Road development vehicular accesses.

**Summary:** Successive ghost islands may promote injudicious overtaking.

The scheme will introduce two successive ghost island junctions accessing the development. These will be linked with a section of chevron marking that maintains the width of the ghost island right turn lanes. The extended central area of carriageway may promote injudicious overtaking manoeuvres, i.e. acting as a three-lane carriageway. This may increase the risk of head-on collisions with opposing traffic, or shunts within the turning lanes. It may also increase the risk of collisions with NMUs using the controlled crossing that will be positioned between the two junctions.

##### RECOMMENDATION

The central area of carriageway should be punctuated with traffic islands to deter its use for overtaking.

## GENERAL

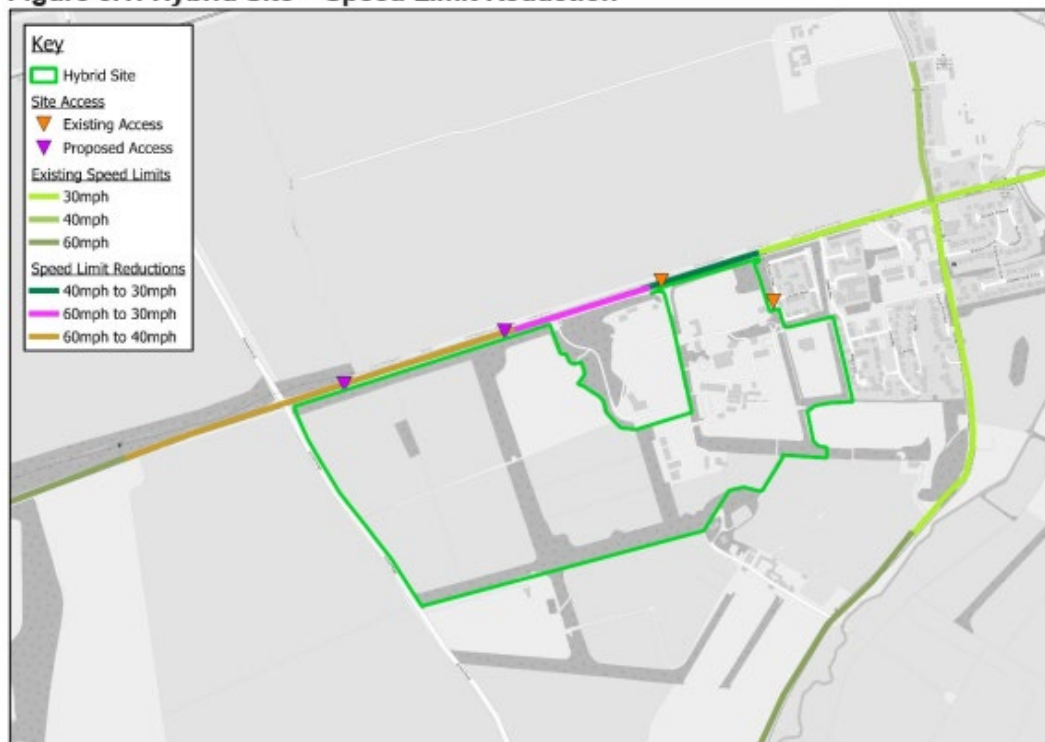
### 4.1.3 PROBLEM

**Location:** As shown in extract below – Western end of Bury Road.

**Summary:** Reduced speed limit too optimistically low.

Bury Road has a very straight alignment, much of which is subject to the national speed limit. Approaching Kentford from the west, the limit initially drops to 40mph prior to Sir Graham Kirkham Avenue, before dropping to the village 30mph limit between Sire Lane and Jeddah Way. The scheme proposes reductions to the speed limits, extending the 40mph limit to the west of the School Road junction and also extending the 30mph speed limit west of Lanwades Hall gatehouse, as per the TA extract below. Although the development will infill between the existing Sire Lane / Jeddah Way development and School Road, it will be set back from Bury Road, much as the existing development is. There is concern that the highway will retain a rural feel, along which the extended 40mph and 30mph speed limits may not appear appropriate to many drivers. This feel may be exacerbated by the provision of ghost island junctions, which will widen out the carriageway vista considerably, plus there being no street lighting west of Sir Graham Kirkham Avenue. Inappropriately low speed limits can tend to be disregarded by many drivers, increasing the risk of collisions, e.g. from drivers overtaking injudiciously to pass a slower vehicle that is complying with the posted limit.

**Figure 8.1: Hybrid Site – Speed Limit Reduction**



## RECOMMENDATION

Speed limits should be set such that they appear to be appropriate to the setting to the majority of drivers. To avoid too many changes to the limit, i.e. 60-50-40-

30, the extended 40mph limit should be applied, but the extended 30mph limit should not be applied.

#### 4.1.4 PROBLEM

**Locations:** C & D – Proposed Bury Road bus stops.

**Summary:** Risk of injudicious overtaking of dwelling buses.

There will be two new bus stops located on Bury Road, between the two proposed junctions. There is concern that dwelling buses may cause some drivers to make injudicious overtakes to avoid being held up. These manoeuvres may increase the risk of head-on collisions. Also, such manoeuvres would be within the controlled clearway zones of the associated signal controlled crossings, increasing the risk of collisions involving NMUs using the crossings.

#### RECOMMENDATION

The bus stops should be located within the development.

### JUNCTIONS

#### 4.1.5 PROBLEM

**Location:** E & F – Proposed Bury Road vehicular accesses.

**Summary:** Visibility splays may be too small.

Notwithstanding and further to 4.1.3, on Page 48 of the Transport Assessment, the proposed visibility splays on Bury Road are described as being 2.4m x 120m, with a design speed of 70kph (40mph). Should compliance with the posted speed limit be poor this may provide inadequate visibility at the junctions. An increased risk of 'failed to give way'-type collisions may result.

#### RECOMMENDATION

The design speed for junctions should be pragmatic in reflecting the likely speeds that will be recorded along the route, post-construction.

### WALKING, CYCLING & HORSE RIDING

#### 4.1.6 PROBLEM

**Location:** G – Shared-use footway along Bury Road.

**Summary:** Refuge island may not adequately accommodate cyclists.

The existing, expansive junctions at Sire Lane and Jeddah Way will be tightened, reducing crossing distances for NMUs. However, the junction at Sir Graham Kirkham Avenue will remain as it is, with expansive geometry but incorporating a refuge island. It is assumed that the junction needs to accommodate the swept paths of larger vehicles. However, the existing refuge island is not sufficiently expansive to adequately accommodate cyclists. Cycles may overhang the carriageway should cyclists need to dwell on the island. This may increase their risk of being sideswiped by passing motor vehicles.



## RECOMMENDATION

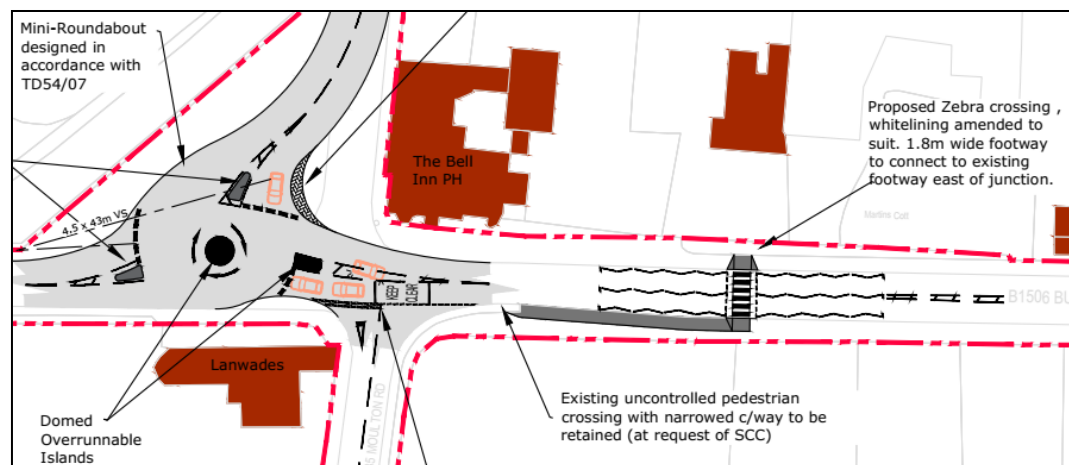
The refuge island should be modified such that it adequately accommodates cyclists.

### 4.1.7 PROBLEM

**Location:** H – Eastern end of the shared-use footway along Bury Road.

**Summary:** No crossing facilities for cyclists to or from Station Road.

The shared-use footway along Bury Road terminates by Station Road to the eastern end. There will be a Zebra crossing at this location, to be provided by the Kennet Garden Village development. However, this does not accommodate cyclists using Station Road and would, in any case, also be off the direct desire line. This lack of provision may increase the risk of collisions involving cyclists, e.g. with pedestrians if using footways not adapted for their use, or with motor vehicles if trying to cross directly to or from Station Road.



## RECOMMENDATION

The scheme should provide for cyclists' journey continuity beyond the immediate extents of the measures.

### 4.1.8 PROBLEM

**Location:** I – Proposed Pegasus crossing.

**Summary:** Risk of collisions involving ridden horses.

On page 48 of the Transport Assessment, the provision of a Pegasus crossing is described, which is to provide for a desire line for recreational horse riding along Norwich Road and School Road, as per the extract below:

#### Access for Horse Riding

- 5.19 Engagement through public consultation and with the British Horse Society has indicated a desireline for recreational horse use on Norwich Road and School Road. In order to improve facilities for this use, a Pegasus crossing is proposed on the B1506 which will allow horses to cross the road and utilise the proposed route through the site to access School Road. This, in combination with the recommended speed limit reduction is considered to significantly improve access for recreational horse movements in the area.

The layout of the proposed crossing is, however, shown as a Pedex type. This will not allow sufficient space for horses to safely wait clear of the carriageway, or

align correctly to allow the rider to call up the crossing, increasing the risk of collisions between horses and motor vehicles, or horses being spooked by passing traffic. It also appears to cross pedestrians and horses together, increasing the risk of collisions between these two road user groups.

#### **RECOMMENDATION**

The Pegasus crossing should be designed in accordance with DMRB CD 143 Section 5.

#### **4.1.9 PROBLEM**

**Location:** J – Shared-use footway east of Lanwades Business Park.

**Summary:** Risk of collisions between bus passengers and cyclists.

The existing bus stop with shelter by Lanwades Business Park is not noted on the design drawing. Lack of width around the shelter may increase the risk of collisions between bus passengers and cyclists.



#### **RECOMMENDATION**

The bus stop with its shelter should be adequately incorporated into the proposed layout.

#### **TRAFFIC SIGNS, CARRIAGEWAY MARKINGS & LIGHTING**

#### **4.1.10 PROBLEM**

**Location:** K – Bury Road, between Jeddah Way and Sir Graham Kirkham Avenue.

**Summary:** Lighting columns will be located within the shared-use footway surface.

The scheme will widen the southern footway along Bury Road to provide a 3.0m



shared-use surface. Between Jeddah Way and Sir Graham Kirkham Avenue, this will cause existing lighting columns to be within the footway width. There is no indication to show that the lighting columns will be relocated. Hence, there is concern that there may be risk of cyclists colliding with the columns, or collisions between pedestrians and cyclists around this series of pinch points.

#### **RECOMMENDATION**

The lighting columns should be relocated to the back of the widened footway.

#### **4.1.11 PROBLEM**

**Location:** General – Bury Road.

**Summary:** Inconsistent lighting provision.

There is inconsistency in the existing provision of street lighting along Bury Road. There is some lighting through the village, which stops at the Station Road junction. There is lighting once more from Jeddah Way towards, but not to, Sir Graham Kirkham Avenue. Then there is no more lighting for the extents of the scheme. The scheme is to introduce various changes to Bury Road, including junctions, bus stops and signalised crossings, together with reductions to the speed limit. With increased activity along Bury Road, there is concern that there may be increased risk of collisions during dark conditions at the unlit sections.

#### **RECOMMENDATION**

Street lighting should be consistently applied along Bury Road for the extents of the proposed scheme, from the end of the existing village centre lighting.

## 4.2 NORWICH ROAD / SCHOOL ROAD JUNCTION

### LOCAL ALIGNMENT

#### 4.2.1 PROBLEM

**Location:** L – Proposed ghost island layout.

**Summary:** Narrow lanes increase the risk of offset head-on or sideswipe collisions.

The ghost island will have a three x 3m wide lane layout. This appears a little constrained and is a lower provision than for the proposed development access junctions. Given that this junction is also currently subject to the national speed limit and will also be towards the end of the proposed 40mph speed limit (see 4.1.3 in this report), this layout may increase the risk offset head-on or sideswipe collisions in respect of vehicles using the turning lane.

#### RECOMMENDATION

The turning lane should be a minimum of 3.5m in width.

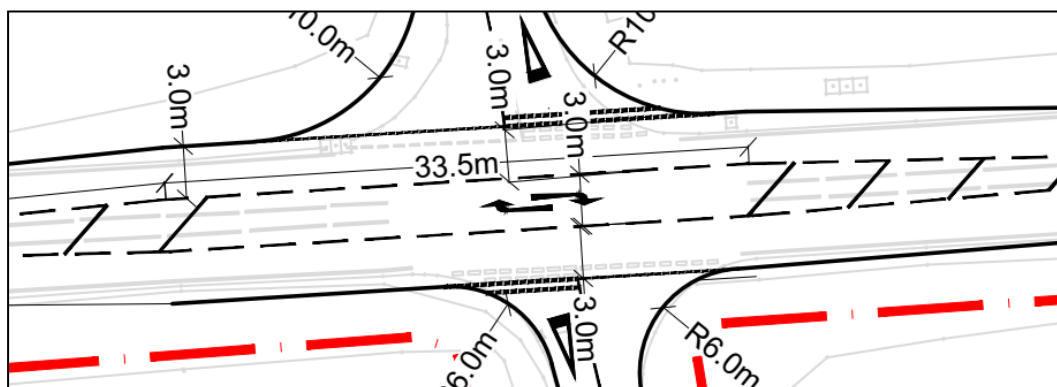
### JUNCTIONS

#### 4.2.2 PROBLEM

**Location:** M – Proposed ghost island layout.

**Summary:** Opposing right turns increase the risk of head-on collisions.

The proposed ghost island layout at the Norwich Road / School Road junction will have overlapping right turn pockets. This may increase the risk of head-on collisions should opposing vehicles enter the junction at the same time. During the site visit, both right turns at the junction were seen to be frequently made. This would be of particular concern given the poor collision record of the junction, with five collisions shown in the last five years, four being serious.



#### RECOMMENDATION

The junction should be realigned to become a staggered crossroads layout, with no overlap between the right turn pockets.

## 4.3 SCHOOL ROAD QUIET LANE

### GENERAL

#### 4.3.1 PROBLEM

**Location:** General – School Road.

**Summary:** Reduced speed limit too optimistically low.

The scheme proposes a quiet lane along School Road, together with a 20mph speed limit. The current nature of the route is a rural, mostly B-class road that runs cross country between the A11 and A143. There are few property frontages along this section and views across open countryside, as illustrated below. The route appears well used, but is not sufficiently wide to accommodate bi-directional flow, as witnessed by wear to the verges and as seen during the site visit. It is not clear at this stage how the proposed development, currently presented in outline form only, will affect the feel of the route. However, a 20mph speed limit along an unlit route appears particularly aspirational and unlikely to be complied with in any meaningful way by many drivers. By way of contrast, the speed limit will rise to 30mph as drivers enter Moulton village. This proposal may cause significant inconsistency in the way that various users, both between user types and within user groups, perceive and approach the route, generally increasing the risk of collisions.



### RECOMMENDATION

The route should be subject to a realistically reduced speed limit. In respect of a 20mph speed limit, SCC's 20mph Speed Limit Policy Criteria should be referred to: <https://www.suffolk.gov.uk/roads-and-transport/traffic-management-and-road-safety/speed-limits>

Driving the route, 50mph appeared to be at the high end of what might be reasonable, with 40mph appearing to be a more amenable limit and would also still allow the Moulton village speed limit to be differentiated as a reduction to 30mph. Depending on the detailed plans for the development site, it may be more appropriate to instead provide off-carriageway NMU facilities along the western frontage of the development site.

#### 4.3.2 PROBLEM

**Location:** General – School Road.

**Summary:** Risk of collisions with traffic calming features on an unlit highway.

Further to 4.3.1, the scheme proposes a number of kerbed build-outs plus priority working at the entry points along this unlit route. In dark conditions, or other adverse weather/lighting conditions, there may be increased risk of vehicles colliding with such traffic calming features and result in single vehicle loss of control.

#### RECOMMENDATION

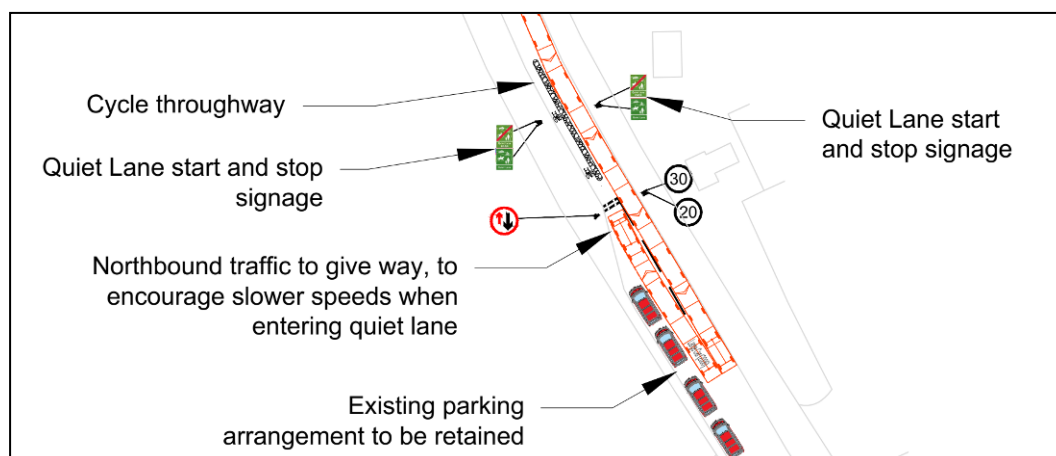
The scheme should omit the physical build-out features and northern priority working. The southern priority working could be retained as a gateway feature for Moulton village, but see 4.3.3 below.

#### 4.3.3 PROBLEM

**Location:** N – Southern end of School Road.

**Summary:** Priority working layout in favour of vehicles entering the built-up village environment.

The southern priority working layout is set out in favour of vehicles entering Moulton village. Although this is slowing those going from the high (30mph) to lower (20mph) speed limit, this is also travelling northbound and leaving the village built-up environment for open countryside. As such, the layout may encourage higher vehicle speeds entering the village and passing the local primary school, increasing the risk of speed related collisions.



---

### **RECOMMENDATION**

The southern priority working layout should be reversed to encourage drivers to slow as they enter Moulton village.

|                                                                                             |
|---------------------------------------------------------------------------------------------|
| <b>End of list of Problems identified and Recommendations offered in this Stage 1 Audit</b> |
|---------------------------------------------------------------------------------------------|

## 5.0 AUDIT STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

### AUDIT TEAM LEADER:

Name: Andy Haunton  
BEng (Hons) MCIHT FSoRSA  
Cert Comp RSA

Signed:



Date

28/03/2025

Position: Director

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### AUDIT TEAM MEMBER:

Name: Jonathan Thompson  
IEng FIHE MCIHT MSoRSA  
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Signed:



Date

28/03/2025

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## APPENDIX A

### Documents forming the Audit Brief

| DRAWING NUMBER                   | DRAWING TITLE                                              |
|----------------------------------|------------------------------------------------------------|
| • 794-PLN-TRP-00058-DR-003 Rev - | School Road - Proposed Quiet Lane Arrangements             |
| • 794-PLN-TRP-00058-DR-004 Rev - | Proposed B1506 Access                                      |
| • 794-PLN-TRP-00058-DR-011 Rev - | Norwich Road / B1506 / School Road – Junction Improvements |
| • 794-PLN-TRP-00058-DR-012 Rev - | Proposed Ped/Cycle Movement Arrangement                    |

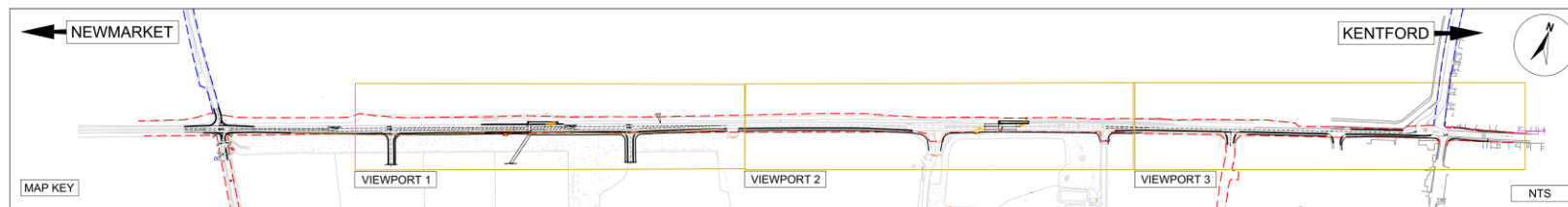
### DOCUMENTS

- TRP-00058-08 Hybrid Transport Assessment



## APPENDIX B

### Problem Location Plan

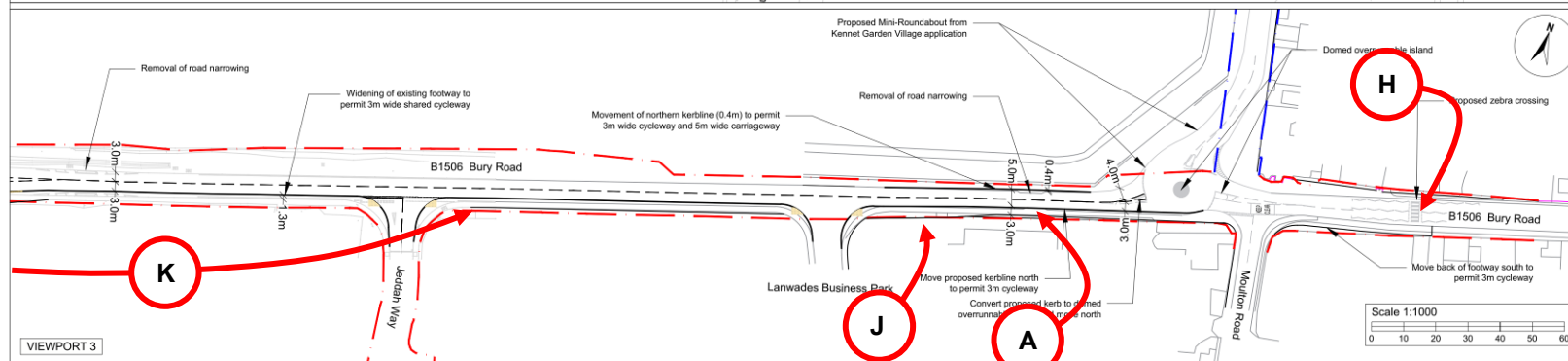
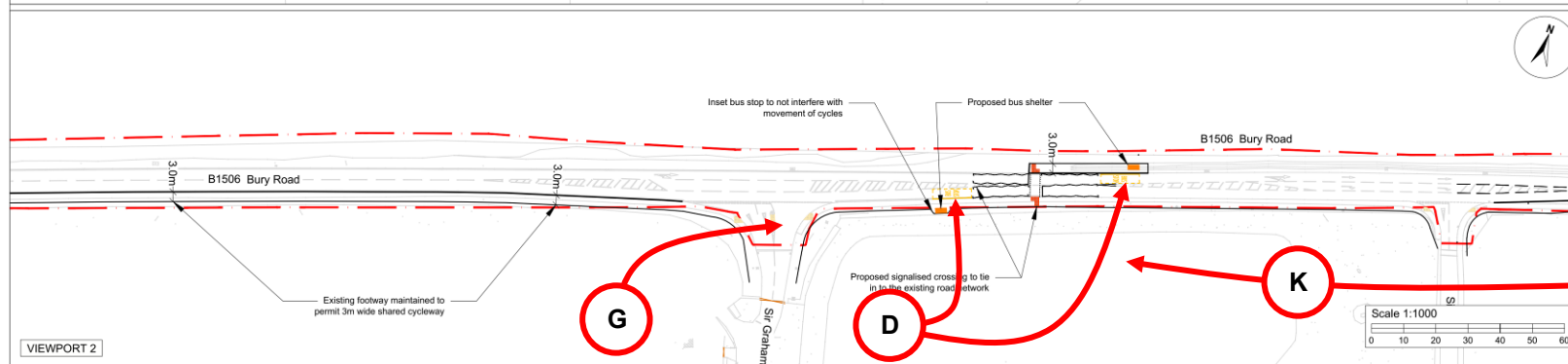
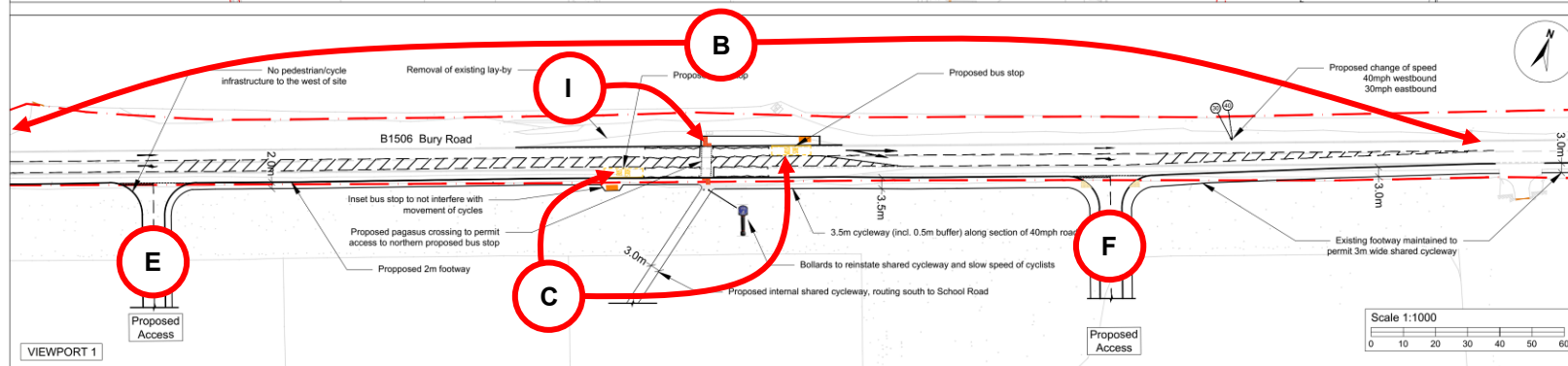


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#### NOTES

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2. If received electronically it is the recipient's responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.

|                                 |   |   |
|---------------------------------|---|---|
| Proposed Kerb Line              | - | — |
| Existing Kerb Line              | - | — |
| Proposed Back of Footway        | - | — |
| Existing Back of Footway        | - | — |
| Proposed White Lining           | - | — |
| Existing White Lining           | - | — |
| Tactile Paving (Signalised)     | - | — |
| Tactile Paving (Non-Signalised) | - | — |
| Proposed Bus Stop               | - | — |
| Proposed Bollard                | - | — |
| Proposed Internal Cycleway      | - | — |
| KGVI Mini Roundabout            | - | — |
| Highway Boundary                | - | — |
| Suffolk County Council          | - | — |
| Cambridgeshire County Council   | - | — |



**PRELIMINARY  
NOT FOR  
CONSTRUCTION**

| Rev | Description | By | CB | Date |
|-----|-------------|----|----|------|
|-----|-------------|----|----|------|

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Client: **Lochailort Kentford Ltd**

Project: **Lanwades Woodland Park, Kentford**

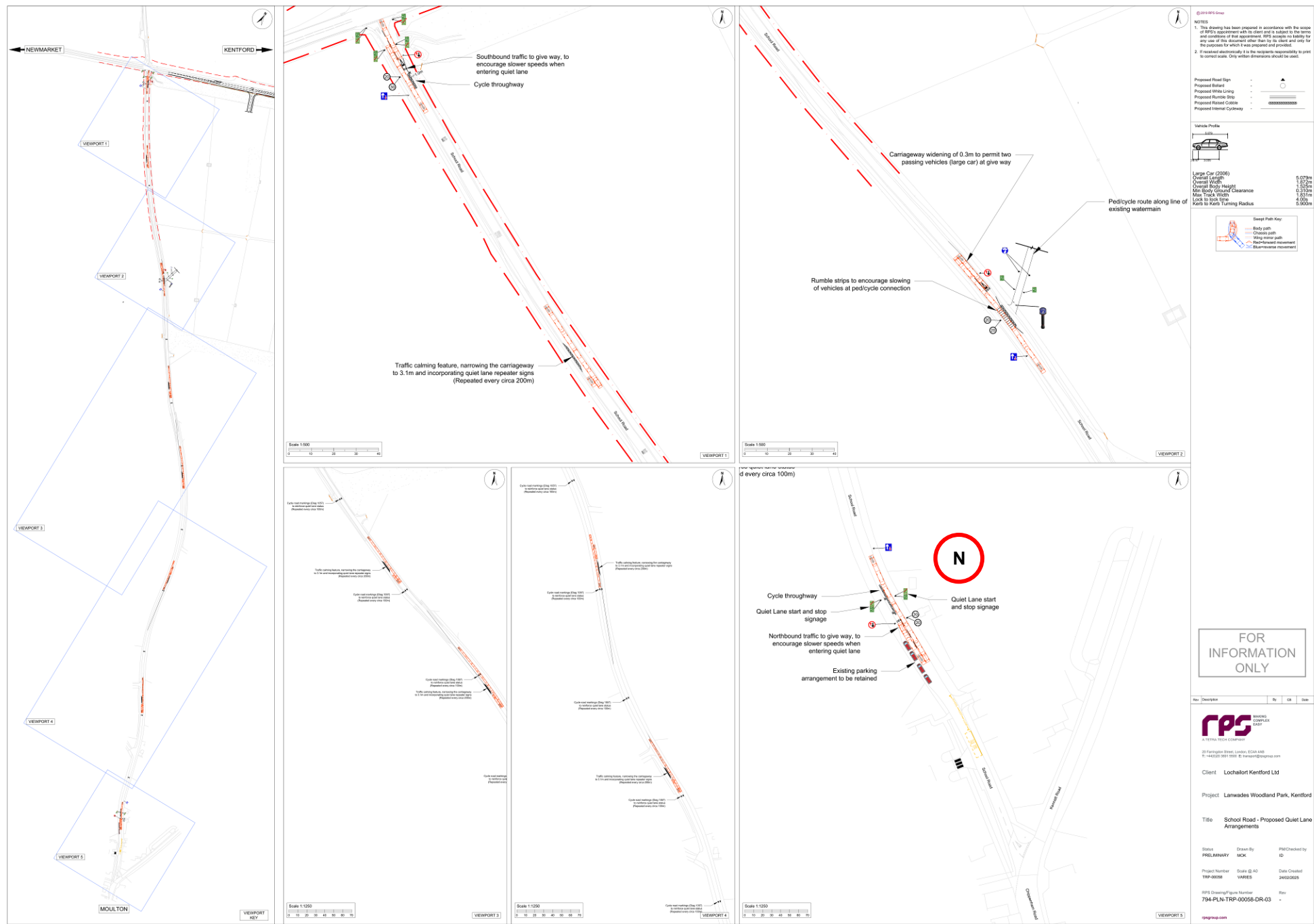
Title: **Proposed Ped/Cycle Movement Arrangement**

|                |            |               |
|----------------|------------|---------------|
| Status         | Drawn By   | PM/Checked by |
| INFORMATION    | MOK        | ID            |
| Project Number | Scale @ A2 | Date Created  |
| TRP-00058      | 1:1250     | 11/03/2025    |

RPS Drawing/figure Number  
**794-PLN-TRP-00058-DR-012**

**rpsgroup.com**







## Contact

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## Appendix 10 – Active Travel England Assessment



The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.  
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active  
Travel  
England

## Active Travel England Planning Application Assessment Toolkit Appraiser Report

|                           |                                                                                                                                                                                                                 |
|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Site address              | Land West of Benfleet                                                                                                                                                                                           |
| Summary of proposal       | Provision of up to 850 dwellings, nursery and primary school, a residential care home, a healthcare facility along with open space provision (community park) and areas of landscaping and green infrastructure |
| ATE reference             |                                                                                                                                                                                                                 |
| Local authority reference |                                                                                                                                                                                                                 |
| Local planning authority  | Castle Point                                                                                                                                                                                                    |
| Local highway authority   | Essex                                                                                                                                                                                                           |
| Completed by              | Michael O'Keefe                                                                                                                                                                                                 |
| Date (DD/MM/YY)           | 19 November 2024                                                                                                                                                                                                |
| Application type          | Outline planning permission                                                                                                                                                                                     |
| Model version             | 2.0                                                                                                                                                                                                             |

| Assessment Report                 |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-----------------------------------|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Criterion                         | Rating   | Appraiser Comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Relevant Policy & Guidance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 1. Trip generation and assignment | Exemplar | <p>Section 5 of the Transport Assessment identifies the multi-modal trip generation of residential and non-residential elements of the development using the latest version of the TRICS database and 2011 Census to assess Journey to Work data (WU03EW).</p> <p>Section 6 distributes the vehicular trips on the local road network using 2011 journey to and from census data. Further, future year assessments have also been made to understand travel behaviours in future years, namely the opening year assumed to be 2029. For a more in depth analysis of the developments effect on the local area, consideration has been given to Committed Development within the local district.</p>        | <p>National Planning Policy Framework: 108, 114, 117;<br/>Planning Policy Guidance: Travel Plans, Transport Assessments and Statements;<br/>LTN 1/20: 14.3.6;<br/>; TRICS Good Practice Guide 2021</p>                                                                                                                                                                                                                                                                                                                                                                                      |
| 2. Active travel route audit      | Pass     | <p>An assessment of the existing walking and cycle facilities have been made in the Transport Assessment. The assessment also identifies popular walking and cycling routes available within the vicinity of the site leading to key amenities, including the nearest station, retail facilities and bus stops; while also identifying the condition of this infrastructure. Further, the assessment identifies facilities, including schools and medical practices, which are within an appropriate walking and cycling distance, in accordance with policy.</p> <p>The assessment could go further to identify areas of improvement, and further, make a commitment of improving the infrastructure.</p> | <p>National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116;<br/>National Design Guide: 81, 82, 83, 119;<br/>National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2);<br/>Planning Practice Guidance: Travel Plans, Transport Assessments and Statements;<br/>Active Design (Sport England): Principles 2, 3;<br/>Designing for Walking (CIHT);<br/>Inclusive Mobility;<br/>LTN 1/20;<br/>PAS 6463;<br/>; LTN 1/20 - Department for Transport</p> <p>Manual for Streets 1 &amp; 2 - The Chartered Institution of Highways &amp; Transportation</p> |

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Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active  
Travel  
England

## Active Travel England Planning Application Assessment Toolkit Appraiser Report

|                                         |                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Site address                            | Land West of Benfleet                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Summary of proposal                     | Provision of up to 850 dwellings, nursery and primary school, a residential care home, a healthcare facility along with open space provision (community park) and areas of landscaping and green infrastructure |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| ATE reference                           |                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Local authority reference               |                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Local planning authority                | Castle Point                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Local highway authority                 | Essex                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 3. Pedestrian access to local amenities | Pass                                                                                                                                                                                                            | <p>A full review of the sites' accessibility to local facilities is included in Section 2 of the Transport Assessment. Facilities include but are not limited to retail facilities and public transport nodes. Distance to facilities are presented, with measurements taken from the centre of the site measured along the recommended walking route.</p> <p>It should also be noted that the development proposals include a primary school and local shop on site, all of which will be well within 800m of all residential dwellings. The application site will also include park land, green space and community uses all accessible within walking distance.</p>                                                                                                                                                                                                                                                                                                                                         | <p>National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116;<br/>National Design Guide: 82, 83, 119;<br/>National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2);<br/>Active Design (Sport England): Principles 2, 3;<br/>Designing for Walking (CIHT);<br/>Inclusive Mobility;<br/>Manual for Streets: 4.4;<br/>PAS 6463;<br/>; Residential Design Guidance Supplementary Planning Document - Castle Point</p> <p>LTN 1/20 - Department for Transport</p> <p>Manual for Streets 1 &amp; 2 - The Chartered Institution of Highways</p> |
| 4. Cycling accessibility                | Pass                                                                                                                                                                                                            | <p>The development proposals include new footway provision which will provide a shared cyclway allowing cyclists to access and egress points of the site, with several of these provided along the northern border of the site.</p> <p>An assessment on the local cycle facilities has been produced and presented in the Transport Assessment. The assessment identifies facilities within proximity to the site than can be access by cycle, and identifies their distance and approximate cycle time to access listed facilities. Facilities include but are not limited to retail facilities, public transport nodes, a school, a public house and a village hall. Distance to facilities are presented, with measurements taken from the centre of the site measured along the recommended cycle route.</p> <p>It should also be noted that the development proposals include a primary school and local shop on site, both of which will be well within cycle distance of all residential dwellings.</p> | <p>National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116;<br/>National Design Guide: 82, 83, 119;<br/>National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2);<br/>Active Design (Sport England): Principles 2, 3;<br/>Inclusive Mobility;<br/>LTN 1/20;<br/>PAS 6463;<br/>; Residential Design Guidance Supplementary Planning Document - Castle Point</p> <p>LTN 1/20 - Department for Transport</p> <p>Manual for Streets 1 &amp; 2 - The Chartered Institution of Highways &amp; Transportation</p>                             |
| 5. Access to public transport           | Exemplar                                                                                                                                                                                                        | <p>Details of the locations of existing bus stops and local railway station, and how to access these public transport facilities by foot or cycle are included in Section 2 of the Transport Assessment.</p> <p>The proposals include a comprehensive network of pedestrian footways and cycleways will be provided to encourage access to public transport nodes. New routes will be equipped with tactile paving and dropped kerbs at all local internal junctions. The routes will provide seamless links across the site which caters for desire lines and will be designed to provide excellent walking permeability.</p> <p>Initial discussions have been had with the local bus provider regarding a new or diverted service which could be routed along thenorthwen border of the site and serve the site. The application is being progressed as an outline application, on</p>                                                                                                                       | <p>National Planning Policy Framework: 8, 74, 85, 87, 108, 116;<br/>National Design Guide: 81;<br/>National Model Design Code: 59i-ii (Part 1); M.1.ii, M.2 (Part 2);<br/>Active Design (Sport England): Principles 2, 3;<br/>Buses in Urban Developments (CIHT): A.4.1-A.4.5, B.2.3, B.7.2;<br/>Inclusive Mobility: Chapter 9;<br/>LTN 1/24;<br/>; Residential Design Guidance Supplementary Planning Document - Castle Point</p> <p>Manual for Streets 1 &amp; 2 - The Chartered Institution of Highways &amp; Transportation</p>                                   |

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Active  
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England

## Active Travel England Planning Application Assessment Toolkit Appraiser Report

|                                      |                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Site address                         | Land West of Benfleet                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Summary of proposal                  | Provision of up to 850 dwellings, nursery and primary school, a residential care home, a healthcare facility along with open space provision (community park) and areas of landscaping and green infrastructure |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| ATE reference                        |                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Local authority reference            |                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Local planning authority             | Castle Point                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Local highway authority              | Essex                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 6. Off-site transport infrastructure | Pass                                                                                                                                                                                                            | <p>Details of the locations of existing bus stops and local railway station, and how to access these public transport facilities are included in Section 2 of the Transport Assessment.</p> <p>Initial discussions have been had with the local bus provider regarding a new or diverted service which could be routed along the sites' northern border. The application is being progressed as an outline application, on that basis, further details on the bus route diversion, routing and frequency will be provided as the application progresses through reserved matters. The applicant will make a financial contribution towards supporting public transport in the area, which will need to be agreed with Suffolkonboard and SCC.</p> | <p>National Planning Policy Framework: 108, 112, 114, 116;<br/>National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2);<br/>Planning Practice Guidance: Planning Obligations;<br/>LTN 1/20: 14.3.12;<br/>; Residential Design Guidance Supplementary Planning Document - Castle Point</p> <p>Manual for Streets 1 &amp; 2 - The Chartered Institution of Highways &amp; Transportation</p>                                                                                                                               |
| 7. Site permeability                 | Exemplar                                                                                                                                                                                                        | <p>The site is being progressed as an outline application, with all matters reserved. However, consideration has been given to pedestrian, cycle and vehicular access. Notwithstanding this, in terms of the internal site layout, a comprehensive network of pedestrian footways and cycleways will be provided to encourage walking and cycling. New routes will be equipped with tactile paving and dropped kerbs at all local internal junctions. The routes will provide seamless links across the site which caters for desire lines and will be designed to provide excellent walking and cycling permeability to internal and external facilities.</p>                                                                                    | <p>National Planning Policy Framework: 96, 108, 114, 116;<br/>National Design Guide: 82, 83, 119;<br/>National Model Design Code: Figure 11, 59i-ii (Part 1); M.1.i, M.1.iii, M.2 (Part 2);<br/>Active Design (Sport England): Principles 2, 3;<br/>Designing for Walking (CIHT);<br/>Inclusive Mobility;<br/>LTN 1/20;<br/>Manual for Streets: 4.2, 6.3, 6.4;<br/>Manual for Streets 2: 9.3, 9.4;<br/>PAS 6463;<br/>; Residential Design Guidance Supplementary Planning Document - Castle Point</p> <p>LTN 1/20 - Department for Transport</p> |
| 8. Placemaking                       | Condition / Obligation to make acceptable                                                                                                                                                                       | Internal layout subject to RM application                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>National Planning Policy Framework: 8, 74, 87, 96, 97, 99, 108, 114, 116, 135, 136;<br/>National Design Guide;<br/>National Model Design Code: 51i, 59iii, 62i, 63, 64i-ii (Part 1);<br/>N.1.iii, M.3.i, I.1, P.1-3, U.1 (Part 2);<br/>Active Design (Sport England): Principles 4, 5, 6;<br/>Designing for Walking (CIHT);<br/>Inclusive Mobility;<br/>LTN 1/20;<br/>LTN 1/24: 4.6;<br/>Manual for Streets: 2.2.5, 5.7, 6.3, 6.4, 7.2.8-7.2.22, 8.3;<br/>PAS 6463;<br/>;</p>                                                                 |

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## Active Travel England Planning Application Assessment Toolkit Appraiser Report

|                                          |                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Site address                             | Land West of Benfleet                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Summary of proposal                      | Provision of up to 850 dwellings, nursery and primary school, a residential care home, a healthcare facility along with open space provision (community park) and areas of landscaping and green infrastructure |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| ATE reference                            |                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Local authority reference                |                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Local planning authority                 | Castle Point                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Local highway authority                  | Essex                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 9. Cycle parking and trip-end facilities | Pass                                                                                                                                                                                                            | <p>Cycle parking will be provided on site in accordance with SCC parking standards and specifications for residential and commercial uses will be adhered to. This will be determined at the reserved matters stage.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>National Planning Policy Framework: 114, 116;<br/>National Design Guide: 85;<br/>National Model Design Code: 59iv (Part 1); M.3.ii (Part 2);<br/>Active Design (Sport England): 7.1, 8.2;<br/>Inclusive Mobility: 7.4;<br/>LTN 1/20: Chapter 11;<br/>Manual for Streets: 8.2;<br/>Manual for Streets 2: 2.5.4;<br/>PAS 6463: 5.2.3;<br/>; LTN 1/20 - Department for Transport</p> <p>Essex County Council – Vehicle Parking Standards 2009</p> |
| 10. Travel planning                      | Exemplar                                                                                                                                                                                                        | <p>A Framework Travel Plan (FTP) has been prepared and submitted as part of a suite of documents which support this planning application.</p> <p>The FTP introduces residents to alternative modes of travel to enable them to consider the trips to be made and the modes of transport they can use. It is intended that the Residential Travel Plan will encourage a change in perceptions and attitudes and therefore the desired change in travel behaviour, i.e. less unnecessary car use.</p> <p>The Framework Travel Plan aims to:</p> <ol style="list-style-type: none"> <li>1) Encourage the use of sustainable modes of transport, such as walking, cycling and using public transport;</li> <li>2) Reduce unnecessary travel; and</li> <li>3) Encourage the use of sustainable travel by improving</li> </ol> | <p>National Planning Policy Framework: 114, 117;<br/>Planning Practice Guidance: Travel Plans, Transport Assessments and Statements;<br/>Active Design (Sport England): 2.4;<br/>; National Planning Policy Framework (NPPF);</p> <p>Planning Practice Guidance;</p> <p>Essex County Council – Development Management Policies (February 2011)</p>                                                                                                |

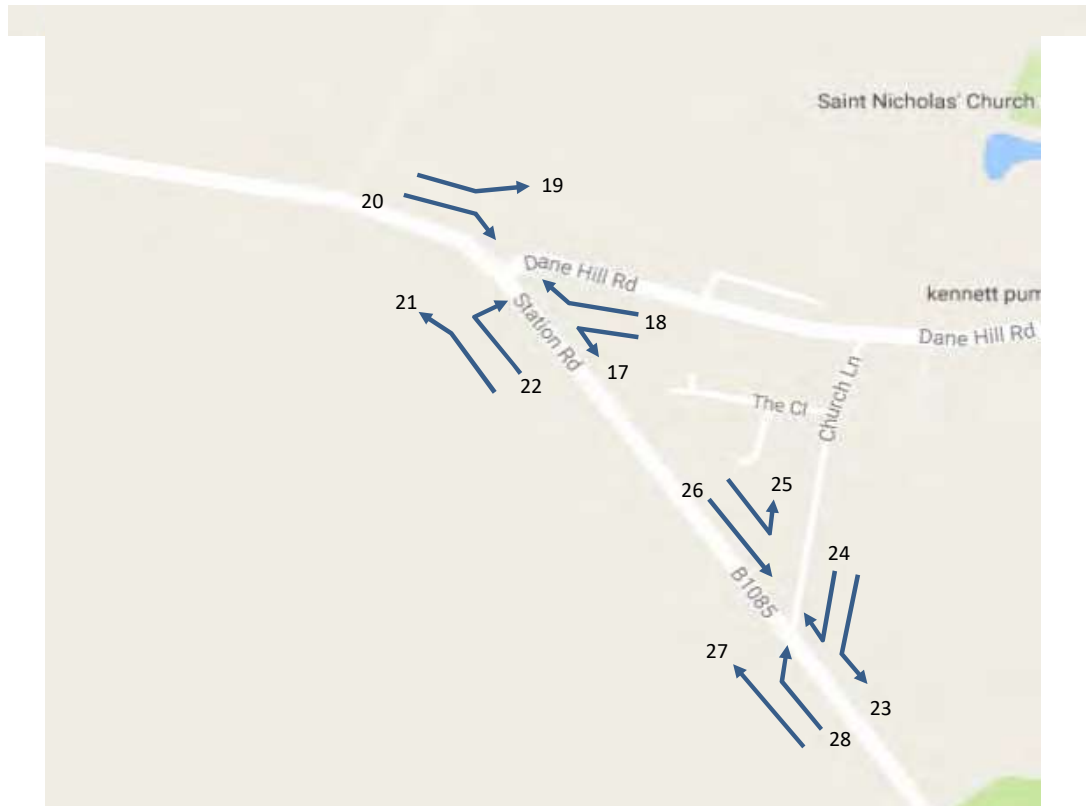
## Appendix 11 – 2016 Survey Data

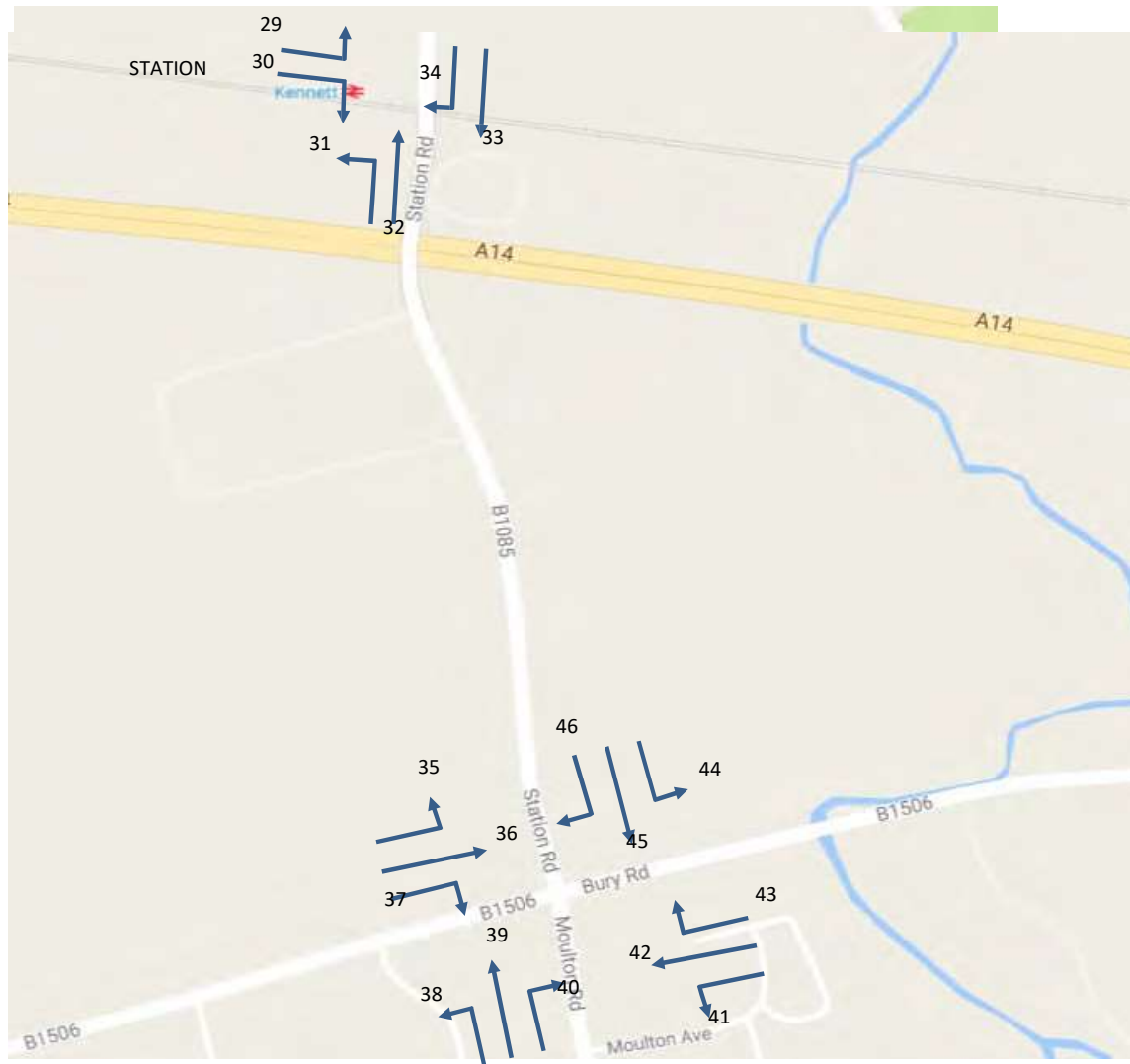
## Appendix 5 – Traffic Survey Data

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|           | A11 NORTHBOUND OFF SLIP<br>TO B1085 - WEST |     |       |   |        |       |       | A11 NORTHBOUND OFF SLIP<br>TO B1085 - EAST |     |       |   |        |       |       | B1085<br>WESTBOUND |     |       |   |        |       |       | B1085<br>EASTBOUND |     |       |   |        |       |       | B1085 - WEST<br>TO B1085 - NORTH |     |       |   |        |     |       |
|-----------|--------------------------------------------|-----|-------|---|--------|-------|-------|--------------------------------------------|-----|-------|---|--------|-------|-------|--------------------|-----|-------|---|--------|-------|-------|--------------------|-----|-------|---|--------|-------|-------|----------------------------------|-----|-------|---|--------|-----|-------|
|           | MOVEMENT                                   |     |       |   |        |       |       | MOVEMENT                                   |     |       |   |        |       |       | MOVEMENT           |     |       |   |        |       |       | MOVEMENT           |     |       |   |        |       |       | MOVEMENT                         |     |       |   |        |     |       |
|           | 1                                          |     |       |   |        |       | TOTAL | 2                                          |     |       |   |        |       | TOTAL | 3                  |     |       |   |        |       | TOTAL | 4                  |     |       |   |        |       | TOTAL | 5                                |     |       |   |        |     | TOTAL |
| LIGHT     | HEAVY                                      | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                                      | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY              | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY              | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                            | BUS | MCYCL | E | PCYCLE |     |       |
| 0700-0715 | 0                                          | 0   | 0     | 0 | 0      | 0     | 0     | 9                                          | 3   | 0     | 0 | 0      | 0     | 12    | 11                 | 2   | 0     | 0 | 0      | 0     | 13    | 40                 | 3   | 2     | 0 | 0      | 0     | 45    | 5                                | 2   | 0     | 0 | 0      | 7   |       |
| 0715-0730 | 1                                          | 0   | 0     | 0 | 0      | 0     | 1     | 14                                         | 2   | 0     | 0 | 0      | 0     | 16    | 26                 | 0   | 1     | 0 | 0      | 0     | 27    | 48                 | 0   | 2     | 0 | 0      | 0     | 50    | 8                                | 2   | 1     | 0 | 0      | 11  |       |
| 0730-0745 | 1                                          | 0   | 0     | 0 | 0      | 0     | 1     | 19                                         | 1   | 0     | 0 | 0      | 0     | 20    | 35                 | 2   | 1     | 2 | 0      | 0     | 40    | 95                 | 4   | 1     | 0 | 0      | 0     | 100   | 6                                | 2   | 0     | 0 | 0      | 8   |       |
| 0745-0800 | 3                                          | 2   | 0     | 0 | 0      | 0     | 5     | 12                                         | 3   | 0     | 0 | 0      | 0     | 15    | 28                 | 2   | 2     | 0 | 0      | 0     | 32    | 69                 | 9   | 2     | 0 | 0      | 0     | 80    | 9                                | 3   | 0     | 0 | 0      | 12  |       |
| 0800-0815 | 0                                          | 0   | 0     | 0 | 0      | 0     | 0     | 23                                         | 3   | 0     | 0 | 0      | 0     | 26    | 25                 | 3   | 0     | 0 | 0      | 0     | 28    | 84                 | 6   | 0     | 0 | 0      | 0     | 90    | 6                                | 1   | 1     | 0 | 0      | 8   |       |
| 0815-0830 | 0                                          | 0   | 0     | 0 | 0      | 0     | 0     | 17                                         | 1   | 0     | 0 | 0      | 0     | 18    | 27                 | 2   | 0     | 0 | 0      | 0     | 29    | 62                 | 5   | 0     | 0 | 0      | 0     | 67    | 11                               | 3   | 0     | 0 | 0      | 14  |       |
| 0830-0845 | 0                                          | 0   | 0     | 0 | 0      | 0     | 0     | 23                                         | 7   | 0     | 0 | 0      | 0     | 30    | 24                 | 3   | 0     | 0 | 0      | 0     | 27    | 78                 | 7   | 0     | 0 | 0      | 0     | 85    | 11                               | 3   | 0     | 0 | 0      | 14  |       |
| 0845-0900 | 0                                          | 1   | 0     | 0 | 0      | 0     | 1     | 22                                         | 5   | 0     | 0 | 0      | 0     | 27    | 19                 | 8   | 0     | 1 | 0      | 0     | 28    | 36                 | 4   | 0     | 0 | 0      | 0     | 40    | 12                               | 7   | 0     | 0 | 0      | 19  |       |
| 0900-0915 | 0                                          | 0   | 0     | 0 | 0      | 0     | 0     | 19                                         | 1   | 0     | 0 | 0      | 0     | 20    | 19                 | 9   | 0     | 0 | 0      | 0     | 28    | 30                 | 0   | 0     | 1 | 0      | 0     | 31    | 11                               | 2   | 0     | 0 | 0      | 13  |       |
| 0915-0930 | 3                                          | 1   | 0     | 0 | 0      | 0     | 4     | 15                                         | 3   | 0     | 0 | 0      | 0     | 18    | 12                 | 4   | 0     | 0 | 0      | 0     | 16    | 25                 | 4   | 0     | 0 | 0      | 0     | 29    | 10                               | 1   | 0     | 0 | 0      | 11  |       |
| 0930-0945 | 4                                          | 1   | 0     | 0 | 0      | 0     | 5     | 19                                         | 1   | 0     | 0 | 0      | 0     | 20    | 38                 | 3   | 1     | 0 | 0      | 0     | 42    | 31                 | 6   | 0     | 0 | 1      | 38    | 10    | 0                                | 0   | 0     | 0 | 10     |     |       |
| 0945-1000 | 0                                          | 0   | 0     | 0 | 0      | 0     | 0     | 17                                         | 1   | 0     | 0 | 0      | 0     | 18    | 27                 | 1   | 0     | 0 | 1      | 0     | 29    | 25                 | 2   | 0     | 0 | 0      | 0     | 27    | 14                               | 2   | 0     | 0 | 0      | 16  |       |
| 0700-1000 | 12                                         | 5   | 0     | 0 | 0      | 0     | 17    | 209                                        | 31  | 0     | 0 | 0      | 0     | 240   | 291                | 39  | 5     | 3 | 1      | 0     | 339   | 623                | 50  | 7     | 1 | 1      | 0     | 682   | 113                              | 28  | 2     | 0 | 0      | 143 |       |
|           |                                            |     |       |   |        |       |       |                                            |     |       |   |        |       |       |                    |     |       |   |        |       |       |                    |     |       |   |        |       |       |                                  |     |       |   |        |     |       |
| 0700-0800 | 5                                          | 2   | 0     | 0 | 0      | 0     | 7     | 54                                         | 9   | 0     | 0 | 0      | 0     | 63    | 100                | 6   | 4     | 2 | 0      | 0     | 112   | 252                | 16  | 7     | 0 | 0      | 0     | 275   | 28                               | 9   | 1     | 0 | 0      | 38  |       |
| 0715-0815 | 5                                          | 2   | 0     | 0 | 0      | 0     | 7     | 68                                         | 9   | 0     | 0 | 0      | 0     | 77    | 114                | 7   | 4     | 2 | 0      | 0     | 127   | 296                | 19  | 5     | 0 | 0      | 0     | 320   | 29                               | 8   | 2     | 0 | 0      | 39  |       |
| 0730-0830 | 4                                          | 2   | 0     | 0 | 0      | 0     | 6     | 71                                         | 8   | 0     | 0 | 0      | 0     | 79    | 115                | 9   | 3     | 2 | 0      | 0     | 129   | 310                | 24  | 3     | 0 | 0      | 0     | 337   | 32                               | 9   | 1     | 0 | 0      | 42  |       |
| 0745-0845 | 3                                          | 2   | 0     | 0 | 0      | 0     | 5     | 75                                         | 14  | 0     | 0 | 0      | 0     | 89    | 104                | 10  | 2     | 0 | 0      | 0     | 116   | 293                | 27  | 2     | 0 | 0      | 0     | 322   | 37                               | 10  | 1     | 0 | 0      | 48  |       |
| 0800-0900 | 0                                          | 1   | 0     | 0 | 0      | 0     | 1     | 85                                         | 16  | 0     | 0 | 0      | 0     | 101   | 95                 | 16  | 0     | 1 | 0      | 0     | 112   | 260                | 22  | 0     | 0 | 0      | 0     | 282   | 40                               | 14  | 1     | 0 | 0      | 55  |       |
| 0815-0915 | 0                                          | 1   | 0     | 0 | 0      | 0     | 1     | 81                                         | 14  | 0     | 0 | 0      | 0     | 95    | 89                 | 22  | 0     | 1 | 0      | 0     | 112   | 206                | 16  | 0     | 1 | 0      | 0     | 223   | 45                               | 15  | 0     | 0 | 0      | 60  |       |
| 0830-0930 | 3                                          | 2   | 0     | 0 | 0      | 0     | 5     | 79                                         | 16  | 0     | 0 | 0      | 0     | 95    | 74                 | 24  | 0     | 1 | 0      | 0     | 99    | 169                | 15  | 0     | 1 | 0      | 0     | 185   | 44                               | 13  | 0     | 0 | 0      | 57  |       |
| 0845-0945 | 7                                          | 3   | 0     | 0 | 0      | 0     | 10    | 75                                         | 10  | 0     | 0 | 0      | 0     | 85    | 88                 | 24  | 1     | 1 | 0      | 0     | 114   | 122                | 14  | 0     | 1 | 1      | 0     | 138   | 43                               | 10  | 0     | 0 | 0      | 53  |       |
| 0900-1000 | 7                                          | 2   | 0     | 0 | 0      | 0     | 9     | 70                                         | 6   | 0     | 0 | 0      | 0     | 76    | 96                 | 17  | 1     | 0 | 1      | 0     | 115   | 111                | 12  | 0     | 1 | 1      | 0     | 125   | 45                               | 5   | 0     | 0 | 0      | 50  |       |

| A11 NORTHBOUND OFF SLIP<br>TO B1085 - WEST | A11 NORTHBOUND OFF SLIP<br>TO B1085 - EAST | B1085<br>WESTBOUND | B1085<br>EASTBOUND | B1085 - WEST<br>TO B1085 - NORTH |
|--------------------------------------------|--------------------------------------------|--------------------|--------------------|----------------------------------|
| MOVEMENT                                   | MOVEMENT                                   | MOVEMENT           | MOVEMENT           | MOVEMENT                         |
| 1                                          | 2                                          | 3                  | 4                  | 5                                |

|           |    |                                               |   |   |   |   |       |
|-----------|----|-----------------------------------------------|---|---|---|---|-------|
|           |    | LIGHT<br>HEAVY<br>BUS<br>MCYCL<br>E<br>PCYCLE |   |   |   |   | TOTAL |
| 1600-1615 | 2  | 1                                             | 0 | 0 | 0 | 0 | 3     |
| 1615-1630 | 1  | 1                                             | 0 | 0 | 0 | 0 | 2     |
| 1630-1645 | 0  | 0                                             | 0 | 1 | 0 | 0 | 1     |
| 1645-1700 | 1  | 0                                             | 0 | 0 | 0 | 0 | 1     |
| 1700-1715 | 1  | 0                                             | 0 | 0 | 0 | 0 | 1     |
| 1715-1730 | 1  | 2                                             | 0 | 0 | 0 | 0 | 3     |
| 1730-1745 | 4  | 0                                             | 0 | 0 | 0 | 0 | 4     |
| 1745-1800 | 5  | 0                                             | 0 | 0 | 0 | 0 | 5     |
| 1800-1815 | 3  | 1                                             | 0 | 0 | 0 | 0 | 4     |
| 1815-1830 | 2  | 0                                             | 0 | 0 | 0 | 0 | 2     |
| 1830-1845 | 2  | 0                                             | 0 | 0 | 0 | 0 | 2     |
| 1845-1900 | 2  | 0                                             | 0 | 0 | 0 | 0 | 2     |
| 1600-1900 | 24 | 5                                             | 0 | 1 | 0 | 0 | 30    |
|           |    |                                               |   |   |   |   |       |
| 1600-1700 | 4  | 2                                             | 0 | 1 | 0 | 0 | 7     |
| 1615-1715 | 3  | 1                                             | 0 | 1 | 0 | 0 | 5     |
| 1630-1730 | 3  | 2                                             | 0 | 1 | 0 | 0 | 6     |
| 1645-1745 | 7  | 2                                             | 0 | 0 | 0 | 0 | 9     |
| 1700-1800 | 11 | 2                                             | 0 | 0 | 0 | 0 | 13    |
| 1715-1815 | 13 | 3                                             | 0 | 0 | 0 | 0 | 16    |
| 1730-1830 | 14 | 1                                             | 0 | 0 | 0 | 0 | 15    |
| 1745-1845 | 12 | 1                                             | 0 | 0 | 0 | 0 | 13    |
| 1800-1900 | 9  | 1                                             | 0 | 0 | 0 | 0 | 10    |

|     |                                               |   |   |   |   |   |       |
|-----|-----------------------------------------------|---|---|---|---|---|-------|
|     | LIGHT<br>HEAVY<br>BUS<br>MCYCL<br>E<br>PCYCLE |   |   |   |   |   | TOTAL |
| 40  | 4                                             | 1 | 0 | 0 | 0 | 0 | 45    |
| 44  | 6                                             | 0 | 0 | 0 | 0 | 0 | 50    |
| 40  | 7                                             | 0 | 0 | 0 | 0 | 0 | 47    |
| 34  | 8                                             | 1 | 0 | 0 | 0 | 0 | 43    |
| 57  | 7                                             | 0 | 0 | 0 | 0 | 0 | 64    |
| 53  | 3                                             | 0 | 1 | 0 | 0 | 0 | 57    |
| 62  | 2                                             | 0 | 0 | 0 | 0 | 0 | 64    |
| 54  | 4                                             | 0 | 0 | 0 | 0 | 0 | 58    |
| 54  | 4                                             | 0 | 0 | 0 | 0 | 0 | 58    |
| 31  | 2                                             | 0 | 1 | 0 | 0 | 0 | 34    |
| 30  | 2                                             | 0 | 0 | 0 | 0 | 0 | 32    |
| 553 | 53                                            | 2 | 2 | 0 | 0 | 0 | 610   |
|     |                                               |   |   |   |   |   |       |
| 158 | 25                                            | 2 | 0 | 0 | 0 | 0 | 185   |
| 175 | 28                                            | 1 | 0 | 0 | 0 | 0 | 204   |
| 184 | 25                                            | 1 | 1 | 0 | 0 | 0 | 211   |
| 206 | 20                                            | 1 | 1 | 0 | 0 | 0 | 228   |
| 226 | 16                                            | 0 | 1 | 0 | 0 | 0 | 243   |
| 223 | 13                                            | 0 | 1 | 0 | 0 | 0 | 237   |
| 224 | 14                                            | 0 | 0 | 0 | 0 | 0 | 238   |
| 193 | 14                                            | 0 | 1 | 0 | 0 | 0 | 208   |
| 169 | 12                                            | 0 | 1 | 0 | 0 | 0 | 182   |

|     |                                               |   |   |   |   |   |       |
|-----|-----------------------------------------------|---|---|---|---|---|-------|
|     | LIGHT<br>HEAVY<br>BUS<br>MCYCL<br>E<br>PCYCLE |   |   |   |   |   | TOTAL |
| 38  | 10                                            | 0 | 0 | 0 | 0 | 0 | 48    |
| 28  | 5                                             | 1 | 1 | 0 | 0 | 0 | 35    |
| 44  | 5                                             | 0 | 0 | 0 | 0 | 0 | 49    |
| 34  | 3                                             | 1 | 0 | 0 | 0 | 0 | 38    |
| 69  | 8                                             | 1 | 0 | 0 | 0 | 0 | 78    |
| 52  | 2                                             | 1 | 0 | 0 | 0 | 0 | 55    |
| 46  | 5                                             | 0 | 0 | 0 | 0 | 0 | 51    |
| 27  | 3                                             | 0 | 0 | 1 | 0 | 0 | 31    |
| 39  | 3                                             | 0 | 0 | 0 | 0 | 0 | 42    |
| 20  | 4                                             | 0 | 0 | 2 | 0 | 0 | 26    |
| 23  | 2                                             | 1 | 1 | 0 | 0 | 0 | 27    |
| 10  | 3                                             | 0 | 0 | 0 | 0 | 0 | 13    |
| 430 | 53                                            | 5 | 2 | 3 | 0 | 0 | 493   |
|     |                                               |   |   |   |   |   |       |
| 144 | 23                                            | 2 | 1 | 0 | 0 | 0 | 170   |
| 175 | 21                                            | 3 | 1 | 0 | 0 | 0 | 200   |
| 199 | 18                                            | 3 | 0 | 0 | 0 | 0 | 220   |
| 201 | 18                                            | 3 | 0 | 0 | 0 | 0 | 222   |
| 194 | 18                                            | 2 | 0 | 1 | 0 | 0 | 215   |
| 164 | 13                                            | 1 | 0 | 1 | 0 | 0 | 179   |
| 132 | 15                                            | 0 | 0 | 3 | 0 | 0 | 150   |
| 109 | 12                                            | 1 | 1 | 3 | 0 | 0 | 126   |
| 92  | 12                                            | 1 | 1 | 2 | 0 | 0 | 108   |

|     |                                               |   |   |   |   |   |       |
|-----|-----------------------------------------------|---|---|---|---|---|-------|
|     | LIGHT<br>HEAVY<br>BUS<br>MCYCL<br>E<br>PCYCLE |   |   |   |   |   | TOTAL |
| 21  | 4                                             | 0 | 0 | 0 | 0 | 0 | 25    |
| 31  | 3                                             | 0 | 0 | 0 | 0 | 0 | 34    |
| 30  | 3                                             | 0 | 0 | 1 | 0 | 0 | 34    |
| 22  | 4                                             | 0 | 0 | 0 | 0 | 0 | 26    |
| 28  | 4                                             | 0 | 1 | 0 | 0 | 0 | 33    |
| 32  | 1                                             | 0 | 0 | 0 | 0 | 0 | 33    |
| 38  | 4                                             | 0 | 0 | 1 | 0 | 0 | 43    |
| 40  | 4                                             | 0 | 1 | 0 | 0 | 0 | 45    |
| 43  | 2                                             | 0 | 0 | 0 | 0 | 0 | 45    |
| 38  | 2                                             | 0 | 1 | 0 | 0 | 0 | 41    |
| 19  | 2                                             | 0 | 0 | 0 | 0 | 0 | 21    |
| 28  | 2                                             | 0 | 0 | 0 | 0 | 0 | 30    |
| 370 | 35                                            | 0 | 3 | 2 | 0 | 0 | 410   |
|     |                                               |   |   |   |   |   |       |
| 104 | 14                                            | 0 | 0 | 1 | 0 | 0 | 119   |
| 111 | 14                                            | 0 | 1 | 1 | 0 | 0 | 127   |
| 112 | 12                                            | 0 | 1 | 1 | 0 | 0 | 126   |
| 120 | 13                                            | 0 | 1 | 1 | 0 | 0 | 135   |
| 138 | 13                                            | 0 | 2 | 1 | 0 | 0 | 154   |
| 153 | 11                                            | 0 | 1 | 1 | 0 | 0 | 166   |
| 159 | 12                                            | 0 | 2 | 1 | 0 | 0 | 174   |
| 140 | 10                                            | 0 | 2 | 0 | 0 | 0 | 152   |
| 128 | 8                                             | 0 | 1 | 0 | 0 | 0 | 137   |

|     |                                               |   |   |   |   |   |       |
|-----|-----------------------------------------------|---|---|---|---|---|-------|
|     | LIGHT<br>HEAVY<br>BUS<br>MCYCL<br>E<br>PCYCLE |   |   |   |   |   | TOTAL |
| 22  | 5                                             | 0 | 0 | 0 | 0 | 0 | 27    |
| 23  | 7                                             | 0 | 0 | 0 | 0 | 0 | 30    |
| 24  | 5                                             | 0 | 0 | 1 | 0 | 0 | 30    |
| 32  | 7                                             | 1 | 1 | 0 | 0 | 0 | 41    |
| 41  | 8                                             | 0 | 1 | 0 | 0 | 0 | 50    |
| 44  | 4                                             | 0 | 0 | 0 | 0 | 0 | 48    |
| 44  | 3                                             | 0 | 1 | 1 | 0 | 0 | 49    |
| 44  | 3                                             | 0 | 1 | 0 | 0 | 0 | 48    |
| 33  | 6                                             | 0 | 0 | 0 | 0 | 0 | 39    |
| 30  | 3                                             | 0 | 0 | 0 | 0 | 0 | 33    |
| 26  | 2                                             | 0 | 1 | 0 | 0 | 0 | 29    |
| 23  | 2                                             | 0 | 0 | 0 | 0 | 0 | 25    |
| 386 | 55                                            | 1 | 5 | 2 | 0 | 0 | 449   |
|     |                                               |   |   |   |   |   |       |
| 101 | 24                                            | 1 | 1 | 1 | 0 | 0 | 128   |
| 120 | 27                                            | 1 | 2 | 1 | 0 | 0 | 151   |
| 141 | 24                                            | 1 | 2 | 1 | 0 | 0 | 169   |
| 161 | 22                                            | 1 | 3 | 1 | 0 | 0 | 188   |
| 173 | 18                                            | 0 | 3 | 1 | 0 | 0 | 195   |
| 165 | 16                                            | 0 | 2 | 1 | 0 | 0 | 184   |
| 151 | 15                                            | 0 | 2 | 1 | 0 | 0 | 169   |
| 133 | 14                                            | 0 | 2 | 0 | 0 | 0 | 149   |
| 112 | 13                                            | 0 | 1 | 0 | 0 | 0 | 126   |

|           |                                               |   |   |   |   |   |       |
|-----------|-----------------------------------------------|---|---|---|---|---|-------|
|           | B1085 - WEST<br>TO DANE HILL RD               |   |   |   |   |   |       |
|           | MOVEMENT<br>6                                 |   |   |   |   |   |       |
|           | LIGHT<br>HEAVY<br>BUS<br>MCYCL<br>E<br>PCYCLE |   |   |   |   |   | TOTAL |
| 0700-0715 | 19                                            | 2 | 0 | 0 | 1 | 0 | 22    |
| 0715-0730 | 32                                            | 3 | 0 | 0 | 0 | 0 | 35    |

|    |                                               |   |   |   |   |   |       |
|----|-----------------------------------------------|---|---|---|---|---|-------|
|    | B1085 - WEST<br>TO A11 SOUTHBOUND             |   |   |   |   |   |       |
|    | MOVEMENT<br>7                                 |   |   |   |   |   |       |
|    | LIGHT<br>HEAVY<br>BUS<br>MCYCL<br>E<br>PCYCLE |   |   |   |   |   | TOTAL |
| 21 | 0                                             | 0 | 0 | 0 | 0 | 0 | 21    |
| 23 | 0                                             | 1 | 0 | 0 | 0 | 0 | 24    |

|   |                                               |   |   |   |   |   |       |
|---|-----------------------------------------------|---|---|---|---|---|-------|
|   | B1085 - WEST<br>U TURN                        |   |   |   |   |   |       |
|   | MOVEMENT<br>8                                 |   |   |   |   |   |       |
|   | LIGHT<br>HEAVY<br>BUS<br>MCYCL<br>E<br>PCYCLE |   |   |   |   |   | TOTAL |
| 0 | 1                                             | 0 | 0 | 0 | 0 | 0 | 1     |
| 0 | 0                                             | 0 | 0 | 0 | 0 | 0 | 0     |

|    |                                               |   |   |   |   |   |       |
|----|-----------------------------------------------|---|---|---|---|---|-------|
|    | DANE HILL RD<br>TO A11 SOUTHBOUND             |   |   |   |   |   |       |
|    | MOVEMENT<br>9                                 |   |   |   |   |   |       |
|    | LIGHT<br>HEAVY<br>BUS<br>MCYCL<br>E<br>PCYCLE |   |   |   |   |   | TOTAL |
| 11 | 2                                             | 0 | 0 | 0 | 0 | 0 | 13    |
| 14 | 2                                             | 0 | 0 | 0 | 0 | 0 | 16    |

|    |                                               |   |   |   |   |   |       |
|----|-----------------------------------------------|---|---|---|---|---|-------|
|    | DANE HILL RD<br>TO B1085 - WEST               |   |   |   |   |   |       |
|    | MOVEMENT<br>10                                |   |   |   |   |   |       |
|    | LIGHT<br>HEAVY<br>BUS<br>MCYCL<br>E<br>PCYCLE |   |   |   |   |   | TOTAL |
| 11 | 0                                             | 0 | 0 | 0 | 0 | 0 | 11    |
| 14 | 0                                             | 1 | 1 | 0 | 0 | 0 | 16    |

|           |            |           |          |          |          |            |            |          |          |          |          |            |          |          |          |          |          |           |            |           |          |          |          |            |            |           |          |          |          |            |
|-----------|------------|-----------|----------|----------|----------|------------|------------|----------|----------|----------|----------|------------|----------|----------|----------|----------|----------|-----------|------------|-----------|----------|----------|----------|------------|------------|-----------|----------|----------|----------|------------|
| 0730-0745 | 46         | 3         | 0        | 0        | 0        | <b>49</b>  | 42         | 0        | 2        | 0        | 0        | <b>44</b>  | 0        | 0        | 0        | 0        | 0        | <b>0</b>  | 19         | 1         | 0        | 0        | 0        | <b>20</b>  | 25         | 3         | 0        | 1        | 0        | <b>29</b>  |
| 0745-0800 | 56         | 4         | 2        | 0        | 0        | <b>62</b>  | 28         | 2        | 0        | 0        | 0        | <b>30</b>  | 0        | 0        | 0        | 0        | 0        | <b>0</b>  | 23         | 0         | 0        | 0        | 0        | <b>23</b>  | 28         | 3         | 3        | 0        | 0        | <b>34</b>  |
| 0800-0815 | 66         | 5         | 0        | 0        | 0        | <b>71</b>  | 33         | 3        | 0        | 0        | 0        | <b>36</b>  | 0        | 0        | 0        | 0        | 0        | <b>0</b>  | 19         | 1         | 0        | 0        | 0        | <b>20</b>  | 16         | 2         | 0        | 0        | 0        | <b>18</b>  |
| 0815-0830 | 57         | 4         | 0        | 0        | 0        | <b>61</b>  | 20         | 1        | 0        | 0        | 0        | <b>21</b>  | 0        | 0        | 0        | 0        | 0        | <b>0</b>  | 16         | 0         | 0        | 0        | 0        | <b>16</b>  | 17         | 1         | 0        | 0        | 0        | <b>18</b>  |
| 0830-0845 | 40         | 9         | 0        | 0        | 0        | <b>49</b>  | 24         | 1        | 0        | 0        | 0        | <b>25</b>  | 0        | 0        | 0        | 0        | 0        | <b>0</b>  | 15         | 0         | 0        | 0        | 0        | <b>15</b>  | 20         | 1         | 0        | 0        | 0        | <b>21</b>  |
| 0845-0900 | 52         | 2         | 0        | 0        | 0        | <b>54</b>  | 21         | 1        | 0        | 0        | 0        | <b>22</b>  | 0        | 1        | 0        | 0        | 0        | <b>1</b>  | 9          | 1         | 0        | 0        | 0        | <b>10</b>  | 13         | 3         | 0        | 1        | 0        | <b>17</b>  |
| 0900-0915 | 31         | 2         | 0        | 1        | 0        | <b>34</b>  | 16         | 0        | 0        | 0        | 0        | <b>16</b>  | 0        | 0        | 0        | 0        | 0        | <b>0</b>  | 12         | 4         | 0        | 0        | 0        | <b>16</b>  | 16         | 3         | 0        | 0        | 0        | <b>19</b>  |
| 0915-0930 | 22         | 2         | 0        | 0        | 0        | <b>24</b>  | 8          | 1        | 0        | 0        | 0        | <b>9</b>   | 0        | 1        | 0        | 0        | 0        | <b>1</b>  | 7          | 1         | 0        | 0        | 0        | <b>8</b>   | 9          | 6         | 0        | 0        | 0        | <b>15</b>  |
| 0930-0945 | 29         | 0         | 0        | 0        | 0        | <b>29</b>  | 8          | 0        | 0        | 0        | 0        | <b>8</b>   | 3        | 0        | 0        | 0        | 1        | <b>4</b>  | 2          | 0         | 0        | 0        | 0        | <b>2</b>   | 24         | 2         | 1        | 0        | 0        | <b>27</b>  |
| 0945-1000 | 27         | 4         | 0        | 0        | 0        | <b>31</b>  | 0          | 0        | 0        | 0        | 0        | <b>0</b>   | 3        | 0        | 0        | 0        | 0        | <b>3</b>  | 0          | 0         | 0        | 0        | 0        | <b>0</b>   | 16         | 0         | 0        | 0        | 0        | <b>16</b>  |
| 0700-1000 | <b>477</b> | <b>40</b> | <b>2</b> | <b>1</b> | <b>1</b> | <b>521</b> | <b>244</b> | <b>9</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>256</b> | <b>6</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>10</b> | <b>147</b> | <b>12</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>159</b> | <b>209</b> | <b>24</b> | <b>5</b> | <b>3</b> | <b>0</b> | <b>241</b> |
| 0700-0800 | 153        | 12        | 2        | 0        | 1        | <b>168</b> | 114        | 2        | 3        | 0        | 0        | <b>119</b> | 0        | 1        | 0        | 0        | 0        | <b>1</b>  | 67         | 5         | 0        | 0        | 0        | <b>72</b>  | 78         | 6         | 4        | 2        | 0        | <b>90</b>  |
| 0715-0815 | 200        | 15        | 2        | 0        | 0        | <b>217</b> | 126        | 5        | 3        | 0        | 0        | <b>134</b> | 0        | 0        | 0        | 0        | 0        | <b>0</b>  | 75         | 4         | 0        | 0        | 0        | <b>79</b>  | 83         | 8         | 4        | 2        | 0        | <b>97</b>  |
| 0730-0830 | 225        | 16        | 2        | 0        | 0        | <b>243</b> | 123        | 6        | 2        | 0        | 0        | <b>131</b> | 0        | 0        | 0        | 0        | 0        | <b>0</b>  | 77         | 2         | 0        | 0        | 0        | <b>79</b>  | 86         | 9         | 3        | 1        | 0        | <b>99</b>  |
| 0745-0845 | 219        | 22        | 2        | 0        | 0        | <b>243</b> | 105        | 7        | 0        | 0        | 0        | <b>112</b> | 0        | 0        | 0        | 0        | 0        | <b>0</b>  | 73         | 1         | 0        | 0        | 0        | <b>74</b>  | 81         | 7         | 3        | 0        | 0        | <b>91</b>  |
| 0800-0900 | 215        | 20        | 0        | 0        | 0        | <b>235</b> | 98         | 6        | 0        | 0        | 0        | <b>104</b> | 0        | 1        | 0        | 0        | 0        | <b>1</b>  | 59         | 2         | 0        | 0        | 0        | <b>61</b>  | 66         | 7         | 0        | 1        | 0        | <b>74</b>  |
| 0815-0915 | 180        | 17        | 0        | 1        | 0        | <b>198</b> | 81         | 3        | 0        | 0        | 0        | <b>84</b>  | 0        | 1        | 0        | 0        | 0        | <b>1</b>  | 52         | 5         | 0        | 0        | 0        | <b>57</b>  | 66         | 8         | 0        | 1        | 0        | <b>75</b>  |
| 0830-0930 | 145        | 15        | 0        | 1        | 0        | <b>161</b> | 69         | 3        | 0        | 0        | 0        | <b>72</b>  | 0        | 2        | 0        | 0        | 0        | <b>2</b>  | 43         | 6         | 0        | 0        | 0        | <b>49</b>  | 58         | 13        | 0        | 1        | 0        | <b>72</b>  |
| 0845-0945 | 134        | 6         | 0        | 1        | 0        | <b>141</b> | 53         | 2        | 0        | 0        | 0        | <b>55</b>  | 3        | 2        | 0        | 0        | 1        | <b>6</b>  | 30         | 6         | 0        | 0        | 0        | <b>36</b>  | 62         | 14        | 1        | 1        | 0        | <b>78</b>  |
| 0900-1000 | 109        | 8         | 0        | 1        | 0        | <b>118</b> | 32         | 1        | 0        | 0        | 0        | <b>33</b>  | 6        | 1        | 0        | 0        | 1        | <b>8</b>  | 21         | 5         | 0        | 0        | 0        | <b>26</b>  | 65         | 11        | 1        | 0        | 0        | <b>77</b>  |

|           | B1085 - WEST<br>TO DANE HILL RD |     |       |          |       |       | B1085 - WEST<br>TO A11 SOUTHBOUND |     |       |          |       |       | B1085 - WEST<br>U TURN |     |       |          |       |       | DANE HILL RD<br>TO A11 SOUTHBOUND |     |       |          |       |       | DANE HILL RD<br>TO B1085 - WEST |     |       |          |   |       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|-----------|---------------------------------|-----|-------|----------|-------|-------|-----------------------------------|-----|-------|----------|-------|-------|------------------------|-----|-------|----------|-------|-------|-----------------------------------|-----|-------|----------|-------|-------|---------------------------------|-----|-------|----------|---|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|           | MOVEMENT                        |     |       |          |       |       | MOVEMENT                          |     |       |          |       |       | MOVEMENT               |     |       |          |       |       | MOVEMENT                          |     |       |          |       |       | MOVEMENT                        |     |       |          |   |       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|           | 6                               |     |       |          |       | TOTAL | 7                                 |     |       |          |       | TOTAL | 8                      |     |       |          |       | TOTAL | 9                                 |     |       |          |       | TOTAL | 10                              |     |       |          |   | TOTAL |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| LIGHT     | HEAVY                           | BUS | MCYCL | E PCYCLE | LIGHT |       | HEAVY                             | BUS | MCYCL | E PCYCLE | LIGHT |       | HEAVY                  | BUS | MCYCL | E PCYCLE | LIGHT |       | HEAVY                             | BUS | MCYCL | E PCYCLE | LIGHT |       | HEAVY                           | BUS | MCYCL | E PCYCLE |   |       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 1600-1615 | 35                              | 4   | 1     | 1        | 0     | 41    | 5                                 | 0   | 0     | 0        | 0     | 5     | 0                      | 0   | 0     | 0        | 0     | 0     | 0                                 | 0   | 0     | 0        | 0     | 0     | 0                               | 0   | 0     | 0        | 0 | 0     | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

|           |     |    |   |   |   |     |    |   |   |   |   |    |   |   |   |   |   |    |     |    |   |   |   |     |
|-----------|-----|----|---|---|---|-----|----|---|---|---|---|----|---|---|---|---|---|----|-----|----|---|---|---|-----|
| 1745-1800 | 52  | 3  | 0 | 0 | 0 | 55  | 8  | 1 | 0 | 0 | 0 | 9  | 0 | 0 | 0 | 0 | 0 | 5  | 24  | 2  | 0 | 0 | 1 | 27  |
| 1800-1815 | 57  | 1  | 0 | 0 | 0 | 58  | 5  | 0 | 0 | 0 | 0 | 5  | 0 | 0 | 0 | 0 | 0 | 6  | 28  | 2  | 0 | 0 | 0 | 30  |
| 1815-1830 | 61  | 3  | 0 | 0 | 0 | 64  | 3  | 0 | 0 | 0 | 0 | 3  | 0 | 0 | 0 | 0 | 0 | 3  | 23  | 3  | 0 | 0 | 0 | 26  |
| 1830-1845 | 25  | 1  | 0 | 1 | 0 | 27  | 5  | 0 | 0 | 0 | 0 | 5  | 1 | 0 | 0 | 0 | 0 | 7  | 20  | 2  | 0 | 1 | 0 | 23  |
| 1845-1900 | 26  | 2  | 0 | 0 | 0 | 28  | 1  | 0 | 0 | 0 | 0 | 1  | 0 | 0 | 0 | 0 | 0 | 5  | 15  | 3  | 1 | 0 | 0 | 19  |
| 1600-1900 | 462 | 32 | 1 | 3 | 0 | 498 | 69 | 3 | 0 | 0 | 0 | 72 | 3 | 0 | 0 | 0 | 0 | 90 | 372 | 35 | 4 | 2 | 1 | 414 |
| 1600-1700 | 130 | 12 | 1 | 1 | 0 | 144 | 27 | 1 | 0 | 0 | 0 | 28 | 1 | 0 | 0 | 0 | 0 | 34 | 124 | 13 | 2 | 1 | 0 | 140 |
| 1615-1715 | 129 | 10 | 0 | 0 | 0 | 139 | 29 | 1 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 37 | 138 | 12 | 2 | 1 | 0 | 153 |
| 1630-1730 | 135 | 12 | 0 | 1 | 0 | 148 | 26 | 2 | 0 | 0 | 0 | 28 | 1 | 0 | 0 | 0 | 0 | 40 | 159 | 7  | 2 | 0 | 0 | 168 |
| 1645-1745 | 140 | 14 | 0 | 1 | 0 | 155 | 24 | 2 | 0 | 0 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 36 | 171 | 10 | 2 | 0 | 0 | 183 |
| 1700-1800 | 163 | 13 | 0 | 1 | 0 | 177 | 28 | 2 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 35 | 162 | 12 | 1 | 0 | 1 | 176 |
| 1715-1815 | 186 | 12 | 0 | 1 | 0 | 199 | 26 | 2 | 0 | 0 | 0 | 28 | 1 | 0 | 0 | 0 | 0 | 28 | 145 | 10 | 1 | 0 | 1 | 157 |
| 1730-1830 | 207 | 11 | 0 | 0 | 0 | 218 | 22 | 1 | 0 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 19 | 118 | 12 | 0 | 0 | 1 | 131 |
| 1745-1845 | 195 | 8  | 0 | 1 | 0 | 204 | 21 | 1 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 21 | 95  | 9  | 0 | 1 | 1 | 106 |
| 1800-1900 | 169 | 7  | 0 | 1 | 0 | 177 | 14 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 21 | 86  | 10 | 1 | 1 | 0 | 98  |

|           | DANE HILL RD<br>TO B1085 - NORTH |     |       |   |        |       |       | DANE HILL RD<br>U TURN |     |       |   |        |       |       | B1085 - NORTH<br>TO DANE HILL RD |     |       |   |        |       |       | B1085 - NORTH<br>TO A11 SOUTHBOUND |     |       |   |        |       |       | B1085 - NORTH<br>TO B1085 - WEST |     |       |   |        |   |       |
|-----------|----------------------------------|-----|-------|---|--------|-------|-------|------------------------|-----|-------|---|--------|-------|-------|----------------------------------|-----|-------|---|--------|-------|-------|------------------------------------|-----|-------|---|--------|-------|-------|----------------------------------|-----|-------|---|--------|---|-------|
|           | MOVEMENT                         |     |       |   |        |       |       | MOVEMENT               |     |       |   |        |       |       | MOVEMENT                         |     |       |   |        |       |       | MOVEMENT                           |     |       |   |        |       |       | MOVEMENT                         |     |       |   |        |   |       |
|           | 11                               |     |       |   |        |       | TOTAL | 12                     |     |       |   |        |       | TOTAL | 13                               |     |       |   |        |       | TOTAL | 14                                 |     |       |   |        |       | TOTAL | 15                               |     |       |   |        |   | TOTAL |
| LIGHT     | HEAVY                            | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                  | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                            | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                              | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                            | BUS | MCYCL | E | PCYCLE |   |       |
| 0700-0715 | 6                                | 1   | 0     | 0 | 0      | 0     | 7     | 0                      | 0   | 0     | 0 | 0      | 0     | 0     | 7                                | 1   | 0     | 0 | 0      | 0     | 8     | 17                                 | 5   | 0     | 0 | 0      | 0     | 22    | 2                                | 0   | 0     | 0 | 0      | 2 |       |
| 0715-0730 | 9                                | 1   | 0     | 0 | 0      | 0     | 10    | 0                      | 0   | 0     | 0 | 0      | 0     | 0     | 10                               | 1   | 0     | 0 | 0      | 0     | 11    | 21                                 | 3   | 0     | 1 | 0      | 25    | 9     | 1                                | 0   | 0     | 0 | 10     |   |       |
| 0730-0745 | 14                               | 1   | 1     | 0 | 0      | 0     | 16    | 0                      | 0   | 0     | 0 | 0      | 0     | 0     | 21                               | 2   | 1     | 0 | 0      | 0     | 24    | 30                                 | 3   | 0     | 0 | 0      | 33    | 7     | 1                                | 0   | 0     | 0 | 8      |   |       |
| 0745-0800 | 7                                | 0   | 0     | 0 | 0      | 0     | 7     | 0                      | 0   | 0     | 0 | 0      | 0     | 0     | 11                               | 0   | 0     | 0 | 0      | 0     | 11    | 23                                 | 4   | 0     | 0 | 0      | 27    | 9     | 1                                | 0   | 1     | 0 | 11     |   |       |
| 0800-0815 | 9                                | 2   | 1     | 0 | 0      | 0     | 12    | 0                      | 0   | 0     | 0 | 0      | 0     | 0     | 16                               | 2   | 0     | 0 | 0      | 0     | 18    | 14                                 | 1   | 0     | 0 | 0      | 15    | 7     | 2                                | 0   | 0     | 0 | 9      |   |       |
| 0815-0830 | 7                                | 3   | 0     | 0 | 0      | 0     | 10    | 0                      | 0   | 0     | 0 | 0      | 0     | 0     | 14                               | 1   | 0     | 0 | 0      | 0     | 15    | 25                                 | 1   | 0     | 1 | 0      | 27    | 6     | 1                                | 0   | 0     | 0 | 7      |   |       |
| 0830-0845 | 8                                | 1   | 0     | 0 | 0      | 0     | 9     | 0                      | 0   | 0     | 0 | 0      | 0     | 0     | 11                               | 5   | 0     | 0 | 0      | 0     | 16    | 26                                 | 4   | 0     | 1 | 0      | 31    | 6     | 1                                | 0   | 0     | 0 | 7      |   |       |
| 0845-0900 | 11                               | 6   | 0     | 0 | 0      | 0     | 17    | 0                      | 0   | 0     | 0 | 0      | 0     | 0     | 21                               | 4   | 0     | 0 | 0      | 0     | 25    | 20                                 | 2   | 0     | 0 | 0      | 22    | 9     | 0                                | 0   | 0     | 0 | 9      |   |       |
| 0900-0915 | 19                               | 0   | 0     | 0 | 0      | 0     | 19    | 0                      | 0   | 0     | 0 | 0      | 0     | 0     | 19                               | 0   | 0     | 0 | 0      | 0     | 19    | 15                                 | 0   | 0     | 0 | 0      | 15    | 3     | 2                                | 0   | 0     | 0 | 5      |   |       |
| 0915-0930 | 14                               | 2   | 1     | 0 | 0      | 0     | 17    | 0                      | 0   | 0     | 0 | 0      | 0     | 0     | 5                                | 2   | 1     | 0 | 0      | 0     | 8     | 12                                 | 3   | 0     | 0 | 0      | 15    | 6     | 3                                | 0   | 0     | 0 | 9      |   |       |
| 0930-0945 | 5                                | 3   | 0     | 0 | 0      | 0     | 8     | 2                      | 0   | 0     | 0 | 0      | 0     | 2     | 2                                | 3   | 0     | 0 | 0      | 5     | 10    | 1                                  | 0   | 0     | 0 | 11     | 7     | 2     | 0                                | 0   | 0     | 9 |        |   |       |
| 0945-1000 | 3                                | 4   | 0     | 0 | 0      | 0     | 7     | 1                      | 1   | 0     | 0 | 0      | 0     | 2     | 12                               | 4   | 0     | 0 | 0      | 16    | 0     | 0                                  | 0   | 0     | 0 | 0      | 0     | 11    | 0                                | 0   | 0     | 0 | 11     |   |       |

|           |     |    |   |   |   |     |   |   |   |   |   |   |     |    |   |   |   |     |     |    |   |   |   |     |    |    |   |   |   |    |  |  |  |  |  |
|-----------|-----|----|---|---|---|-----|---|---|---|---|---|---|-----|----|---|---|---|-----|-----|----|---|---|---|-----|----|----|---|---|---|----|--|--|--|--|--|
| 0700-1000 | 112 | 24 | 3 | 0 | 0 | 139 | 3 | 1 | 0 | 0 | 0 | 4 | 149 | 25 | 2 | 0 | 0 | 176 | 213 | 27 | 0 | 3 | 0 | 243 | 82 | 14 | 0 | 1 | 0 | 97 |  |  |  |  |  |
|           |     |    |   |   |   |     |   |   |   |   |   |   |     |    |   |   |   |     |     |    |   |   |   |     |    |    |   |   |   |    |  |  |  |  |  |
| 0700-0800 | 36  | 3  | 1 | 0 | 0 | 40  | 0 | 0 | 0 | 0 | 0 | 0 | 49  | 4  | 1 | 0 | 0 | 54  | 91  | 15 | 0 | 1 | 0 | 107 | 27 | 3  | 0 | 1 | 0 | 31 |  |  |  |  |  |
| 0715-0815 | 39  | 4  | 2 | 0 | 0 | 45  | 0 | 0 | 0 | 0 | 0 | 0 | 58  | 5  | 1 | 0 | 0 | 64  | 88  | 11 | 0 | 1 | 0 | 100 | 32 | 5  | 0 | 1 | 0 | 38 |  |  |  |  |  |
| 0730-0830 | 37  | 6  | 2 | 0 | 0 | 45  | 0 | 0 | 0 | 0 | 0 | 0 | 62  | 5  | 1 | 0 | 0 | 68  | 92  | 9  | 0 | 1 | 0 | 102 | 29 | 5  | 0 | 1 | 0 | 35 |  |  |  |  |  |
| 0745-0845 | 31  | 6  | 1 | 0 | 0 | 38  | 0 | 0 | 0 | 0 | 0 | 0 | 52  | 8  | 0 | 0 | 0 | 60  | 88  | 10 | 0 | 2 | 0 | 100 | 28 | 5  | 0 | 1 | 0 | 34 |  |  |  |  |  |
| 0800-0900 | 35  | 12 | 1 | 0 | 0 | 48  | 0 | 0 | 0 | 0 | 0 | 0 | 62  | 12 | 0 | 0 | 0 | 74  | 85  | 8  | 0 | 2 | 0 | 95  | 28 | 4  | 0 | 0 | 0 | 32 |  |  |  |  |  |
| 0815-0915 | 45  | 10 | 0 | 0 | 0 | 55  | 0 | 0 | 0 | 0 | 0 | 0 | 65  | 10 | 0 | 0 | 0 | 75  | 86  | 7  | 0 | 2 | 0 | 95  | 24 | 4  | 0 | 0 | 0 | 28 |  |  |  |  |  |
| 0830-0930 | 52  | 9  | 1 | 0 | 0 | 62  | 0 | 0 | 0 | 0 | 0 | 0 | 56  | 11 | 1 | 0 | 0 | 68  | 73  | 9  | 0 | 1 | 0 | 83  | 24 | 6  | 0 | 0 | 0 | 30 |  |  |  |  |  |
| 0845-0945 | 49  | 11 | 1 | 0 | 0 | 61  | 2 | 0 | 0 | 0 | 0 | 2 | 47  | 9  | 1 | 0 | 0 | 57  | 57  | 6  | 0 | 0 | 0 | 63  | 25 | 7  | 0 | 0 | 0 | 32 |  |  |  |  |  |
| 0900-1000 | 41  | 9  | 1 | 0 | 0 | 51  | 3 | 1 | 0 | 0 | 0 | 4 | 38  | 9  | 1 | 0 | 0 | 48  | 37  | 4  | 0 | 0 | 0 | 41  | 27 | 7  | 0 | 0 | 0 | 34 |  |  |  |  |  |

|           | DANE HILL RD<br>TO B1085 - NORTH |       |     |       |   |        |       | DANE HILL RD<br>U TURN |       |       |     |       |   |        | B1085 - NORTH<br>TO DANE HILL RD |  |       |       |     |       |   | B1085 - NORTH<br>TO A11 SOUTHBOUND |       |  |       |       |     |       | B1085 - NORTH<br>TO B1085 - WEST |        |       |  |       |       |     |       |   |        |       |
|-----------|----------------------------------|-------|-----|-------|---|--------|-------|------------------------|-------|-------|-----|-------|---|--------|----------------------------------|--|-------|-------|-----|-------|---|------------------------------------|-------|--|-------|-------|-----|-------|----------------------------------|--------|-------|--|-------|-------|-----|-------|---|--------|-------|
|           | MOVEMENT                         |       |     |       |   |        |       | MOVEMENT               |       |       |     |       |   |        | MOVEMENT                         |  |       |       |     |       |   | MOVEMENT                           |       |  |       |       |     |       | MOVEMENT                         |        |       |  |       |       |     |       |   |        |       |
|           | 11                               |       |     |       |   |        |       | 12                     |       |       |     |       |   |        | 13                               |  |       |       |     |       |   | 14                                 |       |  |       |       |     |       | 15                               |        |       |  |       |       |     |       |   |        |       |
|           | LIGHT                            | HEAVY | BUS | MCYCL | E | PCYCLE | TOTAL |                        | LIGHT | HEAVY | BUS | MCYCL | E | PCYCLE | TOTAL                            |  | LIGHT | HEAVY | BUS | MCYCL | E | PCYCLE                             | TOTAL |  | LIGHT | HEAVY | BUS | MCYCL | E                                | PCYCLE | TOTAL |  | LIGHT | HEAVY | BUS | MCYCL | E | PCYCLE | TOTAL |
| 1600-1615 | 9                                | 1     | 0   | 0     | 0 | 0      | 10    |                        | 0     | 0     | 0   | 0     | 0 | 0      | 0                                |  | 6     | 3     | 1   | 0     | 0 | 0                                  | 10    |  | 6     | 2     | 0   | 0     | 0                                | 0      | 8     |  | 3     | 4     | 1   | 0     | 0 | 0      | 8     |
| 1615-1630 | 14                               | 2     | 0   | 1     | 0 | 0      | 17    |                        | 0     | 0     | 0   | 0     | 0 | 0      | 0                                |  | 8     | 1     | 0   | 0     | 0 | 0                                  | 9     |  | 4     | 0     | 0   | 0     | 0                                | 0      | 4     |  | 3     | 4     | 0   | 0     | 0 | 0      | 7     |
| 1630-1645 | 16                               | 3     | 0   | 0     | 0 | 0      | 19    |                        | 0     | 0     | 0   | 0     | 0 | 0      | 0                                |  | 7     | 1     | 0   | 0     | 0 | 0                                  | 8     |  | 9     | 1     | 0   | 0     | 0                                | 0      | 10    |  | 7     | 3     | 0   | 0     | 0 | 0      | 10    |
| 1645-1700 | 20                               | 1     | 1   | 0     | 0 | 0      | 22    |                        | 0     | 0     | 0   | 0     | 0 | 0      | 0                                |  | 5     | 2     | 0   | 0     | 0 | 0                                  | 7     |  | 7     | 0     | 0   | 0     | 0                                | 0      | 7     |  | 5     | 1     | 0   | 0     | 0 | 0      | 6     |
| 1700-1715 | 24                               | 0     | 0   | 0     | 0 | 0      | 24    |                        | 0     | 0     | 0   | 0     | 0 | 0      | 0                                |  | 18    | 1     | 0   | 0     | 0 | 0                                  | 19    |  | 9     | 3     | 0   | 0     | 0                                | 0      | 12    |  | 9     | 0     | 1   | 0     | 0 | 0      | 10    |
| 1715-1730 | 28                               | 2     | 0   | 0     | 0 | 0      | 30    |                        | 0     | 0     | 0   | 0     | 0 | 0      | 0                                |  | 11    | 2     | 0   | 0     | 0 | 0                                  | 13    |  | 4     | 4     | 0   | 0     | 0                                | 0      | 8     |  | 4     | 2     | 0   | 0     | 0 | 0      | 6     |
| 1730-1745 | 10                               | 4     | 1   | 1     | 0 | 0      | 16    |                        | 0     | 0     | 0   | 0     | 0 | 0      | 0                                |  | 7     | 3     | 1   | 0     | 0 | 0                                  | 11    |  | 10    | 1     | 0   | 0     | 0                                | 0      | 11    |  | 7     | 0     | 0   | 0     | 0 | 0      | 7     |
| 1745-1800 | 14                               | 1     | 0   | 0     | 0 | 0      | 15    |                        | 0     | 0     | 0   | 0     | 0 | 0      | 0                                |  | 12    | 0     | 0   | 1     | 0 | 0                                  | 13    |  | 9     | 0     | 0   | 0     | 0                                | 0      | 9     |  | 2     | 1     | 0   | 0     | 0 | 0      | 3     |
| 1800-1815 | 7                                | 2     | 0   | 0     | 0 | 0      | 9     |                        | 0     | 0     | 0   | 0     | 0 | 0      | 0                                |  | 10    | 1     | 0   | 0     | 0 | 0                                  | 11    |  | 10    | 1     | 0   | 0     | 0                                | 0      | 11    |  | 6     | 0     | 0   | 0     | 0 | 0      | 6     |
| 1815-1830 | 17                               | 2     | 1   | 1     | 0 | 0      | 21    |                        | 0     | 0     | 0   | 0     | 0 | 0      | 0                                |  | 8     | 1     | 0   | 0     | 0 | 0                                  | 9     |  | 10    | 1     | 0   | 0     | 0                                | 0      | 11    |  | 4     | 2     | 0   | 0     | 2 | 0      | 8     |
| 1830-1845 | 10                               | 0     | 0   | 0     | 0 | 0      | 10    |                        | 0     | 0     | 0   | 0     | 0 | 0      | 0                                |  | 6     | 0     | 1   | 0     | 0 | 0                                  | 7     |  | 13    | 0     | 0   | 0     | 0                                | 0      | 13    |  | 6     | 0     | 0   | 0     | 0 | 0      | 6     |
| 1845-1900 | 3                                | 0     | 0   | 0     | 0 | 0      | 3     |                        | 0     | 0     | 0   | 0     | 0 | 0      | 0                                |  | 5     | 0     | 0   | 0     | 0 | 0                                  | 5     |  | 5     | 1     | 0   | 0     | 0                                | 0      | 6     |  | 6     | 0     | 0   | 0     | 0 | 0      | 6     |
| 1600-1900 | 172                              | 18    | 3   | 3     | 0 | 0      | 196   |                        | 0     | 0     | 0   | 0     | 0 | 0      | 0                                |  | 103   | 15    | 3   | 1     | 0 | 0                                  | 122   |  | 96    | 14    | 0   | 0     | 0                                | 0      | 110   |  | 62    | 17    | 2   | 0     | 2 | 0      | 83    |
|           |                                  |       |     |       |   |        |       |                        |       |       |     |       |   |        |                                  |  |       |       |     |       |   |                                    |       |  |       |       |     |       |                                  |        |       |  |       |       |     |       |   |        |       |
| 1600-1700 | 59                               | 7     | 1   | 1     | 0 | 0      | 68    |                        | 0     | 0     | 0   | 0     | 0 | 0      | 0                                |  | 26    | 7     | 1   | 0     | 0 | 0                                  | 34    |  | 26    | 3     | 0   | 0     | 0                                | 0      | 29    |  | 18    | 12    | 1   | 0     | 0 | 0      | 31    |
| 1615-1715 | 74                               | 6     | 1   | 1     | 0 | 0      | 82    |                        | 0     | 0     | 0   | 0     | 0 | 0      | 0                                |  | 38    | 5     | 0   | 0     | 0 | 0                                  | 43    |  | 29    | 4     | 0   | 0     | 0                                | 0      | 33    |  | 24    | 8     | 1   | 0     | 0 | 0      | 33    |
| 1630-1730 | 88                               | 6     | 1   | 0     | 0 | 0      | 95    |                        | 0     | 0     | 0   | 0     | 0 | 0      | 0                                |  | 41    | 6     | 0   | 0     | 0 | 0                                  | 47    |  | 29    | 8     | 0   | 0     | 0                                | 0      | 37    |  | 25    | 6     | 1   | 0     | 0 | 0      | 32    |

|           |    |   |   |   |   |           |   |   |   |   |   |          |    |   |   |   |   |           |    |   |   |   |   |           |    |   |   |   |   |           |
|-----------|----|---|---|---|---|-----------|---|---|---|---|---|----------|----|---|---|---|---|-----------|----|---|---|---|---|-----------|----|---|---|---|---|-----------|
| 1645-1745 | 82 | 7 | 2 | 1 | 0 | <b>92</b> | 0 | 0 | 0 | 0 | 0 | <b>0</b> | 41 | 8 | 1 | 0 | 0 | <b>50</b> | 30 | 8 | 0 | 0 | 0 | <b>38</b> | 25 | 3 | 1 | 0 | 0 | <b>29</b> |
| 1700-1800 | 76 | 7 | 1 | 1 | 0 | <b>85</b> | 0 | 0 | 0 | 0 | 0 | <b>0</b> | 48 | 6 | 1 | 1 | 0 | <b>56</b> | 32 | 8 | 0 | 0 | 0 | <b>40</b> | 22 | 3 | 1 | 0 | 0 | <b>26</b> |
| 1715-1815 | 59 | 9 | 1 | 1 | 0 | <b>70</b> | 0 | 0 | 0 | 0 | 0 | <b>0</b> | 40 | 6 | 1 | 1 | 0 | <b>48</b> | 33 | 6 | 0 | 0 | 0 | <b>39</b> | 19 | 3 | 0 | 0 | 0 | <b>22</b> |
| 1730-1830 | 48 | 9 | 2 | 2 | 0 | <b>61</b> | 0 | 0 | 0 | 0 | 0 | <b>0</b> | 37 | 5 | 1 | 1 | 0 | <b>44</b> | 39 | 3 | 0 | 0 | 0 | <b>42</b> | 19 | 3 | 0 | 0 | 2 | <b>24</b> |
| 1745-1845 | 48 | 5 | 1 | 1 | 0 | <b>55</b> | 0 | 0 | 0 | 0 | 0 | <b>0</b> | 36 | 2 | 1 | 1 | 0 | <b>40</b> | 42 | 2 | 0 | 0 | 0 | <b>44</b> | 18 | 3 | 0 | 0 | 2 | <b>23</b> |
| 1800-1900 | 37 | 4 | 1 | 1 | 0 | <b>43</b> | 0 | 0 | 0 | 0 | 0 | <b>0</b> | 29 | 2 | 1 | 0 | 0 | <b>32</b> | 38 | 3 | 0 | 0 | 0 | <b>41</b> | 22 | 2 | 0 | 0 | 2 | <b>26</b> |

|           | B1085 - NORTH<br>U TURN |       |     |       |   |        | DANE HILL RD (EAST END)<br>TO STATION RD |       |       |     |       |   | DANE HILL RD (EAST END)<br>TO DANE HILL RD - WEST |       |       |       |     |       | DANE HILL RD - WEST<br>TO DANE HILL RD (EAST END) |        |       |       |       |     | DANE HILL RD - WEST<br>TO STATION RD |   |        |       |       |       |     |       |   |        |
|-----------|-------------------------|-------|-----|-------|---|--------|------------------------------------------|-------|-------|-----|-------|---|---------------------------------------------------|-------|-------|-------|-----|-------|---------------------------------------------------|--------|-------|-------|-------|-----|--------------------------------------|---|--------|-------|-------|-------|-----|-------|---|--------|
|           | MOVEMENT<br>16          |       |     |       |   |        | MOVEMENT<br>17                           |       |       |     |       |   | MOVEMENT<br>18                                    |       |       |       |     |       | MOVEMENT<br>19                                    |        |       |       |       |     | MOVEMENT<br>20                       |   |        |       |       |       |     |       |   |        |
|           | LIGHT                   | HEAVY | BUS | MCYCL | E | PCYCLE | TOTAL                                    | LIGHT | HEAVY | BUS | MCYCL | E | PCYCLE                                            | TOTAL | LIGHT | HEAVY | BUS | MCYCL | E                                                 | PCYCLE | TOTAL | LIGHT | HEAVY | BUS | MCYCL                                | E | PCYCLE | TOTAL | LIGHT | HEAVY | BUS | MCYCL | E | PCYCLE |
| 0700-0715 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 0     | 0     | 0   | 0     | 0 | 0                                                 | 0     | 8     | 0     | 0   | 0     | 0                                                 | 0      | 8     | 4     | 1     | 0   | 0                                    | 0 | 5      | 32    | 4     | 0     | 0   | 0     | 0 | 36     |
| 0715-0730 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 0     | 0     | 0   | 0     | 0 | 0                                                 | 0     | 15    | 4     | 1   | 0     | 0                                                 | 0      | 20    | 3     | 0     | 0   | 0                                    | 0 | 3      | 39    | 4     | 0     | 0   | 0     | 0 | 43     |
| 0730-0745 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 0     | 0     | 0   | 0     | 0 | 0                                                 | 0     | 14    | 0     | 1   | 0     | 0                                                 | 0      | 15    | 1     | 2     | 0   | 0                                    | 0 | 3      | 65    | 4     | 1     | 0   | 0     | 0 | 70     |
| 0745-0800 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 0     | 0     | 0   | 0     | 0 | 0                                                 | 0     | 18    | 0     | 1   | 0     | 0                                                 | 0      | 19    | 6     | 1     | 0   | 0                                    | 0 | 7      | 74    | 2     | 2     | 0   | 0     | 0 | 78     |
| 0800-0815 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 0     | 0     | 0   | 0     | 0 | 0                                                 | 0     | 14    | 3     | 1   | 0     | 0                                                 | 0      | 18    | 6     | 3     | 0   | 0                                    | 0 | 9      | 86    | 3     | 0     | 0   | 0     | 0 | 89     |
| 0815-0830 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 0     | 0     | 0   | 0     | 0 | 0                                                 | 0     | 15    | 2     | 0   | 0     | 0                                                 | 0      | 17    | 5     | 0     | 0   | 0                                    | 0 | 5      | 68    | 4     | 0     | 0   | 0     | 0 | 72     |
| 0830-0845 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 5     | 0     | 0   | 0     | 0 | 0                                                 | 5     | 6     | 3     | 0   | 0     | 0                                                 | 0      | 9     | 3     | 4     | 0   | 0                                    | 0 | 7      | 62    | 7     | 0     | 0   | 0     | 0 | 69     |
| 0845-0900 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 9     | 0     | 0   | 0     | 0 | 0                                                 | 9     | 12    | 1     | 0   | 0     | 0                                                 | 0      | 13    | 2     | 1     | 0   | 0                                    | 0 | 3      | 61    | 6     | 0     | 0   | 0     | 0 | 67     |
| 0900-0915 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 2     | 0     | 0   | 0     | 0 | 0                                                 | 2     | 13    | 2     | 0   | 0     | 0                                                 | 0      | 15    | 5     | 3     | 0   | 0                                    | 0 | 8      | 34    | 0     | 0     | 0   | 0     | 0 | 34     |
| 0915-0930 | 3                       | 0     | 0   | 0     | 0 | 0      | 3                                        | 0     | 0     | 0   | 0     | 0 | 0                                                 | 0     | 6     | 1     | 0   | 0     | 0                                                 | 0      | 7     | 5     | 1     | 1   | 0                                    | 0 | 7      | 20    | 3     | 0     | 0   | 0     | 0 | 23     |
| 0930-0945 | 0                       | 1     | 0   | 0     | 0 | 0      | 1                                        | 1     | 0     | 0   | 0     | 0 | 0                                                 | 1     | 13    | 2     | 0   | 0     | 0                                                 | 0      | 15    | 4     | 1     | 0   | 0                                    | 0 | 5      | 33    | 6     | 0     | 0   | 1     | 0 | 40     |
| 0945-1000 | 3                       | 0     | 0   | 0     | 0 | 0      | 3                                        | 0     | 0     | 0   | 0     | 0 | 0                                                 | 0     | 6     | 1     | 0   | 0     | 0                                                 | 0      | 7     | 4     | 2     | 0   | 0                                    | 0 | 6      | 33    | 7     | 0     | 0   | 0     | 0 | 40     |
| 0700-1000 | 6                       | 1     | 0   | 0     | 0 | 0      | 7                                        | 17    | 0     | 0   | 0     | 0 | 0                                                 | 17    | 140   | 19    | 4   | 0     | 0                                                 | 0      | 163   | 48    | 19    | 1   | 0                                    | 0 | 68     | 607   | 50    | 3     | 0   | 1     | 0 | 661    |
|           |                         |       |     |       |   |        |                                          |       |       |     |       |   |                                                   |       |       |       |     |       |                                                   |        |       |       |       |     |                                      |   |        |       |       |       |     |       |   |        |
| 0700-0800 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 0     | 0     | 0   | 0     | 0 | 0                                                 | 0     | 55    | 4     | 3   | 0     | 0                                                 | 0      | 62    | 14    | 4     | 0   | 0                                    | 0 | 18     | 210   | 14    | 3     | 0   | 0     | 0 | 227    |
| 0715-0815 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 0     | 0     | 0   | 0     | 0 | 0                                                 | 0     | 61    | 7     | 4   | 0     | 0                                                 | 0      | 72    | 16    | 6     | 0   | 0                                    | 0 | 22     | 264   | 13    | 3     | 0   | 0     | 0 | 280    |
| 0730-0830 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 0     | 0     | 0   | 0     | 0 | 0                                                 | 0     | 61    | 5     | 3   | 0     | 0                                                 | 0      | 69    | 18    | 6     | 0   | 0                                    | 0 | 24     | 293   | 13    | 3     | 0   | 0     | 0 | 309    |
| 0745-0845 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 5     | 0     | 0   | 0     | 0 | 0                                                 | 5     | 53    | 8     | 2   | 0     | 0                                                 | 0      | 63    | 20    | 8     | 0   | 0                                    | 0 | 28     | 290   | 16    | 2     | 0   | 0     | 0 | 308    |
| 0800-0900 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 14    | 0     | 0   | 0     | 0 | 0                                                 | 14    | 47    | 9     | 1   | 0     | 0                                                 | 0      | 57    | 16    | 8     | 0   | 0                                    | 0 | 24     | 277   | 20    | 0     | 0   | 0     | 0 | 297    |
| 0815-0915 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 16    | 0     | 0   | 0     | 0 | 0                                                 | 16    | 46    | 8     | 0   | 0     | 0                                                 | 0      | 54    | 15    | 8     | 0   | 0                                    | 0 | 23     | 225   | 17    | 0     | 0   | 0     | 0 | 242    |
| 0830-0930 | 3                       | 0     | 0   | 0     | 0 | 0      | 3                                        | 16    | 0     | 0   | 0     | 0 | 0                                                 | 16    | 37    | 7     | 0   | 0     | 0                                                 | 0      | 44    | 15    | 9     | 1   | 0                                    | 0 | 25     | 177   | 16    | 0     | 0   | 0     | 0 | 193    |
| 0845-0945 | 3                       | 1     | 0   | 0     | 0 | 0      | 4                                        | 12    | 0     | 0   | 0     | 0 | 0                                                 | 12    | 44    | 6     | 0   | 0     | 0                                                 | 0      | 50    | 16    | 6     | 1   | 0                                    | 0 | 23     | 148   | 15    | 0     | 0   | 1     | 0 | 164    |



|           |   |   |   |   |   |   |   |   |   |   |   |   |    |   |   |   |   |    |    |   |   |   |   |    |     |    |   |   |   |     |
|-----------|---|---|---|---|---|---|---|---|---|---|---|---|----|---|---|---|---|----|----|---|---|---|---|----|-----|----|---|---|---|-----|
| 0900-1000 | 6 | 1 | 0 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 3 | 38 | 6 | 0 | 0 | 0 | 44 | 18 | 7 | 1 | 0 | 0 | 26 | 120 | 16 | 0 | 0 | 1 | 137 |
|-----------|---|---|---|---|---|---|---|---|---|---|---|---|----|---|---|---|---|----|----|---|---|---|---|----|-----|----|---|---|---|-----|

|           | B1085 - NORTH<br>U TURN |       |     |       |   |        | DANE HILL RD (EAST END)<br>TO STATION RD |       |       |     |       |   | DANE HILL RD (EAST END)<br>TO DANE HILL RD - WEST |       |       |       |     |       | DANE HILL RD - WEST<br>TO DANE HILL RD (EAST END) |        |       |       |       |     | DANE HILL RD - WEST<br>TO STATION RD |   |        |       |       |       |     |       |     |        |       |
|-----------|-------------------------|-------|-----|-------|---|--------|------------------------------------------|-------|-------|-----|-------|---|---------------------------------------------------|-------|-------|-------|-----|-------|---------------------------------------------------|--------|-------|-------|-------|-----|--------------------------------------|---|--------|-------|-------|-------|-----|-------|-----|--------|-------|
|           | MOVEMENT                |       |     |       |   |        | MOVEMENT                                 |       |       |     |       |   | MOVEMENT                                          |       |       |       |     |       | MOVEMENT                                          |        |       |       |       |     | MOVEMENT                             |   |        |       |       |       |     |       |     |        |       |
|           | 16                      |       |     |       |   |        | 17                                       |       |       |     |       |   | 18                                                |       |       |       |     |       | 19                                                |        |       |       |       |     | 20                                   |   |        |       |       |       |     |       |     |        |       |
|           | LIGHT                   | HEAVY | BUS | MCYCL | E | PCYCLE | TOTAL                                    | LIGHT | HEAVY | BUS | MCYCL | E | PCYCLE                                            | TOTAL | LIGHT | HEAVY | BUS | MCYCL | E                                                 | PCYCLE | TOTAL | LIGHT | HEAVY | BUS | MCYCL                                | E | PCYCLE | TOTAL | LIGHT | HEAVY | BUS | MCYCL | E   | PCYCLE | TOTAL |
| 1600-1615 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 1     | 0     | 0   | 0     | 0 | 0                                                 | 1     | 3     | 0     | 0   | 0     | 0                                                 | 0      | 3     | 9     | 1     | 2   | 1                                    | 0 | 0      | 13    | 28    | 5     | 0   | 0     | 0   | 33     |       |
| 1615-1630 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 0     | 0     | 0   | 0     | 0 | 0                                                 | 0     | 7     | 4     | 0   | 0     | 0                                                 | 0      | 11    | 8     | 1     | 0   | 0                                    | 0 | 9      | 31    | 3     | 0     | 0   | 0     | 34  |        |       |
| 1630-1645 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 0     | 0     | 0   | 0     | 0 | 0                                                 | 0     | 2     | 0     | 0   | 0     | 0                                                 | 0      | 2     | 12    | 1     | 0   | 0                                    | 0 | 13     | 28    | 2     | 0     | 0   | 0     | 30  |        |       |
| 1645-1700 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 1     | 0     | 0   | 0     | 0 | 0                                                 | 1     | 5     | 1     | 1   | 0     | 0                                                 | 0      | 7     | 6     | 1     | 0   | 0                                    | 0 | 7      | 26    | 4     | 0     | 0   | 0     | 30  |        |       |
| 1700-1715 | 1                       | 0     | 0   | 0     | 0 | 0      | 1                                        | 1     | 0     | 0   | 0     | 0 | 0                                                 | 1     | 8     | 2     | 0   | 0     | 0                                                 | 0      | 10    | 14    | 0     | 0   | 0                                    | 0 | 14     | 37    | 3     | 0     | 0   | 0     | 40  |        |       |
| 1715-1730 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 0     | 0     | 0   | 0     | 0 | 0                                                 | 0     | 8     | 0     | 0   | 0     | 0                                                 | 0      | 8     | 20    | 1     | 0   | 0                                    | 0 | 21     | 33    | 4     | 0     | 1   | 0     | 38  |        |       |
| 1730-1745 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 2     | 0     | 0   | 0     | 0 | 0                                                 | 2     | 7     | 0     | 1   | 0     | 0                                                 | 0      | 8     | 18    | 0     | 1   | 0                                    | 0 | 19     | 27    | 5     | 0     | 0   | 0     | 32  |        |       |
| 1745-1800 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 1     | 0     | 0   | 0     | 0 | 0                                                 | 1     | 2     | 1     | 0   | 0     | 0                                                 | 0      | 3     | 18    | 1     | 0   | 0                                    | 0 | 19     | 53    | 2     | 0     | 2   | 0     | 57  |        |       |
| 1800-1815 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 1     | 0     | 0   | 0     | 1 | 1                                                 | 2     | 9     | 0     | 0   | 0     | 0                                                 | 0      | 9     | 19    | 4     | 0   | 0                                    | 0 | 23     | 46    | 2     | 0     | 0   | 0     | 48  |        |       |
| 1815-1830 | 1                       | 0     | 0   | 0     | 0 | 0      | 1                                        | 2     | 0     | 0   | 0     | 0 | 0                                                 | 2     | 1     | 0     | 1   | 0     | 0                                                 | 0      | 2     | 21    | 1     | 0   | 0                                    | 0 | 22     | 40    | 2     | 0     | 0   | 0     | 42  |        |       |
| 1830-1845 | 1                       | 0     | 0   | 0     | 0 | 0      | 1                                        | 2     | 0     | 0   | 0     | 0 | 0                                                 | 2     | 8     | 0     | 0   | 1     | 0                                                 | 0      | 9     | 14    | 0     | 1   | 0                                    | 0 | 15     | 17    | 2     | 0     | 1   | 0     | 20  |        |       |
| 1845-1900 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 1     | 0     | 0   | 0     | 0 | 0                                                 | 1     | 4     | 1     | 0   | 0     | 0                                                 | 0      | 5     | 8     | 0     | 0   | 0                                    | 0 | 8      | 24    | 2     | 0     | 0   | 0     | 26  |        |       |
| 1600-1900 | 3                       | 0     | 0   | 0     | 0 | 0      | 3                                        | 12    | 0     | 0   | 0     | 0 | 1                                                 | 13    | 64    | 9     | 3   | 1     | 0                                                 | 0      | 77    | 167   | 11    | 4   | 1                                    | 0 | 183    | 390   | 36    | 0     | 4   | 0     | 430 |        |       |
|           |                         |       |     |       |   |        |                                          |       |       |     |       |   |                                                   |       |       |       |     |       |                                                   |        |       |       |       |     |                                      |   |        |       |       |       |     |       |     |        |       |
| 1600-1700 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 2     | 0     | 0   | 0     | 0 | 0                                                 | 2     | 17    | 5     | 1   | 0     | 0                                                 | 0      | 23    | 35    | 4     | 2   | 1                                    | 0 | 42     | 113   | 14    | 0     | 0   | 0     | 127 |        |       |
| 1615-1715 | 1                       | 0     | 0   | 0     | 0 | 0      | 1                                        | 2     | 0     | 0   | 0     | 0 | 0                                                 | 2     | 22    | 7     | 1   | 0     | 0                                                 | 0      | 30    | 40    | 3     | 0   | 0                                    | 0 | 43     | 122   | 12    | 0     | 0   | 0     | 134 |        |       |
| 1630-1730 | 1                       | 0     | 0   | 0     | 0 | 0      | 1                                        | 2     | 0     | 0   | 0     | 0 | 0                                                 | 2     | 23    | 3     | 1   | 0     | 0                                                 | 0      | 27    | 52    | 3     | 0   | 0                                    | 0 | 55     | 124   | 13    | 0     | 1   | 0     | 138 |        |       |
| 1645-1745 | 1                       | 0     | 0   | 0     | 0 | 0      | 1                                        | 4     | 0     | 0   | 0     | 0 | 0                                                 | 4     | 28    | 3     | 2   | 0     | 0                                                 | 0      | 33    | 58    | 2     | 1   | 0                                    | 0 | 61     | 123   | 16    | 0     | 1   | 0     | 140 |        |       |
| 1700-1800 | 1                       | 0     | 0   | 0     | 0 | 0      | 1                                        | 4     | 0     | 0   | 0     | 0 | 0                                                 | 4     | 25    | 3     | 1   | 0     | 0                                                 | 0      | 29    | 70    | 2     | 1   | 0                                    | 0 | 73     | 150   | 14    | 0     | 3   | 0     | 167 |        |       |
| 1715-1815 | 0                       | 0     | 0   | 0     | 0 | 0      | 0                                        | 4     | 0     | 0   | 0     | 0 | 1                                                 | 5     | 26    | 1     | 1   | 0     | 0                                                 | 0      | 28    | 75    | 6     | 1   | 0                                    | 0 | 82     | 159   | 13    | 0     | 3   | 0     | 175 |        |       |
| 1730-1830 | 1                       | 0     | 0   | 0     | 0 | 0      | 1                                        | 6     | 0     | 0   | 0     | 0 | 1                                                 | 7     | 19    | 1     | 2   | 0     | 0                                                 | 0      | 22    | 76    | 6     | 1   | 0                                    | 0 | 83     | 166   | 11    | 0     | 2   | 0     | 179 |        |       |
| 1745-1845 | 2                       | 0     | 0   | 0     | 0 | 0      | 2                                        | 6     | 0     | 0   | 0     | 0 | 1                                                 | 7     | 20    | 1     | 1   | 1     | 0                                                 | 0      | 23    | 72    | 6     | 1   | 0                                    | 0 | 79     | 156   | 8     | 0     | 3   | 0     | 167 |        |       |
| 1800-1900 | 2                       | 0     | 0   | 0     | 0 | 0      | 2                                        | 6     | 0     | 0   | 0     | 0 | 1                                                 | 7     | 22    | 1     | 1   | 1     | 0                                                 | 0      | 25    | 62    | 5     | 1   | 0                                    | 0 | 68     | 127   | 8     | 0     | 1   | 0     | 136 |        |       |

|           | STATION RD<br>TO DANE HILL RD - WEST |     |       |   |        |       |       | STATION RD<br>TO DANE HILL RD (EAST END) |     |       |   |        |       |       | CHURCH LANE<br>TO B1085 - SOUTH |     |       |   |        |       |       | CHURCH LANE<br>TO B1085 - NORTH |     |       |   |        |       |       | B1085 - NORTH<br>TO CHURCH LANE |     |       |   |        |    |       |
|-----------|--------------------------------------|-----|-------|---|--------|-------|-------|------------------------------------------|-----|-------|---|--------|-------|-------|---------------------------------|-----|-------|---|--------|-------|-------|---------------------------------|-----|-------|---|--------|-------|-------|---------------------------------|-----|-------|---|--------|----|-------|
|           | MOVEMENT                             |     |       |   |        |       |       | MOVEMENT                                 |     |       |   |        |       |       | MOVEMENT                        |     |       |   |        |       |       | MOVEMENT                        |     |       |   |        |       |       | MOVEMENT                        |     |       |   |        |    |       |
|           | 21                                   |     |       |   |        |       | TOTAL | 22                                       |     |       |   |        |       | TOTAL | 23                              |     |       |   |        |       | TOTAL | 24                              |     |       |   |        |       | TOTAL | 25                              |     |       |   |        |    | TOTAL |
| LIGHT     | HEAVY                                | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                                    | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                           | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                           | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                           | BUS | MCYCL | E | PCYCLE |    |       |
| 0700-0715 | 23                                   | 2   | 0     | 0 | 0      |       | 25    | 0                                        | 0   | 0     | 0 | 0      |       | 0     | 6                               | 1   | 0     | 1 | 0      |       | 8     | 0                               | 0   | 0     | 0 | 0      |       | 0     | 0                               | 0   | 0     | 0 |        | 0  |       |
| 0715-0730 | 22                                   | 0   | 0     | 1 | 0      |       | 23    | 1                                        | 0   | 0     | 0 | 0      |       | 1     | 6                               | 0   | 0     | 0 | 0      |       | 6     | 0                               | 0   | 0     | 0 | 0      |       | 0     | 0                               | 0   | 0     | 0 |        | 0  |       |
| 0730-0745 | 41                                   | 5   | 0     | 1 | 0      |       | 47    | 1                                        | 0   | 0     | 0 | 0      |       | 1     | 9                               | 0   | 0     | 0 | 0      | 1     |       | 10                              | 2   | 0     | 0 | 0      | 0     |       | 3                               | 0   | 0     | 0 | 0      |    | 3     |
| 0745-0800 | 35                                   | 4   | 0     | 0 | 0      |       | 39    | 0                                        | 0   | 0     | 0 | 0      |       | 0     | 6                               | 0   | 0     | 0 | 0      | 0     |       | 6                               | 0   | 0     | 0 | 0      | 0     |       | 1                               | 0   | 0     | 0 | 0      |    | 1     |
| 0800-0815 | 28                                   | 4   | 0     | 0 | 0      |       | 32    | 0                                        | 0   | 0     | 0 | 0      |       | 0     | 4                               | 0   | 0     | 1 | 0      |       | 5     | 0                               | 0   | 0     | 0 | 0      |       | 1     | 0                               | 0   | 0     | 0 |        | 1  |       |
| 0815-0830 | 25                                   | 2   | 0     | 0 | 0      |       | 27    | 0                                        | 0   | 0     | 0 | 0      |       | 0     | 8                               | 0   | 0     | 0 | 0      | 0     |       | 8                               | 0   | 0     | 0 | 0      | 0     |       | 0                               | 0   | 0     | 0 | 0      |    | 0     |
| 0830-0845 | 32                                   | 1   | 0     | 0 | 0      |       | 33    | 4                                        | 0   | 0     | 0 | 0      |       | 4     | 7                               | 1   | 0     | 0 | 0      |       | 8     | 7                               | 0   | 0     | 0 | 0      |       | 1     | 0                               | 0   | 0     | 0 |        | 1  |       |
| 0845-0900 | 25                                   | 9   | 0     | 1 | 0      |       | 35    | 4                                        | 0   | 0     | 0 | 0      |       | 4     | 4                               | 1   | 0     | 1 | 0      |       | 6     | 4                               | 0   | 0     | 0 | 0      |       | 6     | 0                               | 0   | 0     | 0 |        | 6  |       |
| 0900-0915 | 32                                   | 4   | 0     | 1 | 0      |       | 37    | 2                                        | 0   | 0     | 0 | 0      |       | 2     | 5                               | 0   | 0     | 0 | 0      |       | 5     | 6                               | 0   | 0     | 0 | 0      |       | 12    | 0                               | 0   | 0     | 0 |        | 12 |       |
| 0915-0930 | 26                                   | 7   | 1     | 0 | 0      |       | 34    | 1                                        | 1   | 0     | 0 | 0      |       | 2     | 1                               | 0   | 1     | 0 | 0      |       | 2     | 1                               | 0   | 0     | 0 | 0      |       | 0     | 0                               | 0   | 0     | 0 |        | 0  |       |
| 0930-0945 | 20                                   | 3   | 1     | 0 | 0      |       | 24    | 1                                        | 0   | 0     | 0 | 0      |       | 1     | 0                               | 0   | 0     | 0 | 0      |       | 0     | 1                               | 0   | 0     | 0 | 0      |       | 1     | 0                               | 0   | 0     | 0 |        | 1  |       |
| 0945-1000 | 14                                   | 5   | 0     | 0 | 0      |       | 19    | 1                                        | 0   | 0     | 0 | 0      |       | 1     | 3                               | 3   | 0     | 0 | 0      |       | 6     | 0                               | 0   | 0     | 0 | 0      |       | 0     | 0                               | 0   | 0     | 0 |        | 0  |       |
| 0700-1000 | 323                                  | 46  | 2     | 4 | 0      |       | 375   | 15                                       | 1   | 0     | 0 | 0      |       | 16    | 59                              | 6   | 1     | 3 | 1      |       | 70    | 21                              | 0   | 0     | 0 | 0      |       | 21    | 25                              | 0   | 0     | 0 |        | 25 |       |
|           |                                      |     |       |   |        |       |       |                                          |     |       |   |        |       |       |                                 |     |       |   |        |       |       |                                 |     |       |   |        |       |       |                                 |     |       |   |        |    |       |
| 0700-0800 | 121                                  | 11  | 0     | 2 | 0      |       | 134   | 2                                        | 0   | 0     | 0 | 0      |       | 2     | 27                              | 1   | 0     | 1 | 1      |       | 30    | 2                               | 0   | 0     | 0 | 0      |       | 4     | 0                               | 0   | 0     | 0 |        | 4  |       |
| 0715-0815 | 126                                  | 13  | 0     | 2 | 0      |       | 141   | 2                                        | 0   | 0     | 0 | 0      |       | 2     | 25                              | 0   | 0     | 1 | 1      |       | 27    | 2                               | 0   | 0     | 0 | 0      |       | 5     | 0                               | 0   | 0     | 0 |        | 5  |       |
| 0730-0830 | 129                                  | 15  | 0     | 1 | 0      |       | 145   | 1                                        | 0   | 0     | 0 | 0      |       | 1     | 27                              | 0   | 0     | 1 | 1      |       | 29    | 2                               | 0   | 0     | 0 | 0      |       | 5     | 0                               | 0   | 0     | 0 |        | 5  |       |
| 0745-0845 | 120                                  | 11  | 0     | 0 | 0      |       | 131   | 4                                        | 0   | 0     | 0 | 0      |       | 4     | 25                              | 1   | 0     | 1 | 0      |       | 27    | 7                               | 0   | 0     | 0 | 0      |       | 3     | 0                               | 0   | 0     | 0 |        | 3  |       |
| 0800-0900 | 110                                  | 16  | 0     | 1 | 0      |       | 127   | 8                                        | 0   | 0     | 0 | 0      |       | 8     | 23                              | 2   | 0     | 2 | 0      |       | 27    | 11                              | 0   | 0     | 0 | 0      |       | 8     | 0                               | 0   | 0     | 0 |        | 8  |       |
| 0815-0915 | 114                                  | 16  | 0     | 2 | 0      |       | 132   | 10                                       | 0   | 0     | 0 | 0      |       | 10    | 24                              | 2   | 0     | 1 | 0      |       | 27    | 17                              | 0   | 0     | 0 | 0      |       | 19    | 0                               | 0   | 0     | 0 |        | 19 |       |
| 0830-0930 | 115                                  | 21  | 1     | 2 | 0      |       | 139   | 11                                       | 1   | 0     | 0 | 0      |       | 12    | 17                              | 2   | 1     | 1 | 0      |       | 21    | 18                              | 0   | 0     | 0 | 0      |       | 19    | 0                               | 0   | 0     | 0 |        | 19 |       |
| 0845-0945 | 103                                  | 23  | 2     | 2 | 0      |       | 130   | 8                                        | 1   | 0     | 0 | 0      |       | 9     | 10                              | 1   | 1     | 1 | 0      |       | 13    | 12                              | 0   | 0     | 0 | 0      |       | 19    | 0                               | 0   | 0     | 0 |        | 19 |       |
| 0900-1000 | 92                                   | 19  | 2     | 1 | 0      |       | 114   | 5                                        | 1   | 0     | 0 | 0      |       | 6     | 9                               | 3   | 1     | 0 | 0      |       | 13    | 8                               | 0   | 0     | 0 | 0      |       | 13    | 0                               | 0   | 0     | 0 |        | 13 |       |

|           | STATION RD<br>TO DANE HILL RD - WEST |     |       |   |        |       |       | STATION RD<br>TO DANE HILL RD (EAST END) |     |       |   |        |       |       | CHURCH LANE<br>TO B1085 - SOUTH |     |       |   |        |       |       | CHURCH LANE<br>TO B1085 - NORTH |     |       |   |        |       |       | B1085 - NORTH<br>TO CHURCH LANE |     |       |   |        |    |       |
|-----------|--------------------------------------|-----|-------|---|--------|-------|-------|------------------------------------------|-----|-------|---|--------|-------|-------|---------------------------------|-----|-------|---|--------|-------|-------|---------------------------------|-----|-------|---|--------|-------|-------|---------------------------------|-----|-------|---|--------|----|-------|
|           | MOVEMENT                             |     |       |   |        |       |       | MOVEMENT                                 |     |       |   |        |       |       | MOVEMENT                        |     |       |   |        |       |       | MOVEMENT                        |     |       |   |        |       |       | MOVEMENT                        |     |       |   |        |    |       |
|           | 21                                   |     |       |   |        |       | TOTAL | 22                                       |     |       |   |        |       | TOTAL | 23                              |     |       |   |        |       | TOTAL | 24                              |     |       |   |        |       | TOTAL | 25                              |     |       |   |        |    | TOTAL |
| LIGHT     | HEAVY                                | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                                    | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                           | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                           | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                           | BUS | MCYCL | E | PCYCLE |    |       |
| 1600-1615 | 48                                   | 7   | 0     | 0 | 0      | 0     | 55    | 1                                        | 0   | 0     | 0 | 0      | 0     | 1     | 3                               | 0   | 0     | 0 | 0      | 0     | 3     | 3                               | 0   | 0     | 0 | 0      | 0     | 1     | 1                               | 0   | 0     | 0 | 0      | 0  | 1     |
| 1615-1630 | 41                                   | 3   | 1     | 2 | 0      | 0     | 47    | 0                                        | 0   | 0     | 0 | 0      | 0     | 0     | 4                               | 0   | 1     | 0 | 0      | 0     | 5     | 1                               | 0   | 0     | 0 | 0      | 1     | 1     | 0                               | 0   | 0     | 0 | 0      | 1  |       |
| 1630-1645 | 65                                   | 4   | 0     | 0 | 0      | 0     | 69    | 0                                        | 0   | 0     | 0 | 0      | 0     | 0     | 7                               | 0   | 0     | 0 | 0      | 0     | 7     | 0                               | 0   | 0     | 0 | 0      | 0     | 1     | 0                               | 0   | 0     | 0 | 0      | 1  |       |
| 1645-1700 | 46                                   | 1   | 1     | 0 | 0      | 0     | 48    | 0                                        | 0   | 0     | 0 | 0      | 0     | 0     | 4                               | 0   | 0     | 0 | 0      | 0     | 4     | 0                               | 0   | 0     | 0 | 0      | 0     | 0     | 0                               | 0   | 0     | 0 | 0      | 0  |       |
| 1700-1715 | 84                                   | 3   | 0     | 0 | 0      | 0     | 87    | 1                                        | 0   | 0     | 0 | 0      | 0     | 1     | 3                               | 0   | 0     | 0 | 0      | 1     | 4     | 0                               | 0   | 0     | 0 | 0      | 0     | 2     | 0                               | 0   | 0     | 0 | 0      | 2  |       |
| 1715-1730 | 84                                   | 6   | 0     | 0 | 0      | 0     | 90    | 1                                        | 0   | 0     | 0 | 0      | 0     | 1     | 5                               | 0   | 0     | 0 | 0      | 0     | 5     | 1                               | 0   | 0     | 0 | 0      | 1     | 1     | 0                               | 0   | 0     | 0 | 0      | 1  |       |
| 1730-1745 | 46                                   | 8   | 0     | 1 | 0      | 0     | 55    | 0                                        | 0   | 0     | 0 | 0      | 0     | 0     | 5                               | 0   | 1     | 0 | 0      | 0     | 6     | 1                               | 0   | 0     | 0 | 0      | 1     | 3     | 0                               | 0   | 0     | 0 | 0      | 3  |       |
| 1745-1800 | 41                                   | 3   | 0     | 0 | 1      | 1     | 45    | 1                                        | 0   | 0     | 0 | 0      | 0     | 1     | 5                               | 0   | 0     | 0 | 0      | 0     | 5     | 0                               | 0   | 0     | 0 | 0      | 0     | 1     | 0                               | 0   | 0     | 0 | 0      | 1  |       |
| 1800-1815 | 41                                   | 1   | 0     | 0 | 0      | 0     | 42    | 1                                        | 0   | 0     | 0 | 0      | 0     | 1     | 8                               | 0   | 0     | 0 | 0      | 0     | 8     | 1                               | 0   | 0     | 0 | 0      | 1     | 1     | 0                               | 0   | 0     | 0 | 0      | 1  |       |
| 1815-1830 | 35                                   | 4   | 0     | 1 | 0      | 0     | 40    | 1                                        | 0   | 0     | 0 | 0      | 0     | 1     | 3                               | 0   | 0     | 0 | 0      | 0     | 3     | 0                               | 0   | 0     | 0 | 0      | 0     | 1     | 0                               | 0   | 0     | 0 | 0      | 1  |       |
| 1830-1845 | 22                                   | 4   | 0     | 0 | 0      | 0     | 26    | 0                                        | 0   | 0     | 0 | 0      | 0     | 0     | 4                               | 0   | 1     | 0 | 0      | 0     | 5     | 0                               | 0   | 0     | 0 | 0      | 0     | 0     | 0                               | 0   | 0     | 0 | 0      | 0  |       |
| 1845-1900 | 10                                   | 3   | 0     | 0 | 0      | 0     | 13    | 0                                        | 0   | 0     | 0 | 0      | 0     | 0     | 2                               | 0   | 0     | 0 | 0      | 0     | 2     | 0                               | 0   | 0     | 0 | 0      | 0     | 1     | 0                               | 0   | 0     | 0 | 0      | 1  |       |
| 1600-1900 | 563                                  | 47  | 2     | 4 | 1      | 1     | 617   | 6                                        | 0   | 0     | 0 | 0      | 0     | 6     | 53                              | 0   | 3     | 0 | 1      | 1     | 57    | 7                               | 0   | 0     | 0 | 0      | 7     | 13    | 0                               | 0   | 0     | 0 | 0      | 13 |       |
|           |                                      |     |       |   |        |       |       |                                          |     |       |   |        |       |       |                                 |     |       |   |        |       |       |                                 |     |       |   |        |       |       |                                 |     |       |   |        |    |       |
| 1600-1700 | 200                                  | 15  | 2     | 2 | 0      | 0     | 219   | 1                                        | 0   | 0     | 0 | 0      | 0     | 1     | 18                              | 0   | 1     | 0 | 0      | 0     | 19    | 4                               | 0   | 0     | 0 | 0      | 4     | 3     | 0                               | 0   | 0     | 0 | 0      | 3  |       |
| 1615-1715 | 236                                  | 11  | 2     | 2 | 0      | 0     | 251   | 1                                        | 0   | 0     | 0 | 0      | 0     | 1     | 18                              | 0   | 1     | 0 | 1      | 1     | 20    | 1                               | 0   | 0     | 0 | 0      | 1     | 4     | 0                               | 0   | 0     | 0 | 0      | 4  |       |
| 1630-1730 | 279                                  | 14  | 1     | 0 | 0      | 0     | 294   | 2                                        | 0   | 0     | 0 | 0      | 0     | 2     | 19                              | 0   | 0     | 0 | 1      | 1     | 20    | 1                               | 0   | 0     | 0 | 0      | 1     | 4     | 0                               | 0   | 0     | 0 | 0      | 4  |       |
| 1645-1745 | 260                                  | 18  | 1     | 1 | 0      | 0     | 280   | 2                                        | 0   | 0     | 0 | 0      | 0     | 2     | 17                              | 0   | 1     | 0 | 1      | 1     | 19    | 2                               | 0   | 0     | 0 | 0      | 2     | 6     | 0                               | 0   | 0     | 0 | 0      | 6  |       |
| 1700-1800 | 255                                  | 20  | 0     | 1 | 1      | 1     | 277   | 3                                        | 0   | 0     | 0 | 0      | 0     | 3     | 18                              | 0   | 1     | 0 | 1      | 1     | 20    | 2                               | 0   | 0     | 0 | 0      | 2     | 7     | 0                               | 0   | 0     | 0 | 0      | 7  |       |
| 1715-1815 | 212                                  | 18  | 0     | 1 | 1      | 1     | 232   | 3                                        | 0   | 0     | 0 | 0      | 0     | 3     | 23                              | 0   | 1     | 0 | 0      | 0     | 24    | 3                               | 0   | 0     | 0 | 0      | 3     | 6     | 0                               | 0   | 0     | 0 | 0      | 6  |       |
| 1730-1830 | 163                                  | 16  | 0     | 2 | 1      | 1     | 182   | 3                                        | 0   | 0     | 0 | 0      | 0     | 3     | 21                              | 0   | 1     | 0 | 0      | 0     | 22    | 2                               | 0   | 0     | 0 | 0      | 2     | 6     | 0                               | 0   | 0     | 0 | 0      | 6  |       |
| 1745-1845 | 139                                  | 12  | 0     | 1 | 1      | 1     | 153   | 3                                        | 0   | 0     | 0 | 0      | 0     | 3     | 20                              | 0   | 1     | 0 | 0      | 0     | 21    | 1                               | 0   | 0     | 0 | 0      | 1     | 3     | 0                               | 0   | 0     | 0 | 0      | 3  |       |
| 1800-1900 | 108                                  | 12  | 0     | 1 | 0      | 0     | 121   | 2                                        | 0   | 0     | 0 | 0      | 0     | 2     | 17                              | 0   | 1     | 0 | 0      | 0     | 18    | 1                               | 0   | 0     | 0 | 0      | 1     | 3     | 0                               | 0   | 0     | 0 | 0      | 3  |       |

|           | B1085 - NORTH<br>TO B1085 - SOUTH |     |       |   |        |       |       | B1085 - SOUTH<br>TO B1085 - NORTH |     |       |   |        |       |       | B1085 - SOUTH<br>TO CHURCH LANE |     |       |   |        |       |       | STATION FORECOURT<br>TO B1085 - NORTH |     |       |   |        |       |       | STATION FORECOURT<br>TO B1085 - SOUTH |     |       |   |        |   |       |   |  |   |  |
|-----------|-----------------------------------|-----|-------|---|--------|-------|-------|-----------------------------------|-----|-------|---|--------|-------|-------|---------------------------------|-----|-------|---|--------|-------|-------|---------------------------------------|-----|-------|---|--------|-------|-------|---------------------------------------|-----|-------|---|--------|---|-------|---|--|---|--|
|           | MOVEMENT                          |     |       |   |        |       |       | MOVEMENT                          |     |       |   |        |       |       | MOVEMENT                        |     |       |   |        |       |       | MOVEMENT                              |     |       |   |        |       |       | MOVEMENT                              |     |       |   |        |   |       |   |  |   |  |
|           | 26                                |     |       |   |        |       | TOTAL | 27                                |     |       |   |        |       | TOTAL | 28                              |     |       |   |        |       | TOTAL | 29                                    |     |       |   |        |       | TOTAL | 30                                    |     |       |   |        |   | TOTAL |   |  |   |  |
| LIGHT     | HEAVY                             | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                             | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                           | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                                 | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                                 | BUS | MCYCL | E | PCYCLE |   |       |   |  |   |  |
| 0700-0715 | 25                                | 3   | 0     | 0 | 0      |       | 28    | 24                                | 2   | 0     | 0 | 0      | 0     |       | 26                              | 2   | 0     | 0 | 0      | 0     | 0     |                                       | 2   | 4     | 0 | 0      | 0     | 0     | 0                                     |     | 4     | 2 | 0      | 0 | 0     | 0 |  | 2 |  |
| 0715-0730 | 36                                | 5   | 0     | 0 | 0      |       | 41    | 20                                | 0   | 0     | 0 | 1      | 0     |       | 21                              | 3   | 0     | 1 | 0      | 0     | 0     |                                       | 4   | 0     | 0 | 0      | 0     | 0     | 0                                     |     | 0     | 1 | 0      | 0 | 0     | 0 |  | 1 |  |
| 0730-0745 | 57                                | 5   | 1     | 0 | 0      |       | 63    | 40                                | 5   | 0     | 1 | 0      | 0     |       | 46                              | 2   | 0     | 0 | 0      | 0     | 0     |                                       | 2   | 11    | 0 | 0      | 0     | 0     | 0                                     |     | 11    | 4 | 0      | 0 | 0     | 0 |  | 4 |  |
| 0745-0800 | 82                                | 4   | 3     | 0 | 0      |       | 89    | 34                                | 4   | 1     | 0 | 0      | 0     |       | 39                              | 5   | 0     | 1 | 0      | 0     | 0     |                                       | 6   | 0     | 0 | 0      | 0     | 0     | 0                                     |     | 0     | 0 | 0      | 0 | 0     | 0 |  | 0 |  |
| 0800-0815 | 72                                | 3   | 0     | 0 | 0      |       | 75    | 28                                | 4   | 0     | 0 | 0      | 0     |       | 32                              | 2   | 0     | 1 | 0      | 0     | 0     |                                       | 3   | 0     | 0 | 0      | 0     | 0     | 0                                     |     | 0     | 0 | 0      | 0 | 0     | 0 |  | 0 |  |
| 0815-0830 | 80                                | 6   | 0     | 0 | 0      |       | 86    | 26                                | 2   | 0     | 0 | 0      | 0     |       | 28                              | 3   | 0     | 0 | 0      | 0     | 0     |                                       | 3   | 0     | 0 | 0      | 0     | 0     | 0                                     |     | 0     | 0 | 0      | 0 | 0     | 0 |  | 0 |  |
| 0830-0845 | 48                                | 8   | 0     | 0 | 0      |       | 56    | 28                                | 2   | 0     | 0 | 0      | 0     |       | 30                              | 1   | 1     | 0 | 0      | 0     | 0     |                                       | 2   | 0     | 0 | 0      | 0     | 0     | 0                                     |     | 0     | 0 | 0      | 0 | 0     | 0 |  | 0 |  |
| 0845-0900 | 60                                | 6   | 0     | 0 | 0      |       | 66    | 23                                | 9   | 0     | 1 | 0      | 0     |       | 33                              | 6   | 0     | 0 | 0      | 0     | 0     |                                       | 6   | 0     | 0 | 0      | 0     | 0     | 0                                     |     | 0     | 1 | 0      | 0 | 0     | 0 |  | 1 |  |
| 0900-0915 | 33                                | 0   | 0     | 1 | 0      |       | 34    | 30                                | 4   | 0     | 0 | 0      | 0     |       | 34                              | 10  | 2     | 0 | 0      | 0     | 0     |                                       | 12  | 0     | 0 | 0      | 0     | 0     | 0                                     |     | 0     | 0 | 0      | 0 | 0     | 0 |  | 0 |  |
| 0915-0930 | 28                                | 3   | 0     | 0 | 0      |       | 31    | 25                                | 8   | 1     | 0 | 0      | 0     |       | 34                              | 3   | 1     | 0 | 0      | 0     | 0     |                                       | 4   | 0     | 0 | 0      | 0     | 0     | 0                                     |     | 0     | 0 | 0      | 0 | 0     | 0 |  | 0 |  |
| 0930-0945 | 28                                | 6   | 0     | 0 | 1      |       | 35    | 20                                | 3   | 1     | 0 | 0      | 0     |       | 24                              | 4   | 1     | 0 | 0      | 0     | 0     |                                       | 5   | 0     | 0 | 0      | 0     | 0     | 0                                     |     | 0     | 0 | 0      | 0 | 0     | 0 |  | 0 |  |
| 0945-1000 | 33                                | 5   | 0     | 0 | 0      |       | 38    | 12                                | 5   | 0     | 0 | 0      | 0     |       | 17                              | 0   | 1     | 0 | 0      | 0     | 0     |                                       | 1   | 0     | 0 | 0      | 0     | 0     | 0                                     |     | 0     | 0 | 0      | 0 | 0     | 0 |  | 0 |  |
| 0700-1000 | 582                               | 54  | 4     | 1 | 1      |       | 642   | 310                               | 48  | 3     | 3 | 0      |       | 364   | 41                              | 6   | 3     | 0 | 0      |       | 50    | 15                                    | 0   | 0     | 0 | 0      | 0     |       | 15                                    | 8   | 0     | 0 | 0      | 0 |       | 8 |  |   |  |
|           |                                   |     |       |   |        |       |       |                                   |     |       |   |        |       |       |                                 |     |       |   |        |       |       |                                       |     |       |   |        |       |       |                                       |     |       |   |        |   |       |   |  |   |  |
| 0700-0800 | 200                               | 17  | 4     | 0 | 0      |       | 221   | 118                               | 11  | 1     | 2 | 0      |       | 132   | 12                              | 0   | 2     | 0 | 0      |       | 14    | 15                                    | 0   | 0     | 0 | 0      | 0     |       | 15                                    | 7   | 0     | 0 | 0      | 0 |       | 7 |  |   |  |
| 0715-0815 | 247                               | 17  | 4     | 0 | 0      |       | 268   | 122                               | 13  | 1     | 2 | 0      |       | 138   | 12                              | 0   | 3     | 0 | 0      |       | 15    | 11                                    | 0   | 0     | 0 | 0      | 0     |       | 11                                    | 5   | 0     | 0 | 0      | 0 |       | 5 |  |   |  |
| 0730-0830 | 291                               | 18  | 4     | 0 | 0      |       | 313   | 128                               | 15  | 1     | 1 | 0      |       | 145   | 12                              | 0   | 2     | 0 | 0      |       | 14    | 11                                    | 0   | 0     | 0 | 0      | 0     |       | 11                                    | 4   | 0     | 0 | 0      | 0 |       | 4 |  |   |  |
| 0745-0845 | 282                               | 21  | 3     | 0 | 0      |       | 306   | 116                               | 12  | 1     | 0 | 0      |       | 129   | 11                              | 1   | 2     | 0 | 0      |       | 14    | 0                                     | 0   | 0     | 0 | 0      | 0     |       | 0                                     | 0   | 0     | 0 | 0      | 0 |       | 0 |  |   |  |
| 0800-0900 | 260                               | 23  | 0     | 0 | 0      |       | 283   | 105                               | 17  | 0     | 1 | 0      |       | 123   | 12                              | 1   | 1     | 0 | 0      |       | 14    | 0                                     | 0   | 0     | 0 | 0      | 0     |       | 0                                     | 1   | 0     | 0 | 0      | 0 |       | 1 |  |   |  |
| 0815-0915 | 221                               | 20  | 0     | 1 | 0      |       | 242   | 107                               | 17  | 0     | 1 | 0      |       | 125   | 20                              | 3   | 0     | 0 | 0      |       | 23    | 0                                     | 0   | 0     | 0 | 0      | 0     |       | 0                                     | 1   | 0     | 0 | 0      | 0 |       | 1 |  |   |  |
| 0830-0930 | 169                               | 17  | 0     | 1 | 0      |       | 187   | 106                               | 23  | 1     | 1 | 0      |       | 131   | 20                              | 4   | 0     | 0 | 0      |       | 24    | 0                                     | 0   | 0     | 0 | 0      | 0     |       | 0                                     | 1   | 0     | 0 | 0      | 0 |       | 1 |  |   |  |
| 0845-0945 | 149                               | 15  | 0     | 1 | 1      |       | 166   | 98                                | 24  | 2     | 1 | 0      |       | 125   | 23                              | 4   | 0     | 0 | 0      |       | 27    | 0                                     | 0   | 0     | 0 | 0      | 0     |       | 0                                     | 1   | 0     | 0 | 0      | 0 |       | 1 |  |   |  |
| 0900-1000 | 122                               | 14  | 0     | 1 | 1      |       | 138   | 87                                | 20  | 2     | 0 | 0      |       | 109   | 17                              | 5   | 0     | 0 | 0      |       | 22    | 0                                     | 0   | 0     | 0 | 0      | 0     |       | 0                                     | 0   | 0     | 0 | 0      | 0 |       | 0 |  |   |  |

|           | B1085 - NORTH<br>TO B1085 - SOUTH |     |       |             |       |       | B1085 - SOUTH<br>TO B1085 - NORTH |     |       |             |       |       | B1085 - SOUTH<br>TO CHURCH LANE |     |       |             |       |       | STATION FORECOURT<br>TO B1085 - NORTH |     |       |             |       |       | STATION FORECOURT<br>TO B1085 - SOUTH |     |       |             |   |       |   |   |   |   |
|-----------|-----------------------------------|-----|-------|-------------|-------|-------|-----------------------------------|-----|-------|-------------|-------|-------|---------------------------------|-----|-------|-------------|-------|-------|---------------------------------------|-----|-------|-------------|-------|-------|---------------------------------------|-----|-------|-------------|---|-------|---|---|---|---|
|           | MOVEMENT                          |     |       |             |       |       | MOVEMENT                          |     |       |             |       |       | MOVEMENT                        |     |       |             |       |       | MOVEMENT                              |     |       |             |       |       | MOVEMENT                              |     |       |             |   |       |   |   |   |   |
|           | 26                                |     |       |             |       | TOTAL | 27                                |     |       |             |       | TOTAL | 28                              |     |       |             |       | TOTAL | 29                                    |     |       |             |       | TOTAL | 30                                    |     |       |             |   | TOTAL |   |   |   |   |
| LIGHT     | HEAVY                             | BUS | MCYCL | E<br>PCYCLE | LIGHT |       | HEAVY                             | BUS | MCYCL | E<br>PCYCLE | LIGHT |       | HEAVY                           | BUS | MCYCL | E<br>PCYCLE | LIGHT |       | HEAVY                                 | BUS | MCYCL | E<br>PCYCLE | LIGHT |       | HEAVY                                 | BUS | MCYCL | E<br>PCYCLE |   |       |   |   |   |   |
| 1600-1615 | 30                                | 5   | 0     | 0           | 0     | 35    | 49                                | 6   | 0     | 0           | 0     | 55    | 8                               | 3   | 0     | 0           | 1     | 12    | 1                                     | 0   | 0     | 0           | 1     | 2     | 0                                     | 0   | 0     | 0           | 0 | 0     | 0 | 0 | 0 | 0 |
| 1615-1630 | 28                                | 3   | 0     | 0           | 0     | 31    | 35                                | 5   | 1     | 2           | 0     | 43    | 6                               | 1   | 0     | 0           | 0     | 7     | 0                                     | 0   | 0     | 0           | 0     | 0     | 0                                     | 0   | 0     | 0           | 0 | 0     | 0 | 0 | 0 |   |
| 1630-1645 | 26                                | 2   | 0     | 0           | 0     | 28    | 57                                | 3   | 0     | 0           | 0     | 60    | 4                               | 0   | 0     | 0           | 0     | 4     | 0                                     | 0   | 0     | 0           | 0     | 0     | 0                                     | 0   | 0     | 0           | 0 | 0     | 0 | 0 | 0 |   |
| 1645-1700 | 30                                | 2   | 0     | 0           | 0     | 32    | 49                                | 1   | 1     | 0           | 0     | 51    | 11                              | 0   | 1     | 0           | 0     | 12    | 0                                     | 0   | 0     | 0           | 0     | 0     | 0                                     | 0   | 0     | 0           | 0 | 0     | 0 | 0 | 0 |   |
| 1700-1715 | 37                                | 3   | 0     | 0           | 0     | 40    | 83                                | 4   | 0     | 0           | 0     | 87    | 5                               | 0   | 0     | 0           | 0     | 5     | 0                                     | 0   | 0     | 0           | 0     | 0     | 0                                     | 0   | 0     | 0           | 0 | 0     | 0 | 0 | 0 |   |
| 1715-1730 | 30                                | 3   | 0     | 1           | 0     | 34    | 80                                | 3   | 1     | 0           | 0     | 84    | 8                               | 0   | 0     | 1           | 0     | 9     | 12                                    | 0   | 0     | 1           | 0     | 13    | 4                                     | 0   | 0     | 1           | 0 | 0     | 5 | 0 |   |   |
| 1730-1745 | 26                                | 5   | 0     | 0           | 0     | 31    | 50                                | 8   | 1     | 0           | 0     | 59    | 12                              | 0   | 1     | 0           | 0     | 13    | 0                                     | 0   | 0     | 0           | 0     | 0     | 0                                     | 0   | 0     | 0           | 0 | 0     | 0 | 0 | 0 |   |
| 1745-1800 | 44                                | 4   | 0     | 2           | 0     | 50    | 42                                | 2   | 0     | 0           | 1     | 45    | 10                              | 0   | 0     | 0           | 0     | 10    | 0                                     | 0   | 0     | 0           | 0     | 0     | 0                                     | 0   | 0     | 0           | 0 | 0     | 0 | 0 | 0 |   |
| 1800-1815 | 50                                | 1   | 0     | 0           | 1     | 52    | 42                                | 5   | 0     | 0           | 0     | 47    | 9                               | 0   | 0     | 1           | 0     | 10    | 3                                     | 0   | 0     | 0           | 0     | 3     | 0                                     | 0   | 0     | 0           | 0 | 0     | 0 | 0 | 0 |   |
| 1815-1830 | 42                                | 3   | 0     | 0           | 0     | 45    | 36                                | 3   | 0     | 1           | 0     | 40    | 5                               | 0   | 1     | 0           | 0     | 6     | 4                                     | 0   | 0     | 0           | 0     | 4     | 5                                     | 0   | 0     | 0           | 1 | 0     | 6 | 0 |   |   |
| 1830-1845 | 19                                | 3   | 0     | 1           | 0     | 23    | 22                                | 3   | 0     | 0           | 0     | 25    | 9                               | 0   | 0     | 0           | 0     | 9     | 0                                     | 0   | 0     | 0           | 0     | 0     | 0                                     | 0   | 0     | 0           | 0 | 0     | 0 | 0 | 0 |   |
| 1845-1900 | 23                                | 1   | 0     | 0           | 0     | 24    | 8                                 | 2   | 0     | 0           | 0     | 10    | 3                               | 0   | 0     | 0           | 0     | 3     | 0                                     | 0   | 0     | 0           | 0     | 0     | 1                                     | 0   | 0     | 0           | 0 | 0     | 0 | 1 | 0 |   |
| 1600-1900 | 385                               | 35  | 0     | 4           | 1     | 425   | 553                               | 45  | 4     | 3           | 1     | 606   | 90                              | 4   | 3     | 2           | 1     | 100   | 20                                    | 0   | 0     | 1           | 1     | 22    | 10                                    | 0   | 0     | 1           | 1 | 12    | 0 | 0 | 0 |   |
|           |                                   |     |       |             |       |       |                                   |     |       |             |       |       |                                 |     |       |             |       |       |                                       |     |       |             |       |       |                                       |     |       |             |   |       |   |   |   |   |
| 1600-1700 | 114                               | 12  | 0     | 0           | 0     | 126   | 190                               | 15  | 2     | 2           | 0     | 209   | 29                              | 4   | 1     | 0           | 1     | 35    | 1                                     | 0   | 0     | 0           | 1     | 2     | 0                                     | 0   | 0     | 0           | 0 | 0     | 0 | 0 | 0 |   |
| 1615-1715 | 121                               | 10  | 0     | 0           | 0     | 131   | 224                               | 13  | 2     | 2           | 0     | 241   | 26                              | 1   | 1     | 0           | 0     | 28    | 0                                     | 0   | 0     | 0           | 0     | 0     | 0                                     | 0   | 0     | 0           | 0 | 0     | 0 | 0 | 0 |   |
| 1630-1730 | 123                               | 10  | 0     | 1           | 0     | 134   | 269                               | 11  | 2     | 0           | 0     | 282   | 28                              | 0   | 1     | 1           | 0     | 30    | 12                                    | 0   | 0     | 1           | 0     | 13    | 4                                     | 0   | 0     | 1           | 0 | 0     | 5 | 0 |   |   |
| 1645-1745 | 123                               | 13  | 0     | 1           | 0     | 137   | 262                               | 16  | 3     | 0           | 0     | 281   | 36                              | 0   | 2     | 1           | 0     | 39    | 12                                    | 0   | 0     | 1           | 0     | 13    | 4                                     | 0   | 0     | 1           | 0 | 0     | 5 | 0 |   |   |
| 1700-1800 | 137                               | 15  | 0     | 3           | 0     | 155   | 255                               | 17  | 2     | 0           | 1     | 275   | 35                              | 0   | 1     | 1           | 0     | 37    | 12                                    | 0   | 0     | 1           | 0     | 13    | 4                                     | 0   | 0     | 1           | 0 | 0     | 5 | 0 |   |   |
| 1715-1815 | 150                               | 13  | 0     | 3           | 1     | 167   | 214                               | 18  | 2     | 0           | 1     | 235   | 39                              | 0   | 1     | 2           | 0     | 42    | 15                                    | 0   | 0     | 1           | 0     | 16    | 4                                     | 0   | 0     | 1           | 0 | 0     | 5 | 0 |   |   |
| 1730-1830 | 162                               | 13  | 0     | 2           | 1     | 178   | 170                               | 18  | 1     | 1           | 1     | 191   | 36                              | 0   | 2     | 1           | 0     | 39    | 7                                     | 0   | 0     | 0           | 0     | 7     | 5                                     | 0   | 0     | 0           | 1 | 0     | 6 | 0 |   |   |
| 1745-1845 | 155                               | 11  | 0     | 3           | 1     | 170   | 142                               | 13  | 0     | 1           | 1     | 157   | 33                              | 0   | 1     | 1           | 0     | 35    | 7                                     | 0   | 0     | 0           | 0     | 7     | 5                                     | 0   | 0     | 0           | 1 | 0     | 6 | 0 |   |   |
| 1800-1900 | 134                               | 8   | 0     | 1           | 1     | 144   | 108                               | 13  | 0     | 1           | 0     | 122   | 26                              | 0   | 1     | 1           | 0     | 28    | 7                                     | 0   | 0     | 0           | 0     | 7     | 6                                     | 0   | 0     | 0           | 1 | 0     | 7 | 0 |   |   |

|           | B1085 - SOUTH<br>TO STATION FORECOURT |     |       |   |        |       |       | B1085 - SOUTH<br>TO B1085 - NORTH |     |       |   |        |       |       | B1085 - NORTH<br>TO B1085 - SOUTH |     |       |   |        |       |       | B1085 - NORTH<br>TO STATION FORECOURT |     |       |    |        |       |       | B1506 - WEST<br>TO STATION RD |     |       |   |        |  |       |
|-----------|---------------------------------------|-----|-------|---|--------|-------|-------|-----------------------------------|-----|-------|---|--------|-------|-------|-----------------------------------|-----|-------|---|--------|-------|-------|---------------------------------------|-----|-------|----|--------|-------|-------|-------------------------------|-----|-------|---|--------|--|-------|
|           | MOVEMENT                              |     |       |   |        |       |       | MOVEMENT                          |     |       |   |        |       |       | MOVEMENT                          |     |       |   |        |       |       | MOVEMENT                              |     |       |    |        |       |       | MOVEMENT                      |     |       |   |        |  |       |
|           | 31                                    |     |       |   |        |       | TOTAL | 32                                |     |       |   |        |       | TOTAL | 33                                |     |       |   |        |       | TOTAL | 34                                    |     |       |    |        |       | TOTAL | 35                            |     |       |   |        |  | TOTAL |
| LIGHT     | HEAVY                                 | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                             | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                             | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                                 | BUS | MCYCL | E  | PCYCLE | LIGHT |       | HEAVY                         | BUS | MCYCL | E | PCYCLE |  |       |
| 0700-0715 | 3                                     | 0   | 0     | 0 | 0      | 0     | 3     | 21                                | 2   | 0     | 0 | 0      | 23    | 27    | 4                                 | 0   | 0     | 0 | 31     | 3     | 0     | 0                                     | 1   | 0     | 4  | 5      | 0     | 0     | 0                             | 0   | 5     |   |        |  |       |
| 0715-0730 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 24                                | 0   | 1     | 1 | 0      | 26    | 42    | 4                                 | 0   | 0     | 0 | 46     | 2     | 0     | 0                                     | 0   | 0     | 2  | 2      | 0     | 0     | 0                             | 0   | 2     |   |        |  |       |
| 0730-0745 | 8                                     | 0   | 0     | 0 | 0      | 0     | 8     | 36                                | 3   | 0     | 1 | 0      | 40    | 66    | 5                                 | 1   | 0     | 0 | 72     | 12    | 0     | 0                                     | 0   | 0     | 12 | 5      | 0     | 0     | 0                             | 0   | 5     |   |        |  |       |
| 0745-0800 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 32                                | 4   | 1     | 0 | 0      | 37    | 76    | 3                                 | 2   | 0     | 0 | 81     | 0     | 0     | 0                                     | 0   | 0     | 0  | 1      | 0     | 0     | 0                             | 0   | 1     |   |        |  |       |
| 0800-0815 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 29                                | 3   | 1     | 0 | 0      | 33    | 75    | 3                                 | 0   | 1     | 0 | 79     | 0     | 0     | 0                                     | 0   | 0     | 0  | 9      | 1     | 0     | 0                             | 0   | 10    |   |        |  |       |
| 0815-0830 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 40                                | 4   | 0     | 0 | 0      | 44    | 98    | 4                                 | 0   | 0     | 0 | 102    | 0     | 0     | 0                                     | 0   | 0     | 0  | 6      | 0     | 0     | 0                             | 0   | 6     |   |        |  |       |
| 0830-0845 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 21                                | 4   | 0     | 0 | 0      | 25    | 48    | 7                                 | 0   | 0     | 0 | 55     | 1     | 0     | 0                                     | 0   | 0     | 1  | 5      | 0     | 0     | 0                             | 0   | 5     |   |        |  |       |
| 0845-0900 | 1                                     | 0   | 0     | 0 | 0      | 0     | 1     | 38                                | 8   | 0     | 0 | 0      | 46    | 65    | 6                                 | 0   | 1     | 0 | 72     | 1     | 0     | 0                                     | 0   | 0     | 1  | 7      | 1     | 0     | 0                             | 0   | 8     |   |        |  |       |
| 0900-0915 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 33                                | 9   | 0     | 0 | 0      | 42    | 35    | 0                                 | 0   | 1     | 0 | 36     | 0     | 0     | 0                                     | 0   | 0     | 0  | 3      | 1     | 0     | 0                             | 0   | 4     |   |        |  |       |
| 0915-0930 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 24                                | 7   | 1     | 0 | 0      | 32    | 31    | 3                                 | 1   | 0     | 0 | 35     | 0     | 0     | 0                                     | 0   | 0     | 0  | 7      | 0     | 0     | 0                             | 0   | 7     |   |        |  |       |
| 0930-0945 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 26                                | 5   | 1     | 0 | 0      | 32    | 28    | 6                                 | 0   | 0     | 1 | 35     | 0     | 0     | 0                                     | 0   | 0     | 0  | 1      | 0     | 0     | 0                             | 0   | 1     |   |        |  |       |
| 0945-1000 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 15                                | 7   | 0     | 0 | 0      | 22    | 35    | 10                                | 0   | 0     | 1 | 46     | 0     | 0     | 0                                     | 0   | 0     | 0  | 1      | 0     | 0     | 0                             | 0   | 1     |   |        |  |       |
| 0700-1000 | 12                                    | 0   | 0     | 0 | 0      | 0     | 12    | 339                               | 56  | 5     | 2 | 0      | 402   | 626   | 55                                | 4   | 3     | 2 | 690    | 19    | 0     | 0                                     | 1   | 0     | 20 | 52     | 3     | 0     | 0                             | 0   | 55    |   |        |  |       |
|           |                                       |     |       |   |        |       |       |                                   |     |       |   |        |       |       |                                   |     |       |   |        |       |       |                                       |     |       |    |        |       |       |                               |     |       |   |        |  |       |
| 0700-0800 | 11                                    | 0   | 0     | 0 | 0      | 0     | 11    | 113                               | 9   | 2     | 2 | 0      | 126   | 211   | 16                                | 3   | 0     | 0 | 230    | 17    | 0     | 0                                     | 1   | 0     | 18 | 13     | 0     | 0     | 0                             | 0   | 13    |   |        |  |       |
| 0715-0815 | 8                                     | 0   | 0     | 0 | 0      | 0     | 8     | 121                               | 10  | 3     | 2 | 0      | 136   | 259   | 15                                | 3   | 1     | 0 | 278    | 14    | 0     | 0                                     | 0   | 0     | 14 | 17     | 1     | 0     | 0                             | 0   | 18    |   |        |  |       |
| 0730-0830 | 8                                     | 0   | 0     | 0 | 0      | 0     | 8     | 137                               | 14  | 2     | 1 | 0      | 154   | 315   | 15                                | 3   | 1     | 0 | 334    | 12    | 0     | 0                                     | 0   | 0     | 12 | 21     | 1     | 0     | 0                             | 0   | 22    |   |        |  |       |
| 0745-0845 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 122                               | 15  | 2     | 0 | 0      | 139   | 297   | 17                                | 2   | 1     | 0 | 317    | 1     | 0     | 0                                     | 0   | 0     | 1  | 21     | 1     | 0     | 0                             | 0   | 22    |   |        |  |       |
| 0800-0900 | 1                                     | 0   | 0     | 0 | 0      | 0     | 1     | 128                               | 19  | 1     | 0 | 0      | 148   | 286   | 20                                | 0   | 2     | 0 | 308    | 2     | 0     | 0                                     | 0   | 0     | 2  | 27     | 2     | 0     | 0                             | 0   | 29    |   |        |  |       |
| 0815-0915 | 1                                     | 0   | 0     | 0 | 0      | 0     | 1     | 132                               | 25  | 0     | 0 | 0      | 157   | 246   | 17                                | 0   | 2     | 0 | 265    | 2     | 0     | 0                                     | 0   | 0     | 2  | 21     | 2     | 0     | 0                             | 0   | 23    |   |        |  |       |
| 0830-0930 | 1                                     | 0   | 0     | 0 | 0      | 0     | 1     | 116                               | 28  | 1     | 0 | 0      | 145   | 179   | 16                                | 1   | 2     | 0 | 198    | 2     | 0     | 0                                     | 0   | 0     | 2  | 22     | 2     | 0     | 0                             | 0   | 24    |   |        |  |       |
| 0845-0945 | 1                                     | 0   | 0     | 0 | 0      | 0     | 1     | 121                               | 29  | 2     | 0 | 0      | 152   | 159   | 15                                | 1   | 2     | 1 | 178    | 1     | 0     | 0                                     | 0   | 0     | 1  | 18     | 2     | 0     | 0                             | 0   | 20    |   |        |  |       |
| 0900-1000 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 98                                | 28  | 2     | 0 | 0      | 128   | 129   | 19                                | 1   | 1     | 2 | 152    | 0     | 0     | 0                                     | 0   | 0     | 0  | 12     | 1     | 0     | 0                             | 0   | 13    |   |        |  |       |

|           | B1085 - SOUTH<br>TO STATION FORECOURT |     |       |   |        |       |       | B1085 - SOUTH<br>TO B1085 - NORTH |     |       |   |        |       |       | B1085 - NORTH<br>TO B1085 - SOUTH |     |       |   |        |       |       | B1085 - NORTH<br>TO STATION FORECOURT |     |       |   |        |       |       | B1506 - WEST<br>TO STATION RD |     |       |   |        |     |       |
|-----------|---------------------------------------|-----|-------|---|--------|-------|-------|-----------------------------------|-----|-------|---|--------|-------|-------|-----------------------------------|-----|-------|---|--------|-------|-------|---------------------------------------|-----|-------|---|--------|-------|-------|-------------------------------|-----|-------|---|--------|-----|-------|
|           | MOVEMENT                              |     |       |   |        |       |       | MOVEMENT                          |     |       |   |        |       |       | MOVEMENT                          |     |       |   |        |       |       | MOVEMENT                              |     |       |   |        |       |       | MOVEMENT                      |     |       |   |        |     |       |
|           | 31                                    |     |       |   |        |       | TOTAL | 32                                |     |       |   |        |       | TOTAL | 33                                |     |       |   |        |       | TOTAL | 34                                    |     |       |   |        |       | TOTAL | 35                            |     |       |   |        |     | TOTAL |
| LIGHT     | HEAVY                                 | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                             | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                             | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                                 | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                         | BUS | MCYCL | E | PCYCLE |     |       |
| 1600-1615 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 51                                | 9   | 0     | 0 | 0      | 0     | 60    | 35                                | 6   | 0     | 0 | 0      | 0     | 41    | 1                                     | 0   | 0     | 0 | 0      | 0     | 1     | 13                            | 0   | 0     | 0 | 0      | 0   | 13    |
| 1615-1630 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 46                                | 5   | 1     | 2 | 0      | 0     | 54    | 33                                | 4   | 1     | 0 | 0      | 0     | 38    | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 9                             | 0   | 0     | 0 | 0      | 0   | 9     |
| 1630-1645 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 68                                | 4   | 1     | 0 | 0      | 0     | 73    | 31                                | 2   | 0     | 0 | 0      | 0     | 33    | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 18                            | 0   | 0     | 0 | 0      | 0   | 18    |
| 1645-1700 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 67                                | 0   | 1     | 0 | 0      | 0     | 68    | 34                                | 4   | 0     | 0 | 0      | 0     | 38    | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 13                            | 1   | 0     | 0 | 0      | 0   | 14    |
| 1700-1715 | 0                                     | 0   | 0     | 0 | 1      | 0     | 1     | 87                                | 4   | 0     | 0 | 0      | 0     | 91    | 31                                | 3   | 0     | 0 | 0      | 0     | 34    | 8                                     | 0   | 0     | 1 | 0      | 0     | 9     | 40                            | 0   | 0     | 0 | 0      | 0   | 40    |
| 1715-1730 | 4                                     | 0   | 0     | 0 | 0      | 0     | 4     | 80                                | 2   | 0     | 1 | 0      | 0     | 83    | 34                                | 4   | 0     | 0 | 0      | 1     | 39    | 1                                     | 0   | 0     | 0 | 0      | 0     | 1     | 22                            | 1   | 0     | 0 | 0      | 0   | 23    |
| 1730-1745 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 55                                | 7   | 1     | 1 | 1      | 1     | 65    | 28                                | 5   | 1     | 0 | 0      | 0     | 34    | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 16                            | 0   | 0     | 1 | 1      | 1   | 18    |
| 1745-1800 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 52                                | 2   | 0     | 0 | 0      | 0     | 54    | 36                                | 2   | 0     | 2 | 0      | 0     | 40    | 2                                     | 0   | 0     | 0 | 0      | 0     | 2     | 10                            | 0   | 0     | 0 | 0      | 0   | 10    |
| 1800-1815 | 3                                     | 0   | 0     | 0 | 0      | 0     | 3     | 42                                | 4   | 0     | 1 | 0      | 0     | 47    | 42                                | 1   | 0     | 0 | 0      | 1     | 44    | 2                                     | 0   | 0     | 0 | 0      | 0     | 2     | 9                             | 0   | 0     | 0 | 1      | 1   | 10    |
| 1815-1830 | 1                                     | 0   | 0     | 0 | 0      | 0     | 1     | 36                                | 5   | 1     | 1 | 0      | 0     | 43    | 43                                | 2   | 0     | 0 | 0      | 0     | 45    | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 2                             | 0   | 0     | 0 | 0      | 0   | 2     |
| 1830-1845 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 24                                | 2   | 0     | 0 | 0      | 0     | 26    | 22                                | 2   | 1     | 1 | 0      | 0     | 26    | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 4                             | 0   | 0     | 0 | 0      | 0   | 4     |
| 1845-1900 | 2                                     | 0   | 0     | 0 | 0      | 0     | 2     | 14                                | 3   | 0     | 0 | 0      | 0     | 17    | 23                                | 1   | 0     | 0 | 0      | 0     | 24    | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 5                             | 0   | 0     | 0 | 0      | 0   | 5     |
| 1600-1900 | 10                                    | 0   | 0     | 0 | 1      | 0     | 11    | 622                               | 47  | 5     | 6 | 1      | 1     | 681   | 392                               | 36  | 3     | 3 | 2      | 2     | 436   | 14                                    | 0   | 0     | 1 | 0      | 15    | 161   | 2                             | 0   | 1     | 2 | 2      | 166 |       |
|           |                                       |     |       |   |        |       |       |                                   |     |       |   |        |       |       |                                   |     |       |   |        |       |       |                                       |     |       |   |        |       |       |                               |     |       |   |        |     |       |
| 1600-1700 | 0                                     | 0   | 0     | 0 | 0      | 0     | 0     | 232                               | 18  | 3     | 2 | 0      | 0     | 255   | 133                               | 16  | 1     | 0 | 0      | 0     | 150   | 1                                     | 0   | 0     | 0 | 0      | 1     | 53    | 1                             | 0   | 0     | 0 | 0      | 0   | 54    |
| 1615-1715 | 0                                     | 0   | 0     | 1 | 0      | 0     | 1     | 268                               | 13  | 3     | 2 | 0      | 0     | 286   | 129                               | 13  | 1     | 0 | 0      | 0     | 143   | 8                                     | 0   | 0     | 1 | 0      | 9     | 80    | 1                             | 0   | 0     | 0 | 0      | 0   | 81    |
| 1630-1730 | 4                                     | 0   | 0     | 1 | 0      | 0     | 5     | 302                               | 10  | 2     | 1 | 0      | 0     | 315   | 130                               | 13  | 0     | 0 | 0      | 1     | 144   | 9                                     | 0   | 0     | 1 | 0      | 10    | 93    | 2                             | 0   | 0     | 0 | 0      | 0   | 95    |
| 1645-1745 | 4                                     | 0   | 0     | 1 | 0      | 0     | 5     | 289                               | 13  | 2     | 2 | 1      | 1     | 307   | 127                               | 16  | 1     | 0 | 0      | 1     | 145   | 9                                     | 0   | 0     | 1 | 0      | 10    | 91    | 2                             | 0   | 1     | 1 | 1      | 95  |       |
| 1700-1800 | 4                                     | 0   | 0     | 1 | 0      | 0     | 5     | 274                               | 15  | 1     | 2 | 1      | 1     | 293   | 129                               | 14  | 1     | 2 | 1      | 1     | 147   | 11                                    | 0   | 0     | 1 | 0      | 12    | 88    | 1                             | 0   | 1     | 1 | 1      | 91  |       |
| 1715-1815 | 7                                     | 0   | 0     | 0 | 0      | 0     | 7     | 229                               | 15  | 1     | 3 | 1      | 1     | 249   | 140                               | 12  | 1     | 2 | 2      | 1     | 157   | 5                                     | 0   | 0     | 0 | 0      | 5     | 57    | 1                             | 0   | 1     | 2 | 2      | 61  |       |
| 1730-1830 | 4                                     | 0   | 0     | 0 | 0      | 0     | 4     | 185                               | 18  | 2     | 3 | 1      | 1     | 209   | 149                               | 10  | 1     | 2 | 1      | 1     | 163   | 4                                     | 0   | 0     | 0 | 0      | 4     | 37    | 0                             | 0   | 1     | 2 | 2      | 40  |       |
| 1745-1845 | 4                                     | 0   | 0     | 0 | 0      | 0     | 4     | 154                               | 13  | 1     | 2 | 0      | 0     | 170   | 143                               | 7   | 1     | 3 | 1      | 1     | 155   | 4                                     | 0   | 0     | 0 | 0      | 4     | 25    | 0                             | 0   | 0     | 1 | 1      | 26  |       |
| 1800-1900 | 6                                     | 0   | 0     | 0 | 0      | 0     | 6     | 116                               | 14  | 1     | 2 | 0      | 0     | 133   | 130                               | 6   | 1     | 1 | 1      | 1     | 139   | 2                                     | 0   | 0     | 0 | 0      | 2     | 20    | 0                             | 0   | 0     | 1 | 1      | 21  |       |

|           | B1506 - WEST<br>TO B1506 - BURY RD |       |     |       |   |        |     | B1506 - WEST<br>TO MOULTON RD |       |       |     |       |   |    | MOULTON RD<br>TO B1506 - WEST |       |       |       |     |       |    | MOULTON RD<br>TO STATION RD |        |       |       |       |     |     | MOULTON RD<br>TO B1506 - BURY RD |   |        |       |       |       |   |
|-----------|------------------------------------|-------|-----|-------|---|--------|-----|-------------------------------|-------|-------|-----|-------|---|----|-------------------------------|-------|-------|-------|-----|-------|----|-----------------------------|--------|-------|-------|-------|-----|-----|----------------------------------|---|--------|-------|-------|-------|---|
|           | MOVEMENT<br>36                     |       |     |       |   |        |     | MOVEMENT<br>37                |       |       |     |       |   |    | MOVEMENT<br>38                |       |       |       |     |       |    | MOVEMENT<br>39              |        |       |       |       |     |     | MOVEMENT<br>40                   |   |        |       |       |       |   |
|           | LIGHT                              | HEAVY | BUS | MCYCL | E | PCYCLE |     | TOTAL                         | LIGHT | HEAVY | BUS | MCYCL | E |    | PCYCLE                        | TOTAL | LIGHT | HEAVY | BUS | MCYCL |    | E                           | PCYCLE | TOTAL | LIGHT | HEAVY | BUS |     | MCYCL                            | E | PCYCLE | TOTAL | LIGHT | HEAVY |   |
| 0700-0715 | 24                                 | 3     | 0   | 0     | 0 | 0      | 27  | 0                             | 0     | 0     | 0   | 0     | 0 | 0  | 3                             | 2     | 1     | 0     | 0   | 0     | 0  | 3                           | 8      | 0     | 0     | 0     | 0   | 0   | 8                                | 6 | 1      | 0     | 0     | 0     | 7 |
| 0715-0730 | 31                                 | 2     | 1   | 0     | 0 | 0      | 34  | 1                             | 0     | 0     | 0   | 0     | 0 | 1  | 3                             | 3     | 1     | 0     | 0   | 0     | 0  | 4                           | 7      | 0     | 1     | 0     | 0   | 8   | 9                                | 0 | 1      | 0     | 0     | 10    |   |
| 0730-0745 | 24                                 | 1     | 1   | 0     | 0 | 0      | 26  | 4                             | 0     | 0     | 0   | 0     | 0 | 4  | 1                             | 0     | 0     | 0     | 0   | 0     | 1  | 16                          | 0      | 0     | 0     | 0     | 0   | 16  | 14                               | 0 | 0      | 0     | 0     | 14    |   |
| 0745-0800 | 37                                 | 1     | 1   | 0     | 0 | 0      | 39  | 8                             | 0     | 0     | 0   | 0     | 0 | 8  | 6                             | 0     | 0     | 0     | 0   | 0     | 6  | 11                          | 0      | 2     | 0     | 1     | 14  | 17  | 0                                | 0 | 0      | 0     | 17    |       |   |
| 0800-0815 | 40                                 | 2     | 1   | 0     | 0 | 0      | 43  | 2                             | 0     | 0     | 0   | 0     | 0 | 2  | 4                             | 0     | 0     | 0     | 0   | 0     | 4  | 6                           | 2      | 1     | 0     | 0     | 9   | 15  | 1                                | 3 | 0      | 0     | 19    |       |   |
| 0815-0830 | 36                                 | 0     | 0   | 0     | 0 | 0      | 36  | 6                             | 0     | 0     | 0   | 0     | 0 | 6  | 8                             | 0     | 0     | 0     | 0   | 0     | 8  | 12                          | 0      | 0     | 0     | 0     | 12  | 10  | 0                                | 0 | 0      | 0     | 10    |       |   |
| 0830-0845 | 26                                 | 3     | 1   | 0     | 0 | 0      | 30  | 13                            | 1     | 0     | 0   | 0     | 0 | 14 | 15                            | 1     | 0     | 0     | 0   | 0     | 16 | 9                           | 0      | 0     | 0     | 0     | 9   | 10  | 2                                | 0 | 0      | 0     | 12    |       |   |
| 0845-0900 | 32                                 | 1     | 0   | 2     | 0 | 0      | 35  | 6                             | 0     | 0     | 0   | 0     | 0 | 6  | 12                            | 1     | 0     | 0     | 0   | 0     | 13 | 24                          | 4      | 0     | 1     | 0     | 29  | 13  | 0                                | 0 | 0      | 0     | 13    |       |   |
| 0900-0915 | 27                                 | 2     | 0   | 0     | 0 | 0      | 29  | 2                             | 1     | 0     | 0   | 0     | 0 | 3  | 13                            | 1     | 0     | 0     | 0   | 0     | 14 | 18                          | 0      | 0     | 0     | 0     | 18  | 17  | 1                                | 0 | 0      | 0     | 18    |       |   |
| 0915-0930 | 19                                 | 0     | 0   | 0     | 0 | 0      | 19  | 4                             | 2     | 0     | 0   | 0     | 0 | 6  | 5                             | 1     | 0     | 0     | 0   | 0     | 6  | 9                           | 0      | 0     | 0     | 0     | 9   | 13  | 0                                | 0 | 0      | 0     | 13    |       |   |
| 0930-0945 | 24                                 | 2     | 1   | 0     | 0 | 0      | 27  | 4                             | 0     | 0     | 0   | 0     | 0 | 4  | 9                             | 0     | 0     | 0     | 0   | 0     | 9  | 6                           | 1      | 0     | 0     | 0     | 7   | 7   | 0                                | 0 | 0      | 0     | 7     |       |   |
| 0945-1000 | 34                                 | 2     | 0   | 0     | 0 | 0      | 36  | 3                             | 0     | 0     | 0   | 0     | 0 | 3  | 9                             | 1     | 0     | 0     | 0   | 0     | 10 | 5                           | 1      | 0     | 0     | 0     | 6   | 11  | 0                                | 0 | 0      | 0     | 11    |       |   |
| 0700-1000 | 354                                | 19    | 6   | 2     | 0 | 0      | 381 | 53                            | 4     | 0     | 0   | 0     | 0 | 57 | 87                            | 7     | 0     | 0     | 0   | 0     | 94 | 131                         | 8      | 4     | 1     | 1     | 145 | 142 | 5                                | 4 | 0      | 0     | 151   |       |   |
|           |                                    |       |     |       |   |        |     |                               |       |       |     |       |   |    |                               |       |       |       |     |       |    |                             |        |       |       |       |     |     |                                  |   |        |       |       |       |   |
| 0700-0800 | 116                                | 7     | 3   | 0     | 0 | 0      | 126 | 13                            | 0     | 0     | 0   | 0     | 0 | 13 | 12                            | 2     | 0     | 0     | 0   | 0     | 14 | 42                          | 0      | 3     | 0     | 1     | 46  | 46  | 1                                | 1 | 0      | 0     | 48    |       |   |
| 0715-0815 | 132                                | 6     | 4   | 0     | 0 | 0      | 142 | 15                            | 0     | 0     | 0   | 0     | 0 | 15 | 14                            | 1     | 0     | 0     | 0   | 0     | 15 | 40                          | 2      | 4     | 0     | 1     | 47  | 55  | 1                                | 4 | 0      | 0     | 60    |       |   |
| 0730-0830 | 137                                | 4     | 3   | 0     | 0 | 0      | 144 | 20                            | 0     | 0     | 0   | 0     | 0 | 20 | 19                            | 0     | 0     | 0     | 0   | 0     | 19 | 45                          | 2      | 3     | 0     | 1     | 51  | 56  | 1                                | 3 | 0      | 0     | 60    |       |   |
| 0745-0845 | 139                                | 6     | 3   | 0     | 0 | 0      | 148 | 29                            | 1     | 0     | 0   | 0     | 0 | 30 | 33                            | 1     | 0     | 0     | 0   | 0     | 34 | 38                          | 2      | 3     | 0     | 1     | 44  | 52  | 3                                | 3 | 0      | 0     | 58    |       |   |
| 0800-0900 | 134                                | 6     | 2   | 2     | 0 | 0      | 144 | 27                            | 1     | 0     | 0   | 0     | 0 | 28 | 39                            | 2     | 0     | 0     | 0   | 0     | 41 | 51                          | 6      | 1     | 1     | 0     | 59  | 48  | 3                                | 3 | 0      | 0     | 54    |       |   |
| 0815-0915 | 121                                | 6     | 1   | 2     | 0 | 0      | 130 | 27                            | 2     | 0     | 0   | 0     | 0 | 29 | 48                            | 3     | 0     | 0     | 0   | 0     | 51 | 63                          | 4      | 0     | 1     | 0     | 68  | 50  | 3                                | 0 | 0      | 0     | 53    |       |   |
| 0830-0930 | 104                                | 6     | 1   | 2     | 0 | 0      | 113 | 25                            | 4     | 0     | 0   | 0     | 0 | 29 | 45                            | 4     | 0     | 0     | 0   | 0     | 49 | 60                          | 4      | 0     | 1     | 0     | 65  | 53  | 3                                | 0 | 0      | 0     | 56    |       |   |
| 0845-0945 | 102                                | 5     | 1   | 2     | 0 | 0      | 110 | 16                            | 3     | 0     | 0   | 0     | 0 | 19 | 39                            | 3     | 0     | 0     | 0   | 0     | 42 | 57                          | 5      | 0     | 1     | 0     | 63  | 50  | 1                                | 0 | 0      | 0     | 51    |       |   |
| 0900-1000 | 104                                | 6     | 1   | 0     | 0 | 0      | 111 | 13                            | 3     | 0     | 0   | 0     | 0 | 16 | 36                            | 3     | 0     | 0     | 0   | 0     | 39 | 38                          | 2      | 0     | 0     | 0     | 40  | 48  | 1                                | 0 | 0      | 0     | 49    |       |   |



|           | B1506 - WEST<br>TO B1506 - BURY RD |       |     |       |   |        |     | B1506 - WEST<br>TO MOULTON RD |       |       |     |       |   |    | MOULTON RD<br>TO B1506 - WEST |       |       |       |     |       |    | MOULTON RD<br>TO STATION RD |        |       |       |       |     |     | MOULTON RD<br>TO B1506 - BURY RD |   |        |       |       |       |     |     |
|-----------|------------------------------------|-------|-----|-------|---|--------|-----|-------------------------------|-------|-------|-----|-------|---|----|-------------------------------|-------|-------|-------|-----|-------|----|-----------------------------|--------|-------|-------|-------|-----|-----|----------------------------------|---|--------|-------|-------|-------|-----|-----|
|           | MOVEMENT<br>36                     |       |     |       |   |        |     | MOVEMENT<br>37                |       |       |     |       |   |    | MOVEMENT<br>38                |       |       |       |     |       |    | MOVEMENT<br>39              |        |       |       |       |     |     | MOVEMENT<br>40                   |   |        |       |       |       |     |     |
|           | LIGHT                              | HEAVY | BUS | MCYCL | E | PCYCLE |     | TOTAL                         | LIGHT | HEAVY | BUS | MCYCL | E |    | PCYCLE                        | TOTAL | LIGHT | HEAVY | BUS | MCYCL |    | E                           | PCYCLE | TOTAL | LIGHT | HEAVY | BUS |     | MCYCL                            | E | PCYCLE | TOTAL | LIGHT | HEAVY |     | BUS |
| 1600-1615 | 42                                 | 2     | 0   | 0     | 0 | 0      | 44  | 7                             | 0     | 0     | 0   | 0     | 0 | 7  | 7                             | 0     | 0     | 0     | 0   | 0     | 0  | 7                           | 11     | 2     | 0     | 0     | 0   | 0   | 13                               | 8 | 0      | 0     | 0     | 0     | 0   | 8   |
| 1615-1630 | 52                                 | 1     | 0   | 0     | 0 | 0      | 53  | 7                             | 0     | 0     | 0   | 0     | 0 | 7  | 8                             | 0     | 0     | 0     | 0   | 0     | 0  | 8                           | 12     | 1     | 0     | 1     | 0   | 14  | 16                               | 2 | 2      | 1     | 0     | 0     | 21  |     |
| 1630-1645 | 57                                 | 2     | 2   | 0     | 0 | 0      | 61  | 6                             | 0     | 0     | 0   | 0     | 0 | 6  | 6                             | 0     | 0     | 0     | 0   | 0     | 0  | 12                          | 0      | 0     | 0     | 0     | 0   | 12  | 14                               | 1 | 0      | 1     | 0     | 0     | 16  |     |
| 1645-1700 | 62                                 | 2     | 0   | 0     | 0 | 0      | 64  | 4                             | 0     | 0     | 0   | 0     | 0 | 4  | 6                             | 0     | 0     | 0     | 0   | 0     | 0  | 19                          | 0      | 2     | 0     | 0     | 0   | 21  | 8                                | 0 | 0      | 0     | 0     | 0     | 8   |     |
| 1700-1715 | 76                                 | 1     | 0   | 0     | 0 | 0      | 77  | 11                            | 0     | 0     | 0   | 0     | 0 | 11 | 7                             | 0     | 0     | 0     | 0   | 0     | 0  | 12                          | 0      | 0     | 1     | 0     | 0   | 13  | 17                               | 0 | 0      | 0     | 0     | 0     | 17  |     |
| 1715-1730 | 83                                 | 2     | 0   | 1     | 0 | 0      | 86  | 6                             | 0     | 0     | 0   | 0     | 0 | 6  | 7                             | 0     | 0     | 0     | 0   | 0     | 0  | 18                          | 2      | 1     | 0     | 0     | 0   | 21  | 7                                | 2 | 0      | 0     | 0     | 2     | 11  |     |
| 1730-1745 | 64                                 | 0     | 1   | 1     | 0 | 0      | 66  | 7                             | 0     | 0     | 0   | 0     | 0 | 7  | 2                             | 0     | 0     | 0     | 0   | 0     | 0  | 18                          | 0      | 1     | 0     | 0     | 0   | 19  | 14                               | 1 | 0      | 0     | 0     | 0     | 15  |     |
| 1745-1800 | 63                                 | 0     | 0   | 0     | 0 | 1      | 64  | 8                             | 0     | 0     | 0   | 0     | 0 | 8  | 1                             | 0     | 0     | 0     | 0   | 0     | 0  | 14                          | 0      | 0     | 0     | 0     | 0   | 14  | 15                               | 1 | 0      | 0     | 0     | 0     | 16  |     |
| 1800-1815 | 47                                 | 0     | 0   | 0     | 0 | 0      | 47  | 4                             | 0     | 0     | 0   | 0     | 0 | 4  | 3                             | 0     | 0     | 0     | 0   | 0     | 0  | 14                          | 0      | 0     | 0     | 0     | 0   | 14  | 2                                | 0 | 0      | 0     | 0     | 0     | 2   |     |
| 1815-1830 | 48                                 | 0     | 1   | 0     | 0 | 0      | 49  | 2                             | 0     | 0     | 0   | 0     | 0 | 2  | 2                             | 0     | 0     | 0     | 0   | 0     | 0  | 9                           | 0      | 1     | 1     | 0     | 0   | 11  | 9                                | 0 | 0      | 0     | 0     | 0     | 9   |     |
| 1830-1845 | 36                                 | 0     | 0   | 0     | 0 | 0      | 36  | 6                             | 0     | 0     | 0   | 0     | 0 | 6  | 0                             | 0     | 0     | 0     | 0   | 1     | 1  | 4                           | 0      | 0     | 0     | 0     | 0   | 4   | 5                                | 0 | 0      | 0     | 1     | 0     | 6   |     |
| 1845-1900 | 24                                 | 2     | 1   | 0     | 0 | 0      | 27  | 2                             | 0     | 0     | 0   | 0     | 0 | 2  | 1                             | 0     | 0     | 0     | 0   | 0     | 0  | 2                           | 0      | 0     | 0     | 0     | 0   | 2   | 6                                | 0 | 0      | 0     | 0     | 0     | 6   |     |
| 1600-1900 | 654                                | 12    | 5   | 2     | 1 | 1      | 674 | 70                            | 0     | 0     | 0   | 0     | 0 | 70 | 50                            | 0     | 0     | 0     | 0   | 1     | 51 | 145                         | 5      | 5     | 3     | 0     | 0   | 158 | 121                              | 7 | 2      | 2     | 3     | 3     | 135 |     |
|           |                                    |       |     |       |   |        |     |                               |       |       |     |       |   |    |                               |       |       |       |     |       |    |                             |        |       |       |       |     |     |                                  |   |        |       |       |       |     |     |
| 1600-1700 | 213                                | 7     | 2   | 0     | 0 | 0      | 222 | 24                            | 0     | 0     | 0   | 0     | 0 | 24 | 27                            | 0     | 0     | 0     | 0   | 0     | 0  | 27                          | 54     | 3     | 2     | 1     | 0   | 60  | 46                               | 3 | 2      | 2     | 0     | 0     | 53  |     |
| 1615-1715 | 247                                | 6     | 2   | 0     | 0 | 0      | 255 | 28                            | 0     | 0     | 0   | 0     | 0 | 28 | 27                            | 0     | 0     | 0     | 0   | 0     | 0  | 27                          | 55     | 1     | 2     | 2     | 0   | 60  | 55                               | 3 | 2      | 2     | 0     | 0     | 62  |     |
| 1630-1730 | 278                                | 7     | 2   | 1     | 0 | 0      | 288 | 27                            | 0     | 0     | 0   | 0     | 0 | 27 | 26                            | 0     | 0     | 0     | 0   | 0     | 0  | 26                          | 61     | 2     | 3     | 1     | 0   | 67  | 46                               | 3 | 0      | 1     | 2     | 0     | 52  |     |
| 1645-1745 | 285                                | 5     | 1   | 2     | 0 | 0      | 293 | 28                            | 0     | 0     | 0   | 0     | 0 | 28 | 22                            | 0     | 0     | 0     | 0   | 0     | 0  | 22                          | 67     | 2     | 4     | 1     | 0   | 74  | 46                               | 3 | 0      | 0     | 2     | 0     | 51  |     |
| 1700-1800 | 286                                | 3     | 1   | 2     | 1 | 1      | 293 | 32                            | 0     | 0     | 0   | 0     | 0 | 32 | 17                            | 0     | 0     | 0     | 0   | 0     | 0  | 17                          | 62     | 2     | 2     | 1     | 0   | 67  | 53                               | 4 | 0      | 0     | 2     | 0     | 59  |     |
| 1715-1815 | 257                                | 2     | 1   | 2     | 1 | 1      | 263 | 25                            | 0     | 0     | 0   | 0     | 0 | 25 | 13                            | 0     | 0     | 0     | 0   | 0     | 0  | 13                          | 64     | 2     | 2     | 0     | 0   | 68  | 38                               | 4 | 0      | 0     | 2     | 0     | 44  |     |
| 1730-1830 | 222                                | 0     | 2   | 1     | 1 | 1      | 226 | 21                            | 0     | 0     | 0   | 0     | 0 | 21 | 8                             | 0     | 0     | 0     | 0   | 0     | 0  | 8                           | 55     | 0     | 2     | 1     | 0   | 58  | 40                               | 2 | 0      | 0     | 0     | 0     | 42  |     |
| 1745-1845 | 194                                | 0     | 1   | 0     | 1 | 1      | 196 | 20                            | 0     | 0     | 0   | 0     | 0 | 20 | 6                             | 0     | 0     | 0     | 1   | 7     | 7  | 41                          | 0      | 1     | 1     | 0     | 43  | 31  | 1                                | 0 | 0      | 1     | 0     | 33    |     |     |
| 1800-1900 | 155                                | 2     | 2   | 0     | 0 | 0      | 159 | 14                            | 0     | 0     | 0   | 0     | 0 | 14 | 6                             | 0     | 0     | 0     | 1   | 7     | 7  | 29                          | 0      | 1     | 1     | 0     | 31  | 22  | 0                                | 0 | 0      | 1     | 0     | 23    |     |     |

|           | B1506 - BURY RD<br>TO MOULTON RD |     |       |   |        |       |       | B1506 - BURY RD<br>TO B1506 - WEST |     |       |   |        |       |       | B1506 - BURY RD<br>TO STATION RD |     |       |   |        |       |       | STATION RD<br>TO B1506 - BURY RD |     |       |   |        |       |       | STATION RD<br>TO MOULTON RD |     |       |     |        |  |       |
|-----------|----------------------------------|-----|-------|---|--------|-------|-------|------------------------------------|-----|-------|---|--------|-------|-------|----------------------------------|-----|-------|---|--------|-------|-------|----------------------------------|-----|-------|---|--------|-------|-------|-----------------------------|-----|-------|-----|--------|--|-------|
|           | MOVEMENT                         |     |       |   |        |       |       | MOVEMENT                           |     |       |   |        |       |       | MOVEMENT                         |     |       |   |        |       |       | MOVEMENT                         |     |       |   |        |       |       | MOVEMENT                    |     |       |     |        |  |       |
|           | 41                               |     |       |   |        |       | TOTAL | 42                                 |     |       |   |        |       | TOTAL | 43                               |     |       |   |        |       | TOTAL | 44                               |     |       |   |        |       | TOTAL | 45                          |     |       |     |        |  | TOTAL |
| LIGHT     | HEAVY                            | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                              | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                            | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                            | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                       | BUS | MCYCL | E   | PCYCLE |  |       |
| 0700-0715 | 3                                | 0   | 1     | 0 | 0      | 0     | 4     | 34                                 | 3   | 2     | 0 | 0      | 0     | 39    | 14                               | 2   | 0     | 0 | 0      | 16    | 15    | 4                                | 0   | 0     | 0 | 19     | 8     | 0     | 0                           | 0   | 0     | 8   |        |  |       |
| 0715-0730 | 6                                | 1   | 0     | 0 | 0      | 0     | 7     | 43                                 | 3   | 2     | 0 | 0      | 0     | 48    | 14                               | 0   | 1     | 1 | 0      | 16    | 24    | 4                                | 0   | 0     | 0 | 28     | 6     | 0     | 0                           | 0   | 0     | 6   |        |  |       |
| 0730-0745 | 17                               | 0   | 0     | 0 | 0      | 0     | 17    | 67                                 | 1   | 1     | 0 | 0      | 0     | 69    | 15                               | 3   | 0     | 1 | 0      | 19    | 20    | 4                                | 0   | 0     | 0 | 24     | 14    | 0     | 1                           | 0   | 0     | 15  |        |  |       |
| 0745-0800 | 15                               | 0   | 0     | 0 | 0      | 0     | 15    | 59                                 | 4   | 0     | 0 | 0      | 0     | 63    | 14                               | 3   | 0     | 0 | 0      | 17    | 56    | 5                                | 0   | 0     | 0 | 61     | 25    | 0     | 1                           | 0   | 0     | 26  |        |  |       |
| 0800-0815 | 14                               | 0   | 1     | 0 | 0      | 0     | 15    | 66                                 | 1   | 1     | 0 | 0      | 0     | 68    | 10                               | 3   | 0     | 0 | 0      | 13    | 56    | 4                                | 1   | 0     | 0 | 61     | 8     | 0     | 0                           | 1   | 0     | 9   |        |  |       |
| 0815-0830 | 19                               | 0   | 0     | 0 | 0      | 0     | 19    | 58                                 | 0   | 1     | 0 | 0      | 0     | 59    | 17                               | 2   | 0     | 0 | 0      | 19    | 45    | 2                                | 0   | 0     | 0 | 47     | 20    | 0     | 0                           | 0   | 0     | 20  |        |  |       |
| 0830-0845 | 30                               | 1   | 0     | 0 | 0      | 0     | 31    | 65                                 | 3   | 0     | 1 | 1      | 1     | 70    | 13                               | 6   | 0     | 0 | 0      | 19    | 31    | 7                                | 0   | 0     | 0 | 38     | 11    | 2     | 0                           | 0   | 0     | 13  |        |  |       |
| 0845-0900 | 15                               | 1   | 0     | 0 | 0      | 0     | 16    | 70                                 | 4   | 0     | 0 | 0      | 0     | 74    | 9                                | 5   | 0     | 0 | 0      | 14    | 34    | 6                                | 0   | 0     | 0 | 40     | 14    | 1     | 0                           | 0   | 0     | 15  |        |  |       |
| 0900-0915 | 12                               | 0   | 0     | 0 | 0      | 0     | 12    | 55                                 | 4   | 0     | 0 | 0      | 0     | 59    | 9                                | 7   | 1     | 0 | 0      | 17    | 21    | 0                                | 0   | 1     | 0 | 22     | 9     | 0     | 0                           | 0   | 0     | 9   |        |  |       |
| 0915-0930 | 15                               | 1   | 0     | 0 | 0      | 0     | 16    | 54                                 | 3   | 0     | 0 | 0      | 0     | 57    | 11                               | 5   | 0     | 0 | 0      | 16    | 19    | 3                                | 0   | 0     | 0 | 22     | 5     | 0     | 1                           | 0   | 0     | 6   |        |  |       |
| 0930-0945 | 9                                | 1   | 0     | 0 | 0      | 0     | 10    | 50                                 | 1   | 1     | 0 | 0      | 0     | 52    | 19                               | 5   | 1     | 0 | 0      | 25    | 15    | 7                                | 0   | 0     | 0 | 22     | 5     | 0     | 0                           | 0   | 1     | 6   |        |  |       |
| 0945-1000 | 6                                | 0   | 0     | 0 | 0      | 1     | 7     | 37                                 | 2   | 1     | 0 | 0      | 0     | 40    | 9                                | 5   | 0     | 0 | 0      | 14    | 15    | 8                                | 0   | 0     | 1 | 24     | 8     | 2     | 0                           | 0   | 0     | 10  |        |  |       |
| 0700-1000 | 161                              | 5   | 2     | 0 | 1      |       | 169   | 658                                | 29  | 9     | 1 | 1      |       | 698   | 154                              | 46  | 3     | 2 | 0      | 205   | 351   | 54                               | 1   | 1     | 1 | 408    | 133   | 5     | 3                           | 1   | 1     | 143 |        |  |       |
|           |                                  |     |       |   |        |       |       |                                    |     |       |   |        |       |       |                                  |     |       |   |        |       |       |                                  |     |       |   |        |       |       |                             |     |       |     |        |  |       |
| 0700-0800 | 41                               | 1   | 1     | 0 | 0      | 0     | 43    | 203                                | 11  | 5     | 0 | 0      | 0     | 219   | 57                               | 8   | 1     | 2 | 0      | 68    | 115   | 17                               | 0   | 0     | 0 | 132    | 53    | 0     | 2                           | 0   | 0     | 55  |        |  |       |
| 0715-0815 | 52                               | 1   | 1     | 0 | 0      | 0     | 54    | 235                                | 9   | 4     | 0 | 0      | 0     | 248   | 53                               | 9   | 1     | 2 | 0      | 65    | 156   | 17                               | 1   | 0     | 0 | 174    | 53    | 0     | 2                           | 1   | 0     | 56  |        |  |       |
| 0730-0830 | 65                               | 0   | 1     | 0 | 0      | 0     | 66    | 250                                | 6   | 3     | 0 | 0      | 0     | 259   | 56                               | 11  | 0     | 1 | 0      | 68    | 177   | 15                               | 1   | 0     | 0 | 193    | 67    | 0     | 2                           | 1   | 0     | 70  |        |  |       |
| 0745-0845 | 78                               | 1   | 1     | 0 | 0      | 0     | 80    | 248                                | 8   | 2     | 1 | 1      | 1     | 260   | 54                               | 14  | 0     | 0 | 0      | 68    | 188   | 18                               | 1   | 0     | 0 | 207    | 64    | 2     | 1                           | 1   | 0     | 68  |        |  |       |
| 0800-0900 | 78                               | 2   | 1     | 0 | 0      | 0     | 81    | 259                                | 8   | 2     | 1 | 1      | 1     | 271   | 49                               | 16  | 0     | 0 | 0      | 65    | 166   | 19                               | 1   | 0     | 0 | 186    | 53    | 3     | 0                           | 1   | 0     | 57  |        |  |       |
| 0815-0915 | 76                               | 2   | 0     | 0 | 0      | 0     | 78    | 248                                | 11  | 1     | 1 | 1      | 1     | 262   | 48                               | 20  | 1     | 0 | 0      | 69    | 131   | 15                               | 0   | 1     | 0 | 147    | 54    | 3     | 0                           | 0   | 0     | 57  |        |  |       |
| 0830-0930 | 72                               | 3   | 0     | 0 | 0      | 0     | 75    | 244                                | 14  | 0     | 1 | 1      | 1     | 260   | 42                               | 23  | 1     | 0 | 0      | 66    | 105   | 16                               | 0   | 1     | 0 | 122    | 39    | 3     | 1                           | 0   | 0     | 43  |        |  |       |
| 0845-0945 | 51                               | 3   | 0     | 0 | 0      | 0     | 54    | 229                                | 12  | 1     | 0 | 0      | 0     | 242   | 48                               | 22  | 2     | 0 | 0      | 72    | 89    | 16                               | 0   | 1     | 0 | 106    | 33    | 1     | 1                           | 0   | 1     | 36  |        |  |       |
| 0900-1000 | 42                               | 2   | 0     | 0 | 1      |       | 45    | 196                                | 10  | 2     | 0 | 0      | 0     | 208   | 48                               | 22  | 2     | 0 | 0      | 72    | 70    | 18                               | 0   | 1     | 1 | 90     | 27    | 2     | 1                           | 0   | 1     | 31  |        |  |       |

|           | B1506 - BURY RD<br>TO MOULTON RD |     |       |   |        |       |       | B1506 - BURY RD<br>TO B1506 - WEST |     |       |   |        |       |       | B1506 - BURY RD<br>TO STATION RD |     |       |   |        |       |       | STATION RD<br>TO B1506 - BURY RD |     |       |   |        |       |       | STATION RD<br>TO MOULTON RD |     |       |     |        |  |       |
|-----------|----------------------------------|-----|-------|---|--------|-------|-------|------------------------------------|-----|-------|---|--------|-------|-------|----------------------------------|-----|-------|---|--------|-------|-------|----------------------------------|-----|-------|---|--------|-------|-------|-----------------------------|-----|-------|-----|--------|--|-------|
|           | MOVEMENT                         |     |       |   |        |       |       | MOVEMENT                           |     |       |   |        |       |       | MOVEMENT                         |     |       |   |        |       |       | MOVEMENT                         |     |       |   |        |       |       | MOVEMENT                    |     |       |     |        |  |       |
|           | 41                               |     |       |   |        |       | TOTAL | 42                                 |     |       |   |        |       | TOTAL | 43                               |     |       |   |        |       | TOTAL | 44                               |     |       |   |        |       | TOTAL | 45                          |     |       |     |        |  | TOTAL |
| LIGHT     | HEAVY                            | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                              | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                            | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                            | BUS | MCYCL | E | PCYCLE | LIGHT |       | HEAVY                       | BUS | MCYCL | E   | PCYCLE |  |       |
| 1600-1615 | 9                                | 1   | 2     | 0 | 0      | 0     | 12    | 37                                 | 0   | 1     | 0 | 0      | 0     | 38    | 24                               | 9   | 0     | 0 | 0      | 33    | 17    | 6                                | 0   | 0     | 0 | 23     | 9     | 2     | 0                           | 0   | 0     | 11  |        |  |       |
| 1615-1630 | 14                               | 2   | 0     | 0 | 0      | 0     | 16    | 33                                 | 0   | 1     | 0 | 0      | 0     | 34    | 21                               | 6   | 1     | 1 | 0      | 29    | 14    | 3                                | 0   | 0     | 0 | 17     | 9     | 0     | 1                           | 0   | 0     | 10  |        |  |       |
| 1630-1645 | 9                                | 1   | 0     | 0 | 0      | 0     | 10    | 40                                 | 1   | 0     | 0 | 0      | 0     | 41    | 35                               | 3   | 0     | 0 | 0      | 38    | 22    | 3                                | 0   | 0     | 0 | 25     | 13    | 0     | 0                           | 0   | 0     | 13  |        |  |       |
| 1645-1700 | 14                               | 1   | 0     | 0 | 0      | 0     | 15    | 40                                 | 0   | 1     | 0 | 0      | 0     | 41    | 30                               | 1   | 0     | 0 | 0      | 31    | 14    | 3                                | 0   | 0     | 0 | 17     | 10    | 0     | 0                           | 0   | 0     | 10  |        |  |       |
| 1700-1715 | 14                               | 1   | 0     | 0 | 0      | 0     | 15    | 50                                 | 2   | 0     | 2 | 0      | 0     | 54    | 38                               | 2   | 0     | 0 | 0      | 40    | 15    | 2                                | 0   | 0     | 0 | 17     | 17    | 0     | 0                           | 0   | 0     | 17  |        |  |       |
| 1715-1730 | 11                               | 0   | 0     | 0 | 0      | 0     | 11    | 44                                 | 1   | 0     | 0 | 0      | 0     | 45    | 43                               | 3   | 0     | 0 | 0      | 46    | 21    | 2                                | 0   | 1     | 0 | 24     | 9     | 0     | 0                           | 1   | 1     | 11  |        |  |       |
| 1730-1745 | 12                               | 0   | 0     | 0 | 0      | 0     | 12    | 43                                 | 1   | 0     | 1 | 0      | 0     | 45    | 18                               | 5   | 0     | 0 | 0      | 23    | 17    | 4                                | 0   | 0     | 0 | 21     | 4     | 2     | 1                           | 0   | 0     | 7   |        |  |       |
| 1745-1800 | 12                               | 0   | 0     | 0 | 0      | 0     | 12    | 36                                 | 0   | 1     | 0 | 0      | 0     | 37    | 29                               | 2   | 0     | 0 | 0      | 31    | 22    | 2                                | 0   | 1     | 0 | 25     | 8     | 0     | 0                           | 1   | 0     | 9   |        |  |       |
| 1800-1815 | 12                               | 0   | 0     | 0 | 0      | 0     | 12    | 35                                 | 0   | 1     | 0 | 0      | 0     | 36    | 26                               | 3   | 0     | 0 | 0      | 29    | 29    | 1                                | 0   | 0     | 0 | 30     | 10    | 0     | 0                           | 0   | 1     | 11  |        |  |       |
| 1815-1830 | 3                                | 0   | 0     | 0 | 0      | 0     | 3     | 34                                 | 0   | 1     | 0 | 0      | 0     | 35    | 23                               | 2   | 0     | 0 | 0      | 25    | 27    | 1                                | 0   | 0     | 0 | 28     | 10    | 0     | 0                           | 0   | 1     | 11  |        |  |       |
| 1830-1845 | 8                                | 0   | 0     | 0 | 0      | 0     | 8     | 32                                 | 1   | 1     | 0 | 0      | 0     | 34    | 14                               | 3   | 0     | 0 | 0      | 17    | 6     | 2                                | 0   | 1     | 0 | 9      | 6     | 0     | 1                           | 0   | 0     | 7   |        |  |       |
| 1845-1900 | 8                                | 0   | 0     | 0 | 0      | 0     | 8     | 19                                 | 0   | 0     | 0 | 0      | 0     | 19    | 6                                | 2   | 1     | 0 | 0      | 9     | 14    | 0                                | 0   | 0     | 0 | 14     | 5     | 1     | 0                           | 0   | 0     | 6   |        |  |       |
| 1600-1900 | 126                              | 6   | 2     | 0 | 0      | 0     | 134   | 443                                | 6   | 7     | 3 | 0      | 0     | 459   | 307                              | 41  | 2     | 1 | 0      | 351   | 218   | 29                               | 0   | 3     | 0 | 250    | 110   | 5     | 3                           | 2   | 3     | 123 |        |  |       |
|           |                                  |     |       |   |        |       |       |                                    |     |       |   |        |       |       |                                  |     |       |   |        |       |       |                                  |     |       |   |        |       |       |                             |     |       |     |        |  |       |
| 1600-1700 | 46                               | 5   | 2     | 0 | 0      | 0     | 53    | 150                                | 1   | 3     | 0 | 0      | 0     | 154   | 110                              | 19  | 1     | 1 | 0      | 131   | 67    | 15                               | 0   | 0     | 0 | 82     | 41    | 2     | 1                           | 0   | 0     | 44  |        |  |       |
| 1615-1715 | 51                               | 5   | 0     | 0 | 0      | 0     | 56    | 163                                | 3   | 2     | 2 | 0      | 0     | 170   | 124                              | 12  | 1     | 1 | 0      | 138   | 65    | 11                               | 0   | 0     | 0 | 76     | 49    | 0     | 1                           | 0   | 0     | 50  |        |  |       |
| 1630-1730 | 48                               | 3   | 0     | 0 | 0      | 0     | 51    | 174                                | 4   | 1     | 2 | 0      | 0     | 181   | 146                              | 9   | 0     | 0 | 0      | 155   | 72    | 10                               | 0   | 1     | 0 | 83     | 49    | 0     | 0                           | 1   | 1     | 51  |        |  |       |
| 1645-1745 | 51                               | 2   | 0     | 0 | 0      | 0     | 53    | 177                                | 4   | 1     | 3 | 0      | 0     | 185   | 129                              | 11  | 0     | 0 | 0      | 140   | 67    | 11                               | 0   | 1     | 0 | 79     | 40    | 2     | 1                           | 1   | 1     | 45  |        |  |       |
| 1700-1800 | 49                               | 1   | 0     | 0 | 0      | 0     | 50    | 173                                | 4   | 1     | 3 | 0      | 0     | 181   | 128                              | 12  | 0     | 0 | 0      | 140   | 75    | 10                               | 0   | 2     | 0 | 87     | 38    | 2     | 1                           | 2   | 1     | 44  |        |  |       |
| 1715-1815 | 47                               | 0   | 0     | 0 | 0      | 0     | 47    | 158                                | 2   | 2     | 1 | 0      | 0     | 163   | 116                              | 13  | 0     | 0 | 0      | 129   | 89    | 9                                | 0   | 2     | 0 | 100    | 31    | 2     | 1                           | 2   | 2     | 38  |        |  |       |
| 1730-1830 | 39                               | 0   | 0     | 0 | 0      | 0     | 39    | 148                                | 1   | 3     | 1 | 0      | 0     | 153   | 96                               | 12  | 0     | 0 | 0      | 108   | 95    | 8                                | 0   | 1     | 0 | 104    | 32    | 2     | 1                           | 1   | 2     | 38  |        |  |       |
| 1745-1845 | 35                               | 0   | 0     | 0 | 0      | 0     | 35    | 137                                | 1   | 4     | 0 | 0      | 0     | 142   | 92                               | 10  | 0     | 0 | 0      | 102   | 84    | 6                                | 0   | 2     | 0 | 92     | 34    | 0     | 1                           | 1   | 2     | 38  |        |  |       |
| 1800-1900 | 31                               | 0   | 0     | 0 | 0      | 0     | 31    | 120                                | 1   | 3     | 0 | 0      | 0     | 124   | 69                               | 10  | 1     | 0 | 0      | 80    | 76    | 4                                | 0   | 1     | 0 | 81     | 31    | 1     | 1                           | 0   | 2     | 35  |        |  |       |

| STATION RD<br>TO B1506 - WEST |       |       |     |            |        |       |
|-------------------------------|-------|-------|-----|------------|--------|-------|
| MOVEMENT<br>46                |       |       |     |            |        |       |
|                               | LIGHT | HEAVY | BUS | MCYCL<br>E | PCYCLE | TOTAL |
| 0700-0715                     | 8     | 0     | 0   | 0          | 0      | 8     |
| 0715-0730                     | 4     | 0     | 0   | 0          | 0      | 4     |
| 0730-0745                     | 17    | 0     | 0   | 0          | 0      | 17    |
| 0745-0800                     | 11    | 0     | 0   | 0          | 0      | 11    |
| 0800-0815                     | 13    | 0     | 0   | 0          | 0      | 13    |
| 0815-0830                     | 25    | 0     | 0   | 0          | 0      | 25    |
| 0830-0845                     | 15    | 0     | 0   | 0          | 0      | 15    |
| 0845-0900                     | 27    | 1     | 0   | 1          | 0      | 29    |
| 0900-0915                     | 10    | 0     | 0   | 0          | 0      | 10    |
| 0915-0930                     | 5     | 0     | 0   | 0          | 0      | 5     |
| 0930-0945                     | 11    | 1     | 0   | 0          | 0      | 12    |
| 0945-1000                     | 12    | 1     | 0   | 0          | 0      | 13    |
| 0700-1000                     | 158   | 3     | 0   | 1          | 0      | 162   |
|                               |       |       |     |            |        |       |
| 0700-0800                     | 40    | 0     | 0   | 0          | 0      | 40    |
| 0715-0815                     | 45    | 0     | 0   | 0          | 0      | 45    |
| 0730-0830                     | 66    | 0     | 0   | 0          | 0      | 66    |
| 0745-0845                     | 64    | 0     | 0   | 0          | 0      | 64    |
| 0800-0900                     | 80    | 1     | 0   | 1          | 0      | 82    |
| 0815-0915                     | 77    | 1     | 0   | 1          | 0      | 79    |
| 0830-0930                     | 57    | 1     | 0   | 1          | 0      | 59    |
| 0845-0945                     | 53    | 2     | 0   | 1          | 0      | 56    |
| 0900-1000                     | 38    | 2     | 0   | 0          | 0      | 40    |

| STATION RD<br>TO B1506 - WEST |       |       |     |            |        |       |
|-------------------------------|-------|-------|-----|------------|--------|-------|
| MOVEMENT<br>46                |       |       |     |            |        |       |
|                               | LIGHT | HEAVY | BUS | MCYCL<br>E | PCYCLE | TOTAL |
| 1600-1615                     | 7     | 0     | 0   | 0          | 0      | 7     |
| 1615-1630                     | 7     | 0     | 0   | 0          | 0      | 7     |
| 1630-1645                     | 10    | 0     | 0   | 0          | 0      | 10    |
| 1645-1700                     | 10    | 1     | 0   | 0          | 0      | 11    |
| 1700-1715                     | 4     | 1     | 0   | 0          | 0      | 5     |
| 1715-1730                     | 5     | 0     | 0   | 0          | 0      | 5     |
| 1730-1745                     | 5     | 0     | 0   | 0          | 0      | 5     |
| 1745-1800                     | 8     | 0     | 0   | 0          | 0      | 8     |
| 1800-1815                     | 8     | 0     | 0   | 0          | 0      | 8     |
| 1815-1830                     | 12    | 1     | 0   | 0          | 0      | 13    |
| 1830-1845                     | 8     | 1     | 0   | 0          | 0      | 9     |
| 1845-1900                     | 5     | 0     | 0   | 0          | 0      | 5     |
| 1600-1900                     | 89    | 4     | 0   | 0          | 0      | 93    |
|                               |       |       |     |            |        |       |
| 1600-1700                     | 34    | 1     | 0   | 0          | 0      | 35    |
| 1615-1715                     | 31    | 2     | 0   | 0          | 0      | 33    |
| 1630-1730                     | 29    | 2     | 0   | 0          | 0      | 31    |
| 1645-1745                     | 24    | 2     | 0   | 0          | 0      | 26    |
| 1700-1800                     | 22    | 1     | 0   | 0          | 0      | 23    |
| 1715-1815                     | 26    | 0     | 0   | 0          | 0      | 26    |
| 1730-1830                     | 33    | 1     | 0   | 0          | 0      | 34    |
| 1745-1845                     | 36    | 2     | 0   | 0          | 0      | 38    |
| 1800-1900                     | 33    | 2     | 0   | 0          | 0      | 35    |

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## Appendix 12 – 2024 Survey Data



# Intelligent Data Collection Limited Kentford

|                         |                                                                   |
|-------------------------|-------------------------------------------------------------------|
| <b>Client:</b>          | RPS group                                                         |
| <b>Project Number:</b>  | ID-0424-0055                                                      |
| <b>Junction Number:</b> | Site 2                                                            |
| <b>Date of Survey:</b>  | 25.04.2024                                                        |
| <b>Junction Name:</b>   | B1085 Station Road / B1506 Bury Road / B1085 Moulton Road / B1506 |
| <b>Junction Type:</b>   | Crossroads                                                        |



|                  |                                                    |  |  |  |
|------------------|----------------------------------------------------|--|--|--|
| Revision         | Rev A                                              |  |  |  |
| Date             | 07.05.2024                                         |  |  |  |
| Prepared by      | Elyece Malnati                                     |  |  |  |
| Signature        |                                                    |  |  |  |
| Checked by       | David Brown                                        |  |  |  |
| Signature        |                                                    |  |  |  |
| Project Director | Paul O'Neill                                       |  |  |  |
| Signature        |                                                    |  |  |  |
|                  |                                                    |  |  |  |
| Project Number   | ID-0424-0055                                       |  |  |  |
| File Ref         | ID-0424-0055 Kentford -<br>MCC Site 2 - 25.04.2024 |  |  |  |

[illegible]



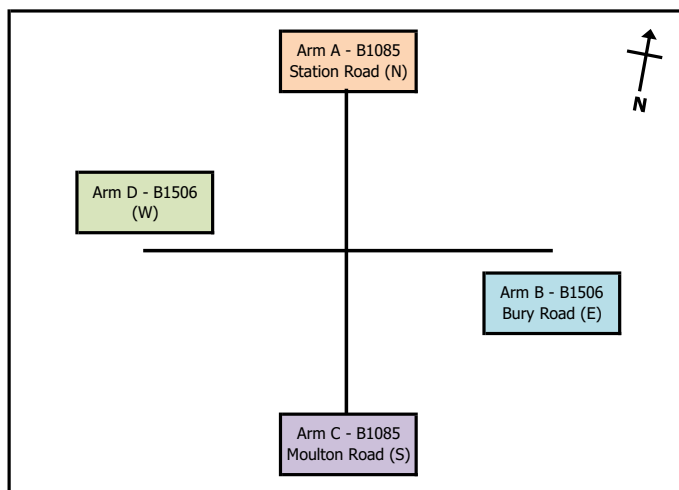
# Intelligent Data Collection Limited



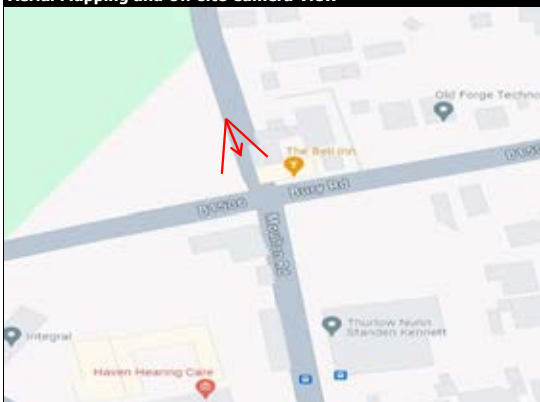
**Client:** RPS group  
**Project Number:** ID-0424-0055  
**Junction Number:** Site 2  
**Date of Survey:** 25.04.2024  
**Junction Name:** B1085 Station Road / B1506 Bury Road / B1085 Moulton Road / B1085  
**Junction Type:** Crossroads

| X Coordinate       | Y Coordinate       | Google Maps Link           |
|--------------------|--------------------|----------------------------|
| 52.271694          | 0.492596           | <a href="#">Click Here</a> |
| AM Peak Conditions | PM Peak Conditions |                            |
| Clear              | Clear              |                            |

## Junction Layout

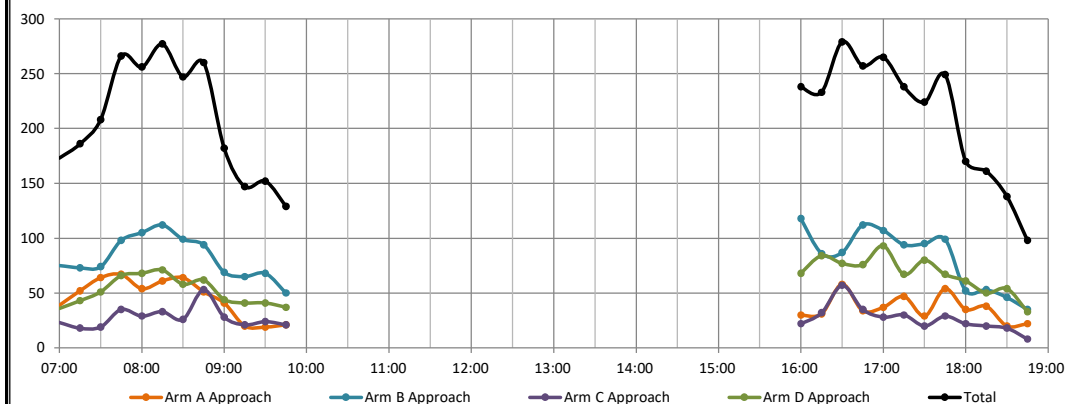


## Aerial Mapping and On-site Camera View



## Junction Flow Profile

### Arm Approach Flows (All Vehicles)



**Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):**

# Intelligent Data Collection Limited



Client: RPS group Date of Survey: 25.04.2024  
 Project Number: ID-0424-0055 Junction Name: B1085 Station Road / B1506 Bury Road / B1085 Moulton Road / B1506  
 Junction Number: Site 2 Junction Type: Crossroads Arm A: B1085 Station Road (N) Arm C: B1085 Moulton Road (S)  
 Arm B: B1506 Bury Road (E) Arm D: B1506 (W)

| A to A     |              |     |       |       |       |     |       |       | A to D       |     |       |       |       |     |       | A to C |              |     |       |       |       |     |       |       |
|------------|--------------|-----|-------|-------|-------|-----|-------|-------|--------------|-----|-------|-------|-------|-----|-------|--------|--------------|-----|-------|-------|-------|-----|-------|-------|
| Time       | Cars         | LGV | Rigid | Artic | Buses | M/C | Cycle | Total | Cars         | LGV | Rigid | Artic | Buses | M/C | Cycle | Total  | Cars         | LGV | Rigid | Artic | Buses | M/C | Cycle | Total |
| 07:00      |              |     |       |       |       |     |       | 0     | 5            | 3   | 0     | 0     | 0     | 0   | 0     | 8      | 8            | 1   | 0     | 0     | 0     | 0   | 0     | 9     |
| 07:15      |              |     |       |       |       |     |       | 0     | 9            | 2   | 0     | 0     | 0     | 0   | 11    | 6      | 1            | 0   | 0     | 0     | 0     | 7   |       |       |
| 07:30      |              |     |       |       |       |     |       | 0     | 8            | 3   | 0     | 0     | 0     | 0   | 11    | 10     | 3            | 0   | 0     | 0     | 1     | 15  |       |       |
| 07:45      |              |     |       |       |       |     |       | 0     | 7            | 0   | 1     | 0     | 0     | 0   | 8     | 12     | 4            | 0   | 0     | 0     | 0     | 16  |       |       |
| 08:00      |              |     |       |       |       |     |       | 0     | 9            | 0   | 0     | 0     | 0     | 0   | 9     | 7      | 3            | 0   | 0     | 0     | 0     | 10  |       |       |
| 08:15      |              |     |       |       |       |     |       | 0     | 14           | 2   | 0     | 0     | 0     | 0   | 16    | 8      | 2            | 0   | 0     | 0     | 0     | 10  |       |       |
| 08:30      |              |     |       |       |       |     |       | 0     | 11           | 2   | 0     | 0     | 0     | 0   | 13    | 9      | 3            | 0   | 0     | 0     | 0     | 12  |       |       |
| 08:45      |              |     |       |       |       |     |       | 0     | 17           | 1   | 0     | 0     | 0     | 0   | 18    | 8      | 2            | 0   | 0     | 0     | 0     | 10  |       |       |
| 09:00      |              |     |       |       |       |     |       | 0     | 9            | 0   | 0     | 0     | 0     | 0   | 9     | 9      | 1            | 0   | 0     | 0     | 0     | 10  |       |       |
| 09:15      |              |     |       |       |       |     |       | 0     | 1            | 0   | 0     | 0     | 0     | 0   | 1     | 4      | 0            | 0   | 0     | 0     | 0     | 1   | 5     |       |
| 09:30      | 0            | 1   | 0     | 0     | 0     | 0   | 0     | 1     | 5            | 0   | 0     | 0     | 0     | 0   | 5     |        |              |     |       |       |       |     |       |       |
| 09:45      | 0            | 2   | 1     | 0     | 0     | 0   | 0     | 3     | 3            | 3   | 0     | 0     | 0     | 0   | 6     |        |              |     |       |       |       |     |       |       |
| 16:00      |              |     |       |       |       |     |       | 0     | 5            | 1   | 0     | 0     | 0     | 0   | 0     | 6      | 6            | 2   | 0     | 0     | 0     | 0   | 1     | 9     |
| 16:15      |              |     |       |       |       |     |       | 0     | 3            | 0   | 0     | 0     | 0     | 0   | 3     | 5      | 1            | 0   | 0     | 0     | 1     | 0   | 7     |       |
| 16:30      |              |     |       |       |       |     |       | 0     | 6            | 2   | 0     | 0     | 0     | 0   | 8     | 17     | 2            | 0   | 0     | 0     | 0     | 1   | 20    |       |
| 16:45      |              |     |       |       |       |     |       | 0     | 3            | 2   | 0     | 0     | 0     | 0   | 5     | 5      | 1            | 0   | 0     | 0     | 0     | 0   | 6     |       |
| 17:00      |              |     |       |       |       |     |       | 0     | 9            | 1   | 0     | 0     | 0     | 0   | 10    | 7      | 0            | 0   | 0     | 0     | 0     | 0   | 7     |       |
| 17:15      |              |     |       |       |       |     |       | 0     | 4            | 0   | 0     | 0     | 0     | 0   | 4     | 10     | 2            | 0   | 0     | 0     | 0     | 0   | 12    |       |
| 17:30      |              |     |       |       |       |     |       | 0     | 2            | 0   | 0     | 0     | 0     | 0   | 2     | 9      | 1            | 0   | 0     | 0     | 0     | 0   | 10    |       |
| 17:45      |              |     |       |       |       |     |       | 0     | 13           | 1   | 0     | 0     | 0     | 0   | 14    | 13     | 4            | 0   | 0     | 0     | 0     | 0   | 17    |       |
| 18:00      |              |     |       |       |       |     |       | 0     | 5            | 1   | 0     | 0     | 0     | 0   | 6     | 8      | 3            | 0   | 0     | 0     | 0     | 2   | 13    |       |
| 18:15      |              |     |       |       |       |     |       | 0     | 6            | 2   | 0     | 0     | 0     | 0   | 8     | 7      | 0            | 0   | 0     | 0     | 0     | 1   | 8     |       |
| 18:30      | 0            | 6   | 0     | 0     | 0     | 0   | 0     | 6     | 4            | 0   | 0     | 0     | 0     | 0   | 0     | 4      |              |     |       |       |       |     |       |       |
| 18:45      | 0            | 5   | 1     | 0     | 0     | 0   | 0     | 6     | 6            | 0   | 0     | 0     | 0     | 0   | 0     | 6      |              |     |       |       |       |     |       |       |
| Start Time | Rolling Hour |     |       |       |       |     |       | Total | Rolling Hour |     |       |       |       |     |       | Total  | Rolling Hour |     |       |       |       |     |       | Total |
| 07:00      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 29           | 8   | 1     | 0     | 0     | 0   | 0     | 38     | 36           | 9   | 0     | 0     | 0     | 1   | 1     | 47    |
| 07:15      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 33           | 5   | 1     | 0     | 0     | 0   | 0     | 39     | 35           | 11  | 0     | 0     | 0     | 1   | 1     | 48    |
| 07:30      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 38           | 5   | 1     | 0     | 0     | 0   | 0     | 44     | 37           | 12  | 0     | 0     | 0     | 1   | 1     | 51    |
| 07:45      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 41           | 4   | 1     | 0     | 0     | 0   | 0     | 46     | 36           | 12  | 0     | 0     | 0     | 0   | 0     | 48    |
| 08:00      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 51           | 5   | 0     | 0     | 0     | 0   | 0     | 56     | 32           | 10  | 0     | 0     | 0     | 0   | 0     | 42    |
| 08:15      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 51           | 5   | 0     | 0     | 0     | 0   | 0     | 56     | 34           | 8   | 0     | 0     | 0     | 0   | 0     | 42    |
| 08:30      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 38           | 3   | 0     | 0     | 0     | 0   | 0     | 41     | 30           | 6   | 0     | 0     | 0     | 0   | 1     | 37    |
| 08:45      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 28           | 1   | 0     | 0     | 0     | 0   | 0     | 29     | 26           | 3   | 0     | 0     | 0     | 0   | 1     | 30    |
| 09:00      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 13           | 1   | 0     | 0     | 0     | 0   | 0     | 14     | 21           | 4   | 0     | 0     | 0     | 0   | 1     | 26    |
| 16:00      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 17           | 5   | 0     | 0     | 0     | 0   | 0     | 22     | 33           | 6   | 0     | 0     | 0     | 1   | 2     | 42    |
| 16:15      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 21           | 5   | 0     | 0     | 0     | 0   | 0     | 26     | 34           | 4   | 0     | 0     | 0     | 1   | 1     | 40    |
| 16:30      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 22           | 5   | 0     | 0     | 0     | 0   | 0     | 27     | 39           | 5   | 0     | 0     | 0     | 0   | 1     | 45    |
| 16:45      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 18           | 3   | 0     | 0     | 0     | 0   | 0     | 21     | 31           | 4   | 0     | 0     | 0     | 0   | 0     | 35    |
| 17:00      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 28           | 2   | 0     | 0     | 0     | 0   | 0     | 30     | 39           | 7   | 0     | 0     | 0     | 0   | 0     | 46    |
| 17:15      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 24           | 2   | 0     | 0     | 0     | 0   | 0     | 26     | 40           | 10  | 0     | 0     | 0     | 0   | 2     | 52    |
| 17:30      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 26           | 4   | 0     | 0     | 0     | 0   | 0     | 30     | 37           | 8   | 0     | 0     | 0     | 0   | 3     | 48    |
| 17:45      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 30           | 4   | 0     | 0     | 0     | 0   | 0     | 34     | 32           | 7   | 0     | 0     | 0     | 0   | 3     | 42    |
| 18:00      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 22           | 4   | 0     | 0     | 0     | 0   | 0     | 26     | 25           | 3   | 0     | 0     | 0     | 0   | 3     | 31    |

# Intelligent Data Collection Limited

Client: RPS group  
Project Number: ID-0424-0055  
Junction Number: Site 2

Date of Survey: 25.04.2024  
Junction Name: B1085 Station Road / B1506 Bury Road / B1085 Moulton Road / B1506  
Junction Type: Crossroads

Arm A: B1085 Station Road (N)  
Arm B: B1506 Bury Road (E)

Arm C: B1085 Moulton Road (S)  
Arm D: B1506 (W)



|            | A to B       |     |       |       |       |     |       |       | B to B |              |       |       |       |     |       |       | B to A |       |              |       |       |     |       |       |  |  |       |
|------------|--------------|-----|-------|-------|-------|-----|-------|-------|--------|--------------|-------|-------|-------|-----|-------|-------|--------|-------|--------------|-------|-------|-----|-------|-------|--|--|-------|
| Time       | Cars         | LGV | Rigid | Artic | Buses | M/C | Cycle | Total | Cars   | LGV          | Rigid | Artic | Buses | M/C | Cycle | Total | Cars   | LGV   | Rigid        | Artic | Buses | M/C | Cycle | Total |  |  |       |
| 07:00      | 16           | 6   | 0     | 0     | 0     | 0   | 0     | 22    |        |              |       |       |       |     |       | 0     | 17     | 6     | 0            | 0     | 0     | 0   | 0     | 23    |  |  |       |
| 07:15      | 27           | 7   | 0     | 0     | 0     | 0   | 0     | 34    |        |              |       |       |       |     |       | 0     | 14     | 7     | 0            | 0     | 0     | 1   | 0     | 22    |  |  |       |
| 07:30      | 31           | 7   | 0     | 0     | 0     | 0   | 0     | 38    |        |              |       |       |       |     |       | 0     | 15     | 4     | 0            | 0     | 0     | 0   | 19    |       |  |  |       |
| 07:45      | 33           | 10  | 0     | 0     | 0     | 0   | 0     | 43    |        |              |       |       |       |     |       | 0     | 21     | 8     | 0            | 0     | 0     | 0   | 29    |       |  |  |       |
| 08:00      | 29           | 6   | 0     | 0     | 0     | 0   | 0     | 35    |        |              |       |       |       |     |       | 0     | 14     | 6     | 0            | 0     | 0     | 0   | 20    |       |  |  |       |
| 08:15      | 30           | 5   | 0     | 0     | 0     | 0   | 0     | 35    |        |              |       |       |       |     |       | 0     | 15     | 3     | 0            | 0     | 0     | 0   | 18    |       |  |  |       |
| 08:30      | 34           | 5   | 0     | 0     | 0     | 0   | 0     | 39    |        |              |       |       |       |     |       | 0     | 10     | 4     | 0            | 0     | 0     | 0   | 14    |       |  |  |       |
| 08:45      | 21           | 2   | 0     | 0     | 0     | 0   | 0     | 23    |        |              |       |       |       |     |       | 0     | 22     | 1     | 0            | 0     | 0     | 0   | 24    |       |  |  |       |
| 09:00      | 22           | 0   | 0     | 0     | 0     | 0   | 0     | 22    |        |              |       |       |       |     |       | 0     | 8      | 2     | 1            | 0     | 0     | 0   | 11    |       |  |  |       |
| 09:15      | 12           | 1   | 0     | 0     | 0     | 0   | 1     | 14    |        |              |       |       |       |     |       | 0     | 13     | 1     | 0            | 0     | 0     | 0   | 14    |       |  |  |       |
| 09:30      | 10           | 3   | 0     | 0     | 0     | 0   | 0     | 13    | 0      | 5            | 2     | 0     | 0     | 0   | 0     | 7     |        |       |              |       |       |     |       |       |  |  |       |
| 09:45      | 10           | 1   | 0     | 1     | 0     | 0   | 0     | 12    | 0      | 6            | 4     | 0     | 0     | 0   | 0     | 10    |        |       |              |       |       |     |       |       |  |  |       |
| 16:00      | 8            | 7   | 0     | 0     | 0     | 0   | 0     | 15    |        |              |       |       |       |     |       | 0     | 19     | 6     | 0            | 0     | 0     | 0   | 25    |       |  |  |       |
| 16:15      | 17           | 4   | 0     | 0     | 0     | 0   | 0     | 21    |        |              |       |       |       |     |       | 0     | 26     | 4     | 0            | 0     | 0     | 0   | 30    |       |  |  |       |
| 16:30      | 21           | 9   | 0     | 0     | 0     | 0   | 0     | 30    |        |              |       |       |       |     |       | 0     | 19     | 5     | 0            | 0     | 0     | 0   | 24    |       |  |  |       |
| 16:45      | 19           | 3   | 0     | 0     | 0     | 0   | 1     | 23    |        |              |       |       |       |     |       | 0     | 29     | 6     | 0            | 0     | 0     | 2   | 37    |       |  |  |       |
| 17:00      | 14           | 6   | 0     | 0     | 0     | 0   | 0     | 20    |        |              |       |       |       |     |       | 0     | 36     | 1     | 0            | 0     | 0     | 0   | 37    |       |  |  |       |
| 17:15      | 29           | 2   | 0     | 0     | 0     | 0   | 0     | 31    |        |              |       |       |       |     |       | 0     | 26     | 5     | 0            | 0     | 0     | 0   | 31    |       |  |  |       |
| 17:30      | 14           | 3   | 0     | 0     | 0     | 0   | 0     | 17    |        |              |       |       |       |     |       | 0     | 21     | 2     | 0            | 0     | 0     | 0   | 23    |       |  |  |       |
| 17:45      | 19           | 4   | 0     | 0     | 0     | 0   | 0     | 23    |        |              |       |       |       |     |       | 0     | 30     | 3     | 0            | 0     | 0     | 0   | 33    |       |  |  |       |
| 18:00      | 14           | 2   | 0     | 0     | 0     | 0   | 0     | 16    |        |              |       |       |       |     |       | 0     | 12     | 3     | 0            | 0     | 0     | 1   | 16    |       |  |  |       |
| 18:15      | 17           | 5   | 0     | 0     | 0     | 0   | 0     | 22    |        |              |       |       |       |     |       | 0     | 11     | 2     | 0            | 0     | 0     | 0   | 13    |       |  |  |       |
| 18:30      | 9            | 1   | 0     | 0     | 0     | 0   | 0     | 10    | 0      | 9            | 0     | 0     | 0     | 0   | 0     | 9     |        |       |              |       |       |     |       |       |  |  |       |
| 18:45      | 9            | 1   | 0     | 0     | 0     | 0   | 0     | 10    | 0      | 6            | 0     | 0     | 0     | 0   | 0     | 6     |        |       |              |       |       |     |       |       |  |  |       |
| Start Time | Rolling Hour |     |       |       |       |     |       |       | Total  | Rolling Hour |       |       |       |     |       |       |        | Total | Rolling Hour |       |       |     |       |       |  |  | Total |
| 07:00      | 107          | 30  | 0     | 0     | 0     | 0   | 0     | 137   | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 67     | 25    | 0            | 0     | 0     | 1   | 0     | 93    |  |  |       |
| 07:15      | 120          | 30  | 0     | 0     | 0     | 0   | 0     | 150   | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 64     | 25    | 0            | 0     | 0     | 1   | 0     | 90    |  |  |       |
| 07:30      | 123          | 28  | 0     | 0     | 0     | 0   | 0     | 151   | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 65     | 21    | 0            | 0     | 0     | 0   | 0     | 86    |  |  |       |
| 07:45      | 126          | 26  | 0     | 0     | 0     | 0   | 0     | 152   | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 60     | 21    | 0            | 0     | 0     | 0   | 0     | 81    |  |  |       |
| 08:00      | 114          | 18  | 0     | 0     | 0     | 0   | 0     | 132   | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 61     | 14    | 0            | 0     | 0     | 0   | 1     | 76    |  |  |       |
| 08:15      | 107          | 12  | 0     | 0     | 0     | 0   | 0     | 119   | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 55     | 10    | 1            | 0     | 0     | 0   | 1     | 67    |  |  |       |
| 08:30      | 89           | 8   | 0     | 0     | 0     | 0   | 1     | 98    | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 53     | 8     | 1            | 0     | 0     | 0   | 1     | 63    |  |  |       |
| 08:45      | 65           | 6   | 0     | 0     | 0     | 0   | 1     | 72    | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 48     | 6     | 1            | 0     | 0     | 0   | 1     | 56    |  |  |       |
| 09:00      | 54           | 5   | 0     | 1     | 0     | 0   | 1     | 61    | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 32     | 9     | 1            | 0     | 0     | 0   | 0     | 42    |  |  |       |
| 16:00      | 65           | 23  | 0     | 0     | 0     | 0   | 1     | 89    | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 93     | 21    | 0            | 0     | 0     | 0   | 2     | 116   |  |  |       |
| 16:15      | 71           | 22  | 0     | 0     | 0     | 0   | 1     | 94    | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 110    | 16    | 0            | 0     | 0     | 0   | 2     | 128   |  |  |       |
| 16:30      | 83           | 20  | 0     | 0     | 0     | 0   | 1     | 104   | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 110    | 17    | 0            | 0     | 0     | 0   | 2     | 129   |  |  |       |
| 16:45      | 76           | 14  | 0     | 0     | 0     | 0   | 1     | 91    | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 112    | 14    | 0            | 0     | 0     | 0   | 2     | 128   |  |  |       |
| 17:00      | 76           | 15  | 0     | 0     | 0     | 0   | 0     | 91    | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 113    | 11    | 0            | 0     | 0     | 0   | 0     | 124   |  |  |       |
| 17:15      | 76           | 11  | 0     | 0     | 0     | 0   | 0     | 87    | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 89     | 13    | 0            | 0     | 0     | 0   | 1     | 103   |  |  |       |
| 17:30      | 64           | 14  | 0     | 0     | 0     | 0   | 0     | 78    | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 74     | 10    | 0            | 0     | 0     | 0   | 1     | 85    |  |  |       |
| 17:45      | 59           | 12  | 0     | 0     | 0     | 0   | 0     | 71    | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 62     | 8     | 0            | 0     | 0     | 0   | 1     | 71    |  |  |       |
| 18:00      | 49           | 9   | 0     | 0     | 0     | 0   | 0     | 58    | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 38     | 5     | 0            | 0     | 0     | 0   | 1     | 44    |  |  |       |

# Intelligent Data Collection Limited

Client: RPS group  
Project Number: ID-0424-0055  
Junction Number: Site 2

Date of Survey: 25.04.2024  
Junction Name: B1085 Station Road / B1506 Bury Road / B1085 Moulton Road / B1506  
Junction Type: Crossroads

Arm A: B1085 Station Road (N)  
Arm B: B1506 Bury Road (E)

Arm C: B1085 Moulton Road (S)  
Arm D: B1506 (W)



| Time       | B to D       |     |       |       |       |     |       |       | B to C |              |       |       |       |     |       |       | C to C |       |              |       |       |     |       |       |  |  |       |
|------------|--------------|-----|-------|-------|-------|-----|-------|-------|--------|--------------|-------|-------|-------|-----|-------|-------|--------|-------|--------------|-------|-------|-----|-------|-------|--|--|-------|
|            | Cars         | LGV | Rigid | Artic | Buses | M/C | Cycle | Total | Cars   | LGV          | Rigid | Artic | Buses | M/C | Cycle | Total | Cars   | LGV   | Rigid        | Artic | Buses | M/C | Cycle | Total |  |  |       |
| 07:00      | 28           | 9   | 2     | 1     | 0     | 0   | 0     | 40    | 9      | 2            | 0     | 1     | 0     | 0   | 0     | 12    |        |       |              |       |       |     |       |       |  |  |       |
| 07:15      | 31           | 10  | 0     | 1     | 0     | 0   | 0     | 42    | 8      | 1            | 0     | 0     | 0     | 0   | 0     | 9     |        |       |              |       |       |     |       |       |  |  |       |
| 07:30      | 23           | 12  | 0     | 2     | 0     | 0   | 0     | 37    | 16     | 2            | 0     | 0     | 0     | 0   | 0     | 18    |        |       |              |       |       |     |       |       |  |  |       |
| 07:45      | 40           | 8   | 0     | 1     | 0     | 0   | 0     | 49    | 15     | 5            | 0     | 0     | 0     | 0   | 0     | 20    |        |       |              |       |       |     |       |       |  |  |       |
| 08:00      | 55           | 8   | 1     | 1     | 0     | 0   | 0     | 65    | 16     | 3            | 0     | 0     | 1     | 0   | 0     | 20    |        |       |              |       |       |     |       |       |  |  |       |
| 08:15      | 60           | 16  | 1     | 1     | 0     | 0   | 0     | 78    | 14     | 2            | 0     | 0     | 0     | 0   | 0     | 16    |        |       |              |       |       |     |       |       |  |  |       |
| 08:30      | 40           | 13  | 1     | 0     | 0     | 1   | 0     | 55    | 28     | 2            | 0     | 0     | 0     | 0   | 0     | 30    |        |       |              |       |       |     |       |       |  |  |       |
| 08:45      | 37           | 8   | 1     | 0     | 1     | 0   | 0     | 47    | 23     | 0            | 0     | 0     | 0     | 0   | 0     | 23    |        |       |              |       |       |     |       |       |  |  |       |
| 09:00      | 38           | 9   | 1     | 1     | 0     | 1   | 0     | 50    | 7      | 1            | 0     | 0     | 0     | 0   | 0     | 8     |        |       |              |       |       |     |       |       |  |  |       |
| 09:15      | 35           | 4   | 0     | 0     | 1     | 0   | 0     | 40    | 8      | 3            | 0     | 0     | 0     | 0   | 0     | 11    |        |       |              |       |       |     |       |       |  |  |       |
| 09:30      | 36           | 8   | 3     | 1     | 0     | 0   | 0     | 48    | 7      | 4            | 0     | 0     | 0     | 1   | 1     | 13    |        |       |              |       |       |     |       |       |  |  |       |
| 09:45      | 26           | 3   | 0     | 0     | 0     | 0   | 0     | 29    | 9      | 2            | 0     | 0     | 0     | 0   | 0     | 11    |        |       |              |       |       |     |       |       |  |  |       |
| 16:00      | 57           | 10  | 1     | 2     | 0     | 0   | 0     | 70    | 20     | 3            | 0     | 0     | 0     | 0   | 0     | 23    |        |       |              |       |       |     |       |       |  |  |       |
| 16:15      | 40           | 2   | 0     | 0     | 0     | 0   | 0     | 42    | 10     | 2            | 0     | 0     | 2     | 0   | 0     | 14    |        |       |              |       |       |     |       |       |  |  |       |
| 16:30      | 46           | 6   | 1     | 0     | 1     | 0   | 0     | 54    | 6      | 3            | 0     | 0     | 0     | 0   | 0     | 9     |        |       |              |       |       |     |       |       |  |  |       |
| 16:45      | 58           | 7   | 0     | 1     | 0     | 0   | 0     | 66    | 7      | 2            | 0     | 0     | 0     | 0   | 0     | 9     |        |       |              |       |       |     |       |       |  |  |       |
| 17:00      | 52           | 6   | 0     | 0     | 0     | 0   | 0     | 58    | 10     | 2            | 0     | 0     | 0     | 0   | 0     | 12    |        |       |              |       |       |     |       |       |  |  |       |
| 17:15      | 44           | 6   | 0     | 0     | 0     | 0   | 0     | 50    | 13     | 0            | 0     | 0     | 0     | 0   | 0     | 13    |        |       |              |       |       |     |       |       |  |  |       |
| 17:30      | 52           | 4   | 0     | 1     | 0     | 0   | 0     | 57    | 13     | 2            | 0     | 0     | 0     | 0   | 0     | 15    |        |       |              |       |       |     |       |       |  |  |       |
| 17:45      | 49           | 6   | 1     | 1     | 0     | 0   | 0     | 57    | 9      | 0            | 0     | 0     | 0     | 0   | 0     | 9     |        |       |              |       |       |     |       |       |  |  |       |
| 18:00      | 28           | 3   | 0     | 1     | 0     | 0   | 0     | 32    | 4      | 0            | 0     | 0     | 0     | 0   | 0     | 4     |        |       |              |       |       |     |       |       |  |  |       |
| 18:15      | 32           | 3   | 0     | 0     | 0     | 0   | 0     | 35    | 5      | 0            | 0     | 0     | 0     | 0   | 0     | 5     |        |       |              |       |       |     |       |       |  |  |       |
| 18:30      | 22           | 3   | 0     | 0     | 0     | 0   | 0     | 25    | 11     | 1            | 0     | 0     | 0     | 0   | 0     | 12    |        |       |              |       |       |     |       |       |  |  |       |
| 18:45      | 20           | 2   | 0     | 0     | 0     | 0   | 0     | 22    | 7      | 0            | 0     | 0     | 0     | 0   | 0     | 7     |        |       |              |       |       |     |       |       |  |  |       |
| Start Time | Rolling Hour |     |       |       |       |     |       |       | Total  | Rolling Hour |       |       |       |     |       |       |        | Total | Rolling Hour |       |       |     |       |       |  |  | Total |
| 07:00      | 122          | 39  | 2     | 5     | 0     | 0   | 0     | 168   | 48     | 10           | 0     | 1     | 0     | 0   | 0     | 59    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 07:15      | 149          | 38  | 1     | 5     | 0     | 0   | 0     | 193   | 55     | 11           | 0     | 0     | 1     | 0   | 0     | 67    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 07:30      | 178          | 44  | 2     | 5     | 0     | 0   | 0     | 229   | 61     | 12           | 0     | 0     | 1     | 0   | 0     | 74    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 07:45      | 195          | 45  | 3     | 3     | 0     | 1   | 0     | 247   | 73     | 12           | 0     | 0     | 1     | 0   | 0     | 86    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 08:00      | 192          | 45  | 4     | 2     | 1     | 1   | 0     | 245   | 81     | 7            | 0     | 0     | 1     | 0   | 0     | 89    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 08:15      | 175          | 46  | 4     | 2     | 1     | 2   | 0     | 230   | 72     | 5            | 0     | 0     | 0     | 0   | 0     | 77    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 08:30      | 150          | 34  | 3     | 1     | 2     | 2   | 0     | 192   | 66     | 6            | 0     | 0     | 0     | 0   | 0     | 72    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 08:45      | 146          | 29  | 5     | 2     | 2     | 1   | 0     | 185   | 45     | 8            | 0     | 0     | 0     | 1   | 1     | 55    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 09:00      | 135          | 24  | 4     | 2     | 1     | 1   | 0     | 167   | 31     | 10           | 0     | 0     | 0     | 1   | 1     | 43    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 16:00      | 201          | 25  | 2     | 3     | 1     | 0   | 0     | 232   | 43     | 10           | 0     | 0     | 2     | 0   | 0     | 55    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 16:15      | 196          | 21  | 1     | 1     | 1     | 0   | 0     | 220   | 33     | 9            | 0     | 0     | 2     | 0   | 0     | 44    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 16:30      | 200          | 25  | 1     | 1     | 1     | 0   | 0     | 228   | 36     | 7            | 0     | 0     | 0     | 0   | 0     | 43    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 16:45      | 206          | 23  | 0     | 2     | 0     | 0   | 0     | 231   | 43     | 6            | 0     | 0     | 0     | 0   | 0     | 49    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 17:00      | 197          | 22  | 1     | 2     | 0     | 0   | 0     | 222   | 45     | 4            | 0     | 0     | 0     | 0   | 0     | 49    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 17:15      | 173          | 19  | 1     | 3     | 0     | 0   | 0     | 196   | 39     | 2            | 0     | 0     | 0     | 0   | 0     | 41    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 17:30      | 161          | 16  | 1     | 3     | 0     | 0   | 0     | 181   | 31     | 2            | 0     | 0     | 0     | 0   | 0     | 33    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 17:45      | 131          | 15  | 1     | 2     | 0     | 0   | 0     | 149   | 29     | 1            | 0     | 0     | 0     | 0   | 0     | 30    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |
| 18:00      | 102          | 11  | 0     | 1     | 0     | 0   | 0     | 114   | 27     | 1            | 0     | 0     | 0     | 0   | 0     | 28    | 0      | 0     | 0            | 0     | 0     | 0   | 0     | 0     |  |  |       |

# Intelligent Data Collection Limited

Client: RPS group  
Project Number: ID-0424-0055  
Junction Number: Site 2

Date of Survey: 25.04.2024  
Junction Name: B1085 Station Road / B1506 Bury Road / B1085 Moulton Road / B1506  
Junction Type: Crossroads

Arm A: B1085 Station Road (N)  
Arm B: B1506 Bury Road (E)

Arm C: B1085 Moulton Road (S)  
Arm D: B1506 (W)



| Time       | C to B       |     |       |       |       |     |       |       | C to A |              |       |       |       |     |       |       | C to D |       |              |       |       |     |       |       |  |  |       |
|------------|--------------|-----|-------|-------|-------|-----|-------|-------|--------|--------------|-------|-------|-------|-----|-------|-------|--------|-------|--------------|-------|-------|-----|-------|-------|--|--|-------|
|            | Cars         | LGV | Rigid | Artic | Buses | M/C | Cycle | Total | Cars   | LGV          | Rigid | Artic | Buses | M/C | Cycle | Total | Cars   | LGV   | Rigid        | Artic | Buses | M/C | Cycle | Total |  |  |       |
| 07:00      | 7            | 0   | 0     | 0     | 0     | 0   | 0     | 7     | 8      | 2            | 0     | 0     | 0     | 0   | 1     | 11    | 2      | 3     | 0            | 0     | 0     | 0   | 0     | 5     |  |  |       |
| 07:15      | 4            | 0   | 0     | 0     | 0     | 0   | 0     | 4     | 7      | 1            | 0     | 0     | 0     | 0   | 2     | 10    | 3      | 1     | 0            | 0     | 0     | 0   | 0     | 4     |  |  |       |
| 07:30      | 6            | 1   | 0     | 1     | 0     | 0   | 0     | 8     | 9      | 0            | 0     | 0     | 0     | 0   | 0     | 9     | 2      | 0     | 0            | 0     | 0     | 0   | 0     | 2     |  |  |       |
| 07:45      | 12           | 2   | 0     | 1     | 0     | 0   | 0     | 15    | 14     | 2            | 1     | 0     | 0     | 0   | 0     | 17    | 2      | 0     | 0            | 0     | 1     | 0   | 0     | 3     |  |  |       |
| 08:00      | 16           | 1   | 0     | 0     | 2     | 0   | 0     | 19    | 1      | 2            | 0     | 0     | 0     | 0   | 0     | 3     | 5      | 1     | 0            | 0     | 1     | 0   | 0     | 7     |  |  |       |
| 08:15      | 9            | 8   | 0     | 0     | 0     | 0   | 0     | 17    | 8      | 0            | 0     | 0     | 0     | 0   | 1     | 9     | 7      | 0     | 0            | 0     | 0     | 0   | 0     | 7     |  |  |       |
| 08:30      | 10           | 1   | 0     | 0     | 0     | 0   | 0     | 11    | 7      | 1            | 0     | 0     | 0     | 0   | 0     | 8     | 7      | 0     | 0            | 0     | 0     | 0   | 0     | 7     |  |  |       |
| 08:45      | 21           | 2   | 0     | 0     | 0     | 0   | 0     | 23    | 21     | 1            | 0     | 0     | 0     | 0   | 0     | 22    | 7      | 0     | 0            | 1     | 0     | 0   | 0     | 8     |  |  |       |
| 09:00      | 9            | 1   | 0     | 0     | 0     | 0   | 0     | 10    | 10     | 0            | 0     | 0     | 0     | 0   | 0     | 10    | 5      | 3     | 0            | 0     | 0     | 0   | 0     | 8     |  |  |       |
| 09:15      | 4            | 0   | 0     | 0     | 0     | 0   | 0     | 4     | 10     | 1            | 0     | 0     | 0     | 0   | 0     | 11    | 4      | 0     | 1            | 1     | 0     | 0   | 0     | 6     |  |  |       |
| 09:30      | 10           | 1   | 0     | 0     | 0     | 0   | 0     | 11    | 4      | 1            | 0     | 0     | 0     | 0   | 0     | 5     | 7      | 1     | 0            | 0     | 0     | 0   | 0     | 8     |  |  |       |
| 09:45      | 9            | 1   | 0     | 0     | 0     | 0   | 0     | 10    | 5      | 1            | 0     | 0     | 0     | 0   | 0     | 6     | 4      | 1     | 0            | 0     | 0     | 0   | 0     | 5     |  |  |       |
| 16:00      | 6            | 0   | 0     | 0     | 0     | 0   | 0     | 6     | 8      | 2            | 0     | 0     | 0     | 0   | 1     | 11    | 5      | 0     | 0            | 0     | 0     | 0   | 0     | 5     |  |  |       |
| 16:15      | 9            | 3   | 0     | 0     | 0     | 0   | 0     | 12    | 7      | 6            | 0     | 0     | 0     | 1   | 0     | 14    | 5      | 1     | 0            | 0     | 0     | 0   | 0     | 6     |  |  |       |
| 16:30      | 15           | 9   | 0     | 0     | 0     | 0   | 0     | 24    | 20     | 5            | 0     | 0     | 0     | 0   | 0     | 25    | 6      | 2     | 0            | 0     | 0     | 0   | 0     | 8     |  |  |       |
| 16:45      | 11           | 2   | 0     | 0     | 0     | 0   | 0     | 13    | 13     | 5            | 0     | 0     | 0     | 0   | 0     | 18    | 4      | 0     | 0            | 0     | 0     | 0   | 0     | 4     |  |  |       |
| 17:00      | 8            | 1   | 0     | 0     | 0     | 0   | 0     | 9     | 12     | 3            | 0     | 0     | 0     | 0   | 0     | 15    | 4      | 0     | 0            | 0     | 0     | 0   | 0     | 4     |  |  |       |
| 17:15      | 11           | 0   | 0     | 0     | 0     | 0   | 0     | 11    | 13     | 2            | 0     | 0     | 0     | 0   | 0     | 15    | 4      | 0     | 0            | 0     | 0     | 0   | 0     | 4     |  |  |       |
| 17:30      | 8            | 0   | 0     | 0     | 0     | 0   | 0     | 8     | 9      | 1            | 0     | 0     | 0     | 0   | 0     | 10    | 2      | 0     | 0            | 0     | 0     | 0   | 0     | 2     |  |  |       |
| 17:45      | 12           | 1   | 0     | 0     | 0     | 0   | 0     | 13    | 10     | 0            | 0     | 0     | 0     | 0   | 0     | 10    | 5      | 0     | 0            | 0     | 1     | 0   | 0     | 6     |  |  |       |
| 18:00      | 10           | 0   | 0     | 0     | 0     | 0   | 0     | 10    | 8      | 1            | 0     | 0     | 0     | 1   | 0     | 10    | 2      | 0     | 0            | 0     | 0     | 0   | 0     | 2     |  |  |       |
| 18:15      | 10           | 0   | 0     | 0     | 0     | 0   | 0     | 10    | 6      | 2            | 0     | 0     | 0     | 0   | 0     | 8     | 2      | 0     | 0            | 0     | 0     | 0   | 0     | 2     |  |  |       |
| 18:30      | 7            | 0   | 0     | 0     | 0     | 0   | 0     | 7     | 5      | 2            | 0     | 0     | 0     | 0   | 0     | 7     | 3      | 1     | 0            | 0     | 0     | 0   | 0     | 4     |  |  |       |
| 18:45      | 2            | 0   | 0     | 0     | 0     | 0   | 0     | 2     | 4      | 0            | 0     | 0     | 0     | 0   | 0     | 4     | 2      | 0     | 0            | 0     | 0     | 0   | 0     | 2     |  |  |       |
| Start Time | Rolling Hour |     |       |       |       |     |       |       | Total  | Rolling Hour |       |       |       |     |       |       |        | Total | Rolling Hour |       |       |     |       |       |  |  | Total |
| 07:00      | 29           | 3   | 0     | 2     | 0     | 0   | 0     | 34    | 38     | 5            | 1     | 0     | 0     | 0   | 3     | 47    | 9      | 4     | 0            | 0     | 1     | 0   | 0     | 14    |  |  |       |
| 07:15      | 38           | 4   | 0     | 2     | 2     | 0   | 0     | 46    | 31     | 5            | 1     | 0     | 0     | 0   | 2     | 39    | 12     | 2     | 0            | 0     | 2     | 0   | 0     | 16    |  |  |       |
| 07:30      | 43           | 12  | 0     | 2     | 2     | 0   | 0     | 59    | 32     | 4            | 1     | 0     | 0     | 0   | 1     | 38    | 16     | 1     | 0            | 0     | 2     | 0   | 0     | 19    |  |  |       |
| 07:45      | 47           | 12  | 0     | 1     | 2     | 0   | 0     | 62    | 30     | 5            | 1     | 0     | 0     | 0   | 1     | 37    | 21     | 1     | 0            | 0     | 2     | 0   | 0     | 24    |  |  |       |
| 08:00      | 56           | 12  | 0     | 0     | 2     | 0   | 0     | 70    | 37     | 4            | 0     | 0     | 0     | 0   | 1     | 42    | 26     | 1     | 0            | 1     | 1     | 0   | 0     | 29    |  |  |       |
| 08:15      | 49           | 12  | 0     | 0     | 0     | 0   | 0     | 61    | 46     | 2            | 0     | 0     | 0     | 0   | 1     | 49    | 26     | 3     | 0            | 1     | 0     | 0   | 0     | 30    |  |  |       |
| 08:30      | 44           | 4   | 0     | 0     | 0     | 0   | 0     | 48    | 48     | 3            | 0     | 0     | 0     | 0   | 0     | 51    | 23     | 3     | 1            | 2     | 0     | 0   | 0     | 29    |  |  |       |
| 08:45      | 44           | 4   | 0     | 0     | 0     | 0   | 0     | 48    | 45     | 3            | 0     | 0     | 0     | 0   | 0     | 48    | 23     | 4     | 1            | 2     | 0     | 0   | 0     | 30    |  |  |       |
| 09:00      | 32           | 3   | 0     | 0     | 0     | 0   | 0     | 35    | 29     | 3            | 0     | 0     | 0     | 0   | 0     | 32    | 20     | 5     | 1            | 1     | 0     | 0   | 0     | 27    |  |  |       |
| 16:00      | 41           | 14  | 0     | 0     | 0     | 0   | 0     | 55    | 48     | 18           | 0     | 0     | 0     | 1   | 1     | 68    | 20     | 3     | 0            | 0     | 0     | 0   | 0     | 23    |  |  |       |
| 16:15      | 43           | 15  | 0     | 0     | 0     | 0   | 0     | 58    | 52     | 19           | 0     | 0     | 0     | 1   | 0     | 72    | 19     | 3     | 0            | 0     | 0     | 0   | 0     | 22    |  |  |       |
| 16:30      | 45           | 12  | 0     | 0     | 0     | 0   | 0     | 57    | 58     | 15           | 0     | 0     | 0     | 0   | 0     | 73    | 18     | 2     | 0            | 0     | 0     | 0   | 0     | 20    |  |  |       |
| 16:45      | 38           | 3   | 0     | 0     | 0     | 0   | 0     | 41    | 47     | 11           | 0     | 0     | 0     | 0   | 0     | 58    | 14     | 0     | 0            | 0     | 0     | 0   | 0     | 14    |  |  |       |
| 17:00      | 39           | 2   | 0     | 0     | 0     | 0   | 0     | 41    | 44     | 6            | 0     | 0     | 0     | 0   | 0     | 50    | 15     | 0     | 0            | 0     | 1     | 0   | 0     | 16    |  |  |       |
| 17:15      | 41           | 1   | 0     | 0     | 0     | 0   | 0     | 42    | 40     | 4            | 0     | 0     | 0     | 1   | 0     | 45    | 13     | 0     | 0            | 0     | 1     | 0   | 0     | 14    |  |  |       |
| 17:30      | 40           | 1   | 0     | 0     | 0     | 0   | 0     | 41    | 33     | 4            | 0     | 0     | 0     | 1   | 0     | 38    | 11     | 0     | 0            | 0     | 1     | 0   | 0     | 12    |  |  |       |
| 17:45      | 39           | 1   | 0     | 0     | 0     | 0   | 0     | 40    | 29     | 5            | 0     | 0     | 0     | 1   | 0     | 35    | 12     | 1     | 0            | 0     | 1     | 0   | 0     | 14    |  |  |       |
| 18:00      | 29           | 0   | 0     | 0     | 0     | 0   | 0     | 29    | 23     | 5            | 0     | 0     | 0     | 1   | 0     | 29    | 9      | 1     | 0            | 0     | 0     | 0   | 0     | 10    |  |  |       |

# Intelligent Data Collection Limited

Client: RPS group  
Project Number: ID-0424-0055  
Junction Number: Site 2

Date of Survey: 25.04.2024  
Junction Name: B1085 Station Road / B1506 Bury Road / B1085 Moulton Road / B1506  
Junction Type: Crossroads

Arm A: B1085 Station Road (N)  
Arm B: B1506 Bury Road (E)

Arm C: B1085 Moulton Road (S)  
Arm D: B1506 (W)



|            | D to D       |     |       |       |       |     |       |       | D to C |              |       |       |       |     |       |       | D to B |       |              |       |       |     |       |       |  |  |       |
|------------|--------------|-----|-------|-------|-------|-----|-------|-------|--------|--------------|-------|-------|-------|-----|-------|-------|--------|-------|--------------|-------|-------|-----|-------|-------|--|--|-------|
| Time       | Cars         | LGV | Rigid | Artic | Buses | M/C | Cycle | Total | Cars   | LGV          | Rigid | Artic | Buses | M/C | Cycle | Total | Cars   | LGV   | Rigid        | Artic | Buses | M/C | Cycle | Total |  |  |       |
| 07:00      |              |     |       |       |       |     |       | 0     | 1      | 0            | 0     | 0     | 0     | 0   | 0     | 1     | 21     | 10    | 0            | 1     | 1     | 1   | 0     | 34    |  |  |       |
| 07:15      |              |     |       |       |       |     |       | 0     | 2      | 0            | 0     | 0     | 0     | 0   | 0     | 2     | 25     | 5     | 0            | 2     | 1     | 0   | 0     | 33    |  |  |       |
| 07:30      |              |     |       |       |       |     |       | 0     | 4      | 1            | 1     | 1     | 0     | 0   | 0     | 7     | 33     | 5     | 0            | 0     | 0     | 0   | 0     | 38    |  |  |       |
| 07:45      |              |     |       |       |       |     |       | 0     | 3      | 2            | 0     | 0     | 1     | 0   | 0     | 6     | 41     | 5     | 2            | 2     | 0     | 0   | 0     | 50    |  |  |       |
| 08:00      |              |     |       |       |       |     |       | 0     | 3      | 0            | 0     | 0     | 0     | 0   | 0     | 3     | 48     | 8     | 2            | 2     | 0     | 0   | 0     | 60    |  |  |       |
| 08:15      |              |     |       |       |       |     |       | 0     | 4      | 1            | 0     | 0     | 0     | 0   | 0     | 5     | 47     | 10    | 1            | 3     | 1     | 0   | 0     | 62    |  |  |       |
| 08:30      |              |     |       |       |       |     |       | 0     | 6      | 2            | 0     | 0     | 0     | 0   | 0     | 8     | 33     | 2     | 2            | 2     | 0     | 0   | 0     | 39    |  |  |       |
| 08:45      |              |     |       |       |       |     |       | 0     | 7      | 1            | 1     | 0     | 0     | 0   | 0     | 9     | 40     | 5     | 1            | 0     | 0     | 0   | 0     | 46    |  |  |       |
| 09:00      |              |     |       |       |       |     |       | 0     | 3      | 2            | 0     | 0     | 0     | 0   | 0     | 5     | 28     | 5     | 1            | 2     | 0     | 0   | 0     | 36    |  |  |       |
| 09:15      |              |     |       |       |       |     |       | 0     | 5      | 1            | 0     | 0     | 0     | 0   | 0     | 6     | 21     | 5     | 0            | 4     | 0     | 0   | 0     | 30    |  |  |       |
| 09:30      |              |     |       |       |       |     |       | 0     | 2      | 1            | 0     | 0     | 0     | 0   | 0     | 3     | 25     | 7     | 1            | 2     | 0     | 1   | 0     | 36    |  |  |       |
| 09:45      |              |     |       |       |       |     |       | 0     | 3      | 0            | 0     | 0     | 0     | 0   | 0     | 3     | 19     | 8     | 1            | 0     | 0     | 0   | 0     | 28    |  |  |       |
| 16:00      |              |     |       |       |       |     |       | 0     | 4      | 2            | 0     | 0     | 0     | 0   | 0     | 6     | 45     | 7     | 1            | 0     | 0     | 0   | 0     | 53    |  |  |       |
| 16:15      |              |     |       |       |       |     |       | 0     | 1      | 1            | 0     | 0     | 1     | 0   | 0     | 3     | 54     | 11    | 2            | 2     | 0     | 1   | 0     | 70    |  |  |       |
| 16:30      |              |     |       |       |       |     |       | 0     | 4      | 1            | 0     | 0     | 0     | 0   | 0     | 5     | 50     | 9     | 1            | 0     | 0     | 0   | 0     | 60    |  |  |       |
| 16:45      |              |     |       |       |       |     |       | 0     | 5      | 0            | 0     | 0     | 0     | 0   | 0     | 5     | 57     | 4     | 0            | 0     | 0     | 0   | 0     | 61    |  |  |       |
| 17:00      |              |     |       |       |       |     |       | 0     | 8      | 2            | 0     | 0     | 0     | 0   | 0     | 10    | 52     | 8     | 1            | 0     | 0     | 0   | 0     | 61    |  |  |       |
| 17:15      |              |     |       |       |       |     |       | 0     | 5      | 0            | 0     | 0     | 1     | 0   | 0     | 6     | 47     | 7     | 0            | 1     | 0     | 0   | 0     | 55    |  |  |       |
| 17:30      |              |     |       |       |       |     |       | 0     | 2      | 1            | 0     | 0     | 0     | 0   | 0     | 3     | 61     | 2     | 0            | 1     | 0     | 1   | 0     | 65    |  |  |       |
| 17:45      |              |     |       |       |       |     |       | 0     | 5      | 1            | 0     | 0     | 0     | 0   | 0     | 6     | 39     | 3     | 0            | 1     | 0     | 0   | 0     | 43    |  |  |       |
| 18:00      |              |     |       |       |       |     |       | 0     | 6      | 0            | 0     | 0     | 0     | 0   | 0     | 6     | 39     | 2     | 0            | 0     | 0     | 0   | 0     | 41    |  |  |       |
| 18:15      |              |     |       |       |       |     |       | 0     | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 41     | 3     | 0            | 0     | 0     | 0   | 0     | 44    |  |  |       |
| 18:30      |              |     |       |       |       |     |       | 0     | 0      | 0            | 0     | 0     | 0     | 0   | 0     | 0     | 41     | 4     | 1            | 1     | 0     | 0   | 0     | 47    |  |  |       |
| 18:45      |              |     |       |       |       |     |       | 0     | 0      | 1            | 0     | 0     | 0     | 0   | 0     | 1     | 28     | 1     | 0            | 0     | 0     | 0   | 0     | 29    |  |  |       |
| Start Time | Rolling Hour |     |       |       |       |     |       |       | Total  | Rolling Hour |       |       |       |     |       |       |        | Total | Rolling Hour |       |       |     |       |       |  |  | Total |
| 07:00      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 10     | 3            | 1     | 1     | 1     | 0   | 0     | 16    | 120    | 25    | 2            | 5     | 2     | 1   | 0     | 155   |  |  |       |
| 07:15      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 12     | 3            | 1     | 1     | 1     | 0   | 0     | 18    | 147    | 23    | 4            | 6     | 1     | 0   | 0     | 181   |  |  |       |
| 07:30      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 14     | 4            | 1     | 1     | 1     | 0   | 0     | 21    | 169    | 28    | 5            | 7     | 1     | 0   | 0     | 210   |  |  |       |
| 07:45      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 16     | 5            | 0     | 0     | 1     | 0   | 0     | 22    | 169    | 25    | 7            | 9     | 1     | 0   | 0     | 211   |  |  |       |
| 08:00      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 20     | 4            | 1     | 0     | 0     | 0   | 0     | 25    | 168    | 25    | 6            | 7     | 1     | 0   | 0     | 207   |  |  |       |
| 08:15      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 20     | 6            | 1     | 0     | 0     | 0   | 0     | 27    | 148    | 22    | 5            | 7     | 1     | 0   | 0     | 183   |  |  |       |
| 08:30      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 21     | 6            | 1     | 0     | 0     | 0   | 0     | 28    | 122    | 17    | 4            | 8     | 0     | 0   | 0     | 151   |  |  |       |
| 08:45      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 17     | 5            | 1     | 0     | 0     | 0   | 0     | 23    | 114    | 22    | 3            | 8     | 0     | 1   | 0     | 148   |  |  |       |
| 09:00      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 13     | 4            | 0     | 0     | 0     | 0   | 0     | 17    | 93     | 25    | 3            | 8     | 0     | 1   | 0     | 130   |  |  |       |
| 16:00      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 14     | 4            | 0     | 0     | 1     | 0   | 0     | 19    | 206    | 31    | 4            | 2     | 0     | 1   | 0     | 244   |  |  |       |
| 16:15      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 18     | 4            | 0     | 0     | 1     | 0   | 0     | 23    | 213    | 32    | 4            | 2     | 0     | 1   | 0     | 252   |  |  |       |
| 16:30      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 22     | 3            | 0     | 0     | 1     | 0   | 0     | 26    | 206    | 28    | 2            | 1     | 0     | 0   | 0     | 237   |  |  |       |
| 16:45      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 20     | 3            | 0     | 0     | 1     | 0   | 0     | 24    | 217    | 21    | 1            | 2     | 0     | 1   | 0     | 242   |  |  |       |
| 17:00      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 20     | 4            | 0     | 0     | 1     | 0   | 0     | 25    | 199    | 20    | 1            | 3     | 0     | 1   | 0     | 224   |  |  |       |
| 17:15      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 18     | 2            | 0     | 0     | 1     | 0   | 0     | 21    | 186    | 14    | 0            | 3     | 0     | 1   | 0     | 204   |  |  |       |
| 17:30      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 13     | 2            | 0     | 0     | 0     | 0   | 0     | 15    | 180    | 10    | 0            | 2     | 0     | 1   | 0     | 193   |  |  |       |
| 17:45      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 11     | 1            | 0     | 0     | 0     | 0   | 0     | 12    | 160    | 12    | 1            | 2     | 0     | 0   | 0     | 175   |  |  |       |
| 18:00      | 0            | 0   | 0     | 0     | 0     | 0   | 0     | 0     | 6      | 1            | 0     | 0     | 0     | 0   | 0     | 7     | 149    | 10    | 1            | 1     | 0     | 0   | 0     | 161   |  |  |       |

# Intelligent Data Collection Limited

Client: RPS group Date of Survey: 25.04.2024  
 Project Number: ID-0424-0055 Junction Name: B1085 Station Road / B1506 Bury Road / B1085 Moulton Road / B1506  
 Junction Number: Site 2 Junction Type: Crossroads Arm A: B1085 Station Road (N) Arm C: B1085 Moulton Road (S)  
 Arm B: B1506 Bury Road (E) Arm D: B1506 (W)



| D to A     |              |     |       |       |       |     |       |       |
|------------|--------------|-----|-------|-------|-------|-----|-------|-------|
| Time       | Cars         | LGV | Rigid | Artic | Buses | M/C | Cycle | Total |
| 07:00      | 1            | 0   | 0     | 0     | 0     | 0   | 0     | 1     |
| 07:15      | 5            | 3   | 0     | 0     | 0     | 0   | 0     | 8     |
| 07:30      | 4            | 2   | 0     | 0     | 0     | 0   | 0     | 6     |
| 07:45      | 8            | 1   | 0     | 0     | 0     | 0   | 1     | 10    |
| 08:00      | 5            | 0   | 0     | 0     | 0     | 0   | 0     | 5     |
| 08:15      | 4            | 0   | 0     | 0     | 0     | 0   | 0     | 4     |
| 08:30      | 9            | 1   | 0     | 0     | 0     | 0   | 1     | 11    |
| 08:45      | 7            | 0   | 0     | 0     | 0     | 0   | 0     | 7     |
| 09:00      | 3            | 0   | 0     | 0     | 0     | 0   | 0     | 3     |
| 09:15      | 5            | 0   | 0     | 0     | 0     | 0   | 0     | 5     |
| 09:30      | 1            | 1   | 0     | 0     | 0     | 0   | 0     | 2     |
| 09:45      | 3            | 3   | 0     | 0     | 0     | 0   | 0     | 6     |
| 16:00      | 9            | 0   | 0     | 0     | 0     | 0   | 0     | 9     |
| 16:15      | 8            | 3   | 0     | 0     | 0     | 0   | 0     | 11    |
| 16:30      | 12           | 0   | 0     | 0     | 0     | 0   | 0     | 12    |
| 16:45      | 4            | 6   | 0     | 0     | 0     | 0   | 0     | 10    |
| 17:00      | 21           | 1   | 0     | 0     | 0     | 0   | 0     | 22    |
| 17:15      | 6            | 0   | 0     | 0     | 0     | 0   | 0     | 6     |
| 17:30      | 9            | 3   | 0     | 0     | 0     | 0   | 0     | 12    |
| 17:45      | 18           | 0   | 0     | 0     | 0     | 0   | 0     | 18    |
| 18:00      | 11           | 3   | 0     | 0     | 0     | 0   | 0     | 14    |
| 18:15      | 5            | 1   | 0     | 0     | 0     | 0   | 0     | 6     |
| 18:30      | 7            | 0   | 0     | 0     | 0     | 0   | 0     | 7     |
| 18:45      | 2            | 1   | 0     | 0     | 0     | 0   | 0     | 3     |
| Start Time | Rolling Hour |     |       |       |       |     |       | Total |
| 07:00      | 18           | 6   | 0     | 0     | 0     | 0   | 1     | 25    |
| 07:15      | 22           | 6   | 0     | 0     | 0     | 0   | 1     | 29    |
| 07:30      | 21           | 3   | 0     | 0     | 0     | 0   | 1     | 25    |
| 07:45      | 26           | 2   | 0     | 0     | 0     | 0   | 2     | 30    |
| 08:00      | 25           | 1   | 0     | 0     | 0     | 0   | 1     | 27    |
| 08:15      | 23           | 1   | 0     | 0     | 0     | 0   | 1     | 25    |
| 08:30      | 24           | 1   | 0     | 0     | 0     | 0   | 1     | 26    |
| 08:45      | 16           | 1   | 0     | 0     | 0     | 0   | 0     | 17    |
| 09:00      | 12           | 4   | 0     | 0     | 0     | 0   | 0     | 16    |
| 16:00      | 33           | 9   | 0     | 0     | 0     | 0   | 0     | 42    |
| 16:15      | 45           | 10  | 0     | 0     | 0     | 0   | 0     | 55    |
| 16:30      | 43           | 7   | 0     | 0     | 0     | 0   | 0     | 50    |
| 16:45      | 40           | 10  | 0     | 0     | 0     | 0   | 0     | 50    |
| 17:00      | 54           | 4   | 0     | 0     | 0     | 0   | 0     | 58    |
| 17:15      | 44           | 6   | 0     | 0     | 0     | 0   | 0     | 50    |
| 17:30      | 43           | 7   | 0     | 0     | 0     | 0   | 0     | 50    |
| 17:45      | 41           | 4   | 0     | 0     | 0     | 0   | 0     | 45    |
| 18:00      | 25           | 5   | 0     | 0     | 0     | 0   | 0     | 30    |

# Intelligent Data Collection Limited

Client: RPS group  
 Project Number: ID-0424-0055  
 Junction Number: Site 2  
 Date of Survey: 25.04.2024  
 Junction Name: B1085 Station Road / B1506 Bury Road / B1085 Moulton Road / B1506  
 Junction Type: Crossroads



| Time       | Arm A Approach |     |       |       |       |     |       |       | Arm A Exit |              |       |       |       |     |       |       |  |       |
|------------|----------------|-----|-------|-------|-------|-----|-------|-------|------------|--------------|-------|-------|-------|-----|-------|-------|--|-------|
|            | Cars           | LGV | Rigid | Artic | Buses | M/C | Cycle | Total | Cars       | LGV          | Rigid | Artic | Buses | M/C | Cycle | Total |  |       |
| 07:00      | 29             | 10  | 0     | 0     | 0     | 0   | 0     | 39    | 26         | 8            | 0     | 0     | 0     | 0   | 1     | 35    |  |       |
| 07:15      | 42             | 10  | 0     | 0     | 0     | 0   | 0     | 52    | 26         | 11           | 0     | 0     | 0     | 1   | 2     | 40    |  |       |
| 07:30      | 49             | 13  | 0     | 0     | 0     | 1   | 1     | 64    | 28         | 6            | 0     | 0     | 0     | 0   | 0     | 34    |  |       |
| 07:45      | 52             | 14  | 1     | 0     | 0     | 0   | 0     | 67    | 43         | 11           | 1     | 0     | 0     | 0   | 1     | 56    |  |       |
| 08:00      | 45             | 9   | 0     | 0     | 0     | 0   | 0     | 54    | 20         | 8            | 0     | 0     | 0     | 0   | 0     | 28    |  |       |
| 08:15      | 52             | 9   | 0     | 0     | 0     | 0   | 0     | 61    | 27         | 3            | 0     | 0     | 0     | 0   | 1     | 31    |  |       |
| 08:30      | 54             | 10  | 0     | 0     | 0     | 0   | 0     | 64    | 26         | 6            | 0     | 0     | 0     | 0   | 1     | 33    |  |       |
| 08:45      | 46             | 5   | 0     | 0     | 0     | 0   | 0     | 51    | 50         | 2            | 0     | 0     | 0     | 0   | 1     | 53    |  |       |
| 09:00      | 40             | 1   | 0     | 0     | 0     | 0   | 0     | 41    | 21         | 2            | 1     | 0     | 0     | 0   | 0     | 24    |  |       |
| 09:15      | 17             | 1   | 0     | 0     | 0     | 0   | 2     | 20    | 28         | 2            | 0     | 0     | 0     | 0   | 0     | 30    |  |       |
| 09:30      | 16             | 3   | 0     | 0     | 0     | 0   | 0     | 19    | 10         | 4            | 0     | 0     | 0     | 0   | 0     | 14    |  |       |
| 09:45      | 15             | 5   | 0     | 1     | 0     | 0   | 0     | 21    | 14         | 8            | 0     | 0     | 0     | 0   | 0     | 22    |  |       |
| 16:00      | 19             | 10  | 0     | 0     | 0     | 0   | 1     | 30    | 36         | 8            | 0     | 0     | 0     | 0   | 1     | 45    |  |       |
| 16:15      | 25             | 5   | 0     | 0     | 0     | 1   | 0     | 31    | 41         | 13           | 0     | 0     | 0     | 1   | 0     | 55    |  |       |
| 16:30      | 44             | 13  | 0     | 0     | 0     | 0   | 1     | 58    | 51         | 10           | 0     | 0     | 0     | 0   | 0     | 61    |  |       |
| 16:45      | 27             | 6   | 0     | 0     | 0     | 0   | 1     | 34    | 46         | 17           | 0     | 0     | 0     | 0   | 2     | 65    |  |       |
| 17:00      | 30             | 7   | 0     | 0     | 0     | 0   | 0     | 37    | 69         | 5            | 0     | 0     | 0     | 0   | 0     | 74    |  |       |
| 17:15      | 43             | 4   | 0     | 0     | 0     | 0   | 0     | 47    | 45         | 7            | 0     | 0     | 0     | 0   | 0     | 52    |  |       |
| 17:30      | 25             | 4   | 0     | 0     | 0     | 0   | 0     | 29    | 39         | 6            | 0     | 0     | 0     | 0   | 0     | 45    |  |       |
| 17:45      | 45             | 9   | 0     | 0     | 0     | 0   | 0     | 54    | 58         | 3            | 0     | 0     | 0     | 0   | 0     | 61    |  |       |
| 18:00      | 27             | 6   | 0     | 0     | 0     | 0   | 2     | 35    | 31         | 7            | 0     | 0     | 0     | 1   | 1     | 40    |  |       |
| 18:15      | 30             | 7   | 0     | 0     | 0     | 0   | 1     | 38    | 22         | 5            | 0     | 0     | 0     | 0   | 0     | 27    |  |       |
| 18:30      | 19             | 1   | 0     | 0     | 0     | 0   | 0     | 20    | 21         | 2            | 0     | 0     | 0     | 0   | 0     | 23    |  |       |
| 18:45      | 20             | 2   | 0     | 0     | 0     | 0   | 0     | 22    | 12         | 1            | 0     | 0     | 0     | 0   | 0     | 13    |  |       |
| Start Time | Rolling Hour   |     |       |       |       |     |       |       | Total      | Rolling Hour |       |       |       |     |       |       |  | Total |
| 07:00      | 172            | 47  | 1     | 0     | 0     | 1   | 1     | 222   | 123        | 36           | 1     | 0     | 0     | 1   | 4     | 165   |  |       |
| 07:15      | 188            | 46  | 1     | 0     | 0     | 1   | 1     | 237   | 117        | 36           | 1     | 0     | 0     | 1   | 3     | 158   |  |       |
| 07:30      | 198            | 45  | 1     | 0     | 0     | 1   | 1     | 246   | 118        | 28           | 1     | 0     | 0     | 0   | 2     | 149   |  |       |
| 07:45      | 203            | 42  | 1     | 0     | 0     | 0   | 0     | 246   | 116        | 28           | 1     | 0     | 0     | 0   | 3     | 148   |  |       |
| 08:00      | 197            | 33  | 0     | 0     | 0     | 0   | 0     | 230   | 123        | 19           | 0     | 0     | 0     | 0   | 3     | 145   |  |       |
| 08:15      | 192            | 25  | 0     | 0     | 0     | 0   | 0     | 217   | 124        | 13           | 1     | 0     | 0     | 0   | 3     | 141   |  |       |
| 08:30      | 157            | 17  | 0     | 0     | 0     | 0   | 2     | 176   | 125        | 12           | 1     | 0     | 0     | 0   | 2     | 140   |  |       |
| 08:45      | 119            | 10  | 0     | 0     | 0     | 0   | 2     | 131   | 109        | 10           | 1     | 0     | 0     | 0   | 1     | 121   |  |       |
| 09:00      | 88             | 10  | 0     | 1     | 0     | 0   | 2     | 101   | 73         | 16           | 1     | 0     | 0     | 0   | 0     | 90    |  |       |
| 16:00      | 115            | 34  | 0     | 0     | 0     | 1   | 3     | 153   | 174        | 48           | 0     | 0     | 0     | 1   | 3     | 226   |  |       |
| 16:15      | 126            | 31  | 0     | 0     | 0     | 1   | 2     | 160   | 207        | 45           | 0     | 0     | 0     | 1   | 2     | 255   |  |       |
| 16:30      | 144            | 30  | 0     | 0     | 0     | 0   | 2     | 176   | 211        | 39           | 0     | 0     | 0     | 0   | 2     | 252   |  |       |
| 16:45      | 125            | 21  | 0     | 0     | 0     | 0   | 1     | 147   | 199        | 35           | 0     | 0     | 0     | 0   | 2     | 236   |  |       |
| 17:00      | 143            | 24  | 0     | 0     | 0     | 0   | 0     | 167   | 211        | 21           | 0     | 0     | 0     | 0   | 0     | 232   |  |       |
| 17:15      | 140            | 23  | 0     | 0     | 0     | 0   | 2     | 165   | 173        | 23           | 0     | 0     | 0     | 1   | 1     | 198   |  |       |
| 17:30      | 127            | 26  | 0     | 0     | 0     | 0   | 3     | 156   | 150        | 21           | 0     | 0     | 0     | 1   | 1     | 173   |  |       |
| 17:45      | 121            | 23  | 0     | 0     | 0     | 0   | 3     | 147   | 132        | 17           | 0     | 0     | 0     | 1   | 1     | 151   |  |       |
| 18:00      | 96             | 16  | 0     | 0     | 0     | 0   | 3     | 115   | 86         | 15           | 0     | 0     | 0     | 1   | 1     | 103   |  |       |



# Intelligent Data Collection Limited

Client: RPS group  
 Project Number: ID-0424-0055  
 Junction Number: Site 2  
 Date of Survey: 25.04.2024  
 Junction Name: B1085 Station Road / B1506 Bury Road / B1085 Moulton Road / B1506  
 Junction Type: Crossroads



| Time       | Arm B Approach |     |       |       |       |     |       |       | Arm B Exit |              |       |       |       |     |       |       |  |       |
|------------|----------------|-----|-------|-------|-------|-----|-------|-------|------------|--------------|-------|-------|-------|-----|-------|-------|--|-------|
|            | Cars           | LGV | Rigid | Artic | Buses | M/C | Cycle | Total | Cars       | LGV          | Rigid | Artic | Buses | M/C | Cycle | Total |  |       |
| 07:00      | 54             | 17  | 2     | 2     | 0     | 0   | 0     | 75    | 44         | 16           | 0     | 1     | 1     | 1   | 0     | 63    |  |       |
| 07:15      | 53             | 18  | 0     | 1     | 0     | 1   | 0     | 73    | 56         | 12           | 0     | 2     | 1     | 0   | 0     | 71    |  |       |
| 07:30      | 54             | 18  | 0     | 2     | 0     | 0   | 0     | 74    | 70         | 13           | 0     | 1     | 0     | 0   | 0     | 84    |  |       |
| 07:45      | 76             | 21  | 0     | 1     | 0     | 0   | 0     | 98    | 86         | 17           | 2     | 3     | 0     | 0   | 0     | 108   |  |       |
| 08:00      | 85             | 17  | 1     | 1     | 1     | 0   | 0     | 105   | 93         | 15           | 2     | 2     | 2     | 0   | 0     | 114   |  |       |
| 08:15      | 89             | 21  | 1     | 1     | 0     | 0   | 0     | 112   | 86         | 23           | 1     | 3     | 1     | 0   | 0     | 114   |  |       |
| 08:30      | 78             | 19  | 1     | 0     | 0     | 1   | 0     | 99    | 77         | 8            | 2     | 2     | 0     | 0   | 0     | 89    |  |       |
| 08:45      | 82             | 9   | 1     | 0     | 1     | 0   | 1     | 94    | 82         | 9            | 1     | 0     | 0     | 0   | 0     | 92    |  |       |
| 09:00      | 53             | 12  | 2     | 1     | 0     | 1   | 0     | 69    | 59         | 6            | 1     | 2     | 0     | 0   | 0     | 68    |  |       |
| 09:15      | 56             | 8   | 0     | 0     | 1     | 0   | 0     | 65    | 37         | 6            | 0     | 4     | 0     | 0   | 1     | 48    |  |       |
| 09:30      | 48             | 14  | 3     | 1     | 0     | 1   | 1     | 68    | 45         | 11           | 1     | 2     | 0     | 1   | 0     | 60    |  |       |
| 09:45      | 41             | 9   | 0     | 0     | 0     | 0   | 0     | 50    | 38         | 10           | 1     | 1     | 0     | 0   | 0     | 50    |  |       |
|            |                |     |       |       |       |     |       |       |            |              |       |       |       |     |       |       |  |       |
| 16:00      | 96             | 19  | 1     | 2     | 0     | 0   | 0     | 118   | 59         | 14           | 1     | 0     | 0     | 0   | 0     | 74    |  |       |
| 16:15      | 76             | 8   | 0     | 0     | 2     | 0   | 0     | 86    | 80         | 18           | 2     | 2     | 0     | 1   | 0     | 103   |  |       |
| 16:30      | 71             | 14  | 1     | 0     | 1     | 0   | 0     | 87    | 86         | 27           | 1     | 0     | 0     | 0   | 0     | 114   |  |       |
| 16:45      | 94             | 15  | 0     | 1     | 0     | 0   | 2     | 112   | 87         | 9            | 0     | 0     | 0     | 0   | 1     | 97    |  |       |
| 17:00      | 98             | 9   | 0     | 0     | 0     | 0   | 0     | 107   | 74         | 15           | 1     | 0     | 0     | 0   | 0     | 90    |  |       |
| 17:15      | 83             | 11  | 0     | 0     | 0     | 0   | 0     | 94    | 87         | 9            | 0     | 1     | 0     | 0   | 0     | 97    |  |       |
| 17:30      | 86             | 8   | 0     | 1     | 0     | 0   | 0     | 95    | 83         | 5            | 0     | 1     | 0     | 1   | 0     | 90    |  |       |
| 17:45      | 88             | 9   | 1     | 1     | 0     | 0   | 0     | 99    | 70         | 8            | 0     | 1     | 0     | 0   | 0     | 79    |  |       |
| 18:00      | 44             | 6   | 0     | 1     | 0     | 0   | 1     | 52    | 63         | 4            | 0     | 0     | 0     | 0   | 0     | 67    |  |       |
| 18:15      | 48             | 5   | 0     | 0     | 0     | 0   | 0     | 53    | 68         | 8            | 0     | 0     | 0     | 0   | 0     | 76    |  |       |
| 18:30      | 42             | 4   | 0     | 0     | 0     | 0   | 0     | 46    | 57         | 5            | 1     | 1     | 0     | 0   | 0     | 64    |  |       |
| 18:45      | 33             | 2   | 0     | 0     | 0     | 0   | 0     | 35    | 39         | 2            | 0     | 0     | 0     | 0   | 0     | 41    |  |       |
| Start Time | Rolling Hour   |     |       |       |       |     |       |       | Total      | Rolling Hour |       |       |       |     |       |       |  | Total |
| 07:00      | 237            | 74  | 2     | 6     | 0     | 1   | 0     | 320   | 256        | 58           | 2     | 7     | 2     | 1   | 0     | 326   |  |       |
| 07:15      | 268            | 74  | 1     | 5     | 1     | 1   | 0     | 350   | 305        | 57           | 4     | 8     | 3     | 0   | 0     | 377   |  |       |
| 07:30      | 304            | 77  | 2     | 5     | 1     | 0   | 0     | 389   | 335        | 68           | 5     | 9     | 3     | 0   | 0     | 420   |  |       |
| 07:45      | 328            | 78  | 3     | 3     | 1     | 1   | 0     | 414   | 342        | 63           | 7     | 10    | 3     | 0   | 0     | 425   |  |       |
| 08:00      | 334            | 66  | 4     | 2     | 2     | 1   | 1     | 410   | 338        | 55           | 6     | 7     | 3     | 0   | 0     | 409   |  |       |
| 08:15      | 302            | 61  | 5     | 2     | 1     | 2   | 1     | 374   | 304        | 46           | 5     | 7     | 1     | 0   | 0     | 363   |  |       |
| 08:30      | 269            | 48  | 4     | 1     | 2     | 2   | 1     | 327   | 255        | 29           | 4     | 8     | 0     | 0   | 1     | 297   |  |       |
| 08:45      | 239            | 43  | 6     | 2     | 2     | 2   | 2     | 296   | 223        | 32           | 3     | 8     | 0     | 1   | 1     | 268   |  |       |
| 09:00      | 198            | 43  | 5     | 2     | 1     | 2   | 1     | 252   | 179        | 33           | 3     | 9     | 0     | 1   | 1     | 226   |  |       |
|            |                |     |       |       |       |     |       |       |            |              |       |       |       |     |       |       |  |       |
| 16:00      | 337            | 56  | 2     | 3     | 3     | 0   | 2     | 403   | 312        | 68           | 4     | 2     | 0     | 1   | 1     | 388   |  |       |
| 16:15      | 339            | 46  | 1     | 1     | 3     | 0   | 2     | 392   | 327        | 69           | 4     | 2     | 0     | 1   | 1     | 404   |  |       |
| 16:30      | 346            | 49  | 1     | 1     | 1     | 0   | 2     | 400   | 334        | 60           | 2     | 1     | 0     | 0   | 1     | 398   |  |       |
| 16:45      | 361            | 43  | 0     | 2     | 0     | 0   | 2     | 408   | 331        | 38           | 1     | 2     | 0     | 1   | 1     | 374   |  |       |
| 17:00      | 355            | 37  | 1     | 2     | 0     | 0   | 0     | 395   | 314        | 37           | 1     | 3     | 0     | 1   | 0     | 356   |  |       |
| 17:15      | 301            | 34  | 1     | 3     | 0     | 0   | 1     | 340   | 303        | 26           | 0     | 3     | 0     | 1   | 0     | 333   |  |       |
| 17:30      | 266            | 28  | 1     | 3     | 0     | 0   | 1     | 299   | 284        | 25           | 0     | 2     | 0     | 1   | 0     | 312   |  |       |
| 17:45      | 222            | 24  | 1     | 2     | 0     | 0   | 1     | 250   | 258        | 25           | 1     | 2     | 0     | 0   | 0     | 286   |  |       |
| 18:00      | 167            | 17  | 0     | 1     | 0     | 0   | 1     | 186   | 227        | 19           | 1     | 1     | 0     | 0   | 0     | 248   |  |       |

# Intelligent Data Collection Limited

Client: RPS group  
 Project Number: ID-0424-0055  
 Junction Number: Site 2  
 Date of Survey: 25.04.2024  
 Junction Name: B1085 Station Road / B1506 Bury Road / B1085 Moulton Road / B1506  
 Junction Type: Crossroads



|            | Arm C Approach |     |       |       |       |     |       |       | Arm C Exit   |     |       |       |       |     |       |       |
|------------|----------------|-----|-------|-------|-------|-----|-------|-------|--------------|-----|-------|-------|-------|-----|-------|-------|
| Time       | Cars           | LGV | Rigid | Artic | Buses | M/C | Cycle | Total | Cars         | LGV | Rigid | Artic | Buses | M/C | Cycle | Total |
| 07:00      | 17             | 5   | 0     | 0     | 0     | 0   | 1     | 23    | 18           | 3   | 0     | 1     | 0     | 0   | 0     | 22    |
| 07:15      | 14             | 2   | 0     | 0     | 0     | 0   | 2     | 18    | 16           | 2   | 0     | 0     | 0     | 0   | 0     | 18    |
| 07:30      | 17             | 1   | 0     | 1     | 0     | 0   | 0     | 19    | 30           | 6   | 1     | 1     | 0     | 1   | 1     | 40    |
| 07:45      | 28             | 4   | 1     | 1     | 1     | 0   | 0     | 35    | 30           | 11  | 0     | 0     | 1     | 0   | 0     | 42    |
| 08:00      | 22             | 4   | 0     | 0     | 3     | 0   | 0     | 29    | 26           | 6   | 0     | 0     | 1     | 0   | 0     | 33    |
| 08:15      | 24             | 8   | 0     | 0     | 0     | 0   | 1     | 33    | 26           | 5   | 0     | 0     | 0     | 0   | 0     | 31    |
| 08:30      | 24             | 2   | 0     | 0     | 0     | 0   | 0     | 26    | 43           | 7   | 0     | 0     | 0     | 0   | 0     | 50    |
| 08:45      | 49             | 3   | 0     | 1     | 0     | 0   | 0     | 53    | 38           | 3   | 1     | 0     | 0     | 0   | 0     | 42    |
| 09:00      | 24             | 4   | 0     | 0     | 0     | 0   | 0     | 28    | 19           | 4   | 0     | 0     | 0     | 0   | 0     | 23    |
| 09:15      | 18             | 1   | 1     | 1     | 0     | 0   | 0     | 21    | 17           | 4   | 0     | 0     | 0     | 0   | 1     | 22    |
| 09:30      | 21             | 3   | 0     | 0     | 0     | 0   | 0     | 24    | 14           | 5   | 0     | 0     | 0     | 1   | 1     | 21    |
| 09:45      | 18             | 3   | 0     | 0     | 0     | 0   | 0     | 21    | 15           | 5   | 0     | 0     | 0     | 0   | 0     | 20    |
|            |                |     |       |       |       |     |       |       |              |     |       |       |       |     |       |       |
| 16:00      | 19             | 2   | 0     | 0     | 0     | 0   | 1     | 22    | 30           | 7   | 0     | 0     | 0     | 0   | 1     | 38    |
| 16:15      | 21             | 10  | 0     | 0     | 0     | 1   | 0     | 32    | 16           | 4   | 0     | 0     | 3     | 1   | 0     | 24    |
| 16:30      | 41             | 16  | 0     | 0     | 0     | 0   | 0     | 57    | 27           | 6   | 0     | 0     | 0     | 0   | 1     | 34    |
| 16:45      | 28             | 7   | 0     | 0     | 0     | 0   | 0     | 35    | 17           | 3   | 0     | 0     | 0     | 0   | 0     | 20    |
| 17:00      | 24             | 4   | 0     | 0     | 0     | 0   | 0     | 28    | 25           | 4   | 0     | 0     | 0     | 0   | 0     | 29    |
| 17:15      | 28             | 2   | 0     | 0     | 0     | 0   | 0     | 30    | 28           | 2   | 0     | 0     | 1     | 0   | 0     | 31    |
| 17:30      | 19             | 1   | 0     | 0     | 0     | 0   | 0     | 20    | 24           | 4   | 0     | 0     | 0     | 0   | 0     | 28    |
| 17:45      | 27             | 1   | 0     | 0     | 1     | 0   | 0     | 29    | 27           | 5   | 0     | 0     | 0     | 0   | 0     | 32    |
| 18:00      | 20             | 1   | 0     | 0     | 0     | 1   | 0     | 22    | 18           | 3   | 0     | 0     | 0     | 0   | 2     | 23    |
| 18:15      | 18             | 2   | 0     | 0     | 0     | 0   | 0     | 20    | 12           | 0   | 0     | 0     | 0     | 0   | 1     | 13    |
| 18:30      | 15             | 3   | 0     | 0     | 0     | 0   | 0     | 18    | 15           | 1   | 0     | 0     | 0     | 0   | 0     | 16    |
| 18:45      | 8              | 0   | 0     | 0     | 0     | 0   | 0     | 8     | 13           | 1   | 0     | 0     | 0     | 0   | 0     | 14    |
| Start Time | Rolling Hour   |     |       |       |       |     |       | Total | Rolling Hour |     |       |       |       |     |       | Total |
| 07:00      | 76             | 12  | 1     | 2     | 1     | 0   | 3     | 95    | 94           | 22  | 1     | 2     | 1     | 1   | 1     | 122   |
| 07:15      | 81             | 11  | 1     | 2     | 4     | 0   | 2     | 101   | 102          | 25  | 1     | 1     | 2     | 1   | 1     | 133   |
| 07:30      | 91             | 17  | 1     | 2     | 4     | 0   | 1     | 116   | 112          | 28  | 1     | 1     | 2     | 1   | 1     | 146   |
| 07:45      | 98             | 18  | 1     | 1     | 4     | 0   | 1     | 123   | 125          | 29  | 0     | 0     | 2     | 0   | 0     | 156   |
| 08:00      | 119            | 17  | 0     | 1     | 3     | 0   | 1     | 141   | 133          | 21  | 1     | 0     | 1     | 0   | 0     | 156   |
| 08:15      | 121            | 17  | 0     | 1     | 0     | 0   | 1     | 140   | 126          | 19  | 1     | 0     | 0     | 0   | 0     | 146   |
| 08:30      | 115            | 10  | 1     | 2     | 0     | 0   | 0     | 128   | 117          | 18  | 1     | 0     | 0     | 0   | 1     | 137   |
| 08:45      | 112            | 11  | 1     | 2     | 0     | 0   | 0     | 126   | 88           | 16  | 1     | 0     | 0     | 1   | 2     | 108   |
| 09:00      | 81             | 11  | 1     | 1     | 0     | 0   | 0     | 94    | 65           | 18  | 0     | 0     | 0     | 1   | 2     | 86    |
|            |                |     |       |       |       |     |       |       |              |     |       |       |       |     |       |       |
| 16:00      | 109            | 35  | 0     | 0     | 0     | 1   | 1     | 146   | 90           | 20  | 0     | 0     | 3     | 1   | 2     | 116   |
| 16:15      | 114            | 37  | 0     | 0     | 0     | 1   | 0     | 152   | 85           | 17  | 0     | 0     | 3     | 1   | 1     | 107   |
| 16:30      | 121            | 29  | 0     | 0     | 0     | 0   | 0     | 150   | 97           | 15  | 0     | 0     | 1     | 0   | 1     | 114   |
| 16:45      | 99             | 14  | 0     | 0     | 0     | 0   | 0     | 113   | 94           | 13  | 0     | 0     | 1     | 0   | 0     | 108   |
| 17:00      | 98             | 8   | 0     | 0     | 1     | 0   | 0     | 107   | 104          | 15  | 0     | 0     | 1     | 0   | 0     | 120   |
| 17:15      | 94             | 5   | 0     | 0     | 1     | 1   | 0     | 101   | 97           | 14  | 0     | 0     | 1     | 0   | 2     | 114   |
| 17:30      | 84             | 5   | 0     | 0     | 1     | 1   | 0     | 91    | 81           | 12  | 0     | 0     | 0     | 0   | 3     | 96    |
| 17:45      | 80             | 7   | 0     | 0     | 1     | 1   | 0     | 89    | 72           | 9   | 0     | 0     | 0     | 0   | 3     | 84    |
| 18:00      | 61             | 6   | 0     | 0     | 0     | 1   | 0     | 68    | 58           | 5   | 0     | 0     | 0     | 0   | 3     | 66    |

# Intelligent Data Collection Limited

Client: RPS group  
 Project Number: ID-0424-0055  
 Junction Number: Site 2  
 Date of Survey: 25.04.2024  
 Junction Name: B1085 Station Road / B1506 Bury Road / B1085 Moulton Road / B1506  
 Junction Type: Crossroads



| Time       | Arm D Approach |     |       |       |       |     |       |       | Arm D Exit   |     |       |       |       |     |       |       |
|------------|----------------|-----|-------|-------|-------|-----|-------|-------|--------------|-----|-------|-------|-------|-----|-------|-------|
|            | Cars           | LGV | Rigid | Artic | Buses | M/C | Cycle | Total | Cars         | LGV | Rigid | Artic | Buses | M/C | Cycle | Total |
| 07:00      | 23             | 10  | 0     | 1     | 1     | 1   | 0     | 36    | 35           | 15  | 2     | 1     | 0     | 0   | 0     | 53    |
| 07:15      | 32             | 8   | 0     | 2     | 1     | 0   | 0     | 43    | 43           | 13  | 0     | 1     | 0     | 0   | 0     | 57    |
| 07:30      | 41             | 8   | 1     | 1     | 0     | 0   | 0     | 51    | 33           | 15  | 0     | 2     | 0     | 0   | 0     | 50    |
| 07:45      | 52             | 8   | 2     | 2     | 1     | 0   | 1     | 66    | 49           | 8   | 1     | 1     | 1     | 0   | 0     | 60    |
| 08:00      | 56             | 8   | 2     | 2     | 0     | 0   | 0     | 68    | 69           | 9   | 1     | 1     | 1     | 0   | 0     | 81    |
| 08:15      | 55             | 11  | 1     | 3     | 1     | 0   | 0     | 71    | 81           | 18  | 1     | 1     | 0     | 0   | 0     | 101   |
| 08:30      | 48             | 5   | 2     | 2     | 0     | 0   | 1     | 58    | 58           | 15  | 1     | 0     | 0     | 1   | 0     | 75    |
| 08:45      | 54             | 6   | 2     | 0     | 0     | 0   | 0     | 62    | 61           | 9   | 1     | 1     | 1     | 0   | 0     | 73    |
| 09:00      | 34             | 7   | 1     | 2     | 0     | 0   | 0     | 44    | 52           | 12  | 1     | 1     | 0     | 1   | 0     | 67    |
| 09:15      | 31             | 6   | 0     | 4     | 0     | 0   | 0     | 41    | 40           | 4   | 1     | 1     | 1     | 0   | 0     | 47    |
| 09:30      | 28             | 9   | 1     | 2     | 0     | 1   | 0     | 41    | 44           | 9   | 3     | 1     | 0     | 0   | 0     | 57    |
| 09:45      | 25             | 11  | 1     | 0     | 0     | 0   | 0     | 37    | 32           | 5   | 0     | 0     | 0     | 0   | 0     | 37    |
| 16:00      | 58             | 9   | 1     | 0     | 0     | 0   | 0     | 68    | 67           | 11  | 1     | 2     | 0     | 0   | 0     | 81    |
| 16:15      | 63             | 15  | 2     | 2     | 1     | 1   | 0     | 84    | 48           | 3   | 0     | 0     | 0     | 0   | 0     | 51    |
| 16:30      | 66             | 10  | 1     | 0     | 0     | 0   | 0     | 77    | 58           | 10  | 1     | 0     | 1     | 0   | 0     | 70    |
| 16:45      | 66             | 10  | 0     | 0     | 0     | 0   | 0     | 76    | 65           | 9   | 0     | 1     | 0     | 0   | 0     | 75    |
| 17:00      | 81             | 11  | 1     | 0     | 0     | 0   | 0     | 93    | 65           | 7   | 0     | 0     | 0     | 0   | 0     | 72    |
| 17:15      | 58             | 7   | 0     | 1     | 1     | 0   | 0     | 67    | 52           | 6   | 0     | 0     | 0     | 0   | 0     | 58    |
| 17:30      | 72             | 6   | 0     | 1     | 0     | 1   | 0     | 80    | 56           | 4   | 0     | 1     | 0     | 0   | 0     | 61    |
| 17:45      | 62             | 4   | 0     | 1     | 0     | 0   | 0     | 67    | 67           | 7   | 1     | 1     | 1     | 0   | 0     | 77    |
| 18:00      | 56             | 5   | 0     | 0     | 0     | 0   | 0     | 61    | 35           | 4   | 0     | 1     | 0     | 0   | 0     | 40    |
| 18:15      | 46             | 4   | 0     | 0     | 0     | 0   | 0     | 50    | 40           | 5   | 0     | 0     | 0     | 0   | 0     | 45    |
| 18:30      | 48             | 4   | 1     | 1     | 0     | 0   | 0     | 54    | 31           | 4   | 0     | 0     | 0     | 0   | 0     | 35    |
| 18:45      | 30             | 3   | 0     | 0     | 0     | 0   | 0     | 33    | 27           | 3   | 0     | 0     | 0     | 0   | 0     | 30    |
| Start Time | Rolling Hour   |     |       |       |       |     |       | Total | Rolling Hour |     |       |       |       |     |       | Total |
| 07:00      | 148            | 34  | 3     | 6     | 3     | 1   | 1     | 196   | 160          | 51  | 3     | 5     | 1     | 0   | 0     | 220   |
| 07:15      | 181            | 32  | 5     | 7     | 2     | 0   | 1     | 228   | 194          | 45  | 2     | 5     | 2     | 0   | 0     | 248   |
| 07:30      | 204            | 35  | 6     | 8     | 2     | 0   | 1     | 256   | 232          | 50  | 3     | 5     | 2     | 0   | 0     | 292   |
| 07:45      | 211            | 32  | 7     | 9     | 2     | 0   | 2     | 263   | 257          | 50  | 4     | 3     | 2     | 1   | 0     | 317   |
| 08:00      | 213            | 30  | 7     | 7     | 1     | 0   | 1     | 259   | 269          | 51  | 4     | 3     | 2     | 1   | 0     | 330   |
| 08:15      | 191            | 29  | 6     | 7     | 1     | 0   | 1     | 235   | 252          | 54  | 4     | 3     | 1     | 2   | 0     | 316   |
| 08:30      | 167            | 24  | 5     | 8     | 0     | 0   | 1     | 205   | 211          | 40  | 4     | 3     | 2     | 2   | 0     | 262   |
| 08:45      | 147            | 28  | 4     | 8     | 0     | 1   | 0     | 188   | 197          | 34  | 6     | 4     | 2     | 1   | 0     | 244   |
| 09:00      | 118            | 33  | 3     | 8     | 0     | 1   | 0     | 163   | 168          | 30  | 5     | 3     | 1     | 1   | 0     | 208   |
| 16:00      | 253            | 44  | 4     | 2     | 1     | 1   | 0     | 305   | 238          | 33  | 2     | 3     | 1     | 0   | 0     | 277   |
| 16:15      | 276            | 46  | 4     | 2     | 1     | 1   | 0     | 330   | 236          | 29  | 1     | 1     | 1     | 0   | 0     | 268   |
| 16:30      | 271            | 38  | 2     | 1     | 1     | 0   | 0     | 313   | 240          | 32  | 1     | 1     | 1     | 0   | 0     | 275   |
| 16:45      | 277            | 34  | 1     | 2     | 1     | 1   | 0     | 316   | 238          | 26  | 0     | 2     | 0     | 0   | 0     | 266   |
| 17:00      | 273            | 28  | 1     | 3     | 1     | 1   | 0     | 307   | 240          | 24  | 1     | 2     | 1     | 0   | 0     | 268   |
| 17:15      | 248            | 22  | 0     | 3     | 1     | 1   | 0     | 275   | 210          | 21  | 1     | 3     | 1     | 0   | 0     | 236   |
| 17:30      | 236            | 19  | 0     | 2     | 0     | 1   | 0     | 258   | 198          | 20  | 1     | 3     | 1     | 0   | 0     | 223   |
| 17:45      | 212            | 17  | 1     | 2     | 0     | 0   | 0     | 232   | 173          | 20  | 1     | 2     | 1     | 0   | 0     | 197   |
| 18:00      | 180            | 16  | 1     | 1     | 0     | 0   | 0     | 198   | 133          | 16  | 0     | 1     | 0     | 0   | 0     | 150   |

# Intelligent Data Collection Limited



**Client:** RPS group  
**Project Number:** ID-0424-0055  
**Junction Number:** Site 2  
**Date of Survey:** 25.04.2024  
**Junction Name:** B1085 Station Road / B1506 Bury Road / B1085 Moulton Road / B1506  
**Junction Type:** Crossroads

| Total Junction Flow |              |     |       |       |       |     |       |       |
|---------------------|--------------|-----|-------|-------|-------|-----|-------|-------|
| Time                | Cars         | LGV | Rigid | Artic | Buses | M/C | Cycle | Total |
| 07:00               | 123          | 42  | 2     | 3     | 1     | 1   | 1     | 173   |
| 07:15               | 141          | 38  | 0     | 3     | 1     | 1   | 2     | 186   |
| 07:30               | 161          | 40  | 1     | 4     | 0     | 1   | 1     | 208   |
| 07:45               | 208          | 47  | 4     | 4     | 2     | 0   | 1     | 266   |
| 08:00               | 208          | 38  | 3     | 3     | 4     | 0   | 0     | 256   |
| 08:15               | 220          | 49  | 2     | 4     | 1     | 0   | 1     | 277   |
| 08:30               | 204          | 36  | 3     | 2     | 0     | 1   | 1     | 247   |
| 08:45               | 231          | 23  | 3     | 1     | 1     | 0   | 1     | 260   |
| 09:00               | 151          | 24  | 3     | 3     | 0     | 1   | 0     | 182   |
| 09:15               | 122          | 16  | 1     | 5     | 1     | 0   | 2     | 147   |
| 09:30               | 113          | 29  | 4     | 3     | 0     | 2   | 1     | 152   |
| 09:45               | 99           | 28  | 1     | 1     | 0     | 0   | 0     | 129   |
|                     |              |     |       |       |       |     |       |       |
| 16:00               | 192          | 40  | 2     | 2     | 0     | 0   | 2     | 238   |
| 16:15               | 185          | 38  | 2     | 2     | 3     | 3   | 0     | 233   |
| 16:30               | 222          | 53  | 2     | 0     | 1     | 0   | 1     | 279   |
| 16:45               | 215          | 38  | 0     | 1     | 0     | 0   | 3     | 257   |
| 17:00               | 233          | 31  | 1     | 0     | 0     | 0   | 0     | 265   |
| 17:15               | 212          | 24  | 0     | 1     | 1     | 0   | 0     | 238   |
| 17:30               | 202          | 19  | 0     | 2     | 0     | 1   | 0     | 224   |
| 17:45               | 222          | 23  | 1     | 2     | 1     | 0   | 0     | 249   |
| 18:00               | 147          | 18  | 0     | 1     | 0     | 1   | 3     | 170   |
| 18:15               | 142          | 18  | 0     | 0     | 0     | 0   | 1     | 161   |
| 18:30               | 124          | 12  | 1     | 1     | 0     | 0   | 0     | 138   |
| 18:45               | 91           | 7   | 0     | 0     | 0     | 0   | 0     | 98    |
| Start Time          | Rolling Hour |     |       |       |       |     |       | Total |
| 07:00               | 633          | 167 | 7     | 14    | 4     | 3   | 5     | 833   |
| 07:15               | 718          | 163 | 8     | 14    | 7     | 2   | 4     | 916   |
| 07:30               | 797          | 174 | 10    | 15    | 7     | 1   | 3     | 1007  |
| 07:45               | 840          | 170 | 12    | 13    | 7     | 1   | 3     | 1046  |
| 08:00               | 863          | 146 | 11    | 10    | 6     | 1   | 3     | 1040  |
| 08:15               | 806          | 132 | 11    | 10    | 2     | 2   | 3     | 966   |
| 08:30               | 708          | 99  | 10    | 11    | 2     | 2   | 4     | 836   |
| 08:45               | 617          | 92  | 11    | 12    | 2     | 3   | 4     | 741   |
| 09:00               | 485          | 97  | 9     | 12    | 1     | 3   | 3     | 610   |
|                     |              |     |       |       |       |     |       |       |
| 16:00               | 814          | 169 | 6     | 5     | 4     | 3   | 6     | 1007  |
| 16:15               | 855          | 160 | 5     | 3     | 4     | 3   | 4     | 1034  |
| 16:30               | 882          | 146 | 3     | 2     | 2     | 0   | 4     | 1039  |
| 16:45               | 862          | 112 | 1     | 4     | 1     | 1   | 3     | 984   |
| 17:00               | 869          | 97  | 2     | 5     | 2     | 1   | 0     | 976   |
| 17:15               | 783          | 84  | 1     | 6     | 2     | 2   | 3     | 881   |
| 17:30               | 713          | 78  | 1     | 5     | 1     | 2   | 4     | 804   |
| 17:45               | 635          | 71  | 2     | 4     | 1     | 1   | 4     | 718   |
| 18:00               | 504          | 55  | 1     | 2     | 0     | 1   | 4     | 567   |

# Intelligent Data Collection Limited

**Client:** RPS group  
**Project Number:** ID-0424-0055  
**Junction Number:** Site 2

**Date of Survey:** 25.04.2024  
**Junction Name:** B1085 Station Road / B1506 Bury Road / B1085  
**Junction Type:** Crossroads

**Arm A:** B1085 Station Road (N)  
**Arm B:** B1506 Bury Road (E)

**Arm C:** B1085 Moulton Road (S)  
**Arm D:** B1506 (W)



|            | PCU Summary  |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
|------------|--------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Time       | A to A       | A to D | A to C | A to B | B to B | B to A | B to D | B to C | C to C | C to B | C to A | C to D | D to D | D to C | D to B | D to A |
| 07:00      | 0            | 8      | 9      | 22     | 0      | 23     | 44     | 14     | 0      | 7      | 10     | 5      | 0      | 1      | 37     | 1      |
| 07:15      | 0            | 11     | 7      | 34     | 0      | 21     | 44     | 9      | 0      | 4      | 8      | 4      | 0      | 2      | 38     | 8      |
| 07:30      | 0            | 11     | 14     | 38     | 0      | 19     | 41     | 18     | 0      | 10     | 9      | 2      | 0      | 10     | 38     | 6      |
| 07:45      | 0            | 9      | 16     | 43     | 0      | 29     | 51     | 20     | 0      | 17     | 18     | 5      | 0      | 8      | 56     | 9      |
| 08:00      | 0            | 9      | 10     | 35     | 0      | 20     | 68     | 22     | 0      | 22     | 3      | 9      | 0      | 3      | 66     | 5      |
| 08:15      | 0            | 16     | 10     | 35     | 0      | 18     | 81     | 16     | 0      | 17     | 8      | 7      | 0      | 5      | 70     | 4      |
| 08:30      | 0            | 13     | 12     | 39     | 0      | 14     | 55     | 30     | 0      | 11     | 8      | 7      | 0      | 8      | 45     | 10     |
| 08:45      | 0            | 18     | 10     | 23     | 0      | 23     | 49     | 23     | 0      | 23     | 22     | 10     | 0      | 10     | 47     | 7      |
| 09:00      | 0            | 9      | 10     | 22     | 0      | 12     | 52     | 8      | 0      | 10     | 10     | 8      | 0      | 5      | 41     | 3      |
| 09:15      | 0            | 1      | 4      | 13     | 0      | 14     | 42     | 11     | 0      | 4      | 11     | 9      | 0      | 6      | 38     | 5      |
| 09:30      | 0            | 1      | 5      | 13     | 0      | 7      | 53     | 12     | 0      | 11     | 5      | 8      | 0      | 3      | 40     | 2      |
| 09:45      | 0            | 3      | 6      | 14     | 0      | 10     | 29     | 11     | 0      | 10     | 6      | 5      | 0      | 3      | 29     | 6      |
|            |              |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| 16:00      | 0            | 6      | 8      | 15     | 0      | 25     | 75     | 23     | 0      | 6      | 10     | 5      | 0      | 6      | 54     | 9      |
| 16:15      | 0            | 3      | 6      | 21     | 0      | 30     | 42     | 17     | 0      | 12     | 13     | 6      | 0      | 5      | 75     | 11     |
| 16:30      | 0            | 8      | 19     | 30     | 0      | 24     | 56     | 9      | 0      | 24     | 25     | 8      | 0      | 5      | 61     | 12     |
| 16:45      | 0            | 5      | 6      | 22     | 0      | 35     | 68     | 9      | 0      | 13     | 18     | 4      | 0      | 5      | 61     | 10     |
| 17:00      | 0            | 10     | 7      | 20     | 0      | 37     | 58     | 12     | 0      | 9      | 15     | 4      | 0      | 10     | 62     | 22     |
| 17:15      | 0            | 4      | 12     | 31     | 0      | 31     | 50     | 13     | 0      | 11     | 15     | 4      | 0      | 8      | 57     | 6      |
| 17:30      | 0            | 2      | 10     | 17     | 0      | 23     | 59     | 15     | 0      | 8      | 10     | 2      | 0      | 3      | 66     | 12     |
| 17:45      | 0            | 14     | 17     | 23     | 0      | 33     | 60     | 9      | 0      | 13     | 10     | 8      | 0      | 6      | 45     | 18     |
| 18:00      | 0            | 6      | 11     | 16     | 0      | 15     | 34     | 4      | 0      | 10     | 9      | 2      | 0      | 6      | 41     | 14     |
| 18:15      | 0            | 8      | 7      | 22     | 0      | 13     | 35     | 5      | 0      | 10     | 8      | 2      | 0      | 0      | 44     | 6      |
| 18:30      | 0            | 6      | 4      | 10     | 0      | 9      | 25     | 12     | 0      | 7      | 7      | 4      | 0      | 0      | 50     | 7      |
| 18:45      | 0            | 6      | 6      | 10     | 0      | 6      | 22     | 7      | 0      | 2      | 4      | 2      | 0      | 1      | 29     | 3      |
| Start Time | Rolling Hour |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| 07:00      | 0            | 39     | 46     | 137    | 0      | 92     | 179    | 61     | 0      | 38     | 46     | 16     | 0      | 20     | 169    | 24     |
| 07:15      | 0            | 40     | 47     | 150    | 0      | 89     | 203    | 69     | 0      | 53     | 38     | 19     | 0      | 22     | 198    | 28     |
| 07:30      | 0            | 45     | 50     | 151    | 0      | 86     | 240    | 76     | 0      | 66     | 38     | 22     | 0      | 25     | 229    | 24     |
| 07:45      | 0            | 47     | 48     | 152    | 0      | 81     | 255    | 88     | 0      | 67     | 37     | 27     | 0      | 24     | 236    | 28     |
| 08:00      | 0            | 56     | 42     | 132    | 0      | 75     | 253    | 91     | 0      | 73     | 41     | 32     | 0      | 26     | 227    | 26     |
| 08:15      | 0            | 56     | 42     | 119    | 0      | 67     | 238    | 77     | 0      | 61     | 48     | 32     | 0      | 28     | 202    | 24     |
| 08:30      | 0            | 41     | 36     | 97     | 0      | 63     | 198    | 72     | 0      | 48     | 51     | 34     | 0      | 29     | 170    | 25     |
| 08:45      | 0            | 29     | 29     | 71     | 0      | 56     | 196    | 54     | 0      | 48     | 48     | 35     | 0      | 24     | 165    | 17     |
| 09:00      | 0            | 14     | 25     | 62     | 0      | 43     | 175    | 42     | 0      | 35     | 32     | 30     | 0      | 17     | 147    | 16     |
|            |              |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| 16:00      | 0            | 22     | 40     | 88     | 0      | 114    | 241    | 58     | 0      | 55     | 67     | 23     | 0      | 21     | 251    | 42     |
| 16:15      | 0            | 26     | 39     | 93     | 0      | 126    | 224    | 47     | 0      | 58     | 71     | 22     | 0      | 25     | 259    | 55     |
| 16:30      | 0            | 27     | 44     | 103    | 0      | 127    | 232    | 43     | 0      | 57     | 73     | 20     | 0      | 28     | 241    | 50     |
| 16:45      | 0            | 21     | 35     | 90     | 0      | 126    | 235    | 49     | 0      | 41     | 58     | 14     | 0      | 26     | 246    | 50     |
| 17:00      | 0            | 30     | 46     | 91     | 0      | 124    | 227    | 49     | 0      | 41     | 50     | 18     | 0      | 27     | 230    | 58     |
| 17:15      | 0            | 26     | 50     | 87     | 0      | 102    | 203    | 41     | 0      | 42     | 44     | 16     | 0      | 23     | 209    | 50     |
| 17:30      | 0            | 30     | 46     | 78     | 0      | 84     | 188    | 33     | 0      | 41     | 37     | 14     | 0      | 15     | 196    | 50     |
| 17:45      | 0            | 34     | 40     | 71     | 0      | 70     | 154    | 30     | 0      | 40     | 34     | 16     | 0      | 12     | 180    | 45     |
| 18:00      | 0            | 26     | 29     | 58     | 0      | 43     | 116    | 28     | 0      | 29     | 28     | 10     | 0      | 7      | 164    | 30     |

# Intelligent Data Collection Limited

Client: RPS group  
Project Number: ID-0424-0055  
Junction Number: Site 2

Date of Survey: 25.04.2024  
Junction Name: B1085 Station Road / B1506 Bury Road / B1085  
Junction Type: Crossroads

Arm A: B1085 Station Road (N)  
Arm B: B1506 Bury Road (E)

Arm C: B1085 Moulton Road (S)  
Arm D: B1506 (W)



Count Method:  Classes Included:  *Select the count method and desired user classes from the drop-downs in cells D8 and G8*

|                                  |         |       |       |        |       |       |     |
|----------------------------------|---------|-------|-------|--------|-------|-------|-----|
| Maximum 15-minute Junction Flow: | AM Peak | from: | 08:15 | until: | 08:30 | flow: | 277 |
|                                  | PM Peak | from: | 16:30 | until: | 16:45 | flow: | 279 |

Period Starting:  *Select the time from the drop-down in cell D15 to show the 15-minute data for that period*

Movement Counts

| From  | To |           |    |           |           |
|-------|----|-----------|----|-----------|-----------|
|       | A  | B         | C  | D         | Total     |
| A     | 0  | 22        | 9  | 8         | 39        |
| B     | 23 | 0         | 12 | <b>40</b> | <b>75</b> |
| C     | 11 | 7         | 0  | 5         | 23        |
| D     | 1  | 34        | 1  | 0         | 36        |
| Total | 35 | <b>63</b> | 22 | 53        | 173       |

HGV Proportions

| From  | To   |      |             |             |             |
|-------|------|------|-------------|-------------|-------------|
|       | A    | B    | C           | D           | Total       |
| A     | 0.0% | 0.0% | 0.0%        | 0.0%        | 0.0%        |
| B     | 0.0% | 0.0% | <b>8.3%</b> | 7.5%        | 5.3%        |
| C     | 0.0% | 0.0% | 0.0%        | 0.0%        | 0.0%        |
| D     | 0.0% | 5.9% | 0.0%        | 0.0%        | <b>5.6%</b> |
| Total | 0.0% | 3.2% | 4.5%        | <b>5.7%</b> | 3.5%        |

|                               |         |       |       |        |       |       |      |
|-------------------------------|---------|-------|-------|--------|-------|-------|------|
| Maximum Hourly Junction Flow: | AM Peak | from: | 07:45 | until: | 08:45 | flow: | 1046 |
|                               | PM Peak | from: | 16:30 | until: | 17:30 | flow: | 1039 |

Period Starting:  *Select the time from the drop-down in cell D31 to show the hourly data for that period*

Movement Counts

| From  | To  |            |     |            |            |
|-------|-----|------------|-----|------------|------------|
|       | A   | B          | C   | D          | Total      |
| A     | 0   | 137        | 47  | 38         | 222        |
| B     | 93  | 0          | 59  | <b>168</b> | <b>320</b> |
| C     | 47  | 34         | 0   | 14         | 95         |
| D     | 25  | 155        | 16  | 0          | 196        |
| Total | 165 | <b>326</b> | 122 | 220        | 833        |

HGV Proportions

| From  | To   |      |              |             |             |
|-------|------|------|--------------|-------------|-------------|
|       | A    | B    | C            | D           | Total       |
| A     | 0.0% | 0.0% | 0.0%         | 2.6%        | 0.5%        |
| B     | 0.0% | 0.0% | 1.7%         | 4.2%        | 2.5%        |
| C     | 2.1% | 5.9% | 0.0%         | 7.1%        | 4.2%        |
| D     | 0.0% | 5.8% | <b>18.8%</b> | 0.0%        | <b>6.1%</b> |
| Total | 0.6% | 3.4% | 3.3%         | <b>4.1%</b> | 3.0%        |

*Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions*

## Appendix 13 – Journey to Work Data

# WU03EW - Location of usual residence and place of work by method of travel to work

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|                          |                                                                           |
|--------------------------|---------------------------------------------------------------------------|
| population               | All usual residents aged 16 and over in employment the week before the ce |
| units                    | Persons                                                                   |
| date                     | 2011                                                                      |
| method of travel to work | Driving a car or van                                                      |

## usual residence

| place of work                | E02006242 :<br>Forest Heath<br>005 |
|------------------------------|------------------------------------|
| E02006238 : Forest Heath 001 | 39                                 |
| E02006239 : Forest Heath 002 | 293                                |
| E02006240 : Forest Heath 003 | 180                                |
| E02006241 : Forest Heath 004 | 176                                |
| E02006242 : Forest Heath 005 | 158                                |
| E02006243 : Forest Heath 006 | 309                                |
| E02006826 : Forest Heath 008 | 141                                |
| Babergh                      | 14                                 |
| Basildon                     | 4                                  |
| Bedford                      | 1                                  |
| Braintree                    | 6                                  |
| Breckland                    | 61                                 |
| Brentwood                    | 1                                  |
| Broadland                    | 0                                  |
| Broxbourne                   | 1                                  |
| Cambridge                    | 306                                |
| Castle Point                 | 0                                  |
| Central Bedfordshire         | 3                                  |
| Chelmsford                   | 4                                  |
| Colchester                   | 5                                  |
| Dacorum                      | 2                                  |
| East Cambridgeshire          | 216                                |
| East Hertfordshire           | 11                                 |
| Epping Forest                | 5                                  |
| Fenland                      | 5                                  |
| Great Yarmouth               | 1                                  |
| Harlow                       | 5                                  |
| Hertsmere                    | 1                                  |
| Huntingdonshire              | 24                                 |
| Ipswich                      | 32                                 |
| King's Lynn and West Norfolk | 17                                 |
| Luton                        | 0                                  |
| Maldon                       | 0                                  |
| Mid Suffolk                  | 34                                 |



|                          |     |
|--------------------------|-----|
| North Hertfordshire      | 9   |
| North Norfolk            | 3   |
| Norwich                  | 8   |
| Peterborough             | 7   |
| Rochford                 | 0   |
| South Cambridgeshire     | 221 |
| South Norfolk            | 8   |
| Southend-on-Sea          | 0   |
| St Albans                | 1   |
| St Edmundsbury           | 466 |
| Stevenage                | 4   |
| Suffolk Coastal          | 9   |
| Tendring                 | 1   |
| Three Rivers             | 0   |
| Thurrock                 | 1   |
| Uttlesford               | 23  |
| Watford                  | 1   |
| Waveney                  | 3   |
| Welwyn Hatfield          | 7   |
| East Midlands            | 16  |
| London                   | 53  |
| North East               | 1   |
| North West               | 2   |
| Northern Ireland         | 1   |
| Scotland                 | 1   |
| South East               | 17  |
| South West               | 3   |
| Wales                    | 4   |
| West Midlands            | 5   |
| Yorkshire and The Humber | 0   |

In order to protect against disclosure of personal information, records have been swapped between different ge

:(MSOA level)

ensus

geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

## Appendix 14 – TRICS Surveys

Filtering Summary

|                                                |                             |                           |
|------------------------------------------------|-----------------------------|---------------------------|
| Land Use                                       | 05/M                        | HEALTH/VETERINARY SURGERY |
| Selected Trip Rate Calculation Parameter Range | 201-500 sqm GFA             |                           |
| Actual Trip Rate Calculation Parameter Range   | 201-280 sqm GFA             |                           |
| Date Range                                     | Minimum: 01/01/12           | Maximum: 17/11/21         |
| Parking Spaces Range                           | All Surveys Included        |                           |
| Days of the week selected                      | Wednesday                   | 1                         |
|                                                | Thursday                    | 1                         |
| Main Location Types selected                   | Edge of Town                | 2                         |
| Inclusion of Servicing Vehicles Counts         | Servicing vehicles Included | 1 - Selected              |
|                                                | Servicing vehicles Excluded | 1 - Selected              |
| Population within 500m                         | All Surveys Included        |                           |
| Population <1 Mile ranges selected             | 5,001 to 10,000             | 1                         |
|                                                | 20,001 to 25,000            | 1                         |
| Population <5 Mile ranges selected             | 25,001 to 50,000            | 1                         |
|                                                | 50,001 to 75,000            | 1                         |
| Car Ownership <5 Mile ranges selected          | 1.1 to 1.5                  | 2                         |
| PTAL Rating                                    | No PTAL Present             | 2                         |

Calculation Reference: AUDIT-705125-250108-0107

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
Category : M - VETERINARY SURGERY  
**MULTI-MODAL TOTAL VEHICLES**

Selected regions and areas:

|    |            |                 |        |
|----|------------|-----------------|--------|
| 03 | SOUTH WEST |                 |        |
|    | GS         | GLOUCESTERSHIRE | 1 days |
|    | WL         | WILTSHIRE       | 1 days |

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

RPS 1st Floor West London

Licence No: 705125

**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: 201 to 280 (units: sqm)  
Range Selected by User: 201 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 17/11/21

*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:

Wednesday 1 days  
Thursday 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 undertaken 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:

Residential Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected  
Servicing vehicles Excluded 1 days - Selected

**Secondary Filtering selection:**Use Class:

E(e) 2 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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:

5,001 to 10,000 1 days  
20,001 to 25,000 1 days

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

RPS 1st Floor West London

Licence No: 705125

**Secondary Filtering selection (Cont.):**Population within 5 miles:

|                  |        |
|------------------|--------|
| 25,001 to 50,000 | 1 days |
| 50,001 to 75,000 | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 1.1 to 1.5 | 2 days |
|------------|--------|

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

Travel Plan:

|    |        |
|----|--------|
| No | 2 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 | 2 days |
|-----------------|--------|

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



RPS 1st Floor West London

Licence No: 705125

LIST OF SITES relevant to selection parameters

Site(1): GS-05-M-02  
Development Name: ANIMAL HOSPITAL  
Location: CHELTENHAM  
Postcode: GL51 6RY  
Main Location Type: Edge of Town  
Sub-Location Type: Residential Zone  
PTAL: n/a

Gross floor area: 201 sqm  
Number of surgeons: 3  
  
No of Employees: 10  
Survey Date: 28/11/13  
Survey Day: Thursday  
Parking Spaces: 17

Site(2): WL-05-M-01  
Development Name: VETERINARY SURGERY  
Location: SALISBURY  
Postcode: SP1 3JN  
Main Location Type: Edge of Town  
Sub-Location Type: Residential Zone  
PTAL: n/a

Gross floor area: 280 sqm  
Number of surgeons: 5  
  
No of Employees: 25  
Survey Date: 17/11/21  
Survey Day: Wednesday  
Parking Spaces: 33

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY

**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): 1.40

| 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        | 241        | 0.624        | 2          | 241        | 0.000        | 2        | 241        | 0.624        |
| 08:00 - 09:00 | 2        | 241        | 2.287        | 2          | 241        | 1.040        | 2        | 241        | 3.327        |
| 09:00 - 10:00 | 2        | 241        | 1.871        | 2          | 241        | 1.663        | 2        | 241        | 3.534        |
| 10:00 - 11:00 | 2        | 241        | 1.663        | 2          | 241        | 1.247        | 2        | 241        | 2.910        |
| 11:00 - 12:00 | 2        | 241        | 0.624        | 2          | 241        | 0.832        | 2        | 241        | 1.456        |
| 12:00 - 13:00 | 2        | 241        | 2.287        | 2          | 241        | 1.871        | 2        | 241        | 4.158        |
| 13:00 - 14:00 | <b>2</b> | <b>241</b> | <b>3.742</b> | 2          | 241        | 3.534        | <b>2</b> | <b>241</b> | <b>7.276</b> |
| 14:00 - 15:00 | 2        | 241        | 1.871        | 2          | 241        | 1.663        | 2        | 241        | 3.534        |
| 15:00 - 16:00 | 2        | 241        | 3.119        | 2          | 241        | 2.911        | 2        | 241        | 6.030        |
| 16:00 - 17:00 | 2        | 241        | 2.703        | <b>2</b>   | <b>241</b> | <b>4.158</b> | 2        | 241        | 6.861        |
| 17:00 - 18:00 | 2        | 241        | 1.871        | 2          | 241        | 2.079        | 2        | 241        | 3.950        |
| 18:00 - 19:00 | 2        | 241        | 0.624        | 2          | 241        | 2.079        | 2        | 241        | 2.703        |
| 19:00 - 20:00 |          |            |              |            |            |              |          |            |              |
| 20:00 - 21:00 |          |            |              |            |            |              |          |            |              |
| 21:00 - 22:00 |          |            |              |            |            |              |          |            |              |
| 22:00 - 23:00 |          |            |              |            |            |              |          |            |              |
| 23:00 - 24:00 |          |            |              |            |            |              |          |            |              |
| Total Rates:  |          |            | 23.286       |            |            | 23.077       |          |            | 46.363       |

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:           | 201 - 280 (units: sqm) |
| Survey date range:                            | 01/01/12 - 17/11/21    |
| 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY  
**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        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 08:00 - 09:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 09:00 - 10:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 10:00 - 11:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 11:00 - 12:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 12:00 - 13:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 13:00 - 14:00 | <b>2</b> | <b>241</b> | <b>0.208</b> | <b>2</b>   | <b>241</b> | <b>0.208</b> | <b>2</b> | <b>241</b> | <b>0.416</b> |
| 14:00 - 15:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 15:00 - 16:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 16:00 - 17:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 17:00 - 18:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 18:00 - 19:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 19:00 - 20:00 |          |            |              |            |            |              |          |            |              |
| 20:00 - 21:00 |          |            |              |            |            |              |          |            |              |
| 21:00 - 22:00 |          |            |              |            |            |              |          |            |              |
| 22:00 - 23:00 |          |            |              |            |            |              |          |            |              |
| 23:00 - 24:00 |          |            |              |            |            |              |          |            |              |
| Total Rates:  |          |            | 0.208        |            |            | 0.208        |          |            | 0.416        |

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.

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY

# **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        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 08:00 - 09:00 | <b>2</b> | <b>241</b> | <b>0.208</b> | 2          | 241        | 0.000        | <b>2</b> | <b>241</b> | <b>0.208</b> |
| 09:00 - 10:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 10:00 - 11:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 11:00 - 12:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 12:00 - 13:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 13:00 - 14:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 14:00 - 15:00 | 2        | 241        | 0.000        | <b>2</b>   | <b>241</b> | <b>0.208</b> | 2        | 241        | 0.208        |
| 15:00 - 16:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 16:00 - 17:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 17:00 - 18:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 18:00 - 19:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 19:00 - 20:00 |          |            |              |            |            |              |          |            |              |
| 20:00 - 21:00 |          |            |              |            |            |              |          |            |              |
| 21:00 - 22:00 |          |            |              |            |            |              |          |            |              |
| 22:00 - 23:00 |          |            |              |            |            |              |          |            |              |
| 23:00 - 24:00 |          |            |              |            |            |              |          |            |              |
| Total Rates:  |          |            | 0.208        |            |            | 0.208        |          |            | 0.416        |

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.

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY

**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        | 241        | 0.624        | 2          | 241        | 0.000        | 2        | 241        | 0.624         |
| 08:00 - 09:00 | 2        | 241        | 2.287        | 2          | 241        | 1.040        | 2        | 241        | 3.327         |
| 09:00 - 10:00 | 2        | 241        | 1.871        | 2          | 241        | 1.871        | 2        | 241        | 3.742         |
| 10:00 - 11:00 | 2        | 241        | 2.287        | 2          | 241        | 1.871        | 2        | 241        | 4.158         |
| 11:00 - 12:00 | 2        | 241        | 0.624        | 2          | 241        | 0.832        | 2        | 241        | 1.456         |
| 12:00 - 13:00 | 2        | 241        | 2.703        | 2          | 241        | 2.079        | 2        | 241        | 4.782         |
| 13:00 - 14:00 | <b>2</b> | <b>241</b> | <b>4.366</b> | 2          | 241        | 3.742        | 2        | 241        | 8.108         |
| 14:00 - 15:00 | 2        | 241        | 2.079        | 2          | 241        | 1.663        | 2        | 241        | 3.742         |
| 15:00 - 16:00 | 2        | 241        | 3.950        | 2          | 241        | 2.911        | 2        | 241        | 6.861         |
| 16:00 - 17:00 | 2        | 241        | 4.366        | <b>2</b>   | <b>241</b> | <b>6.237</b> | <b>2</b> | <b>241</b> | <b>10.603</b> |
| 17:00 - 18:00 | 2        | 241        | 2.703        | 2          | 241        | 3.326        | 2        | 241        | 6.029         |
| 18:00 - 19:00 | 2        | 241        | 0.624        | 2          | 241        | 2.287        | 2        | 241        | 2.911         |
| 19:00 - 20:00 |          |            |              |            |            |              |          |            |               |
| 20:00 - 21:00 |          |            |              |            |            |              |          |            |               |
| 21:00 - 22:00 |          |            |              |            |            |              |          |            |               |
| 22:00 - 23:00 |          |            |              |            |            |              |          |            |               |
| 23:00 - 24:00 |          |            |              |            |            |              |          |            |               |
| Total Rates:  |          |            | 28.484       |            |            | 27.859       |          |            | 56.343        |

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 05 - HEALTH/M - VETERINARY SURGERY

**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        | 241        | 0.416        | 2          | 241        | 0.000        | 2        | 241        | 0.416        |
| 08:00 - 09:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 09:00 - 10:00 | 2        | 241        | 0.416        | 2          | 241        | 0.416        | 2        | 241        | 0.832        |
| 10:00 - 11:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 11:00 - 12:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 12:00 - 13:00 | <b>2</b> | <b>241</b> | <b>0.832</b> | 2          | 241        | 0.832        | 2        | 241        | 1.664        |
| 13:00 - 14:00 | 2        | 241        | 0.208        | 2          | 241        | 0.208        | 2        | 241        | 0.416        |
| 14:00 - 15:00 | 2        | 241        | 0.832        | 2          | 241        | 0.624        | 2        | 241        | 1.456        |
| 15:00 - 16:00 | 2        | 241        | 0.416        | 2          | 241        | 0.208        | 2        | 241        | 0.624        |
| 16:00 - 17:00 | 2        | 241        | 0.000        | 2          | 241        | 0.624        | 2        | 241        | 0.624        |
| 17:00 - 18:00 | 2        | 241        | 0.832        | <b>2</b>   | <b>241</b> | <b>1.040</b> | <b>2</b> | <b>241</b> | <b>1.872</b> |
| 18:00 - 19:00 | 2        | 241        | 0.000        | 2          | 241        | 0.208        | 2        | 241        | 0.208        |
| 19:00 - 20:00 |          |            |              |            |            |              |          |            |              |
| 20:00 - 21:00 |          |            |              |            |            |              |          |            |              |
| 21:00 - 22:00 |          |            |              |            |            |              |          |            |              |
| 22:00 - 23:00 |          |            |              |            |            |              |          |            |              |
| 23:00 - 24:00 |          |            |              |            |            |              |          |            |              |
| Total Rates:  |          |            | 3.952        |            |            | 4.160        |          |            | 8.112        |

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.

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY

### 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): 1.40

| 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        | 241        | 1.040        | 2          | 241        | 0.000        | 2        | 241        | 1.040         |
| 08:00 - 09:00 | 2        | 241        | 2.495        | 2          | 241        | 1.040        | 2        | 241        | 3.535         |
| 09:00 - 10:00 | 2        | 241        | 2.287        | 2          | 241        | 2.287        | 2        | 241        | 4.574         |
| 10:00 - 11:00 | 2        | 241        | 2.287        | 2          | 241        | 1.871        | 2        | 241        | 4.158         |
| 11:00 - 12:00 | 2        | 241        | 0.624        | 2          | 241        | 0.832        | 2        | 241        | 1.456         |
| 12:00 - 13:00 | 2        | 241        | 3.534        | 2          | 241        | 2.911        | 2        | 241        | 6.445         |
| 13:00 - 14:00 | <b>2</b> | <b>241</b> | <b>4.574</b> | 2          | 241        | 3.950        | 2        | 241        | 8.524         |
| 14:00 - 15:00 | 2        | 241        | 2.911        | 2          | 241        | 2.495        | 2        | 241        | 5.406         |
| 15:00 - 16:00 | 2        | 241        | 4.366        | 2          | 241        | 3.119        | 2        | 241        | 7.485         |
| 16:00 - 17:00 | 2        | 241        | 4.366        | <b>2</b>   | <b>241</b> | <b>6.861</b> | <b>2</b> | <b>241</b> | <b>11.227</b> |
| 17:00 - 18:00 | 2        | 241        | 3.534        | 2          | 241        | 4.366        | 2        | 241        | 7.900         |
| 18:00 - 19:00 | 2        | 241        | 0.624        | 2          | 241        | 2.495        | 2        | 241        | 3.119         |
| 19:00 - 20:00 |          |            |              |            |            |              |          |            |               |
| 20:00 - 21:00 |          |            |              |            |            |              |          |            |               |
| 21:00 - 22:00 |          |            |              |            |            |              |          |            |               |
| 22:00 - 23:00 |          |            |              |            |            |              |          |            |               |
| 23:00 - 24:00 |          |            |              |            |            |              |          |            |               |
| Total Rates:  |          |            | 32.642       |            |            | 32.227       |          |            | 64.869        |

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 05 - HEALTH/M - VETERINARY SURGERY

**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        | 241        | 0.624        | 2          | 241        | 0.000        | 2        | 241        | 0.624        |
| 08:00 - 09:00 | 2        | 241        | 2.079        | 2          | 241        | 0.832        | 2        | 241        | 2.911        |
| 09:00 - 10:00 | 2        | 241        | 1.455        | 2          | 241        | 1.455        | 2        | 241        | 2.910        |
| 10:00 - 11:00 | 2        | 241        | 1.663        | 2          | 241        | 1.040        | 2        | 241        | 2.703        |
| 11:00 - 12:00 | 2        | 241        | 0.416        | 2          | 241        | 0.624        | 2        | 241        | 1.040        |
| 12:00 - 13:00 | 2        | 241        | 2.287        | 2          | 241        | 1.871        | 2        | 241        | 4.158        |
| 13:00 - 14:00 | <b>2</b> | <b>241</b> | <b>3.326</b> | 2          | 241        | 3.119        | <b>2</b> | <b>241</b> | <b>6.445</b> |
| 14:00 - 15:00 | 2        | 241        | 1.663        | 2          | 241        | 1.455        | 2        | 241        | 3.118        |
| 15:00 - 16:00 | 2        | 241        | 2.911        | 2          | 241        | 2.703        | 2        | 241        | 5.614        |
| 16:00 - 17:00 | 2        | 241        | 2.287        | <b>2</b>   | <b>241</b> | <b>3.950</b> | 2        | 241        | 6.237        |
| 17:00 - 18:00 | 2        | 241        | 1.871        | 2          | 241        | 1.871        | 2        | 241        | 3.742        |
| 18:00 - 19:00 | 2        | 241        | 0.624        | 2          | 241        | 2.079        | 2        | 241        | 2.703        |
| 19:00 - 20:00 |          |            |              |            |            |              |          |            |              |
| 20:00 - 21:00 |          |            |              |            |            |              |          |            |              |
| 21:00 - 22:00 |          |            |              |            |            |              |          |            |              |
| 22:00 - 23:00 |          |            |              |            |            |              |          |            |              |
| 23:00 - 24:00 |          |            |              |            |            |              |          |            |              |
| Total Rates:  |          |            | 21.206       |            |            | 20.999       |          |            | 42.205       |

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 05 - HEALTH/M - VETERINARY SURGERY

**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 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 08:00 - 09:00 | 2        | 241        | 0.208        | <b>2</b>   | <b>241</b> | <b>0.208</b> | 2        | 241        | 0.416        |
| 09:00 - 10:00 | <b>2</b> | <b>241</b> | <b>0.416</b> | 2          | 241        | 0.208        | <b>2</b> | <b>241</b> | <b>0.624</b> |
| 10:00 - 11:00 | 2        | 241        | 0.000        | 2          | 241        | 0.208        | 2        | 241        | 0.208        |
| 11:00 - 12:00 | 2        | 241        | 0.208        | 2          | 241        | 0.208        | 2        | 241        | 0.416        |
| 12:00 - 13:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 13:00 - 14:00 | 2        | 241        | 0.208        | 2          | 241        | 0.208        | 2        | 241        | 0.416        |
| 14:00 - 15:00 | 2        | 241        | 0.208        | 2          | 241        | 0.208        | 2        | 241        | 0.416        |
| 15:00 - 16:00 | 2        | 241        | 0.208        | 2          | 241        | 0.208        | 2        | 241        | 0.416        |
| 16:00 - 17:00 | 2        | 241        | 0.416        | 2          | 241        | 0.208        | 2        | 241        | 0.624        |
| 17:00 - 18:00 | 2        | 241        | 0.000        | 2          | 241        | 0.208        | 2        | 241        | 0.208        |
| 18:00 - 19:00 | 2        | 241        | 0.000        | 2          | 241        | 0.000        | 2        | 241        | 0.000        |
| 19:00 - 20:00 |          |            |              |            |            |              |          |            |              |
| 20:00 - 21:00 |          |            |              |            |            |              |          |            |              |
| 21:00 - 22:00 |          |            |              |            |            |              |          |            |              |
| 22:00 - 23:00 |          |            |              |            |            |              |          |            |              |
| 23:00 - 24:00 |          |            |              |            |            |              |          |            |              |
| Total Rates:  |          |            | 1.872        |            |            | 1.872        |          |            | 3.744        |

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.

Calculation Reference: AUDIT-705125-241210-1200

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|                       |             |        |
|-----------------------|-------------|--------|
| <b>02 SOUTH EAST</b>  |             |        |
| KC                    | KENT        | 1 days |
| SC                    | SURREY      | 1 days |
| WS                    | WEST SUSSEX | 2 days |
| <b>04 EAST ANGLIA</b> |             |        |
| NF                    | NORFOLK     | 4 days |

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

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**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: No of Dwellings  
Actual Range: 300 to 1817 (units: )  
Range Selected by User: 300 to 1817 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 09/11/23

*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   | 2 days |
| Wednesday | 3 days |
| Thursday  | 3 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 8 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|                                          |   |
|------------------------------------------|---|
| Suburban Area (PPS6 Out of Centre)       | 1 |
| Edge of Town                             | 5 |
| Neighbourhood Centre (PPS6 Local Centre) | 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:

|                  |   |
|------------------|---|
| Residential Zone | 5 |
| Village          | 2 |
| Out of Town      | 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.*

Inclusion of Servicing Vehicles Counts:

|                             |                   |
|-----------------------------|-------------------|
| Servicing vehicles Included | 6 days - Selected |
| Servicing vehicles Excluded | 8 days - Selected |

**Secondary Filtering selection:**Use Class:

|    |        |
|----|--------|
| C3 | 8 days |
|----|--------|

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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:

|                  |        |
|------------------|--------|
| 1,001 to 5,000   | 1 days |
| 5,001 to 10,000  | 4 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 1 days |
| 25,001 to 50,000   | 2 days |
| 50,001 to 75,000   | 1 days |
| 75,001 to 100,000  | 1 days |
| 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:

|            |        |
|------------|--------|
| 1.1 to 1.5 | 7 days |
| 1.6 to 2.0 | 1 days |

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

Travel Plan:

|     |        |
|-----|--------|
| Yes | 7 days |
| No  | 1 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 | 8 days |
|-----------------|--------|

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

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Licence No: 705125

LIST OF SITES relevant to selection parameters

- |   |                                                                                                                                                                                                         |                                 |                    |                            |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|--------------------|----------------------------|
| 1 | <b>KC-03-A-06</b><br>MARGATE ROAD<br>HERNE BAY<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings: 363<br><i>Survey date: WEDNESDAY 27/09/17</i>                    | <b>MIXED HOUSES &amp; FLATS</b> | <b>KENT</b>        | <i>Survey Type: MANUAL</i> |
| 2 | <b>NF-03-A-08</b><br>SIR ALFRED MUNNINGS RD<br>NEAR NORWICH<br>COSTESSEY<br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total No of Dwellings: 1817<br><i>Survey date: THURSDAY 19/09/19</i> | <b>MIXED HOUSES &amp; FLATS</b> | <b>NORFOLK</b>     | <i>Survey Type: MANUAL</i> |
| 3 | <b>NF-03-A-23</b><br>SILFIELD ROAD<br>WYMONDHAM<br><br>Edge of Town<br>Out of Town<br>Total No of Dwellings: 514<br><i>Survey date: WEDNESDAY 22/09/21</i>                                              | <b>MIXED HOUSES &amp; FLATS</b> | <b>NORFOLK</b>     | <i>Survey Type: MANUAL</i> |
| 4 | <b>NF-03-A-28</b><br>ATLANTIC AVENUE<br>NORWICH<br>SPROWSTON<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 1146<br><i>Survey date: THURSDAY 22/09/22</i>                                | <b>MIXED HOUSES &amp; FLATS</b> | <b>NORFOLK</b>     | <i>Survey Type: MANUAL</i> |
| 5 | <b>NF-03-A-46</b><br>BURGH ROAD<br>AYLSHAM<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 300<br><i>Survey date: TUESDAY 14/09/21</i>                                                | <b>MIXED HOUSES &amp; FLATS</b> | <b>NORFOLK</b>     | <i>Survey Type: MANUAL</i> |
| 6 | <b>SC-03-A-08</b><br>REIGATE ROAD<br>HORLEY<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 790<br><i>Survey date: WEDNESDAY 04/05/22</i>                                             | <b>MIXED HOUSES</b>             | <b>SURREY</b>      | <i>Survey Type: MANUAL</i> |
| 7 | <b>WS-03-A-11</b><br>ELLIS ROAD<br>WEST HORSHAM<br>S BROADBRIDGE HEATH<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 918<br><i>Survey date: TUESDAY 02/04/19</i>                        | <b>MIXED HOUSES</b>             | <b>WEST SUSSEX</b> | <i>Survey Type: MANUAL</i> |

LIST OF SITES relevant to selection parameters (Cont.)

|   |                                          |              |                     |
|---|------------------------------------------|--------------|---------------------|
| 8 | WS-03-A-21                               | MIXED HOUSES | WEST SUSSEX         |
|   | HILLAND ROAD                             |              |                     |
|   | BILLINGSHURST                            |              |                     |
|   | Neighbourhood Centre (PPS6 Local Centre) |              |                     |
|   | Village                                  |              |                     |
|   | Total No of Dwellings:                   | 480          |                     |
|   | Survey date: THURSDAY                    | 09/11/23     | 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 Rates for Key Periods |         | Trips per 1 dwells DWELLS |       |
|----------------------------|---------|---------------------------|-------|
| Period                     | Inbound | Outbound                  | Total |
| 0800-0900                  | 0.138   | 0.380                     | 0.518 |
| 1700-1800                  | 0.348   | 0.149                     | 0.497 |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.66

| 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 | 8        | 791         | 0.070     | 8          | 791         | 0.320     | 8        | 791         | 0.390     |
| 08:00 - 09:00 | 8        | 791         | 0.138     | 8          | 791         | 0.380     | 8        | 791         | 0.518     |
| 09:00 - 10:00 | 8        | 791         | 0.131     | 8          | 791         | 0.146     | 8        | 791         | 0.277     |
| 10:00 - 11:00 | 8        | 791         | 0.107     | 8          | 791         | 0.123     | 8        | 791         | 0.230     |
| 11:00 - 12:00 | 8        | 791         | 0.112     | 8          | 791         | 0.117     | 8        | 791         | 0.229     |
| 12:00 - 13:00 | 8        | 791         | 0.132     | 8          | 791         | 0.126     | 8        | 791         | 0.258     |
| 13:00 - 14:00 | 8        | 791         | 0.138     | 8          | 791         | 0.126     | 8        | 791         | 0.264     |
| 14:00 - 15:00 | 8        | 791         | 0.140     | 8          | 791         | 0.152     | 8        | 791         | 0.292     |
| 15:00 - 16:00 | 8        | 791         | 0.223     | 8          | 791         | 0.153     | 8        | 791         | 0.376     |
| 16:00 - 17:00 | 8        | 791         | 0.257     | 8          | 791         | 0.147     | 8        | 791         | 0.404     |
| 17:00 - 18:00 | 8        | 791         | 0.348     | 8          | 791         | 0.149     | 8        | 791         | 0.497     |
| 18:00 - 19:00 | 8        | 791         | 0.298     | 8          | 791         | 0.157     | 8        | 791         | 0.455     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 2.094     |            |             | 2.096     |          |             | 4.190     |

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:           | 300 - 1817 (units: ) |
| Survey date range:                            | 01/01/16 - 09/11/23  |
| Number of weekdays (Monday-Friday):           | 8                    |
| Number of Saturdays:                          | 0                    |
| Number of Sundays:                            | 0                    |
| Surveys automatically removed from selection: | 2                    |
| Surveys manually removed from selection:      | 0                    |

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



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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 8        | 791         | 0.002        | 8          | 791         | 0.002        | 8        | 791         | 0.004        |
| 08:00 - 09:00 | <b>8</b> | <b>791</b>  | <b>0.006</b> | <b>8</b>   | <b>791</b>  | <b>0.006</b> | <b>8</b> | <b>791</b>  | <b>0.012</b> |
| 09:00 - 10:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 10:00 - 11:00 | 8        | 791         | 0.000        | 8          | 791         | 0.001        | 8        | 791         | 0.001        |
| 11:00 - 12:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 12:00 - 13:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 13:00 - 14:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 14:00 - 15:00 | 8        | 791         | 0.002        | 8          | 791         | 0.001        | 8        | 791         | 0.003        |
| 15:00 - 16:00 | 8        | 791         | 0.004        | 8          | 791         | 0.004        | 8        | 791         | 0.008        |
| 16:00 - 17:00 | 8        | 791         | 0.003        | 8          | 791         | 0.003        | 8        | 791         | 0.006        |
| 17:00 - 18:00 | 8        | 791         | 0.002        | 8          | 791         | 0.002        | 8        | 791         | 0.004        |
| 18:00 - 19:00 | 8        | 791         | 0.002        | 8          | 791         | 0.002        | 8        | 791         | 0.004        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.025        |            |             | 0.025        |          |             | 0.050        |

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 08:00 - 09:00 | 8        | 791         | 0.002        | 8          | 791         | 0.001        | 8        | 791         | 0.003        |
| 09:00 - 10:00 | <b>8</b> | <b>791</b>  | <b>0.002</b> | 8          | 791         | 0.002        | <b>8</b> | <b>791</b>  | <b>0.004</b> |
| 10:00 - 11:00 | 8        | 791         | 0.002        | 8          | 791         | 0.002        | 8        | 791         | 0.004        |
| 11:00 - 12:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 12:00 - 13:00 | 8        | 791         | 0.002        | 8          | 791         | 0.002        | 8        | 791         | 0.004        |
| 13:00 - 14:00 | 8        | 791         | 0.001        | <b>8</b>   | <b>791</b>  | <b>0.002</b> | 8        | 791         | 0.003        |
| 14:00 - 15:00 | 8        | 791         | 0.002        | 8          | 791         | 0.001        | 8        | 791         | 0.003        |
| 15:00 - 16:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 16:00 - 17:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 17:00 - 18:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 18:00 - 19:00 | 8        | 791         | 0.000        | 8          | 791         | 0.000        | 8        | 791         | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.016        |            |             | 0.015        |          |             | 0.031        |

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 08:00 - 09:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 09:00 - 10:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 10:00 - 11:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 11:00 - 12:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 12:00 - 13:00 | 8        | 791         | 0.001        | 8          | 791         | 0.000        | 8        | 791         | 0.001        |
| 13:00 - 14:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 14:00 - 15:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 15:00 - 16:00 | <b>8</b> | <b>791</b>  | <b>0.002</b> | <b>8</b>   | <b>791</b>  | <b>0.002</b> | <b>8</b> | <b>791</b>  | <b>0.004</b> |
| 16:00 - 17:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 17:00 - 18:00 | 8        | 791         | 0.001        | 8          | 791         | 0.001        | 8        | 791         | 0.002        |
| 18:00 - 19:00 | 8        | 791         | 0.000        | 8          | 791         | 0.000        | 8        | 791         | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.012        |            |             | 0.011        |          |             | 0.023        |

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL CYCLISTS**

**Calculation factor: 1 DWELLS**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 8        | 791         | 0.002        | 8          | 791         | 0.005        | 8        | 791         | 0.007        |
| 08:00 - 09:00 | 8        | 791         | 0.002        | <b>8</b>   | <b>791</b>  | <b>0.014</b> | <b>8</b> | <b>791</b>  | <b>0.016</b> |
| 09:00 - 10:00 | 8        | 791         | 0.002        | 8          | 791         | 0.003        | 8        | 791         | 0.005        |
| 10:00 - 11:00 | 8        | 791         | 0.002        | 8          | 791         | 0.002        | 8        | 791         | 0.004        |
| 11:00 - 12:00 | 8        | 791         | 0.002        | 8          | 791         | 0.001        | 8        | 791         | 0.003        |
| 12:00 - 13:00 | 8        | 791         | 0.002        | 8          | 791         | 0.002        | 8        | 791         | 0.004        |
| 13:00 - 14:00 | 8        | 791         | 0.003        | 8          | 791         | 0.001        | 8        | 791         | 0.004        |
| 14:00 - 15:00 | 8        | 791         | 0.003        | 8          | 791         | 0.003        | 8        | 791         | 0.006        |
| 15:00 - 16:00 | 8        | 791         | 0.007        | 8          | 791         | 0.001        | 8        | 791         | 0.008        |
| 16:00 - 17:00 | <b>8</b> | <b>791</b>  | <b>0.007</b> | 8          | 791         | 0.003        | 8        | 791         | 0.010        |
| 17:00 - 18:00 | 8        | 791         | 0.007        | 8          | 791         | 0.004        | 8        | 791         | 0.011        |
| 18:00 - 19:00 | 8        | 791         | 0.005        | 8          | 791         | 0.003        | 8        | 791         | 0.008        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.044        |            |             | 0.042        |          |             | 0.086        |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL VEHICLE OCCUPANTS**

**Calculation factor: 1 DWELLS**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 8        | 791         | 0.083        | 8          | 791         | 0.478        | 8        | 791         | 0.561        |
| 08:00 - 09:00 | 8        | 791         | 0.174        | <b>8</b>   | <b>791</b>  | <b>0.645</b> | <b>8</b> | <b>791</b>  | <b>0.819</b> |
| 09:00 - 10:00 | 8        | 791         | 0.172        | 8          | 791         | 0.213        | 8        | 791         | 0.385        |
| 10:00 - 11:00 | 8        | 791         | 0.149        | 8          | 791         | 0.174        | 8        | 791         | 0.323        |
| 11:00 - 12:00 | 8        | 791         | 0.157        | 8          | 791         | 0.162        | 8        | 791         | 0.319        |
| 12:00 - 13:00 | 8        | 791         | 0.180        | 8          | 791         | 0.166        | 8        | 791         | 0.346        |
| 13:00 - 14:00 | 8        | 791         | 0.194        | 8          | 791         | 0.164        | 8        | 791         | 0.358        |
| 14:00 - 15:00 | 8        | 791         | 0.213        | 8          | 791         | 0.195        | 8        | 791         | 0.408        |
| 15:00 - 16:00 | 8        | 791         | 0.389        | 8          | 791         | 0.213        | 8        | 791         | 0.602        |
| 16:00 - 17:00 | 8        | 791         | 0.417        | 8          | 791         | 0.211        | 8        | 791         | 0.628        |
| 17:00 - 18:00 | <b>8</b> | <b>791</b>  | <b>0.524</b> | 8          | 791         | 0.223        | 8        | 791         | 0.747        |
| 18:00 - 19:00 | 8        | 791         | 0.428        | 8          | 791         | 0.239        | 8        | 791         | 0.667        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 3.080        |            |             | 3.083        |          |             | 6.163        |

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**MULTI-MODAL PEDESTRIANS**

**Calculation factor: 1 DWELLS**

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 8        | 791         | 0.009        | 8          | 791         | 0.021        | 8        | 791         | 0.030        |
| 08:00 - 09:00 | 8        | 791         | 0.017        | <b>8</b>   | <b>791</b>  | <b>0.065</b> | <b>8</b> | <b>791</b>  | <b>0.082</b> |
| 09:00 - 10:00 | 8        | 791         | 0.019        | 8          | 791         | 0.015        | 8        | 791         | 0.034        |
| 10:00 - 11:00 | 8        | 791         | 0.014        | 8          | 791         | 0.014        | 8        | 791         | 0.028        |
| 11:00 - 12:00 | 8        | 791         | 0.013        | 8          | 791         | 0.011        | 8        | 791         | 0.024        |
| 12:00 - 13:00 | 8        | 791         | 0.015        | 8          | 791         | 0.014        | 8        | 791         | 0.029        |
| 13:00 - 14:00 | 8        | 791         | 0.016        | 8          | 791         | 0.016        | 8        | 791         | 0.032        |
| 14:00 - 15:00 | 8        | 791         | 0.020        | 8          | 791         | 0.020        | 8        | 791         | 0.040        |
| 15:00 - 16:00 | <b>8</b> | <b>791</b>  | <b>0.053</b> | 8          | 791         | 0.022        | 8        | 791         | 0.075        |
| 16:00 - 17:00 | 8        | 791         | 0.022        | 8          | 791         | 0.012        | 8        | 791         | 0.034        |
| 17:00 - 18:00 | 8        | 791         | 0.023        | 8          | 791         | 0.024        | 8        | 791         | 0.047        |
| 18:00 - 19:00 | 8        | 791         | 0.023        | 8          | 791         | 0.020        | 8        | 791         | 0.043        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.244        |            |             | 0.254        |          |             | 0.498        |

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

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 791         | 0.001     | 8          | 791         | 0.022     | 8        | 791         | 0.023     |
| 08:00 - 09:00 | 8        | 791         | 0.001     | 8          | 791         | 0.018     | 8        | 791         | 0.019     |
| 09:00 - 10:00 | 8        | 791         | 0.003     | 8          | 791         | 0.007     | 8        | 791         | 0.010     |
| 10:00 - 11:00 | 8        | 791         | 0.003     | 8          | 791         | 0.007     | 8        | 791         | 0.010     |
| 11:00 - 12:00 | 8        | 791         | 0.004     | 8          | 791         | 0.007     | 8        | 791         | 0.011     |
| 12:00 - 13:00 | 8        | 791         | 0.004     | 8          | 791         | 0.005     | 8        | 791         | 0.009     |
| 13:00 - 14:00 | 8        | 791         | 0.004     | 8          | 791         | 0.004     | 8        | 791         | 0.008     |
| 14:00 - 15:00 | 8        | 791         | 0.006     | 8          | 791         | 0.004     | 8        | 791         | 0.010     |
| 15:00 - 16:00 | 8        | 791         | 0.014     | 8          | 791         | 0.003     | 8        | 791         | 0.017     |
| 16:00 - 17:00 | 8        | 791         | 0.017     | 8          | 791         | 0.002     | 8        | 791         | 0.019     |
| 17:00 - 18:00 | 8        | 791         | 0.014     | 8          | 791         | 0.003     | 8        | 791         | 0.017     |
| 18:00 - 19:00 | 8        | 791         | 0.010     | 8          | 791         | 0.002     | 8        | 791         | 0.012     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.081     |            |             | 0.084     |          |             | 0.165     |

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

**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 | 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 | 8        | 791         | 0.001     | 8          | 791         | 0.007     | 8        | 791         | 0.008     |
| 08:00 - 09:00 | 8        | 791         | 0.000     | 8          | 791         | 0.006     | 8        | 791         | 0.006     |
| 09:00 - 10:00 | 8        | 791         | 0.000     | 8          | 791         | 0.003     | 8        | 791         | 0.003     |
| 10:00 - 11:00 | 8        | 791         | 0.001     | 8          | 791         | 0.001     | 8        | 791         | 0.002     |
| 11:00 - 12:00 | 8        | 791         | 0.002     | 8          | 791         | 0.001     | 8        | 791         | 0.003     |
| 12:00 - 13:00 | 8        | 791         | 0.002     | 8          | 791         | 0.001     | 8        | 791         | 0.003     |
| 13:00 - 14:00 | 8        | 791         | 0.001     | 8          | 791         | 0.001     | 8        | 791         | 0.002     |
| 14:00 - 15:00 | 8        | 791         | 0.001     | 8          | 791         | 0.000     | 8        | 791         | 0.001     |
| 15:00 - 16:00 | 8        | 791         | 0.002     | 8          | 791         | 0.000     | 8        | 791         | 0.002     |
| 16:00 - 17:00 | 8        | 791         | 0.003     | 8          | 791         | 0.000     | 8        | 791         | 0.003     |
| 17:00 - 18:00 | 8        | 791         | 0.008     | 8          | 791         | 0.000     | 8        | 791         | 0.008     |
| 18:00 - 19:00 | 8        | 791         | 0.008     | 8          | 791         | 0.000     | 8        | 791         | 0.008     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.029     |            |             | 0.020     |          |             | 0.049     |

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |           |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate    | No. Days   | Ave. DWELLS | Trip Rate    | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |           |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |           |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |           |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |           |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |           |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |           |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |           |
| 07:00 - 08:00 | 8        | 791         | 0.000        | 8          | 791         | 0.000        | 8        | 791         | 0.000     |
| 08:00 - 09:00 | 8        | 791         | 0.000        | <b>8</b>   | <b>791</b>  | <b>0.000</b> | 8        | 791         | 0.000     |
| 09:00 - 10:00 | 8        | 791         | 0.000        | 8          | 791         | 0.000        | 8        | 791         | 0.000     |
| 10:00 - 11:00 | 8        | 791         | 0.000        | 8          | 791         | 0.000        | 8        | 791         | 0.000     |
| 11:00 - 12:00 | 8        | 791         | 0.000        | 8          | 791         | 0.000        | 8        | 791         | 0.000     |
| 12:00 - 13:00 | 8        | 791         | 0.000        | 8          | 791         | 0.000        | 8        | 791         | 0.000     |
| 13:00 - 14:00 | 8        | 791         | 0.000        | 8          | 791         | 0.000        | 8        | 791         | 0.000     |
| 14:00 - 15:00 | 8        | 791         | 0.000        | 8          | 791         | 0.000        | 8        | 791         | 0.000     |
| 15:00 - 16:00 | <b>8</b> | <b>791</b>  | <b>0.000</b> | 8          | 791         | 0.000        | 8        | 791         | 0.000     |
| 16:00 - 17:00 | 8        | 791         | 0.000        | 8          | 791         | 0.000        | 8        | 791         | 0.000     |
| 17:00 - 18:00 | 8        | 791         | 0.000        | 8          | 791         | 0.000        | 8        | 791         | 0.000     |
| 18:00 - 19:00 | 8        | 791         | 0.000        | 8          | 791         | 0.000        | 8        | 791         | 0.000     |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |           |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |           |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |           |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |           |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |           |
| Total Rates:  |          |             | 0.000        |            |             | 0.000        |          |             | 0.000     |

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

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 791         | 0.001     | 8          | 791         | 0.029     | 8        | 791         | 0.030     |
| 08:00 - 09:00 | 8        | 791         | 0.001     | 8          | 791         | 0.024     | 8        | 791         | 0.025     |
| 09:00 - 10:00 | 8        | 791         | 0.003     | 8          | 791         | 0.011     | 8        | 791         | 0.014     |
| 10:00 - 11:00 | 8        | 791         | 0.004     | 8          | 791         | 0.008     | 8        | 791         | 0.012     |
| 11:00 - 12:00 | 8        | 791         | 0.006     | 8          | 791         | 0.008     | 8        | 791         | 0.014     |
| 12:00 - 13:00 | 8        | 791         | 0.006     | 8          | 791         | 0.006     | 8        | 791         | 0.012     |
| 13:00 - 14:00 | 8        | 791         | 0.005     | 8          | 791         | 0.004     | 8        | 791         | 0.009     |
| 14:00 - 15:00 | 8        | 791         | 0.007     | 8          | 791         | 0.005     | 8        | 791         | 0.012     |
| 15:00 - 16:00 | 8        | 791         | 0.017     | 8          | 791         | 0.004     | 8        | 791         | 0.021     |
| 16:00 - 17:00 | 8        | 791         | 0.020     | 8          | 791         | 0.002     | 8        | 791         | 0.022     |
| 17:00 - 18:00 | 8        | 791         | 0.023     | 8          | 791         | 0.004     | 8        | 791         | 0.027     |
| 18:00 - 19:00 | 8        | 791         | 0.018     | 8          | 791         | 0.002     | 8        | 791         | 0.020     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.111     |            |             | 0.107     |          |             | 0.218     |

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
**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): 1.66

| 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 | 8        | 791         | 0.095        | 8          | 791         | 0.534        | 8        | 791         | 0.629        |
| 08:00 - 09:00 | 8        | 791         | 0.193        | <b>8</b>   | <b>791</b>  | <b>0.748</b> | <b>8</b> | <b>791</b>  | <b>0.941</b> |
| 09:00 - 10:00 | 8        | 791         | 0.196        | 8          | 791         | 0.241        | 8        | 791         | 0.437        |
| 10:00 - 11:00 | 8        | 791         | 0.169        | 8          | 791         | 0.197        | 8        | 791         | 0.366        |
| 11:00 - 12:00 | 8        | 791         | 0.178        | 8          | 791         | 0.183        | 8        | 791         | 0.361        |
| 12:00 - 13:00 | 8        | 791         | 0.204        | 8          | 791         | 0.188        | 8        | 791         | 0.392        |
| 13:00 - 14:00 | 8        | 791         | 0.217        | 8          | 791         | 0.186        | 8        | 791         | 0.403        |
| 14:00 - 15:00 | 8        | 791         | 0.242        | 8          | 791         | 0.223        | 8        | 791         | 0.465        |
| 15:00 - 16:00 | 8        | 791         | 0.465        | 8          | 791         | 0.240        | 8        | 791         | 0.705        |
| 16:00 - 17:00 | 8        | 791         | 0.467        | 8          | 791         | 0.229        | 8        | 791         | 0.696        |
| 17:00 - 18:00 | <b>8</b> | <b>791</b>  | <b>0.576</b> | 8          | 791         | 0.255        | 8        | 791         | 0.831        |
| 18:00 - 19:00 | 8        | 791         | 0.474        | 8          | 791         | 0.264        | 8        | 791         | 0.738        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 3.476        |            |             | 3.488        |          |             | 6.964        |

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
**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 | 8        | 791         | 0.055        | 8          | 791         | 0.282        | 8        | 791         | 0.337        |
| 08:00 - 09:00 | 8        | 791         | 0.116        | <b>8</b>   | <b>791</b>  | <b>0.345</b> | <b>8</b> | <b>791</b>  | <b>0.461</b> |
| 09:00 - 10:00 | 8        | 791         | 0.111        | 8          | 791         | 0.128        | 8        | 791         | 0.239        |
| 10:00 - 11:00 | 8        | 791         | 0.089        | 8          | 791         | 0.103        | 8        | 791         | 0.192        |
| 11:00 - 12:00 | 8        | 791         | 0.094        | 8          | 791         | 0.098        | 8        | 791         | 0.192        |
| 12:00 - 13:00 | 8        | 791         | 0.115        | 8          | 791         | 0.108        | 8        | 791         | 0.223        |
| 13:00 - 14:00 | 8        | 791         | 0.119        | 8          | 791         | 0.104        | 8        | 791         | 0.223        |
| 14:00 - 15:00 | 8        | 791         | 0.121        | 8          | 791         | 0.138        | 8        | 791         | 0.259        |
| 15:00 - 16:00 | 8        | 791         | 0.198        | 8          | 791         | 0.129        | 8        | 791         | 0.327        |
| 16:00 - 17:00 | 8        | 791         | 0.225        | 8          | 791         | 0.127        | 8        | 791         | 0.352        |
| 17:00 - 18:00 | <b>8</b> | <b>791</b>  | <b>0.315</b> | 8          | 791         | 0.133        | 8        | 791         | 0.448        |
| 18:00 - 19:00 | 8        | 791         | 0.275        | 8          | 791         | 0.144        | 8        | 791         | 0.419        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 1.833        |            |             | 1.839        |          |             | 3.672        |

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
**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 | 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 | 8        | 791         | 0.010     | 8          | 791         | 0.031     | 8        | 791         | 0.041     |
| 08:00 - 09:00 | 8        | 791         | 0.013     | 8          | 791         | 0.022     | 8        | 791         | 0.035     |
| 09:00 - 10:00 | 8        | 791         | 0.015     | 8          | 791         | 0.013     | 8        | 791         | 0.028     |
| 10:00 - 11:00 | 8        | 791         | 0.013     | 8          | 791         | 0.015     | 8        | 791         | 0.028     |
| 11:00 - 12:00 | 8        | 791         | 0.013     | 8          | 791         | 0.014     | 8        | 791         | 0.027     |
| 12:00 - 13:00 | 8        | 791         | 0.013     | 8          | 791         | 0.014     | 8        | 791         | 0.027     |
| 13:00 - 14:00 | 8        | 791         | 0.014     | 8          | 791         | 0.016     | 8        | 791         | 0.030     |
| 14:00 - 15:00 | 8        | 791         | 0.013     | 8          | 791         | 0.010     | 8        | 791         | 0.023     |
| 15:00 - 16:00 | 8        | 791         | 0.015     | 8          | 791         | 0.016     | 8        | 791         | 0.031     |
| 16:00 - 17:00 | 8        | 791         | 0.026     | 8          | 791         | 0.013     | 8        | 791         | 0.039     |
| 17:00 - 18:00 | 8        | 791         | 0.026     | 8          | 791         | 0.011     | 8        | 791         | 0.037     |
| 18:00 - 19:00 | 8        | 791         | 0.017     | 8          | 791         | 0.009     | 8        | 791         | 0.026     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.188     |            |             | 0.184     |          |             | 0.372     |

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
**MULTI-MODAL MOTOR CYCLES**  
**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 | 8        | 791         | 0.001     | 8          | 791         | 0.004     | 8        | 791         | 0.005     |
| 08:00 - 09:00 | 8        | 791         | 0.000     | 8          | 791         | 0.005     | 8        | 791         | 0.005     |
| 09:00 - 10:00 | 8        | 791         | 0.000     | 8          | 791         | 0.000     | 8        | 791         | 0.000     |
| 10:00 - 11:00 | 8        | 791         | 0.002     | 8          | 791         | 0.001     | 8        | 791         | 0.003     |
| 11:00 - 12:00 | 8        | 791         | 0.001     | 8          | 791         | 0.001     | 8        | 791         | 0.002     |
| 12:00 - 13:00 | 8        | 791         | 0.001     | 8          | 791         | 0.001     | 8        | 791         | 0.002     |
| 13:00 - 14:00 | 8        | 791         | 0.001     | 8          | 791         | 0.001     | 8        | 791         | 0.002     |
| 14:00 - 15:00 | 8        | 791         | 0.001     | 8          | 791         | 0.001     | 8        | 791         | 0.002     |
| 15:00 - 16:00 | 8        | 791         | 0.003     | 8          | 791         | 0.002     | 8        | 791         | 0.005     |
| 16:00 - 17:00 | 8        | 791         | 0.001     | 8          | 791         | 0.001     | 8        | 791         | 0.002     |
| 17:00 - 18:00 | 8        | 791         | 0.003     | 8          | 791         | 0.001     | 8        | 791         | 0.004     |
| 18:00 - 19:00 | 8        | 791         | 0.004     | 8          | 791         | 0.001     | 8        | 791         | 0.005     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.018     |            |             | 0.019     |          |             | 0.037     |

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.

Calculation Reference: AUDIT-705125-250117-0130

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : O - CONVENIENCE STORE  
**MULTI-MODAL TOTAL VEHICLES**

Selected regions and areas:

|    |                                     |        |
|----|-------------------------------------|--------|
| 02 | <b>SOUTH EAST</b>                   |        |
|    | ES EAST SUSSEX                      | 1 days |
|    | WS WEST SUSSEX                      | 2 days |
| 03 | <b>SOUTH WEST</b>                   |        |
|    | BC BOURNEMOUTH CHRISTCHURCH & POOLE | 1 days |
|    | SD SWINDON                          | 1 days |
| 06 | <b>WEST MIDLANDS</b>                |        |
|    | ST STAFFORDSHIRE                    | 1 days |
| 09 | <b>NORTH</b>                        |        |
|    | TW TYNE & WEAR                      | 1 days |

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

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**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: 292 to 574 (units: sqm)  
Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/03/24

*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 |
| Wednesday | 2 days |
| Thursday  | 2 days |
| Friday    | 2 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 7 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)       | 3 |
| Edge of Town                             | 1 |
| Neighbourhood Centre (PPS6 Local Centre) | 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:

|                  |   |
|------------------|---|
| Residential Zone | 4 |
| High Street      | 3 |

*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.*

Inclusion of Servicing Vehicles Counts:

|                             |                   |
|-----------------------------|-------------------|
| Servicing vehicles Included | 4 days - Selected |
| Servicing vehicles Excluded | 3 days - Selected |

**Secondary Filtering selection:**Use Class:

E(a) 7 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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 10,000  | 1 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 4 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 125,001 to 250,000 | 5 days |
| 250,001 to 500,000 | 2 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 4 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 count              | 0 days |
| Excluded from count or no filling station | 7 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:

|    |        |
|----|--------|
| No | 7 days |
|----|--------|

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

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 7 days |
|-----------------|--------|

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

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LIST OF SITES relevant to selection parameters

|          |                                          |                          |                                             |
|----------|------------------------------------------|--------------------------|---------------------------------------------|
| <b>1</b> | <b>BC-01-O-01</b>                        | <b>SAINSBURY'S LOCAL</b> | <b>BOURNEMOUTH CHRISTCHURCH &amp; POOLE</b> |
|          | WIMBORNE ROAD                            |                          |                                             |
|          | BOURNEMOUTH                              |                          |                                             |
|          | WINTON                                   |                          |                                             |
|          | Neighbourhood Centre (PPS6 Local Centre) |                          |                                             |
|          | High Street                              |                          |                                             |
|          | Total Gross floor area:                  | 550 sqm                  |                                             |
|          | Survey date: THURSDAY                    | 29/09/22                 | Survey Type: MANUAL                         |
| <b>2</b> | <b>ES-01-O-02</b>                        | <b>SAINSBURY'S LOCAL</b> | <b>EAST SUSSEX</b>                          |
|          | VICTORIA DRIVE                           |                          |                                             |
|          | EASTBOURNE                               |                          |                                             |
|          | Edge of Town                             |                          |                                             |
|          | Residential Zone                         |                          |                                             |
|          | Total Gross floor area:                  | 574 sqm                  |                                             |
|          | Survey date: TUESDAY                     | 19/03/24                 | Survey Type: MANUAL                         |
| <b>3</b> | <b>SD-01-O-01</b>                        | <b>ONE STOP</b>          | <b>SWINDON</b>                              |
|          | THE CIRCLE                               |                          |                                             |
|          | SWINDON                                  |                          |                                             |
|          | Suburban Area (PPS6 Out of Centre)       |                          |                                             |
|          | Residential Zone                         |                          |                                             |
|          | Total Gross floor area:                  | 292 sqm                  |                                             |
|          | Survey date: FRIDAY                      | 23/09/16                 | Survey Type: MANUAL                         |
| <b>4</b> | <b>ST-01-O-01</b>                        | <b>TESCO EXPRESS</b>     | <b>STAFFORDSHIRE</b>                        |
|          | STAFFORD ROAD                            |                          |                                             |
|          | CANNOCK                                  |                          |                                             |
|          | Suburban Area (PPS6 Out of Centre)       |                          |                                             |
|          | Residential Zone                         |                          |                                             |
|          | Total Gross floor area:                  | 404 sqm                  |                                             |
|          | Survey date: WEDNESDAY                   | 14/06/23                 | Survey Type: MANUAL                         |
| <b>5</b> | <b>TW-01-O-02</b>                        | <b>CO-OPERATIVE</b>      | <b>TYNE &amp; WEAR</b>                      |
|          | ETHEL TERRACE                            |                          |                                             |
|          | SUNDERLAND                               |                          |                                             |
|          | CASTLETOWN                               |                          |                                             |
|          | Suburban Area (PPS6 Out of Centre)       |                          |                                             |
|          | Residential Zone                         |                          |                                             |
|          | Total Gross floor area:                  | 330 sqm                  |                                             |
|          | Survey date: FRIDAY                      | 07/04/17                 | Survey Type: MANUAL                         |
| <b>6</b> | <b>WS-01-O-01</b>                        | <b>CO-OP</b>             | <b>WEST SUSSEX</b>                          |
|          | GORING ROAD                              |                          |                                             |
|          | WORTHING                                 |                          |                                             |
|          | GORING-BY-SEA                            |                          |                                             |
|          | Neighbourhood Centre (PPS6 Local Centre) |                          |                                             |
|          | High Street                              |                          |                                             |
|          | Total Gross floor area:                  | 500 sqm                  |                                             |
|          | Survey date: THURSDAY                    | 12/05/22                 | Survey Type: MANUAL                         |
| <b>7</b> | <b>WS-01-O-02</b>                        | <b>SAINSBURY'S LOCAL</b> | <b>WEST SUSSEX</b>                          |
|          | GORING ROAD                              |                          |                                             |
|          | WORTHING                                 |                          |                                             |
|          | GORING-BY-SEA                            |                          |                                             |
|          | Neighbourhood Centre (PPS6 Local Centre) |                          |                                             |
|          | High Street                              |                          |                                             |
|          | Total Gross floor area:                  | 409 sqm                  |                                             |
|          | Survey date: WEDNESDAY                   | 11/05/22                 | 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.

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TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

**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): 2.46

| 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 | 1        | 500        | 1.200        | 1          | 500        | 0.800        | 1        | 500        | 2.000         |
| 06:00 - 07:00 | 5        | 487        | 0.903        | 5          | 487        | 0.657        | 5        | 487        | 1.560         |
| 07:00 - 08:00 | 7        | 437        | 4.544        | 7          | 437        | 4.086        | 7        | 437        | 8.630         |
| 08:00 - 09:00 | 7        | 437        | 6.407        | 7          | 437        | 6.277        | 7        | 437        | 12.684        |
| 09:00 - 10:00 | 7        | 437        | 5.950        | 7          | 437        | 5.296        | 7        | 437        | 11.246        |
| 10:00 - 11:00 | 7        | 437        | 5.623        | 7          | 437        | 5.427        | 7        | 437        | 11.050        |
| 11:00 - 12:00 | 7        | 437        | 6.080        | 7          | 437        | 6.080        | 7        | 437        | 12.160        |
| 12:00 - 13:00 | <b>7</b> | <b>437</b> | <b>8.075</b> | <b>7</b>   | <b>437</b> | <b>8.009</b> | <b>7</b> | <b>437</b> | <b>16.084</b> |
| 13:00 - 14:00 | 7        | 437        | 6.440        | 7          | 437        | 5.950        | 7        | 437        | 12.390        |
| 14:00 - 15:00 | 7        | 437        | 6.277        | 7          | 437        | 6.440        | 7        | 437        | 12.717        |
| 15:00 - 16:00 | 7        | 437        | 6.538        | 7          | 437        | 6.473        | 7        | 437        | 13.011        |
| 16:00 - 17:00 | 7        | 437        | 7.192        | 7          | 437        | 6.375        | 7        | 437        | 13.567        |
| 17:00 - 18:00 | 7        | 437        | 7.355        | 7          | 437        | 7.846        | 7        | 437        | 15.201        |
| 18:00 - 19:00 | 7        | 437        | 7.388        | 7          | 437        | 7.421        | 7        | 437        | 14.809        |
| 19:00 - 20:00 | 7        | 437        | 6.375        | 7          | 437        | 6.407        | 7        | 437        | 12.782        |
| 20:00 - 21:00 | 6        | 461        | 3.361        | 6          | 461        | 4.120        | 6        | 461        | 7.481         |
| 21:00 - 22:00 | 6        | 461        | 2.205        | 6          | 461        | 2.674        | 6        | 461        | 4.879         |
| 22:00 - 23:00 | 5        | 487        | 0.780        | 5          | 487        | 0.944        | 5        | 487        | 1.724         |
| 23:00 - 24:00 | 3        | 438        | 0.000        | 3          | 438        | 0.228        | 3        | 438        | 0.228         |
| Total Rates:  |          |            | 92.693       |            |            | 91.510       |          |            | 184.203       |

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.

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**Parameter summary**

|                                               |                        |
|-----------------------------------------------|------------------------|
| Trip rate parameter range selected:           | 292 - 574 (units: sqm) |
| Survey date range:                            | 01/01/16 - 19/03/24    |
| Number of weekdays (Monday-Friday):           | 7                      |
| 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

**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 | 1        | 500        | 0.000        | 1          | 500        | 0.000        | 1        | 500        | 0.000        |
| 06:00 - 07:00 | 5        | 487        | 0.000        | 5          | 487        | 0.000        | 5        | 487        | 0.000        |
| 07:00 - 08:00 | 7        | 437        | 0.065        | 7          | 437        | 0.065        | 7        | 437        | 0.130        |
| 08:00 - 09:00 | 7        | 437        | 0.033        | 7          | 437        | 0.033        | 7        | 437        | 0.066        |
| 09:00 - 10:00 | 7        | 437        | 0.098        | 7          | 437        | 0.065        | 7        | 437        | 0.163        |
| 10:00 - 11:00 | 7        | 437        | 0.098        | 7          | 437        | 0.131        | 7        | 437        | 0.229        |
| 11:00 - 12:00 | 7        | 437        | 0.131        | 7          | 437        | 0.131        | 7        | 437        | 0.262        |
| 12:00 - 13:00 | <b>7</b> | <b>437</b> | <b>0.229</b> | <b>7</b>   | <b>437</b> | <b>0.229</b> | <b>7</b> | <b>437</b> | <b>0.458</b> |
| 13:00 - 14:00 | 7        | 437        | 0.098        | 7          | 437        | 0.098        | 7        | 437        | 0.196        |
| 14:00 - 15:00 | 7        | 437        | 0.098        | 7          | 437        | 0.098        | 7        | 437        | 0.196        |
| 15:00 - 16:00 | 7        | 437        | 0.131        | 7          | 437        | 0.131        | 7        | 437        | 0.262        |
| 16:00 - 17:00 | 7        | 437        | 0.033        | 7          | 437        | 0.033        | 7        | 437        | 0.066        |
| 17:00 - 18:00 | 7        | 437        | 0.033        | 7          | 437        | 0.033        | 7        | 437        | 0.066        |
| 18:00 - 19:00 | 7        | 437        | 0.131        | 7          | 437        | 0.131        | 7        | 437        | 0.262        |
| 19:00 - 20:00 | 7        | 437        | 0.065        | 7          | 437        | 0.065        | 7        | 437        | 0.130        |
| 20:00 - 21:00 | 6        | 461        | 0.072        | 6          | 461        | 0.072        | 6        | 461        | 0.144        |
| 21:00 - 22:00 | 6        | 461        | 0.000        | 6          | 461        | 0.000        | 6        | 461        | 0.000        |
| 22:00 - 23:00 | 5        | 487        | 0.000        | 5          | 487        | 0.000        | 5        | 487        | 0.000        |
| 23:00 - 24:00 | 3        | 438        | 0.000        | 3          | 438        | 0.000        | 3        | 438        | 0.000        |
| Total Rates:  |          |            | 1.315        |            |            | 1.315        |          |            | 2.630        |

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.

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Licence No: 705125

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

**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 | 1        | 500        | 0.000        | 1          | 500        | 0.000        | 1        | 500        | 0.000        |
| 06:00 - 07:00 | 5        | 487        | 0.082        | 5          | 487        | 0.000        | 5        | 487        | 0.082        |
| 07:00 - 08:00 | <b>7</b> | <b>437</b> | <b>0.131</b> | <b>7</b>   | <b>437</b> | <b>0.163</b> | <b>7</b> | <b>437</b> | <b>0.294</b> |
| 08:00 - 09:00 | 7        | 437        | 0.098        | 7          | 437        | 0.065        | 7        | 437        | 0.163        |
| 09:00 - 10:00 | 7        | 437        | 0.098        | 7          | 437        | 0.163        | 7        | 437        | 0.261        |
| 10:00 - 11:00 | 7        | 437        | 0.033        | 7          | 437        | 0.033        | 7        | 437        | 0.066        |
| 11:00 - 12:00 | 7        | 437        | 0.033        | 7          | 437        | 0.000        | 7        | 437        | 0.033        |
| 12:00 - 13:00 | 7        | 437        | 0.033        | 7          | 437        | 0.065        | 7        | 437        | 0.098        |
| 13:00 - 14:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 14:00 - 15:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 15:00 - 16:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 16:00 - 17:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 17:00 - 18:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 18:00 - 19:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 19:00 - 20:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 20:00 - 21:00 | 6        | 461        | 0.000        | 6          | 461        | 0.000        | 6        | 461        | 0.000        |
| 21:00 - 22:00 | 6        | 461        | 0.000        | 6          | 461        | 0.000        | 6        | 461        | 0.000        |
| 22:00 - 23:00 | 5        | 487        | 0.000        | 5          | 487        | 0.000        | 5        | 487        | 0.000        |
| 23:00 - 24:00 | 3        | 438        | 0.000        | 3          | 438        | 0.000        | 3        | 438        | 0.000        |
| Total Rates:  |          |            | 0.508        |            |            | 0.489        |          |            | 0.997        |

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.

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

**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 | 1        | 500        | 0.000        | 1          | 500        | 0.000        | 1        | 500        | 0.000        |
| 06:00 - 07:00 | 5        | 487        | 0.041        | 5          | 487        | 0.041        | 5        | 487        | 0.082        |
| 07:00 - 08:00 | 7        | 437        | 0.294        | 7          | 437        | 0.229        | 7        | 437        | 0.523        |
| 08:00 - 09:00 | 7        | 437        | 0.262        | 7          | 437        | 0.229        | 7        | 437        | 0.491        |
| 09:00 - 10:00 | 7        | 437        | 0.262        | 7          | 437        | 0.196        | 7        | 437        | 0.458        |
| 10:00 - 11:00 | 7        | 437        | 0.131        | 7          | 437        | 0.131        | 7        | 437        | 0.262        |
| 11:00 - 12:00 | 7        | 437        | 0.294        | 7          | 437        | 0.294        | 7        | 437        | 0.588        |
| 12:00 - 13:00 | 7        | 437        | 0.425        | 7          | 437        | 0.425        | 7        | 437        | 0.850        |
| 13:00 - 14:00 | 7        | 437        | 0.327        | 7          | 437        | 0.327        | 7        | 437        | 0.654        |
| 14:00 - 15:00 | 7        | 437        | 0.360        | 7          | 437        | 0.392        | 7        | 437        | 0.752        |
| 15:00 - 16:00 | 7        | 437        | 0.523        | <b>7</b>   | <b>437</b> | <b>0.490</b> | <b>7</b> | <b>437</b> | <b>1.013</b> |
| 16:00 - 17:00 | 7        | 437        | 0.425        | 7          | 437        | 0.327        | 7        | 437        | 0.752        |
| 17:00 - 18:00 | 7        | 437        | 0.196        | 7          | 437        | 0.262        | 7        | 437        | 0.458        |
| 18:00 - 19:00 | 7        | 437        | 0.490        | 7          | 437        | 0.458        | 7        | 437        | 0.948        |
| 19:00 - 20:00 | <b>7</b> | <b>437</b> | <b>0.556</b> | 7          | 437        | 0.360        | 7        | 437        | 0.916        |
| 20:00 - 21:00 | 6        | 461        | 0.145        | 6          | 461        | 0.289        | 6        | 461        | 0.434        |
| 21:00 - 22:00 | 6        | 461        | 0.000        | 6          | 461        | 0.036        | 6        | 461        | 0.036        |
| 22:00 - 23:00 | 5        | 487        | 0.123        | 5          | 487        | 0.123        | 5        | 487        | 0.246        |
| 23:00 - 24:00 | 3        | 438        | 0.000        | 3          | 438        | 0.000        | 3        | 438        | 0.000        |
| Total Rates:  |          |            | 4.854        |            |            | 4.609        |          |            | 9.463        |

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.

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

**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 | 1        | 500        | 1.000         | 1          | 500        | 0.200        | 1        | 500        | 1.200         |
| 06:00 - 07:00 | 5        | 487        | 0.944         | 5          | 487        | 0.657        | 5        | 487        | 1.601         |
| 07:00 - 08:00 | 7        | 437        | 5.361         | 7          | 437        | 4.871        | 7        | 437        | 10.232        |
| 08:00 - 09:00 | 7        | 437        | 7.780         | 7          | 437        | 7.617        | 7        | 437        | 15.397        |
| 09:00 - 10:00 | 7        | 437        | 7.061         | 7          | 437        | 6.211        | 7        | 437        | 13.272        |
| 10:00 - 11:00 | 7        | 437        | 6.571         | 7          | 437        | 6.178        | 7        | 437        | 12.749        |
| 11:00 - 12:00 | 7        | 437        | 7.453         | 7          | 437        | 7.355        | 7        | 437        | 14.808        |
| 12:00 - 13:00 | 7        | 437        | 9.971         | 7          | 437        | 9.644        | 7        | 437        | 19.615        |
| 13:00 - 14:00 | 7        | 437        | 8.140         | 7          | 437        | 7.617        | 7        | 437        | 15.757        |
| 14:00 - 15:00 | 7        | 437        | 7.519         | 7          | 437        | 7.682        | 7        | 437        | 15.201        |
| 15:00 - 16:00 | 7        | 437        | 8.532         | 7          | 437        | 8.761        | 7        | 437        | 17.293        |
| 16:00 - 17:00 | 7        | 437        | 9.219         | 7          | 437        | 8.042        | 7        | 437        | 17.261        |
| 17:00 - 18:00 | 7        | 437        | 8.990         | 7          | 437        | 9.546        | 7        | 437        | 18.536        |
| 18:00 - 19:00 | <b>7</b> | <b>437</b> | <b>10.003</b> | <b>7</b>   | <b>437</b> | <b>9.971</b> | <b>7</b> | <b>437</b> | <b>19.974</b> |
| 19:00 - 20:00 | 7        | 437        | 7.878         | 7          | 437        | 8.042        | 7        | 437        | 15.920        |
| 20:00 - 21:00 | 6        | 461        | 4.373         | 6          | 461        | 5.204        | 6        | 461        | 9.577         |
| 21:00 - 22:00 | 6        | 461        | 2.783         | 6          | 461        | 3.361        | 6        | 461        | 6.144         |
| 22:00 - 23:00 | 5        | 487        | 1.108         | 5          | 487        | 1.149        | 5        | 487        | 2.257         |
| 23:00 - 24:00 | 3        | 438        | 0.000         | 3          | 438        | 0.305        | 3        | 438        | 0.305         |
| Total Rates:  |          |            | 114.686       |            |            |              | 112.413  | 227.099    |               |

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

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

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

**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 | 1        | 500        | 0.000        | 1          | 500        | 0.000        | 1        | 500        | 0.000         |
| 06:00 - 07:00 | 5        | 487        | 0.574        | 5          | 487        | 0.287        | 5        | 487        | 0.861         |
| 07:00 - 08:00 | 7        | 437        | 4.773        | 7          | 437        | 4.479        | 7        | 437        | 9.252         |
| 08:00 - 09:00 | 7        | 437        | 7.355        | 7          | 437        | 6.898        | 7        | 437        | 14.253        |
| 09:00 - 10:00 | 7        | 437        | 5.263        | 7          | 437        | 5.655        | 7        | 437        | 10.918        |
| 10:00 - 11:00 | 7        | 437        | 6.080        | 7          | 437        | 6.015        | 7        | 437        | 12.095        |
| 11:00 - 12:00 | 7        | 437        | 6.244        | 7          | 437        | 6.767        | 7        | 437        | 13.011        |
| 12:00 - 13:00 | 7        | 437        | 7.453        | 7          | 437        | 7.486        | 7        | 437        | 14.939        |
| 13:00 - 14:00 | 7        | 437        | 8.303        | 7          | 437        | 7.944        | 7        | 437        | 16.247        |
| 14:00 - 15:00 | 7        | 437        | 7.225        | 7          | 437        | 7.682        | 7        | 437        | 14.907        |
| 15:00 - 16:00 | <b>7</b> | <b>437</b> | <b>8.598</b> | <b>7</b>   | <b>437</b> | <b>8.663</b> | <b>7</b> | <b>437</b> | <b>17.261</b> |
| 16:00 - 17:00 | 7        | 437        | 6.113        | 7          | 437        | 6.898        | 7        | 437        | 13.011        |
| 17:00 - 18:00 | 7        | 437        | 6.505        | 7          | 437        | 6.080        | 7        | 437        | 12.585        |
| 18:00 - 19:00 | 7        | 437        | 7.159        | 7          | 437        | 7.225        | 7        | 437        | 14.384        |
| 19:00 - 20:00 | 7        | 437        | 6.996        | 7          | 437        | 6.702        | 7        | 437        | 13.698        |
| 20:00 - 21:00 | 6        | 461        | 4.771        | 6          | 461        | 5.421        | 6        | 461        | 10.192        |
| 21:00 - 22:00 | 6        | 461        | 3.036        | 6          | 461        | 3.000        | 6        | 461        | 6.036         |
| 22:00 - 23:00 | 5        | 487        | 0.780        | 5          | 487        | 1.354        | 5        | 487        | 2.134         |
| 23:00 - 24:00 | 3        | 438        | 0.000        | 3          | 438        | 0.228        | 3        | 438        | 0.228         |
| Total Rates:  |          |            | 97.228       |            |            | 98.784       |          |            | 196.012       |

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.



RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

**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 | 1        | 500        | 0.000        | 1          | 500        | 0.000        | 1        | 500        | 0.000        |
| 06:00 - 07:00 | 5        | 487        | 0.123        | 5          | 487        | 0.000        | 5        | 487        | 0.123        |
| 07:00 - 08:00 | 7        | 437        | 0.425        | 7          | 437        | 0.163        | 7        | 437        | 0.588        |
| 08:00 - 09:00 | 7        | 437        | 0.621        | 7          | 437        | 0.392        | 7        | 437        | 1.013        |
| 09:00 - 10:00 | 7        | 437        | 0.686        | 7          | 437        | 0.719        | 7        | 437        | 1.405        |
| 10:00 - 11:00 | 7        | 437        | 0.621        | 7          | 437        | 0.360        | 7        | 437        | 0.981        |
| 11:00 - 12:00 | 7        | 437        | 0.785        | 7          | 437        | 0.752        | 7        | 437        | 1.537        |
| 12:00 - 13:00 | 7        | 437        | 0.785        | 7          | 437        | 0.752        | 7        | 437        | 1.537        |
| 13:00 - 14:00 | <b>7</b> | <b>437</b> | <b>0.915</b> | 7          | 437        | 0.654        | <b>7</b> | <b>437</b> | <b>1.569</b> |
| 14:00 - 15:00 | 7        | 437        | 0.883        | 7          | 437        | 0.621        | 7        | 437        | 1.504        |
| 15:00 - 16:00 | 7        | 437        | 0.556        | 7          | 437        | 0.752        | 7        | 437        | 1.308        |
| 16:00 - 17:00 | 7        | 437        | 0.523        | 7          | 437        | 0.523        | 7        | 437        | 1.046        |
| 17:00 - 18:00 | 7        | 437        | 0.588        | 7          | 437        | 0.490        | 7        | 437        | 1.078        |
| 18:00 - 19:00 | 7        | 437        | 0.621        | <b>7</b>   | <b>437</b> | <b>0.817</b> | 7        | 437        | 1.438        |
| 19:00 - 20:00 | 7        | 437        | 0.294        | 7          | 437        | 0.556        | 7        | 437        | 0.850        |
| 20:00 - 21:00 | 6        | 461        | 0.325        | 6          | 461        | 0.398        | 6        | 461        | 0.723        |
| 21:00 - 22:00 | 6        | 461        | 0.000        | 6          | 461        | 0.181        | 6        | 461        | 0.181        |
| 22:00 - 23:00 | 5        | 487        | 0.041        | 5          | 487        | 0.123        | 5        | 487        | 0.164        |
| 23:00 - 24:00 | 3        | 438        | 0.000        | 3          | 438        | 0.152        | 3        | 438        | 0.152        |
| Total Rates:  |          |            | 8.792        |            |            | 8.405        |          |            | 17.197       |

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.

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

**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 | 1        | 500        | 0.000        | 1          | 500        | 0.000        | 1        | 500        | 0.000        |
| 06:00 - 07:00 | 5        | 487        | 0.000        | 5          | 487        | 0.000        | 5        | 487        | 0.000        |
| 07:00 - 08:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 08:00 - 09:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 09:00 - 10:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 10:00 - 11:00 | <b>7</b> | <b>437</b> | <b>0.065</b> | <b>7</b>   | <b>437</b> | <b>0.065</b> | <b>7</b> | <b>437</b> | <b>0.130</b> |
| 11:00 - 12:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 12:00 - 13:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 13:00 - 14:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 14:00 - 15:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 15:00 - 16:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 16:00 - 17:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 17:00 - 18:00 | 7        | 437        | 0.000        | 7          | 437        | 0.033        | 7        | 437        | 0.033        |
| 18:00 - 19:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 19:00 - 20:00 | 7        | 437        | 0.000        | 7          | 437        | 0.000        | 7        | 437        | 0.000        |
| 20:00 - 21:00 | 6        | 461        | 0.000        | 6          | 461        | 0.000        | 6        | 461        | 0.000        |
| 21:00 - 22:00 | 6        | 461        | 0.000        | 6          | 461        | 0.000        | 6        | 461        | 0.000        |
| 22:00 - 23:00 | 5        | 487        | 0.000        | 5          | 487        | 0.000        | 5        | 487        | 0.000        |
| 23:00 - 24:00 | 3        | 438        | 0.000        | 3          | 438        | 0.000        | 3        | 438        | 0.000        |
| Total Rates:  |          |            | 0.065        |            |            | 0.098        |          |            | 0.163        |

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.

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

**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 | 1        | 500        | 0.000        | 1          | 500        | 0.000        | 1        | 500        | 0.000        |
| 06:00 - 07:00 | 5        | 487        | 0.123        | 5          | 487        | 0.000        | 5        | 487        | 0.123        |
| 07:00 - 08:00 | 7        | 437        | 0.425        | 7          | 437        | 0.163        | 7        | 437        | 0.588        |
| 08:00 - 09:00 | 7        | 437        | 0.621        | 7          | 437        | 0.392        | 7        | 437        | 1.013        |
| 09:00 - 10:00 | 7        | 437        | 0.686        | 7          | 437        | 0.719        | 7        | 437        | 1.405        |
| 10:00 - 11:00 | 7        | 437        | 0.686        | 7          | 437        | 0.425        | 7        | 437        | 1.111        |
| 11:00 - 12:00 | 7        | 437        | 0.785        | 7          | 437        | 0.752        | 7        | 437        | 1.537        |
| 12:00 - 13:00 | 7        | 437        | 0.785        | 7          | 437        | 0.752        | 7        | 437        | 1.537        |
| 13:00 - 14:00 | <b>7</b> | <b>437</b> | <b>0.915</b> | 7          | 437        | 0.654        | <b>7</b> | <b>437</b> | <b>1.569</b> |
| 14:00 - 15:00 | 7        | 437        | 0.883        | 7          | 437        | 0.621        | 7        | 437        | 1.504        |
| 15:00 - 16:00 | 7        | 437        | 0.556        | 7          | 437        | 0.752        | 7        | 437        | 1.308        |
| 16:00 - 17:00 | 7        | 437        | 0.523        | 7          | 437        | 0.523        | 7        | 437        | 1.046        |
| 17:00 - 18:00 | 7        | 437        | 0.588        | 7          | 437        | 0.523        | 7        | 437        | 1.111        |
| 18:00 - 19:00 | 7        | 437        | 0.621        | <b>7</b>   | <b>437</b> | <b>0.817</b> | 7        | 437        | 1.438        |
| 19:00 - 20:00 | 7        | 437        | 0.294        | 7          | 437        | 0.556        | 7        | 437        | 0.850        |
| 20:00 - 21:00 | 6        | 461        | 0.325        | 6          | 461        | 0.398        | 6        | 461        | 0.723        |
| 21:00 - 22:00 | 6        | 461        | 0.000        | 6          | 461        | 0.181        | 6        | 461        | 0.181        |
| 22:00 - 23:00 | 5        | 487        | 0.041        | 5          | 487        | 0.123        | 5        | 487        | 0.164        |
| 23:00 - 24:00 | 3        | 438        | 0.000        | 3          | 438        | 0.152        | 3        | 438        | 0.152        |
| Total Rates:  |          |            | 8.857        |            |            | 8.503        |          |            | 17.360       |

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.

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

**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): 2.46

| 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 | 1        | 500        | 1.000         | 1          | 500        | 0.200         | 1        | 500        | 1.200         |
| 06:00 - 07:00 | 5        | 487        | 1.682         | 5          | 487        | 0.985         | 5        | 487        | 2.667         |
| 07:00 - 08:00 | 7        | 437        | 10.853        | 7          | 437        | 9.742         | 7        | 437        | 20.595        |
| 08:00 - 09:00 | 7        | 437        | 16.018        | 7          | 437        | 15.136        | 7        | 437        | 31.154        |
| 09:00 - 10:00 | 7        | 437        | 13.272        | 7          | 437        | 12.782        | 7        | 437        | 26.054        |
| 10:00 - 11:00 | 7        | 437        | 13.468        | 7          | 437        | 12.749        | 7        | 437        | 26.217        |
| 11:00 - 12:00 | 7        | 437        | 14.776        | 7          | 437        | 15.168        | 7        | 437        | 29.944        |
| 12:00 - 13:00 | <b>7</b> | <b>437</b> | <b>18.634</b> | 7          | 437        | 18.307        | <b>7</b> | <b>437</b> | <b>36.941</b> |
| 13:00 - 14:00 | 7        | 437        | 17.686        | 7          | 437        | 16.541        | 7        | 437        | 34.227        |
| 14:00 - 15:00 | 7        | 437        | 15.986        | 7          | 437        | 16.378        | 7        | 437        | 32.364        |
| 15:00 - 16:00 | 7        | 437        | 18.209        | <b>7</b>   | <b>437</b> | <b>18.666</b> | 7        | 437        | 36.875        |
| 16:00 - 17:00 | 7        | 437        | 16.280        | 7          | 437        | 15.789        | 7        | 437        | 32.069        |
| 17:00 - 18:00 | 7        | 437        | 16.280        | 7          | 437        | 16.411        | 7        | 437        | 32.691        |
| 18:00 - 19:00 | 7        | 437        | 18.274        | 7          | 437        | 18.470        | 7        | 437        | 36.744        |
| 19:00 - 20:00 | 7        | 437        | 15.724        | 7          | 437        | 15.659        | 7        | 437        | 31.383        |
| 20:00 - 21:00 | 6        | 461        | 9.613         | 6          | 461        | 11.312        | 6        | 461        | 20.925        |
| 21:00 - 22:00 | 6        | 461        | 5.819         | 6          | 461        | 6.578         | 6        | 461        | 12.397        |
| 22:00 - 23:00 | 5        | 487        | 2.052         | 5          | 487        | 2.749         | 5        | 487        | 4.801         |
| 23:00 - 24:00 | 3        | 438        | 0.000         | 3          | 438        | 0.685         | 3        | 438        | 0.685         |
| Total Rates:  |          |            | 225.626       |            |            | 224.307       |          |            | 449.933       |

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.

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

**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 | 1        | 500        | 0.600        | 1          | 500        | 0.200        | 1        | 500        | 0.800         |
| 06:00 - 07:00 | 5        | 487        | 0.698        | 5          | 487        | 0.533        | 5        | 487        | 1.231         |
| 07:00 - 08:00 | 7        | 437        | 3.302        | 7          | 437        | 2.877        | 7        | 437        | 6.179         |
| 08:00 - 09:00 | 7        | 437        | 5.394        | 7          | 437        | 5.100        | 7        | 437        | 10.494        |
| 09:00 - 10:00 | 7        | 437        | 5.165        | 7          | 437        | 4.609        | 7        | 437        | 9.774         |
| 10:00 - 11:00 | 7        | 437        | 4.773        | 7          | 437        | 4.511        | 7        | 437        | 9.284         |
| 11:00 - 12:00 | 7        | 437        | 4.969        | 7          | 437        | 5.132        | 7        | 437        | 10.101        |
| 12:00 - 13:00 | <b>7</b> | <b>437</b> | <b>6.571</b> | 7          | 437        | 6.277        | 7        | 437        | 12.848        |
| 13:00 - 14:00 | 7        | 437        | 5.296        | 7          | 437        | 5.100        | 7        | 437        | 10.396        |
| 14:00 - 15:00 | 7        | 437        | 5.263        | 7          | 437        | 5.198        | 7        | 437        | 10.461        |
| 15:00 - 16:00 | 7        | 437        | 5.884        | 7          | 437        | 5.786        | 7        | 437        | 11.670        |
| 16:00 - 17:00 | 7        | 437        | 6.146        | 7          | 437        | 5.492        | 7        | 437        | 11.638        |
| 17:00 - 18:00 | 7        | 437        | 6.505        | <b>7</b>   | <b>437</b> | <b>6.930</b> | <b>7</b> | <b>437</b> | <b>13.435</b> |
| 18:00 - 19:00 | 7        | 437        | 6.505        | 7          | 437        | 6.538        | 7        | 437        | 13.043        |
| 19:00 - 20:00 | 7        | 437        | 5.623        | 7          | 437        | 5.655        | 7        | 437        | 11.278        |
| 20:00 - 21:00 | 6        | 461        | 2.963        | 6          | 461        | 3.578        | 6        | 461        | 6.541         |
| 21:00 - 22:00 | 6        | 461        | 2.060        | 6          | 461        | 2.494        | 6        | 461        | 4.554         |
| 22:00 - 23:00 | 5        | 487        | 0.780        | 5          | 487        | 0.944        | 5        | 487        | 1.724         |
| 23:00 - 24:00 | 3        | 438        | 0.000        | 3          | 438        | 0.152        | 3        | 438        | 0.152         |
| Total Rates:  |          |            | 78.497       |            |            | 77.106       |          |            | 155.603       |

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.

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

**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 | 1        | 500        | 0.600        | 1          | 500        | 0.600        | 1        | 500        | 1.200        |
| 06:00 - 07:00 | 5        | 487        | 0.123        | 5          | 487        | 0.123        | 5        | 487        | 0.246        |
| 07:00 - 08:00 | <b>7</b> | <b>437</b> | <b>1.046</b> | 7          | 437        | 0.948        | <b>7</b> | <b>437</b> | <b>1.994</b> |
| 08:00 - 09:00 | 7        | 437        | 0.785        | <b>7</b>   | <b>437</b> | <b>0.981</b> | 7        | 437        | 1.766        |
| 09:00 - 10:00 | 7        | 437        | 0.294        | 7          | 437        | 0.229        | 7        | 437        | 0.523        |
| 10:00 - 11:00 | 7        | 437        | 0.425        | 7          | 437        | 0.425        | 7        | 437        | 0.850        |
| 11:00 - 12:00 | 7        | 437        | 0.458        | 7          | 437        | 0.392        | 7        | 437        | 0.850        |
| 12:00 - 13:00 | 7        | 437        | 0.719        | 7          | 437        | 0.817        | 7        | 437        | 1.536        |
| 13:00 - 14:00 | 7        | 437        | 0.556        | 7          | 437        | 0.458        | 7        | 437        | 1.014        |
| 14:00 - 15:00 | 7        | 437        | 0.654        | 7          | 437        | 0.719        | 7        | 437        | 1.373        |
| 15:00 - 16:00 | 7        | 437        | 0.262        | 7          | 437        | 0.360        | 7        | 437        | 0.622        |
| 16:00 - 17:00 | 7        | 437        | 0.588        | 7          | 437        | 0.490        | 7        | 437        | 1.078        |
| 17:00 - 18:00 | 7        | 437        | 0.490        | 7          | 437        | 0.556        | 7        | 437        | 1.046        |
| 18:00 - 19:00 | 7        | 437        | 0.392        | 7          | 437        | 0.392        | 7        | 437        | 0.784        |
| 19:00 - 20:00 | 7        | 437        | 0.327        | 7          | 437        | 0.327        | 7        | 437        | 0.654        |
| 20:00 - 21:00 | 6        | 461        | 0.145        | 6          | 461        | 0.145        | 6        | 461        | 0.290        |
| 21:00 - 22:00 | 6        | 461        | 0.036        | 6          | 461        | 0.072        | 6        | 461        | 0.108        |
| 22:00 - 23:00 | 5        | 487        | 0.000        | 5          | 487        | 0.000        | 5        | 487        | 0.000        |
| 23:00 - 24:00 | 3        | 438        | 0.000        | 3          | 438        | 0.000        | 3        | 438        | 0.000        |
| Total Rates:  |          |            | 7.900        |            |            | 8.034        |          |            | 15.934       |

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.

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

**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 | 1        | 500        | 0.000        | 1          | 500        | 0.000        | 1        | 500        | 0.000        |
| 06:00 - 07:00 | 5        | 487        | 0.000        | 5          | 487        | 0.000        | 5        | 487        | 0.000        |
| 07:00 - 08:00 | 7        | 437        | 0.000        | 7          | 437        | 0.033        | 7        | 437        | 0.033        |
| 08:00 - 09:00 | 7        | 437        | 0.098        | 7          | 437        | 0.098        | 7        | 437        | 0.196        |
| 09:00 - 10:00 | 7        | 437        | 0.294        | 7          | 437        | 0.229        | 7        | 437        | 0.523        |
| 10:00 - 11:00 | 7        | 437        | 0.294        | 7          | 437        | 0.327        | 7        | 437        | 0.621        |
| 11:00 - 12:00 | 7        | 437        | 0.490        | 7          | 437        | 0.425        | 7        | 437        | 0.915        |
| 12:00 - 13:00 | <b>7</b> | <b>437</b> | <b>0.523</b> | <b>7</b>   | <b>437</b> | <b>0.621</b> | <b>7</b> | <b>437</b> | <b>1.144</b> |
| 13:00 - 14:00 | 7        | 437        | 0.490        | 7          | 437        | 0.294        | 7        | 437        | 0.784        |
| 14:00 - 15:00 | 7        | 437        | 0.262        | 7          | 437        | 0.425        | 7        | 437        | 0.687        |
| 15:00 - 16:00 | 7        | 437        | 0.262        | 7          | 437        | 0.196        | 7        | 437        | 0.458        |
| 16:00 - 17:00 | 7        | 437        | 0.425        | 7          | 437        | 0.360        | 7        | 437        | 0.785        |
| 17:00 - 18:00 | 7        | 437        | 0.327        | 7          | 437        | 0.327        | 7        | 437        | 0.654        |
| 18:00 - 19:00 | 7        | 437        | 0.360        | 7          | 437        | 0.360        | 7        | 437        | 0.720        |
| 19:00 - 20:00 | 7        | 437        | 0.360        | 7          | 437        | 0.360        | 7        | 437        | 0.720        |
| 20:00 - 21:00 | 6        | 461        | 0.181        | 6          | 461        | 0.325        | 6        | 461        | 0.506        |
| 21:00 - 22:00 | 6        | 461        | 0.108        | 6          | 461        | 0.108        | 6        | 461        | 0.216        |
| 22:00 - 23:00 | 5        | 487        | 0.000        | 5          | 487        | 0.000        | 5        | 487        | 0.000        |
| 23:00 - 24:00 | 3        | 438        | 0.000        | 3          | 438        | 0.076        | 3        | 438        | 0.076        |
| Total Rates:  |          |            | 4.474        |            |            | 4.564        |          |            | 9.038        |

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.

Calculation Reference: AUDIT-705125-250117-0124

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
Category : Q - COMMUNITY CENTRE  
**MULTI-MODAL TOTAL VEHICLES**

Selected regions and areas:

|           |                                           |        |
|-----------|-------------------------------------------|--------|
| <b>04</b> | <b>EAST ANGLIA</b>                        |        |
|           | CA CAMBRIDGESHIRE                         | 1 days |
| <b>07</b> | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |        |
|           | NY NORTH YORKSHIRE                        | 1 days |
| <b>08</b> | <b>NORTH WEST</b>                         |        |
|           | EC CHESHIRE EAST                          | 1 days |

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



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**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: 100 to 629 (units: sqm)  
Range Selected by User: 100 to 1486 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 07/06/18

*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  
Wednesday 1 days  
Thursday 1 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 undertaken using machines.*

Selected Locations:

Edge of Town Centre 1  
Neighbourhood Centre (PPS6 Local Centre) 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:

Village 1  
High Street 1  
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected  
Servicing vehicles Excluded 2 days - Selected

**Secondary Filtering selection:**Use Class:

F2(b) 3 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

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**Secondary Filtering selection (Cont.):**Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,000 or Less    | 1 days |
| 5,001 to 10,000  | 1 days |
| 15,001 to 20,000 | 1 days |

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

Population within 5 miles:

|                  |        |
|------------------|--------|
| 25,001 to 50,000 | 1 days |
| 50,001 to 75,000 | 2 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 3 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.*

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LIST OF SITES relevant to selection parameters

|          |                                                                                        |                         |                        |
|----------|----------------------------------------------------------------------------------------|-------------------------|------------------------|
| <b>1</b> | <b>CA-07-Q-02</b>                                                                      | <b>COMMUNITY CENTRE</b> | <b>CAMBRIDGESHIRE</b>  |
|          | HIGH STREET<br>CAMBOURNE                                                               |                         |                        |
|          | Edge of Town Centre<br>High Street<br>Total Gross floor area:                          | 629 sqm<br>07/06/18     | Survey Type: MANUAL    |
| <b>2</b> | <b>EC-07-Q-01</b>                                                                      | <b>COMMUNITY CENTRE</b> | <b>CHESHIRE EAST</b>   |
|          | WARRINGTON ROAD<br>MERE                                                                |                         |                        |
|          | Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total Gross floor area:         | 100 sqm<br>07/11/17     | Survey Type: MANUAL    |
| <b>3</b> | <b>NY-07-Q-01</b>                                                                      | <b>COMMUNITY CENTRE</b> | <b>NORTH YORKSHIRE</b> |
|          | SHUTE ROAD<br>CATTERRICK GARRISON                                                      |                         |                        |
|          | Neighbourhood Centre (PPS6 Local Centre)<br>No Sub Category<br>Total Gross floor area: | 316 sqm<br>10/05/17     | 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.*

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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): 2.82

| 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 | 3        | 348        | 0.383        | 3          | 348        | 0.000         | 3        | 348        | 0.383         |
| 08:00 - 09:00 | 3        | 348        | 1.435        | 3          | 348        | 0.191         | 3        | 348        | 1.626         |
| 09:00 - 10:00 | 3        | 348        | 0.957        | 3          | 348        | 0.670         | 3        | 348        | 1.627         |
| 10:00 - 11:00 | 3        | 348        | 0.766        | 3          | 348        | 0.574         | 3        | 348        | 1.340         |
| 11:00 - 12:00 | 3        | 348        | 0.191        | 3          | 348        | 1.244         | 3        | 348        | 1.435         |
| 12:00 - 13:00 | 3        | 348        | 0.096        | 3          | 348        | 0.096         | 3        | 348        | 0.192         |
| 13:00 - 14:00 | 3        | 348        | 0.191        | 3          | 348        | 0.191         | 3        | 348        | 0.382         |
| 14:00 - 15:00 | 3        | 348        | 0.383        | 3          | 348        | 0.191         | 3        | 348        | 0.574         |
| 15:00 - 16:00 | 3        | 348        | 0.383        | 3          | 348        | 0.766         | 3        | 348        | 1.149         |
| 16:00 - 17:00 | 2        | 365        | 0.137        | 2          | 365        | 0.137         | 2        | 365        | 0.274         |
| 17:00 - 18:00 | 2        | 365        | 2.606        | 2          | 365        | 1.097         | 2        | 365        | 3.703         |
| 18:00 - 19:00 | 2        | 365        | 2.469        | 2          | 365        | 0.274         | 2        | 365        | 2.743         |
| 19:00 - 20:00 | <b>2</b> | <b>365</b> | <b>4.527</b> | 2          | 365        | 4.115         | 2        | 365        | 8.642         |
| 20:00 - 21:00 | 2        | 365        | 0.000        | 2          | 365        | 0.960         | 2        | 365        | 0.960         |
| 21:00 - 22:00 | 1        | 100        | 0.000        | <b>1</b>   | <b>100</b> | <b>21.000</b> | <b>1</b> | <b>100</b> | <b>21.000</b> |
| 22:00 - 23:00 |          |            |              |            |            |               |          |            |               |
| 23:00 - 24:00 |          |            |              |            |            |               |          |            |               |
| Total Rates:  |          |            | 14.524       |            |            | 31.506        |          |            | 46.030        |

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:           | 100 - 629 (units: sqm) |
| Survey date range:                            | 01/01/16 - 07/06/18    |
| 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

**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 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 08:00 - 09:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 09:00 - 10:00 | 3        | 348        | 0.096        | 3          | 348        | 0.096        | 3        | 348        | 0.192        |
| 10:00 - 11:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 11:00 - 12:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 12:00 - 13:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 13:00 - 14:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 14:00 - 15:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 15:00 - 16:00 | 3        | 348        | 0.096        | 3          | 348        | 0.000        | 3        | 348        | 0.096        |
| 16:00 - 17:00 | 2        | 365        | 0.137        | <b>2</b>   | <b>365</b> | <b>0.274</b> | <b>2</b> | <b>365</b> | <b>0.411</b> |
| 17:00 - 18:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 18:00 - 19:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 19:00 - 20:00 | <b>2</b> | <b>365</b> | <b>0.274</b> | 2          | 365        | 0.137        | 2        | 365        | 0.411        |
| 20:00 - 21:00 | 2        | 365        | 0.000        | 2          | 365        | 0.137        | 2        | 365        | 0.137        |
| 21:00 - 22:00 | 1        | 100        | 0.000        | 1          | 100        | 0.000        | 1        | 100        | 0.000        |
| 22:00 - 23:00 |          |            |              |            |            |              |          |            |              |
| 23:00 - 24:00 |          |            |              |            |            |              |          |            |              |
| Total Rates:  |          |            | 0.603        |            |            | 0.644        |          |            | 1.247        |

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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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 | 3        | 348        | 0.383        | 3          | 348        | 0.000         | 3        | 348        | 0.383         |
| 08:00 - 09:00 | 3        | 348        | 2.392        | 3          | 348        | 0.287         | 3        | 348        | 2.679         |
| 09:00 - 10:00 | 3        | 348        | 1.627        | 3          | 348        | 1.340         | 3        | 348        | 2.967         |
| 10:00 - 11:00 | 3        | 348        | 1.244        | 3          | 348        | 0.766         | 3        | 348        | 2.010         |
| 11:00 - 12:00 | 3        | 348        | 0.287        | 3          | 348        | 2.392         | 3        | 348        | 2.679         |
| 12:00 - 13:00 | 3        | 348        | 0.096        | 3          | 348        | 0.096         | 3        | 348        | 0.192         |
| 13:00 - 14:00 | 3        | 348        | 0.191        | 3          | 348        | 0.191         | 3        | 348        | 0.382         |
| 14:00 - 15:00 | 3        | 348        | 0.383        | 3          | 348        | 0.287         | 3        | 348        | 0.670         |
| 15:00 - 16:00 | 3        | 348        | 0.478        | 3          | 348        | 0.766         | 3        | 348        | 1.244         |
| 16:00 - 17:00 | 2        | 365        | 0.137        | 2          | 365        | 0.137         | 2        | 365        | 0.274         |
| 17:00 - 18:00 | 2        | 365        | 5.624        | 2          | 365        | 1.372         | 2        | 365        | 6.996         |
| 18:00 - 19:00 | 2        | 365        | 3.978        | 2          | 365        | 0.274         | 2        | 365        | 4.252         |
| 19:00 - 20:00 | <b>2</b> | <b>365</b> | <b>5.761</b> | 2          | 365        | 8.642         | 2        | 365        | 14.403        |
| 20:00 - 21:00 | 2        | 365        | 0.000        | 2          | 365        | 1.097         | 2        | 365        | 1.097         |
| 21:00 - 22:00 | 1        | 100        | 0.000        | <b>1</b>   | <b>100</b> | <b>28.000</b> | <b>1</b> | <b>100</b> | <b>28.000</b> |
| 22:00 - 23:00 |          |            |              |            |            |               |          |            |               |
| 23:00 - 24:00 |          |            |              |            |            |               |          |            |               |
| Total Rates:  |          |            | 22.581       |            |            | 45.647        |          |            | 68.228        |

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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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 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 08:00 - 09:00 | 3        | 348        | 0.670        | 3          | 348        | 0.096        | 3        | 348        | 0.766        |
| 09:00 - 10:00 | <b>3</b> | <b>348</b> | <b>4.019</b> | 3          | 348        | 0.096        | 3        | 348        | 4.115        |
| 10:00 - 11:00 | 3        | 348        | 1.053        | 3          | 348        | 0.957        | 3        | 348        | 2.010        |
| 11:00 - 12:00 | 3        | 348        | 0.383        | <b>3</b>   | <b>348</b> | <b>4.498</b> | <b>3</b> | <b>348</b> | <b>4.881</b> |
| 12:00 - 13:00 | 3        | 348        | 0.000        | 3          | 348        | 0.096        | 3        | 348        | 0.096        |
| 13:00 - 14:00 | 3        | 348        | 0.191        | 3          | 348        | 0.191        | 3        | 348        | 0.382        |
| 14:00 - 15:00 | 3        | 348        | 0.096        | 3          | 348        | 0.000        | 3        | 348        | 0.096        |
| 15:00 - 16:00 | 3        | 348        | 1.435        | 3          | 348        | 0.766        | 3        | 348        | 2.201        |
| 16:00 - 17:00 | 2        | 365        | 0.000        | 2          | 365        | 0.137        | 2        | 365        | 0.137        |
| 17:00 - 18:00 | 2        | 365        | 0.686        | 2          | 365        | 1.235        | 2        | 365        | 1.921        |
| 18:00 - 19:00 | 2        | 365        | 1.646        | 2          | 365        | 0.549        | 2        | 365        | 2.195        |
| 19:00 - 20:00 | 2        | 365        | 1.509        | 2          | 365        | 2.606        | 2        | 365        | 4.115        |
| 20:00 - 21:00 | 2        | 365        | 0.000        | 2          | 365        | 1.097        | 2        | 365        | 1.097        |
| 21:00 - 22:00 | 1        | 100        | 0.000        | 1          | 100        | 0.000        | 1        | 100        | 0.000        |
| 22:00 - 23:00 |          |            |              |            |            |              |          |            |              |
| 23:00 - 24:00 |          |            |              |            |            |              |          |            |              |
| Total Rates:  |          |            | 11.688       |            |            | 12.324       |          |            | 24.012       |

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.

RPS 1st Floor West London

Licence No: 705125

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

**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 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 08:00 - 09:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 09:00 - 10:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 10:00 - 11:00 | <b>3</b> | <b>348</b> | <b>2.201</b> | 3          | 348        | 0.000        | <b>3</b> | <b>348</b> | <b>2.201</b> |
| 11:00 - 12:00 | 3        | 348        | 0.383        | 3          | 348        | 0.574        | 3        | 348        | 0.957        |
| 12:00 - 13:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 13:00 - 14:00 | 3        | 348        | 0.191        | 3          | 348        | 0.574        | 3        | 348        | 0.765        |
| 14:00 - 15:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 15:00 - 16:00 | 3        | 348        | 0.000        | <b>3</b>   | <b>348</b> | <b>1.531</b> | 3        | 348        | 1.531        |
| 16:00 - 17:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 17:00 - 18:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 18:00 - 19:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 19:00 - 20:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 20:00 - 21:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 21:00 - 22:00 | 1        | 100        | 0.000        | 1          | 100        | 0.000        | 1        | 100        | 0.000        |
| 22:00 - 23:00 |          |            |              |            |            |              |          |            |              |
| 23:00 - 24:00 |          |            |              |            |            |              |          |            |              |
| Total Rates:  |          |            | 2.775        |            |            | 2.679        |          |            | 5.454        |

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.



RPS 1st Floor West London

Licence No: 705125

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

**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 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 08:00 - 09:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 09:00 - 10:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 10:00 - 11:00 | <b>3</b> | <b>348</b> | <b>2.201</b> | 3          | 348        | 0.000        | <b>3</b> | <b>348</b> | <b>2.201</b> |
| 11:00 - 12:00 | 3        | 348        | 0.383        | 3          | 348        | 0.574        | 3        | 348        | 0.957        |
| 12:00 - 13:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 13:00 - 14:00 | 3        | 348        | 0.191        | 3          | 348        | 0.574        | 3        | 348        | 0.765        |
| 14:00 - 15:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 15:00 - 16:00 | 3        | 348        | 0.000        | <b>3</b>   | <b>348</b> | <b>1.531</b> | 3        | 348        | 1.531        |
| 16:00 - 17:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 17:00 - 18:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 18:00 - 19:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 19:00 - 20:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 20:00 - 21:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 21:00 - 22:00 | 1        | 100        | 0.000        | 1          | 100        | 0.000        | 1        | 100        | 0.000        |
| 22:00 - 23:00 |          |            |              |            |            |              |          |            |              |
| 23:00 - 24:00 |          |            |              |            |            |              |          |            |              |
| Total Rates:  |          |            | 2.775        |            |            | 2.679        |          |            | 5.454        |

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.

RPS 1st Floor West London

Licence No: 705125

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): 2.82

| 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 | 3        | 348        | 0.383        | 3          | 348        | 0.000         | 3        | 348        | 0.383         |
| 08:00 - 09:00 | 3        | 348        | 3.062        | 3          | 348        | 0.383         | 3        | 348        | 3.445         |
| 09:00 - 10:00 | 3        | 348        | 5.742        | 3          | 348        | 1.531         | 3        | 348        | 7.273         |
| 10:00 - 11:00 | 3        | 348        | 4.498        | 3          | 348        | 1.722         | 3        | 348        | 6.220         |
| 11:00 - 12:00 | 3        | 348        | 1.053        | 3          | 348        | 7.464         | 3        | 348        | 8.517         |
| 12:00 - 13:00 | 3        | 348        | 0.096        | 3          | 348        | 0.191         | 3        | 348        | 0.287         |
| 13:00 - 14:00 | 3        | 348        | 0.574        | 3          | 348        | 0.957         | 3        | 348        | 1.531         |
| 14:00 - 15:00 | 3        | 348        | 0.478        | 3          | 348        | 0.287         | 3        | 348        | 0.765         |
| 15:00 - 16:00 | 3        | 348        | 2.010        | 3          | 348        | 3.062         | 3        | 348        | 5.072         |
| 16:00 - 17:00 | 2        | 365        | 0.274        | 2          | 365        | 0.549         | 2        | 365        | 0.823         |
| 17:00 - 18:00 | 2        | 365        | 6.310        | 2          | 365        | 2.606         | 2        | 365        | 8.916         |
| 18:00 - 19:00 | 2        | 365        | 5.624        | 2          | 365        | 0.823         | 2        | 365        | 6.447         |
| 19:00 - 20:00 | <b>2</b> | <b>365</b> | <b>7.545</b> | 2          | 365        | 11.385        | 2        | 365        | 18.930        |
| 20:00 - 21:00 | 2        | 365        | 0.000        | 2          | 365        | 2.332         | 2        | 365        | 2.332         |
| 21:00 - 22:00 | 1        | 100        | 0.000        | <b>1</b>   | <b>100</b> | <b>28.000</b> | <b>1</b> | <b>100</b> | <b>28.000</b> |
| 22:00 - 23:00 |          |            |              |            |            |               |          |            |               |
| 23:00 - 24:00 |          |            |              |            |            |               |          |            |               |
| Total Rates:  |          |            | 37.649       |            |            | 61.292        |          |            | 98.941        |

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.

RPS 1st Floor West London

Licence No: 705125

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 | 3        | 348        | 0.383        | 3          | 348        | 0.000         | 3        | 348        | 0.383         |
| 08:00 - 09:00 | 3        | 348        | 1.340        | 3          | 348        | 0.191         | 3        | 348        | 1.531         |
| 09:00 - 10:00 | 3        | 348        | 0.861        | 3          | 348        | 0.670         | 3        | 348        | 1.531         |
| 10:00 - 11:00 | 3        | 348        | 0.766        | 3          | 348        | 0.478         | 3        | 348        | 1.244         |
| 11:00 - 12:00 | 3        | 348        | 0.191        | 3          | 348        | 1.244         | 3        | 348        | 1.435         |
| 12:00 - 13:00 | 3        | 348        | 0.096        | 3          | 348        | 0.096         | 3        | 348        | 0.192         |
| 13:00 - 14:00 | 3        | 348        | 0.191        | 3          | 348        | 0.191         | 3        | 348        | 0.382         |
| 14:00 - 15:00 | 3        | 348        | 0.287        | 3          | 348        | 0.191         | 3        | 348        | 0.478         |
| 15:00 - 16:00 | 3        | 348        | 0.383        | 3          | 348        | 0.670         | 3        | 348        | 1.053         |
| 16:00 - 17:00 | 2        | 365        | 0.137        | 2          | 365        | 0.137         | 2        | 365        | 0.274         |
| 17:00 - 18:00 | 2        | 365        | 2.606        | 2          | 365        | 1.097         | 2        | 365        | 3.703         |
| 18:00 - 19:00 | 2        | 365        | 2.469        | 2          | 365        | 0.274         | 2        | 365        | 2.743         |
| 19:00 - 20:00 | <b>2</b> | <b>365</b> | <b>4.527</b> | 2          | 365        | 4.115         | 2        | 365        | 8.642         |
| 20:00 - 21:00 | 2        | 365        | 0.000        | 2          | 365        | 0.960         | 2        | 365        | 0.960         |
| 21:00 - 22:00 | 1        | 100        | 0.000        | <b>1</b>   | <b>100</b> | <b>21.000</b> | <b>1</b> | <b>100</b> | <b>21.000</b> |
| 22:00 - 23:00 |          |            |              |            |            |               |          |            |               |
| 23:00 - 24:00 |          |            |              |            |            |               |          |            |               |
| Total Rates:  |          |            | 14.237       |            |            | 31.314        |          |            | 45.551        |

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.

RPS 1st Floor West London

Licence No: 705125

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 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 08:00 - 09:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 09:00 - 10:00 | <b>3</b> | <b>348</b> | <b>0.096</b> | 3          | 348        | 0.000        | <b>3</b> | <b>348</b> | <b>0.096</b> |
| 10:00 - 11:00 | 3        | 348        | 0.000        | <b>3</b>   | <b>348</b> | <b>0.096</b> | 3        | 348        | 0.096        |
| 11:00 - 12:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 12:00 - 13:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 13:00 - 14:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 14:00 - 15:00 | 3        | 348        | 0.096        | 3          | 348        | 0.000        | 3        | 348        | 0.096        |
| 15:00 - 16:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 16:00 - 17:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 17:00 - 18:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 18:00 - 19:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 19:00 - 20:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 20:00 - 21:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 21:00 - 22:00 | 1        | 100        | 0.000        | 1          | 100        | 0.000        | 1        | 100        | 0.000        |
| 22:00 - 23:00 |          |            |              |            |            |              |          |            |              |
| 23:00 - 24:00 |          |            |              |            |            |              |          |            |              |
| Total Rates:  |          |            | 0.192        |            |            | 0.096        |          |            | 0.288        |

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.

RPS 1st Floor West London

Licence No: 705125

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 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 08:00 - 09:00 | <b>3</b> | <b>348</b> | <b>0.096</b> | 3          | 348        | 0.000        | <b>3</b> | <b>348</b> | <b>0.096</b> |
| 09:00 - 10:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 10:00 - 11:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 11:00 - 12:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 12:00 - 13:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 13:00 - 14:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 14:00 - 15:00 | 3        | 348        | 0.000        | 3          | 348        | 0.000        | 3        | 348        | 0.000        |
| 15:00 - 16:00 | 3        | 348        | 0.000        | <b>3</b>   | <b>348</b> | <b>0.096</b> | 3        | 348        | 0.096        |
| 16:00 - 17:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 17:00 - 18:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 18:00 - 19:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 19:00 - 20:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 20:00 - 21:00 | 2        | 365        | 0.000        | 2          | 365        | 0.000        | 2        | 365        | 0.000        |
| 21:00 - 22:00 | 1        | 100        | 0.000        | 1          | 100        | 0.000        | 1        | 100        | 0.000        |
| 22:00 - 23:00 |          |            |              |            |            |              |          |            |              |
| 23:00 - 24:00 |          |            |              |            |            |              |          |            |              |
| Total Rates:  |          |            | 0.096        |            |            | 0.096        |          |            | 0.192        |

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.

Calculation Reference: AUDIT-705125-241210-1205

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION  
Category : A - PRIMARY

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|    |                    |        |
|----|--------------------|--------|
| 02 | SOUTH EAST         |        |
|    | HC HAMPSHIRE       | 1 days |
|    | ON LUTON           | 1 days |
| 03 | SOUTH WEST         |        |
|    | CW CORNWALL        | 1 days |
|    | GS GLOUCESTERSHIRE | 1 days |
|    | SM SOMERSET        | 1 days |
|    | WL WILTSHIRE       | 1 days |
| 04 | EAST ANGLIA        |        |
|    | CA CAMBRIDGESHIRE  | 1 days |
|    | NF NORFOLK         | 1 days |
| 06 | WEST MIDLANDS      |        |
|    | WK WARWICKSHIRE    | 1 days |
| 08 | NORTH WEST         |        |
|    | BP BLACKPOOL       | 1 days |
| 09 | NORTH              |        |
|    | TV TEES VALLEY     | 3 days |

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

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**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: Number of pupils  
Actual Range: 126 to 538 (units: )  
Range Selected by User: 92 to 538 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 17/11/23

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 1 days |
| Tuesday   | 4 days |
| Wednesday | 4 days |
| Thursday  | 3 days |
| Friday    | 1 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 13 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)       | 4 |
| Edge of Town                             | 4 |
| Neighbourhood Centre (PPS6 Local Centre) | 5 |

*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 | 10 |
| Village          | 3  |

*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.*

Inclusion of Servicing Vehicles Counts:

|                             |                    |
|-----------------------------|--------------------|
| Servicing vehicles Included | 11 days - Selected |
| Servicing vehicles Excluded | 2 days - Selected  |

**Secondary Filtering selection:**Use Class:

|       |         |
|-------|---------|
| F1(a) | 13 days |
|-------|---------|

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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:

|                   |        |
|-------------------|--------|
| 1,001 to 5,000    | 2 days |
| 5,001 to 10,000   | 2 days |
| 10,001 to 15,000  | 2 days |
| 15,001 to 20,000  | 2 days |
| 20,001 to 25,000  | 1 days |
| 25,001 to 50,000  | 3 days |
| 50,001 to 100,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 1 days |
| 50,001 to 75,000   | 1 days |
| 75,001 to 100,000  | 1 days |
| 100,001 to 125,000 | 2 days |
| 125,001 to 250,000 | 6 days |
| 250,001 to 500,000 | 2 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 9 days |
| 1.1 to 1.5 | 4 days |

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

Travel Plan:

|     |         |
|-----|---------|
| Yes | 1 days  |
| No  | 12 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 | 13 days |
|-----------------|---------|

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



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LIST OF SITES relevant to selection parameters

|          |                                          |                        |                        |
|----------|------------------------------------------|------------------------|------------------------|
| <b>1</b> | <b>BP-04-A-01</b>                        | <b>PRIMARY SCHOOL</b>  | <b>BLACKPOOL</b>       |
|          | SEVERN ROAD                              |                        |                        |
|          | BLACKPOOL                                |                        |                        |
|          | SOUTH SHORE                              |                        |                        |
|          | Neighbourhood Centre (PPS6 Local Centre) |                        |                        |
|          | Residential Zone                         |                        |                        |
|          | Total Number of pupils:                  | 449                    |                        |
|          | Survey date: TUESDAY                     | 27/09/16               | Survey Type: MANUAL    |
| <b>2</b> | <b>CA-04-A-02</b>                        | <b>PRIMARY SCHOOL</b>  | <b>CAMBRIDGESHIRE</b>  |
|          | ARBURY ROAD                              |                        |                        |
|          | CAMBRIDGE                                |                        |                        |
|          | ARBURY                                   |                        |                        |
|          | Suburban Area (PPS6 Out of Centre)       |                        |                        |
|          | Residential Zone                         |                        |                        |
|          | Total Number of pupils:                  | 282                    |                        |
|          | Survey date: WEDNESDAY                   | 21/06/23               | Survey Type: MANUAL    |
| <b>3</b> | <b>CW-04-A-03</b>                        | <b>PRIMARY ACADEMY</b> | <b>CORNWALL</b>        |
|          | TREVERBYN RISE                           |                        |                        |
|          | PENRYN                                   |                        |                        |
|          | Suburban Area (PPS6 Out of Centre)       |                        |                        |
|          | Residential Zone                         |                        |                        |
|          | Total Number of pupils:                  | 440                    |                        |
|          | Survey date: THURSDAY                    | 28/03/19               | Survey Type: MANUAL    |
| <b>4</b> | <b>GS-04-A-01</b>                        | <b>PRIMARY SCHOOL</b>  | <b>GLOUCESTERSHIRE</b> |
|          | ROBERT BURNS AVENUE                      |                        |                        |
|          | CHELTENHAM SPA                           |                        |                        |
|          | BENHALL                                  |                        |                        |
|          | Suburban Area (PPS6 Out of Centre)       |                        |                        |
|          | Residential Zone                         |                        |                        |
|          | Total Number of pupils:                  | 238                    |                        |
|          | Survey date: TUESDAY                     | 02/05/23               | Survey Type: MANUAL    |
| <b>5</b> | <b>HC-04-A-01</b>                        | <b>PRIMARY SCHOOL</b>  | <b>HAMPSHIRE</b>       |
|          | BLUEBELL WAY                             |                        |                        |
|          | WHITELEY                                 |                        |                        |
|          | Edge of Town                             |                        |                        |
|          | Residential Zone                         |                        |                        |
|          | Total Number of pupils:                  | 274                    |                        |
|          | Survey date: TUESDAY                     | 27/06/23               | Survey Type: MANUAL    |
| <b>6</b> | <b>NF-04-A-01</b>                        | <b>PRIMARY SCHOOL</b>  | <b>NORFOLK</b>         |
|          | CITY ROAD                                |                        |                        |
|          | NORWICH                                  |                        |                        |
|          | LAKENHAM                                 |                        |                        |
|          | Suburban Area (PPS6 Out of Centre)       |                        |                        |
|          | Residential Zone                         |                        |                        |
|          | Total Number of pupils:                  | 420                    |                        |
|          | Survey date: WEDNESDAY                   | 21/09/22               | Survey Type: MANUAL    |
| <b>7</b> | <b>ON-04-A-01</b>                        | <b>PRIMARY SCHOOL</b>  | <b>LUTON</b>           |
|          | TENNYSON ROAD                            |                        |                        |
|          | LUTON                                    |                        |                        |
|          | Edge of Town                             |                        |                        |
|          | Residential Zone                         |                        |                        |
|          | Total Number of pupils:                  | 210                    |                        |
|          | Survey date: FRIDAY                      | 17/11/23               | Survey Type: MANUAL    |

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LIST OF SITES relevant to selection parameters (Cont.)

|           |                                                                                                                                                                                            |                               |                     |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------|
| <b>8</b>  | <b>SM-04-A-01</b>                                                                                                                                                                          | <b>PRIMARY SCHOOL</b>         | <b>SOMERSET</b>     |
|           | BRIDGWATER ROAD<br>NEAR TAUNTON<br>BATHPOOL<br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total Number of pupils: 407<br>Survey date: THURSDAY 27/09/18<br>Survey Type: MANUAL |                               |                     |
| <b>9</b>  | <b>TV-04-A-01</b>                                                                                                                                                                          | <b>PRIMARY SCHOOL</b>         | <b>TEES VALLEY</b>  |
|           | CLIFTON AVENUE<br>BILLINGHAM<br><br>Neighbourhood Centre (PPS6 Local Centre)<br>Residential Zone<br>Total Number of pupils: 538<br>Survey date: WEDNESDAY 25/05/22<br>Survey Type: MANUAL  |                               |                     |
| <b>10</b> | <b>TV-04-A-02</b>                                                                                                                                                                          | <b>PRIMARY SCHOOL</b>         | <b>TEES VALLEY</b>  |
|           | WOLVISTON MILL LANE<br>BILLINGHAM<br><br>Edge of Town<br>Residential Zone<br>Total Number of pupils: 232<br>Survey date: MONDAY 23/05/22<br>Survey Type: MANUAL                            |                               |                     |
| <b>11</b> | <b>TV-04-A-03</b>                                                                                                                                                                          | <b>PRIMARY SCHOOL</b>         | <b>TEES VALLEY</b>  |
|           | THE GREEN<br>BILLINGHAM<br>WOLVISTON<br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total Number of pupils: 126<br>Survey date: THURSDAY 26/05/22<br>Survey Type: MANUAL        |                               |                     |
| <b>12</b> | <b>WK-04-A-01</b>                                                                                                                                                                          | <b>C OF E JUNIOR SCHOOL</b>   | <b>WARWICKSHIRE</b> |
|           | PLANTAGENET DRIVE<br>RUGBY<br><br>Edge of Town<br>Residential Zone<br>Total Number of pupils: 420<br>Survey date: TUESDAY 15/11/22<br>Survey Type: MANUAL                                  |                               |                     |
| <b>13</b> | <b>WL-04-A-02</b>                                                                                                                                                                          | <b>C OF E PRIMARY ACADEMY</b> | <b>WILTSHIRE</b>    |
|           | HIGH STREET<br>ROWDE<br><br>Neighbourhood Centre (PPS6 Local Centre)<br>Village<br>Total Number of pupils: 199<br>Survey date: WEDNESDAY 03/04/19<br>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 Rates for Key Periods |         | Trips per 1 pupils PUPILS |       |
|----------------------------|---------|---------------------------|-------|
| Period                     | Inbound | Outbound                  | Total |
| 0800-0900                  | 0.323   | 0.281                     | 0.604 |
| 1700-1800                  | 0.017   | 0.036                     | 0.053 |

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

**MULTI-MODAL TOTAL VEHICLES**

**Calculation factor: 1 PUPILS**

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

Total People to Total Vehicles ratio (all time periods and directions): 2.40

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. PUPILS | Trip Rate    | No. Days   | Ave. PUPILS | Trip Rate    | No. Days  | Ave. PUPILS | 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 | 13        | 326         | 0.069        | 13         | 326         | 0.030        | 13        | 326         | 0.099        |
| 08:00 - 09:00 | <b>13</b> | <b>326</b>  | <b>0.323</b> | <b>13</b>  | <b>326</b>  | <b>0.281</b> | <b>13</b> | <b>326</b>  | <b>0.604</b> |
| 09:00 - 10:00 | 13        | 326         | 0.026        | 13         | 326         | 0.023        | 13        | 326         | 0.049        |
| 10:00 - 11:00 | 13        | 326         | 0.016        | 13         | 326         | 0.013        | 13        | 326         | 0.029        |
| 11:00 - 12:00 | 13        | 326         | 0.023        | 13         | 326         | 0.021        | 13        | 326         | 0.044        |
| 12:00 - 13:00 | 13        | 326         | 0.023        | 13         | 326         | 0.022        | 13        | 326         | 0.045        |
| 13:00 - 14:00 | 13        | 326         | 0.021        | 13         | 326         | 0.031        | 13        | 326         | 0.052        |
| 14:00 - 15:00 | 13        | 326         | 0.047        | 13         | 326         | 0.042        | 13        | 326         | 0.089        |
| 15:00 - 16:00 | 13        | 326         | 0.220        | 13         | 326         | 0.250        | 13        | 326         | 0.470        |
| 16:00 - 17:00 | 13        | 326         | 0.058        | 13         | 326         | 0.091        | 13        | 326         | 0.149        |
| 17:00 - 18:00 | 12        | 336         | 0.017        | 12         | 336         | 0.036        | 12        | 336         | 0.053        |
| 18:00 - 19:00 | 12        | 336         | 0.009        | 12         | 336         | 0.007        | 12        | 336         | 0.016        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.852        |            |             | 0.847        |           |             | 1.699        |

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:126 - 538 (units: )

Survey date date range:01/01/16 - 17/11/23

Number of weekdays (Monday-Friday):13

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 04 - EDUCATION/A - PRIMARY  
**MULTI-MODAL TAXIS**  
**Calculation factor: 1 PUPILS**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. PUPILS | Trip Rate    | No. Days   | Ave. PUPILS | Trip Rate    | No. Days  | Ave. PUPILS | 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 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 08:00 - 09:00 | <b>13</b> | <b>326</b>  | <b>0.006</b> | <b>13</b>  | <b>326</b>  | <b>0.006</b> | <b>13</b> | <b>326</b>  | <b>0.012</b> |
| 09:00 - 10:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 10:00 - 11:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 11:00 - 12:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 12:00 - 13:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 13:00 - 14:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 14:00 - 15:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 15:00 - 16:00 | 13        | 326         | 0.004        | 13         | 326         | 0.004        | 13        | 326         | 0.008        |
| 16:00 - 17:00 | 13        | 326         | 0.000        | 13         | 326         | 0.001        | 13        | 326         | 0.001        |
| 17:00 - 18:00 | 12        | 336         | 0.000        | 12         | 336         | 0.000        | 12        | 336         | 0.000        |
| 18:00 - 19:00 | 12        | 336         | 0.000        | 12         | 336         | 0.000        | 12        | 336         | 0.000        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.010        |            |             | 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.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY  
**MULTI-MODAL OGVS**  
**Calculation factor: 1 PUPILS**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. PUPILS | Trip Rate    | No. Days   | Ave. PUPILS | Trip Rate    | No. Days  | Ave. PUPILS | 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 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 08:00 - 09:00 | 13        | 326         | 0.000        | <b>13</b>  | <b>326</b>  | <b>0.000</b> | 13        | 326         | 0.000        |
| 09:00 - 10:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 10:00 - 11:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 11:00 - 12:00 | <b>13</b> | <b>326</b>  | <b>0.001</b> | 13         | 326         | 0.000        | <b>13</b> | <b>326</b>  | <b>0.001</b> |
| 12:00 - 13:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 13:00 - 14:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 14:00 - 15:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 15:00 - 16:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 16:00 - 17:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 17:00 - 18:00 | 12        | 336         | 0.000        | 12         | 336         | 0.000        | 12        | 336         | 0.000        |
| 18:00 - 19:00 | 12        | 336         | 0.000        | 12         | 336         | 0.000        | 12        | 336         | 0.000        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.001        |            |             | 0.000        |           |             | 0.001        |

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 04 - EDUCATION/A - PRIMARY  
**MULTI-MODAL PSVS**  
**Calculation factor: 1 PUPILS**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. PUPILS | Trip Rate    | No. Days   | Ave. PUPILS | Trip Rate    | No. Days  | Ave. PUPILS | 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 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 08:00 - 09:00 | <b>13</b> | <b>326</b>  | <b>0.001</b> | 13         | 326         | 0.000        | <b>13</b> | <b>326</b>  | <b>0.001</b> |
| 09:00 - 10:00 | 13        | 326         | 0.000        | <b>13</b>  | <b>326</b>  | <b>0.001</b> | 13        | 326         | 0.001        |
| 10:00 - 11:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 11:00 - 12:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 12:00 - 13:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 13:00 - 14:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 14:00 - 15:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 15:00 - 16:00 | 13        | 326         | 0.000        | 13         | 326         | 0.001        | 13        | 326         | 0.001        |
| 16:00 - 17:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 17:00 - 18:00 | 12        | 336         | 0.000        | 12         | 336         | 0.000        | 12        | 336         | 0.000        |
| 18:00 - 19:00 | 12        | 336         | 0.000        | 12         | 336         | 0.000        | 12        | 336         | 0.000        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.001        |            |             | 0.002        |           |             | 0.003        |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals 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 04 - EDUCATION/A - PRIMARY  
**MULTI-MODAL CYCLISTS**  
**Calculation factor: 1 PUPILS**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. PUPILS | Trip Rate    | No. Days   | Ave. PUPILS | Trip Rate    | No. Days  | Ave. PUPILS | 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 | 13        | 326         | 0.005        | 13         | 326         | 0.000        | 13        | 326         | 0.005        |
| 08:00 - 09:00 | <b>13</b> | <b>326</b>  | <b>0.046</b> | 13         | 326         | 0.004        | <b>13</b> | <b>326</b>  | <b>0.050</b> |
| 09:00 - 10:00 | 13        | 326         | 0.001        | 13         | 326         | 0.001        | 13        | 326         | 0.002        |
| 10:00 - 11:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 11:00 - 12:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 12:00 - 13:00 | 13        | 326         | 0.001        | 13         | 326         | 0.003        | 13        | 326         | 0.004        |
| 13:00 - 14:00 | 13        | 326         | 0.001        | 13         | 326         | 0.007        | 13        | 326         | 0.008        |
| 14:00 - 15:00 | 13        | 326         | 0.000        | 13         | 326         | 0.001        | 13        | 326         | 0.001        |
| 15:00 - 16:00 | 13        | 326         | 0.004        | <b>13</b>  | <b>326</b>  | <b>0.035</b> | 13        | 326         | 0.039        |
| 16:00 - 17:00 | 13        | 326         | 0.001        | 13         | 326         | 0.006        | 13        | 326         | 0.007        |
| 17:00 - 18:00 | 12        | 336         | 0.004        | 12         | 336         | 0.004        | 12        | 336         | 0.008        |
| 18:00 - 19:00 | 12        | 336         | 0.000        | 12         | 336         | 0.001        | 12        | 336         | 0.001        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.063        |            |             | 0.062        |           |             | 0.125        |

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

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



TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY  
**MULTI-MODAL VEHICLE OCCUPANTS**  
**Calculation factor: 1 PUPILS**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. PUPILS | Trip Rate    | No. Days   | Ave. PUPILS | Trip Rate    | No. Days  | Ave. PUPILS | 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 | 13        | 326         | 0.095        | 13         | 326         | 0.018        | 13        | 326         | 0.113        |
| 08:00 - 09:00 | <b>13</b> | <b>326</b>  | <b>0.449</b> | 13         | 326         | 0.067        | <b>13</b> | <b>326</b>  | <b>0.516</b> |
| 09:00 - 10:00 | 13        | 326         | 0.032        | 13         | 326         | 0.017        | 13        | 326         | 0.049        |
| 10:00 - 11:00 | 13        | 326         | 0.017        | 13         | 326         | 0.013        | 13        | 326         | 0.030        |
| 11:00 - 12:00 | 13        | 326         | 0.019        | 13         | 326         | 0.019        | 13        | 326         | 0.038        |
| 12:00 - 13:00 | 13        | 326         | 0.020        | 13         | 326         | 0.021        | 13        | 326         | 0.041        |
| 13:00 - 14:00 | 13        | 326         | 0.019        | 13         | 326         | 0.034        | 13        | 326         | 0.053        |
| 14:00 - 15:00 | 13        | 326         | 0.027        | 13         | 326         | 0.052        | 13        | 326         | 0.079        |
| 15:00 - 16:00 | 13        | 326         | 0.061        | <b>13</b>  | <b>326</b>  | <b>0.341</b> | 13        | 326         | 0.402        |
| 16:00 - 17:00 | 13        | 326         | 0.032        | 13         | 326         | 0.135        | 13        | 326         | 0.167        |
| 17:00 - 18:00 | 12        | 336         | 0.014        | 12         | 336         | 0.049        | 12        | 336         | 0.063        |
| 18:00 - 19:00 | 12        | 336         | 0.010        | 12         | 336         | 0.010        | 12        | 336         | 0.020        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.795        |            |             | 0.776        |           |             | 1.571        |

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 04 - EDUCATION/A - PRIMARY  
**MULTI-MODAL PEDESTRIANS**  
**Calculation factor: 1 PUPILS**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. PUPILS | Trip Rate    | No. Days   | Ave. PUPILS | Trip Rate    | No. Days  | Ave. PUPILS | 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 | 13        | 326         | 0.026        | 13         | 326         | 0.012        | 13        | 326         | 0.038        |
| 08:00 - 09:00 | <b>13</b> | <b>326</b>  | <b>0.573</b> | 13         | 326         | 0.213        | <b>13</b> | <b>326</b>  | <b>0.786</b> |
| 09:00 - 10:00 | 13        | 326         | 0.021        | 13         | 326         | 0.018        | 13        | 326         | 0.039        |
| 10:00 - 11:00 | 13        | 326         | 0.005        | 13         | 326         | 0.011        | 13        | 326         | 0.016        |
| 11:00 - 12:00 | 13        | 326         | 0.016        | 13         | 326         | 0.019        | 13        | 326         | 0.035        |
| 12:00 - 13:00 | 13        | 326         | 0.027        | 13         | 326         | 0.031        | 13        | 326         | 0.058        |
| 13:00 - 14:00 | 13        | 326         | 0.016        | 13         | 326         | 0.027        | 13        | 326         | 0.043        |
| 14:00 - 15:00 | 13        | 326         | 0.063        | 13         | 326         | 0.051        | 13        | 326         | 0.114        |
| 15:00 - 16:00 | 13        | 326         | 0.179        | <b>13</b>  | <b>326</b>  | <b>0.479</b> | 13        | 326         | 0.658        |
| 16:00 - 17:00 | 13        | 326         | 0.023        | 13         | 326         | 0.070        | 13        | 326         | 0.093        |
| 17:00 - 18:00 | 12        | 336         | 0.010        | 12         | 336         | 0.029        | 12        | 336         | 0.039        |
| 18:00 - 19:00 | 12        | 336         | 0.002        | 12         | 336         | 0.004        | 12        | 336         | 0.006        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.961        |            |             | 0.964        |           |             | 1.925        |

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 04 - EDUCATION/A - PRIMARY  
**MULTI-MODAL BUS/TRAM PASSENGERS**  
**Calculation factor: 1 PUPILS**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. PUPILS | Trip Rate    | No. Days   | Ave. PUPILS | Trip Rate    | No. Days  | Ave. PUPILS | 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 | 13        | 326         | 0.006        | 13         | 326         | 0.001        | 13        | 326         | 0.007        |
| 08:00 - 09:00 | <b>13</b> | <b>326</b>  | <b>0.105</b> | 13         | 326         | 0.047        | <b>13</b> | <b>326</b>  | <b>0.152</b> |
| 09:00 - 10:00 | 13        | 326         | 0.003        | 13         | 326         | 0.002        | 13        | 326         | 0.005        |
| 10:00 - 11:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 11:00 - 12:00 | 13        | 326         | 0.004        | 13         | 326         | 0.003        | 13        | 326         | 0.007        |
| 12:00 - 13:00 | 13        | 326         | 0.005        | 13         | 326         | 0.005        | 13        | 326         | 0.010        |
| 13:00 - 14:00 | 13        | 326         | 0.001        | 13         | 326         | 0.007        | 13        | 326         | 0.008        |
| 14:00 - 15:00 | 13        | 326         | 0.008        | 13         | 326         | 0.002        | 13        | 326         | 0.010        |
| 15:00 - 16:00 | 13        | 326         | 0.035        | <b>13</b>  | <b>326</b>  | <b>0.085</b> | 13        | 326         | 0.120        |
| 16:00 - 17:00 | 13        | 326         | 0.004        | 13         | 326         | 0.017        | 13        | 326         | 0.021        |
| 17:00 - 18:00 | 12        | 336         | 0.001        | 12         | 336         | 0.005        | 12        | 336         | 0.006        |
| 18:00 - 19:00 | 12        | 336         | 0.000        | 12         | 336         | 0.000        | 12        | 336         | 0.000        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.172        |            |             | 0.174        |           |             | 0.346        |

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 04 - EDUCATION/A - PRIMARY  
**MULTI-MODAL TOTAL RAIL PASSENGERS**  
**Calculation factor: 1 PUPILS**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. PUPILS | Trip Rate    | No. Days   | Ave. PUPILS | Trip Rate    | No. Days  | Ave. PUPILS | 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 | 13        | 326         | 0.001        | 13         | 326         | 0.000        | 13        | 326         | 0.001        |
| 08:00 - 09:00 | <b>13</b> | <b>326</b>  | <b>0.004</b> | 13         | 326         | 0.002        | 13        | 326         | 0.006        |
| 09:00 - 10:00 | 13        | 326         | 0.001        | 13         | 326         | 0.000        | 13        | 326         | 0.001        |
| 10:00 - 11:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 11:00 - 12:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 12:00 - 13:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 13:00 - 14:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 14:00 - 15:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 15:00 - 16:00 | 13        | 326         | 0.002        | <b>13</b>  | <b>326</b>  | <b>0.006</b> | <b>13</b> | <b>326</b>  | <b>0.008</b> |
| 16:00 - 17:00 | 13        | 326         | 0.002        | 13         | 326         | 0.001        | 13        | 326         | 0.003        |
| 17:00 - 18:00 | 12        | 336         | 0.000        | 12         | 336         | 0.001        | 12        | 336         | 0.001        |
| 18:00 - 19:00 | 12        | 336         | 0.000        | 12         | 336         | 0.000        | 12        | 336         | 0.000        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.010        |            |             | 0.010        |           |             | 0.020        |

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 04 - EDUCATION/A - PRIMARY  
**MULTI-MODAL COACH PASSENGERS**  
**Calculation factor: 1 PUPILS**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. PUPILS | Trip Rate    | No. Days   | Ave. PUPILS | Trip Rate    | No. Days  | Ave. PUPILS | 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 | 13        | 326         | 0.001        | 13         | 326         | 0.000        | 13        | 326         | 0.001        |
| 08:00 - 09:00 | 13        | 326         | 0.003        | 13         | 326         | 0.007        | 13        | 326         | 0.010        |
| 09:00 - 10:00 | 13        | 326         | 0.000        | <b>13</b>  | <b>326</b>  | <b>0.020</b> | <b>13</b> | <b>326</b>  | <b>0.020</b> |
| 10:00 - 11:00 | 13        | 326         | 0.007        | 13         | 326         | 0.008        | 13        | 326         | 0.015        |
| 11:00 - 12:00 | 13        | 326         | 0.002        | 13         | 326         | 0.000        | 13        | 326         | 0.002        |
| 12:00 - 13:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 13:00 - 14:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13        | 326         | 0.000        |
| 14:00 - 15:00 | 13        | 326         | 0.002        | 13         | 326         | 0.000        | 13        | 326         | 0.002        |
| 15:00 - 16:00 | <b>13</b> | <b>326</b>  | <b>0.016</b> | 13         | 326         | 0.003        | 13        | 326         | 0.019        |
| 16:00 - 17:00 | 13        | 326         | 0.000        | 13         | 326         | 0.001        | 13        | 326         | 0.001        |
| 17:00 - 18:00 | 12        | 336         | 0.008        | 12         | 336         | 0.000        | 12        | 336         | 0.008        |
| 18:00 - 19:00 | 12        | 336         | 0.000        | 12         | 336         | 0.000        | 12        | 336         | 0.000        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.039        |            |             | 0.039        |           |             | 0.078        |

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 04 - EDUCATION/A - PRIMARY  
**MULTI-MODAL PUBLIC TRANSPORT USERS**  
**Calculation factor: 1 PUPILS**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. PUPILS | Trip Rate    | No. Days   | Ave. PUPILS | Trip Rate    | No. Days  | Ave. PUPILS | 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 | 13        | 326         | 0.009        | 13         | 326         | 0.001        | 13        | 326         | 0.010        |
| 08:00 - 09:00 | <b>13</b> | <b>326</b>  | <b>0.112</b> | 13         | 326         | 0.057        | <b>13</b> | <b>326</b>  | <b>0.169</b> |
| 09:00 - 10:00 | 13        | 326         | 0.004        | 13         | 326         | 0.023        | 13        | 326         | 0.027        |
| 10:00 - 11:00 | 13        | 326         | 0.008        | 13         | 326         | 0.008        | 13        | 326         | 0.016        |
| 11:00 - 12:00 | 13        | 326         | 0.007        | 13         | 326         | 0.003        | 13        | 326         | 0.010        |
| 12:00 - 13:00 | 13        | 326         | 0.005        | 13         | 326         | 0.005        | 13        | 326         | 0.010        |
| 13:00 - 14:00 | 13        | 326         | 0.001        | 13         | 326         | 0.007        | 13        | 326         | 0.008        |
| 14:00 - 15:00 | 13        | 326         | 0.011        | 13         | 326         | 0.002        | 13        | 326         | 0.013        |
| 15:00 - 16:00 | 13        | 326         | 0.053        | <b>13</b>  | <b>326</b>  | <b>0.094</b> | 13        | 326         | 0.147        |
| 16:00 - 17:00 | 13        | 326         | 0.006        | 13         | 326         | 0.019        | 13        | 326         | 0.025        |
| 17:00 - 18:00 | 12        | 336         | 0.009        | 12         | 336         | 0.006        | 12        | 336         | 0.015        |
| 18:00 - 19:00 | 12        | 336         | 0.000        | 12         | 336         | 0.000        | 12        | 336         | 0.000        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.225        |            |             | 0.225        |           |             | 0.450        |

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.

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

**MULTI-MODAL TOTAL PEOPLE****Calculation factor: 1 PUPILS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.40

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. PUPILS | Trip Rate    | No. Days   | Ave. PUPILS | Trip Rate    | No. Days  | Ave. PUPILS | 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 | 13        | 326         | 0.134        | 13         | 326         | 0.032        | 13        | 326         | 0.166        |
| 08:00 - 09:00 | <b>13</b> | <b>326</b>  | <b>1.180</b> | 13         | 326         | 0.340        | <b>13</b> | <b>326</b>  | <b>1.520</b> |
| 09:00 - 10:00 | 13        | 326         | 0.058        | 13         | 326         | 0.059        | 13        | 326         | 0.117        |
| 10:00 - 11:00 | 13        | 326         | 0.029        | 13         | 326         | 0.032        | 13        | 326         | 0.061        |
| 11:00 - 12:00 | 13        | 326         | 0.043        | 13         | 326         | 0.041        | 13        | 326         | 0.084        |
| 12:00 - 13:00 | 13        | 326         | 0.052        | 13         | 326         | 0.060        | 13        | 326         | 0.112        |
| 13:00 - 14:00 | 13        | 326         | 0.037        | 13         | 326         | 0.075        | 13        | 326         | 0.112        |
| 14:00 - 15:00 | 13        | 326         | 0.101        | 13         | 326         | 0.107        | 13        | 326         | 0.208        |
| 15:00 - 16:00 | 13        | 326         | 0.297        | <b>13</b>  | <b>326</b>  | <b>0.949</b> | 13        | 326         | 1.246        |
| 16:00 - 17:00 | 13        | 326         | 0.062        | 13         | 326         | 0.230        | 13        | 326         | 0.292        |
| 17:00 - 18:00 | 12        | 336         | 0.037        | 12         | 336         | 0.088        | 12        | 336         | 0.125        |
| 18:00 - 19:00 | 12        | 336         | 0.012        | 12         | 336         | 0.015        | 12        | 336         | 0.027        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 2.042        |            |             | 2.028        |           |             | 4.070        |

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 04 - EDUCATION/A - PRIMARY  
**MULTI-MODAL CARS**  
**Calculation factor: 1 PUPILS**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. PUPILS | Trip Rate    | No. Days   | Ave. PUPILS | Trip Rate    | No. Days  | Ave. PUPILS | 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 | 13        | 326         | 0.066        | 13         | 326         | 0.028        | 13        | 326         | 0.094        |
| 08:00 - 09:00 | <b>13</b> | <b>326</b>  | <b>0.312</b> | <b>13</b>  | <b>326</b>  | <b>0.270</b> | <b>13</b> | <b>326</b>  | <b>0.582</b> |
| 09:00 - 10:00 | 13        | 326         | 0.023        | 13         | 326         | 0.020        | 13        | 326         | 0.043        |
| 10:00 - 11:00 | 13        | 326         | 0.013        | 13         | 326         | 0.010        | 13        | 326         | 0.023        |
| 11:00 - 12:00 | 13        | 326         | 0.020        | 13         | 326         | 0.017        | 13        | 326         | 0.037        |
| 12:00 - 13:00 | 13        | 326         | 0.021        | 13         | 326         | 0.020        | 13        | 326         | 0.041        |
| 13:00 - 14:00 | 13        | 326         | 0.017        | 13         | 326         | 0.028        | 13        | 326         | 0.045        |
| 14:00 - 15:00 | 13        | 326         | 0.045        | 13         | 326         | 0.038        | 13        | 326         | 0.083        |
| 15:00 - 16:00 | 13        | 326         | 0.215        | 13         | 326         | 0.245        | 13        | 326         | 0.460        |
| 16:00 - 17:00 | 13        | 326         | 0.056        | 13         | 326         | 0.089        | 13        | 326         | 0.145        |
| 17:00 - 18:00 | 12        | 336         | 0.016        | 12         | 336         | 0.034        | 12        | 336         | 0.050        |
| 18:00 - 19:00 | 12        | 336         | 0.009        | 12         | 336         | 0.007        | 12        | 336         | 0.016        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.813        |            |             | 0.806        |           |             | 1.619        |

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 04 - EDUCATION/A - PRIMARY  
**MULTI-MODAL LGVS**  
**Calculation factor: 1 PUPILS**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS    |             |              |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|-----------|-------------|--------------|
|               | No. Days  | Ave. PUPILS | Trip Rate    | No. Days   | Ave. PUPILS | Trip Rate    | No. Days  | Ave. PUPILS | 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 | 13        | 326         | 0.002        | 13         | 326         | 0.002        | 13        | 326         | 0.004        |
| 08:00 - 09:00 | 13        | 326         | 0.004        | <b>13</b>  | <b>326</b>  | <b>0.004</b> | <b>13</b> | <b>326</b>  | <b>0.008</b> |
| 09:00 - 10:00 | 13        | 326         | 0.002        | 13         | 326         | 0.002        | 13        | 326         | 0.004        |
| 10:00 - 11:00 | 13        | 326         | 0.001        | 13         | 326         | 0.002        | 13        | 326         | 0.003        |
| 11:00 - 12:00 | 13        | 326         | 0.002        | 13         | 326         | 0.002        | 13        | 326         | 0.004        |
| 12:00 - 13:00 | 13        | 326         | 0.001        | 13         | 326         | 0.001        | 13        | 326         | 0.002        |
| 13:00 - 14:00 | <b>13</b> | <b>326</b>  | <b>0.004</b> | 13         | 326         | 0.002        | 13        | 326         | 0.006        |
| 14:00 - 15:00 | 13        | 326         | 0.001        | 13         | 326         | 0.003        | 13        | 326         | 0.004        |
| 15:00 - 16:00 | 13        | 326         | 0.001        | 13         | 326         | 0.001        | 13        | 326         | 0.002        |
| 16:00 - 17:00 | 13        | 326         | 0.001        | 13         | 326         | 0.001        | 13        | 326         | 0.002        |
| 17:00 - 18:00 | 12        | 336         | 0.000        | 12         | 336         | 0.001        | 12        | 336         | 0.001        |
| 18:00 - 19:00 | 12        | 336         | 0.000        | 12         | 336         | 0.000        | 12        | 336         | 0.000        |
| 19:00 - 20:00 |           |             |              |            |             |              |           |             |              |
| 20:00 - 21:00 |           |             |              |            |             |              |           |             |              |
| 21:00 - 22:00 |           |             |              |            |             |              |           |             |              |
| 22:00 - 23:00 |           |             |              |            |             |              |           |             |              |
| 23:00 - 24:00 |           |             |              |            |             |              |           |             |              |
| Total Rates:  |           |             | 0.019        |            |             | 0.021        |           |             | 0.040        |

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 04 - EDUCATION/A - PRIMARY  
**MULTI-MODAL MOTOR CYCLES**  
**Calculation factor: 1 PUPILS**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS  |             |              | DEPARTURES |             |              | TOTALS   |             |           |
|---------------|-----------|-------------|--------------|------------|-------------|--------------|----------|-------------|-----------|
|               | No. Days  | Ave. PUPILS | Trip Rate    | No. Days   | Ave. PUPILS | Trip Rate    | No. Days | Ave. PUPILS | 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 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13       | 326         | 0.000     |
| 08:00 - 09:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13       | 326         | 0.000     |
| 09:00 - 10:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13       | 326         | 0.000     |
| 10:00 - 11:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13       | 326         | 0.000     |
| 11:00 - 12:00 | 13        | 326         | 0.000        | <b>13</b>  | <b>326</b>  | <b>0.000</b> | 13       | 326         | 0.000     |
| 12:00 - 13:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13       | 326         | 0.000     |
| 13:00 - 14:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13       | 326         | 0.000     |
| 14:00 - 15:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13       | 326         | 0.000     |
| 15:00 - 16:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13       | 326         | 0.000     |
| 16:00 - 17:00 | 13        | 326         | 0.000        | 13         | 326         | 0.000        | 13       | 326         | 0.000     |
| 17:00 - 18:00 | <b>12</b> | <b>336</b>  | <b>0.000</b> | 12         | 336         | 0.000        | 12       | 336         | 0.000     |
| 18:00 - 19:00 | 12        | 336         | 0.000        | 12         | 336         | 0.000        | 12       | 336         | 0.000     |
| 19:00 - 20:00 |           |             |              |            |             |              |          |             |           |
| 20:00 - 21:00 |           |             |              |            |             |              |          |             |           |
| 21:00 - 22:00 |           |             |              |            |             |              |          |             |           |
| 22:00 - 23:00 |           |             |              |            |             |              |          |             |           |
| 23:00 - 24:00 |           |             |              |            |             |              |          |             |           |
| Total Rates:  |           |             | 0.000        |            |             | 0.000        |          |             | 0.000     |

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.

Calculation Reference: AUDIT-705125-241210-1228

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
Category : F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | WS WEST SUSSEX                 | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | PB PETERBOROUGH                | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | NN NORTH NORTHAMPTONSHIRE      | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | SH SHROPSHIRE                  | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 2 days |
| 08 | NORTH WEST                     |        |
|    | BP BLACKPOOL                   | 1 days |
| 09 | NORTH                          |        |
|    | TW TYNE & WEAR                 | 1 days |

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

RPS 1st Floor West London

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**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: Number of residents  
Actual Range: 31 to 75 (units: )  
Range Selected by User: 17 to 180 (units: )

Parking Spaces Range: All Surveys Included

**Public Transport Provision:**

Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/23

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

**Selected survey days:**

|          |        |
|----------|--------|
| Monday   | 3 days |
| Tuesday  | 2 days |
| Thursday | 1 days |
| Sunday   | 2 days |

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

**Selected survey types:**

|                       |        |
|-----------------------|--------|
| Manual count          | 8 days |
| Directional ATC Count | 0 days |

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

**Selected Locations:**

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 5 |
| 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:**

|                  |   |
|------------------|---|
| Residential Zone | 7 |
| 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.*

**Inclusion of Servicing Vehicles Counts:**

|                             |                   |
|-----------------------------|-------------------|
| Servicing vehicles Included | 6 days - Selected |
| Servicing vehicles Excluded | 2 days - Selected |

**Secondary Filtering selection:****Use Class:**

|    |        |
|----|--------|
| C2 | 8 days |
|----|--------|

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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 10,000  | 1 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 4 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 1 days |
| 75,001 to 100,000  | 2 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 3 days |
| 250,001 to 500,000 | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 5 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 | 8 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 | 8 days |
|-----------------|--------|

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

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LIST OF SITES relevant to selection parameters

|          |                                    |                     |  |                               |
|----------|------------------------------------|---------------------|--|-------------------------------|
| <b>1</b> | <b>BP-05-F-01</b>                  | <b>NURSING HOME</b> |  | <b>BLACKPOOL</b>              |
|          | LYTHAM ROAD                        |                     |  |                               |
|          | BLACKPOOL                          |                     |  |                               |
|          | SQUIRES GATE                       |                     |  |                               |
|          | Edge of Town                       |                     |  |                               |
|          | Residential Zone                   |                     |  |                               |
|          | Total Number of residents:         | 31                  |  |                               |
|          | Survey date: TUESDAY               | 27/09/16            |  | Survey Type: MANUAL           |
| <b>2</b> | <b>NN-05-F-01</b>                  | <b>NURSING HOME</b> |  | <b>NORTH NORTHAMPTONSHIRE</b> |
|          | MALHAM DRIVE                       |                     |  |                               |
|          | KETTERING                          |                     |  |                               |
|          | Edge of Town                       |                     |  |                               |
|          | No Sub Category                    |                     |  |                               |
|          | Total Number of residents:         | 60                  |  |                               |
|          | Survey date: MONDAY                | 13/06/22            |  | Survey Type: MANUAL           |
| <b>3</b> | <b>NY-05-F-05</b>                  | <b>NURSING HOME</b> |  | <b>NORTH YORKSHIRE</b>        |
|          | SEAGRIM CRESCENT                   |                     |  |                               |
|          | RICHMOND                           |                     |  |                               |
|          | Edge of Town                       |                     |  |                               |
|          | Residential Zone                   |                     |  |                               |
|          | Total Number of residents:         | 37                  |  |                               |
|          | Survey date: MONDAY                | 04/03/19            |  | Survey Type: MANUAL           |
| <b>4</b> | <b>NY-05-F-06</b>                  | <b>CARE HOME</b>    |  | <b>NORTH YORKSHIRE</b>        |
|          | HAMBLETON GROVE                    |                     |  |                               |
|          | KNARESBOROUGH                      |                     |  |                               |
|          | Suburban Area (PPS6 Out of Centre) |                     |  |                               |
|          | Residential Zone                   |                     |  |                               |
|          | Total Number of residents:         | 75                  |  |                               |
|          | Survey date: MONDAY                | 19/06/23            |  | Survey Type: MANUAL           |
| <b>5</b> | <b>PB-05-F-01</b>                  | <b>NURSING HOME</b> |  | <b>PETERBOROUGH</b>           |
|          | PARK CRESCENT                      |                     |  |                               |
|          | PETERBOROUGH                       |                     |  |                               |
|          | Suburban Area (PPS6 Out of Centre) |                     |  |                               |
|          | Residential Zone                   |                     |  |                               |
|          | Total Number of residents:         | 48                  |  |                               |
|          | Survey date: SUNDAY                | 16/10/16            |  | Survey Type: MANUAL           |
| <b>6</b> | <b>SH-05-F-01</b>                  | <b>CARE HOME</b>    |  | <b>SHROPSHIRE</b>             |
|          | ABBEY FOREGATE                     |                     |  |                               |
|          | SHREWSBURY                         |                     |  |                               |
|          | Suburban Area (PPS6 Out of Centre) |                     |  |                               |
|          | Residential Zone                   |                     |  |                               |
|          | Total Number of residents:         | 54                  |  |                               |
|          | Survey date: SUNDAY                | 18/06/23            |  | Survey Type: MANUAL           |
| <b>7</b> | <b>TW-05-F-03</b>                  | <b>NURSING HOME</b> |  | <b>TYNE &amp; WEAR</b>        |
|          | MOORE STREET                       |                     |  |                               |
|          | GATESHEAD                          |                     |  |                               |
|          | FELLING SHORE                      |                     |  |                               |
|          | Suburban Area (PPS6 Out of Centre) |                     |  |                               |
|          | Residential Zone                   |                     |  |                               |
|          | Total Number of residents:         | 52                  |  |                               |
|          | Survey date: THURSDAY              | 02/05/19            |  | Survey Type: MANUAL           |

LIST OF SITES relevant to selection parameters (Cont.)

|   |                                    |              |                     |
|---|------------------------------------|--------------|---------------------|
| 8 | WS-05-F-02                         | NURSING HOME | WEST SUSSEX         |
|   | WYKEHAM ROAD                       |              |                     |
|   | WORTHING                           |              |                     |
|   | Suburban Area (PPS6 Out of Centre) |              |                     |
|   | Residential Zone                   |              |                     |
|   | Total Number of residents:         | 54           |                     |
|   | Survey date: TUESDAY               | 17/05/22     | 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 Rates for Key Periods |         | Trips per 1 reside RESIDE |       |
|----------------------------|---------|---------------------------|-------|
| Period                     | Inbound | Outbound                  | Total |
| 0800-0900                  | 0.073   | 0.056                     | 0.129 |
| 1700-1800                  | 0.041   | 0.056                     | 0.097 |

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.93

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 51          | 0.092     | 8          | 51          | 0.056     | 8        | 51          | 0.148     |
| 08:00 - 09:00 | 8        | 51          | 0.073     | 8          | 51          | 0.056     | 8        | 51          | 0.129     |
| 09:00 - 10:00 | 8        | 51          | 0.068     | 8          | 51          | 0.056     | 8        | 51          | 0.124     |
| 10:00 - 11:00 | 8        | 51          | 0.066     | 8          | 51          | 0.058     | 8        | 51          | 0.124     |
| 11:00 - 12:00 | 8        | 51          | 0.056     | 8          | 51          | 0.068     | 8        | 51          | 0.124     |
| 12:00 - 13:00 | 8        | 51          | 0.056     | 8          | 51          | 0.068     | 8        | 51          | 0.124     |
| 13:00 - 14:00 | 8        | 51          | 0.075     | 8          | 51          | 0.039     | 8        | 51          | 0.114     |
| 14:00 - 15:00 | 8        | 51          | 0.058     | 8          | 51          | 0.080     | 8        | 51          | 0.138     |
| 15:00 - 16:00 | 8        | 51          | 0.078     | 8          | 51          | 0.127     | 8        | 51          | 0.205     |
| 16:00 - 17:00 | 8        | 51          | 0.046     | 8          | 51          | 0.063     | 8        | 51          | 0.109     |
| 17:00 - 18:00 | 8        | 51          | 0.041     | 8          | 51          | 0.056     | 8        | 51          | 0.097     |
| 18:00 - 19:00 | 8        | 51          | 0.034     | 8          | 51          | 0.061     | 8        | 51          | 0.095     |
| 19:00 - 20:00 | 8        | 51          | 0.058     | 8          | 51          | 0.049     | 8        | 51          | 0.107     |
| 20:00 - 21:00 | 8        | 51          | 0.036     | 8          | 51          | 0.039     | 8        | 51          | 0.075     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.837     |            |             | 0.876     |          |             | 1.713     |

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:           | 31 - 75 (units: )   |
| Survey date range:                            | 01/01/16 - 19/06/23 |
| Number of weekdays (Monday-Friday):           | 6                   |
| 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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
**MULTI-MODAL TAXIS**  
**Calculation factor: 1 RESIDE**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 08:00 - 09:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 09:00 - 10:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 10:00 - 11:00 | 8        | 51          | 0.005        | 8          | 51          | 0.005        | 8        | 51          | 0.010        |
| 11:00 - 12:00 | 8        | 51          | 0.002        | 8          | 51          | 0.002        | 8        | 51          | 0.004        |
| 12:00 - 13:00 | 8        | 51          | 0.005        | 8          | 51          | 0.002        | 8        | 51          | 0.007        |
| 13:00 - 14:00 | <b>8</b> | <b>51</b>   | <b>0.012</b> | <b>8</b>   | <b>51</b>   | <b>0.012</b> | <b>8</b> | <b>51</b>   | <b>0.024</b> |
| 14:00 - 15:00 | 8        | 51          | 0.000        | 8          | 51          | 0.002        | 8        | 51          | 0.002        |
| 15:00 - 16:00 | 8        | 51          | 0.002        | 8          | 51          | 0.002        | 8        | 51          | 0.004        |
| 16:00 - 17:00 | 8        | 51          | 0.005        | 8          | 51          | 0.005        | 8        | 51          | 0.010        |
| 17:00 - 18:00 | 8        | 51          | 0.002        | 8          | 51          | 0.000        | 8        | 51          | 0.002        |
| 18:00 - 19:00 | 8        | 51          | 0.002        | 8          | 51          | 0.005        | 8        | 51          | 0.007        |
| 19:00 - 20:00 | 8        | 51          | 0.002        | 8          | 51          | 0.002        | 8        | 51          | 0.004        |
| 20:00 - 21:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.037        |            |             | 0.037        |          |             | 0.074        |

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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
**MULTI-MODAL OGVS**  
**Calculation factor: 1 RESIDE**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 8        | 51          | 0.002        | 8          | 51          | 0.002        | 8        | 51          | 0.004        |
| 08:00 - 09:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 09:00 - 10:00 | <b>8</b> | <b>51</b>   | <b>0.005</b> | <b>8</b>   | <b>51</b>   | <b>0.005</b> | <b>8</b> | <b>51</b>   | <b>0.010</b> |
| 10:00 - 11:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 11:00 - 12:00 | 8        | 51          | 0.002        | 8          | 51          | 0.002        | 8        | 51          | 0.004        |
| 12:00 - 13:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 13:00 - 14:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 14:00 - 15:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 15:00 - 16:00 | 8        | 51          | 0.002        | 8          | 51          | 0.002        | 8        | 51          | 0.004        |
| 16:00 - 17:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 17:00 - 18:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 18:00 - 19:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 19:00 - 20:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 20:00 - 21:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.011        |            |             | 0.011        |          |             | 0.022        |

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
**MULTI-MODAL PSVS**  
**Calculation factor: 1 RESIDE**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 08:00 - 09:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 09:00 - 10:00 | <b>8</b> | <b>51</b>   | <b>0.002</b> | <b>8</b>   | <b>51</b>   | <b>0.002</b> | <b>8</b> | <b>51</b>   | <b>0.004</b> |
| 10:00 - 11:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 11:00 - 12:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 12:00 - 13:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 13:00 - 14:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 14:00 - 15:00 | 8        | 51          | 0.002        | 8          | 51          | 0.002        | 8        | 51          | 0.004        |
| 15:00 - 16:00 | 8        | 51          | 0.002        | 8          | 51          | 0.002        | 8        | 51          | 0.004        |
| 16:00 - 17:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 17:00 - 18:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 18:00 - 19:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 19:00 - 20:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 20:00 - 21:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.006        |            |             | 0.006        |          |             | 0.012        |

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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
**MULTI-MODAL CYCLISTS**  
**Calculation factor: 1 RESIDE**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 51          | 0.019     | 8          | 51          | 0.002     | 8        | 51          | 0.021     |
| 08:00 - 09:00 | 8        | 51          | 0.002     | 8          | 51          | 0.000     | 8        | 51          | 0.002     |
| 09:00 - 10:00 | 8        | 51          | 0.000     | 8          | 51          | 0.000     | 8        | 51          | 0.000     |
| 10:00 - 11:00 | 8        | 51          | 0.002     | 8          | 51          | 0.000     | 8        | 51          | 0.002     |
| 11:00 - 12:00 | 8        | 51          | 0.002     | 8          | 51          | 0.000     | 8        | 51          | 0.002     |
| 12:00 - 13:00 | 8        | 51          | 0.007     | 8          | 51          | 0.002     | 8        | 51          | 0.009     |
| 13:00 - 14:00 | 8        | 51          | 0.002     | 8          | 51          | 0.000     | 8        | 51          | 0.002     |
| 14:00 - 15:00 | 8        | 51          | 0.000     | 8          | 51          | 0.012     | 8        | 51          | 0.012     |
| 15:00 - 16:00 | 8        | 51          | 0.002     | 8          | 51          | 0.000     | 8        | 51          | 0.002     |
| 16:00 - 17:00 | 8        | 51          | 0.000     | 8          | 51          | 0.005     | 8        | 51          | 0.005     |
| 17:00 - 18:00 | 8        | 51          | 0.002     | 8          | 51          | 0.002     | 8        | 51          | 0.004     |
| 18:00 - 19:00 | 8        | 51          | 0.000     | 8          | 51          | 0.005     | 8        | 51          | 0.005     |
| 19:00 - 20:00 | 8        | 51          | 0.000     | 8          | 51          | 0.000     | 8        | 51          | 0.000     |
| 20:00 - 21:00 | 8        | 51          | 0.000     | 8          | 51          | 0.002     | 8        | 51          | 0.002     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.038     |            |             | 0.030     |          |             | 0.068     |

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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
**MULTI-MODAL VEHICLE OCCUPANTS**  
**Calculation factor: 1 RESIDE**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 51          | 0.122     | 8          | 51          | 0.054     | 8        | 51          | 0.176     |
| 08:00 - 09:00 | 8        | 51          | 0.092     | 8          | 51          | 0.061     | 8        | 51          | 0.153     |
| 09:00 - 10:00 | 8        | 51          | 0.088     | 8          | 51          | 0.071     | 8        | 51          | 0.159     |
| 10:00 - 11:00 | 8        | 51          | 0.080     | 8          | 51          | 0.066     | 8        | 51          | 0.146     |
| 11:00 - 12:00 | 8        | 51          | 0.078     | 8          | 51          | 0.080     | 8        | 51          | 0.158     |
| 12:00 - 13:00 | 8        | 51          | 0.071     | 8          | 51          | 0.085     | 8        | 51          | 0.156     |
| 13:00 - 14:00 | 8        | 51          | 0.102     | 8          | 51          | 0.039     | 8        | 51          | 0.141     |
| 14:00 - 15:00 | 8        | 51          | 0.071     | 8          | 51          | 0.117     | 8        | 51          | 0.188     |
| 15:00 - 16:00 | 8        | 51          | 0.090     | 8          | 51          | 0.165     | 8        | 51          | 0.255     |
| 16:00 - 17:00 | 8        | 51          | 0.068     | 8          | 51          | 0.083     | 8        | 51          | 0.151     |
| 17:00 - 18:00 | 8        | 51          | 0.051     | 8          | 51          | 0.078     | 8        | 51          | 0.129     |
| 18:00 - 19:00 | 8        | 51          | 0.046     | 8          | 51          | 0.088     | 8        | 51          | 0.134     |
| 19:00 - 20:00 | 8        | 51          | 0.078     | 8          | 51          | 0.073     | 8        | 51          | 0.151     |
| 20:00 - 21:00 | 8        | 51          | 0.032     | 8          | 51          | 0.041     | 8        | 51          | 0.073     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 1.069     |            |             | 1.101     |          |             | 2.170     |

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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
**MULTI-MODAL PEDESTRIANS**  
**Calculation factor: 1 RESIDE**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 51          | 0.049     | 8          | 51          | 0.010     | 8        | 51          | 0.059     |
| 08:00 - 09:00 | 8        | 51          | 0.019     | 8          | 51          | 0.027     | 8        | 51          | 0.046     |
| 09:00 - 10:00 | 8        | 51          | 0.019     | 8          | 51          | 0.010     | 8        | 51          | 0.029     |
| 10:00 - 11:00 | 8        | 51          | 0.017     | 8          | 51          | 0.012     | 8        | 51          | 0.029     |
| 11:00 - 12:00 | 8        | 51          | 0.022     | 8          | 51          | 0.022     | 8        | 51          | 0.044     |
| 12:00 - 13:00 | 8        | 51          | 0.017     | 8          | 51          | 0.015     | 8        | 51          | 0.032     |
| 13:00 - 14:00 | 8        | 51          | 0.029     | 8          | 51          | 0.039     | 8        | 51          | 0.068     |
| 14:00 - 15:00 | 8        | 51          | 0.012     | 8          | 51          | 0.027     | 8        | 51          | 0.039     |
| 15:00 - 16:00 | 8        | 51          | 0.034     | 8          | 51          | 0.032     | 8        | 51          | 0.066     |
| 16:00 - 17:00 | 8        | 51          | 0.029     | 8          | 51          | 0.029     | 8        | 51          | 0.058     |
| 17:00 - 18:00 | 8        | 51          | 0.022     | 8          | 51          | 0.027     | 8        | 51          | 0.049     |
| 18:00 - 19:00 | 8        | 51          | 0.027     | 8          | 51          | 0.036     | 8        | 51          | 0.063     |
| 19:00 - 20:00 | 8        | 51          | 0.022     | 8          | 51          | 0.058     | 8        | 51          | 0.080     |
| 20:00 - 21:00 | 8        | 51          | 0.022     | 8          | 51          | 0.039     | 8        | 51          | 0.061     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.340     |            |             | 0.383     |          |             | 0.723     |

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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
**MULTI-MODAL BUS/TRAM PASSENGERS**  
**Calculation factor: 1 RESIDE**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 51          | 0.019     | 8          | 51          | 0.002     | 8        | 51          | 0.021     |
| 08:00 - 09:00 | 8        | 51          | 0.017     | 8          | 51          | 0.017     | 8        | 51          | 0.034     |
| 09:00 - 10:00 | 8        | 51          | 0.010     | 8          | 51          | 0.007     | 8        | 51          | 0.017     |
| 10:00 - 11:00 | 8        | 51          | 0.015     | 8          | 51          | 0.002     | 8        | 51          | 0.017     |
| 11:00 - 12:00 | 8        | 51          | 0.012     | 8          | 51          | 0.017     | 8        | 51          | 0.029     |
| 12:00 - 13:00 | 8        | 51          | 0.010     | 8          | 51          | 0.005     | 8        | 51          | 0.015     |
| 13:00 - 14:00 | 8        | 51          | 0.007     | 8          | 51          | 0.002     | 8        | 51          | 0.009     |
| 14:00 - 15:00 | 8        | 51          | 0.007     | 8          | 51          | 0.012     | 8        | 51          | 0.019     |
| 15:00 - 16:00 | 8        | 51          | 0.010     | 8          | 51          | 0.012     | 8        | 51          | 0.022     |
| 16:00 - 17:00 | 8        | 51          | 0.017     | 8          | 51          | 0.005     | 8        | 51          | 0.022     |
| 17:00 - 18:00 | 8        | 51          | 0.000     | 8          | 51          | 0.002     | 8        | 51          | 0.002     |
| 18:00 - 19:00 | 8        | 51          | 0.010     | 8          | 51          | 0.017     | 8        | 51          | 0.027     |
| 19:00 - 20:00 | 8        | 51          | 0.007     | 8          | 51          | 0.019     | 8        | 51          | 0.026     |
| 20:00 - 21:00 | 8        | 51          | 0.005     | 8          | 51          | 0.005     | 8        | 51          | 0.010     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.146     |            |             | 0.124     |          |             | 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.



TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
**MULTI-MODAL TOTAL RAIL PASSENGERS**  
**Calculation factor: 1 RESIDE**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 8        | 51          | 0.002        | 8          | 51          | 0.000        | 8        | 51          | 0.002        |
| 08:00 - 09:00 | <b>8</b> | <b>51</b>   | <b>0.007</b> | 8          | 51          | 0.000        | 8        | 51          | 0.007        |
| 09:00 - 10:00 | 8        | 51          | 0.002        | 8          | 51          | 0.002        | 8        | 51          | 0.004        |
| 10:00 - 11:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 11:00 - 12:00 | 8        | 51          | 0.002        | 8          | 51          | 0.000        | 8        | 51          | 0.002        |
| 12:00 - 13:00 | 8        | 51          | 0.000        | 8          | 51          | 0.002        | 8        | 51          | 0.002        |
| 13:00 - 14:00 | 8        | 51          | 0.002        | 8          | 51          | 0.000        | 8        | 51          | 0.002        |
| 14:00 - 15:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 15:00 - 16:00 | 8        | 51          | 0.002        | 8          | 51          | 0.002        | 8        | 51          | 0.004        |
| 16:00 - 17:00 | 8        | 51          | 0.002        | 8          | 51          | 0.005        | 8        | 51          | 0.007        |
| 17:00 - 18:00 | 8        | 51          | 0.002        | <b>8</b>   | <b>51</b>   | <b>0.007</b> | <b>8</b> | <b>51</b>   | <b>0.009</b> |
| 18:00 - 19:00 | 8        | 51          | 0.000        | 8          | 51          | 0.002        | 8        | 51          | 0.002        |
| 19:00 - 20:00 | 8        | 51          | 0.000        | 8          | 51          | 0.002        | 8        | 51          | 0.002        |
| 20:00 - 21:00 | 8        | 51          | 0.000        | 8          | 51          | 0.002        | 8        | 51          | 0.002        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.021        |            |             | 0.024        |          |             | 0.045        |

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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
**MULTI-MODAL COACH PASSENGERS**  
**Calculation factor: 1 RESIDE**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 08:00 - 09:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 09:00 - 10:00 | 8        | 51          | 0.000        | <b>8</b>   | <b>51</b>   | <b>0.007</b> | <b>8</b> | <b>51</b>   | <b>0.007</b> |
| 10:00 - 11:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 11:00 - 12:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 12:00 - 13:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 13:00 - 14:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 14:00 - 15:00 | <b>8</b> | <b>51</b>   | <b>0.007</b> | 8          | 51          | 0.000        | 8        | 51          | 0.007        |
| 15:00 - 16:00 | 8        | 51          | 0.007        | 8          | 51          | 0.000        | 8        | 51          | 0.007        |
| 16:00 - 17:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 17:00 - 18:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 18:00 - 19:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 19:00 - 20:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 20:00 - 21:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.014        |            |             | 0.007        |          |             | 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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
**MULTI-MODAL PUBLIC TRANSPORT USERS**  
**Calculation factor: 1 RESIDE**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 8        | 51          | 0.022        | 8          | 51          | 0.002        | 8        | 51          | 0.024        |
| 08:00 - 09:00 | <b>8</b> | <b>51</b>   | <b>0.024</b> | 8          | 51          | 0.017        | <b>8</b> | <b>51</b>   | <b>0.041</b> |
| 09:00 - 10:00 | 8        | 51          | 0.012        | 8          | 51          | 0.017        | 8        | 51          | 0.029        |
| 10:00 - 11:00 | 8        | 51          | 0.015        | 8          | 51          | 0.002        | 8        | 51          | 0.017        |
| 11:00 - 12:00 | 8        | 51          | 0.015        | 8          | 51          | 0.017        | 8        | 51          | 0.032        |
| 12:00 - 13:00 | 8        | 51          | 0.010        | 8          | 51          | 0.007        | 8        | 51          | 0.017        |
| 13:00 - 14:00 | 8        | 51          | 0.010        | 8          | 51          | 0.002        | 8        | 51          | 0.012        |
| 14:00 - 15:00 | 8        | 51          | 0.015        | 8          | 51          | 0.012        | 8        | 51          | 0.027        |
| 15:00 - 16:00 | 8        | 51          | 0.019        | 8          | 51          | 0.015        | 8        | 51          | 0.034        |
| 16:00 - 17:00 | 8        | 51          | 0.019        | 8          | 51          | 0.010        | 8        | 51          | 0.029        |
| 17:00 - 18:00 | 8        | 51          | 0.002        | 8          | 51          | 0.010        | 8        | 51          | 0.012        |
| 18:00 - 19:00 | 8        | 51          | 0.010        | 8          | 51          | 0.019        | 8        | 51          | 0.029        |
| 19:00 - 20:00 | 8        | 51          | 0.007        | <b>8</b>   | <b>51</b>   | <b>0.022</b> | 8        | 51          | 0.029        |
| 20:00 - 21:00 | 8        | 51          | 0.005        | 8          | 51          | 0.007        | 8        | 51          | 0.012        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.185        |            |             | 0.159        |          |             | 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.

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

**MULTI-MODAL TOTAL PEOPLE****Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.93

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | 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 | <b>8</b> | <b>51</b>   | <b>0.212</b> | 8          | 51          | 0.068        | 8        | 51          | 0.280        |
| 08:00 - 09:00 | 8        | 51          | 0.139        | 8          | 51          | 0.105        | 8        | 51          | 0.244        |
| 09:00 - 10:00 | 8        | 51          | 0.119        | 8          | 51          | 0.097        | 8        | 51          | 0.216        |
| 10:00 - 11:00 | 8        | 51          | 0.114        | 8          | 51          | 0.080        | 8        | 51          | 0.194        |
| 11:00 - 12:00 | 8        | 51          | 0.117        | 8          | 51          | 0.119        | 8        | 51          | 0.236        |
| 12:00 - 13:00 | 8        | 51          | 0.105        | 8          | 51          | 0.109        | 8        | 51          | 0.214        |
| 13:00 - 14:00 | 8        | 51          | 0.144        | 8          | 51          | 0.080        | 8        | 51          | 0.224        |
| 14:00 - 15:00 | 8        | 51          | 0.097        | 8          | 51          | 0.168        | 8        | 51          | 0.265        |
| 15:00 - 16:00 | 8        | 51          | 0.146        | <b>8</b>   | <b>51</b>   | <b>0.212</b> | <b>8</b> | <b>51</b>   | <b>0.358</b> |
| 16:00 - 17:00 | 8        | 51          | 0.117        | 8          | 51          | 0.127        | 8        | 51          | 0.244        |
| 17:00 - 18:00 | 8        | 51          | 0.078        | 8          | 51          | 0.117        | 8        | 51          | 0.195        |
| 18:00 - 19:00 | 8        | 51          | 0.083        | 8          | 51          | 0.148        | 8        | 51          | 0.231        |
| 19:00 - 20:00 | 8        | 51          | 0.107        | 8          | 51          | 0.153        | 8        | 51          | 0.260        |
| 20:00 - 21:00 | 8        | 51          | 0.058        | 8          | 51          | 0.090        | 8        | 51          | 0.148        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 1.636        |            |             | 1.673        |          |             | 3.309        |

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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
**MULTI-MODAL CARS**  
**Calculation factor: 1 RESIDE**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 51          | 0.088     | 8          | 51          | 0.051     | 8        | 51          | 0.139     |
| 08:00 - 09:00 | 8        | 51          | 0.063     | 8          | 51          | 0.056     | 8        | 51          | 0.119     |
| 09:00 - 10:00 | 8        | 51          | 0.049     | 8          | 51          | 0.036     | 8        | 51          | 0.085     |
| 10:00 - 11:00 | 8        | 51          | 0.058     | 8          | 51          | 0.044     | 8        | 51          | 0.102     |
| 11:00 - 12:00 | 8        | 51          | 0.041     | 8          | 51          | 0.061     | 8        | 51          | 0.102     |
| 12:00 - 13:00 | 8        | 51          | 0.039     | 8          | 51          | 0.051     | 8        | 51          | 0.090     |
| 13:00 - 14:00 | 8        | 51          | 0.051     | 8          | 51          | 0.022     | 8        | 51          | 0.073     |
| 14:00 - 15:00 | 8        | 51          | 0.049     | 8          | 51          | 0.063     | 8        | 51          | 0.112     |
| 15:00 - 16:00 | 8        | 51          | 0.058     | 8          | 51          | 0.102     | 8        | 51          | 0.160     |
| 16:00 - 17:00 | 8        | 51          | 0.041     | 8          | 51          | 0.054     | 8        | 51          | 0.095     |
| 17:00 - 18:00 | 8        | 51          | 0.036     | 8          | 51          | 0.054     | 8        | 51          | 0.090     |
| 18:00 - 19:00 | 8        | 51          | 0.032     | 8          | 51          | 0.056     | 8        | 51          | 0.088     |
| 19:00 - 20:00 | 8        | 51          | 0.054     | 8          | 51          | 0.046     | 8        | 51          | 0.100     |
| 20:00 - 21:00 | 8        | 51          | 0.036     | 8          | 51          | 0.036     | 8        | 51          | 0.072     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.695     |            |             | 0.732     |          |             | 1.427     |

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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
**MULTI-MODAL LGVS**  
**Calculation factor: 1 RESIDE**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 8        | 51          | 0.000        | 8          | 51          | 0.002        | 8        | 51          | 0.002        |
| 08:00 - 09:00 | 8        | 51          | 0.007        | 8          | 51          | 0.000        | 8        | 51          | 0.007        |
| 09:00 - 10:00 | <b>8</b> | <b>51</b>   | <b>0.012</b> | 8          | 51          | 0.012        | 8        | 51          | 0.024        |
| 10:00 - 11:00 | 8        | 51          | 0.002        | 8          | 51          | 0.010        | 8        | 51          | 0.012        |
| 11:00 - 12:00 | 8        | 51          | 0.010        | 8          | 51          | 0.002        | 8        | 51          | 0.012        |
| 12:00 - 13:00 | 8        | 51          | 0.012        | 8          | 51          | 0.015        | 8        | 51          | 0.027        |
| 13:00 - 14:00 | 8        | 51          | 0.012        | 8          | 51          | 0.005        | 8        | 51          | 0.017        |
| 14:00 - 15:00 | 8        | 51          | 0.007        | 8          | 51          | 0.007        | 8        | 51          | 0.014        |
| 15:00 - 16:00 | 8        | 51          | 0.012        | <b>8</b>   | <b>51</b>   | <b>0.017</b> | <b>8</b> | <b>51</b>   | <b>0.029</b> |
| 16:00 - 17:00 | 8        | 51          | 0.000        | 8          | 51          | 0.005        | 8        | 51          | 0.005        |
| 17:00 - 18:00 | 8        | 51          | 0.002        | 8          | 51          | 0.002        | 8        | 51          | 0.004        |
| 18:00 - 19:00 | 8        | 51          | 0.000        | 8          | 51          | 0.000        | 8        | 51          | 0.000        |
| 19:00 - 20:00 | 8        | 51          | 0.002        | 8          | 51          | 0.000        | 8        | 51          | 0.002        |
| 20:00 - 21:00 | 8        | 51          | 0.000        | 8          | 51          | 0.002        | 8        | 51          | 0.002        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.078        |            |             | 0.079        |          |             | 0.157        |

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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
**MULTI-MODAL MOTOR CYCLES**  
**Calculation factor: 1 RESIDE**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 51          | 0.002     | 8          | 51          | 0.000     | 8        | 51          | 0.002     |
| 08:00 - 09:00 | 8        | 51          | 0.002     | 8          | 51          | 0.000     | 8        | 51          | 0.002     |
| 09:00 - 10:00 | 8        | 51          | 0.000     | 8          | 51          | 0.000     | 8        | 51          | 0.000     |
| 10:00 - 11:00 | 8        | 51          | 0.000     | 8          | 51          | 0.000     | 8        | 51          | 0.000     |
| 11:00 - 12:00 | 8        | 51          | 0.000     | 8          | 51          | 0.000     | 8        | 51          | 0.000     |
| 12:00 - 13:00 | 8        | 51          | 0.000     | 8          | 51          | 0.000     | 8        | 51          | 0.000     |
| 13:00 - 14:00 | 8        | 51          | 0.000     | 8          | 51          | 0.000     | 8        | 51          | 0.000     |
| 14:00 - 15:00 | 8        | 51          | 0.000     | 8          | 51          | 0.002     | 8        | 51          | 0.002     |
| 15:00 - 16:00 | 8        | 51          | 0.000     | 8          | 51          | 0.000     | 8        | 51          | 0.000     |
| 16:00 - 17:00 | 8        | 51          | 0.000     | 8          | 51          | 0.002     | 8        | 51          | 0.002     |
| 17:00 - 18:00 | 8        | 51          | 0.000     | 8          | 51          | 0.000     | 8        | 51          | 0.000     |
| 18:00 - 19:00 | 8        | 51          | 0.000     | 8          | 51          | 0.000     | 8        | 51          | 0.000     |
| 19:00 - 20:00 | 8        | 51          | 0.000     | 8          | 51          | 0.000     | 8        | 51          | 0.000     |
| 20:00 - 21:00 | 8        | 51          | 0.000     | 8          | 51          | 0.000     | 8        | 51          | 0.000     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.004     |            |             | 0.004     |          |             | 0.008     |

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.

Calculation Reference: AUDIT-705125-250117-0143

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 04 | EAST ANGLIA                    |        |
|    | NF NORFOLK                     | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | LN LINCOLNSHIRE                | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |

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



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**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: 1590 to 5500 (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: 01/01/16 to 24/05/24

*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  
Wednesday 1 days  
Thursday 1 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 undertaken using machines.*

Selected Locations:

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

Commercial Zone 1  
Residential Zone 1  
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 10 days - Selected  
Servicing vehicles Excluded 5 days - Selected

**Secondary Filtering selection:**Use Class:

Not Known 3 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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

**Secondary Filtering selection (Cont.):**Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 1 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 1 days |

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

Population within 5 miles:

|                  |        |
|------------------|--------|
| 5,001 to 25,000  | 1 days |
| 25,001 to 50,000 | 2 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 3 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.*

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LIST OF SITES relevant to selection parameters

|          |                                    |                                 |                        |
|----------|------------------------------------|---------------------------------|------------------------|
| <b>1</b> | <b>LN-02-A-02</b>                  | <b>COUNCIL OFFICES</b>          | <b>LINCOLNSHIRE</b>    |
|          | GRESLEY ROAD                       |                                 |                        |
|          | LOUTH                              |                                 |                        |
|          | Suburban Area (PPS6 Out of Centre) |                                 |                        |
|          | Residential Zone                   |                                 |                        |
|          | Total Gross floor area:            | 1918 sqm                        |                        |
|          | Survey date: WEDNESDAY             | 24/04/24                        | Survey Type: MANUAL    |
| <b>2</b> | <b>NF-02-A-03</b>                  | <b>OFFICES</b>                  | <b>NORFOLK</b>         |
|          | NORTH QUAY                         |                                 |                        |
|          | GREAT YARMOUTH                     |                                 |                        |
|          | Edge of Town Centre                |                                 |                        |
|          | Commercial Zone                    |                                 |                        |
|          | Total Gross floor area:            | 5500 sqm                        |                        |
|          | Survey date: TUESDAY               | 12/09/17                        | Survey Type: MANUAL    |
| <b>3</b> | <b>NY-02-A-02</b>                  | <b>DISTRICT COUNCIL OFFICES</b> | <b>NORTH YORKSHIRE</b> |
|          | STATION ROAD                       |                                 |                        |
|          | RICHMOND                           |                                 |                        |
|          | Edge of Town Centre                |                                 |                        |
|          | No Sub Category                    |                                 |                        |
|          | Total Gross floor area:            | 1590 sqm                        |                        |
|          | Survey date: THURSDAY              | 14/03/19                        | 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.*

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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): 2.01

| 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 | 3        | 3003        | 0.289        | 3          | 3003        | 0.011        | 3        | 3003        | 0.300        |
| 08:00 - 09:00 | <b>3</b> | <b>3003</b> | <b>1.099</b> | 3          | 3003        | 0.178        | <b>3</b> | <b>3003</b> | <b>1.277</b> |
| 09:00 - 10:00 | 3        | 3003        | 0.966        | 3          | 3003        | 0.333        | <b>3</b> | <b>3003</b> | <b>1.299</b> |
| 10:00 - 11:00 | 3        | 3003        | 0.433        | 3          | 3003        | 0.300        | 3        | 3003        | 0.733        |
| 11:00 - 12:00 | 3        | 3003        | 0.322        | 3          | 3003        | 0.300        | 3        | 3003        | 0.622        |
| 12:00 - 13:00 | 3        | 3003        | 0.522        | 3          | 3003        | 0.533        | 3        | 3003        | 1.055        |
| 13:00 - 14:00 | 3        | 3003        | 0.400        | 3          | 3003        | 0.389        | 3        | 3003        | 0.789        |
| 14:00 - 15:00 | 3        | 3003        | 0.255        | 3          | 3003        | 0.389        | 3        | 3003        | 0.644        |
| 15:00 - 16:00 | 3        | 3003        | 0.422        | 3          | 3003        | 0.644        | 3        | 3003        | 1.066        |
| 16:00 - 17:00 | 3        | 3003        | 0.222        | 3          | 3003        | 0.710        | 3        | 3003        | 0.932        |
| 17:00 - 18:00 | 3        | 3003        | 0.100        | <b>3</b>   | <b>3003</b> | <b>0.999</b> | 3        | 3003        | 1.099        |
| 18:00 - 19:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.211        | 3        | 3003        | 0.211        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 5.030        |            |             | 4.997        |          |             | 10.027       |

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:           | 1590 - 5500 (units: sqm) |
| Survey date range:                            | 01/01/16 - 24/05/24      |
| 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

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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 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 08:00 - 09:00 | 3        | 3003        | 0.033        | 3          | 3003        | 0.022        | 3        | 3003        | 0.055        |
| 09:00 - 10:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.011        | 3        | 3003        | 0.011        |
| 10:00 - 11:00 | 3        | 3003        | 0.022        | 3          | 3003        | 0.022        | 3        | 3003        | 0.044        |
| 11:00 - 12:00 | 3        | 3003        | 0.011        | 3          | 3003        | 0.011        | 3        | 3003        | 0.022        |
| 12:00 - 13:00 | 3        | 3003        | 0.011        | 3          | 3003        | 0.011        | 3        | 3003        | 0.022        |
| 13:00 - 14:00 | 3        | 3003        | 0.011        | 3          | 3003        | 0.000        | 3        | 3003        | 0.011        |
| 14:00 - 15:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.011        | 3        | 3003        | 0.011        |
| 15:00 - 16:00 | 3        | 3003        | 0.033        | 3          | 3003        | 0.033        | 3        | 3003        | 0.066        |
| 16:00 - 17:00 | 3        | 3003        | 0.022        | 3          | 3003        | 0.022        | 3        | 3003        | 0.044        |
| 17:00 - 18:00 | <b>3</b> | <b>3003</b> | <b>0.044</b> | <b>3</b>   | <b>3003</b> | <b>0.044</b> | <b>3</b> | <b>3003</b> | <b>0.088</b> |
| 18:00 - 19:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.187        |            |             | 0.187        |          |             | 0.374        |

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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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 | 3        | 3003        | 0.011        | 3          | 3003        | 0.000        | 3        | 3003        | 0.011        |
| 08:00 - 09:00 | <b>3</b> | <b>3003</b> | <b>0.056</b> | 3          | 3003        | 0.000        | <b>3</b> | <b>3003</b> | <b>0.056</b> |
| 09:00 - 10:00 | 3        | 3003        | 0.022        | 3          | 3003        | 0.000        | 3        | 3003        | 0.022        |
| 10:00 - 11:00 | 3        | 3003        | 0.022        | 3          | 3003        | 0.011        | 3        | 3003        | 0.033        |
| 11:00 - 12:00 | 3        | 3003        | 0.022        | 3          | 3003        | 0.011        | 3        | 3003        | 0.033        |
| 12:00 - 13:00 | 3        | 3003        | 0.011        | 3          | 3003        | 0.022        | 3        | 3003        | 0.033        |
| 13:00 - 14:00 | 3        | 3003        | 0.022        | 3          | 3003        | 0.022        | 3        | 3003        | 0.044        |
| 14:00 - 15:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.022        | 3        | 3003        | 0.022        |
| 15:00 - 16:00 | 3        | 3003        | 0.022        | <b>3</b>   | <b>3003</b> | <b>0.033</b> | 3        | 3003        | 0.055        |
| 16:00 - 17:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.033        | 3        | 3003        | 0.033        |
| 17:00 - 18:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.033        | 3        | 3003        | 0.033        |
| 18:00 - 19:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.188        |            |             | 0.187        |          |             | 0.375        |

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.

RPS 1st Floor West London

Licence No: 705125

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 | 3        | 3003        | 0.300        | 3          | 3003        | 0.011        | 3        | 3003        | 0.311        |
| 08:00 - 09:00 | <b>3</b> | <b>3003</b> | <b>1.310</b> | 3          | 3003        | 0.200        | 3        | 3003        | 1.510        |
| 09:00 - 10:00 | 3        | 3003        | 1.143        | 3          | 3003        | 0.400        | <b>3</b> | <b>3003</b> | <b>1.543</b> |
| 10:00 - 11:00 | 3        | 3003        | 0.577        | 3          | 3003        | 0.366        | 3        | 3003        | 0.943        |
| 11:00 - 12:00 | 3        | 3003        | 0.422        | 3          | 3003        | 0.366        | 3        | 3003        | 0.788        |
| 12:00 - 13:00 | 3        | 3003        | 0.655        | 3          | 3003        | 0.733        | 3        | 3003        | 1.388        |
| 13:00 - 14:00 | 3        | 3003        | 0.500        | 3          | 3003        | 0.511        | 3        | 3003        | 1.011        |
| 14:00 - 15:00 | 3        | 3003        | 0.355        | 3          | 3003        | 0.466        | 3        | 3003        | 0.821        |
| 15:00 - 16:00 | 3        | 3003        | 0.555        | 3          | 3003        | 0.810        | 3        | 3003        | 1.365        |
| 16:00 - 17:00 | 3        | 3003        | 0.255        | 3          | 3003        | 0.888        | 3        | 3003        | 1.143        |
| 17:00 - 18:00 | 3        | 3003        | 0.122        | <b>3</b>   | <b>3003</b> | <b>1.232</b> | 3        | 3003        | 1.354        |
| 18:00 - 19:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.211        | 3        | 3003        | 0.211        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 6.194        |            |             | 6.194        |          |             | 12.388       |

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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Licence No: 705125

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 | 3        | 3003        | 0.189        | 3          | 3003        | 0.000        | 3        | 3003        | 0.189        |
| 08:00 - 09:00 | 3        | 3003        | 0.389        | 3          | 3003        | 0.056        | 3        | 3003        | 0.445        |
| 09:00 - 10:00 | 3        | 3003        | 0.233        | 3          | 3003        | 0.155        | 3        | 3003        | 0.388        |
| 10:00 - 11:00 | 3        | 3003        | 0.255        | 3          | 3003        | 0.266        | 3        | 3003        | 0.521        |
| 11:00 - 12:00 | 3        | 3003        | 0.344        | 3          | 3003        | 0.244        | 3        | 3003        | 0.588        |
| 12:00 - 13:00 | 3        | 3003        | 0.422        | <b>3</b>   | <b>3003</b> | <b>0.755</b> | 3        | 3003        | 1.177        |
| 13:00 - 14:00 | <b>3</b> | <b>3003</b> | <b>0.755</b> | 3          | 3003        | 0.477        | <b>3</b> | <b>3003</b> | <b>1.232</b> |
| 14:00 - 15:00 | 3        | 3003        | 0.266        | 3          | 3003        | 0.244        | 3        | 3003        | 0.510        |
| 15:00 - 16:00 | 3        | 3003        | 0.200        | 3          | 3003        | 0.211        | 3        | 3003        | 0.411        |
| 16:00 - 17:00 | 3        | 3003        | 0.056        | 3          | 3003        | 0.222        | 3        | 3003        | 0.278        |
| 17:00 - 18:00 | 3        | 3003        | 0.044        | 3          | 3003        | 0.444        | 3        | 3003        | 0.488        |
| 18:00 - 19:00 | 3        | 3003        | 0.011        | 3          | 3003        | 0.067        | 3        | 3003        | 0.078        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 3.164        |            |             | 3.141        |          |             | 6.305        |

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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Licence No: 705125

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 | 3        | 3003        | 0.089        | 3          | 3003        | 0.000        | 3        | 3003        | 0.089        |
| 08:00 - 09:00 | <b>3</b> | <b>3003</b> | <b>0.255</b> | 3          | 3003        | 0.000        | <b>3</b> | <b>3003</b> | <b>0.255</b> |
| 09:00 - 10:00 | 3        | 3003        | 0.078        | 3          | 3003        | 0.044        | 3        | 3003        | 0.122        |
| 10:00 - 11:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.044        | 3        | 3003        | 0.044        |
| 11:00 - 12:00 | 3        | 3003        | 0.011        | 3          | 3003        | 0.067        | 3        | 3003        | 0.078        |
| 12:00 - 13:00 | 3        | 3003        | 0.011        | 3          | 3003        | 0.089        | 3        | 3003        | 0.100        |
| 13:00 - 14:00 | 3        | 3003        | 0.022        | 3          | 3003        | 0.056        | 3        | 3003        | 0.078        |
| 14:00 - 15:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.022        | 3        | 3003        | 0.022        |
| 15:00 - 16:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.011        | 3        | 3003        | 0.011        |
| 16:00 - 17:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.033        | 3        | 3003        | 0.033        |
| 17:00 - 18:00 | 3        | 3003        | 0.000        | <b>3</b>   | <b>3003</b> | <b>0.100</b> | 3        | 3003        | 0.100        |
| 18:00 - 19:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.466        |            |             | 0.466        |          |             | 0.932        |

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.

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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 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 08:00 - 09:00 | <b>3</b> | <b>3003</b> | <b>0.067</b> | 3          | 3003        | 0.000        | <b>3</b> | <b>3003</b> | <b>0.067</b> |
| 09:00 - 10:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 10:00 - 11:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 11:00 - 12:00 | 3        | 3003        | 0.011        | 3          | 3003        | 0.011        | 3        | 3003        | 0.022        |
| 12:00 - 13:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.011        | 3        | 3003        | 0.011        |
| 13:00 - 14:00 | 3        | 3003        | 0.011        | 3          | 3003        | 0.011        | 3        | 3003        | 0.022        |
| 14:00 - 15:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 15:00 - 16:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.011        | 3        | 3003        | 0.011        |
| 16:00 - 17:00 | 3        | 3003        | 0.000        | <b>3</b>   | <b>3003</b> | <b>0.022</b> | 3        | 3003        | 0.022        |
| 17:00 - 18:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.022        | 3        | 3003        | 0.022        |
| 18:00 - 19:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.089        |            |             | 0.088        |          |             | 0.177        |

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.

RPS 1st Floor West London

Licence No: 705125

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 | 3        | 3003        | 0.089        | 3          | 3003        | 0.000        | 3        | 3003        | 0.089        |
| 08:00 - 09:00 | <b>3</b> | <b>3003</b> | <b>0.322</b> | 3          | 3003        | 0.000        | <b>3</b> | <b>3003</b> | <b>0.322</b> |
| 09:00 - 10:00 | 3        | 3003        | 0.078        | 3          | 3003        | 0.044        | 3        | 3003        | 0.122        |
| 10:00 - 11:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.044        | 3        | 3003        | 0.044        |
| 11:00 - 12:00 | 3        | 3003        | 0.022        | 3          | 3003        | 0.078        | 3        | 3003        | 0.100        |
| 12:00 - 13:00 | 3        | 3003        | 0.011        | 3          | 3003        | 0.100        | 3        | 3003        | 0.111        |
| 13:00 - 14:00 | 3        | 3003        | 0.033        | 3          | 3003        | 0.067        | 3        | 3003        | 0.100        |
| 14:00 - 15:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.022        | 3        | 3003        | 0.022        |
| 15:00 - 16:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.022        | 3        | 3003        | 0.022        |
| 16:00 - 17:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.056        | 3        | 3003        | 0.056        |
| 17:00 - 18:00 | 3        | 3003        | 0.000        | <b>3</b>   | <b>3003</b> | <b>0.122</b> | 3        | 3003        | 0.122        |
| 18:00 - 19:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.555        |            |             | 0.555        |          |             | 1.110        |

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.

RPS 1st Floor West London

Licence No: 705125

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): 2.01

| 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 | 3        | 3003        | 0.588        | 3          | 3003        | 0.011        | 3        | 3003        | 0.599        |
| 08:00 - 09:00 | <b>3</b> | <b>3003</b> | <b>2.076</b> | 3          | 3003        | 0.255        | 3        | 3003        | 2.331        |
| 09:00 - 10:00 | 3        | 3003        | 1.476        | 3          | 3003        | 0.599        | 3        | 3003        | 2.075        |
| 10:00 - 11:00 | 3        | 3003        | 0.855        | 3          | 3003        | 0.688        | 3        | 3003        | 1.543        |
| 11:00 - 12:00 | 3        | 3003        | 0.810        | 3          | 3003        | 0.699        | 3        | 3003        | 1.509        |
| 12:00 - 13:00 | 3        | 3003        | 1.099        | 3          | 3003        | 1.610        | <b>3</b> | <b>3003</b> | <b>2.709</b> |
| 13:00 - 14:00 | 3        | 3003        | 1.310        | 3          | 3003        | 1.077        | 3        | 3003        | 2.387        |
| 14:00 - 15:00 | 3        | 3003        | 0.622        | 3          | 3003        | 0.755        | 3        | 3003        | 1.377        |
| 15:00 - 16:00 | 3        | 3003        | 0.777        | 3          | 3003        | 1.077        | 3        | 3003        | 1.854        |
| 16:00 - 17:00 | 3        | 3003        | 0.311        | 3          | 3003        | 1.199        | 3        | 3003        | 1.510        |
| 17:00 - 18:00 | 3        | 3003        | 0.167        | <b>3</b>   | <b>3003</b> | <b>1.832</b> | 3        | 3003        | 1.999        |
| 18:00 - 19:00 | 3        | 3003        | 0.011        | 3          | 3003        | 0.278        | 3        | 3003        | 0.289        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 10.102       |            |             | 10.080       |          |             | 20.182       |

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.

RPS 1st Floor West London

Licence No: 705125

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    | 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 | 3        | 3003        | 0.289        | 3          | 3003        | 0.011        | 3        | 3003        | 0.300        |
| 08:00 - 09:00 | <b>3</b> | <b>3003</b> | <b>1.021</b> | 3          | 3003        | 0.122        | 3        | 3003        | 1.143        |
| 09:00 - 10:00 | 3        | 3003        | 0.955        | 3          | 3003        | 0.311        | <b>3</b> | <b>3003</b> | <b>1.266</b> |
| 10:00 - 11:00 | 3        | 3003        | 0.389        | 3          | 3003        | 0.266        | 3        | 3003        | 0.655        |
| 11:00 - 12:00 | 3        | 3003        | 0.289        | 3          | 3003        | 0.278        | 3        | 3003        | 0.567        |
| 12:00 - 13:00 | 3        | 3003        | 0.488        | 3          | 3003        | 0.500        | 3        | 3003        | 0.988        |
| 13:00 - 14:00 | 3        | 3003        | 0.366        | 3          | 3003        | 0.377        | 3        | 3003        | 0.743        |
| 14:00 - 15:00 | 3        | 3003        | 0.233        | 3          | 3003        | 0.344        | 3        | 3003        | 0.577        |
| 15:00 - 16:00 | 3        | 3003        | 0.366        | 3          | 3003        | 0.555        | 3        | 3003        | 0.921        |
| 16:00 - 17:00 | 3        | 3003        | 0.189        | 3          | 3003        | 0.677        | 3        | 3003        | 0.866        |
| 17:00 - 18:00 | 3        | 3003        | 0.056        | <b>3</b>   | <b>3003</b> | <b>0.955</b> | 3        | 3003        | 1.011        |
| 18:00 - 19:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.211        | 3        | 3003        | 0.211        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 4.641        |            |             | 4.607        |          |             | 9.248        |

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.

RPS 1st Floor West London

Licence No: 705125

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 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 08:00 - 09:00 | <b>3</b> | <b>3003</b> | <b>0.044</b> | <b>3</b>   | <b>3003</b> | <b>0.033</b> | <b>3</b> | <b>3003</b> | <b>0.077</b> |
| 09:00 - 10:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.011        | 3        | 3003        | 0.011        |
| 10:00 - 11:00 | 3        | 3003        | 0.022        | 3          | 3003        | 0.011        | 3        | 3003        | 0.033        |
| 11:00 - 12:00 | 3        | 3003        | 0.022        | 3          | 3003        | 0.011        | 3        | 3003        | 0.033        |
| 12:00 - 13:00 | 3        | 3003        | 0.011        | 3          | 3003        | 0.022        | 3        | 3003        | 0.033        |
| 13:00 - 14:00 | 3        | 3003        | 0.022        | 3          | 3003        | 0.011        | 3        | 3003        | 0.033        |
| 14:00 - 15:00 | 3        | 3003        | 0.022        | 3          | 3003        | 0.033        | 3        | 3003        | 0.055        |
| 15:00 - 16:00 | 3        | 3003        | 0.022        | 3          | 3003        | 0.033        | 3        | 3003        | 0.055        |
| 16:00 - 17:00 | 3        | 3003        | 0.011        | 3          | 3003        | 0.011        | 3        | 3003        | 0.022        |
| 17:00 - 18:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 18:00 - 19:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.176        |            |             | 0.176        |          |             | 0.352        |

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.

RPS 1st Floor West London

Licence No: 705125

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 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 08:00 - 09:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 09:00 - 10:00 | <b>3</b> | <b>3003</b> | <b>0.011</b> | 3          | 3003        | 0.000        | 3        | 3003        | 0.011        |
| 10:00 - 11:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 11:00 - 12:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 12:00 - 13:00 | 3        | 3003        | 0.011        | 3          | 3003        | 0.000        | 3        | 3003        | 0.011        |
| 13:00 - 14:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 14:00 - 15:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 15:00 - 16:00 | 3        | 3003        | 0.000        | <b>3</b>   | <b>3003</b> | <b>0.022</b> | <b>3</b> | <b>3003</b> | <b>0.022</b> |
| 16:00 - 17:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 17:00 - 18:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 18:00 - 19:00 | 3        | 3003        | 0.000        | 3          | 3003        | 0.000        | 3        | 3003        | 0.000        |
| 19:00 - 20:00 |          |             |              |            |             |              |          |             |              |
| 20:00 - 21:00 |          |             |              |            |             |              |          |             |              |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.022        |            |             | 0.022        |          |             | 0.044        |

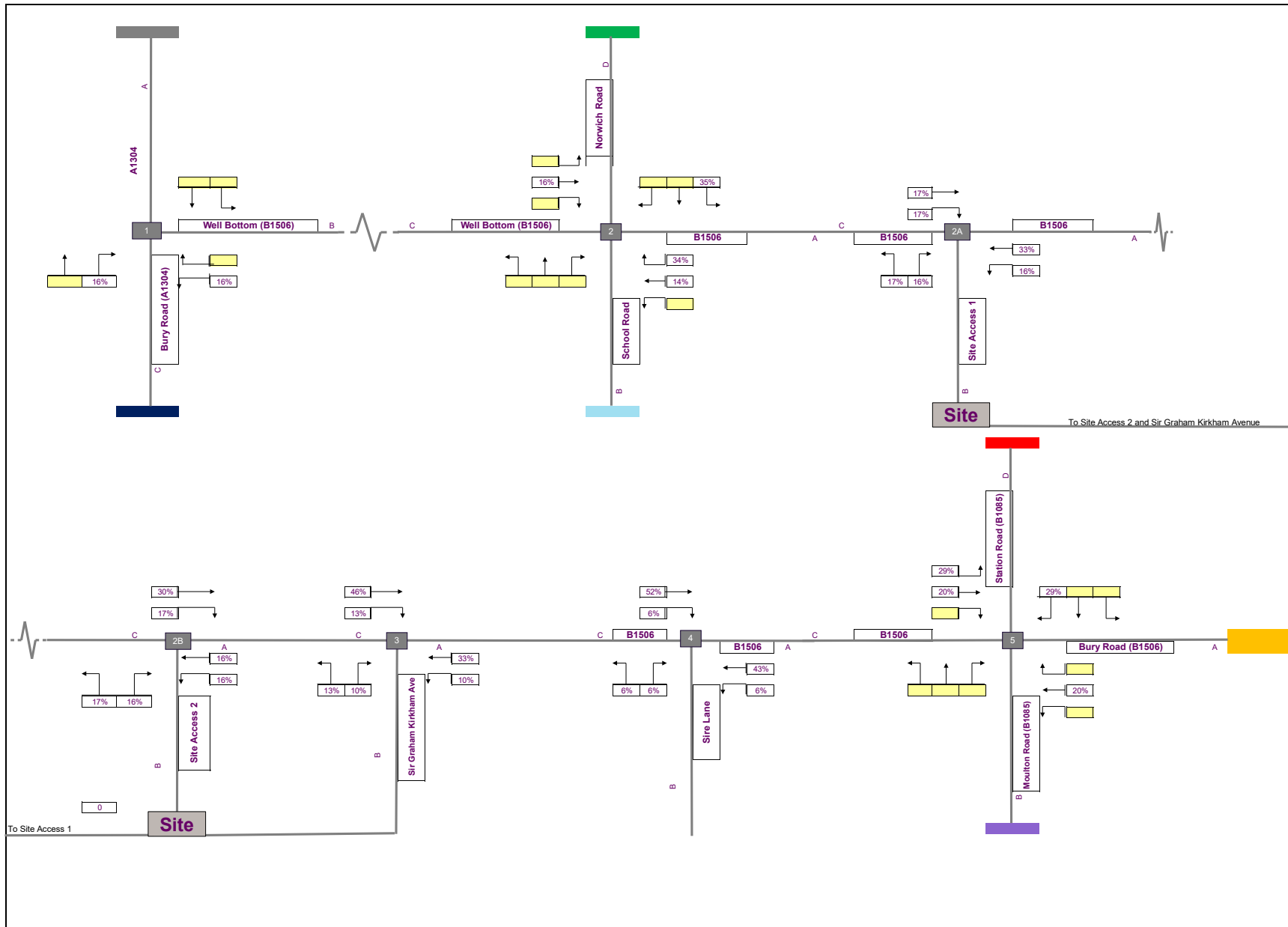
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

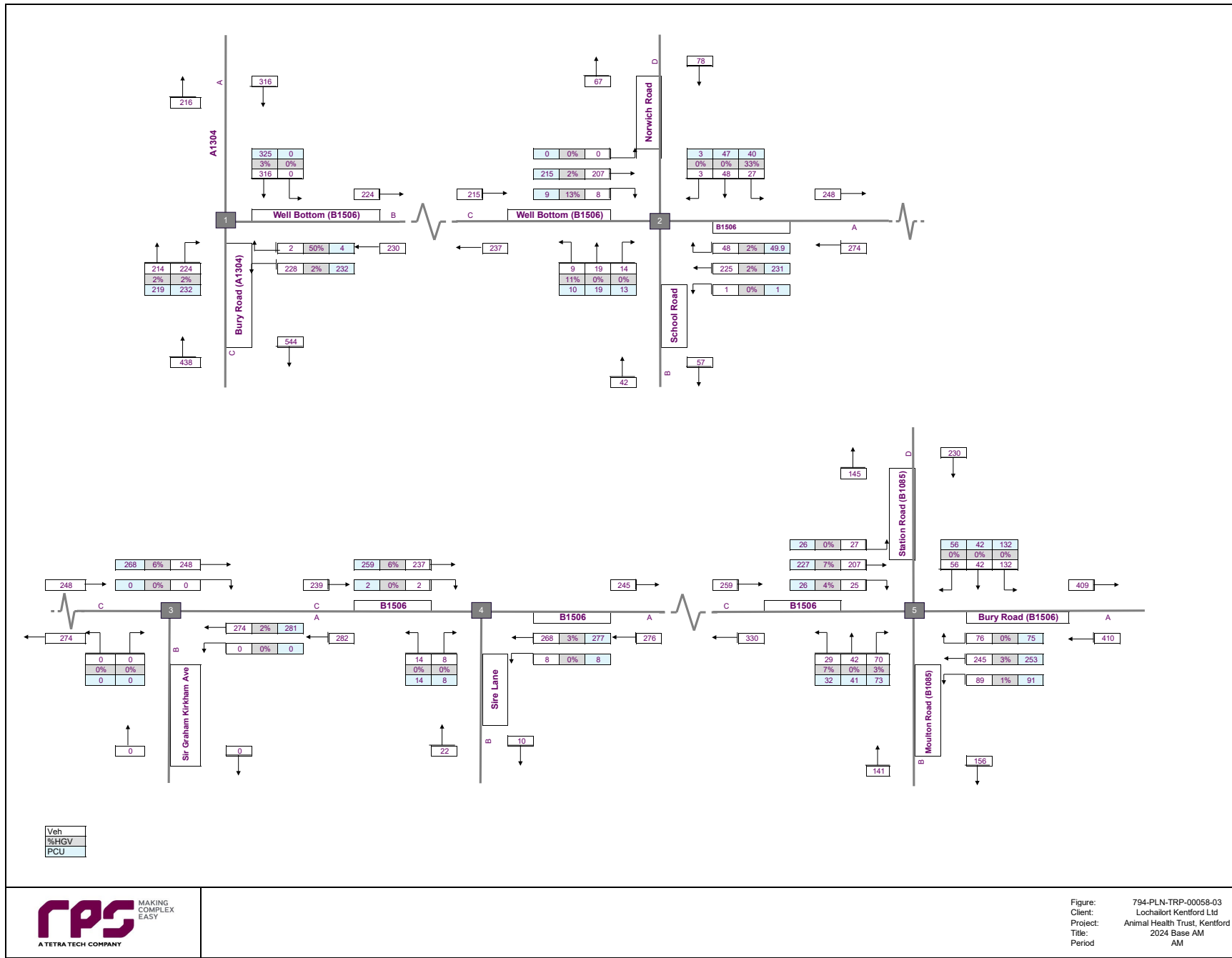
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



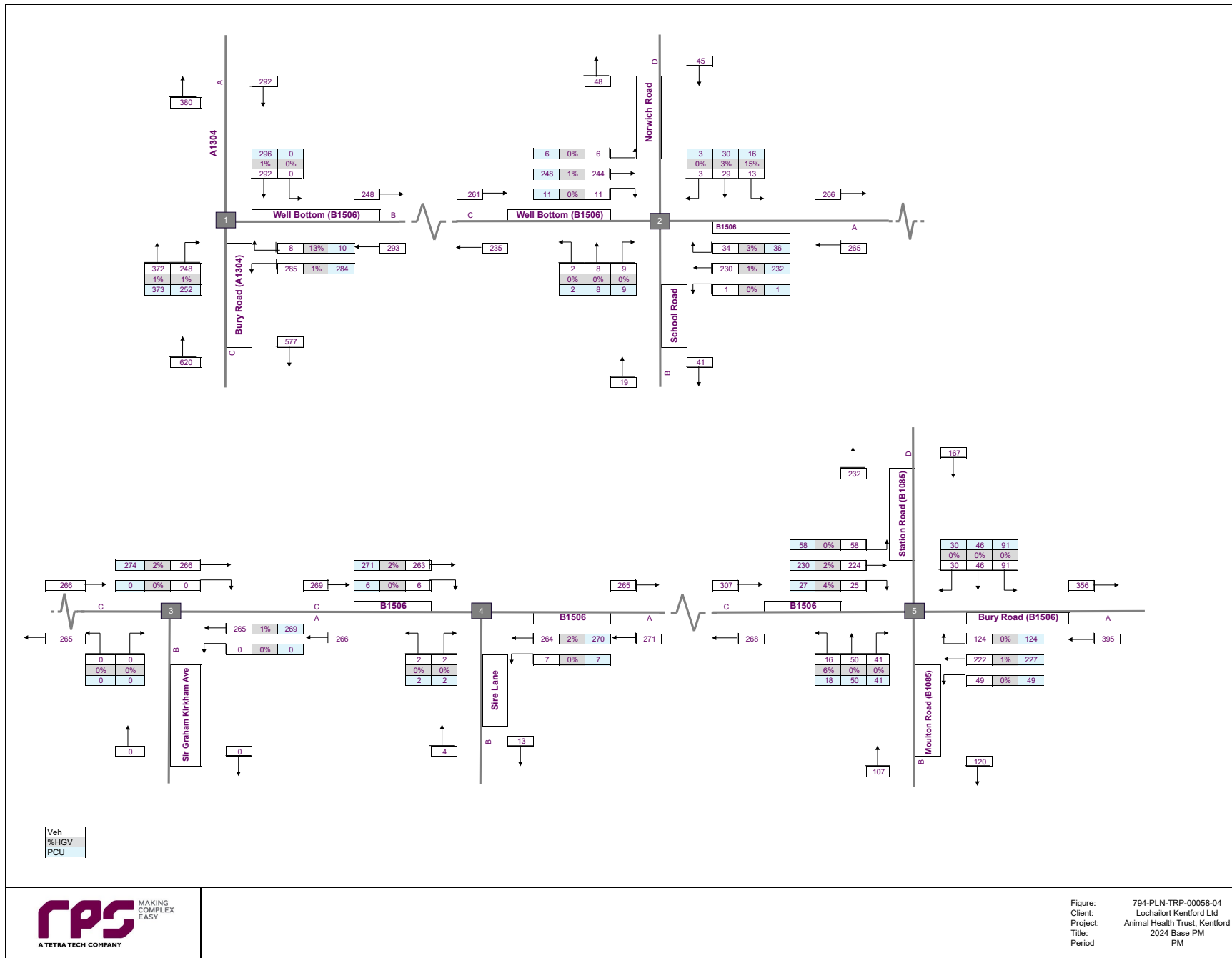
---

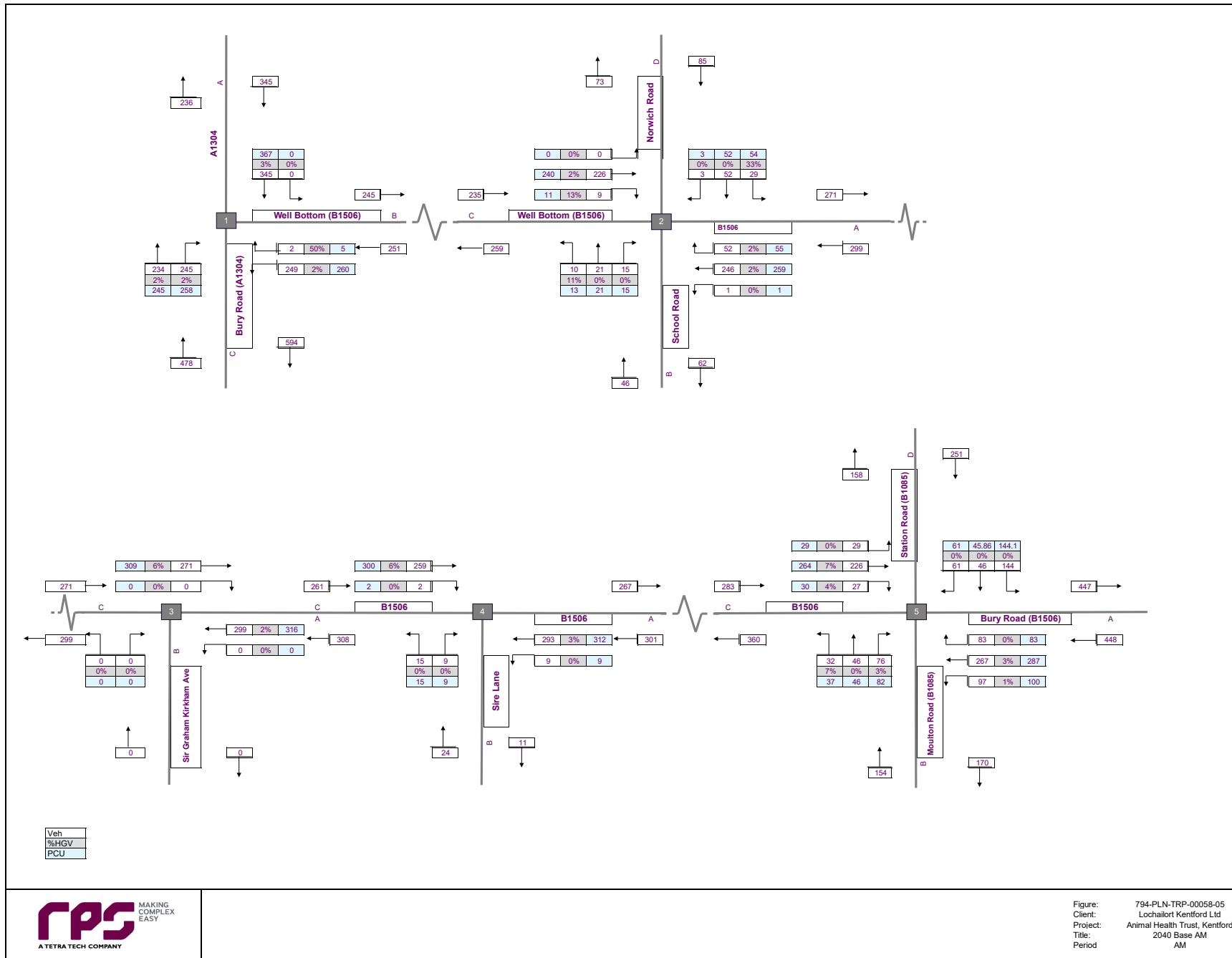
## Appendix 15 – Traffic Flow Diagrams

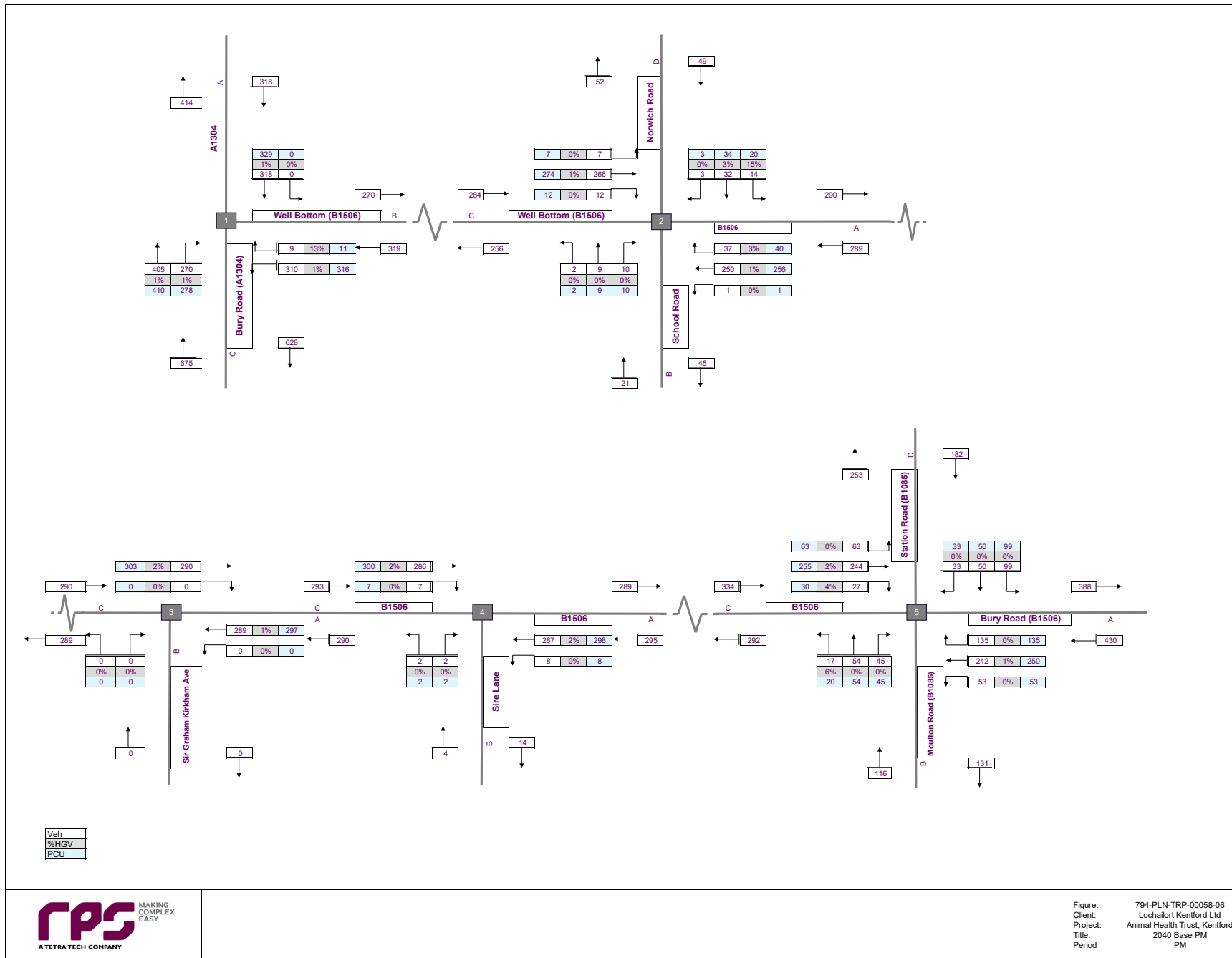


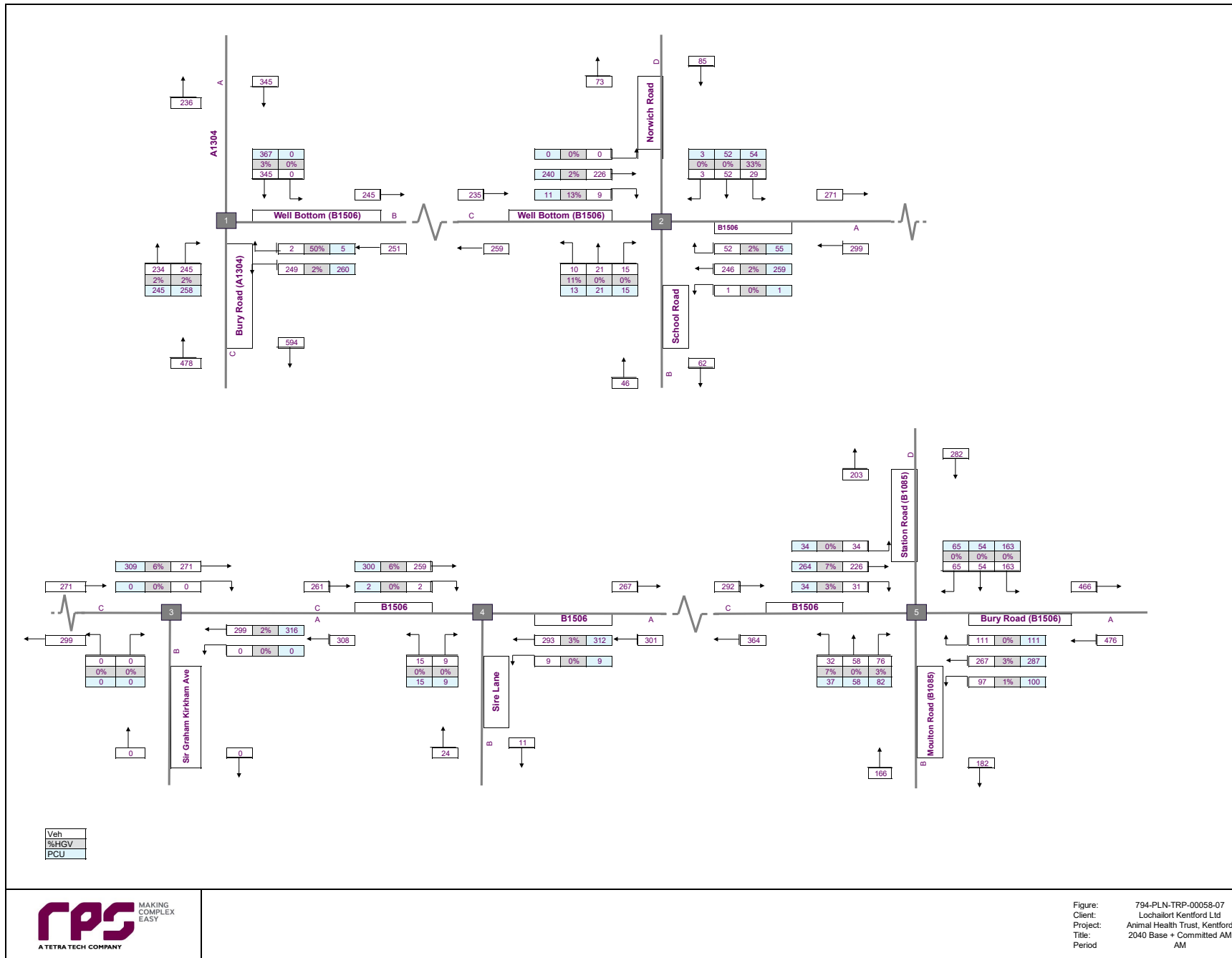


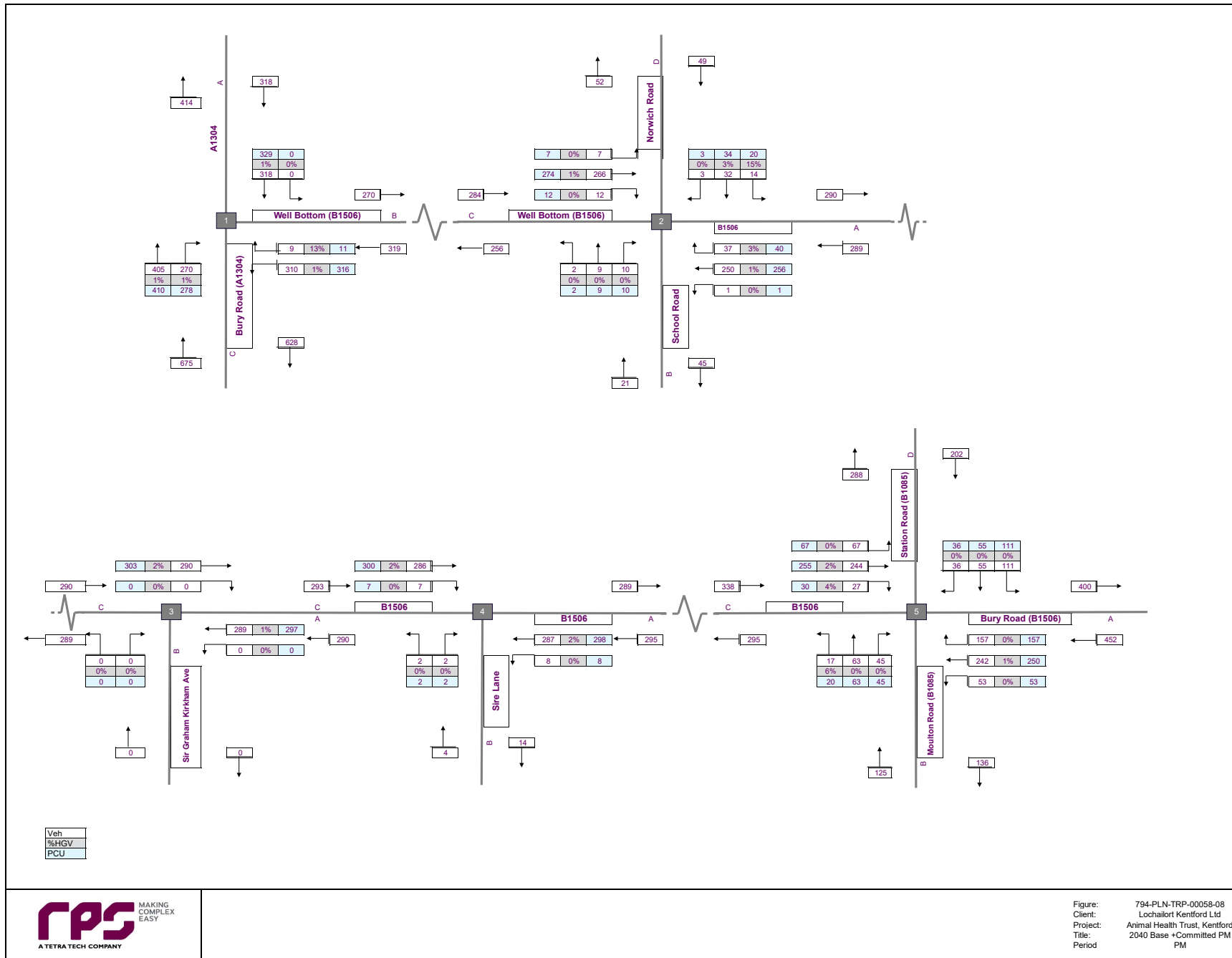
Veh  
%HGV  
PCU



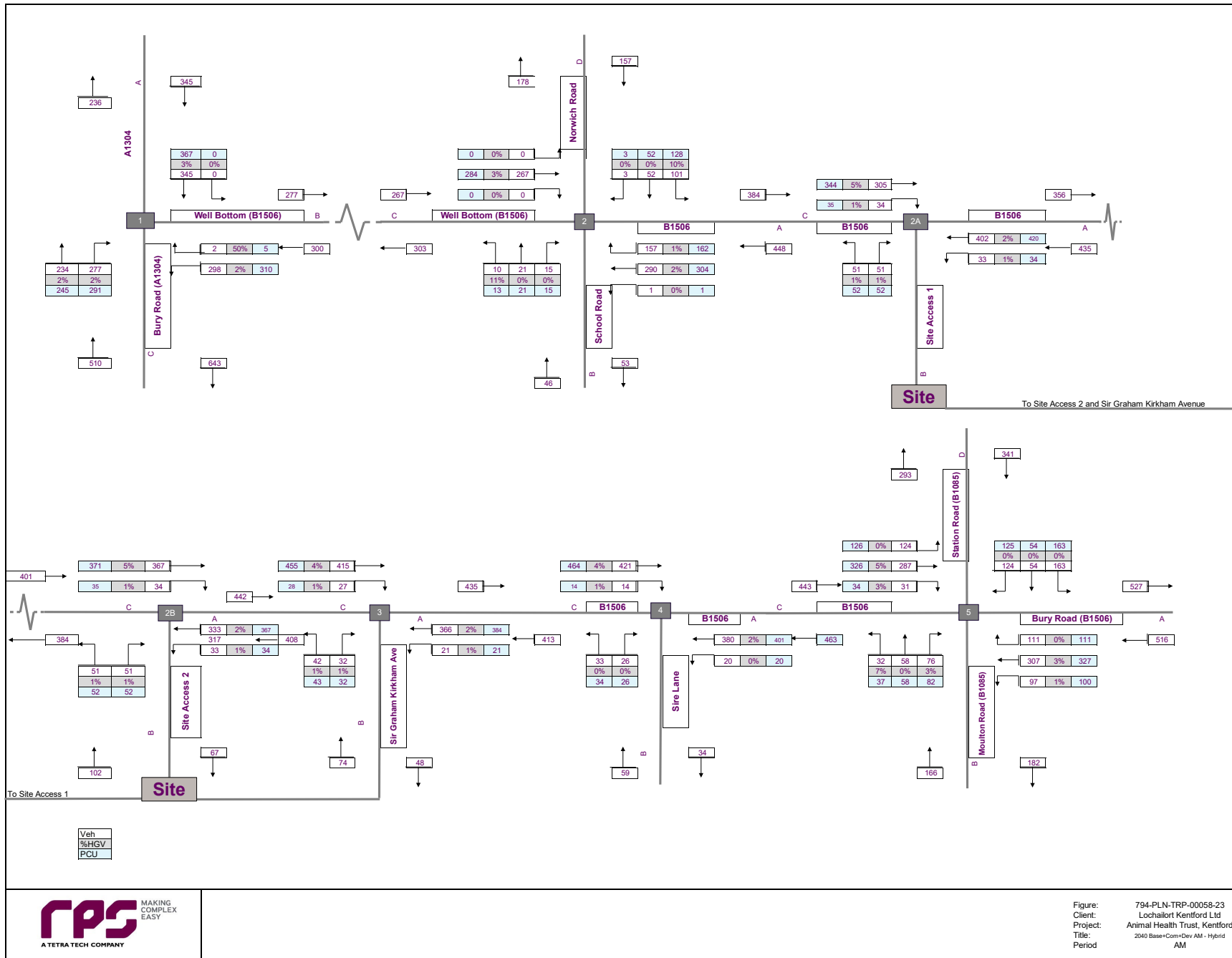


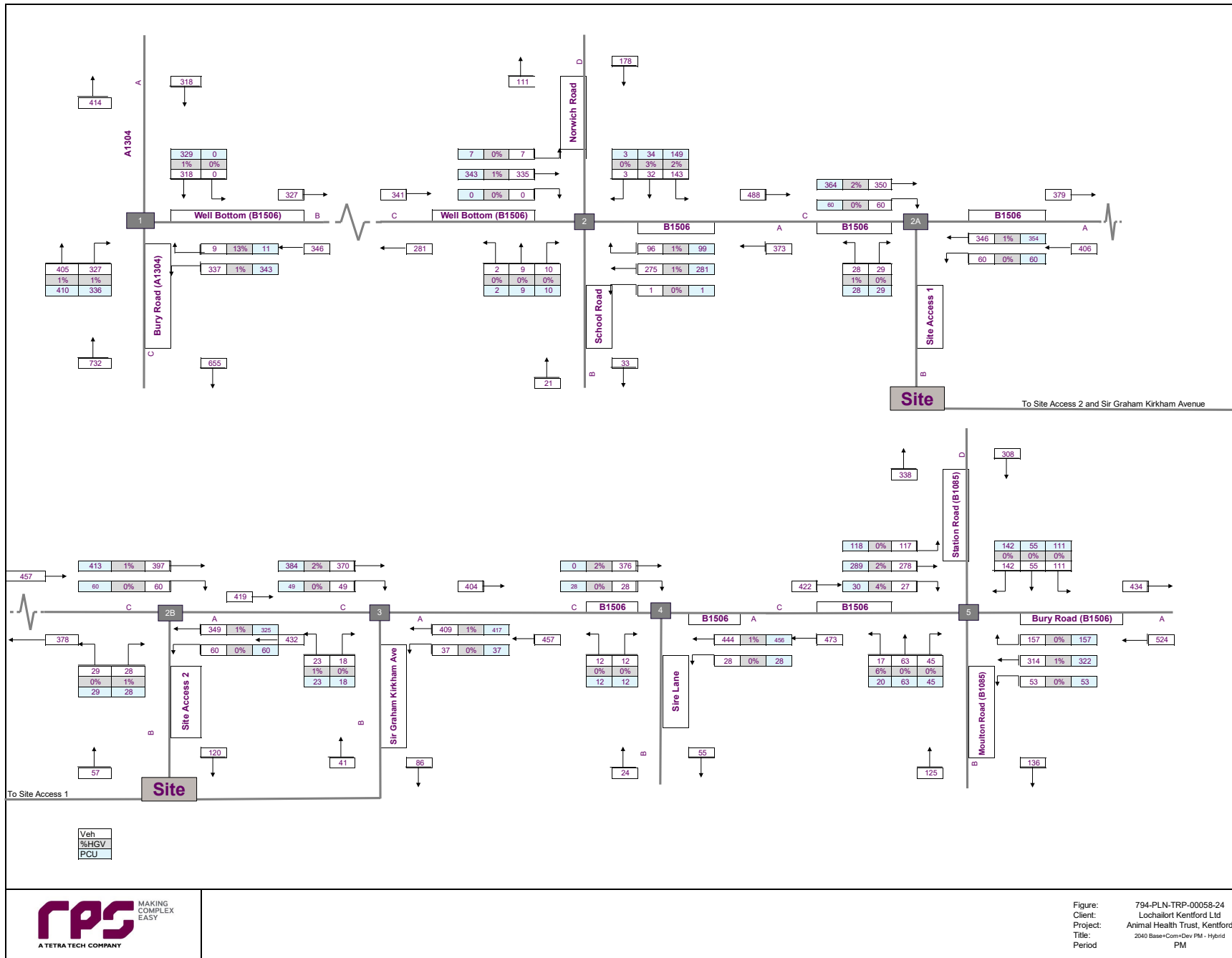












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## Appendix 16 – Junctions 10 Results

| Junctions 11                                                                                                                                                     |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|
| PICADY 11 - Priority Intersection Module                                                                                                                         |  |  |  |  |
| Version: 11.0.0.2177                                                                                                                                             |  |  |  |  |
| © Copyright TRL Software Limited, 2024                                                                                                                           |  |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL Software:<br>+44 (0)1344 379777   software@trl.co.uk   trlsoftware.com       |  |  |  |  |
| 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: Import of B1506\_SGKA Priority Junction.j11

Path: P:\794-PLN-TRP-00058 - Animal Health Trust, Kentford\Transport\Picady\2040 Future Year\910 Dwellings\Updated - Apr 2025

Report generation date: 22/04/2025 10:51:51

»2024 | | AM  
 »2024 | | PM  
 »2040 | | AM  
 »2040 | | PM  
 »2040 | Base + Com | AM  
 »2040 | Base + Com | PM  
 »2040 | Base+Com+Dev | AM  
 »2040 | Base+Com+Dev | PM

### Summary of junction performance

|            | AM                  |             |           |      |     | PM     |             |           |      |     |
|------------|---------------------|-------------|-----------|------|-----|--------|-------------|-----------|------|-----|
|            | Set ID              | Queue (Veh) | Delay (s) | RFC  | LOS | Set ID | Queue (Veh) | Delay (s) | RFC  | LOS |
|            | 2024                |             |           |      |     |        |             |           |      |     |
| Stream B-C | D1                  | 0.0         | 0.00      | 0.00 | A   | D2     | 0.0         | 0.00      | 0.00 | A   |
| Stream B-A |                     | 0.0         | 0.00      | 0.00 | A   |        | 0.0         | 0.00      | 0.00 | A   |
| Stream C-B |                     | 0.0         | 0.00      | 0.00 | A   |        | 0.0         | 0.00      | 0.00 | A   |
|            | 2040                |             |           |      |     |        |             |           |      |     |
| Stream B-C | D3                  | 0.0         | 0.00      | 0.00 | A   | D4     | 0.0         | 0.00      | 0.00 | A   |
| Stream B-A |                     | 0.0         | 0.00      | 0.00 | A   |        | 0.0         | 0.00      | 0.00 | A   |
| Stream C-B |                     | 0.0         | 0.00      | 0.00 | A   |        | 0.0         | 0.00      | 0.00 | A   |
|            | 2040 - Base + Com   |             |           |      |     |        |             |           |      |     |
| Stream B-C | D5                  | 0.0         | 0.00      | 0.00 | A   | D6     | 0.0         | 0.00      | 0.00 | A   |
| Stream B-A |                     | 0.0         | 0.00      | 0.00 | A   |        | 0.0         | 0.00      | 0.00 | A   |
| Stream C-B |                     | 0.0         | 0.00      | 0.00 | A   |        | 0.0         | 0.00      | 0.00 | A   |
|            | 2040 - Base+Com+Dev |             |           |      |     |        |             |           |      |     |
| Stream B-C | D7                  | 0.1         | 6.83      | 0.07 | A   | D8     | 0.0         | 6.67      | 0.04 | A   |
| Stream B-A |                     | 0.1         | 10.87     | 0.09 | B   |        | 0.1         | 10.63     | 0.05 | B   |
| Stream C-B |                     | 0.0         | 6.40      | 0.05 | A   |        | 0.1         | 6.78      | 0.08 | A   |

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

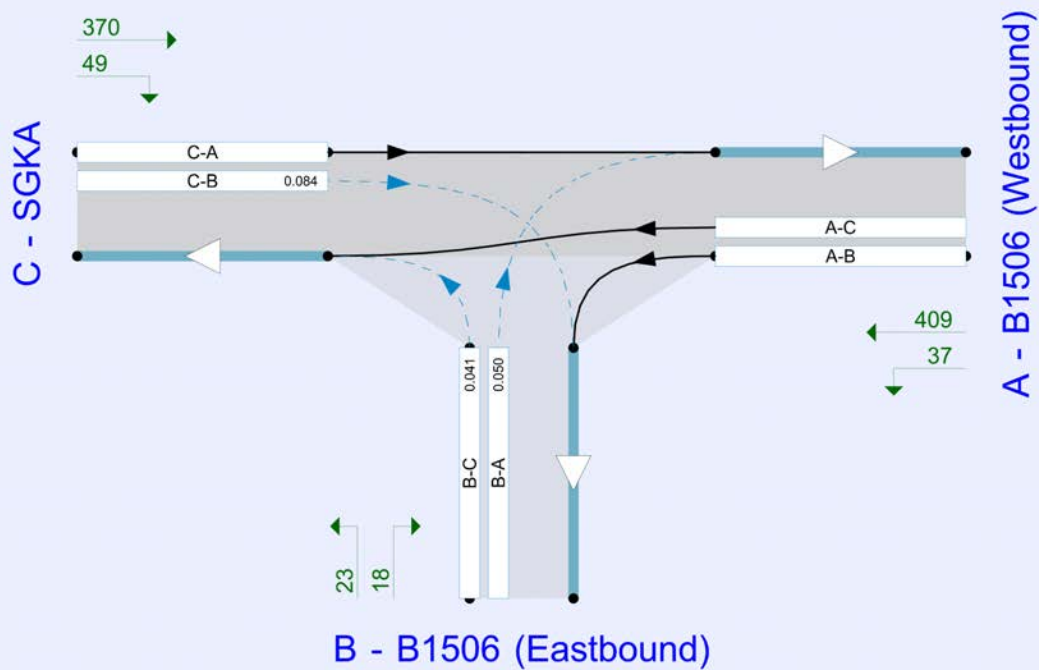
## File summary

### File Description

|             |                    |
|-------------|--------------------|
| Title       |                    |
| Location    |                    |
| Site number |                    |
| Date        | 17/03/2025         |
| Version     |                    |
| Status      | (new file)         |
| Identifier  |                    |
| Client      |                    |
| Jobnumber   |                    |
| Enumerator  | TT\michael.okeefe1 |
| 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              | mph         | Veh                 | Veh                   | perHour    | s                   | -Min              | perMin              |



Flows show original traffic demand (Veh/hr)  
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

### Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|-----------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
|                             |                             | 0.85          | 36.00                       | 20.00                 |

### Demand Set Summary

| ID | Year | Scenario     | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|--------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D1 | 2024 |              | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |
| D2 | 2024 |              | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |
| D3 | 2040 |              | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |
| D4 | 2040 |              | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |
| D5 | 2040 | Base + Com   | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |
| D6 | 2040 | Base + Com   | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |
| D7 | 2040 | Base+Com+Dev | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |
| D8 | 2040 | Base+Com+Dev | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000                         |

# 2024 | | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name       | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506/SGKA | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.00               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.00              | A           |

## Arms

### Arms

| Arm | Name              | Description | Arm type |
|-----|-------------------|-------------|----------|
| A   | B1506 (Westbound) |             | Major    |
| B   | B1506 (Eastbound) |             | Minor    |
| C   | SGKA              |             | Major    |

### Major Arm Geometry

| Arm      | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Width for right-turn storage (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|----------|--------------------------|----------------------------|------------------------|----------------------------------|-------------------------------|---------|----------------------|
| C - SGKA | 6.15                     |                            | ✓                      | 3.60                             | 60.0                          |         | -                    |

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

### Minor Arm Geometry

| Arm                   | Minor arm type | Lane Width (Left) (m) | Lane Width (Right) (m) | Visibility to left (m) | Visibility to right (m) |
|-----------------------|----------------|-----------------------|------------------------|------------------------|-------------------------|
| B - B1506 (Eastbound) | Two lanes      | 3.60                  | 3.28                   | 63                     | 43                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream | Intercept (Veh/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A    | 534                | 0.096         | 0.242         | 0.152         | 0.345         |
| B-C    | 690                | 0.106         | 0.269         | -             | -             |
| C-B    | 701                | 0.270         | 0.270         | -             | -             |

The slopes and intercepts shown above include custom intercept adjustments only.

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 | Year | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D1 | 2024 | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |

## Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (Westbound) |            | ✓            | 274                     | 100.000            |
| B - B1506 (Eastbound) |            | ✓            | 0                       | 100.000            |
| C - SGKA              |            | ✓            | 248                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                       |          |
|------|-----------------------|-----------------------|-----------------------|----------|
|      |                       | A - B1506 (Westbound) | B - B1506 (Eastbound) | C - SGKA |
| From | A - B1506 (Westbound) | 0                     | 0                     | 274      |
|      | B - B1506 (Eastbound) | 0                     | 0                     | 0        |
|      | C - SGKA              | 248                   | 0                     | 0        |

## Vehicle Mix

### Heavy Vehicle %

|      | To                    |                       |                       |          |
|------|-----------------------|-----------------------|-----------------------|----------|
|      |                       | A - B1506 (Westbound) | B - B1506 (Eastbound) | C - SGKA |
| From | A - B1506 (Westbound) | 0                     | 0                     | 2        |
|      | B - B1506 (Eastbound) | 0                     | 0                     | 0        |
|      | C - SGKA              | 6                     | 0                     | 0        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C    | 0.00    | 0.00          | 0.0             | A       |
| B-A    | 0.00    | 0.00          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.00    | 0.00          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 615               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 427               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 248                   | 0.00                       |                   |       | 248                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 626               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 274                   | 0.00                       |                   |       | 274                 |                 |           |                               |



**08:15 - 08:30**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 615               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 427               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 248                   | 0.00                       |                   |       | 248                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 626               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 274                   | 0.00                       |                   |       | 274                 |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 615               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 427               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 248                   | 0.00                       |                   |       | 248                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 626               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 274                   | 0.00                       |                   |       | 274                 |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 615               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 427               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 248                   | 0.00                       |                   |       | 248                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 626               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 274                   | 0.00                       |                   |       | 274                 |                 |           |                               |

# 2024 | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name       | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506/SGKA | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.00               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.00              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D2 | 2024 | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (Westbound) |            | ✓            | 265                     | 100.000            |
| B - B1506 (Eastbound) |            | ✓            | 0                       | 100.000            |
| C - SGKA              |            | ✓            | 266                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                       |          |
|------|-----------------------|-----------------------|-----------------------|----------|
|      |                       | A - B1506 (Westbound) | B - B1506 (Eastbound) | C - SGKA |
| From | A - B1506 (Westbound) | 0                     | 0                     | 265      |
|      | B - B1506 (Eastbound) | 0                     | 0                     | 0        |
|      | C - SGKA              | 266                   | 0                     | 0        |

## Vehicle Mix

### Heavy Vehicle %

|      | To                    |                       |                       |          |
|------|-----------------------|-----------------------|-----------------------|----------|
|      |                       | A - B1506 (Westbound) | B - B1506 (Eastbound) | C - SGKA |
| From | A - B1506 (Westbound) | 0                     | 0                     | 1        |
|      | B - B1506 (Eastbound) | 0                     | 0                     | 0        |
|      | C - SGKA              | 2                     | 0                     | 0        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C    | 0.00    | 0.00          | 0.0             | A       |
| B-A    | 0.00    | 0.00          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.00    | 0.00          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 618               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 428               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 266                   | 0.00                       |                   |       | 266                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 629               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 265                   | 0.00                       |                   |       | 265                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 618               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 428               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 266                   | 0.00                       |                   |       | 266                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 629               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 265                   | 0.00                       |                   |       | 265                 |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 618               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 428               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 266                   | 0.00                       |                   |       | 266                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 629               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 265                   | 0.00                       |                   |       | 265                 |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 618               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 428               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 266                   | 0.00                       |                   |       | 266                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 629               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 265                   | 0.00                       |                   |       | 265                 |                 |           |                               |

# 2040 | | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name       | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506/SGKA | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.00               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.00              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D3 | 2040 | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (Westbound) |            | ✓            | 299                     | 100.000            |
| B - B1506 (Eastbound) |            | ✓            | 0                       | 100.000            |
| C - SGKA              |            | ✓            | 271                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      |                       | To                    |                       |          |
|------|-----------------------|-----------------------|-----------------------|----------|
| From |                       | A - B1506 (Westbound) | B - B1506 (Eastbound) | C - SGKA |
|      | A - B1506 (Westbound) | 0                     | 0                     | 299      |
|      | B - B1506 (Eastbound) | 0                     | 0                     | 0        |
|      | C - SGKA              | 271                   | 0                     | 0        |

## Vehicle Mix

### Heavy Vehicle %

|      |                       | To                    |                       |          |
|------|-----------------------|-----------------------|-----------------------|----------|
| From |                       | A - B1506 (Westbound) | B - B1506 (Eastbound) | C - SGKA |
|      | A - B1506 (Westbound) | 0                     | 0                     | 2        |
|      | B - B1506 (Eastbound) | 0                     | 0                     | 0        |
|      | C - SGKA              | 6                     | 0                     | 0        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C    | 0.00    | 0.00          | 0.0             | A       |
| B-A    | 0.00    | 0.00          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.00    | 0.00          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 608               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 417               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 271                   | 0.00                       |                   |       | 271                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 619               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 299                   | 0.00                       |                   |       | 299                 |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 608               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 417               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 271                   | 0.00                       |                   |       | 271                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 619               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 299                   | 0.00                       |                   |       | 299                 |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 608               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 417               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 271                   | 0.00                       |                   |       | 271                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 619               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 299                   | 0.00                       |                   |       | 299                 |                 |           |                               |

#### 08:45 - 09:00

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 608               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 417               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 271                   | 0.00                       |                   |       | 271                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 619               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 299                   | 0.00                       |                   |       | 299                 |                 |           |                               |

# 2040 | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name       | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506/SGKA | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.00               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.00              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D4 | 2040 | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (Westbound) |            | ✓            | 289                     | 100.000            |
| B - B1506 (Eastbound) |            | ✓            | 0                       | 100.000            |
| C - SGKA              |            | ✓            | 290                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      |                       | To                    |                       |          |
|------|-----------------------|-----------------------|-----------------------|----------|
| From |                       | A - B1506 (Westbound) | B - B1506 (Eastbound) | C - SGKA |
|      | A - B1506 (Westbound) | 0                     | 0                     | 289      |
|      | B - B1506 (Eastbound) | 0                     | 0                     | 0        |
|      | C - SGKA              | 290                   | 0                     | 0        |

## Vehicle Mix

### Heavy Vehicle %

|      |                       | To                    |                       |          |
|------|-----------------------|-----------------------|-----------------------|----------|
| From |                       | A - B1506 (Westbound) | B - B1506 (Eastbound) | C - SGKA |
|      | A - B1506 (Westbound) | 0                     | 0                     | 1        |
|      | B - B1506 (Eastbound) | 0                     | 0                     | 0        |
|      | C - SGKA              | 2                     | 0                     | 0        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C    | 0.00    | 0.00          | 0.0             | A       |
| B-A    | 0.00    | 0.00          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.00    | 0.00          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 612               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 419               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 290                   | 0.00                       |                   |       | 290                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 623               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 289                   | 0.00                       |                   |       | 289                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 612               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 419               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 290                   | 0.00                       |                   |       | 290                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 623               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 289                   | 0.00                       |                   |       | 289                 |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 612               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 419               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 290                   | 0.00                       |                   |       | 290                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 623               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 289                   | 0.00                       |                   |       | 289                 |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 612               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 419               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 290                   | 0.00                       |                   |       | 290                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 623               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 289                   | 0.00                       |                   |       | 289                 |                 |           |                               |

# 2040 | Base + Com | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name       | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506/SGKA | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.00               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.00              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario   | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D5 | 2040 | Base + Com | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (Westbound) |            | ✓            | 299                     | 100.000            |
| B - B1506 (Eastbound) |            | ✓            | 0                       | 100.000            |
| C - SGKA              |            | ✓            | 271                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                       |          |
|------|-----------------------|-----------------------|-----------------------|----------|
|      |                       | A - B1506 (Westbound) | B - B1506 (Eastbound) | C - SGKA |
| From | A - B1506 (Westbound) | 0                     | 0                     | 299      |
|      | B - B1506 (Eastbound) | 0                     | 0                     | 0        |
|      | C - SGKA              | 271                   | 0                     | 0        |

## Vehicle Mix

### Heavy Vehicle %

|      | To                    |                       |                       |          |
|------|-----------------------|-----------------------|-----------------------|----------|
|      |                       | A - B1506 (Westbound) | B - B1506 (Eastbound) | C - SGKA |
| From | A - B1506 (Westbound) | 0                     | 0                     | 1        |
|      | B - B1506 (Eastbound) | 0                     | 0                     | 0        |
|      | C - SGKA              | 2                     | 0                     | 0        |



## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C    | 0.00    | 0.00          | 0.0             | A       |
| B-A    | 0.00    | 0.00          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.00    | 0.00          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 609               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 419               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 271                   | 0.00                       |                   |       | 271                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 299                   | 0.00                       |                   |       | 299                 |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 609               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 419               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 271                   | 0.00                       |                   |       | 271                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 299                   | 0.00                       |                   |       | 299                 |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 609               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 419               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 271                   | 0.00                       |                   |       | 271                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 299                   | 0.00                       |                   |       | 299                 |                 |           |                               |

#### 08:45 - 09:00

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 609               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 419               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 271                   | 0.00                       |                   |       | 271                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 299                   | 0.00                       |                   |       | 299                 |                 |           |                               |

# 2040 | Base + Com | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name       | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506/SGKA | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.00               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.00              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario   | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D6 | 2040 | Base + Com | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (Westbound) |            | ✓            | 289                     | 100.000            |
| B - B1506 (Eastbound) |            | ✓            | 0                       | 100.000            |
| C - SGKA              |            | ✓            | 290                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|                       | To                    |
|-----------------------|-----------------------|
| From                  |                       |
|                       | A - B1506 (Westbound) |
|                       | B - B1506 (Eastbound) |
|                       | C - SGKA              |
| A - B1506 (Westbound) | 0                     |
| B - B1506 (Eastbound) | 0                     |
| C - SGKA              | 290                   |

## Vehicle Mix

### Heavy Vehicle %

|                       | To                    |
|-----------------------|-----------------------|
| From                  |                       |
|                       | A - B1506 (Westbound) |
|                       | B - B1506 (Eastbound) |
|                       | C - SGKA              |
| A - B1506 (Westbound) | 0                     |
| B - B1506 (Eastbound) | 0                     |
| C - SGKA              | 2                     |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C    | 0.00    | 0.00          | 0.0             | A       |
| B-A    | 0.00    | 0.00          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.00    | 0.00          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 612               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 419               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 290                   | 0.00                       |                   |       | 290                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 623               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 289                   | 0.00                       |                   |       | 289                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 612               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 419               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 290                   | 0.00                       |                   |       | 290                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 623               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 289                   | 0.00                       |                   |       | 289                 |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 612               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 419               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 290                   | 0.00                       |                   |       | 290                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 623               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 289                   | 0.00                       |                   |       | 289                 |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 0                     | 0.00                       | 612               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| B-A    | 0                     | 0.00                       | 419               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 290                   | 0.00                       |                   |       | 290                 |                 |           |                               |
| C-B    | 0                     | 0.00                       | 623               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 289                   | 0.00                       |                   |       | 289                 |                 |           |                               |

# 2040 | Base+Com+Dev | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name       | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506/SGKA | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.88               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.88              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario     | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|--------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D7 | 2040 | Base+Com+Dev | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (Westbound) |            | ✓            | 387                     | 100.000            |
| B - B1506 (Eastbound) |            | ✓            | 74                      | 100.000            |
| C - SGKA              |            | ✓            | 442                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                       |          |
|------|-----------------------|-----------------------|-----------------------|----------|
|      |                       | A - B1506 (Westbound) | B - B1506 (Eastbound) | C - SGKA |
| From | A - B1506 (Westbound) | 0                     | 21                    | 366      |
|      | B - B1506 (Eastbound) | 32                    | 0                     | 42       |
|      | C - SGKA              | 415                   | 27                    | 0        |

## Vehicle Mix

### Heavy Vehicle %

|      | To                    |                       |                       |          |
|------|-----------------------|-----------------------|-----------------------|----------|
|      |                       | A - B1506 (Westbound) | B - B1506 (Eastbound) | C - SGKA |
| From | A - B1506 (Westbound) | 0                     | 1                     | 2        |
|      | B - B1506 (Eastbound) | 1                     | 0                     | 1        |
|      | C - SGKA              | 4                     | 1                     | 0        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C    | 0.07    | 6.83          | 0.1             | A       |
| B-A    | 0.09    | 10.87         | 0.1             | B       |
| C-A    |         |               |                 |         |
| C-B    | 0.05    | 6.40          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 42                    | 0.00                       | 569               | 0.074 | 42                  | 0.1             | 6.819     | A                             |
| B-A    | 32                    | 0.00                       | 363               | 0.088 | 32                  | 0.1             | 10.843    | B                             |
| C-A    | 415                   | 0.00                       |                   |       | 415                 |                 |           |                               |
| C-B    | 27                    | 0.00                       | 589               | 0.046 | 27                  | 0.0             | 6.401     | A                             |
| A-B    | 21                    | 0.00                       |                   |       | 21                  |                 |           |                               |
| A-C    | 366                   | 0.00                       |                   |       | 366                 |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 42                    | 0.00                       | 569               | 0.074 | 42                  | 0.1             | 6.829     | A                             |
| B-A    | 32                    | 0.00                       | 363               | 0.088 | 32                  | 0.1             | 10.868    | B                             |
| C-A    | 415                   | 0.00                       |                   |       | 415                 |                 |           |                               |
| C-B    | 27                    | 0.00                       | 589               | 0.046 | 27                  | 0.0             | 6.404     | A                             |
| A-B    | 21                    | 0.00                       |                   |       | 21                  |                 |           |                               |
| A-C    | 366                   | 0.00                       |                   |       | 366                 |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 42                    | 0.00                       | 569               | 0.074 | 42                  | 0.1             | 6.829     | A                             |
| B-A    | 32                    | 0.00                       | 363               | 0.088 | 32                  | 0.1             | 10.868    | B                             |
| C-A    | 415                   | 0.00                       |                   |       | 415                 |                 |           |                               |
| C-B    | 27                    | 0.00                       | 589               | 0.046 | 27                  | 0.0             | 6.404     | A                             |
| A-B    | 21                    | 0.00                       |                   |       | 21                  |                 |           |                               |
| A-C    | 366                   | 0.00                       |                   |       | 366                 |                 |           |                               |

#### 08:45 - 09:00

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 42                    | 0.00                       | 569               | 0.074 | 42                  | 0.1             | 6.829     | A                             |
| B-A    | 32                    | 0.00                       | 363               | 0.088 | 32                  | 0.1             | 10.868    | B                             |
| C-A    | 415                   | 0.00                       |                   |       | 415                 |                 |           |                               |
| C-B    | 27                    | 0.00                       | 589               | 0.046 | 27                  | 0.0             | 6.404     | A                             |
| A-B    | 21                    | 0.00                       |                   |       | 21                  |                 |           |                               |
| A-C    | 366                   | 0.00                       |                   |       | 366                 |                 |           |                               |

# 2040 | Base+Com+Dev | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name       | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506/SGKA | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.74               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.74              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario     | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|--------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D8 | 2040 | Base+Com+Dev | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (Westbound) |            | ✓            | 446                     | 100.000            |
| B - B1506 (Eastbound) |            | ✓            | 41                      | 100.000            |
| C - SGKA              |            | ✓            | 419                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                       |          |
|------|-----------------------|-----------------------|-----------------------|----------|
|      |                       | A - B1506 (Westbound) | B - B1506 (Eastbound) | C - SGKA |
| From | A - B1506 (Westbound) | 0                     | 37                    | 409      |
|      | B - B1506 (Eastbound) | 18                    | 0                     | 23       |
|      | C - SGKA              | 370                   | 49                    | 0        |

## Vehicle Mix

### Heavy Vehicle %

|      | To                    |                       |                       |          |
|------|-----------------------|-----------------------|-----------------------|----------|
|      |                       | A - B1506 (Westbound) | B - B1506 (Eastbound) | C - SGKA |
| From | A - B1506 (Westbound) | 0                     | 0                     | 1        |
|      | B - B1506 (Eastbound) | 0                     | 0                     | 1        |
|      | C - SGKA              | 2                     | 0                     | 0        |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C    | 0.04    | 6.67          | 0.0             | A       |
| B-A    | 0.05    | 10.63         | 0.1             | B       |
| C-A    |         |               |                 |         |
| C-B    | 0.08    | 6.78          | 0.1             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 23                    | 0.00                       | 563               | 0.041 | 23                  | 0.0             | 6.667     | A                             |
| B-A    | 18                    | 0.00                       | 357               | 0.050 | 18                  | 0.1             | 10.615    | B                             |
| C-A    | 370                   | 0.00                       |                   |       | 370                 |                 |           |                               |
| C-B    | 49                    | 0.00                       | 580               | 0.084 | 49                  | 0.1             | 6.771     | A                             |
| A-B    | 37                    | 0.00                       |                   |       | 37                  |                 |           |                               |
| A-C    | 409                   | 0.00                       |                   |       | 409                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 23                    | 0.00                       | 563               | 0.041 | 23                  | 0.0             | 6.671     | A                             |
| B-A    | 18                    | 0.00                       | 356               | 0.050 | 18                  | 0.1             | 10.632    | B                             |
| C-A    | 370                   | 0.00                       |                   |       | 370                 |                 |           |                               |
| C-B    | 49                    | 0.00                       | 580               | 0.084 | 49                  | 0.1             | 6.779     | A                             |
| A-B    | 37                    | 0.00                       |                   |       | 37                  |                 |           |                               |
| A-C    | 409                   | 0.00                       |                   |       | 409                 |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 23                    | 0.00                       | 563               | 0.041 | 23                  | 0.0             | 6.671     | A                             |
| B-A    | 18                    | 0.00                       | 356               | 0.050 | 18                  | 0.1             | 10.632    | B                             |
| C-A    | 370                   | 0.00                       |                   |       | 370                 |                 |           |                               |
| C-B    | 49                    | 0.00                       | 580               | 0.084 | 49                  | 0.1             | 6.779     | A                             |
| A-B    | 37                    | 0.00                       |                   |       | 37                  |                 |           |                               |
| A-C    | 409                   | 0.00                       |                   |       | 409                 |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-C    | 23                    | 0.00                       | 563               | 0.041 | 23                  | 0.0             | 6.671     | A                             |
| B-A    | 18                    | 0.00                       | 356               | 0.050 | 18                  | 0.1             | 10.632    | B                             |
| C-A    | 370                   | 0.00                       |                   |       | 370                 |                 |           |                               |
| C-B    | 49                    | 0.00                       | 580               | 0.084 | 49                  | 0.1             | 6.779     | A                             |
| A-B    | 37                    | 0.00                       |                   |       | 37                  |                 |           |                               |
| A-C    | 409                   | 0.00                       |                   |       | 409                 |                 |           |                               |

| Junctions 11                                                                                                                                                     |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| PICADY 11 - Priority Intersection Module                                                                                                                         |  |  |  |  |  |  |  |  |  |  |  |
| Version: 11.0.0.2177                                                                                                                                             |  |  |  |  |  |  |  |  |  |  |  |
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| +44 (0)1344 379777 software@trl.co.uk trlsoftware.com                                                                                                            |  |  |  |  |  |  |  |  |  |  |  |
| 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:** Import of B1506\_Sire Lane Priority Junction V2.j11

**Path:** P:\794-PLN-TRP-00058 - Animal Health Trust, Kentford\Transport\Picady\2040 Future Year\910 Dwellings\Updated - Apr 2025

**Report generation date:** 22/04/2025 10:57:59

- »2024 | Base | AM
- »2024 | Base | PM
- »2040 | Base | AM
- »2040 | Base | PM
- »2040 | Base + Com Dev | AM
- »2040 | Base + Com Dev | PM
- »2040 | Base + Com Dev + Proposed | AM
- »2040 | Base + Com Dev + Proposed | PM

#### Summary of junction performance

|             | AM                               |             |           |      |     | PM     |             |           |      |     |
|-------------|----------------------------------|-------------|-----------|------|-----|--------|-------------|-----------|------|-----|
|             | Set ID                           | Queue (PCU) | Delay (s) | RFC  | LOS | Set ID | Queue (PCU) | Delay (s) | RFC  | LOS |
|             | 2024 - Base                      |             |           |      |     |        |             |           |      |     |
| Stream B-AC | D1                               | 0.0         | 6.39      | 0.04 | A   | D2     | 0.0         | 6.55      | 0.01 | A   |
| Stream C-B  |                                  | 0.0         | 6.30      | 0.00 | A   |        | 0.0         | 6.33      | 0.01 | A   |
|             | 2040 - Base                      |             |           |      |     |        |             |           |      |     |
| Stream B-AC | D3                               | 0.0         | 6.56      | 0.04 | A   | D4     | 0.0         | 6.67      | 0.01 | A   |
| Stream C-B  |                                  | 0.0         | 6.38      | 0.00 | A   |        | 0.0         | 6.41      | 0.01 | A   |
|             | 2040 - Base + Com Dev            |             |           |      |     |        |             |           |      |     |
| Stream B-AC | D5                               | 0.0         | 6.56      | 0.04 | A   | D6     | 0.0         | 6.67      | 0.01 | A   |
| Stream C-B  |                                  | 0.0         | 6.38      | 0.00 | A   |        | 0.0         | 6.41      | 0.01 | A   |
|             | 2040 - Base + Com Dev + Proposed |             |           |      |     |        |             |           |      |     |
| Stream B-AC | D7                               | 0.1         | 8.02      | 0.12 | A   | D8     | 0.1         | 7.98      | 0.05 | A   |
| Stream C-B  |                                  | 0.0         | 6.90      | 0.03 | A   |        | 0.1         | 7.28      | 0.05 | A   |

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.



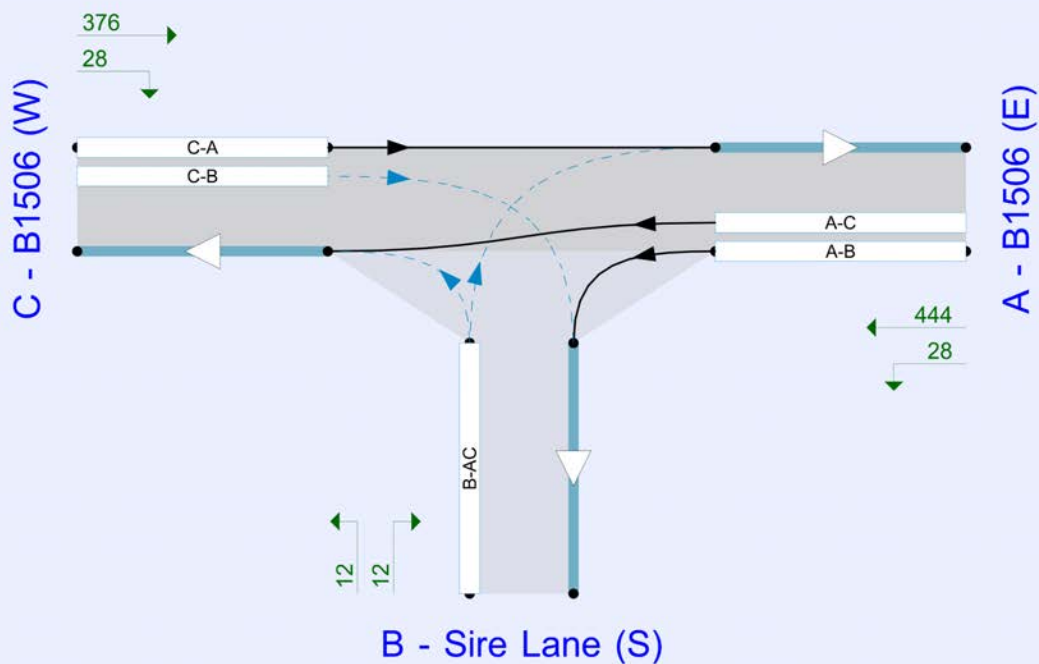
## File summary

### File Description

|             |              |
|-------------|--------------|
| Title       |              |
| Location    |              |
| Site number |              |
| Date        | 10/04/2024   |
| Version     |              |
| Status      | (new file)   |
| Identifier  |              |
| Client      |              |
| Jobnumber   |              |
| Enumerator  | TT\abby.crux |
| 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              |



Flows show original traffic demand (PCU/hr)  
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

### Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|-----------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
|                             |                             | 0.85          | 36.00                       | 20.00                 |

### Demand Set Summary

| ID | Year | Scenario                  | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|---------------------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D1 | 2024 | Base                      | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |
| D2 | 2024 | Base                      | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |
| D3 | 2040 | Base                      | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |
| D4 | 2040 | Base                      | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |
| D5 | 2040 | Base + Com Dev            | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |
| D6 | 2040 | Base + Com Dev            | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |
| D7 | 2040 | Base + Com Dev + Proposed | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |
| D8 | 2040 | Base + Com Dev + Proposed | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000                         |

# 2024 | Base | AM

## Data Errors and Warnings

| Severity | Area            | Item                               | Description                                                                                                          |
|----------|-----------------|------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | C - B1506 (W) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.29               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.29              | A           |

## Arms

### Arms

| Arm | Name          | Description | Arm type |
|-----|---------------|-------------|----------|
| A   | B1506 (E)     |             | Major    |
| B   | Sire Lane (S) |             | Minor    |
| C   | B1506 (W)     |             | Major    |

### Major Arm Geometry

| Arm           | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Width for right-turn storage (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---------------|--------------------------|----------------------------|------------------------|----------------------------------|-------------------------------|---------|----------------------|
| C - B1506 (W) | 5.10                     |                            | ✓                      | 2.22                             | 120.0                         |         | -                    |

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

### Minor Arm Geometry

| Arm               | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|-------------------|----------------|----------------|------------------------|-------------------------|
| B - Sire Lane (S) | One lane       | 5.00           | 17                     | 18                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A    | 591                | 0.112         | 0.283         | 0.178         | 0.404         |
| B-C    | 763                | 0.121         | 0.307         | -             | -             |
| C-B    | 645                | 0.260         | 0.260         | -             | -             |

The slopes and intercepts shown above include custom intercept adjustments only.

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 | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D1 | 2024 | Base     | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm               | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (E)     |            | ✓            | 276                     | 100.000            |
| B - Sire Lane (S) |            | ✓            | 22                      | 100.000            |
| C - B1506 (W)     |            | ✓            | 239                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                |               |                   |               |
|------|-------------------|---------------|-------------------|---------------|
|      |                   | A - B1506 (E) | B - Sire Lane (S) | C - B1506 (W) |
| From | A - B1506 (E)     | 0             | 8                 | 268           |
|      | B - Sire Lane (S) | 8             | 0                 | 14            |
|      | C - B1506 (W)     | 237           | 2                 | 0             |
|      |                   |               |                   |               |

## Vehicle Mix

### Heavy Vehicle %

|      | To                |               |                   |               |
|------|-------------------|---------------|-------------------|---------------|
|      |                   | A - B1506 (E) | B - Sire Lane (S) | C - B1506 (W) |
| From | A - B1506 (E)     | 0             | 0                 | 2             |
|      | B - Sire Lane (S) | 0             | 0                 | 0             |
|      | C - B1506 (W)     | 5             | 0                 | 0             |
|      |                   |               |                   |               |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.04    | 6.39          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.00    | 6.30          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 22                    | 0.00                       | 585               | 0.038 | 22                  | 0.0             | 6.386     | A                             |
| C-A    | 237                   | 0.00                       |                   |       | 237                 |                 |           |                               |
| C-B    | 2                     | 0.00                       | 573               | 0.003 | 2                   | 0.0             | 6.301     | A                             |
| A-B    | 8                     | 0.00                       |                   |       | 8                   |                 |           |                               |
| A-C    | 268                   | 0.00                       |                   |       | 268                 |                 |           |                               |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 22                    | 0.00                       | 585               | 0.038 | 22                  | 0.0             | 6.388     | A                             |
| C-A    | 237                   | 0.00                       |                   |       | 237                 |                 |           |                               |
| C-B    | 2                     | 0.00                       | 573               | 0.003 | 2                   | 0.0             | 6.301     | A                             |
| A-B    | 8                     | 0.00                       |                   |       | 8                   |                 |           |                               |
| A-C    | 268                   | 0.00                       |                   |       | 268                 |                 |           |                               |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 22                    | 0.00                       | 585               | 0.038 | 22                  | 0.0             | 6.388     | A                             |
| C-A    | 237                   | 0.00                       |                   |       | 237                 |                 |           |                               |
| C-B    | 2                     | 0.00                       | 573               | 0.003 | 2                   | 0.0             | 6.301     | A                             |
| A-B    | 8                     | 0.00                       |                   |       | 8                   |                 |           |                               |
| A-C    | 268                   | 0.00                       |                   |       | 268                 |                 |           |                               |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 22                    | 0.00                       | 585               | 0.038 | 22                  | 0.0             | 6.388     | A                             |
| C-A    | 237                   | 0.00                       |                   |       | 237                 |                 |           |                               |
| C-B    | 2                     | 0.00                       | 573               | 0.003 | 2                   | 0.0             | 6.301     | A                             |
| A-B    | 8                     | 0.00                       |                   |       | 8                   |                 |           |                               |
| A-C    | 268                   | 0.00                       |                   |       | 268                 |                 |           |                               |

# 2024 | Base | PM

## Data Errors and Warnings

| Severity | Area            | Item                               | Description                                                                                                          |
|----------|-----------------|------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | C - B1506 (W) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.12               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.12              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D2 | 2024 | Base     | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm               | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (E)     |            | ✓            | 271                     | 100.000            |
| B - Sire Lane (S) |            | ✓            | 4                       | 100.000            |
| C - B1506 (W)     |            | ✓            | 269                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                |               |                   |               |
|------|-------------------|---------------|-------------------|---------------|
| From |                   | A - B1506 (E) | B - Sire Lane (S) | C - B1506 (W) |
|      | A - B1506 (E)     | 0             | 7                 | 264           |
|      | B - Sire Lane (S) | 2             | 0                 | 2             |
|      | C - B1506 (W)     | 263           | 6                 | 0             |

## Vehicle Mix

### Heavy Vehicle %

|      | To                |               |                   |               |
|------|-------------------|---------------|-------------------|---------------|
| From |                   | A - B1506 (E) | B - Sire Lane (S) | C - B1506 (W) |
|      | A - B1506 (E)     | 0             | 0                 | 1             |
|      | B - Sire Lane (S) | 0             | 0                 | 0             |
|      | C - B1506 (W)     | 2             | 0                 | 0             |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.01    | 6.55          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.01    | 6.33          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 4                     | 0.00                       | 553               | 0.007 | 4                   | 0.0             | 6.550     | A                             |
| C-A    | 263                   | 0.00                       |                   |       | 263                 |                 |           |                               |
| C-B    | 6                     | 0.00                       | 574               | 0.010 | 6                   | 0.0             | 6.331     | A                             |
| A-B    | 7                     | 0.00                       |                   |       | 7                   |                 |           |                               |
| A-C    | 264                   | 0.00                       |                   |       | 264                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 4                     | 0.00                       | 553               | 0.007 | 4                   | 0.0             | 6.551     | A                             |
| C-A    | 263                   | 0.00                       |                   |       | 263                 |                 |           |                               |
| C-B    | 6                     | 0.00                       | 574               | 0.010 | 6                   | 0.0             | 6.331     | A                             |
| A-B    | 7                     | 0.00                       |                   |       | 7                   |                 |           |                               |
| A-C    | 264                   | 0.00                       |                   |       | 264                 |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 4                     | 0.00                       | 553               | 0.007 | 4                   | 0.0             | 6.551     | A                             |
| C-A    | 263                   | 0.00                       |                   |       | 263                 |                 |           |                               |
| C-B    | 6                     | 0.00                       | 574               | 0.010 | 6                   | 0.0             | 6.331     | A                             |
| A-B    | 7                     | 0.00                       |                   |       | 7                   |                 |           |                               |
| A-C    | 264                   | 0.00                       |                   |       | 264                 |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 4                     | 0.00                       | 553               | 0.007 | 4                   | 0.0             | 6.551     | A                             |
| C-A    | 263                   | 0.00                       |                   |       | 263                 |                 |           |                               |
| C-B    | 6                     | 0.00                       | 574               | 0.010 | 6                   | 0.0             | 6.331     | A                             |
| A-B    | 7                     | 0.00                       |                   |       | 7                   |                 |           |                               |
| A-C    | 264                   | 0.00                       |                   |       | 264                 |                 |           |                               |

# 2040 | Base | AM

## Data Errors and Warnings

| Severity | Area            | Item                               | Description                                                                                                          |
|----------|-----------------|------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | C - B1506 (W) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.29               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.29              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D3 | 2040 | Base     | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm               | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (E)     |            | ✓            | 302                     | 100.000            |
| B - Sire Lane (S) |            | ✓            | 24                      | 100.000            |
| C - B1506 (W)     |            | ✓            | 261                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                |               |                   |               |
|------|-------------------|---------------|-------------------|---------------|
|      |                   | A - B1506 (E) | B - Sire Lane (S) | C - B1506 (W) |
| From | A - B1506 (E)     | 0             | 9                 | 293           |
|      | B - Sire Lane (S) | 9             | 0                 | 15            |
|      | C - B1506 (W)     | 259           | 2                 | 0             |
|      |                   |               |                   |               |

## Vehicle Mix

### Heavy Vehicle %

|      | To                |               |                   |               |
|------|-------------------|---------------|-------------------|---------------|
|      |                   | A - B1506 (E) | B - Sire Lane (S) | C - B1506 (W) |
| From | A - B1506 (E)     | 0             | 0                 | 2             |
|      | B - Sire Lane (S) | 0             | 0                 | 0             |
|      | C - B1506 (W)     | 5             | 0                 | 0             |
|      |                   |               |                   |               |



## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.04    | 6.56          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.00    | 6.38          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 24                    | 0.00                       | 573               | 0.042 | 24                  | 0.0             | 6.554     | A                             |
| C-A    | 259                   | 0.00                       |                   |       | 259                 |                 |           |                               |
| C-B    | 2                     | 0.00                       | 566               | 0.004 | 2                   | 0.0             | 6.377     | A                             |
| A-B    | 9                     | 0.00                       |                   |       | 9                   |                 |           |                               |
| A-C    | 293                   | 0.00                       |                   |       | 293                 |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 24                    | 0.00                       | 573               | 0.042 | 24                  | 0.0             | 6.557     | A                             |
| C-A    | 259                   | 0.00                       |                   |       | 259                 |                 |           |                               |
| C-B    | 2                     | 0.00                       | 566               | 0.004 | 2                   | 0.0             | 6.377     | A                             |
| A-B    | 9                     | 0.00                       |                   |       | 9                   |                 |           |                               |
| A-C    | 293                   | 0.00                       |                   |       | 293                 |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 24                    | 0.00                       | 573               | 0.042 | 24                  | 0.0             | 6.557     | A                             |
| C-A    | 259                   | 0.00                       |                   |       | 259                 |                 |           |                               |
| C-B    | 2                     | 0.00                       | 566               | 0.004 | 2                   | 0.0             | 6.377     | A                             |
| A-B    | 9                     | 0.00                       |                   |       | 9                   |                 |           |                               |
| A-C    | 293                   | 0.00                       |                   |       | 293                 |                 |           |                               |

#### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 24                    | 0.00                       | 573               | 0.042 | 24                  | 0.0             | 6.557     | A                             |
| C-A    | 259                   | 0.00                       |                   |       | 259                 |                 |           |                               |
| C-B    | 2                     | 0.00                       | 566               | 0.004 | 2                   | 0.0             | 6.377     | A                             |
| A-B    | 9                     | 0.00                       |                   |       | 9                   |                 |           |                               |
| A-C    | 293                   | 0.00                       |                   |       | 293                 |                 |           |                               |

# 2040 | Base | PM

## Data Errors and Warnings

| Severity | Area            | Item                               | Description                                                                                                          |
|----------|-----------------|------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | C - B1506 (W) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.12               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.12              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D4 | 2040 | Base     | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm               | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (E)     |            | ✓            | 295                     | 100.000            |
| B - Sire Lane (S) |            | ✓            | 4                       | 100.000            |
| C - B1506 (W)     |            | ✓            | 293                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                |               |                   |               |
|------|-------------------|---------------|-------------------|---------------|
|      |                   | A - B1506 (E) | B - Sire Lane (S) | C - B1506 (W) |
| From | A - B1506 (E)     | 0             | 8                 | 287           |
|      | B - Sire Lane (S) | 2             | 0                 | 2             |
|      | C - B1506 (W)     | 286           | 7                 | 0             |

## Vehicle Mix

### Heavy Vehicle %

|      | To                |               |                   |               |
|------|-------------------|---------------|-------------------|---------------|
|      |                   | A - B1506 (E) | B - Sire Lane (S) | C - B1506 (W) |
| From | A - B1506 (E)     | 0             | 0                 | 2             |
|      | B - Sire Lane (S) | 0             | 0                 | 0             |
|      | C - B1506 (W)     | 2             | 0                 | 0             |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.01    | 6.67          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.01    | 6.41          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 4                     | 0.00                       | 543               | 0.007 | 4                   | 0.0             | 6.675     | A                             |
| C-A    | 286                   | 0.00                       |                   |       | 286                 |                 |           |                               |
| C-B    | 7                     | 0.00                       | 568               | 0.012 | 7                   | 0.0             | 6.413     | A                             |
| A-B    | 8                     | 0.00                       |                   |       | 8                   |                 |           |                               |
| A-C    | 287                   | 0.00                       |                   |       | 287                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 4                     | 0.00                       | 543               | 0.007 | 4                   | 0.0             | 6.675     | A                             |
| C-A    | 286                   | 0.00                       |                   |       | 286                 |                 |           |                               |
| C-B    | 7                     | 0.00                       | 568               | 0.012 | 7                   | 0.0             | 6.413     | A                             |
| A-B    | 8                     | 0.00                       |                   |       | 8                   |                 |           |                               |
| A-C    | 287                   | 0.00                       |                   |       | 287                 |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 4                     | 0.00                       | 543               | 0.007 | 4                   | 0.0             | 6.675     | A                             |
| C-A    | 286                   | 0.00                       |                   |       | 286                 |                 |           |                               |
| C-B    | 7                     | 0.00                       | 568               | 0.012 | 7                   | 0.0             | 6.413     | A                             |
| A-B    | 8                     | 0.00                       |                   |       | 8                   |                 |           |                               |
| A-C    | 287                   | 0.00                       |                   |       | 287                 |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 4                     | 0.00                       | 543               | 0.007 | 4                   | 0.0             | 6.675     | A                             |
| C-A    | 286                   | 0.00                       |                   |       | 286                 |                 |           |                               |
| C-B    | 7                     | 0.00                       | 568               | 0.012 | 7                   | 0.0             | 6.413     | A                             |
| A-B    | 8                     | 0.00                       |                   |       | 8                   |                 |           |                               |
| A-C    | 287                   | 0.00                       |                   |       | 287                 |                 |           |                               |

# 2040 | Base + Com Dev | AM

## Data Errors and Warnings

| Severity | Area            | Item                               | Description                                                                                                          |
|----------|-----------------|------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | C - B1506 (W) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.29               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.29              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario       | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|----------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D5 | 2040 | Base + Com Dev | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm               | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (E)     |            | ✓            | 302                     | 100.000            |
| B - Sire Lane (S) |            | ✓            | 24                      | 100.000            |
| C - B1506 (W)     |            | ✓            | 261                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                |               |                   |               |
|------|-------------------|---------------|-------------------|---------------|
| From |                   | A - B1506 (E) | B - Sire Lane (S) | C - B1506 (W) |
|      | A - B1506 (E)     | 0             | 9                 | 293           |
|      | B - Sire Lane (S) | 9             | 0                 | 15            |
|      | C - B1506 (W)     | 259           | 2                 | 0             |

## Vehicle Mix

### Heavy Vehicle %

|      | To                |               |                   |               |
|------|-------------------|---------------|-------------------|---------------|
| From |                   | A - B1506 (E) | B - Sire Lane (S) | C - B1506 (W) |
|      | A - B1506 (E)     | 0             | 0                 | 3             |
|      | B - Sire Lane (S) | 0             | 0                 | 0             |
|      | C - B1506 (W)     | 6             | 0                 | 0             |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.04    | 6.56          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.00    | 6.38          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 24                    | 0.00                       | 573               | 0.042 | 24                  | 0.0             | 6.554     | A                             |
| C-A    | 259                   | 0.00                       |                   |       | 259                 |                 |           |                               |
| C-B    | 2                     | 0.00                       | 566               | 0.004 | 2                   | 0.0             | 6.377     | A                             |
| A-B    | 9                     | 0.00                       |                   |       | 9                   |                 |           |                               |
| A-C    | 293                   | 0.00                       |                   |       | 293                 |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 24                    | 0.00                       | 573               | 0.042 | 24                  | 0.0             | 6.557     | A                             |
| C-A    | 259                   | 0.00                       |                   |       | 259                 |                 |           |                               |
| C-B    | 2                     | 0.00                       | 566               | 0.004 | 2                   | 0.0             | 6.377     | A                             |
| A-B    | 9                     | 0.00                       |                   |       | 9                   |                 |           |                               |
| A-C    | 293                   | 0.00                       |                   |       | 293                 |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 24                    | 0.00                       | 573               | 0.042 | 24                  | 0.0             | 6.557     | A                             |
| C-A    | 259                   | 0.00                       |                   |       | 259                 |                 |           |                               |
| C-B    | 2                     | 0.00                       | 566               | 0.004 | 2                   | 0.0             | 6.377     | A                             |
| A-B    | 9                     | 0.00                       |                   |       | 9                   |                 |           |                               |
| A-C    | 293                   | 0.00                       |                   |       | 293                 |                 |           |                               |

#### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 24                    | 0.00                       | 573               | 0.042 | 24                  | 0.0             | 6.557     | A                             |
| C-A    | 259                   | 0.00                       |                   |       | 259                 |                 |           |                               |
| C-B    | 2                     | 0.00                       | 566               | 0.004 | 2                   | 0.0             | 6.377     | A                             |
| A-B    | 9                     | 0.00                       |                   |       | 9                   |                 |           |                               |
| A-C    | 293                   | 0.00                       |                   |       | 293                 |                 |           |                               |

# 2040 | Base + Com Dev | PM

## Data Errors and Warnings

| Severity | Area            | Item                               | Description                                                                                                          |
|----------|-----------------|------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | C - B1506 (W) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.12               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.12              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario       | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|----------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D6 | 2040 | Base + Com Dev | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm               | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (E)     |            | ✓            | 295                     | 100.000            |
| B - Sire Lane (S) |            | ✓            | 4                       | 100.000            |
| C - B1506 (W)     |            | ✓            | 293                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                |               |                   |               |
|------|-------------------|---------------|-------------------|---------------|
|      |                   | A - B1506 (E) | B - Sire Lane (S) | C - B1506 (W) |
| From | A - B1506 (E)     | 0             | 8                 | 287           |
|      | B - Sire Lane (S) | 2             | 0                 | 2             |
|      | C - B1506 (W)     | 286           | 7                 | 0             |

## Vehicle Mix

### Heavy Vehicle %

|      | To                |               |                   |               |
|------|-------------------|---------------|-------------------|---------------|
|      |                   | A - B1506 (E) | B - Sire Lane (S) | C - B1506 (W) |
| From | A - B1506 (E)     | 0             | 0                 | 1             |
|      | B - Sire Lane (S) | 0             | 0                 | 0             |
|      | C - B1506 (W)     | 2             | 0                 | 0             |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.01    | 6.67          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.01    | 6.41          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 4                     | 0.00                       | 543               | 0.007 | 4                   | 0.0             | 6.675     | A                             |
| C-A    | 286                   | 0.00                       |                   |       | 286                 |                 |           |                               |
| C-B    | 7                     | 0.00                       | 568               | 0.012 | 7                   | 0.0             | 6.413     | A                             |
| A-B    | 8                     | 0.00                       |                   |       | 8                   |                 |           |                               |
| A-C    | 287                   | 0.00                       |                   |       | 287                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 4                     | 0.00                       | 543               | 0.007 | 4                   | 0.0             | 6.675     | A                             |
| C-A    | 286                   | 0.00                       |                   |       | 286                 |                 |           |                               |
| C-B    | 7                     | 0.00                       | 568               | 0.012 | 7                   | 0.0             | 6.413     | A                             |
| A-B    | 8                     | 0.00                       |                   |       | 8                   |                 |           |                               |
| A-C    | 287                   | 0.00                       |                   |       | 287                 |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 4                     | 0.00                       | 543               | 0.007 | 4                   | 0.0             | 6.675     | A                             |
| C-A    | 286                   | 0.00                       |                   |       | 286                 |                 |           |                               |
| C-B    | 7                     | 0.00                       | 568               | 0.012 | 7                   | 0.0             | 6.413     | A                             |
| A-B    | 8                     | 0.00                       |                   |       | 8                   |                 |           |                               |
| A-C    | 287                   | 0.00                       |                   |       | 287                 |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 4                     | 0.00                       | 543               | 0.007 | 4                   | 0.0             | 6.675     | A                             |
| C-A    | 286                   | 0.00                       |                   |       | 286                 |                 |           |                               |
| C-B    | 7                     | 0.00                       | 568               | 0.012 | 7                   | 0.0             | 6.413     | A                             |
| A-B    | 8                     | 0.00                       |                   |       | 8                   |                 |           |                               |
| A-C    | 287                   | 0.00                       |                   |       | 287                 |                 |           |                               |

# 2040 | Base + Com Dev + Proposed | AM

## Data Errors and Warnings

| Severity | Area            | Item                               | Description                                                                                                          |
|----------|-----------------|------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | C - B1506 (W) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.64               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.64              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario                  | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|---------------------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D7 | 2040 | Base + Com Dev + Proposed | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm               | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (E)     |            | ✓            | 400                     | 100.000            |
| B - Sire Lane (S) |            | ✓            | 59                      | 100.000            |
| C - B1506 (W)     |            | ✓            | 435                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                |               |                   |               |
|------|-------------------|---------------|-------------------|---------------|
|      |                   | A - B1506 (E) | B - Sire Lane (S) | C - B1506 (W) |
| From | A - B1506 (E)     | 0             | 20                | 380           |
|      | B - Sire Lane (S) | 26            | 0                 | 33            |
|      | C - B1506 (W)     | 421           | 14                | 0             |

## Vehicle Mix

### Heavy Vehicle %

|      | To                |               |                   |               |
|------|-------------------|---------------|-------------------|---------------|
|      |                   | A - B1506 (E) | B - Sire Lane (S) | C - B1506 (W) |
| From | A - B1506 (E)     | 0             | 0                 | 2             |
|      | B - Sire Lane (S) | 0             | 0                 | 0             |
|      | C - B1506 (W)     | 4             | 1                 | 0             |



## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.12    | 8.02          | 0.1             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.03    | 6.90          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 59                    | 0.00                       | 508               | 0.116 | 58                  | 0.1             | 8.001     | A                             |
| C-A    | 421                   | 0.00                       |                   |       | 421                 |                 |           |                               |
| C-B    | 14                    | 0.00                       | 541               | 0.026 | 14                  | 0.0             | 6.895     | A                             |
| A-B    | 20                    | 0.00                       |                   |       | 20                  |                 |           |                               |
| A-C    | 380                   | 0.00                       |                   |       | 380                 |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 59                    | 0.00                       | 508               | 0.116 | 59                  | 0.1             | 8.019     | A                             |
| C-A    | 421                   | 0.00                       |                   |       | 421                 |                 |           |                               |
| C-B    | 14                    | 0.00                       | 541               | 0.026 | 14                  | 0.0             | 6.898     | A                             |
| A-B    | 20                    | 0.00                       |                   |       | 20                  |                 |           |                               |
| A-C    | 380                   | 0.00                       |                   |       | 380                 |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 59                    | 0.00                       | 508               | 0.116 | 59                  | 0.1             | 8.019     | A                             |
| C-A    | 421                   | 0.00                       |                   |       | 421                 |                 |           |                               |
| C-B    | 14                    | 0.00                       | 541               | 0.026 | 14                  | 0.0             | 6.898     | A                             |
| A-B    | 20                    | 0.00                       |                   |       | 20                  |                 |           |                               |
| A-C    | 380                   | 0.00                       |                   |       | 380                 |                 |           |                               |

#### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 59                    | 0.00                       | 508               | 0.116 | 59                  | 0.1             | 8.019     | A                             |
| C-A    | 421                   | 0.00                       |                   |       | 421                 |                 |           |                               |
| C-B    | 14                    | 0.00                       | 541               | 0.026 | 14                  | 0.0             | 6.898     | A                             |
| A-B    | 20                    | 0.00                       |                   |       | 20                  |                 |           |                               |
| A-C    | 380                   | 0.00                       |                   |       | 380                 |                 |           |                               |

# 2040 | Base + Com Dev + Proposed | PM

## Data Errors and Warnings

| Severity | Area            | Item                               | Description                                                                                                          |
|----------|-----------------|------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | C - B1506 (W) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.44               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.44              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario                  | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|---------------------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D8 | 2040 | Base + Com Dev + Proposed | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm               | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (E)     |            | ✓            | 472                     | 100.000            |
| B - Sire Lane (S) |            | ✓            | 24                      | 100.000            |
| C - B1506 (W)     |            | ✓            | 404                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                |               |                   |               |
|------|-------------------|---------------|-------------------|---------------|
|      |                   | A - B1506 (E) | B - Sire Lane (S) | C - B1506 (W) |
| From | A - B1506 (E)     | 0             | 28                | 444           |
|      | B - Sire Lane (S) | 12            | 0                 | 12            |
|      | C - B1506 (W)     | 376           | 28                | 0             |
|      |                   |               |                   |               |

## Vehicle Mix

### Heavy Vehicle %

|      | To                |               |                   |               |
|------|-------------------|---------------|-------------------|---------------|
|      |                   | A - B1506 (E) | B - Sire Lane (S) | C - B1506 (W) |
| From | A - B1506 (E)     | 0             | 0                 | 1             |
|      | B - Sire Lane (S) | 0             | 0                 | 0             |
|      | C - B1506 (W)     | 2             | 0                 | 0             |
|      |                   |               |                   |               |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.05    | 7.98          | 0.1             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.05    | 7.28          | 0.1             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 24                    | 0.00                       | 475               | 0.051 | 24                  | 0.1             | 7.972     | A                             |
| C-A    | 376                   | 0.00                       |                   |       | 376                 |                 |           |                               |
| C-B    | 28                    | 0.00                       | 522               | 0.054 | 28                  | 0.1             | 7.276     | A                             |
| A-B    | 28                    | 0.00                       |                   |       | 28                  |                 |           |                               |
| A-C    | 444                   | 0.00                       |                   |       | 444                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 24                    | 0.00                       | 475               | 0.051 | 24                  | 0.1             | 7.980     | A                             |
| C-A    | 376                   | 0.00                       |                   |       | 376                 |                 |           |                               |
| C-B    | 28                    | 0.00                       | 522               | 0.054 | 28                  | 0.1             | 7.281     | A                             |
| A-B    | 28                    | 0.00                       |                   |       | 28                  |                 |           |                               |
| A-C    | 444                   | 0.00                       |                   |       | 444                 |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 24                    | 0.00                       | 475               | 0.051 | 24                  | 0.1             | 7.980     | A                             |
| C-A    | 376                   | 0.00                       |                   |       | 376                 |                 |           |                               |
| C-B    | 28                    | 0.00                       | 522               | 0.054 | 28                  | 0.1             | 7.281     | A                             |
| A-B    | 28                    | 0.00                       |                   |       | 28                  |                 |           |                               |
| A-C    | 444                   | 0.00                       |                   |       | 444                 |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 24                    | 0.00                       | 475               | 0.051 | 24                  | 0.1             | 7.980     | A                             |
| C-A    | 376                   | 0.00                       |                   |       | 376                 |                 |           |                               |
| C-B    | 28                    | 0.00                       | 522               | 0.054 | 28                  | 0.1             | 7.281     | A                             |
| A-B    | 28                    | 0.00                       |                   |       | 28                  |                 |           |                               |
| A-C    | 444                   | 0.00                       |                   |       | 444                 |                 |           |                               |

| Junctions 11                                                                                                                                                     |  |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|
| PICADY 11 - Priority Intersection Module                                                                                                                         |  |  |  |  |  |  |  |  |  |  |
| Version: 11.0.0.2177                                                                                                                                             |  |  |  |  |  |  |  |  |  |  |
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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:** Import of B1506\_Proposed Access Priority Junction.j11

**Path:** P:\794-PLN-TRP-00058 - Animal Health Trust, Kentford\Transport\Picady\2040 Future Year\910 Dwellings\Updated - Apr 2025

**Report generation date:** 22/04/2025 10:42:35

»2024 | | AM  
 »2024 | | PM  
 »2040 | | AM  
 »2040 | | PM  
 »2040 | + Com | AM  
 »2040 | + Com | PM  
 »2040 | + Com + Dev | AM  
 »2040 | + Com + Dev | PM

### Summary of junction performance

|             | AM                 |             |           |      |     | PM     |             |           |      |     |
|-------------|--------------------|-------------|-----------|------|-----|--------|-------------|-----------|------|-----|
|             | Set ID             | Queue (Veh) | Delay (s) | RFC  | LOS | Set ID | Queue (Veh) | Delay (s) | RFC  | LOS |
|             | 2024               |             |           |      |     |        |             |           |      |     |
| Stream B-AC | D1                 | 0.0         | 0.00      | 0.00 | A   | D2     | 0.0         | 0.00      | 0.00 | A   |
| Stream C-B  |                    | 0.0         | 0.00      | 0.00 | A   |        | 0.0         | 0.00      | 0.00 | A   |
|             | 2040               |             |           |      |     |        |             |           |      |     |
| Stream B-AC | D3                 | 0.0         | 0.00      | 0.00 | A   | D4     | 0.0         | 0.00      | 0.00 | A   |
| Stream C-B  |                    | 0.0         | 0.00      | 0.00 | A   |        | 0.0         | 0.00      | 0.00 | A   |
|             | 2040 - + Com       |             |           |      |     |        |             |           |      |     |
| Stream B-AC | D5                 | 0.0         | 0.00      | 0.00 | A   | D6     | 0.0         | 0.00      | 0.00 | A   |
| Stream C-B  |                    | 0.0         | 0.00      | 0.00 | A   |        | 0.0         | 0.00      | 0.00 | A   |
|             | 2040 - + Com + Dev |             |           |      |     |        |             |           |      |     |
| Stream B-AC | D7                 | 0.3         | 9.94      | 0.22 | A   | D8     | 0.1         | 8.77      | 0.12 | A   |
| Stream C-B  |                    | 0.1         | 6.67      | 0.06 | A   |        | 0.1         | 6.81      | 0.10 | A   |

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

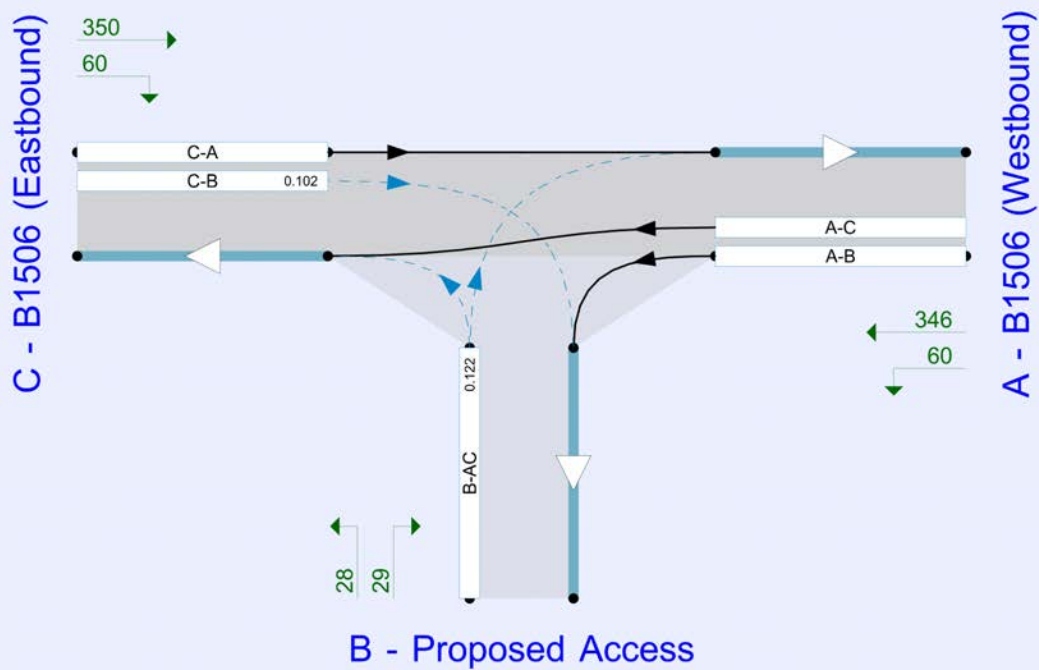
## File summary

### File Description

|             |                    |
|-------------|--------------------|
| Title       |                    |
| Location    |                    |
| Site number |                    |
| Date        | 17/03/2025         |
| Version     |                    |
| Status      | (new file)         |
| Identifier  |                    |
| Client      |                    |
| Jobnumber   |                    |
| Enumerator  | TT\michael.okeefe1 |
| 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         | Veh                 | Veh                   | perHour    | s                   | -Min              | perMin              |



Flows show original traffic demand (Veh/hr)  
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

### Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|-----------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
|                             |                             | 0.85          | 36.00                       | 20.00                 |

### Demand Set Summary

| ID | Year | Scenario    | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|-------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D1 | 2024 |             | AM          | FLAT                 | 00:00              | 01:00               | 60                       | 15                        |
| D2 | 2024 |             | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |
| D3 | 2040 |             | AM          | FLAT                 | 00:00              | 01:00               | 60                       | 15                        |
| D4 | 2040 |             | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |
| D5 | 2040 | + Com       | AM          | FLAT                 | 00:00              | 01:00               | 60                       | 15                        |
| D6 | 2040 | + Com       | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |
| D7 | 2040 | + Com + Dev | AM          | FLAT                 | 00:00              | 01:00               | 60                       | 15                        |
| D8 | 2040 | + Com + Dev | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000                         |

# 2024 | | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                    | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506 / Proposed Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.00               | F            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.00              | F           |

## Arms

### Arms

| Arm | Name              | Description | Arm type |
|-----|-------------------|-------------|----------|
| A   | B1506 (Westbound) |             | Major    |
| B   | Proposed Access   |             | Minor    |
| C   | B1506 (Eastbound) |             | Major    |

### Major Arm Geometry

| Arm                   | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Width for right-turn storage (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----------------------|--------------------------|----------------------------|------------------------|----------------------------------|-------------------------------|---------|----------------------|
| C - B1506 (Eastbound) | 6.80                     |                            | ✓                      | 3.50                             | 60.0                          |         | -                    |

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

### Minor Arm Geometry

| Arm                 | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|---------------------|----------------|----------------|------------------------|-------------------------|
| B - Proposed Access | One lane       | 4.08           | 30                     | 23                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream | Intercept (Veh/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A    | 552                | 0.097         | 0.245         | 0.154         | 0.350         |
| B-C    | 707                | 0.105         | 0.264         | -             | -             |
| C-B    | 695                | 0.260         | 0.260         | -             | -             |

The slopes and intercepts shown above include custom intercept adjustments only.

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 | Year | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D1 | 2024 | AM          | FLAT                 | 00:00              | 01:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (Westbound) |            | ✓            | 0                       | 100.000            |
| B - Proposed Access   |            | ✓            | 0                       | 100.000            |
| C - B1506 (Eastbound) |            | ✓            | 0                       | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                     |                       |
|------|-----------------------|-----------------------|---------------------|-----------------------|
|      |                       | A - B1506 (Westbound) | B - Proposed Access | C - B1506 (Eastbound) |
| From | A - B1506 (Westbound) | 0                     | 0                   | 0                     |
|      | B - Proposed Access   | 0                     | 0                   | 0                     |
|      | C - B1506 (Eastbound) | 0                     | 0                   | 0                     |
|      |                       |                       |                     |                       |

## Vehicle Mix

### Heavy Vehicle %

|      | To                    |                       |                     |                       |
|------|-----------------------|-----------------------|---------------------|-----------------------|
|      |                       | A - B1506 (Westbound) | B - Proposed Access | C - B1506 (Eastbound) |
| From | A - B1506 (Westbound) | 0                     | 0                   | 0                     |
|      | B - Proposed Access   | 0                     | 0                   | 0                     |
|      | C - B1506 (Eastbound) | 0                     | 0                   | 0                     |
|      |                       |                       |                     |                       |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.00    | 0.00          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.00    | 0.00          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |



## Main Results for each time segment

### 00:00 - 00:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

### 00:15 - 00:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

### 00:30 - 00:45

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

### 00:45 - 01:00

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

# 2024 | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                    | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506 / Proposed Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.00               | F            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.00              | F           |

## Traffic Demand

### Demand Set Details

| ID | Year | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D2 | 2024 | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (Westbound) |            | ✓            | 0                       | 100.000            |
| B - Proposed Access   |            | ✓            | 0                       | 100.000            |
| C - B1506 (Eastbound) |            | ✓            | 0                       | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                     |                       |
|------|-----------------------|-----------------------|---------------------|-----------------------|
|      |                       | A - B1506 (Westbound) | B - Proposed Access | C - B1506 (Eastbound) |
| From | A - B1506 (Westbound) | 0                     | 0                   | 0                     |
|      | B - Proposed Access   | 0                     | 0                   | 0                     |
|      | C - B1506 (Eastbound) | 0                     | 0                   | 0                     |
|      |                       |                       |                     |                       |

## Vehicle Mix

### Heavy Vehicle %

|      | To                    |                       |                     |                       |
|------|-----------------------|-----------------------|---------------------|-----------------------|
|      |                       | A - B1506 (Westbound) | B - Proposed Access | C - B1506 (Eastbound) |
| From | A - B1506 (Westbound) | 0                     | 0                   | 0                     |
|      | B - Proposed Access   | 0                     | 0                   | 0                     |
|      | C - B1506 (Eastbound) | 0                     | 0                   | 0                     |
|      |                       |                       |                     |                       |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.00    | 0.00          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.00    | 0.00          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

# 2040 | | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                    | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506 / Proposed Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.00               | F            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.00              | F           |

## Traffic Demand

### Demand Set Details

| ID | Year | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D3 | 2040 | AM          | FLAT                 | 00:00              | 01:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (Westbound) |            | ✓            | 0                       | 100.000            |
| B - Proposed Access   |            | ✓            | 0                       | 100.000            |
| C - B1506 (Eastbound) |            | ✓            | 0                       | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                     |                       |
|------|-----------------------|-----------------------|---------------------|-----------------------|
|      |                       | A - B1506 (Westbound) | B - Proposed Access | C - B1506 (Eastbound) |
| From | A - B1506 (Westbound) | 0                     | 0                   | 0                     |
|      | B - Proposed Access   | 0                     | 0                   | 0                     |
|      | C - B1506 (Eastbound) | 0                     | 0                   | 0                     |
|      |                       |                       |                     |                       |

## Vehicle Mix

### Heavy Vehicle %

|      | To                    |                       |                     |                       |
|------|-----------------------|-----------------------|---------------------|-----------------------|
|      |                       | A - B1506 (Westbound) | B - Proposed Access | C - B1506 (Eastbound) |
| From | A - B1506 (Westbound) | 0                     | 0                   | 0                     |
|      | B - Proposed Access   | 0                     | 0                   | 0                     |
|      | C - B1506 (Eastbound) | 0                     | 0                   | 0                     |
|      |                       |                       |                     |                       |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.00    | 0.00          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.00    | 0.00          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 00:00 - 00:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

#### 00:15 - 00:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

#### 00:30 - 00:45

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

#### 00:45 - 01:00

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

# 2040 | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                    | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506 / Proposed Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.00               | F            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.00              | F           |

## Traffic Demand

### Demand Set Details

| ID | Year | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D4 | 2040 | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (Westbound) |            | ✓            | 0                       | 100.000            |
| B - Proposed Access   |            | ✓            | 0                       | 100.000            |
| C - B1506 (Eastbound) |            | ✓            | 0                       | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                     |                       |
|------|-----------------------|-----------------------|---------------------|-----------------------|
|      |                       | A - B1506 (Westbound) | B - Proposed Access | C - B1506 (Eastbound) |
| From | A - B1506 (Westbound) | 0                     | 0                   | 0                     |
|      | B - Proposed Access   | 0                     | 0                   | 0                     |
|      | C - B1506 (Eastbound) | 0                     | 0                   | 0                     |
|      |                       |                       |                     |                       |

## Vehicle Mix

### Heavy Vehicle %

|      | To                    |                       |                     |                       |
|------|-----------------------|-----------------------|---------------------|-----------------------|
|      |                       | A - B1506 (Westbound) | B - Proposed Access | C - B1506 (Eastbound) |
| From | A - B1506 (Westbound) | 0                     | 0                   | 0                     |
|      | B - Proposed Access   | 0                     | 0                   | 0                     |
|      | C - B1506 (Eastbound) | 0                     | 0                   | 0                     |
|      |                       |                       |                     |                       |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.00    | 0.00          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.00    | 0.00          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

# 2040 | + Com | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                    | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506 / Proposed Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.00               | F            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.00              | F           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D5 | 2040 | + Com    | AM          | FLAT                 | 00:00              | 01:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (Westbound) |            | ✓            | 0                       | 100.000            |
| B - Proposed Access   |            | ✓            | 0                       | 100.000            |
| C - B1506 (Eastbound) |            | ✓            | 0                       | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                     |                       |
|------|-----------------------|-----------------------|---------------------|-----------------------|
|      |                       | A - B1506 (Westbound) | B - Proposed Access | C - B1506 (Eastbound) |
| From | A - B1506 (Westbound) | 0                     | 0                   | 0                     |
|      | B - Proposed Access   | 0                     | 0                   | 0                     |
|      | C - B1506 (Eastbound) | 0                     | 0                   | 0                     |
|      |                       |                       |                     |                       |

## Vehicle Mix

### Heavy Vehicle %

|      | To                    |                       |                     |                       |
|------|-----------------------|-----------------------|---------------------|-----------------------|
|      |                       | A - B1506 (Westbound) | B - Proposed Access | C - B1506 (Eastbound) |
| From | A - B1506 (Westbound) | 0                     | 0                   | 0                     |
|      | B - Proposed Access   | 0                     | 0                   | 0                     |
|      | C - B1506 (Eastbound) | 0                     | 0                   | 0                     |
|      |                       |                       |                     |                       |



## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.00    | 0.00          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.00    | 0.00          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 00:00 - 00:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

#### 00:15 - 00:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

#### 00:30 - 00:45

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

#### 00:45 - 01:00

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

# 2040 | + Com | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                    | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506 / Proposed Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 0.00               | F            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 0.00              | F           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D6 | 2040 | + Com    | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (Westbound) |            | ✓            | 0                       | 100.000            |
| B - Proposed Access   |            | ✓            | 0                       | 100.000            |
| C - B1506 (Eastbound) |            | ✓            | 0                       | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                     |                       |
|------|-----------------------|-----------------------|---------------------|-----------------------|
|      |                       | A - B1506 (Westbound) | B - Proposed Access | C - B1506 (Eastbound) |
| From | A - B1506 (Westbound) | 0                     | 0                   | 0                     |
|      | B - Proposed Access   | 0                     | 0                   | 0                     |
|      | C - B1506 (Eastbound) | 0                     | 0                   | 0                     |
|      |                       |                       |                     |                       |

## Vehicle Mix

### Heavy Vehicle %

|      | To                    |                       |                     |                       |
|------|-----------------------|-----------------------|---------------------|-----------------------|
|      |                       | A - B1506 (Westbound) | B - Proposed Access | C - B1506 (Eastbound) |
| From | A - B1506 (Westbound) | 0                     | 0                   | 0                     |
|      | B - Proposed Access   | 0                     | 0                   | 0                     |
|      | C - B1506 (Eastbound) | 0                     | 0                   | 0                     |
|      |                       |                       |                     |                       |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.00    | 0.00          | 0.0             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.00    | 0.00          | 0.0             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 0                     | 0.00                       | 620               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| C-A    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-B    | 0                     | 0.00                       | 695               | 0.000 | 0                   | 0.0             | 0.000     | A                             |
| A-B    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| A-C    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |

# 2040 | + Com + Dev | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                    | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506 / Proposed Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 1.39               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.39              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario    | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|-------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D7 | 2040 | + Com + Dev | AM          | FLAT                 | 00:00              | 01:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (Westbound) |            | ✓            | 435                     | 100.000            |
| B - Proposed Access   |            | ✓            | 102                     | 100.000            |
| C - B1506 (Eastbound) |            | ✓            | 339                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                     |                       |
|------|-----------------------|-----------------------|---------------------|-----------------------|
|      |                       | A - B1506 (Westbound) | B - Proposed Access | C - B1506 (Eastbound) |
| From | A - B1506 (Westbound) | 0                     | 33                  | 402                   |
|      | B - Proposed Access   | 51                    | 0                   | 51                    |
|      | C - B1506 (Eastbound) | 305                   | 34                  | 0                     |
|      |                       |                       |                     |                       |

## Vehicle Mix

### Heavy Vehicle %

|      | To                    |                       |                     |                       |
|------|-----------------------|-----------------------|---------------------|-----------------------|
|      |                       | A - B1506 (Westbound) | B - Proposed Access | C - B1506 (Eastbound) |
| From | A - B1506 (Westbound) | 0                     | 1                   | 2                     |
|      | B - Proposed Access   | 1                     | 0                   | 1                     |
|      | C - B1506 (Eastbound) | 5                     | 1                   | 0                     |
|      |                       |                       |                     |                       |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.22    | 9.94          | 0.3             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.06    | 6.67          | 0.1             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 00:00 - 00:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 102                   | 0.00                       | 464               | 0.220 | 101                 | 0.3             | 9.879     | A                             |
| C-A    | 305                   | 0.00                       |                   |       | 305                 |                 |           |                               |
| C-B    | 34                    | 0.00                       | 574               | 0.059 | 34                  | 0.1             | 6.662     | A                             |
| A-B    | 33                    | 0.00                       |                   |       | 33                  |                 |           |                               |
| A-C    | 402                   | 0.00                       |                   |       | 402                 |                 |           |                               |

#### 00:15 - 00:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 102                   | 0.00                       | 464               | 0.220 | 102                 | 0.3             | 9.939     | A                             |
| C-A    | 305                   | 0.00                       |                   |       | 305                 |                 |           |                               |
| C-B    | 34                    | 0.00                       | 574               | 0.059 | 34                  | 0.1             | 6.667     | A                             |
| A-B    | 33                    | 0.00                       |                   |       | 33                  |                 |           |                               |
| A-C    | 402                   | 0.00                       |                   |       | 402                 |                 |           |                               |

#### 00:30 - 00:45

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 102                   | 0.00                       | 464               | 0.220 | 102                 | 0.3             | 9.939     | A                             |
| C-A    | 305                   | 0.00                       |                   |       | 305                 |                 |           |                               |
| C-B    | 34                    | 0.00                       | 574               | 0.059 | 34                  | 0.1             | 6.667     | A                             |
| A-B    | 33                    | 0.00                       |                   |       | 33                  |                 |           |                               |
| A-C    | 402                   | 0.00                       |                   |       | 402                 |                 |           |                               |

#### 00:45 - 01:00

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 102                   | 0.00                       | 464               | 0.220 | 102                 | 0.3             | 9.939     | A                             |
| C-A    | 305                   | 0.00                       |                   |       | 305                 |                 |           |                               |
| C-B    | 34                    | 0.00                       | 574               | 0.059 | 34                  | 0.1             | 6.667     | A                             |
| A-B    | 33                    | 0.00                       |                   |       | 33                  |                 |           |                               |
| A-C    | 402                   | 0.00                       |                   |       | 402                 |                 |           |                               |

# 2040 | + Com + Dev | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                    | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506 / Proposed Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 1.03               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.03              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario    | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|-------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D8 | 2040 | + Com + Dev | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                   | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|-----------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (Westbound) |            | ✓            | 406                     | 100.000            |
| B - Proposed Access   |            | ✓            | 57                      | 100.000            |
| C - B1506 (Eastbound) |            | ✓            | 410                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                    |                       |                     |                       |
|------|-----------------------|-----------------------|---------------------|-----------------------|
|      |                       | A - B1506 (Westbound) | B - Proposed Access | C - B1506 (Eastbound) |
| From | A - B1506 (Westbound) | 0                     | 60                  | 346                   |
|      | B - Proposed Access   | 29                    | 0                   | 28                    |
|      | C - B1506 (Eastbound) | 350                   | 60                  | 0                     |
|      |                       |                       |                     |                       |

## Vehicle Mix

### Heavy Vehicle %

|      | To                    |                       |                     |                       |
|------|-----------------------|-----------------------|---------------------|-----------------------|
|      |                       | A - B1506 (Westbound) | B - Proposed Access | C - B1506 (Eastbound) |
| From | A - B1506 (Westbound) | 0                     | 0                   | 1                     |
|      | B - Proposed Access   | 0                     | 0                   | 1                     |
|      | C - B1506 (Eastbound) | 2                     | 0                   | 0                     |
|      |                       |                       |                     |                       |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-AC   | 0.12    | 8.77          | 0.1             | A       |
| C-A    |         |               |                 |         |
| C-B    | 0.10    | 6.81          | 0.1             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 57                    | 0.00                       | 468               | 0.122 | 56                  | 0.1             | 8.747     | A                             |
| C-A    | 350                   | 0.00                       |                   |       | 350                 |                 |           |                               |
| C-B    | 60                    | 0.00                       | 588               | 0.102 | 60                  | 0.1             | 6.801     | A                             |
| A-B    | 60                    | 0.00                       |                   |       | 60                  |                 |           |                               |
| A-C    | 346                   | 0.00                       |                   |       | 346                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 57                    | 0.00                       | 467               | 0.122 | 57                  | 0.1             | 8.771     | A                             |
| C-A    | 350                   | 0.00                       |                   |       | 350                 |                 |           |                               |
| C-B    | 60                    | 0.00                       | 588               | 0.102 | 60                  | 0.1             | 6.811     | A                             |
| A-B    | 60                    | 0.00                       |                   |       | 60                  |                 |           |                               |
| A-C    | 346                   | 0.00                       |                   |       | 346                 |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 57                    | 0.00                       | 467               | 0.122 | 57                  | 0.1             | 8.771     | A                             |
| C-A    | 350                   | 0.00                       |                   |       | 350                 |                 |           |                               |
| C-B    | 60                    | 0.00                       | 588               | 0.102 | 60                  | 0.1             | 6.811     | A                             |
| A-B    | 60                    | 0.00                       |                   |       | 60                  |                 |           |                               |
| A-C    | 346                   | 0.00                       |                   |       | 346                 |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-AC   | 57                    | 0.00                       | 467               | 0.122 | 57                  | 0.1             | 8.771     | A                             |
| C-A    | 350                   | 0.00                       |                   |       | 350                 |                 |           |                               |
| C-B    | 60                    | 0.00                       | 588               | 0.102 | 60                  | 0.1             | 6.811     | A                             |
| A-B    | 60                    | 0.00                       |                   |       | 60                  |                 |           |                               |
| A-C    | 346                   | 0.00                       |                   |       | 346                 |                 |           |                               |

| Junctions 11                                                                                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| PICADY 11 - Priority Intersection Module                                                                                                                         |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Version: 11.0.0.2177                                                                                                                                             |  |  |  |  |  |  |  |  |  |  |  |  |  |
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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: Import of B1506\_Station Road Crossroads V2.j11

Path: P:\794-PLN-TRP-00058 - Animal Health Trust, Kentford\Transport\Picady\2040 Future Year\910 Dwellings\Updated - Apr 2025

Report generation date: 22/04/2025 11:04:08

- »2024 | Base | AM
- »2024 | Base | PM
- »2040 | Base | AM
- »2040 | Base | PM
- »2040 | Base + ComDev | AM
- »2040 | Base + ComDev | PM
- »2040 | Base + ComDev + Proposed | AM
- »2040 | Base + ComDev + Proposed | PM

### Summary of junction performance

|              | AM                              |             |           |      |     |                    |              | PM     |             |           |      |     |                    |              |
|--------------|---------------------------------|-------------|-----------|------|-----|--------------------|--------------|--------|-------------|-----------|------|-----|--------------------|--------------|
|              | Set ID                          | Queue (Veh) | Delay (s) | RFC  | LOS | Junction Delay (s) | Junction LOS | Set ID | Queue (Veh) | Delay (s) | RFC  | LOS | Junction Delay (s) | Junction LOS |
|              | 2024 - Base                     |             |           |      |     |                    |              |        |             |           |      |     |                    |              |
| Stream B-ACD | D1                              | 0.4         | 11.38     | 0.31 | B   | 5.17               | A            | D2     | 0.3         | 10.36     | 0.24 | B   | 4.36               | A            |
| Stream A-BCD |                                 | 0.2         | 7.06      | 0.14 | A   |                    |              |        | 0.3         | 7.81      | 0.23 | A   |                    |              |
| Stream D-ABC |                                 | 0.8         | 13.36     | 0.46 | B   |                    |              |        | 0.5         | 11.41     | 0.35 | B   |                    |              |
| Stream C-ABD |                                 | 0.1         | 7.58      | 0.05 | A   |                    |              |        | 0.1         | 7.29      | 0.05 | A   |                    |              |
|              | 2040 - Base                     |             |           |      |     |                    |              |        |             |           |      |     |                    |              |
| Stream B-ACD | D3                              | 0.6         | 13.07     | 0.36 | B   | 5.83               | A            | D4     | 0.4         | 11.14     | 0.26 | B   | 4.71               | A            |
| Stream A-BCD |                                 | 0.2         | 7.14      | 0.15 | A   |                    |              |        | 0.4         | 7.99      | 0.25 | A   |                    |              |
| Stream D-ABC |                                 | 1.1         | 15.31     | 0.52 | C   |                    |              |        | 0.6         | 12.53     | 0.39 | B   |                    |              |
| Stream C-ABD |                                 | 0.1         | 7.74      | 0.06 | A   |                    |              |        | 0.1         | 7.69      | 0.06 | A   |                    |              |
|              | 2040 - Base + ComDev            |             |           |      |     |                    |              |        |             |           |      |     |                    |              |
| Stream B-ACD | D5                              | 0.7         | 14.41     | 0.40 | B   | 7.11               | A            | D6     | 0.4         | 11.81     | 0.29 | B   | 5.35               | A            |
| Stream A-BCD |                                 | 0.3         | 7.41      | 0.21 | A   |                    |              |        | 0.5         | 8.32      | 0.30 | A   |                    |              |
| Stream D-ABC |                                 | 1.4         | 18.41     | 0.59 | C   |                    |              |        | 0.8         | 13.77     | 0.44 | B   |                    |              |
| Stream C-ABD |                                 | 0.1         | 7.85      | 0.07 | A   |                    |              |        | 0.1         | 7.80      | 0.06 | A   |                    |              |
|              | 2040 - Base + ComDev + Proposed |             |           |      |     |                    |              |        |             |           |      |     |                    |              |
| Stream B-ACD | D7                              | 0.8         | 16.71     | 0.44 | C   | 13.26              | B            | D8     | 0.5         | 13.60     | 0.32 | B   | 12.41              | B            |
| Stream A-BCD |                                 | 0.3         | 7.83      | 0.22 | A   |                    |              |        | 0.5         | 8.39      | 0.31 | A   |                    |              |
| Stream D-ABC |                                 | 4.2         | 45.92     | 0.82 | E   |                    |              |        | 3.7         | 44.41     | 0.79 | E   |                    |              |
| Stream C-ABD |                                 | 0.1         | 7.84      | 0.07 | A   |                    |              |        | 0.1         | 7.99      | 0.06 | A   |                    |              |

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. Junction LOS and Junction Delay are demand-weighted averages.



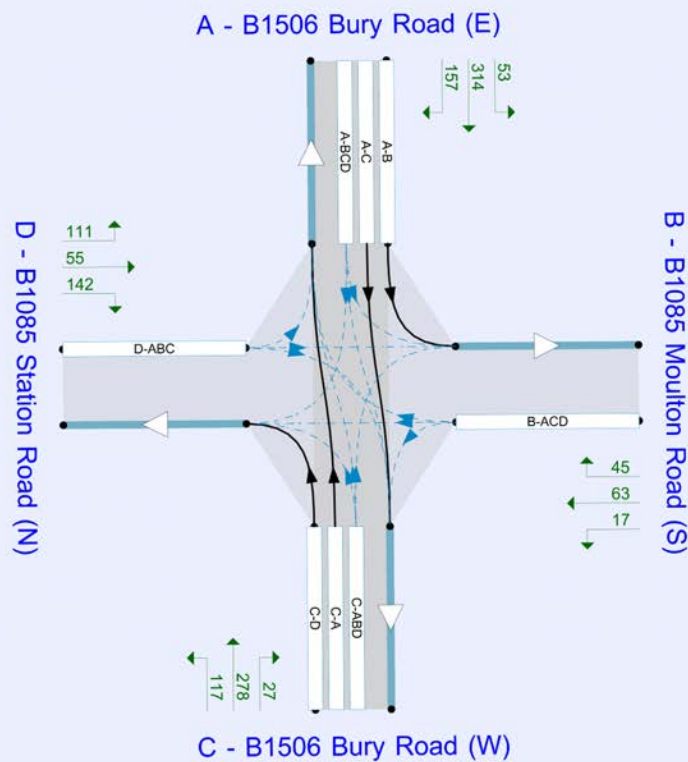
## File summary

### File Description

|             |               |
|-------------|---------------|
| Title       |               |
| Location    |               |
| Site number |               |
| Date        | 05/04/2024    |
| Version     |               |
| Status      | (new file)    |
| Identifier  |               |
| Client      |               |
| Jobnumber   |               |
| Enumerator  | TT\BEN.MEADOR |
| 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         | Veh                 | Veh                   | perHour    | s                   | -Min              | perMin              |



Flows show original traffic demand (Veh/hr)  
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

### Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|-----------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
|                             |                             | 0.85          | 36.00                       | 20.00                 |

### Demand Set Summary

| ID | Year | Scenario                 | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|--------------------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D1 | 2024 | Base                     | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |
| D2 | 2024 | Base                     | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |
| D3 | 2040 | Base                     | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |
| D4 | 2040 | Base                     | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |
| D5 | 2040 | Base + ComDev            | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |
| D6 | 2040 | Base + ComDev            | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |
| D7 | 2040 | Base + ComDev + Proposed | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |
| D8 | 2040 | Base + ComDev + Proposed | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000                         |

# 2024 | Base | AM

## Data Errors and Warnings

| Severity | Area            | Item                                         | Description                                                                                                          |
|----------|-----------------|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | A - B1506 Bury Road (E) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |
| Warning  | Major arm width | C - B1506 Bury Road (W) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name                 | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506 / Station Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 5.17               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 5.17              | A           |

## Arms

### Arms

| Arm | Name                   | Description | Arm type |
|-----|------------------------|-------------|----------|
| A   | B1506 Bury Road (E)    |             | Major    |
| B   | B1085 Moulton Road (S) |             | Minor    |
| C   | B1506 Bury Road (W)    |             | Major    |
| D   | B1085 Station Road (N) |             | Minor    |

### Major Arm Geometry

| Arm                     | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-------------------------|--------------------------|----------------------------|------------------------|-------------------------------|---------|----------------------|
| A - B1506 Bury Road (E) | 5.80                     |                            |                        | 70.0                          | ✓       | 1.00                 |
| C - B1506 Bury Road (W) | 5.80                     |                            |                        | 70.0                          | ✓       | 1.00                 |

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

### Minor Arm Geometry

| Arm                        | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|----------------------------|----------------|----------------|------------------------|-------------------------|
| B - B1085 Moulton Road (S) | One lane       | 5.00           | 20                     | 57                      |
| D - B1085 Station Road (N) | One lane       | 3.98           | 13                     | 20                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream             | Intercept (Veh/hr) | Slope for A-B | Slope for A-C | Slope for A-D | Slope for B-A | Slope for B-C | Slope for B-D | Slope for C-A | Slope for C-B | Slope for C-D | Slope for D-A | Slope for D-B | Slope for D-C |
|--------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| A-D                | 615                | -             | -             | -             | -             | -             | -             | 0.240         | 0.343         | 0.240         | -             | -             | -             |
| B-A                | 614                | 0.113         | 0.285         | 0.285         | -             | -             | -             | 0.179         | 0.408         | -             | 0.285         | 0.285         | 0.143         |
| B-C                | 792                | 0.122         | 0.309         | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| B-D, nearside lane | 614                | 0.113         | 0.285         | 0.285         | -             | -             | -             | 0.179         | 0.408         | 0.179         | -             | -             | -             |
| B-D, offside lane  | 614                | 0.113         | 0.285         | 0.285         | -             | -             | -             | 0.179         | 0.408         | 0.179         | -             | -             | -             |
| C-B                | 615                | 0.240         | 0.240         | 0.343         | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| D-A                | 699                | -             | -             | -             | -             | -             | -             | 0.273         | -             | 0.108         | -             | -             | -             |
| D-B, nearside lane | 540                | 0.158         | 0.158         | 0.358         | -             | -             | -             | 0.251         | 0.251         | 0.099         | -             | -             | -             |
| D-B, offside lane  | 540                | 0.158         | 0.158         | 0.358         | -             | -             | -             | 0.251         | 0.251         | 0.099         | -             | -             | -             |
| D-C                | 540                | -             | 0.158         | 0.358         | 0.125         | 0.251         | 0.251         | 0.251         | 0.251         | 0.099         | -             | -             | -             |

The slopes and intercepts shown above include custom intercept adjustments only.

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 | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D1 | 2024 | Base     | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                        | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 Bury Road (E)    |            | ✓            | 410                     | 100.000            |
| B - B1085 Moulton Road (S) |            | ✓            | 141                     | 100.000            |
| C - B1506 Bury Road (W)    |            | ✓            | 259                     | 100.000            |
| D - B1085 Station Road (N) |            | ✓            | 230                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                         |                            |                               |                            |                               |
|------|----------------------------|----------------------------|-------------------------------|----------------------------|-------------------------------|
| From |                            | A - B1506 Bury Road<br>(E) | B - B1085 Moulton Road<br>(S) | C - B1506 Bury Road<br>(W) | D - B1085 Station Road<br>(N) |
|      | A - B1506 Bury Road (E)    | 0                          | 89                            | 245                        | 76                            |
|      | B - B1085 Moulton Road (S) | 70                         | 0                             | 29                         | 42                            |
|      | C - B1506 Bury Road (W)    | 207                        | 25                            | 0                          | 27                            |
|      | D - B1085 Station Road (N) | 132                        | 42                            | 56                         | 0                             |

## Vehicle Mix

### Heavy Vehicle %

|      | To                         |                         |                            |                         |                            |
|------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|
| From |                            | A - B1506 Bury Road (E) | B - B1085 Moulton Road (S) | C - B1506 Bury Road (W) | D - B1085 Station Road (N) |
|      | A - B1506 Bury Road (E)    | 0                       | 0                          | 2                       | 0                          |
|      | B - B1085 Moulton Road (S) | 0                       | 0                          | 3                       | 0                          |
|      | C - B1506 Bury Road (W)    | 6                       | 4                          | 0                       | 0                          |
|      | D - B1085 Station Road (N) | 0                       | 0                          | 0                       | 0                          |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.31    | 11.38         | 0.4             | B       |
| ABCD   | 0.14    | 7.06          | 0.2             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |
| D-ABC  | 0.46    | 13.36         | 0.8             | B       |
| C-ABD  | 0.05    | 7.58          | 0.1             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 141                   | 0.00                       | 458               | 0.308 | 139                 | 0.4             | 11.235    | B                             |
| ABCD   | 82                    | 0.00                       | 593               | 0.139 | 82                  | 0.2             | 7.035     | A                             |
| A-B    | 87                    | 0.00                       |                   |       | 87                  |                 |           |                               |
| A-C    | 240                   | 0.00                       |                   |       | 240                 |                 |           |                               |
| D-ABC  | 230                   | 0.00                       | 500               | 0.460 | 227                 | 0.8             | 13.036    | B                             |
| C-ABD  | 26                    | 0.00                       | 501               | 0.051 | 25                  | 0.1             | 7.567     | A                             |
| C-D    | 27                    | 0.00                       |                   |       | 27                  |                 |           |                               |
| C-A    | 206                   | 0.00                       |                   |       | 206                 |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 141                   | 0.00                       | 457               | 0.308 | 141                 | 0.4             | 11.381    | B                             |
| ABCD   | 82                    | 0.00                       | 593               | 0.139 | 82                  | 0.2             | 7.057     | A                             |
| A-B    | 87                    | 0.00                       |                   |       | 87                  |                 |           |                               |
| A-C    | 240                   | 0.00                       |                   |       | 240                 |                 |           |                               |
| D-ABC  | 230                   | 0.00                       | 499               | 0.461 | 230                 | 0.8             | 13.358    | B                             |
| C-ABD  | 26                    | 0.00                       | 501               | 0.051 | 26                  | 0.1             | 7.576     | A                             |
| C-D    | 27                    | 0.00                       |                   |       | 27                  |                 |           |                               |
| C-A    | 206                   | 0.00                       |                   |       | 206                 |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 141                   | 0.00                       | 457               | 0.308 | 141                 | 0.4             | 11.384    | B                             |
| ABCD   | 82                    | 0.00                       | 593               | 0.139 | 82                  | 0.2             | 7.054     | A                             |
| A-B    | 87                    | 0.00                       |                   |       | 87                  |                 |           |                               |
| A-C    | 240                   | 0.00                       |                   |       | 240                 |                 |           |                               |
| D-ABC  | 230                   | 0.00                       | 499               | 0.461 | 230                 | 0.8             | 13.363    | B                             |
| C-ABD  | 26                    | 0.00                       | 501               | 0.051 | 26                  | 0.1             | 7.576     | A                             |
| C-D    | 27                    | 0.00                       |                   |       | 27                  |                 |           |                               |
| C-A    | 206                   | 0.00                       |                   |       | 206                 |                 |           |                               |

08:45 - 09:00

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 141                   | 0.00                       | 457               | 0.308 | 141                 | 0.4             | 11.384    | B                             |
| A-BCD  | 82                    | 0.00                       | 593               | 0.139 | 82                  | 0.2             | 7.057     | A                             |
| A-B    | 87                    | 0.00                       |                   |       | 87                  |                 |           |                               |
| A-C    | 240                   | 0.00                       |                   |       | 240                 |                 |           |                               |
| D-ABC  | 230                   | 0.00                       | 499               | 0.461 | 230                 | 0.8             | 13.363    | B                             |
| C-ABD  | 26                    | 0.00                       | 501               | 0.051 | 26                  | 0.1             | 7.579     | A                             |
| C-D    | 27                    | 0.00                       |                   |       | 27                  |                 |           |                               |
| C-A    | 206                   | 0.00                       |                   |       | 206                 |                 |           |                               |

# 2024 | Base | PM

## Data Errors and Warnings

| Severity | Area            | Item                                         | Description                                                                                                          |
|----------|-----------------|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | A - B1506 Bury Road (E) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |
| Warning  | Major arm width | C - B1506 Bury Road (W) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name                 | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506 / Station Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 4.36               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 4.36              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D2 | 2024 | Base     | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                        | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 Bury Road (E)    |            | ✓            | 395                     | 100.000            |
| B - B1085 Moulton Road (S) |            | ✓            | 107                     | 100.000            |
| C - B1506 Bury Road (W)    |            | ✓            | 307                     | 100.000            |
| D - B1085 Station Road (N) |            | ✓            | 167                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                         |                         |                            |                         |                            |
|------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|
| From |                            | A - B1506 Bury Road (E) | B - B1085 Moulton Road (S) | C - B1506 Bury Road (W) | D - B1085 Station Road (N) |
|      | A - B1506 Bury Road (E)    | 0                       | 49                         | 222                     | 124                        |
|      | B - B1085 Moulton Road (S) | 41                      | 0                          | 16                      | 50                         |
|      | C - B1506 Bury Road (W)    | 224                     | 25                         | 0                       | 58                         |
|      | D - B1085 Station Road (N) | 91                      | 46                         | 30                      | 0                          |

## Vehicle Mix

### Heavy Vehicle %

|      | To                         |                         |                            |                         |                            |
|------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|
|      |                            | A - B1506 Bury Road (E) | B - B1085 Moulton Road (S) | C - B1506 Bury Road (W) | D - B1085 Station Road (N) |
| From | A - B1506 Bury Road (E)    | 0                       | 0                          | 1                       | 0                          |
|      | B - B1085 Moulton Road (S) | 0                       | 0                          | 0                       | 2                          |
|      | C - B1506 Bury Road (W)    | 2                       | 0                          | 0                       | 0                          |
|      | D - B1085 Station Road (N) | 0                       | 0                          | 0                       | 0                          |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.24    | 10.36         | 0.3             | B       |
| ABCD   | 0.23    | 7.81          | 0.3             | A       |
| AB     |         |               |                 |         |
| AC     |         |               |                 |         |
| D-ABC  | 0.35    | 11.41         | 0.5             | B       |
| C-ABD  | 0.05    | 7.29          | 0.1             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 107                   | 0.00                       | 455               | 0.235 | 106                 | 0.3             | 10.267    | B                             |
| ABCD   | 138                   | 0.00                       | 600               | 0.231 | 137                 | 0.3             | 7.767     | A                             |
| AB     | 46                    | 0.00                       |                   |       | 46                  |                 |           |                               |
| AC     | 210                   | 0.00                       |                   |       | 210                 |                 |           |                               |
| D-ABC  | 167                   | 0.00                       | 483               | 0.346 | 165                 | 0.5             | 11.247    | B                             |
| C-ABD  | 26                    | 0.00                       | 520               | 0.049 | 25                  | 0.1             | 7.272     | A                             |
| C-D    | 58                    | 0.00                       |                   |       | 58                  |                 |           |                               |
| C-A    | 223                   | 0.00                       |                   |       | 223                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 107                   | 0.00                       | 455               | 0.235 | 107                 | 0.3             | 10.356    | B                             |
| ABCD   | 138                   | 0.00                       | 600               | 0.231 | 138                 | 0.3             | 7.811     | A                             |
| AB     | 46                    | 0.00                       |                   |       | 46                  |                 |           |                               |
| AC     | 210                   | 0.00                       |                   |       | 210                 |                 |           |                               |
| D-ABC  | 167                   | 0.00                       | 483               | 0.346 | 167                 | 0.5             | 11.406    | B                             |
| C-ABD  | 26                    | 0.00                       | 520               | 0.049 | 26                  | 0.1             | 7.284     | A                             |
| C-D    | 58                    | 0.00                       |                   |       | 58                  |                 |           |                               |
| C-A    | 223                   | 0.00                       |                   |       | 223                 |                 |           |                               |



**17:30 - 17:45**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 107                   | 0.00                       | 455               | 0.235 | 107                 | 0.3             | 10.356    | B                             |
| ABCD   | 138                   | 0.00                       | 600               | 0.231 | 138                 | 0.3             | 7.811     | A                             |
| A-B    | 46                    | 0.00                       |                   |       | 46                  |                 |           |                               |
| A-C    | 210                   | 0.00                       |                   |       | 210                 |                 |           |                               |
| D-ABC  | 167                   | 0.00                       | 483               | 0.346 | 167                 | 0.5             | 11.408    | B                             |
| C-ABD  | 26                    | 0.00                       | 520               | 0.049 | 26                  | 0.1             | 7.287     | A                             |
| C-D    | 58                    | 0.00                       |                   |       | 58                  |                 |           |                               |
| C-A    | 223                   | 0.00                       |                   |       | 223                 |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 107                   | 0.00                       | 455               | 0.235 | 107                 | 0.3             | 10.356    | B                             |
| ABCD   | 138                   | 0.00                       | 600               | 0.231 | 138                 | 0.3             | 7.810     | A                             |
| A-B    | 46                    | 0.00                       |                   |       | 46                  |                 |           |                               |
| A-C    | 210                   | 0.00                       |                   |       | 210                 |                 |           |                               |
| D-ABC  | 167                   | 0.00                       | 483               | 0.346 | 167                 | 0.5             | 11.408    | B                             |
| C-ABD  | 26                    | 0.00                       | 520               | 0.049 | 26                  | 0.1             | 7.287     | A                             |
| C-D    | 58                    | 0.00                       |                   |       | 58                  |                 |           |                               |
| C-A    | 223                   | 0.00                       |                   |       | 223                 |                 |           |                               |

# 2040 | Base | AM

## Data Errors and Warnings

| Severity | Area            | Item                                         | Description                                                                                                          |
|----------|-----------------|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | A - B1506 Bury Road (E) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |
| Warning  | Major arm width | C - B1506 Bury Road (W) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name                 | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506 / Station Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 5.83               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 5.83              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D3 | 2040 | Base     | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                        | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 Bury Road (E)    |            | ✓            | 447                     | 100.000            |
| B - B1085 Moulton Road (S) |            | ✓            | 154                     | 100.000            |
| C - B1506 Bury Road (W)    |            | ✓            | 282                     | 100.000            |
| D - B1085 Station Road (N) |            | ✓            | 251                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                         |                         |                            |                         |                            |
|------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|
| From |                            | A - B1506 Bury Road (E) | B - B1085 Moulton Road (S) | C - B1506 Bury Road (W) | D - B1085 Station Road (N) |
|      | A - B1506 Bury Road (E)    | 0                       | 97                         | 267                     | 83                         |
|      | B - B1085 Moulton Road (S) | 76                      | 0                          | 32                      | 46                         |
|      | C - B1506 Bury Road (W)    | 226                     | 27                         | 0                       | 29                         |
|      | D - B1085 Station Road (N) | 144                     | 46                         | 61                      | 0                          |

## Vehicle Mix

### Heavy Vehicle %

|      | To                         |                         |                            |                         |                            |
|------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|
|      |                            | A - B1506 Bury Road (E) | B - B1085 Moulton Road (S) | C - B1506 Bury Road (W) | D - B1085 Station Road (N) |
| From | A - B1506 Bury Road (E)    | 0                       | 1                          | 3                       | 0                          |
|      | B - B1085 Moulton Road (S) | 3                       | 0                          | 7                       | 0                          |
|      | C - B1506 Bury Road (W)    | 7                       | 4                          | 0                       | 0                          |
|      | D - B1085 Station Road (N) | 0                       | 0                          | 0                       | 0                          |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.36    | 13.07         | 0.6             | B       |
| ABCD   | 0.15    | 7.14          | 0.2             | A       |
| AB     |         |               |                 |         |
| AC     |         |               |                 |         |
| D-ABC  | 0.52    | 15.31         | 1.1             | C       |
| C-ABD  | 0.06    | 7.74          | 0.1             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 154                   | 0.00                       | 430               | 0.358 | 152                 | 0.5             | 12.824    | B                             |
| ABCD   | 92                    | 0.00                       | 596               | 0.154 | 91                  | 0.2             | 7.119     | A                             |
| AB     | 95                    | 0.00                       |                   |       | 95                  |                 |           |                               |
| AC     | 261                   | 0.00                       |                   |       | 261                 |                 |           |                               |
| D-ABC  | 251                   | 0.00                       | 486               | 0.516 | 247                 | 1.0             | 14.787    | B                             |
| C-ABD  | 28                    | 0.00                       | 493               | 0.057 | 28                  | 0.1             | 7.724     | A                             |
| C-D    | 29                    | 0.00                       |                   |       | 29                  |                 |           |                               |
| C-A    | 225                   | 0.00                       |                   |       | 225                 |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 154                   | 0.00                       | 430               | 0.359 | 154                 | 0.6             | 13.059    | B                             |
| ABCD   | 92                    | 0.00                       | 596               | 0.154 | 92                  | 0.2             | 7.142     | A                             |
| AB     | 95                    | 0.00                       |                   |       | 95                  |                 |           |                               |
| AC     | 261                   | 0.00                       |                   |       | 261                 |                 |           |                               |
| D-ABC  | 251                   | 0.00                       | 486               | 0.516 | 251                 | 1.0             | 15.296    | C                             |
| C-ABD  | 28                    | 0.00                       | 493               | 0.057 | 28                  | 0.1             | 7.736     | A                             |
| C-D    | 29                    | 0.00                       |                   |       | 29                  |                 |           |                               |
| C-A    | 225                   | 0.00                       |                   |       | 225                 |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 154                   | 0.00                       | 429               | 0.359 | 154                 | 0.6             | 13.066    | B                             |
| A-BCD  | 92                    | 0.00                       | 596               | 0.154 | 92                  | 0.2             | 7.142     | A                             |
| A-B    | 95                    | 0.00                       |                   |       | 95                  |                 |           |                               |
| A-C    | 261                   | 0.00                       |                   |       | 261                 |                 |           |                               |
| D-ABC  | 251                   | 0.00                       | 486               | 0.516 | 251                 | 1.1             | 15.305    | C                             |
| C-ABD  | 28                    | 0.00                       | 493               | 0.057 | 28                  | 0.1             | 7.738     | A                             |
| C-D    | 29                    | 0.00                       |                   |       | 29                  |                 |           |                               |
| C-A    | 225                   | 0.00                       |                   |       | 225                 |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 154                   | 0.00                       | 429               | 0.359 | 154                 | 0.6             | 13.066    | B                             |
| A-BCD  | 92                    | 0.00                       | 596               | 0.154 | 92                  | 0.2             | 7.145     | A                             |
| A-B    | 95                    | 0.00                       |                   |       | 95                  |                 |           |                               |
| A-C    | 261                   | 0.00                       |                   |       | 261                 |                 |           |                               |
| D-ABC  | 251                   | 0.00                       | 486               | 0.516 | 251                 | 1.1             | 15.306    | C                             |
| C-ABD  | 28                    | 0.00                       | 493               | 0.057 | 28                  | 0.1             | 7.736     | A                             |
| C-D    | 29                    | 0.00                       |                   |       | 29                  |                 |           |                               |
| C-A    | 225                   | 0.00                       |                   |       | 225                 |                 |           |                               |

# 2040 | Base | PM

## Data Errors and Warnings

| Severity | Area            | Item                                         | Description                                                                                                          |
|----------|-----------------|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | A - B1506 Bury Road (E) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |
| Warning  | Major arm width | C - B1506 Bury Road (W) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name                 | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506 / Station Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 4.71               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 4.71              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D4 | 2040 | Base     | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                        | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 Bury Road (E)    |            | ✓            | 430                     | 100.000            |
| B - B1085 Moulton Road (S) |            | ✓            | 116                     | 100.000            |
| C - B1506 Bury Road (W)    |            | ✓            | 334                     | 100.000            |
| D - B1085 Station Road (N) |            | ✓            | 182                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                         |                         |                            |                         |                            |
|------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|
| From |                            | A - B1506 Bury Road (E) | B - B1085 Moulton Road (S) | C - B1506 Bury Road (W) | D - B1085 Station Road (N) |
|      | A - B1506 Bury Road (E)    | 0                       | 53                         | 242                     | 135                        |
|      | B - B1085 Moulton Road (S) | 45                      | 0                          | 17                      | 54                         |
|      | C - B1506 Bury Road (W)    | 244                     | 27                         | 0                       | 63                         |
|      | D - B1085 Station Road (N) | 99                      | 50                         | 33                      | 0                          |

## Vehicle Mix

### Heavy Vehicle %

|      | To                         |                         |                            |                         |                            |
|------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|
|      |                            | A - B1506 Bury Road (E) | B - B1085 Moulton Road (S) | C - B1506 Bury Road (W) | D - B1085 Station Road (N) |
| From | A - B1506 Bury Road (E)    | 0                       | 0                          | 1                       | 0                          |
|      | B - B1085 Moulton Road (S) | 0                       | 0                          | 6                       | 0                          |
|      | C - B1506 Bury Road (W)    | 2                       | 4                          | 0                       | 0                          |
|      | D - B1085 Station Road (N) | 0                       | 0                          | 0                       | 0                          |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.26    | 11.14         | 0.4             | B       |
| ABCD   | 0.25    | 7.99          | 0.4             | A       |
| AB     |         |               |                 |         |
| AC     |         |               |                 |         |
| D-ABC  | 0.39    | 12.53         | 0.6             | B       |
| C-ABD  | 0.06    | 7.69          | 0.1             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 116                   | 0.00                       | 440               | 0.264 | 115                 | 0.4             | 11.015    | B                             |
| ABCD   | 154                   | 0.00                       | 605               | 0.255 | 153                 | 0.4             | 7.935     | A                             |
| AB     | 50                    | 0.00                       |                   |       | 50                  |                 |           |                               |
| AC     | 226                   | 0.00                       |                   |       | 226                 |                 |           |                               |
| D-ABC  | 182                   | 0.00                       | 470               | 0.387 | 180                 | 0.6             | 12.304    | B                             |
| C-ABD  | 28                    | 0.00                       | 497               | 0.057 | 28                  | 0.1             | 7.669     | A                             |
| C-D    | 63                    | 0.00                       |                   |       | 63                  |                 |           |                               |
| C-A    | 243                   | 0.00                       |                   |       | 243                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 116                   | 0.00                       | 439               | 0.264 | 116                 | 0.4             | 11.136    | B                             |
| ABCD   | 154                   | 0.00                       | 605               | 0.255 | 154                 | 0.4             | 7.989     | A                             |
| AB     | 50                    | 0.00                       |                   |       | 50                  |                 |           |                               |
| AC     | 226                   | 0.00                       |                   |       | 226                 |                 |           |                               |
| D-ABC  | 182                   | 0.00                       | 469               | 0.388 | 182                 | 0.6             | 12.526    | B                             |
| C-ABD  | 28                    | 0.00                       | 497               | 0.057 | 28                  | 0.1             | 7.684     | A                             |
| C-D    | 63                    | 0.00                       |                   |       | 63                  |                 |           |                               |
| C-A    | 243                   | 0.00                       |                   |       | 243                 |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 116                   | 0.00                       | 439               | 0.264 | 116                 | 0.4             | 11.136    | B                             |
| ABCD   | 154                   | 0.00                       | 605               | 0.255 | 154                 | 0.4             | 7.991     | A                             |
| A-B    | 50                    | 0.00                       |                   |       | 50                  |                 |           |                               |
| A-C    | 226                   | 0.00                       |                   |       | 226                 |                 |           |                               |
| D-ABC  | 182                   | 0.00                       | 469               | 0.388 | 182                 | 0.6             | 12.530    | B                             |
| C-ABD  | 28                    | 0.00                       | 497               | 0.057 | 28                  | 0.1             | 7.686     | A                             |
| C-D    | 63                    | 0.00                       |                   |       | 63                  |                 |           |                               |
| C-A    | 243                   | 0.00                       |                   |       | 243                 |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 116                   | 0.00                       | 439               | 0.264 | 116                 | 0.4             | 11.137    | B                             |
| ABCD   | 154                   | 0.00                       | 605               | 0.255 | 154                 | 0.4             | 7.990     | A                             |
| A-B    | 50                    | 0.00                       |                   |       | 50                  |                 |           |                               |
| A-C    | 226                   | 0.00                       |                   |       | 226                 |                 |           |                               |
| D-ABC  | 182                   | 0.00                       | 469               | 0.388 | 182                 | 0.6             | 12.533    | B                             |
| C-ABD  | 28                    | 0.00                       | 497               | 0.057 | 28                  | 0.1             | 7.686     | A                             |
| C-D    | 63                    | 0.00                       |                   |       | 63                  |                 |           |                               |
| C-A    | 243                   | 0.00                       |                   |       | 243                 |                 |           |                               |

# 2040 | Base + ComDev | AM

## Data Errors and Warnings

| Severity | Area            | Item                                         | Description                                                                                                          |
|----------|-----------------|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | A - B1506 Bury Road (E) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |
| Warning  | Major arm width | C - B1506 Bury Road (W) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name                 | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506 / Station Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 7.11               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 7.11              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario      | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|---------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D5 | 2040 | Base + ComDev | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                        | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 Bury Road (E)    |            | ✓            | 475                     | 100.000            |
| B - B1085 Moulton Road (S) |            | ✓            | 166                     | 100.000            |
| C - B1506 Bury Road (W)    |            | ✓            | 291                     | 100.000            |
| D - B1085 Station Road (N) |            | ✓            | 282                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                         |                         |                            |                         |                            |
|------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|
| From |                            | A - B1506 Bury Road (E) | B - B1085 Moulton Road (S) | C - B1506 Bury Road (W) | D - B1085 Station Road (N) |
|      | A - B1506 Bury Road (E)    | 0                       | 97                         | 267                     | 111                        |
|      | B - B1085 Moulton Road (S) | 76                      | 0                          | 32                      | 58                         |
|      | C - B1506 Bury Road (W)    | 226                     | 31                         | 0                       | 34                         |
|      | D - B1085 Station Road (N) | 163                     | 54                         | 65                      | 0                          |

## Vehicle Mix



### Heavy Vehicle %

|      | To                         |                         |                            |                         |                            |
|------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|
|      |                            | A - B1506 Bury Road (E) | B - B1085 Moulton Road (S) | C - B1506 Bury Road (W) | D - B1085 Station Road (N) |
| From | A - B1506 Bury Road (E)    | 0                       | 1                          | 3                       | 0                          |
|      | B - B1085 Moulton Road (S) | 3                       | 0                          | 7                       | 0                          |
|      | C - B1506 Bury Road (W)    | 7                       | 3                          | 0                       | 0                          |
|      | D - B1085 Station Road (N) | 0                       | 0                          | 0                       | 0                          |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.40    | 14.41         | 0.7             | B       |
| ABCD   | 0.21    | 7.41          | 0.3             | A       |
| AB     |         |               |                 |         |
| AC     |         |               |                 |         |
| D-ABC  | 0.59    | 18.41         | 1.4             | C       |
| C-ABD  | 0.07    | 7.85          | 0.1             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 166                   | 0.00                       | 417               | 0.398 | 163                 | 0.6             | 14.062    | B                             |
| ABCD   | 127                   | 0.00                       | 613               | 0.207 | 125                 | 0.3             | 7.378     | A                             |
| AB     | 93                    | 0.00                       |                   |       | 93                  |                 |           |                               |
| AC     | 256                   | 0.00                       |                   |       | 256                 |                 |           |                               |
| D-ABC  | 282                   | 0.00                       | 478               | 0.590 | 277                 | 1.4             | 17.434    | C                             |
| C-ABD  | 32                    | 0.00                       | 491               | 0.066 | 32                  | 0.1             | 7.835     | A                             |
| C-D    | 34                    | 0.00                       |                   |       | 34                  |                 |           |                               |
| C-A    | 225                   | 0.00                       |                   |       | 225                 |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 166                   | 0.00                       | 416               | 0.399 | 166                 | 0.7             | 14.407    | B                             |
| ABCD   | 127                   | 0.00                       | 612               | 0.207 | 127                 | 0.3             | 7.415     | A                             |
| AB     | 93                    | 0.00                       |                   |       | 93                  |                 |           |                               |
| AC     | 256                   | 0.00                       |                   |       | 256                 |                 |           |                               |
| D-ABC  | 282                   | 0.00                       | 477               | 0.591 | 282                 | 1.4             | 18.375    | C                             |
| C-ABD  | 32                    | 0.00                       | 491               | 0.066 | 32                  | 0.1             | 7.850     | A                             |
| C-D    | 34                    | 0.00                       |                   |       | 34                  |                 |           |                               |
| C-A    | 225                   | 0.00                       |                   |       | 225                 |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 166                   | 0.00                       | 416               | 0.399 | 166                 | 0.7             | 14.414    | B                             |
| A-BCD  | 127                   | 0.00                       | 612               | 0.207 | 127                 | 0.3             | 7.415     | A                             |
| A-B    | 93                    | 0.00                       |                   |       | 93                  |                 |           |                               |
| A-C    | 256                   | 0.00                       |                   |       | 256                 |                 |           |                               |
| D-ABC  | 282                   | 0.00                       | 477               | 0.591 | 282                 | 1.4             | 18.399    | C                             |
| C-ABD  | 32                    | 0.00                       | 491               | 0.066 | 32                  | 0.1             | 7.850     | A                             |
| C-D    | 34                    | 0.00                       |                   |       | 34                  |                 |           |                               |
| C-A    | 225                   | 0.00                       |                   |       | 225                 |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 166                   | 0.00                       | 416               | 0.399 | 166                 | 0.7             | 14.415    | B                             |
| A-BCD  | 127                   | 0.00                       | 612               | 0.207 | 127                 | 0.3             | 7.412     | A                             |
| A-B    | 93                    | 0.00                       |                   |       | 93                  |                 |           |                               |
| A-C    | 256                   | 0.00                       |                   |       | 256                 |                 |           |                               |
| D-ABC  | 282                   | 0.00                       | 477               | 0.591 | 282                 | 1.4             | 18.406    | C                             |
| C-ABD  | 32                    | 0.00                       | 491               | 0.066 | 32                  | 0.1             | 7.850     | A                             |
| C-D    | 34                    | 0.00                       |                   |       | 34                  |                 |           |                               |
| C-A    | 225                   | 0.00                       |                   |       | 225                 |                 |           |                               |

# 2040 | Base + ComDev | PM

## Data Errors and Warnings

| Severity | Area            | Item                                         | Description                                                                                                          |
|----------|-----------------|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | A - B1506 Bury Road (E) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |
| Warning  | Major arm width | C - B1506 Bury Road (W) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name                 | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506 / Station Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 5.35               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 5.35              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario      | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|---------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D6 | 2040 | Base + ComDev | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                        | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 Bury Road (E)    |            | ✓            | 452                     | 100.000            |
| B - B1085 Moulton Road (S) |            | ✓            | 125                     | 100.000            |
| C - B1506 Bury Road (W)    |            | ✓            | 338                     | 100.000            |
| D - B1085 Station Road (N) |            | ✓            | 202                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                         |                         |                            |                         |                            |
|------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|
| From |                            | A - B1506 Bury Road (E) | B - B1085 Moulton Road (S) | C - B1506 Bury Road (W) | D - B1085 Station Road (N) |
|      | A - B1506 Bury Road (E)    | 0                       | 53                         | 242                     | 157                        |
|      | B - B1085 Moulton Road (S) | 45                      | 0                          | 17                      | 63                         |
|      | C - B1506 Bury Road (W)    | 244                     | 27                         | 0                       | 67                         |
|      | D - B1085 Station Road (N) | 111                     | 55                         | 36                      | 0                          |

## Vehicle Mix

### Heavy Vehicle %

|      | To                         |                         |                            |                         |                            |
|------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|
|      |                            | A - B1506 Bury Road (E) | B - B1085 Moulton Road (S) | C - B1506 Bury Road (W) | D - B1085 Station Road (N) |
| From | A - B1506 Bury Road (E)    | 0                       | 0                          | 1                       | 0                          |
|      | B - B1085 Moulton Road (S) | 0                       | 0                          | 6                       | 0                          |
|      | C - B1506 Bury Road (W)    | 2                       | 4                          | 0                       | 0                          |
|      | D - B1085 Station Road (N) | 0                       | 0                          | 0                       | 0                          |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.29    | 11.81         | 0.4             | B       |
| ABCD   | 0.30    | 8.32          | 0.5             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |
| D-ABC  | 0.44    | 13.77         | 0.8             | B       |
| C-ABD  | 0.06    | 7.80          | 0.1             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 125                   | 0.00                       | 431               | 0.290 | 123                 | 0.4             | 11.654    | B                             |
| ABCD   | 183                   | 0.00                       | 617               | 0.297 | 181                 | 0.5             | 8.241     | A                             |
| A-B    | 48                    | 0.00                       |                   |       | 48                  |                 |           |                               |
| A-C    | 221                   | 0.00                       |                   |       | 221                 |                 |           |                               |
| D-ABC  | 202                   | 0.00                       | 464               | 0.435 | 199                 | 0.8             | 13.462    | B                             |
| C-ABD  | 28                    | 0.00                       | 490               | 0.057 | 28                  | 0.1             | 7.781     | A                             |
| C-D    | 67                    | 0.00                       |                   |       | 67                  |                 |           |                               |
| C-A    | 243                   | 0.00                       |                   |       | 243                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 125                   | 0.00                       | 430               | 0.291 | 125                 | 0.4             | 11.809    | B                             |
| ABCD   | 183                   | 0.00                       | 616               | 0.297 | 183                 | 0.5             | 8.314     | A                             |
| A-B    | 48                    | 0.00                       |                   |       | 48                  |                 |           |                               |
| A-C    | 221                   | 0.00                       |                   |       | 221                 |                 |           |                               |
| D-ABC  | 202                   | 0.00                       | 463               | 0.436 | 202                 | 0.8             | 13.766    | B                             |
| C-ABD  | 28                    | 0.00                       | 490               | 0.057 | 28                  | 0.1             | 7.799     | A                             |
| C-D    | 67                    | 0.00                       |                   |       | 67                  |                 |           |                               |
| C-A    | 243                   | 0.00                       |                   |       | 243                 |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 125                   | 0.00                       | 430               | 0.291 | 125                 | 0.4             | 11.812    | B                             |
| A-BCD  | 183                   | 0.00                       | 616               | 0.297 | 183                 | 0.5             | 8.315     | A                             |
| A-B    | 48                    | 0.00                       |                   |       | 48                  |                 |           |                               |
| A-C    | 221                   | 0.00                       |                   |       | 221                 |                 |           |                               |
| D-ABC  | 202                   | 0.00                       | 463               | 0.436 | 202                 | 0.8             | 13.772    | B                             |
| C-ABD  | 28                    | 0.00                       | 490               | 0.057 | 28                  | 0.1             | 7.799     | A                             |
| C-D    | 67                    | 0.00                       |                   |       | 67                  |                 |           |                               |
| C-A    | 243                   | 0.00                       |                   |       | 243                 |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 125                   | 0.00                       | 430               | 0.291 | 125                 | 0.4             | 11.812    | B                             |
| A-BCD  | 183                   | 0.00                       | 616               | 0.297 | 183                 | 0.5             | 8.314     | A                             |
| A-B    | 48                    | 0.00                       |                   |       | 48                  |                 |           |                               |
| A-C    | 221                   | 0.00                       |                   |       | 221                 |                 |           |                               |
| D-ABC  | 202                   | 0.00                       | 463               | 0.436 | 202                 | 0.8             | 13.772    | B                             |
| C-ABD  | 28                    | 0.00                       | 490               | 0.057 | 28                  | 0.1             | 7.800     | A                             |
| C-D    | 67                    | 0.00                       |                   |       | 67                  |                 |           |                               |
| C-A    | 243                   | 0.00                       |                   |       | 243                 |                 |           |                               |

# 2040 | Base + ComDev + Proposed | AM

## Data Errors and Warnings

| Severity | Area            | Item                                         | Description                                                                                                          |
|----------|-----------------|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | A - B1506 Bury Road (E) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |
| Warning  | Major arm width | C - B1506 Bury Road (W) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name                 | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506 / Station Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 13.26              | B            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 13.26             | B           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario                 | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|--------------------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D7 | 2040 | Base + ComDev + Proposed | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                        | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 Bury Road (E)    |            | ✓            | 515                     | 100.000            |
| B - B1085 Moulton Road (S) |            | ✓            | 166                     | 100.000            |
| C - B1506 Bury Road (W)    |            | ✓            | 442                     | 100.000            |
| D - B1085 Station Road (N) |            | ✓            | 341                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

| From | To                         |                         |                            |                         |
|------|----------------------------|-------------------------|----------------------------|-------------------------|
|      |                            | A - B1506 Bury Road (E) | B - B1085 Moulton Road (S) | C - B1506 Bury Road (W) |
|      | A - B1506 Bury Road (E)    | 0                       | 97                         | 307                     |
|      | B - B1085 Moulton Road (S) | 76                      | 0                          | 32                      |
|      | C - B1506 Bury Road (W)    | 287                     | 31                         | 0                       |
|      | D - B1085 Station Road (N) | 163                     | 54                         | 124                     |
|      |                            |                         |                            | 0                       |

## Vehicle Mix

### Heavy Vehicle %

|      | To                         |                         |                            |                         |                            |
|------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|
|      |                            | A - B1506 Bury Road (E) | B - B1085 Moulton Road (S) | C - B1506 Bury Road (W) | D - B1085 Station Road (N) |
| From | A - B1506 Bury Road (E)    | 0                       | 1                          | 3                       | 0                          |
|      | B - B1085 Moulton Road (S) | 3                       | 0                          | 7                       | 0                          |
|      | C - B1506 Bury Road (W)    | 5                       | 3                          | 0                       | 0                          |
|      | D - B1085 Station Road (N) | 0                       | 0                          | 0                       | 0                          |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.44    | 16.71         | 0.8             | C       |
| ABCD   | 0.22    | 7.83          | 0.3             | A       |
| AB     |         |               |                 |         |
| AC     |         |               |                 |         |
| D-ABC  | 0.82    | 45.92         | 4.2             | E       |
| C-ABD  | 0.07    | 7.84          | 0.1             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 166                   | 0.00                       | 384               | 0.432 | 163                 | 0.7             | 16.074    | C                             |
| ABCD   | 131                   | 0.00                       | 591               | 0.221 | 129                 | 0.3             | 7.788     | A                             |
| AB     | 92                    | 0.00                       |                   |       | 92                  |                 |           |                               |
| AC     | 292                   | 0.00                       |                   |       | 292                 |                 |           |                               |
| D-ABC  | 341                   | 0.00                       | 418               | 0.815 | 327                 | 3.6             | 35.263    | E                             |
| C-ABD  | 33                    | 0.00                       | 493               | 0.067 | 33                  | 0.1             | 7.819     | A                             |
| C-D    | 123                   | 0.00                       |                   |       | 123                 |                 |           |                               |
| C-A    | 286                   | 0.00                       |                   |       | 286                 |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 166                   | 0.00                       | 382               | 0.435 | 166                 | 0.8             | 16.672    | C                             |
| ABCD   | 131                   | 0.00                       | 591               | 0.221 | 131                 | 0.3             | 7.832     | A                             |
| AB     | 92                    | 0.00                       |                   |       | 92                  |                 |           |                               |
| AC     | 292                   | 0.00                       |                   |       | 292                 |                 |           |                               |
| D-ABC  | 341                   | 0.00                       | 418               | 0.817 | 340                 | 3.9             | 44.368    | E                             |
| C-ABD  | 33                    | 0.00                       | 492               | 0.067 | 33                  | 0.1             | 7.837     | A                             |
| C-D    | 123                   | 0.00                       |                   |       | 123                 |                 |           |                               |
| C-A    | 286                   | 0.00                       |                   |       | 286                 |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 166                   | 0.00                       | 381               | 0.435 | 166                 | 0.8             | 16.699    | C                             |
| ABCD   | 131                   | 0.00                       | 591               | 0.221 | 131                 | 0.3             | 7.834     | A                             |
| A-B    | 92                    | 0.00                       |                   |       | 92                  |                 |           |                               |
| A-C    | 292                   | 0.00                       |                   |       | 292                 |                 |           |                               |
| D-ABC  | 341                   | 0.00                       | 418               | 0.817 | 340                 | 4.1             | 45.465    | E                             |
| C-ABD  | 33                    | 0.00                       | 492               | 0.067 | 33                  | 0.1             | 7.837     | A                             |
| C-D    | 123                   | 0.00                       |                   |       | 123                 |                 |           |                               |
| C-A    | 286                   | 0.00                       |                   |       | 286                 |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 166                   | 0.00                       | 381               | 0.435 | 166                 | 0.8             | 16.709    | C                             |
| ABCD   | 131                   | 0.00                       | 591               | 0.221 | 131                 | 0.3             | 7.834     | A                             |
| A-B    | 92                    | 0.00                       |                   |       | 92                  |                 |           |                               |
| A-C    | 292                   | 0.00                       |                   |       | 292                 |                 |           |                               |
| D-ABC  | 341                   | 0.00                       | 417               | 0.817 | 341                 | 4.2             | 45.925    | E                             |
| C-ABD  | 33                    | 0.00                       | 492               | 0.067 | 33                  | 0.1             | 7.837     | A                             |
| C-D    | 123                   | 0.00                       |                   |       | 123                 |                 |           |                               |
| C-A    | 286                   | 0.00                       |                   |       | 286                 |                 |           |                               |



# 2040 | Base + ComDev + Proposed | PM

## Data Errors and Warnings

| Severity | Area            | Item                                         | Description                                                                                                          |
|----------|-----------------|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | A - B1506 Bury Road (E) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |
| Warning  | Major arm width | C - B1506 Bury Road (W) - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m. |

## Junction Network

### Junctions

| Junction | Name                 | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | B1506 / Station Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 12.41              | B            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 12.41             | B           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario                 | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|--------------------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D8 | 2040 | Base + ComDev + Proposed | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                        | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|----------------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 Bury Road (E)    |            | ✓            | 524                     | 100.000            |
| B - B1085 Moulton Road (S) |            | ✓            | 125                     | 100.000            |
| C - B1506 Bury Road (W)    |            | ✓            | 422                     | 100.000            |
| D - B1085 Station Road (N) |            | ✓            | 308                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To                         |                         |                            |                         |                            |
|------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|
| From |                            | A - B1506 Bury Road (E) | B - B1085 Moulton Road (S) | C - B1506 Bury Road (W) | D - B1085 Station Road (N) |
|      | A - B1506 Bury Road (E)    | 0                       | 53                         | 314                     | 157                        |
|      | B - B1085 Moulton Road (S) | 45                      | 0                          | 17                      | 63                         |
|      | C - B1506 Bury Road (W)    | 278                     | 27                         | 0                       | 117                        |
|      | D - B1085 Station Road (N) | 111                     | 55                         | 142                     | 0                          |

## Vehicle Mix

### Heavy Vehicle %

|      | To                         |                         |                            |                         |                            |
|------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|
|      |                            | A - B1506 Bury Road (E) | B - B1085 Moulton Road (S) | C - B1506 Bury Road (W) | D - B1085 Station Road (N) |
| From | A - B1506 Bury Road (E)    | 0                       | 0                          | 1                       | 0                          |
|      | B - B1085 Moulton Road (S) | 0                       | 0                          | 6                       | 0                          |
|      | C - B1506 Bury Road (W)    | 2                       | 4                          | 0                       | 0                          |
|      | D - B1085 Station Road (N) | 0                       | 0                          | 0                       | 0                          |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.32    | 13.60         | 0.5             | B       |
| ABCD   | 0.31    | 8.39          | 0.5             | A       |
| AB     |         |               |                 |         |
| AC     |         |               |                 |         |
| D-ABC  | 0.79    | 44.41         | 3.7             | E       |
| C-ABD  | 0.06    | 7.99          | 0.1             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 125                   | 0.00                       | 392               | 0.319 | 123                 | 0.5             | 13.317    | B                             |
| ABCD   | 192                   | 0.00                       | 622               | 0.309 | 190                 | 0.5             | 8.305     | A                             |
| AB     | 48                    | 0.00                       |                   |       | 48                  |                 |           |                               |
| AC     | 284                   | 0.00                       |                   |       | 284                 |                 |           |                               |
| D-ABC  | 308                   | 0.00                       | 389               | 0.793 | 295                 | 3.2             | 35.034    | E                             |
| C-ABD  | 29                    | 0.00                       | 480               | 0.060 | 28                  | 0.1             | 7.969     | A                             |
| C-D    | 117                   | 0.00                       |                   |       | 117                 |                 |           |                               |
| C-A    | 277                   | 0.00                       |                   |       | 277                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 125                   | 0.00                       | 390               | 0.321 | 125                 | 0.5             | 13.585    | B                             |
| ABCD   | 192                   | 0.00                       | 622               | 0.309 | 192                 | 0.5             | 8.386     | A                             |
| AB     | 48                    | 0.00                       |                   |       | 48                  |                 |           |                               |
| AC     | 284                   | 0.00                       |                   |       | 284                 |                 |           |                               |
| D-ABC  | 308                   | 0.00                       | 388               | 0.795 | 307                 | 3.5             | 43.173    | E                             |
| C-ABD  | 29                    | 0.00                       | 479               | 0.060 | 29                  | 0.1             | 7.990     | A                             |
| C-D    | 117                   | 0.00                       |                   |       | 117                 |                 |           |                               |
| C-A    | 277                   | 0.00                       |                   |       | 277                 |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 125                   | 0.00                       | 390               | 0.321 | 125                 | 0.5             | 13.599    | B                             |
| A-BCD  | 192                   | 0.00                       | 622               | 0.309 | 192                 | 0.5             | 8.387     | A                             |
| A-B    | 48                    | 0.00                       |                   |       | 48                  |                 |           |                               |
| A-C    | 284                   | 0.00                       |                   |       | 284                 |                 |           |                               |
| D-ABC  | 308                   | 0.00                       | 388               | 0.795 | 308                 | 3.6             | 44.053    | E                             |
| C-ABD  | 29                    | 0.00                       | 479               | 0.060 | 29                  | 0.1             | 7.989     | A                             |
| C-D    | 117                   | 0.00                       |                   |       | 117                 |                 |           |                               |
| C-A    | 277                   | 0.00                       |                   |       | 277                 |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (Veh/hr) | Pedestrian demand (Ped/hr) | Capacity (Veh/hr) | RFC   | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 125                   | 0.00                       | 390               | 0.321 | 125                 | 0.5             | 13.602    | B                             |
| A-BCD  | 192                   | 0.00                       | 622               | 0.309 | 192                 | 0.5             | 8.389     | A                             |
| A-B    | 48                    | 0.00                       |                   |       | 48                  |                 |           |                               |
| A-C    | 284                   | 0.00                       |                   |       | 284                 |                 |           |                               |
| D-ABC  | 308                   | 0.00                       | 388               | 0.795 | 308                 | 3.7             | 44.411    | E                             |
| C-ABD  | 29                    | 0.00                       | 479               | 0.060 | 29                  | 0.1             | 7.989     | A                             |
| C-D    | 117                   | 0.00                       |                   |       | 117                 |                 |           |                               |
| C-A    | 277                   | 0.00                       |                   |       | 277                 |                 |           |                               |

| Junctions 11                                                                                                                                                     |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|
| PICADY 11 - Priority Intersection Module                                                                                                                         |  |  |  |  |  |  |  |  |  |
| Version: 11.0.0.2177                                                                                                                                             |  |  |  |  |  |  |  |  |  |
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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: Import of Norwich Rd\_B1506\_Well Btm Crossroads.j11

Path: P:\794-PLN-TRP-00058 - Animal Health Trust, Kentford\Transport\Picady\2040 Future Year\910 Dwellings\Updated - Apr 2025

Report generation date: 22/04/2025 11:11:03

- »2024 | Base | AM
- »2024 | Base | PM
- »2040 | Base | AM
- »2040 | Base | PM
- »2040 | Base + ComDev | AM
- »2040 | Base + ComDev | PM
- »2040 | Base + ComDev + Proposed | AM
- »2040 | Base + ComDev + Proposed | PM

### Summary of junction performance

|              | AM                              |             |           |      |     | PM     |             |           |      |     |
|--------------|---------------------------------|-------------|-----------|------|-----|--------|-------------|-----------|------|-----|
|              | Set ID                          | Queue (PCU) | Delay (s) | RFC  | LOS | Set ID | Queue (PCU) | Delay (s) | RFC  | LOS |
|              | 2024 - Base                     |             |           |      |     |        |             |           |      |     |
| Stream B-ACD | D1                              | 0.1         | 9.49      | 0.10 | A   | D2     | 0.0         | 9.17      | 0.05 | A   |
| Stream A-BCD |                                 | 0.1         | 5.93      | 0.08 | A   |        | 0.1         | 6.12      | 0.05 | A   |
| Stream D-ABC |                                 | 0.2         | 9.28      | 0.16 | A   |        | 0.1         | 8.53      | 0.09 | A   |
| Stream C-ABD |                                 | 0.0         | 6.61      | 0.01 | A   |        | 0.0         | 5.85      | 0.02 | A   |
|              | 2040 - Base                     |             |           |      |     |        |             |           |      |     |
| Stream B-ACD | D3                              | 0.1         | 9.81      | 0.11 | A   | D4     | 0.1         | 9.48      | 0.05 | A   |
| Stream A-BCD |                                 | 0.1         | 6.11      | 0.08 | A   |        | 0.1         | 6.20      | 0.06 | A   |
| Stream D-ABC |                                 | 0.2         | 9.63      | 0.17 | A   |        | 0.1         | 8.97      | 0.10 | A   |
| Stream C-ABD |                                 | 0.0         | 6.69      | 0.01 | A   |        | 0.0         | 5.91      | 0.02 | A   |
|              | 2040 - Base + ComDev            |             |           |      |     |        |             |           |      |     |
| Stream B-ACD | D5                              | 0.1         | 9.81      | 0.11 | A   | D6     | 0.1         | 9.48      | 0.05 | A   |
| Stream A-BCD |                                 | 0.1         | 6.11      | 0.08 | A   |        | 0.1         | 6.20      | 0.06 | A   |
| Stream D-ABC |                                 | 0.2         | 9.63      | 0.17 | A   |        | 0.1         | 8.97      | 0.10 | A   |
| Stream C-ABD |                                 | 0.0         | 6.69      | 0.01 | A   |        | 0.0         | 5.91      | 0.02 | A   |
|              | 2040 - Base + ComDev + Proposed |             |           |      |     |        |             |           |      |     |
| Stream B-ACD | D7                              | 0.1         | 11.15     | 0.12 | B   | D8     | 0.1         | 10.72     | 0.06 | B   |
| Stream A-BCD |                                 | 0.4         | 6.96      | 0.25 | A   |        | 0.2         | 6.68      | 0.16 | A   |
| Stream D-ABC |                                 | 0.5         | 10.55     | 0.30 | B   |        | 0.5         | 9.66      | 0.32 | A   |
| Stream C-ABD |                                 | 0.0         | 7.31      | 0.02 | A   |        | 0.0         | 6.20      | 0.02 | A   |

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

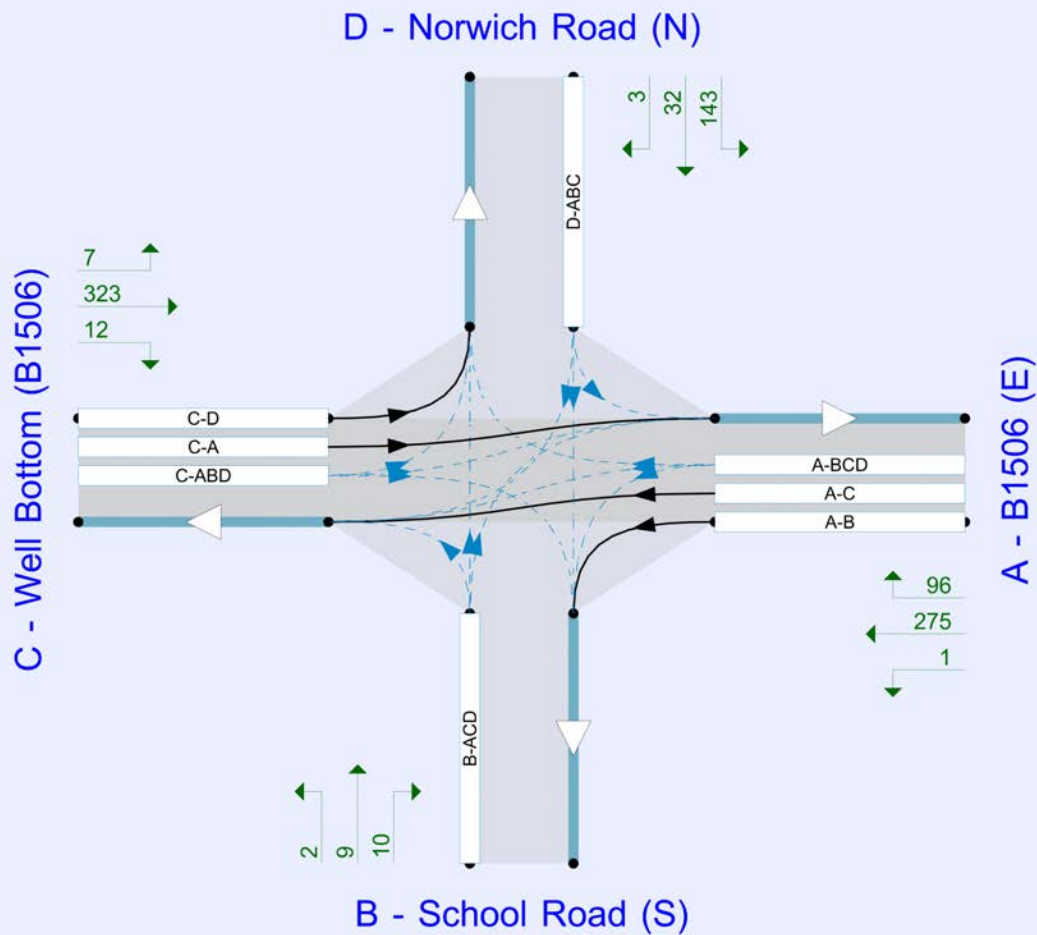
## File summary

### File Description

|             |              |
|-------------|--------------|
| Title       |              |
| Location    |              |
| Site number |              |
| Date        | 10/04/2024   |
| Version     |              |
| Status      | (new file)   |
| Identifier  |              |
| Client      |              |
| Jobnumber   |              |
| Enumerator  | TT\abby.crux |
| 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              |



Flows show original traffic demand (PCU/hr)  
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

### Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|-----------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
|                             |                             | 0.85          | 36.00                       | 20.00                 |

### Demand Set Summary

| ID | Year | Scenario                 | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|--------------------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D1 | 2024 | Base                     | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |
| D2 | 2024 | Base                     | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |
| D3 | 2040 | Base                     | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |
| D4 | 2040 | Base                     | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |
| D5 | 2040 | Base + ComDev            | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |
| D6 | 2040 | Base + ComDev            | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |
| D7 | 2040 | Base + ComDev + Proposed | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |
| D8 | 2040 | Base + ComDev + Proposed | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000                         |

# 2024 | Base | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                               | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Norwich Road / B1506 / School Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 2.41               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 2.41              | A           |

## Arms

### Arms

| Arm | Name                | Description | Arm type |
|-----|---------------------|-------------|----------|
| A   | B1506 (E)           |             | Major    |
| B   | School Road (S)     |             | Minor    |
| C   | Well Bottom (B1506) |             | Major    |
| D   | Norwich Road (N)    |             | Minor    |

### Major Arm Geometry

| Arm                     | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-------------------------|--------------------------|----------------------------|------------------------|-------------------------------|---------|----------------------|
| A - B1506 (E)           | 6.00                     |                            |                        | 215.0                         | ✓       | 1.00                 |
| C - Well Bottom (B1506) | 6.00                     |                            |                        | 215.0                         | ✓       | 1.00                 |

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

### Minor Arm Geometry

| Arm                  | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|----------------------|----------------|----------------|------------------------|-------------------------|
| B - School Road (S)  | One lane       | 3.06           | 19                     | 35                      |
| D - Norwich Road (N) | One lane       | 3.92           | 25                     | 48                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream             | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for A-D | Slope for B-A | Slope for B-C | Slope for B-D | Slope for C-A | Slope for C-B | Slope for C-D | Slope for D-A | Slope for D-B | Slope for D-C |
|--------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| A-D                | 698                | -             | -             | -             | -             | -             | -             | 0.271         | 0.387         | 0.271         | -             | -             | -             |
| B-A                | 504                | 0.092         | 0.232         | 0.232         | -             | -             | -             | 0.146         | 0.331         | -             | 0.232         | 0.232         | 0.116         |
| B-C                | 650                | 0.100         | 0.252         | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| B-D, nearside lane | 504                | 0.092         | 0.232         | 0.232         | -             | -             | -             | 0.146         | 0.331         | 0.146         | -             | -             | -             |
| B-D, offside lane  | 504                | 0.092         | 0.232         | 0.232         | -             | -             | -             | 0.146         | 0.331         | 0.146         | -             | -             | -             |
| C-B                | 698                | 0.271         | 0.271         | 0.387         | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| D-A                | 714                | -             | -             | -             | -             | -             | -             | 0.277         | -             | 0.110         | -             | -             | -             |
| D-B, nearside lane | 556                | 0.161         | 0.161         | 0.366         | -             | -             | -             | 0.256         | 0.256         | 0.101         | -             | -             | -             |
| D-B, offside lane  | 556                | 0.161         | 0.161         | 0.366         | -             | -             | -             | 0.256         | 0.256         | 0.101         | -             | -             | -             |
| D-C                | 556                | -             | 0.161         | 0.366         | 0.128         | 0.256         | 0.256         | 0.256         | 0.256         | 0.101         | -             | -             | -             |

The slopes and intercepts shown above include custom intercept adjustments only.

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 | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D1 | 2024 | Base     | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                     | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (E)           |            | ✓            | 274                     | 100.000            |
| B - School Road (S)     |            | ✓            | 42                      | 100.000            |
| C - Well Bottom (B1506) |            | ✓            | 215                     | 100.000            |
| D - Norwich Road (N)    |            | ✓            | 78                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
|      |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
| From | A - B1506 (E)           | 0             | 1                   | 225                     | 48                   |
|      | B - School Road (S)     | 14            | 0                   | 9                       | 19                   |
|      | C - Well Bottom (B1506) | 207           | 8                   | 0                       | 0                    |
|      | D - Norwich Road (N)    | 27            | 48                  | 3                       | 0                    |

## Vehicle Mix

### Heavy Vehicle %

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
|      |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
| From | A - B1506 (E)           | 0             | 0                   | 2                       | 0                    |
|      | B - School Road (S)     | 0             | 0                   | 11                      | 0                    |
|      | C - Well Bottom (B1506) | 1             | 13                  | 0                       | 0                    |
|      | D - Norwich Road (N)    | 33            | 0                   | 0                       | 0                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.10    | 9.49          | 0.1             | A       |
| A-BCD  | 0.08    | 5.93          | 0.1             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |
| D-ABC  | 0.16    | 9.28          | 0.2             | A       |
| C-ABD  | 0.01    | 6.61          | 0.0             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |



## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 42                    | 0.00                       | 430               | 0.098 | 42                  | 0.1             | 9.465     | A                             |
| A-BCD  | 49                    | 0.00                       | 656               | 0.075 | 49                  | 0.1             | 5.927     | A                             |
| A-B    | 0.99                  | 0.00                       |                   |       | 0.99                |                 |           |                               |
| A-C    | 224                   | 0.00                       |                   |       | 224                 |                 |           |                               |
| D-ABC  | 78                    | 0.00                       | 502               | 0.155 | 77                  | 0.2             | 9.246     | A                             |
| C-ABD  | 8                     | 0.00                       | 623               | 0.013 | 8                   | 0.0             | 6.607     | A                             |
| C-D    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-A    | 207                   | 0.00                       |                   |       | 207                 |                 |           |                               |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 42                    | 0.00                       | 430               | 0.098 | 42                  | 0.1             | 9.489     | A                             |
| A-BCD  | 49                    | 0.00                       | 656               | 0.075 | 49                  | 0.1             | 5.935     | A                             |
| A-B    | 0.99                  | 0.00                       |                   |       | 0.99                |                 |           |                               |
| A-C    | 224                   | 0.00                       |                   |       | 224                 |                 |           |                               |
| D-ABC  | 78                    | 0.00                       | 502               | 0.155 | 78                  | 0.2             | 9.281     | A                             |
| C-ABD  | 8                     | 0.00                       | 623               | 0.013 | 8                   | 0.0             | 6.608     | A                             |
| C-D    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-A    | 207                   | 0.00                       |                   |       | 207                 |                 |           |                               |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 42                    | 0.00                       | 430               | 0.098 | 42                  | 0.1             | 9.489     | A                             |
| A-BCD  | 49                    | 0.00                       | 656               | 0.075 | 49                  | 0.1             | 5.932     | A                             |
| A-B    | 0.99                  | 0.00                       |                   |       | 0.99                |                 |           |                               |
| A-C    | 224                   | 0.00                       |                   |       | 224                 |                 |           |                               |
| D-ABC  | 78                    | 0.00                       | 502               | 0.155 | 78                  | 0.2             | 9.281     | A                             |
| C-ABD  | 8                     | 0.00                       | 623               | 0.013 | 8                   | 0.0             | 6.608     | A                             |
| C-D    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-A    | 207                   | 0.00                       |                   |       | 207                 |                 |           |                               |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 42                    | 0.00                       | 430               | 0.098 | 42                  | 0.1             | 9.489     | A                             |
| A-BCD  | 49                    | 0.00                       | 656               | 0.075 | 49                  | 0.1             | 5.935     | A                             |
| A-B    | 0.99                  | 0.00                       |                   |       | 0.99                |                 |           |                               |
| A-C    | 224                   | 0.00                       |                   |       | 224                 |                 |           |                               |
| D-ABC  | 78                    | 0.00                       | 502               | 0.155 | 78                  | 0.2             | 9.281     | A                             |
| C-ABD  | 8                     | 0.00                       | 623               | 0.013 | 8                   | 0.0             | 6.608     | A                             |
| C-D    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-A    | 207                   | 0.00                       |                   |       | 207                 |                 |           |                               |

# 2024 | Base | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                               | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Norwich Road / B1506 / School Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 1.42               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.42              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D2 | 2024 | Base     | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                     | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (E)           |            | ✓            | 265                     | 100.000            |
| B - School Road (S)     |            | ✓            | 19                      | 100.000            |
| C - Well Bottom (B1506) |            | ✓            | 261                     | 100.000            |
| D - Norwich Road (N)    |            | ✓            | 45                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      |                         | To            |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
|      |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
| From | A - B1506 (E)           | 0             | 1                   | 230                     | 34                   |
|      | B - School Road (S)     | 9             | 0                   | 2                       | 8                    |
|      | C - Well Bottom (B1506) | 244           | 11                  | 0                       | 6                    |
|      | D - Norwich Road (N)    | 13            | 29                  | 3                       | 0                    |

## Vehicle Mix

### Heavy Vehicle %

|      |                         | To            |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
|      |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
| From | A - B1506 (E)           | 0             | 0                   | 0                       | 3                    |
|      | B - School Road (S)     | 0             | 0                   | 0                       | 0                    |
|      | C - Well Bottom (B1506) | 1             | 0                   | 0                       | 0                    |
|      | D - Norwich Road (N)    | 8             | 3                   | 0                       | 0                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.05    | 9.17          | 0.0             | A       |
| ABCD   | 0.05    | 6.12          | 0.1             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |
| D-ABC  | 0.09    | 8.53          | 0.1             | A       |
| C-ABD  | 0.02    | 5.85          | 0.0             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 19                    | 0.00                       | 412               | 0.046 | 19                  | 0.0             | 9.163     | A                             |
| ABCD   | 35                    | 0.00                       | 640               | 0.054 | 35                  | 0.1             | 6.118     | A                             |
| A-B    | 1.00                  | 0.00                       |                   |       | 1.00                |                 |           |                               |
| A-C    | 229                   | 0.00                       |                   |       | 229                 |                 |           |                               |
| D-ABC  | 45                    | 0.00                       | 485               | 0.093 | 45                  | 0.1             | 8.508     | A                             |
| C-ABD  | 11                    | 0.00                       | 627               | 0.018 | 11                  | 0.0             | 5.842     | A                             |
| C-D    | 6                     | 0.00                       |                   |       | 6                   |                 |           |                               |
| C-A    | 244                   | 0.00                       |                   |       | 244                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 19                    | 0.00                       | 411               | 0.046 | 19                  | 0.0             | 9.173     | A                             |
| ABCD   | 35                    | 0.00                       | 640               | 0.054 | 35                  | 0.1             | 6.119     | A                             |
| A-B    | 1.00                  | 0.00                       |                   |       | 1.00                |                 |           |                               |
| A-C    | 229                   | 0.00                       |                   |       | 229                 |                 |           |                               |
| D-ABC  | 45                    | 0.00                       | 485               | 0.093 | 45                  | 0.1             | 8.525     | A                             |
| C-ABD  | 11                    | 0.00                       | 627               | 0.018 | 11                  | 0.0             | 5.843     | A                             |
| C-D    | 6                     | 0.00                       |                   |       | 6                   |                 |           |                               |
| C-A    | 244                   | 0.00                       |                   |       | 244                 |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 19                    | 0.00                       | 411               | 0.046 | 19                  | 0.0             | 9.173     | A                             |
| ABCD   | 35                    | 0.00                       | 640               | 0.054 | 35                  | 0.1             | 6.122     | A                             |
| A-B    | 1.00                  | 0.00                       |                   |       | 1.00                |                 |           |                               |
| A-C    | 229                   | 0.00                       |                   |       | 229                 |                 |           |                               |
| D-ABC  | 45                    | 0.00                       | 485               | 0.093 | 45                  | 0.1             | 8.525     | A                             |
| C-ABD  | 11                    | 0.00                       | 627               | 0.018 | 11                  | 0.0             | 5.843     | A                             |
| C-D    | 6                     | 0.00                       |                   |       | 6                   |                 |           |                               |
| C-A    | 244                   | 0.00                       |                   |       | 244                 |                 |           |                               |

## 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 19                    | 0.00                       | 411               | 0.046 | 19                  | 0.0             | 9.173     | A                             |
| ABCD   | 35                    | 0.00                       | 640               | 0.054 | 35                  | 0.1             | 6.122     | A                             |
| A-B    | 1.00                  | 0.00                       |                   |       | 1.00                |                 |           |                               |
| A-C    | 229                   | 0.00                       |                   |       | 229                 |                 |           |                               |
| D-ABC  | 45                    | 0.00                       | 485               | 0.093 | 45                  | 0.1             | 8.525     | A                             |
| C-ABD  | 11                    | 0.00                       | 627               | 0.018 | 11                  | 0.0             | 5.845     | A                             |
| C-D    | 6                     | 0.00                       |                   |       | 6                   |                 |           |                               |
| C-A    | 244                   | 0.00                       |                   |       | 244                 |                 |           |                               |

# 2040 | Base | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                               | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Norwich Road / B1506 / School Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 2.48               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 2.48              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D3 | 2040 | Base     | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                     | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (E)           |            | ✓            | 299                     | 100.000            |
| B - School Road (S)     |            | ✓            | 46                      | 100.000            |
| C - Well Bottom (B1506) |            | ✓            | 235                     | 100.000            |
| D - Norwich Road (N)    |            | ✓            | 84                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      |                         | To            |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
|      |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
| From | A - B1506 (E)           | 0             | 1                   | 246                     | 52                   |
|      | B - School Road (S)     | 15            | 0                   | 10                      | 21                   |
|      | C - Well Bottom (B1506) | 226           | 9                   | 0                       | 0                    |
|      | D - Norwich Road (N)    | 29            | 52                  | 3                       | 0                    |

## Vehicle Mix

### Heavy Vehicle %

|      |                         | To            |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
|      |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
| From | A - B1506 (E)           | 0             | 0                   | 2                       | 2                    |
|      | B - School Road (S)     | 0             | 0                   | 11                      | 0                    |
|      | C - Well Bottom (B1506) | 2             | 13                  | 0                       | 0                    |
|      | D - Norwich Road (N)    | 33            | 0                   | 0                       | 0                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.11    | 9.81          | 0.1             | A       |
| ABCD   | 0.08    | 6.11          | 0.1             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |
| D-ABC  | 0.17    | 9.63          | 0.2             | A       |
| C-ABD  | 0.01    | 6.69          | 0.0             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 0.00                       | 421               | 0.109 | 46                  | 0.1             | 9.784     | A                             |
| ABCD   | 54                    | 0.00                       | 655               | 0.082 | 53                  | 0.1             | 6.098     | A                             |
| A-B    | 0.99                  | 0.00                       |                   |       | 0.99                |                 |           |                               |
| A-C    | 244                   | 0.00                       |                   |       | 244                 |                 |           |                               |
| D-ABC  | 84                    | 0.00                       | 493               | 0.170 | 83                  | 0.2             | 9.589     | A                             |
| C-ABD  | 9                     | 0.00                       | 617               | 0.015 | 9                   | 0.0             | 6.685     | A                             |
| C-D    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-A    | 226                   | 0.00                       |                   |       | 226                 |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 0.00                       | 421               | 0.109 | 46                  | 0.1             | 9.813     | A                             |
| ABCD   | 54                    | 0.00                       | 655               | 0.082 | 54                  | 0.1             | 6.105     | A                             |
| A-B    | 0.99                  | 0.00                       |                   |       | 0.99                |                 |           |                               |
| A-C    | 244                   | 0.00                       |                   |       | 244                 |                 |           |                               |
| D-ABC  | 84                    | 0.00                       | 493               | 0.170 | 84                  | 0.2             | 9.631     | A                             |
| C-ABD  | 9                     | 0.00                       | 617               | 0.015 | 9                   | 0.0             | 6.689     | A                             |
| C-D    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-A    | 226                   | 0.00                       |                   |       | 226                 |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 0.00                       | 421               | 0.109 | 46                  | 0.1             | 9.813     | A                             |
| ABCD   | 54                    | 0.00                       | 655               | 0.082 | 54                  | 0.1             | 6.105     | A                             |
| A-B    | 0.99                  | 0.00                       |                   |       | 0.99                |                 |           |                               |
| A-C    | 244                   | 0.00                       |                   |       | 244                 |                 |           |                               |
| D-ABC  | 84                    | 0.00                       | 493               | 0.170 | 84                  | 0.2             | 9.631     | A                             |
| C-ABD  | 9                     | 0.00                       | 617               | 0.015 | 9                   | 0.0             | 6.686     | A                             |
| C-D    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-A    | 226                   | 0.00                       |                   |       | 226                 |                 |           |                               |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 0.00                       | 421               | 0.109 | 46                  | 0.1             | 9.813     | A                             |
| ABCD   | 54                    | 0.00                       | 655               | 0.082 | 54                  | 0.1             | 6.108     | A                             |
| A-B    | 0.99                  | 0.00                       |                   |       | 0.99                |                 |           |                               |
| A-C    | 244                   | 0.00                       |                   |       | 244                 |                 |           |                               |
| D-ABC  | 84                    | 0.00                       | 493               | 0.170 | 84                  | 0.2             | 9.631     | A                             |
| C-ABD  | 9                     | 0.00                       | 617               | 0.015 | 9                   | 0.0             | 6.689     | A                             |
| C-D    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-A    | 226                   | 0.00                       |                   |       | 226                 |                 |           |                               |

# 2040 | Base | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                               | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Norwich Road / B1506 / School Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 1.47               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.47              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D4 | 2040 | Base     | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                     | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (E)           |            | ✓            | 288                     | 100.000            |
| B - School Road (S)     |            | ✓            | 21                      | 100.000            |
| C - Well Bottom (B1506) |            | ✓            | 285                     | 100.000            |
| D - Norwich Road (N)    |            | ✓            | 49                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 1                   | 250                     | 37                   |
|      | B - School Road (S)     | 10            | 0                   | 2                       | 9                    |
|      | C - Well Bottom (B1506) | 266           | 12                  | 0                       | 7                    |
|      | D - Norwich Road (N)    | 14            | 32                  | 3                       | 0                    |

## Vehicle Mix

### Heavy Vehicle %

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 0                   | 1                       | 3                    |
|      | B - School Road (S)     | 0             | 0                   | 0                       | 0                    |
|      | C - Well Bottom (B1506) | 1             | 0                   | 0                       | 0                    |
|      | D - Norwich Road (N)    | 15            | 3                   | 0                       | 0                    |



## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.05    | 9.48          | 0.1             | A       |
| ABCD   | 0.06    | 6.20          | 0.1             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |
| D-ABC  | 0.10    | 8.97          | 0.1             | A       |
| C-ABD  | 0.02    | 5.91          | 0.0             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 0.00                       | 401               | 0.052 | 21                  | 0.1             | 9.467     | A                             |
| ABCD   | 38                    | 0.00                       | 636               | 0.060 | 38                  | 0.1             | 6.189     | A                             |
| A-B    | 1.00                  | 0.00                       |                   |       | 1.00                |                 |           |                               |
| A-C    | 249                   | 0.00                       |                   |       | 249                 |                 |           |                               |
| D-ABC  | 49                    | 0.00                       | 475               | 0.103 | 49                  | 0.1             | 8.945     | A                             |
| C-ABD  | 12                    | 0.00                       | 622               | 0.019 | 12                  | 0.0             | 5.906     | A                             |
| C-D    | 7                     | 0.00                       |                   |       | 7                   |                 |           |                               |
| C-A    | 266                   | 0.00                       |                   |       | 266                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 0.00                       | 401               | 0.052 | 21                  | 0.1             | 9.480     | A                             |
| ABCD   | 38                    | 0.00                       | 636               | 0.060 | 38                  | 0.1             | 6.197     | A                             |
| A-B    | 1.00                  | 0.00                       |                   |       | 1.00                |                 |           |                               |
| A-C    | 249                   | 0.00                       |                   |       | 249                 |                 |           |                               |
| D-ABC  | 49                    | 0.00                       | 474               | 0.103 | 49                  | 0.1             | 8.966     | A                             |
| C-ABD  | 12                    | 0.00                       | 621               | 0.019 | 12                  | 0.0             | 5.907     | A                             |
| C-D    | 7                     | 0.00                       |                   |       | 7                   |                 |           |                               |
| C-A    | 266                   | 0.00                       |                   |       | 266                 |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 0.00                       | 401               | 0.052 | 21                  | 0.1             | 9.480     | A                             |
| ABCD   | 38                    | 0.00                       | 636               | 0.060 | 38                  | 0.1             | 6.197     | A                             |
| A-B    | 1.00                  | 0.00                       |                   |       | 1.00                |                 |           |                               |
| A-C    | 249                   | 0.00                       |                   |       | 249                 |                 |           |                               |
| D-ABC  | 49                    | 0.00                       | 474               | 0.103 | 49                  | 0.1             | 8.966     | A                             |
| C-ABD  | 12                    | 0.00                       | 621               | 0.019 | 12                  | 0.0             | 5.910     | A                             |
| C-D    | 7                     | 0.00                       |                   |       | 7                   |                 |           |                               |
| C-A    | 266                   | 0.00                       |                   |       | 266                 |                 |           |                               |

## 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 0.00                       | 401               | 0.052 | 21                  | 0.1             | 9.480     | A                             |
| ABCD   | 38                    | 0.00                       | 636               | 0.060 | 38                  | 0.1             | 6.197     | A                             |
| A-B    | 1.00                  | 0.00                       |                   |       | 1.00                |                 |           |                               |
| A-C    | 249                   | 0.00                       |                   |       | 249                 |                 |           |                               |
| D-ABC  | 49                    | 0.00                       | 474               | 0.103 | 49                  | 0.1             | 8.966     | A                             |
| C-ABD  | 12                    | 0.00                       | 621               | 0.019 | 12                  | 0.0             | 5.910     | A                             |
| C-D    | 7                     | 0.00                       |                   |       | 7                   |                 |           |                               |
| C-A    | 266                   | 0.00                       |                   |       | 266                 |                 |           |                               |

# 2040 | Base + ComDev | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                               | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Norwich Road / B1506 / School Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 2.48               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 2.48              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario      | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|---------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D5 | 2040 | Base + ComDev | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                     | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (E)           |            | ✓            | 299                     | 100.000            |
| B - School Road (S)     |            | ✓            | 46                      | 100.000            |
| C - Well Bottom (B1506) |            | ✓            | 235                     | 100.000            |
| D - Norwich Road (N)    |            | ✓            | 84                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 1                   | 246                     | 52                   |
|      | B - School Road (S)     | 15            | 0                   | 10                      | 21                   |
|      | C - Well Bottom (B1506) | 226           | 9                   | 0                       | 0                    |
|      | D - Norwich Road (N)    | 29            | 52                  | 3                       | 0                    |

## Vehicle Mix

### Heavy Vehicle %

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 0                   | 2                       | 2                    |
|      | B - School Road (S)     | 0             | 0                   | 11                      | 0                    |
|      | C - Well Bottom (B1506) | 2             | 13                  | 0                       | 0                    |
|      | D - Norwich Road (N)    | 33            | 0                   | 0                       | 0                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.11    | 9.81          | 0.1             | A       |
| ABCD   | 0.08    | 6.11          | 0.1             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |
| D-ABC  | 0.17    | 9.63          | 0.2             | A       |
| C-ABD  | 0.01    | 6.69          | 0.0             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 0.00                       | 421               | 0.109 | 46                  | 0.1             | 9.784     | A                             |
| ABCD   | 54                    | 0.00                       | 655               | 0.082 | 53                  | 0.1             | 6.098     | A                             |
| A-B    | 0.99                  | 0.00                       |                   |       | 0.99                |                 |           |                               |
| A-C    | 244                   | 0.00                       |                   |       | 244                 |                 |           |                               |
| D-ABC  | 84                    | 0.00                       | 493               | 0.170 | 83                  | 0.2             | 9.589     | A                             |
| C-ABD  | 9                     | 0.00                       | 617               | 0.015 | 9                   | 0.0             | 6.685     | A                             |
| C-D    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-A    | 226                   | 0.00                       |                   |       | 226                 |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 0.00                       | 421               | 0.109 | 46                  | 0.1             | 9.813     | A                             |
| ABCD   | 54                    | 0.00                       | 655               | 0.082 | 54                  | 0.1             | 6.105     | A                             |
| A-B    | 0.99                  | 0.00                       |                   |       | 0.99                |                 |           |                               |
| A-C    | 244                   | 0.00                       |                   |       | 244                 |                 |           |                               |
| D-ABC  | 84                    | 0.00                       | 493               | 0.170 | 84                  | 0.2             | 9.631     | A                             |
| C-ABD  | 9                     | 0.00                       | 617               | 0.015 | 9                   | 0.0             | 6.689     | A                             |
| C-D    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-A    | 226                   | 0.00                       |                   |       | 226                 |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 0.00                       | 421               | 0.109 | 46                  | 0.1             | 9.813     | A                             |
| ABCD   | 54                    | 0.00                       | 655               | 0.082 | 54                  | 0.1             | 6.105     | A                             |
| A-B    | 0.99                  | 0.00                       |                   |       | 0.99                |                 |           |                               |
| A-C    | 244                   | 0.00                       |                   |       | 244                 |                 |           |                               |
| D-ABC  | 84                    | 0.00                       | 493               | 0.170 | 84                  | 0.2             | 9.631     | A                             |
| C-ABD  | 9                     | 0.00                       | 617               | 0.015 | 9                   | 0.0             | 6.686     | A                             |
| C-D    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-A    | 226                   | 0.00                       |                   |       | 226                 |                 |           |                               |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 0.00                       | 421               | 0.109 | 46                  | 0.1             | 9.813     | A                             |
| ABCD   | 54                    | 0.00                       | 655               | 0.082 | 54                  | 0.1             | 6.108     | A                             |
| A-B    | 0.99                  | 0.00                       |                   |       | 0.99                |                 |           |                               |
| A-C    | 244                   | 0.00                       |                   |       | 244                 |                 |           |                               |
| D-ABC  | 84                    | 0.00                       | 493               | 0.170 | 84                  | 0.2             | 9.631     | A                             |
| C-ABD  | 9                     | 0.00                       | 617               | 0.015 | 9                   | 0.0             | 6.689     | A                             |
| C-D    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-A    | 226                   | 0.00                       |                   |       | 226                 |                 |           |                               |

# 2040 | Base + ComDev | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                               | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Norwich Road / B1506 / School Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 1.47               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.47              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario      | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|---------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D6 | 2040 | Base + ComDev | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                     | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (E)           |            | ✓            | 288                     | 100.000            |
| B - School Road (S)     |            | ✓            | 21                      | 100.000            |
| C - Well Bottom (B1506) |            | ✓            | 285                     | 100.000            |
| D - Norwich Road (N)    |            | ✓            | 49                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 1                   | 250                     | 37                   |
|      | B - School Road (S)     | 10            | 0                   | 2                       | 9                    |
|      | C - Well Bottom (B1506) | 266           | 12                  | 0                       | 7                    |
|      | D - Norwich Road (N)    | 14            | 32                  | 3                       | 0                    |

## Vehicle Mix

### Heavy Vehicle %

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 0                   | 1                       | 3                    |
|      | B - School Road (S)     | 0             | 0                   | 0                       | 0                    |
|      | C - Well Bottom (B1506) | 1             | 0                   | 0                       | 0                    |
|      | D - Norwich Road (N)    | 15            | 3                   | 0                       | 0                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.05    | 9.48          | 0.1             | A       |
| ABCD   | 0.06    | 6.20          | 0.1             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |
| D-ABC  | 0.10    | 8.97          | 0.1             | A       |
| C-ABD  | 0.02    | 5.91          | 0.0             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 0.00                       | 401               | 0.052 | 21                  | 0.1             | 9.467     | A                             |
| ABCD   | 38                    | 0.00                       | 636               | 0.060 | 38                  | 0.1             | 6.189     | A                             |
| A-B    | 1.00                  | 0.00                       |                   |       | 1.00                |                 |           |                               |
| A-C    | 249                   | 0.00                       |                   |       | 249                 |                 |           |                               |
| D-ABC  | 49                    | 0.00                       | 475               | 0.103 | 49                  | 0.1             | 8.945     | A                             |
| C-ABD  | 12                    | 0.00                       | 622               | 0.019 | 12                  | 0.0             | 5.906     | A                             |
| C-D    | 7                     | 0.00                       |                   |       | 7                   |                 |           |                               |
| C-A    | 266                   | 0.00                       |                   |       | 266                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 0.00                       | 401               | 0.052 | 21                  | 0.1             | 9.480     | A                             |
| ABCD   | 38                    | 0.00                       | 636               | 0.060 | 38                  | 0.1             | 6.197     | A                             |
| A-B    | 1.00                  | 0.00                       |                   |       | 1.00                |                 |           |                               |
| A-C    | 249                   | 0.00                       |                   |       | 249                 |                 |           |                               |
| D-ABC  | 49                    | 0.00                       | 474               | 0.103 | 49                  | 0.1             | 8.966     | A                             |
| C-ABD  | 12                    | 0.00                       | 621               | 0.019 | 12                  | 0.0             | 5.907     | A                             |
| C-D    | 7                     | 0.00                       |                   |       | 7                   |                 |           |                               |
| C-A    | 266                   | 0.00                       |                   |       | 266                 |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 0.00                       | 401               | 0.052 | 21                  | 0.1             | 9.480     | A                             |
| ABCD   | 38                    | 0.00                       | 636               | 0.060 | 38                  | 0.1             | 6.197     | A                             |
| A-B    | 1.00                  | 0.00                       |                   |       | 1.00                |                 |           |                               |
| A-C    | 249                   | 0.00                       |                   |       | 249                 |                 |           |                               |
| D-ABC  | 49                    | 0.00                       | 474               | 0.103 | 49                  | 0.1             | 8.966     | A                             |
| C-ABD  | 12                    | 0.00                       | 621               | 0.019 | 12                  | 0.0             | 5.910     | A                             |
| C-D    | 7                     | 0.00                       |                   |       | 7                   |                 |           |                               |
| C-A    | 266                   | 0.00                       |                   |       | 266                 |                 |           |                               |

## 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 0.00                       | 401               | 0.052 | 21                  | 0.1             | 9.480     | A                             |
| ABCD   | 38                    | 0.00                       | 636               | 0.060 | 38                  | 0.1             | 6.197     | A                             |
| A-B    | 1.00                  | 0.00                       |                   |       | 1.00                |                 |           |                               |
| A-C    | 249                   | 0.00                       |                   |       | 249                 |                 |           |                               |
| D-ABC  | 49                    | 0.00                       | 474               | 0.103 | 49                  | 0.1             | 8.966     | A                             |
| C-ABD  | 12                    | 0.00                       | 621               | 0.019 | 12                  | 0.0             | 5.910     | A                             |
| C-D    | 7                     | 0.00                       |                   |       | 7                   |                 |           |                               |
| C-A    | 266                   | 0.00                       |                   |       | 266                 |                 |           |                               |



# 2040 | Base + ComDev + Proposed | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                               | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Norwich Road / B1506 / School Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 3.76               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 3.76              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario                 | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|--------------------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D7 | 2040 | Base + ComDev + Proposed | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                     | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (E)           |            | ✓            | 448                     | 100.000            |
| B - School Road (S)     |            | ✓            | 46                      | 100.000            |
| C - Well Bottom (B1506) |            | ✓            | 267                     | 100.000            |
| D - Norwich Road (N)    |            | ✓            | 156                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 1                   | 290                     | 157                  |
|      | B - School Road (S)     | 15            | 0                   | 10                      | 21                   |
|      | C - Well Bottom (B1506) | 258           | 9                   | 0                       | 0                    |
|      | D - Norwich Road (N)    | 101           | 52                  | 3                       | 0                    |

## Vehicle Mix

### Heavy Vehicle %

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 0                   | 2                       | 1                    |
|      | B - School Road (S)     | 0             | 0                   | 11                      | 0                    |
|      | C - Well Bottom (B1506) | 2             | 13                  | 0                       | 0                    |
|      | D - Norwich Road (N)    | 10            | 0                   | 0                       | 0                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.12    | 11.15         | 0.1             | B       |
| ABCD   | 0.25    | 6.96          | 0.4             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |
| D-ABC  | 0.30    | 10.55         | 0.5             | B       |
| C-ABD  | 0.02    | 7.31          | 0.0             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 0.00                       | 377               | 0.122 | 45                  | 0.1             | 11.092    | B                             |
| ABCD   | 176                   | 0.00                       | 699               | 0.251 | 174                 | 0.4             | 6.917     | A                             |
| A-B    | 0.94                  | 0.00                       |                   |       | 0.94                |                 |           |                               |
| A-C    | 271                   | 0.00                       |                   |       | 271                 |                 |           |                               |
| D-ABC  | 156                   | 0.00                       | 519               | 0.301 | 154                 | 0.4             | 10.440    | B                             |
| C-ABD  | 9                     | 0.00                       | 566               | 0.016 | 9                   | 0.0             | 7.298     | A                             |
| C-D    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-A    | 258                   | 0.00                       |                   |       | 258                 |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 0.00                       | 376               | 0.122 | 46                  | 0.1             | 11.147    | B                             |
| ABCD   | 176                   | 0.00                       | 699               | 0.251 | 176                 | 0.4             | 6.956     | A                             |
| A-B    | 0.94                  | 0.00                       |                   |       | 0.94                |                 |           |                               |
| A-C    | 271                   | 0.00                       |                   |       | 271                 |                 |           |                               |
| D-ABC  | 156                   | 0.00                       | 518               | 0.301 | 156                 | 0.5             | 10.551    | B                             |
| C-ABD  | 9                     | 0.00                       | 565               | 0.016 | 9                   | 0.0             | 7.308     | A                             |
| C-D    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-A    | 258                   | 0.00                       |                   |       | 258                 |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 0.00                       | 376               | 0.122 | 46                  | 0.1             | 11.147    | B                             |
| ABCD   | 176                   | 0.00                       | 699               | 0.251 | 176                 | 0.4             | 6.956     | A                             |
| A-B    | 0.94                  | 0.00                       |                   |       | 0.94                |                 |           |                               |
| A-C    | 271                   | 0.00                       |                   |       | 271                 |                 |           |                               |
| D-ABC  | 156                   | 0.00                       | 518               | 0.301 | 156                 | 0.5             | 10.551    | B                             |
| C-ABD  | 9                     | 0.00                       | 565               | 0.016 | 9                   | 0.0             | 7.305     | A                             |
| C-D    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-A    | 258                   | 0.00                       |                   |       | 258                 |                 |           |                               |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 0.00                       | 376               | 0.122 | 46                  | 0.1             | 11.147    | B                             |
| ABCD   | 176                   | 0.00                       | 699               | 0.251 | 176                 | 0.4             | 6.954     | A                             |
| A-B    | 0.94                  | 0.00                       |                   |       | 0.94                |                 |           |                               |
| A-C    | 271                   | 0.00                       |                   |       | 271                 |                 |           |                               |
| D-ABC  | 156                   | 0.00                       | 518               | 0.301 | 156                 | 0.5             | 10.551    | B                             |
| C-ABD  | 9                     | 0.00                       | 565               | 0.016 | 9                   | 0.0             | 7.308     | A                             |
| C-D    | 0                     | 0.00                       |                   |       | 0                   |                 |           |                               |
| C-A    | 258                   | 0.00                       |                   |       | 258                 |                 |           |                               |

# 2040 | Base + ComDev + Proposed | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                               | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Norwich Road / B1506 / School Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 2.97               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 2.97              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario                 | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|----|------|--------------------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|
| D8 | 2040 | Base + ComDev + Proposed | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        |

### Demand overview (Traffic)

| Arm                     | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|-------------------------|--------------------|
| A - B1506 (E)           |            | ✓            | 372                     | 100.000            |
| B - School Road (S)     |            | ✓            | 21                      | 100.000            |
| C - Well Bottom (B1506) |            | ✓            | 342                     | 100.000            |
| D - Norwich Road (N)    |            | ✓            | 178                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 1                   | 275                     | 96                   |
|      | B - School Road (S)     | 10            | 0                   | 2                       | 9                    |
|      | C - Well Bottom (B1506) | 323           | 12                  | 0                       | 7                    |
|      | D - Norwich Road (N)    | 143           | 32                  | 3                       | 0                    |

## Vehicle Mix

### Heavy Vehicle %

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 0                   | 1                       | 1                    |
|      | B - School Road (S)     | 0             | 0                   | 0                       | 0                    |
|      | C - Well Bottom (B1506) | 1             | 0                   | 0                       | 0                    |
|      | D - Norwich Road (N)    | 2             | 3                   | 0                       | 0                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-ACD  | 0.06    | 10.72         | 0.1             | B       |
| ABCD   | 0.16    | 6.68          | 0.2             | A       |
| A-B    |         |               |                 |         |
| A-C    |         |               |                 |         |
| D-ABC  | 0.32    | 9.66          | 0.5             | A       |
| C-ABD  | 0.02    | 6.20          | 0.0             | A       |
| C-D    |         |               |                 |         |
| C-A    |         |               |                 |         |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 0.00                       | 357               | 0.059 | 21                  | 0.1             | 10.693    | B                             |
| ABCD   | 103                   | 0.00                       | 650               | 0.159 | 102                 | 0.2             | 6.661     | A                             |
| A-B    | 0.97                  | 0.00                       |                   |       | 0.97                |                 |           |                               |
| A-C    | 268                   | 0.00                       |                   |       | 268                 |                 |           |                               |
| D-ABC  | 178                   | 0.00                       | 558               | 0.319 | 176                 | 0.5             | 9.565     | A                             |
| C-ABD  | 12                    | 0.00                       | 593               | 0.020 | 12                  | 0.0             | 6.193     | A                             |
| C-D    | 7                     | 0.00                       |                   |       | 7                   |                 |           |                               |
| C-A    | 323                   | 0.00                       |                   |       | 323                 |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 0.00                       | 357               | 0.059 | 21                  | 0.1             | 10.722    | B                             |
| ABCD   | 103                   | 0.00                       | 649               | 0.159 | 103                 | 0.2             | 6.681     | A                             |
| A-B    | 0.97                  | 0.00                       |                   |       | 0.97                |                 |           |                               |
| A-C    | 268                   | 0.00                       |                   |       | 268                 |                 |           |                               |
| D-ABC  | 178                   | 0.00                       | 558               | 0.319 | 178                 | 0.5             | 9.660     | A                             |
| C-ABD  | 12                    | 0.00                       | 593               | 0.020 | 12                  | 0.0             | 6.196     | A                             |
| C-D    | 7                     | 0.00                       |                   |       | 7                   |                 |           |                               |
| C-A    | 323                   | 0.00                       |                   |       | 323                 |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 0.00                       | 357               | 0.059 | 21                  | 0.1             | 10.722    | B                             |
| ABCD   | 103                   | 0.00                       | 649               | 0.159 | 103                 | 0.2             | 6.684     | A                             |
| A-B    | 0.97                  | 0.00                       |                   |       | 0.97                |                 |           |                               |
| A-C    | 268                   | 0.00                       |                   |       | 268                 |                 |           |                               |
| D-ABC  | 178                   | 0.00                       | 558               | 0.319 | 178                 | 0.5             | 9.660     | A                             |
| C-ABD  | 12                    | 0.00                       | 593               | 0.020 | 12                  | 0.0             | 6.196     | A                             |
| C-D    | 7                     | 0.00                       |                   |       | 7                   |                 |           |                               |
| C-A    | 323                   | 0.00                       |                   |       | 323                 |                 |           |                               |

## 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|----------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 0.00                       | 357               | 0.059 | 21                  | 0.1             | 10.722    | B                             |
| ABCD   | 103                   | 0.00                       | 649               | 0.159 | 103                 | 0.2             | 6.681     | A                             |
| A-B    | 0.97                  | 0.00                       |                   |       | 0.97                |                 |           |                               |
| A-C    | 268                   | 0.00                       |                   |       | 268                 |                 |           |                               |
| D-ABC  | 178                   | 0.00                       | 558               | 0.319 | 178                 | 0.5             | 9.660     | A                             |
| C-ABD  | 12                    | 0.00                       | 593               | 0.020 | 12                  | 0.0             | 6.198     | A                             |
| C-D    | 7                     | 0.00                       |                   |       | 7                   |                 |           |                               |
| C-A    | 323                   | 0.00                       |                   |       | 323                 |                 |           |                               |

| Junctions 11                                                                                                                                                     |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|
| PICADY 11 - Priority Intersection Module                                                                                                                         |  |  |  |  |  |  |  |  |  |
| Version: 11.0.0.2177                                                                                                                                             |  |  |  |  |  |  |  |  |  |
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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:** Import of Norwich Rd\_B1506\_Well Btm Crossroads Mitigation RT Ban.j11

**Path:** P:\794-PLN-TRP-00058 - Animal Health Trust, Kentford\Transport\Picady\2040 Future Year\910 Dwellings\Updated - Apr 2025

**Report generation date:** 12/05/2025 10:50:07

- »2024 | Base | AM
- »2024 | Base | PM
- »2040 | Base | AM
- »2040 | Base | PM
- »2040 | Base + ComDev | AM
- »2040 | Base + ComDev | PM
- »2040 | Base + ComDev + Proposed | AM
- »2040 | Base + ComDev + Proposed | PM

### Summary of junction performance

|              | AM                              |             |           |      |     | PM     |             |           |      |     |
|--------------|---------------------------------|-------------|-----------|------|-----|--------|-------------|-----------|------|-----|
|              | Set ID                          | Queue (PCU) | Delay (s) | RFC  | LOS | Set ID | Queue (PCU) | Delay (s) | RFC  | LOS |
|              | 2024 - Base                     |             |           |      |     |        |             |           |      |     |
| Stream B-ACD | D1                              | 0.1         | 9.70      | 0.10 | A   | D2     | 0.0         | 9.37      | 0.05 | A   |
| Stream A-BCD |                                 | 0.1         | 5.55      | 0.07 | A   |        | 0.1         | 5.72      | 0.05 | A   |
| Stream D-ABC |                                 | 0.2         | 9.70      | 0.16 | A   |        | 0.1         | 8.88      | 0.10 | A   |
| Stream C-ABD |                                 | 0.0         | 6.66      | 0.01 | A   |        | 0.0         | 5.88      | 0.02 | A   |
|              | 2040 - Base                     |             |           |      |     |        |             |           |      |     |
| Stream B-ACD | D3                              | 0.1         | 10.04     | 0.11 | B   | D4     | 0.1         | 9.68      | 0.05 | A   |
| Stream A-BCD |                                 | 0.1         | 5.76      | 0.08 | A   |        | 0.1         | 5.81      | 0.05 | A   |
| Stream D-ABC |                                 | 0.2         | 10.08     | 0.18 | B   |        | 0.1         | 9.38      | 0.11 | A   |
| Stream C-ABD |                                 | 0.0         | 6.72      | 0.01 | A   |        | 0.0         | 5.96      | 0.02 | A   |
|              | 2040 - Base + ComDev            |             |           |      |     |        |             |           |      |     |
| Stream B-ACD | D5                              | 0.1         | 10.04     | 0.11 | B   | D6     | 0.1         | 9.68      | 0.05 | A   |
| Stream A-BCD |                                 | 0.1         | 5.76      | 0.08 | A   |        | 0.1         | 5.81      | 0.05 | A   |
| Stream D-ABC |                                 | 0.2         | 10.08     | 0.18 | B   |        | 0.1         | 9.38      | 0.11 | A   |
| Stream C-ABD |                                 | 0.0         | 6.72      | 0.01 | A   |        | 0.0         | 5.96      | 0.02 | A   |
|              | 2040 - Base + ComDev + Proposed |             |           |      |     |        |             |           |      |     |
| Stream B-ACD | D7                              | 0.1         | 11.35     | 0.12 | B   | D8     | 0.1         | 10.88     | 0.06 | B   |
| Stream A-BCD |                                 | 0.3         | 6.78      | 0.23 | A   |        | 0.2         | 6.40      | 0.15 | A   |
| Stream D-ABC |                                 | 0.5         | 11.17     | 0.31 | B   |        | 0.5         | 10.29     | 0.33 | B   |
| Stream C-ABD |                                 | 0.0         | 0.00      | 0.00 | A   |        | 0.0         | 0.00      | 0.00 | A   |

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

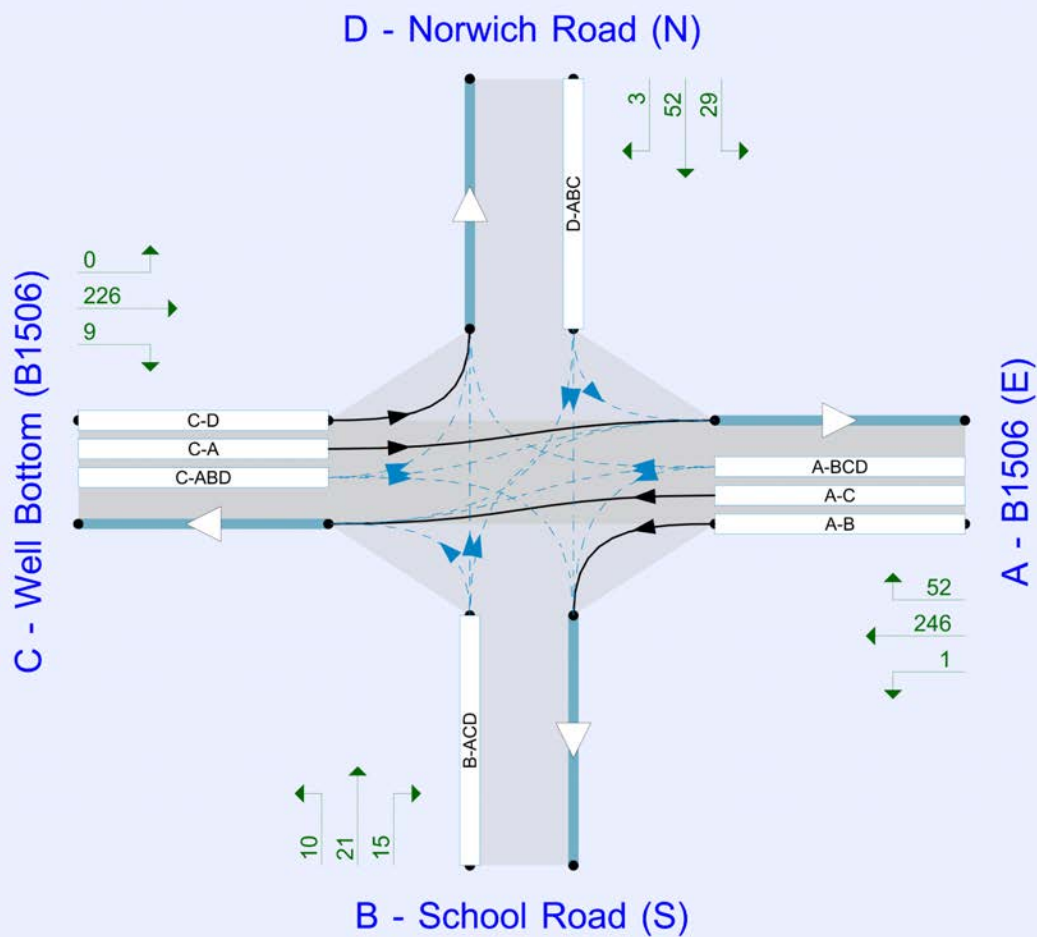
## File summary

### File Description

|             |              |
|-------------|--------------|
| Title       |              |
| Location    |              |
| Site number |              |
| Date        | 10/04/2024   |
| Version     |              |
| Status      | (new file)   |
| Identifier  |              |
| Client      |              |
| Jobnumber   |              |
| Enumerator  | TT\abby.crux |
| 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              |



Flows show original traffic demand (PCU/hr)  
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 | Show lane queues in feet / metres | Show all PICADY stream intercepts | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) | Use simulation for HCM roundabouts | Use iterations for HCM roundabouts |
|--------------------|-----------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|------------------------------------|------------------------------------|
| 5.75               |                             |                                   |                                   |                                   |                             | 0.85          | 36.00                       | 20.00                 |                                    |                                    |

## Demand Set Summary

| ID | Year | Scenario                 | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|------|--------------------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D1 | 2024 | Base                     | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        | ✓                 |
| D2 | 2024 | Base                     | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        | ✓                 |
| D3 | 2040 | Base                     | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        | ✓                 |
| D4 | 2040 | Base                     | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        | ✓                 |
| D5 | 2040 | Base + ComDev            | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        | ✓                 |
| D6 | 2040 | Base + ComDev            | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        | ✓                 |
| D7 | 2040 | Base + ComDev + Proposed | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        | ✓                 |
| D8 | 2040 | Base + ComDev + Proposed | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        | ✓                 |

## Analysis Set Details

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

# 2024 | Base | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                               | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Norwich Road / B1506 / School Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 2.44               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 2.44              | A           |

## Arms

### Arms

| Arm | Name                | Description | Arm type |
|-----|---------------------|-------------|----------|
| A   | B1506 (E)           |             | Major    |
| B   | School Road (S)     |             | Minor    |
| C   | Well Bottom (B1506) |             | Major    |
| D   | Norwich Road (N)    |             | Minor    |

### Major Arm Geometry

| Arm                     | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Width for right-turn storage (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-------------------------|--------------------------|----------------------------|------------------------|----------------------------------|-------------------------------|---------|----------------------|
| A - B1506 (E)           | 6.00                     |                            | ✓                      | 3.00                             | 215.0                         | ✓       | 2.00                 |
| C - Well Bottom (B1506) | 6.00                     |                            | ✓                      | 2.20                             | 215.0                         | ✓       | 2.00                 |

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

### Minor Arm Geometry

| Arm                  | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|----------------------|----------------|----------------|------------------------|-------------------------|
| B - School Road (S)  | One lane       | 2.86           | 19                     | 35                      |
| D - Norwich Road (N) | One lane       | 3.52           | 25                     | 48                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream             | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for A-D | Slope for B-A | Slope for B-C | Slope for B-D | Slope for C-A | Slope for C-B | Slope for C-D | Slope for D-A | Slope for D-B | Slope for D-C |
|--------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| A-D                | 759                | -             | -             | -             | -             | -             | -             | 0.294         | 0.420         | 0.294         | -             | -             | -             |
| B-A                | 494                | 0.090         | 0.227         | 0.227         | -             | -             | -             | 0.143         | 0.325         | -             | 0.227         | 0.227         | 0.114         |
| B-C                | 637                | 0.098         | 0.247         | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| B-D, nearside lane | 494                | 0.090         | 0.227         | 0.227         | -             | -             | -             | 0.143         | 0.325         | 0.143         | -             | -             | -             |
| B-D, offside lane  | 494                | 0.090         | 0.227         | 0.227         | -             | -             | -             | 0.143         | 0.325         | 0.143         | -             | -             | -             |
| C-B                | 698                | 0.271         | 0.271         | 0.387         | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| D-A                | 688                | -             | -             | -             | -             | -             | -             | 0.267         | -             | 0.105         | -             | -             | -             |
| D-B, nearside lane | 536                | 0.155         | 0.155         | 0.352         | -             | -             | -             | 0.247         | 0.247         | 0.098         | -             | -             | -             |
| D-B, offside lane  | 536                | 0.155         | 0.155         | 0.352         | -             | -             | -             | 0.247         | 0.247         | 0.098         | -             | -             | -             |
| D-C                | 536                | -             | 0.155         | 0.352         | 0.123         | 0.247         | 0.247         | 0.247         | 0.247         | 0.098         | -             | -             | -             |

The slopes and intercepts shown above include custom intercept adjustments only.

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 | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D1 | 2024 | Base     | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                     | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - B1506 (E)           |            | FLAT         | ✓            | 274                     | 100.000            |
| B - School Road (S)     |            | FLAT         | ✓            | 42                      | 100.000            |
| C - Well Bottom (B1506) |            | FLAT         | ✓            | 215                     | 100.000            |
| D - Norwich Road (N)    |            | FLAT         | ✓            | 78                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
|      |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
| From | A - B1506 (E)           | 0             | 1                   | 225                     | 48                   |
|      | B - School Road (S)     | 14            | 0                   | 9                       | 19                   |
|      | C - Well Bottom (B1506) | 207           | 8                   | 0                       | 0                    |
|      | D - Norwich Road (N)    | 27            | 48                  | 3                       | 0                    |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.00                      |

### Heavy Vehicle %

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
|      |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
| From | A - B1506 (E)           | 0             | 0                   | 2                       | 0                    |
|      | B - School Road (S)     | 0             | 0                   | 11                      | 0                    |
|      | C - Well Bottom (B1506) | 1             | 13                  | 0                       | 0                    |
|      | D - Norwich Road (N)    | 33            | 0                   | 0                       | 0                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-ACD  | 0.10    | 9.70          | 0.1             | A       | 42                      | 42                            |
| A-BCD  | 0.07    | 5.55          | 0.1             | A       | 48                      | 48                            |
| A-B    |         |               |                 |         | 1.00                    | 1.00                          |
| A-C    |         |               |                 |         | 225                     | 225                           |
| D-ABC  | 0.16    | 9.70          | 0.2             | A       | 78                      | 78                            |
| C-ABD  | 0.01    | 6.66          | 0.0             | A       | 8                       | 8                             |
| C-D    |         |               |                 |         | 0                       | 0                             |
| C-A    |         |               |                 |         | 207                     | 207                           |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 42                    | 11                      | 0.00                       | 421               | 0.100 | 42                  | 0.0               | 0.1             | 9.681     | A                             |
| A-BCD  | 48                    | 12                      | 0.00                       | 696               | 0.069 | 48                  | 0.0               | 0.1             | 5.550     | A                             |
| A-B    | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| A-C    | 225                   | 56                      | 0.00                       |                   |       | 225                 |                   |                 |           |                               |
| D-ABC  | 78                    | 20                      | 0.00                       | 484               | 0.161 | 77                  | 0.0               | 0.2             | 9.662     | A                             |
| C-ABD  | 8                     | 2                       | 0.00                       | 619               | 0.013 | 8                   | 0.0               | 0.0             | 6.658     | A                             |
| C-D    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 207                   | 52                      | 0.00                       |                   |       | 207                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 42                    | 11                      | 0.00                       | 421               | 0.100 | 42                  | 0.1               | 0.1             | 9.703     | A                             |
| A-BCD  | 48                    | 12                      | 0.00                       | 696               | 0.069 | 48                  | 0.1               | 0.1             | 5.555     | A                             |
| A-B    | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| A-C    | 225                   | 56                      | 0.00                       |                   |       | 225                 |                   |                 |           |                               |
| D-ABC  | 78                    | 20                      | 0.00                       | 484               | 0.161 | 78                  | 0.2               | 0.2             | 9.702     | A                             |
| C-ABD  | 8                     | 2                       | 0.00                       | 619               | 0.013 | 8                   | 0.0               | 0.0             | 6.659     | A                             |
| C-D    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 207                   | 52                      | 0.00                       |                   |       | 207                 |                   |                 |           |                               |

#### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 42                    | 11                      | 0.00                       | 421               | 0.100 | 42                  | 0.1               | 0.1             | 9.703     | A                             |
| A-BCD  | 48                    | 12                      | 0.00                       | 696               | 0.069 | 48                  | 0.1               | 0.1             | 5.555     | A                             |
| A-B    | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| A-C    | 225                   | 56                      | 0.00                       |                   |       | 225                 |                   |                 |           |                               |
| D-ABC  | 78                    | 20                      | 0.00                       | 484               | 0.161 | 78                  | 0.2               | 0.2             | 9.702     | A                             |
| C-ABD  | 8                     | 2                       | 0.00                       | 619               | 0.013 | 8                   | 0.0               | 0.0             | 6.659     | A                             |
| C-D    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 207                   | 52                      | 0.00                       |                   |       | 207                 |                   |                 |           |                               |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 42                    | 11                      | 0.00                       | 421               | 0.100 | 42                  | 0.1               | 0.1             | 9.703     | A                             |
| A-BCD  | 48                    | 12                      | 0.00                       | 696               | 0.069 | 48                  | 0.1               | 0.1             | 5.555     | A                             |
| A-B    | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| A-C    | 225                   | 56                      | 0.00                       |                   |       | 225                 |                   |                 |           |                               |
| D-ABC  | 78                    | 20                      | 0.00                       | 484               | 0.161 | 78                  | 0.2               | 0.2             | 9.702     | A                             |
| C-ABD  | 8                     | 2                       | 0.00                       | 619               | 0.013 | 8                   | 0.0               | 0.0             | 6.659     | A                             |
| C-D    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 207                   | 52                      | 0.00                       |                   |       | 207                 |                   |                 |           |                               |

# 2024 | Base | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                               | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Norwich Road / B1506 / School Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 1.42               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.42              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D2 | 2024 | Base     | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                     | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - B1506 (E)           |            | FLAT         | ✓            | 265                     | 100.000            |
| B - School Road (S)     |            | FLAT         | ✓            | 19                      | 100.000            |
| C - Well Bottom (B1506) |            | FLAT         | ✓            | 261                     | 100.000            |
| D - Norwich Road (N)    |            | FLAT         | ✓            | 45                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|                         | To            |                     |                         |                      |
|-------------------------|---------------|---------------------|-------------------------|----------------------|
|                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
| From                    |               |                     |                         |                      |
| A - B1506 (E)           | 0             | 1                   | 230                     | 34                   |
| B - School Road (S)     | 9             | 0                   | 2                       | 8                    |
| C - Well Bottom (B1506) | 244           | 11                  | 0                       | 6                    |
| D - Norwich Road (N)    | 13            | 29                  | 3                       | 0                    |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.00                      |

### Heavy Vehicle %

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 0                   | 0                       | 3                    |
|      | B - School Road (S)     | 0             | 0                   | 0                       | 0                    |
|      | C - Well Bottom (B1506) | 1             | 0                   | 0                       | 0                    |
|      | D - Norwich Road (N)    | 8             | 3                   | 0                       | 0                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-ACD  | 0.05    | 9.37          | 0.0             | A       | 19                      | 19                            |
| ABCD   | 0.05    | 5.72          | 0.1             | A       | 34                      | 34                            |
| AB     |         |               |                 |         | 1.00                    | 1.00                          |
| AC     |         |               |                 |         | 230                     | 230                           |
| D-ABC  | 0.10    | 8.88          | 0.1             | A       | 45                      | 45                            |
| C-ABD  | 0.02    | 5.88          | 0.0             | A       | 11                      | 11                            |
| C-D    |         |               |                 |         | 6                       | 6                             |
| C-A    |         |               |                 |         | 244                     | 244                           |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 19                    | 5                       | 0.00                       | 403               | 0.047 | 19                  | 0.0               | 0.0             | 9.356     | A                             |
| ABCD   | 34                    | 9                       | 0.00                       | 682               | 0.050 | 34                  | 0.0               | 0.1             | 5.721     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 230                   | 57                      | 0.00                       |                   |       | 230                 |                   |                 |           |                               |
| D-ABC  | 45                    | 11                      | 0.00                       | 467               | 0.096 | 45                  | 0.0               | 0.1             | 8.865     | A                             |
| C-ABD  | 11                    | 3                       | 0.00                       | 623               | 0.018 | 11                  | 0.0               | 0.0             | 5.882     | A                             |
| C-D    | 6                     | 1                       | 0.00                       |                   |       | 6                   |                   |                 |           |                               |
| C-A    | 244                   | 61                      | 0.00                       |                   |       | 244                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 19                    | 5                       | 0.00                       | 403               | 0.047 | 19                  | 0.0               | 0.0             | 9.368     | A                             |
| ABCD   | 34                    | 9                       | 0.00                       | 682               | 0.050 | 34                  | 0.1               | 0.1             | 5.723     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 230                   | 57                      | 0.00                       |                   |       | 230                 |                   |                 |           |                               |
| D-ABC  | 45                    | 11                      | 0.00                       | 467               | 0.096 | 45                  | 0.1               | 0.1             | 8.884     | A                             |
| C-ABD  | 11                    | 3                       | 0.00                       | 623               | 0.018 | 11                  | 0.0               | 0.0             | 5.883     | A                             |
| C-D    | 6                     | 1                       | 0.00                       |                   |       | 6                   |                   |                 |           |                               |
| C-A    | 244                   | 61                      | 0.00                       |                   |       | 244                 |                   |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 19                    | 5                       | 0.00                       | 403               | 0.047 | 19                  | 0.0               | 0.0             | 9.368     | A                             |
| ABCD   | 34                    | 9                       | 0.00                       | 682               | 0.050 | 34                  | 0.1               | 0.1             | 5.723     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 230                   | 57                      | 0.00                       |                   |       | 230                 |                   |                 |           |                               |
| D-ABC  | 45                    | 11                      | 0.00                       | 467               | 0.096 | 45                  | 0.1               | 0.1             | 8.884     | A                             |
| C-ABD  | 11                    | 3                       | 0.00                       | 623               | 0.018 | 11                  | 0.0               | 0.0             | 5.883     | A                             |
| C-D    | 6                     | 1                       | 0.00                       |                   |       | 6                   |                   |                 |           |                               |
| C-A    | 244                   | 61                      | 0.00                       |                   |       | 244                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 19                    | 5                       | 0.00                       | 403               | 0.047 | 19                  | 0.0               | 0.0             | 9.368     | A                             |
| ABCD   | 34                    | 9                       | 0.00                       | 682               | 0.050 | 34                  | 0.1               | 0.1             | 5.723     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 230                   | 57                      | 0.00                       |                   |       | 230                 |                   |                 |           |                               |
| D-ABC  | 45                    | 11                      | 0.00                       | 467               | 0.096 | 45                  | 0.1               | 0.1             | 8.884     | A                             |
| C-ABD  | 11                    | 3                       | 0.00                       | 623               | 0.018 | 11                  | 0.0               | 0.0             | 5.883     | A                             |
| C-D    | 6                     | 1                       | 0.00                       |                   |       | 6                   |                   |                 |           |                               |
| C-A    | 244                   | 61                      | 0.00                       |                   |       | 244                 |                   |                 |           |                               |



# 2040 | Base | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                               | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Norwich Road / B1506 / School Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 2.51               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 2.51              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D3 | 2040 | Base     | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                     | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - B1506 (E)           |            | FLAT         | ✓            | 299                     | 100.000            |
| B - School Road (S)     |            | FLAT         | ✓            | 46                      | 100.000            |
| C - Well Bottom (B1506) |            | FLAT         | ✓            | 235                     | 100.000            |
| D - Norwich Road (N)    |            | FLAT         | ✓            | 84                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|                         | To            |                     |                         |                      |
|-------------------------|---------------|---------------------|-------------------------|----------------------|
|                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
| From                    |               |                     |                         |                      |
| A - B1506 (E)           | 0             | 1                   | 246                     | 52                   |
| B - School Road (S)     | 15            | 0                   | 10                      | 21                   |
| C - Well Bottom (B1506) | 226           | 9                   | 0                       | 0                    |
| D - Norwich Road (N)    | 29            | 52                  | 3                       | 0                    |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.00                      |

### Heavy Vehicle %

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 0                   | 2                       | 2                    |
|      | B - School Road (S)     | 0             | 0                   | 11                      | 0                    |
|      | C - Well Bottom (B1506) | 2             | 13                  | 0                       | 0                    |
|      | D - Norwich Road (N)    | 33            | 0                   | 0                       | 0                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-ACD  | 0.11    | 10.04         | 0.1             | B       | 46                      | 46                            |
| ABCD   | 0.08    | 5.76          | 0.1             | A       | 52                      | 52                            |
| AB     |         |               |                 |         | 1.00                    | 1.00                          |
| AC     |         |               |                 |         | 246                     | 246                           |
| D-ABC  | 0.18    | 10.08         | 0.2             | B       | 84                      | 84                            |
| C-ABD  | 0.01    | 6.72          | 0.0             | A       | 9                       | 9                             |
| C-D    |         |               |                 |         | 0                       | 0                             |
| C-A    |         |               |                 |         | 226                     | 226                           |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 12                      | 0.00                       | 413               | 0.111 | 45                  | 0.0               | 0.1             | 10.010    | B                             |
| ABCD   | 52                    | 13                      | 0.00                       | 691               | 0.075 | 52                  | 0.0               | 0.1             | 5.750     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 246                   | 61                      | 0.00                       |                   |       | 246                 |                   |                 |           |                               |
| D-ABC  | 84                    | 21                      | 0.00                       | 475               | 0.177 | 83                  | 0.0               | 0.2             | 10.036    | B                             |
| C-ABD  | 9                     | 2                       | 0.00                       | 612               | 0.015 | 9                   | 0.0               | 0.0             | 6.719     | A                             |
| C-D    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 226                   | 56                      | 0.00                       |                   |       | 226                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 12                      | 0.00                       | 413               | 0.112 | 46                  | 0.1               | 0.1             | 10.039    | B                             |
| ABCD   | 52                    | 13                      | 0.00                       | 691               | 0.075 | 52                  | 0.1               | 0.1             | 5.755     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 246                   | 61                      | 0.00                       |                   |       | 246                 |                   |                 |           |                               |
| D-ABC  | 84                    | 21                      | 0.00                       | 475               | 0.177 | 84                  | 0.2               | 0.2             | 10.084    | B                             |
| C-ABD  | 9                     | 2                       | 0.00                       | 612               | 0.015 | 9                   | 0.0               | 0.0             | 6.720     | A                             |
| C-D    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 226                   | 56                      | 0.00                       |                   |       | 226                 |                   |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 12                      | 0.00                       | 413               | 0.112 | 46                  | 0.1               | 0.1             | 10.039    | B                             |
| ABCD   | 52                    | 13                      | 0.00                       | 691               | 0.075 | 52                  | 0.1               | 0.1             | 5.755     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 246                   | 61                      | 0.00                       |                   |       | 246                 |                   |                 |           |                               |
| D-ABC  | 84                    | 21                      | 0.00                       | 475               | 0.177 | 84                  | 0.2               | 0.2             | 10.084    | B                             |
| C-ABD  | 9                     | 2                       | 0.00                       | 612               | 0.015 | 9                   | 0.0               | 0.0             | 6.720     | A                             |
| C-D    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 226                   | 56                      | 0.00                       |                   |       | 226                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 12                      | 0.00                       | 413               | 0.112 | 46                  | 0.1               | 0.1             | 10.039    | B                             |
| ABCD   | 52                    | 13                      | 0.00                       | 691               | 0.075 | 52                  | 0.1               | 0.1             | 5.755     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 246                   | 61                      | 0.00                       |                   |       | 246                 |                   |                 |           |                               |
| D-ABC  | 84                    | 21                      | 0.00                       | 475               | 0.177 | 84                  | 0.2               | 0.2             | 10.084    | B                             |
| C-ABD  | 9                     | 2                       | 0.00                       | 612               | 0.015 | 9                   | 0.0               | 0.0             | 6.720     | A                             |
| C-D    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 226                   | 56                      | 0.00                       |                   |       | 226                 |                   |                 |           |                               |

# 2040 | Base | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                               | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Norwich Road / B1506 / School Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 1.48               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.48              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|------|----------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D4 | 2040 | Base     | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                     | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - B1506 (E)           |            | FLAT         | ✓            | 288                     | 100.000            |
| B - School Road (S)     |            | FLAT         | ✓            | 21                      | 100.000            |
| C - Well Bottom (B1506) |            | FLAT         | ✓            | 285                     | 100.000            |
| D - Norwich Road (N)    |            | FLAT         | ✓            | 49                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|                         | To            |                     |                         |                      |
|-------------------------|---------------|---------------------|-------------------------|----------------------|
|                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
| From                    |               |                     |                         |                      |
| A - B1506 (E)           | 0             | 1                   | 250                     | 37                   |
| B - School Road (S)     | 10            | 0                   | 2                       | 9                    |
| C - Well Bottom (B1506) | 266           | 12                  | 0                       | 7                    |
| D - Norwich Road (N)    | 14            | 32                  | 3                       | 0                    |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.00                      |

### Heavy Vehicle %

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 0                   | 1                       | 3                    |
|      | B - School Road (S)     | 0             | 0                   | 0                       | 0                    |
|      | C - Well Bottom (B1506) | 1             | 0                   | 0                       | 0                    |
|      | D - Norwich Road (N)    | 15            | 3                   | 0                       | 0                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-ACD  | 0.05    | 9.68          | 0.1             | A       | 21                      | 21                            |
| ABCD   | 0.05    | 5.81          | 0.1             | A       | 37                      | 37                            |
| AB     |         |               |                 |         | 1.00                    | 1.00                          |
| AC     |         |               |                 |         | 250                     | 250                           |
| D-ABC  | 0.11    | 9.38          | 0.1             | A       | 49                      | 49                            |
| C-ABD  | 0.02    | 5.96          | 0.0             | A       | 12                      | 12                            |
| C-D    |         |               |                 |         | 7                       | 7                             |
| C-A    |         |               |                 |         | 266                     | 266                           |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 5                       | 0.00                       | 393               | 0.053 | 21                  | 0.0               | 0.1             | 9.668     | A                             |
| ABCD   | 37                    | 9                       | 0.00                       | 675               | 0.055 | 37                  | 0.0               | 0.1             | 5.807     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 250                   | 62                      | 0.00                       |                   |       | 250                 |                   |                 |           |                               |
| D-ABC  | 49                    | 12                      | 0.00                       | 457               | 0.107 | 48                  | 0.0               | 0.1             | 9.360     | A                             |
| C-ABD  | 12                    | 3                       | 0.00                       | 616               | 0.019 | 12                  | 0.0               | 0.0             | 5.956     | A                             |
| C-D    | 7                     | 2                       | 0.00                       |                   |       | 7                   |                   |                 |           |                               |
| C-A    | 266                   | 66                      | 0.00                       |                   |       | 266                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 5                       | 0.00                       | 393               | 0.053 | 21                  | 0.1               | 0.1             | 9.684     | A                             |
| ABCD   | 37                    | 9                       | 0.00                       | 675               | 0.055 | 37                  | 0.1               | 0.1             | 5.810     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 250                   | 62                      | 0.00                       |                   |       | 250                 |                   |                 |           |                               |
| D-ABC  | 49                    | 12                      | 0.00                       | 457               | 0.107 | 49                  | 0.1               | 0.1             | 9.384     | A                             |
| C-ABD  | 12                    | 3                       | 0.00                       | 616               | 0.019 | 12                  | 0.0               | 0.0             | 5.957     | A                             |
| C-D    | 7                     | 2                       | 0.00                       |                   |       | 7                   |                   |                 |           |                               |
| C-A    | 266                   | 66                      | 0.00                       |                   |       | 266                 |                   |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 5                       | 0.00                       | 393               | 0.053 | 21                  | 0.1               | 0.1             | 9.684     | A                             |
| ABCD   | 37                    | 9                       | 0.00                       | 675               | 0.055 | 37                  | 0.1               | 0.1             | 5.810     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 250                   | 62                      | 0.00                       |                   |       | 250                 |                   |                 |           |                               |
| D-ABC  | 49                    | 12                      | 0.00                       | 457               | 0.107 | 49                  | 0.1               | 0.1             | 9.384     | A                             |
| C-ABD  | 12                    | 3                       | 0.00                       | 616               | 0.019 | 12                  | 0.0               | 0.0             | 5.957     | A                             |
| C-D    | 7                     | 2                       | 0.00                       |                   |       | 7                   |                   |                 |           |                               |
| C-A    | 266                   | 66                      | 0.00                       |                   |       | 266                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 5                       | 0.00                       | 393               | 0.053 | 21                  | 0.1               | 0.1             | 9.684     | A                             |
| ABCD   | 37                    | 9                       | 0.00                       | 675               | 0.055 | 37                  | 0.1               | 0.1             | 5.810     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 250                   | 62                      | 0.00                       |                   |       | 250                 |                   |                 |           |                               |
| D-ABC  | 49                    | 12                      | 0.00                       | 457               | 0.107 | 49                  | 0.1               | 0.1             | 9.384     | A                             |
| C-ABD  | 12                    | 3                       | 0.00                       | 616               | 0.019 | 12                  | 0.0               | 0.0             | 5.957     | A                             |
| C-D    | 7                     | 2                       | 0.00                       |                   |       | 7                   |                   |                 |           |                               |
| C-A    | 266                   | 66                      | 0.00                       |                   |       | 266                 |                   |                 |           |                               |

# 2040 | Base + ComDev | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                               | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Norwich Road / B1506 / School Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 2.51               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 2.51              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario      | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|------|---------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D5 | 2040 | Base + ComDev | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                     | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - B1506 (E)           |            | FLAT         | ✓            | 299                     | 100.000            |
| B - School Road (S)     |            | FLAT         | ✓            | 46                      | 100.000            |
| C - Well Bottom (B1506) |            | FLAT         | ✓            | 235                     | 100.000            |
| D - Norwich Road (N)    |            | FLAT         | ✓            | 84                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|                         | To            |                     |                         |                      |
|-------------------------|---------------|---------------------|-------------------------|----------------------|
|                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
| From                    |               |                     |                         |                      |
| A - B1506 (E)           | 0             | 1                   | 246                     | 52                   |
| B - School Road (S)     | 15            | 0                   | 10                      | 21                   |
| C - Well Bottom (B1506) | 226           | 9                   | 0                       | 0                    |
| D - Norwich Road (N)    | 29            | 52                  | 3                       | 0                    |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.00                      |

### Heavy Vehicle %

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 0                   | 2                       | 2                    |
|      | B - School Road (S)     | 0             | 0                   | 11                      | 0                    |
|      | C - Well Bottom (B1506) | 2             | 13                  | 0                       | 0                    |
|      | D - Norwich Road (N)    | 33            | 0                   | 0                       | 0                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-ACD  | 0.11    | 10.04         | 0.1             | B       | 46                      | 46                            |
| ABCD   | 0.08    | 5.76          | 0.1             | A       | 52                      | 52                            |
| AB     |         |               |                 |         | 1.00                    | 1.00                          |
| AC     |         |               |                 |         | 246                     | 246                           |
| D-ABC  | 0.18    | 10.08         | 0.2             | B       | 84                      | 84                            |
| C-ABD  | 0.01    | 6.72          | 0.0             | A       | 9                       | 9                             |
| C-D    |         |               |                 |         | 0                       | 0                             |
| C-A    |         |               |                 |         | 226                     | 226                           |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 12                      | 0.00                       | 413               | 0.111 | 45                  | 0.0               | 0.1             | 10.010    | B                             |
| ABCD   | 52                    | 13                      | 0.00                       | 691               | 0.075 | 52                  | 0.0               | 0.1             | 5.750     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 246                   | 61                      | 0.00                       |                   |       | 246                 |                   |                 |           |                               |
| D-ABC  | 84                    | 21                      | 0.00                       | 475               | 0.177 | 83                  | 0.0               | 0.2             | 10.036    | B                             |
| C-ABD  | 9                     | 2                       | 0.00                       | 612               | 0.015 | 9                   | 0.0               | 0.0             | 6.719     | A                             |
| C-D    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 226                   | 56                      | 0.00                       |                   |       | 226                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 12                      | 0.00                       | 413               | 0.112 | 46                  | 0.1               | 0.1             | 10.039    | B                             |
| ABCD   | 52                    | 13                      | 0.00                       | 691               | 0.075 | 52                  | 0.1               | 0.1             | 5.755     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 246                   | 61                      | 0.00                       |                   |       | 246                 |                   |                 |           |                               |
| D-ABC  | 84                    | 21                      | 0.00                       | 475               | 0.177 | 84                  | 0.2               | 0.2             | 10.084    | B                             |
| C-ABD  | 9                     | 2                       | 0.00                       | 612               | 0.015 | 9                   | 0.0               | 0.0             | 6.720     | A                             |
| C-D    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 226                   | 56                      | 0.00                       |                   |       | 226                 |                   |                 |           |                               |



**08:30 - 08:45**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 12                      | 0.00                       | 413               | 0.112 | 46                  | 0.1               | 0.1             | 10.039    | B                             |
| ABCD   | 52                    | 13                      | 0.00                       | 691               | 0.075 | 52                  | 0.1               | 0.1             | 5.755     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 246                   | 61                      | 0.00                       |                   |       | 246                 |                   |                 |           |                               |
| D-ABC  | 84                    | 21                      | 0.00                       | 475               | 0.177 | 84                  | 0.2               | 0.2             | 10.084    | B                             |
| C-ABD  | 9                     | 2                       | 0.00                       | 612               | 0.015 | 9                   | 0.0               | 0.0             | 6.720     | A                             |
| C-D    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 226                   | 56                      | 0.00                       |                   |       | 226                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 12                      | 0.00                       | 413               | 0.112 | 46                  | 0.1               | 0.1             | 10.039    | B                             |
| ABCD   | 52                    | 13                      | 0.00                       | 691               | 0.075 | 52                  | 0.1               | 0.1             | 5.755     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 246                   | 61                      | 0.00                       |                   |       | 246                 |                   |                 |           |                               |
| D-ABC  | 84                    | 21                      | 0.00                       | 475               | 0.177 | 84                  | 0.2               | 0.2             | 10.084    | B                             |
| C-ABD  | 9                     | 2                       | 0.00                       | 612               | 0.015 | 9                   | 0.0               | 0.0             | 6.720     | A                             |
| C-D    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 226                   | 56                      | 0.00                       |                   |       | 226                 |                   |                 |           |                               |

# 2040 | Base + ComDev | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                               | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Norwich Road / B1506 / School Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 1.48               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 1.48              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario      | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|------|---------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D6 | 2040 | Base + ComDev | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                     | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - B1506 (E)           |            | FLAT         | ✓            | 288                     | 100.000            |
| B - School Road (S)     |            | FLAT         | ✓            | 21                      | 100.000            |
| C - Well Bottom (B1506) |            | FLAT         | ✓            | 285                     | 100.000            |
| D - Norwich Road (N)    |            | FLAT         | ✓            | 49                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|                         | To            |                     |                         |                      |
|-------------------------|---------------|---------------------|-------------------------|----------------------|
|                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
| From                    |               |                     |                         |                      |
| A - B1506 (E)           | 0             | 1                   | 250                     | 37                   |
| B - School Road (S)     | 10            | 0                   | 2                       | 9                    |
| C - Well Bottom (B1506) | 266           | 12                  | 0                       | 7                    |
| D - Norwich Road (N)    | 14            | 32                  | 3                       | 0                    |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.00                      |

### Heavy Vehicle %

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 0                   | 1                       | 3                    |
|      | B - School Road (S)     | 0             | 0                   | 0                       | 0                    |
|      | C - Well Bottom (B1506) | 1             | 0                   | 0                       | 0                    |
|      | D - Norwich Road (N)    | 15            | 3                   | 0                       | 0                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-ACD  | 0.05    | 9.68          | 0.1             | A       | 21                      | 21                            |
| ABCD   | 0.05    | 5.81          | 0.1             | A       | 37                      | 37                            |
| AB     |         |               |                 |         | 1.00                    | 1.00                          |
| AC     |         |               |                 |         | 250                     | 250                           |
| D-ABC  | 0.11    | 9.38          | 0.1             | A       | 49                      | 49                            |
| C-ABD  | 0.02    | 5.96          | 0.0             | A       | 12                      | 12                            |
| C-D    |         |               |                 |         | 7                       | 7                             |
| C-A    |         |               |                 |         | 266                     | 266                           |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 5                       | 0.00                       | 393               | 0.053 | 21                  | 0.0               | 0.1             | 9.668     | A                             |
| ABCD   | 37                    | 9                       | 0.00                       | 675               | 0.055 | 37                  | 0.0               | 0.1             | 5.807     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 250                   | 62                      | 0.00                       |                   |       | 250                 |                   |                 |           |                               |
| D-ABC  | 49                    | 12                      | 0.00                       | 457               | 0.107 | 48                  | 0.0               | 0.1             | 9.360     | A                             |
| C-ABD  | 12                    | 3                       | 0.00                       | 616               | 0.019 | 12                  | 0.0               | 0.0             | 5.956     | A                             |
| C-D    | 7                     | 2                       | 0.00                       |                   |       | 7                   |                   |                 |           |                               |
| C-A    | 266                   | 66                      | 0.00                       |                   |       | 266                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 5                       | 0.00                       | 393               | 0.053 | 21                  | 0.1               | 0.1             | 9.684     | A                             |
| ABCD   | 37                    | 9                       | 0.00                       | 675               | 0.055 | 37                  | 0.1               | 0.1             | 5.810     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 250                   | 62                      | 0.00                       |                   |       | 250                 |                   |                 |           |                               |
| D-ABC  | 49                    | 12                      | 0.00                       | 457               | 0.107 | 49                  | 0.1               | 0.1             | 9.384     | A                             |
| C-ABD  | 12                    | 3                       | 0.00                       | 616               | 0.019 | 12                  | 0.0               | 0.0             | 5.957     | A                             |
| C-D    | 7                     | 2                       | 0.00                       |                   |       | 7                   |                   |                 |           |                               |
| C-A    | 266                   | 66                      | 0.00                       |                   |       | 266                 |                   |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 5                       | 0.00                       | 393               | 0.053 | 21                  | 0.1               | 0.1             | 9.684     | A                             |
| ABCD   | 37                    | 9                       | 0.00                       | 675               | 0.055 | 37                  | 0.1               | 0.1             | 5.810     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 250                   | 62                      | 0.00                       |                   |       | 250                 |                   |                 |           |                               |
| D-ABC  | 49                    | 12                      | 0.00                       | 457               | 0.107 | 49                  | 0.1               | 0.1             | 9.384     | A                             |
| C-ABD  | 12                    | 3                       | 0.00                       | 616               | 0.019 | 12                  | 0.0               | 0.0             | 5.957     | A                             |
| C-D    | 7                     | 2                       | 0.00                       |                   |       | 7                   |                   |                 |           |                               |
| C-A    | 266                   | 66                      | 0.00                       |                   |       | 266                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 5                       | 0.00                       | 393               | 0.053 | 21                  | 0.1               | 0.1             | 9.684     | A                             |
| ABCD   | 37                    | 9                       | 0.00                       | 675               | 0.055 | 37                  | 0.1               | 0.1             | 5.810     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 250                   | 62                      | 0.00                       |                   |       | 250                 |                   |                 |           |                               |
| D-ABC  | 49                    | 12                      | 0.00                       | 457               | 0.107 | 49                  | 0.1               | 0.1             | 9.384     | A                             |
| C-ABD  | 12                    | 3                       | 0.00                       | 616               | 0.019 | 12                  | 0.0               | 0.0             | 5.957     | A                             |
| C-D    | 7                     | 2                       | 0.00                       |                   |       | 7                   |                   |                 |           |                               |
| C-A    | 266                   | 66                      | 0.00                       |                   |       | 266                 |                   |                 |           |                               |

# 2040 | Base + ComDev + Proposed | AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                               | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Norwich Road / B1506 / School Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 3.66               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 3.66              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario                 | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|------|--------------------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D7 | 2040 | Base + ComDev + Proposed | AM          | FLAT                 | 08:00              | 09:00               | 60                       | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                     | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - B1506 (E)           |            | FLAT         | ✓            | 448                     | 100.000            |
| B - School Road (S)     |            | FLAT         | ✓            | 46                      | 100.000            |
| C - Well Bottom (B1506) |            | FLAT         | ✓            | 267                     | 100.000            |
| D - Norwich Road (N)    |            | FLAT         | ✓            | 156                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|                         | To            |                     |                         |                      |
|-------------------------|---------------|---------------------|-------------------------|----------------------|
|                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
| From                    |               |                     |                         |                      |
| A - B1506 (E)           | 0             | 1                   | 290                     | 157                  |
| B - School Road (S)     | 15            | 0                   | 10                      | 21                   |
| C - Well Bottom (B1506) | 267           | 0                   | 0                       | 0                    |
| D - Norwich Road (N)    | 101           | 52                  | 3                       | 0                    |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.00                      |

### Heavy Vehicle %

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 0                   | 2                       | 1                    |
|      | B - School Road (S)     | 0             | 0                   | 11                      | 0                    |
|      | C - Well Bottom (B1506) | 3             | 0                   | 0                       | 0                    |
|      | D - Norwich Road (N)    | 10            | 0                   | 0                       | 0                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-ACD  | 0.12    | 11.35         | 0.1             | B       | 46                      | 46                            |
| ABCD   | 0.23    | 6.78          | 0.3             | A       | 161                     | 161                           |
| AB     |         |               |                 |         | 0.99                    | 0.99                          |
| AC     |         |               |                 |         | 286                     | 286                           |
| D-ABC  | 0.31    | 11.17         | 0.5             | B       | 156                     | 156                           |
| C-ABD  | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| C-D    |         |               |                 |         | 0                       | 0                             |
| C-A    |         |               |                 |         | 267                     | 267                           |

### Main Results for each time segment

#### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 12                      | 0.00                       | 371               | 0.124 | 45                  | 0.0               | 0.1             | 11.298    | B                             |
| ABCD   | 161                   | 40                      | 0.00                       | 697               | 0.231 | 159                 | 0.0               | 0.3             | 6.755     | A                             |
| AB     | 0.99                  | 0.25                    | 0.00                       |                   |       | 0.99                |                   |                 |           |                               |
| AC     | 286                   | 72                      | 0.00                       |                   |       | 286                 |                   |                 |           |                               |
| D-ABC  | 156                   | 39                      | 0.00                       | 499               | 0.313 | 154                 | 0.0               | 0.5             | 11.038    | B                             |
| C-ABD  | 0                     | 0                       | 0.00                       | 1126              | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-D    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 267                   | 67                      | 0.00                       |                   |       | 267                 |                   |                 |           |                               |

#### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 12                      | 0.00                       | 370               | 0.124 | 46                  | 0.1               | 0.1             | 11.351    | B                             |
| ABCD   | 161                   | 40                      | 0.00                       | 697               | 0.231 | 161                 | 0.3               | 0.3             | 6.784     | A                             |
| AB     | 0.99                  | 0.25                    | 0.00                       |                   |       | 0.99                |                   |                 |           |                               |
| AC     | 286                   | 72                      | 0.00                       |                   |       | 286                 |                   |                 |           |                               |
| D-ABC  | 156                   | 39                      | 0.00                       | 499               | 0.313 | 156                 | 0.5               | 0.5             | 11.164    | B                             |
| C-ABD  | 0                     | 0                       | 0.00                       | 1125              | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-D    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 267                   | 67                      | 0.00                       |                   |       | 267                 |                   |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 12                      | 0.00                       | 370               | 0.124 | 46                  | 0.1               | 0.1             | 11.351    | B                             |
| ABCD   | 161                   | 40                      | 0.00                       | 697               | 0.231 | 161                 | 0.3               | 0.3             | 6.784     | A                             |
| AB     | 0.99                  | 0.25                    | 0.00                       |                   |       | 0.99                |                   |                 |           |                               |
| AC     | 286                   | 72                      | 0.00                       |                   |       | 286                 |                   |                 |           |                               |
| D-ABC  | 156                   | 39                      | 0.00                       | 499               | 0.313 | 156                 | 0.5               | 0.5             | 11.167    | B                             |
| C-ABD  | 0                     | 0                       | 0.00                       | 1125              | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-D    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 267                   | 67                      | 0.00                       |                   |       | 267                 |                   |                 |           |                               |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 46                    | 12                      | 0.00                       | 370               | 0.124 | 46                  | 0.1               | 0.1             | 11.351    | B                             |
| ABCD   | 161                   | 40                      | 0.00                       | 697               | 0.231 | 161                 | 0.3               | 0.3             | 6.784     | A                             |
| AB     | 0.99                  | 0.25                    | 0.00                       |                   |       | 0.99                |                   |                 |           |                               |
| AC     | 286                   | 72                      | 0.00                       |                   |       | 286                 |                   |                 |           |                               |
| D-ABC  | 156                   | 39                      | 0.00                       | 499               | 0.313 | 156                 | 0.5               | 0.5             | 11.167    | B                             |
| C-ABD  | 0                     | 0                       | 0.00                       | 1125              | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-D    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| C-A    | 267                   | 67                      | 0.00                       |                   |       | 267                 |                   |                 |           |                               |

# 2040 | Base + ComDev + Proposed | PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                               | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Arm D Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Norwich Road / B1506 / School Road | Crossroads    | Two-way         | Two-way         | Two-way         | Two-way         |                       | 2.94               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 2.94              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario                 | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|------|--------------------------|-------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D8 | 2040 | Base + ComDev + Proposed | PM          | FLAT                 | 17:00              | 18:00               | 60                       | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm                     | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - B1506 (E)           |            | FLAT         | ✓            | 372                     | 100.000            |
| B - School Road (S)     |            | FLAT         | ✓            | 21                      | 100.000            |
| C - Well Bottom (B1506) |            | FLAT         | ✓            | 342                     | 100.000            |
| D - Norwich Road (N)    |            | FLAT         | ✓            | 178                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|                         | To            |                     |                         |                      |
|-------------------------|---------------|---------------------|-------------------------|----------------------|
|                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
| From                    |               |                     |                         |                      |
| A - B1506 (E)           | 0             | 1                   | 275                     | 96                   |
| B - School Road (S)     | 10            | 0                   | 2                       | 9                    |
| C - Well Bottom (B1506) | 335           | 0                   | 0                       | 7                    |
| D - Norwich Road (N)    | 143           | 32                  | 3                       | 0                    |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.00                      |



### Heavy Vehicle %

|      | To                      |               |                     |                         |                      |
|------|-------------------------|---------------|---------------------|-------------------------|----------------------|
| From |                         | A - B1506 (E) | B - School Road (S) | C - Well Bottom (B1506) | D - Norwich Road (N) |
|      | A - B1506 (E)           | 0             | 0                   | 1                       | 1                    |
|      | B - School Road (S)     | 0             | 0                   | 0                       | 0                    |
|      | C - Well Bottom (B1506) | 1             | 0                   | 0                       | 0                    |
|      | D - Norwich Road (N)    | 2             | 3                   | 0                       | 0                    |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-ACD  | 0.06    | 10.88         | 0.1             | B       | 21                      | 21                            |
| ABCD   | 0.15    | 6.40          | 0.2             | A       | 97                      | 97                            |
| AB     |         |               |                 |         | 1.00                    | 1.00                          |
| AC     |         |               |                 |         | 274                     | 274                           |
| D-ABC  | 0.33    | 10.29         | 0.5             | B       | 178                     | 178                           |
| C-ABD  | 0.00    | 0.00          | 0.0             | A       | 0                       | 0                             |
| C-D    |         |               |                 |         | 7                       | 7                             |
| C-A    |         |               |                 |         | 335                     | 335                           |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 5                       | 0.00                       | 352               | 0.060 | 21                  | 0.0               | 0.1             | 10.853    | B                             |
| ABCD   | 97                    | 24                      | 0.00                       | 665               | 0.146 | 96                  | 0.0               | 0.2             | 6.387     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 274                   | 69                      | 0.00                       |                   |       | 274                 |                   |                 |           |                               |
| D-ABC  | 178                   | 45                      | 0.00                       | 536               | 0.332 | 176                 | 0.0               | 0.5             | 10.176    | B                             |
| C-ABD  | 0                     | 0                       | 0.00                       | 1176              | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-D    | 7                     | 2                       | 0.00                       |                   |       | 7                   |                   |                 |           |                               |
| C-A    | 335                   | 84                      | 0.00                       |                   |       | 335                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 5                       | 0.00                       | 352               | 0.060 | 21                  | 0.1               | 0.1             | 10.881    | B                             |
| ABCD   | 97                    | 24                      | 0.00                       | 665               | 0.146 | 97                  | 0.2               | 0.2             | 6.402     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 274                   | 69                      | 0.00                       |                   |       | 274                 |                   |                 |           |                               |
| D-ABC  | 178                   | 45                      | 0.00                       | 536               | 0.332 | 178                 | 0.5               | 0.5             | 10.290    | B                             |
| C-ABD  | 0                     | 0                       | 0.00                       | 1176              | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-D    | 7                     | 2                       | 0.00                       |                   |       | 7                   |                   |                 |           |                               |
| C-A    | 335                   | 84                      | 0.00                       |                   |       | 335                 |                   |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 5                       | 0.00                       | 352               | 0.060 | 21                  | 0.1               | 0.1             | 10.881    | B                             |
| ABCD   | 97                    | 24                      | 0.00                       | 665               | 0.146 | 97                  | 0.2               | 0.2             | 6.404     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 274                   | 69                      | 0.00                       |                   |       | 274                 |                   |                 |           |                               |
| D-ABC  | 178                   | 45                      | 0.00                       | 536               | 0.332 | 178                 | 0.5               | 0.5             | 10.290    | B                             |
| C-ABD  | 0                     | 0                       | 0.00                       | 1176              | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-D    | 7                     | 2                       | 0.00                       |                   |       | 7                   |                   |                 |           |                               |
| C-A    | 335                   | 84                      | 0.00                       |                   |       | 335                 |                   |                 |           |                               |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-ACD  | 21                    | 5                       | 0.00                       | 352               | 0.060 | 21                  | 0.1               | 0.1             | 10.882    | B                             |
| ABCD   | 97                    | 24                      | 0.00                       | 665               | 0.146 | 97                  | 0.2               | 0.2             | 6.402     | A                             |
| AB     | 1.00                  | 0.25                    | 0.00                       |                   |       | 1.00                |                   |                 |           |                               |
| AC     | 274                   | 69                      | 0.00                       |                   |       | 274                 |                   |                 |           |                               |
| D-ABC  | 178                   | 45                      | 0.00                       | 536               | 0.332 | 178                 | 0.5               | 0.5             | 10.290    | B                             |
| C-ABD  | 0                     | 0                       | 0.00                       | 1176              | 0.000 | 0                   | 0.0               | 0.0             | 0.000     | A                             |
| C-D    | 7                     | 2                       | 0.00                       |                   |       | 7                   |                   |                 |           |                               |
| C-A    | 335                   | 84                      | 0.00                       |                   |       | 335                 |                   |                 |           |                               |

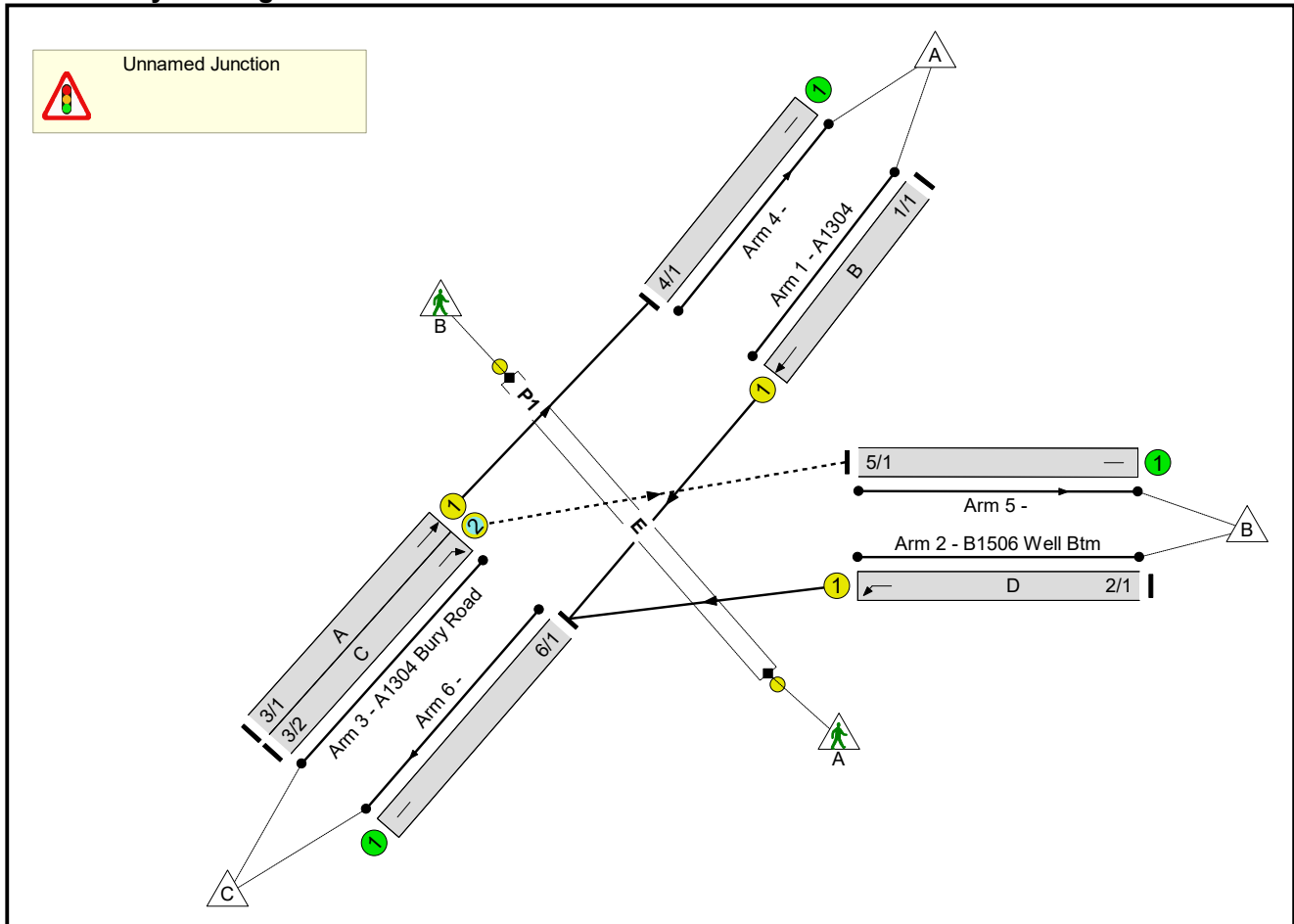
## Appendix 17 – LinSig Results

Full Input Data And Results  
**Full Input Data And Results**

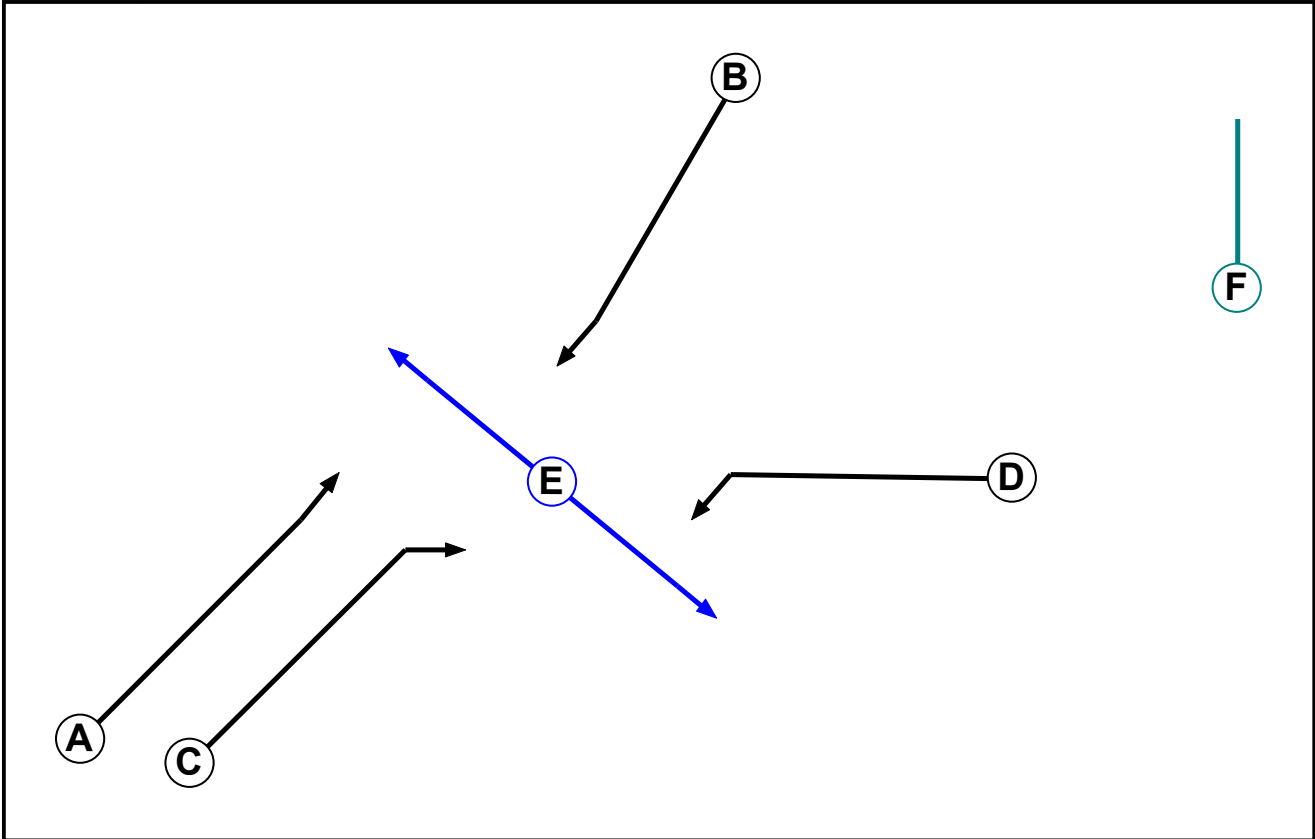
**User and Project Details**

|          |                               |
|----------|-------------------------------|
| Project: | Animal Health Trust, Kentford |
| Company: | RPS                           |

**Network 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          | Traffic    |              | 7          | 7        |
| D          | Traffic    |              | 7          | 7        |
| E          | Pedestrian |              | 10         | 10       |
| F          | Dummy      |              | 10         | 10       |

Full Input Data And Results

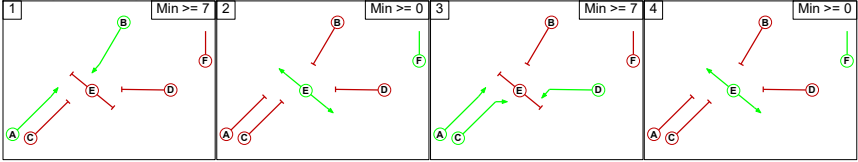
Phase Intergreens Matrix

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

Phases in Stage

| Stage No. | Phases in Stage |
|-----------|-----------------|
| 1         | A B             |
| 2         | E F             |
| 3         | A C D           |
| 4         | E F             |

Stage Diagram



Phase Delays

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

Prohibited Stage Change

|            | To Stage |   |   |   |   |
|------------|----------|---|---|---|---|
| From Stage |          | 1 | 2 | 3 | 4 |
|            | 1        |   | 8 | 7 | 8 |
|            | 2        | 8 |   | 7 | 0 |
|            | 3        | 7 | 7 |   | 7 |
|            | 4        | 8 | 0 | 7 |   |

Full Input Data And Results

**Give-Way Lane Input Data**

| Junction: Unnamed Junction |             |                                   |                                   |               |                  |              |                          |                            |     |                        |                               |
|----------------------------|-------------|-----------------------------------|-----------------------------------|---------------|------------------|--------------|--------------------------|----------------------------|-----|------------------------|-------------------------------|
| Lane                       | Movement    | Max Flow when Giving Way (PCU/Hr) | Min Flow when Giving Way (PCU/Hr) | Opposing Lane | Opp. Lane Coeff. | Opp. Mvmnts. | Right Turn Storage (PCU) | Non-Blocking Storage (PCU) | RTF | Right Turn Move up (s) | Max Turns in Intergreen (PCU) |
| 3/2<br>(A1304 Bury Road)   | 5/1 (Right) | 1439                              | 0                                 | 1/1           | 1.09             | All          | -                        | -                          | -   | -                      | -                             |

Lane Input Data

| Junction: Unnamed Junction |           |        |             |           |                       |               |                                   |                |          |               |             |                    |
|----------------------------|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------------|--------------------|
| 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>(A1304)             | U         | B      | 2           | 3         | 60.0                  | Geom          | -                                 | 4.20           | 0.00     | Y             | Arm 6 Ahead | Inf                |
| 2/1<br>(B1506 Well Btm)    | U         | D      | 2           | 3         | 60.0                  | Geom          | -                                 | 4.40           | 0.00     | Y             | Arm 6 Left  | 66.40              |
| 3/1<br>(A1304 Bury Road)   | U         | A      | 2           | 3         | 60.0                  | Geom          | -                                 | 3.25           | 0.00     | Y             | Arm 4 Ahead | Inf                |
| 3/2<br>(A1304 Bury Road)   | O         | C      | 2           | 3         | 10.9                  | Geom          | -                                 | 3.00           | 0.00     | Y             | Arm 5 Right | 7.30               |

Traffic Flow Groups

| Flow Group                        |  | Start Time | End Time | Duration | Formula |
|-----------------------------------|--|------------|----------|----------|---------|
| 1: '2024 AM Base'                 |  | 08:00      | 09:00    | 01:00    |         |
| 2: '2024 PM Base'                 |  | 17:00      | 18:00    | 01:00    |         |
| 3: '2040 AM Base'                 |  | 08:00      | 09:00    | 01:00    |         |
| 4: '2040 PM Base'                 |  | 17:00      | 18:00    | 01:00    |         |
| 5: '2040 AM + Committed'          |  | 08:00      | 09:00    | 01:00    |         |
| 6: '2040 PM + Committed'          |  | 17:00      | 18:00    | 01:00    |         |
| 7: '2040 AM + Committed + Hybrid' |  | 08:00      | 09:00    | 01:00    |         |
| 8: '2040 PM + Committed + Hybrid' |  | 17:00      | 18:00    | 01:00    |         |

Scenario 1: '2024 AM' (FG1: '2024 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

|        | Destination |     |     |     |      |
|--------|-------------|-----|-----|-----|------|
| Origin |             | A   | B   | C   | Tot. |
|        | A           | 0   | 0   | 325 | 325  |
|        | B           | 4   | 0   | 232 | 236  |
|        | C           | 219 | 232 | 0   | 451  |
|        | Tot.        | 223 | 232 | 557 | 1012 |



Full Input Data And Results

Traffic Lane Flows

| Lane                       | Scenario 1:<br>2024 AM |
|----------------------------|------------------------|
| Junction: Unnamed Junction |                        |
| 1/1                        | 325                    |
| 2/1                        | 232                    |
| 3/1                        | 219                    |
| 3/2                        | 232                    |
| 4/1                        | 219                    |
| 5/1                        | 232                    |
| 6/1                        | 557                    |

Lane Saturation Flows

| Junction: Unnamed Junction |                |          |               |               |                    |               |                   |                          |
|----------------------------|----------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                       | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A1304)             | 4.20           | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 2035              | 2035                     |
| 2/1<br>(B1506 Well Btm)    | 4.40           | 0.00     | Y             | Arm 6 Left    | 66.40              | 100.0 %       | 2010              | 2010                     |
| 3/1<br>(A1304 Bury Road)   | 3.25           | 0.00     | Y             | Arm 4 Ahead   | Inf                | 100.0 %       | 1940              | 1940                     |
| 3/2<br>(A1304 Bury Road)   | 3.00           | 0.00     | Y             | Arm 5 Right   | 7.30               | 100.0 %       | 1589              | 1589                     |

Scenario 2: '2024 PM' (FG2: '2024 PM Base', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

|  | Destination |      |     |     |      |
|--|-------------|------|-----|-----|------|
|  |             | A    | B   | C   | Tot. |
|  | Origin      | A    | 0   | 0   | 296  |
|  |             | B    | 10  | 0   | 294  |
|  |             | C    | 373 | 252 | 625  |
|  |             | Tot. | 383 | 252 | 580  |

Traffic Lane Flows

| Lane                       | Scenario 2:<br>2024 PM |
|----------------------------|------------------------|
| Junction: Unnamed Junction |                        |
| 1/1                        | 296                    |
| 2/1                        | 284                    |
| 3/1                        | 373                    |
| 3/2                        | 252                    |
| 4/1                        | 373                    |
| 5/1                        | 252                    |
| 6/1                        | 580                    |

## Full Input Data And Results

### Lane Saturation Flows

| Junction: Unnamed Junction |                |          |               |               |                    |               |                   |                          |
|----------------------------|----------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                       | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A1304)             | 4.20           | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 2035              | 2035                     |
| 2/1<br>(B1506 Well Btm)    | 4.40           | 0.00     | Y             | Arm 6 Left    | 66.40              | 100.0 %       | 2010              | 2010                     |
| 3/1<br>(A1304 Bury Road)   | 3.25           | 0.00     | Y             | Arm 4 Ahead   | Inf                | 100.0 %       | 1940              | 1940                     |
| 3/2<br>(A1304 Bury Road)   | 3.00           | 0.00     | Y             | Arm 5 Right   | 7.30               | 100.0 %       | 1589              | 1589                     |

**Scenario 3: '2040 Base AM'** (FG3: '2040 AM Base', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

Desired Flow :

|        | Destination |     |     |     |      |
|--------|-------------|-----|-----|-----|------|
| Origin |             | A   | B   | C   | Tot. |
|        | A           | 0   | 0   | 367 | 367  |
|        | B           | 5   | 0   | 260 | 265  |
|        | C           | 245 | 258 | 0   | 503  |
|        | Tot.        | 250 | 258 | 627 | 1135 |

### Traffic Lane Flows

| Lane                       | Scenario 3:<br>2040 Base AM |
|----------------------------|-----------------------------|
| Junction: Unnamed Junction |                             |
| 1/1                        | 367                         |
| 2/1                        | 260                         |
| 3/1                        | 245                         |
| 3/2                        | 258                         |
| 4/1                        | 245                         |
| 5/1                        | 258                         |
| 6/1                        | 627                         |

### Lane Saturation Flows

| Junction: Unnamed Junction |                |          |               |               |                    |               |                   |                          |
|----------------------------|----------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                       | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A1304)             | 4.20           | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 2035              | 2035                     |
| 2/1<br>(B1506 Well Btm)    | 4.40           | 0.00     | Y             | Arm 6 Left    | 66.40              | 100.0 %       | 2010              | 2010                     |
| 3/1<br>(A1304 Bury Road)   | 3.25           | 0.00     | Y             | Arm 4 Ahead   | Inf                | 100.0 %       | 1940              | 1940                     |
| 3/2<br>(A1304 Bury Road)   | 3.00           | 0.00     | Y             | Arm 5 Right   | 7.30               | 100.0 %       | 1589              | 1589                     |

## Full Input Data And Results

**Scenario 4: '2040 Base PM'** (FG4: '2040 PM Base', Plan 2: 'Network Control Plan 2')

### Traffic Flows, Desired

Desired Flow :

|        | Destination |     |     |     |      |
|--------|-------------|-----|-----|-----|------|
| Origin |             | A   | B   | C   | Tot. |
|        | A           | 0   | 0   | 329 | 329  |
|        | B           | 11  | 0   | 316 | 327  |
|        | C           | 410 | 278 | 0   | 688  |
|        | Tot.        | 421 | 278 | 645 | 1344 |

### Traffic Lane Flows

| Lane                       | Scenario 4:<br>2040 Base PM |
|----------------------------|-----------------------------|
| Junction: Unnamed Junction |                             |
| 1/1                        | 329                         |
| 2/1                        | 316                         |
| 3/1                        | 410                         |
| 3/2                        | 278                         |
| 4/1                        | 410                         |
| 5/1                        | 278                         |
| 6/1                        | 645                         |

### Lane Saturation Flows

| Junction: Unnamed Junction |                |          |               |               |                    |               |                   |                          |
|----------------------------|----------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                       | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A1304)             | 4.20           | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 2035              | 2035                     |
| 2/1<br>(B1506 Well Btm)    | 4.40           | 0.00     | Y             | Arm 6 Left    | 66.40              | 100.0 %       | 2010              | 2010                     |
| 3/1<br>(A1304 Bury Road)   | 3.25           | 0.00     | Y             | Arm 4 Ahead   | Inf                | 100.0 %       | 1940              | 1940                     |
| 3/2<br>(A1304 Bury Road)   | 3.00           | 0.00     | Y             | Arm 5 Right   | 7.30               | 100.0 %       | 1589              | 1589                     |

**Scenario 5: '2040 AM + Committed'** (FG5: '2040 AM + Committed', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

Desired Flow :

|        | Destination |     |     |     |      |
|--------|-------------|-----|-----|-----|------|
| Origin |             | A   | B   | C   | Tot. |
|        | A           | 0   | 0   | 367 | 367  |
|        | B           | 5   | 0   | 260 | 265  |
|        | C           | 245 | 258 | 0   | 503  |
|        | Tot.        | 250 | 258 | 627 | 1135 |

## Full Input Data And Results

### Traffic Lane Flows

| Lane                       | Scenario 5:<br>2040 AM +<br>Committed |
|----------------------------|---------------------------------------|
| Junction: Unnamed Junction |                                       |
| 1/1                        | 367                                   |
| 2/1                        | 260                                   |
| 3/1                        | 245                                   |
| 3/2                        | 258                                   |
| 4/1                        | 245                                   |
| 5/1                        | 258                                   |
| 6/1                        | 627                                   |

### Lane Saturation Flows

| Junction: Unnamed Junction |                |          |               |               |                    |               |                   |                          |
|----------------------------|----------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                       | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A1304)             | 4.20           | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 2035              | 2035                     |
| 2/1<br>(B1506 Well Btm)    | 4.40           | 0.00     | Y             | Arm 6 Left    | 66.40              | 100.0 %       | 2010              | 2010                     |
| 3/1<br>(A1304 Bury Road)   | 3.25           | 0.00     | Y             | Arm 4 Ahead   | Inf                | 100.0 %       | 1940              | 1940                     |
| 3/2<br>(A1304 Bury Road)   | 3.00           | 0.00     | Y             | Arm 5 Right   | 7.30               | 100.0 %       | 1589              | 1589                     |

**Scenario 6: '2040 PM + Committed'** (FG6: '2040 PM + Committed', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

Desired Flow :

|  | Destination |      |     |     |      |
|--|-------------|------|-----|-----|------|
|  |             | A    | B   | C   | Tot. |
|  | Origin      | A    | 0   | 0   | 329  |
|  |             | B    | 11  | 0   | 316  |
|  |             | C    | 410 | 278 | 0    |
|  |             | Tot. | 421 | 278 | 645  |
|  |             |      |     |     | 1344 |

## Full Input Data And Results

### Traffic Lane Flows

| Lane                       | Scenario 6:<br>2040 PM +<br>Committed |
|----------------------------|---------------------------------------|
| Junction: Unnamed Junction |                                       |
| 1/1                        | 329                                   |
| 2/1                        | 316                                   |
| 3/1                        | 410                                   |
| 3/2                        | 278                                   |
| 4/1                        | 410                                   |
| 5/1                        | 278                                   |
| 6/1                        | 645                                   |

### Lane Saturation Flows

| Junction: Unnamed Junction |                |          |               |               |                    |               |                   |                          |
|----------------------------|----------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                       | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A1304)             | 4.20           | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 2035              | 2035                     |
| 2/1<br>(B1506 Well Btm)    | 4.40           | 0.00     | Y             | Arm 6 Left    | 66.40              | 100.0 %       | 2010              | 2010                     |
| 3/1<br>(A1304 Bury Road)   | 3.25           | 0.00     | Y             | Arm 4 Ahead   | Inf                | 100.0 %       | 1940              | 1940                     |
| 3/2<br>(A1304 Bury Road)   | 3.00           | 0.00     | Y             | Arm 5 Right   | 7.30               | 100.0 %       | 1589              | 1589                     |

**Scenario 7: '2040 AM + Committed + Hybrid'** (FG7: '2040 AM + Committed + Hybrid', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

Desired Flow :

|  | Destination |      |     |     |      |
|--|-------------|------|-----|-----|------|
|  |             | A    | B   | C   | Tot. |
|  | Origin      | A    | 0   | 0   | 367  |
|  |             | B    | 5   | 0   | 310  |
|  |             | C    | 245 | 291 | 0    |
|  |             | Tot. | 250 | 291 | 677  |
|  |             |      |     |     | 1218 |

## Full Input Data And Results

### Traffic Lane Flows

| Lane                       | Scenario 7:<br>2040 AM +<br>Committed +<br>Hybrid |
|----------------------------|---------------------------------------------------|
| Junction: Unnamed Junction |                                                   |
| 1/1                        | 367                                               |
| 2/1                        | 310                                               |
| 3/1                        | 245                                               |
| 3/2                        | 291                                               |
| 4/1                        | 245                                               |
| 5/1                        | 291                                               |
| 6/1                        | 677                                               |

### Lane Saturation Flows

| Junction: Unnamed Junction |                |          |               |               |                    |               |                   |                          |
|----------------------------|----------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                       | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A1304)             | 4.20           | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 2035              | 2035                     |
| 2/1<br>(B1506 Well Btm)    | 4.40           | 0.00     | Y             | Arm 6 Left    | 66.40              | 100.0 %       | 2010              | 2010                     |
| 3/1<br>(A1304 Bury Road)   | 3.25           | 0.00     | Y             | Arm 4 Ahead   | Inf                | 100.0 %       | 1940              | 1940                     |
| 3/2<br>(A1304 Bury Road)   | 3.00           | 0.00     | Y             | Arm 5 Right   | 7.30               | 100.0 %       | 1589              | 1589                     |

**Scenario 8: '2040 PM + Committed + Hybrid'** (FG8: '2040 PM + Committed + Hybrid', Plan 1: 'Network Control Plan 1')

### Traffic Flows, Desired

Desired Flow :

|        | Destination |     |     |     |      |
|--------|-------------|-----|-----|-----|------|
| Origin |             | A   | B   | C   | Tot. |
|        | A           | 0   | 0   | 329 | 329  |
|        | B           | 11  | 0   | 343 | 354  |
|        | C           | 410 | 336 | 0   | 746  |
|        | Tot.        | 421 | 336 | 672 | 1429 |

Full Input Data And Results

Traffic Lane Flows

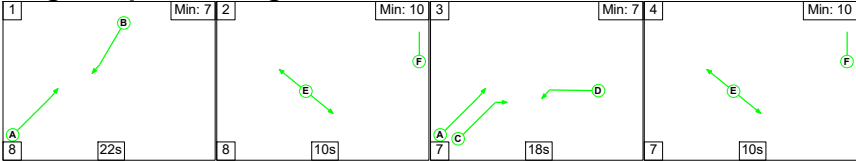
| Lane                       | Scenario 8:<br>2040 PM +<br>Committed +<br>Hybrid |
|----------------------------|---------------------------------------------------|
| Junction: Unnamed Junction |                                                   |
| 1/1                        | 329                                               |
| 2/1                        | 343                                               |
| 3/1                        | 410                                               |
| 3/2                        | 336                                               |
| 4/1                        | 410                                               |
| 5/1                        | 336                                               |
| 6/1                        | 672                                               |

Lane Saturation Flows

| Junction: Unnamed Junction |                |          |               |               |                    |               |                   |                          |
|----------------------------|----------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane                       | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| 1/1<br>(A1304)             | 4.20           | 0.00     | Y             | Arm 6 Ahead   | Inf                | 100.0 %       | 2035              | 2035                     |
| 2/1<br>(B1506 Well Btm)    | 4.40           | 0.00     | Y             | Arm 6 Left    | 66.40              | 100.0 %       | 2010              | 2010                     |
| 3/1<br>(A1304 Bury Road)   | 3.25           | 0.00     | Y             | Arm 4 Ahead   | Inf                | 100.0 %       | 1940              | 1940                     |
| 3/2<br>(A1304 Bury Road)   | 3.00           | 0.00     | Y             | Arm 5 Right   | 7.30               | 100.0 %       | 1589              | 1589                     |

Scenario 1: '2024 AM' (FG1: '2024 AM Base', Plan 1: 'Network Control Plan 1')

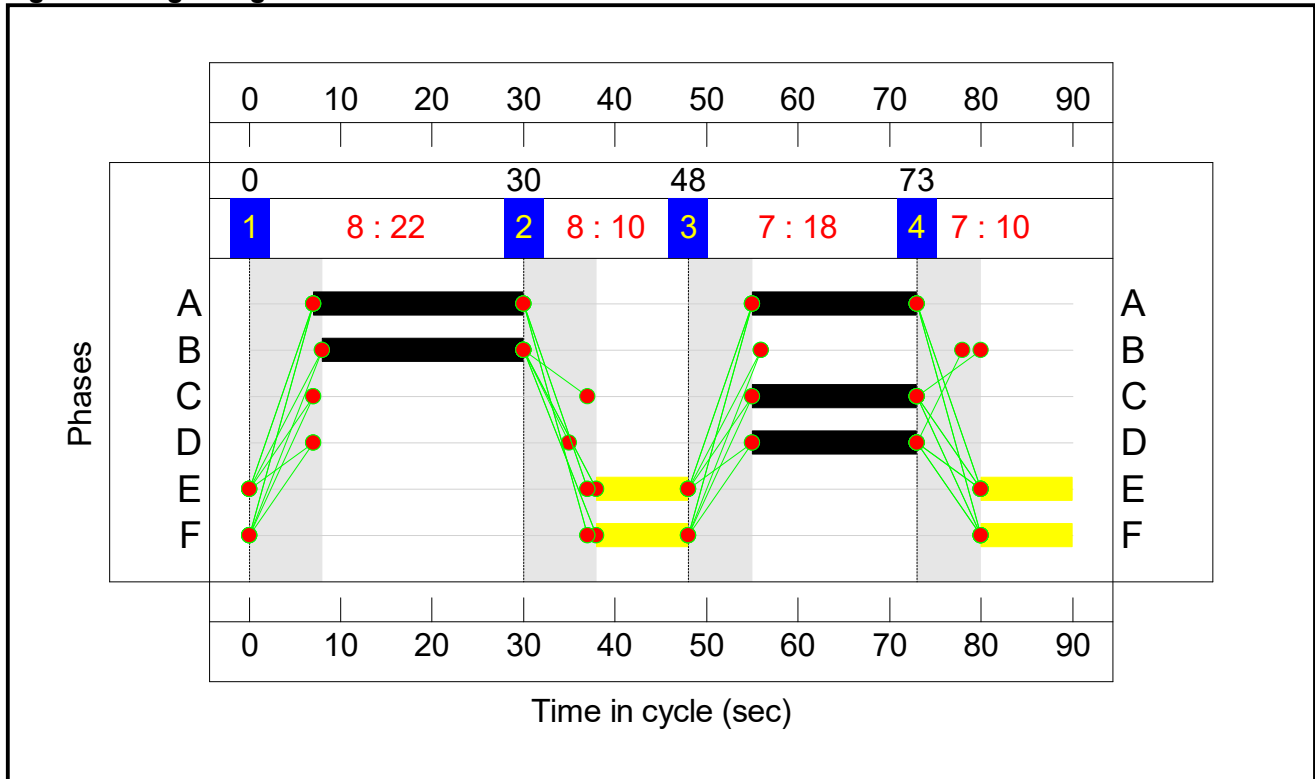
Stage Sequence Diagram



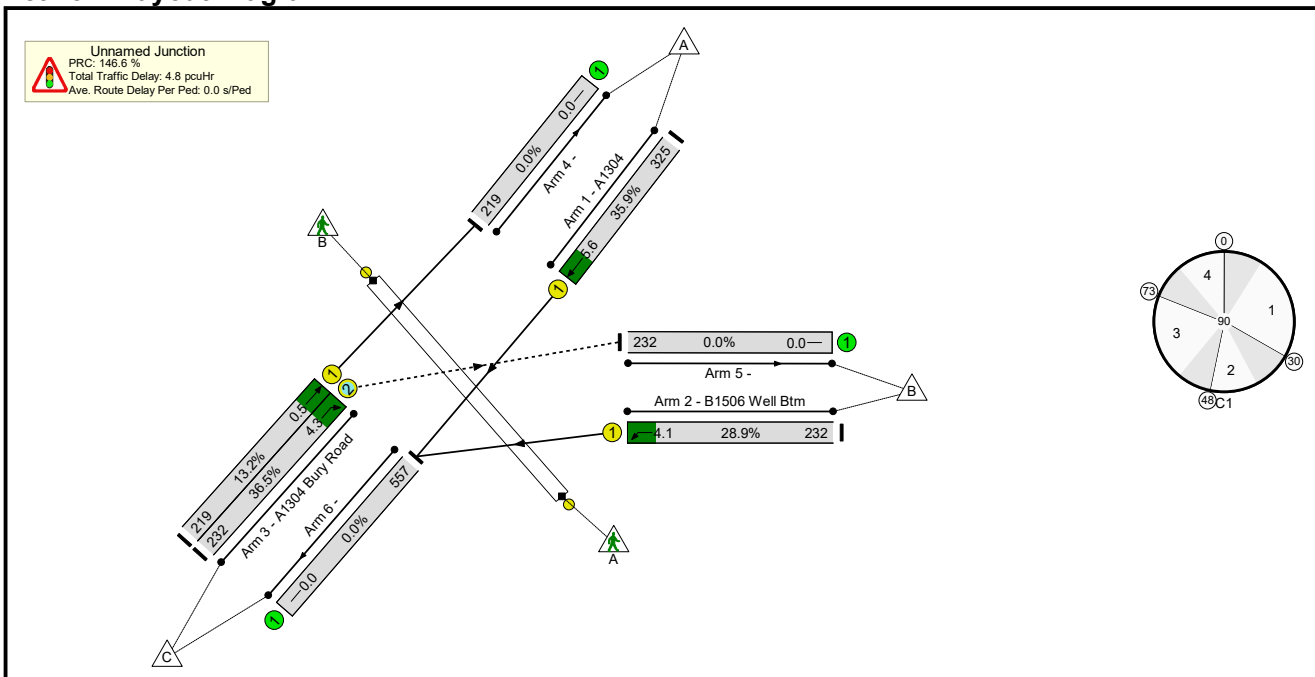
Stage Timings

| Stage        | 1  | 2  | 3  | 4  |
|--------------|----|----|----|----|
| Duration     | 22 | 10 | 18 | 10 |
| Change Point | 0  | 30 | 48 | 73 |

## Signal Timings Diagram



## Network Layout Diagram

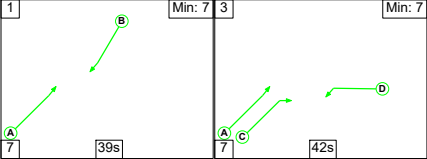




## Network Results

| Item                                                                                                                                                                                                                                                                               | Lane Description      | Lane Type     | Controller Stream     | Position In Filtered Route   | Full Phase                  | Arrow Phase           | Num Greens                   | Total Green (s)                    | Arrow Green (s)     | Demand Flow (pcu)         | Sat Flow (pcu/Hr)                | Capacity (pcu)             | Deg Sat (%)          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network                                                                                                                                                                                                                                                                            | -                     | -             | N/A                   | -                            | -                           |                       | -                            | -                                  | -                   | -                         | -                                | -                          | 36.5%                |
| Unnamed Junction                                                                                                                                                                                                                                                                   | -                     | -             | N/A                   | -                            | -                           |                       | -                            | -                                  | -                   | -                         | -                                | -                          | 36.5%                |
| 1/1                                                                                                                                                                                                                                                                                | A1304 Ahead           | U             | N/A                   | N/A                          | B                           |                       | 1                            | 22                                 | -                   | 325                       | 2035                             | 904                        | 35.9%                |
| 2/1                                                                                                                                                                                                                                                                                | B1506 Well Btm Left   | U             | N/A                   | N/A                          | D                           |                       | 1                            | 18                                 | -                   | 232                       | 2010                             | 804                        | 28.9%                |
| 3/1                                                                                                                                                                                                                                                                                | A1304 Bury Road Ahead | U             | N/A                   | N/A                          | A                           |                       | 2                            | 41                                 | -                   | 219                       | 1940                             | 1660                       | 13.2%                |
| 3/2                                                                                                                                                                                                                                                                                | A1304 Bury Road Right | O             | N/A                   | N/A                          | C                           |                       | 1                            | 18                                 | -                   | 232                       | 1589                             | 636                        | 36.5%                |
| Ped Link: P1                                                                                                                                                                                                                                                                       | Horse Crossing        | -             | N/A                   | -                            | E                           |                       | 2                            | 20                                 | -                   | 0                         | -                                | 16000                      | 0.0%                 |
| Item                                                                                                                                                                                                                                                                               | Arriving (pcu)        | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
| Network                                                                                                                                                                                                                                                                            | -                     | -             | 0                     | 232                          | 0                           | 3.9                   | 0.8                          | 0.0                                | 4.8                 | -                         | -                                | -                          | -                    |
| Unnamed Junction                                                                                                                                                                                                                                                                   | -                     | -             | 0                     | 232                          | 0                           | 3.9                   | 0.8                          | 0.0                                | 4.8                 | -                         | -                                | -                          | -                    |
| 1/1                                                                                                                                                                                                                                                                                | 325                   | 325           | -                     | -                            | -                           | 1.5                   | 0.3                          | -                                  | 1.8                 | 19.6                      | 5.3                              | 0.3                        | 5.6                  |
| 2/1                                                                                                                                                                                                                                                                                | 232                   | 232           | -                     | -                            | -                           | 1.2                   | 0.2                          | -                                  | 1.4                 | 21.5                      | 3.9                              | 0.2                        | 4.1                  |
| 3/1                                                                                                                                                                                                                                                                                | 219                   | 219           | -                     | -                            | -                           | 0.0                   | 0.1                          | -                                  | 0.1                 | 1.8                       | 0.4                              | 0.1                        | 0.5                  |
| 3/2                                                                                                                                                                                                                                                                                | 232                   | 232           | 0                     | 232                          | 0                           | 1.2                   | 0.3                          | -                                  | 1.5                 | 23.4                      | 4.1                              | 0.3                        | 4.3                  |
| Ped Link: P1                                                                                                                                                                                                                                                                       | 0                     | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | 0.0                 | 0.0                       | -                                | -                          | 0.0                  |
| C1                      PRC for Signalled Lanes (%):    146.6                      Total Delay for Signalled Lanes (pcuHr):    4.77                      Cycle Time (s):    90<br>PRC Over All Lanes (%):    146.6                      Total Delay Over All Lanes(pcuHr):    4.77 |                       |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

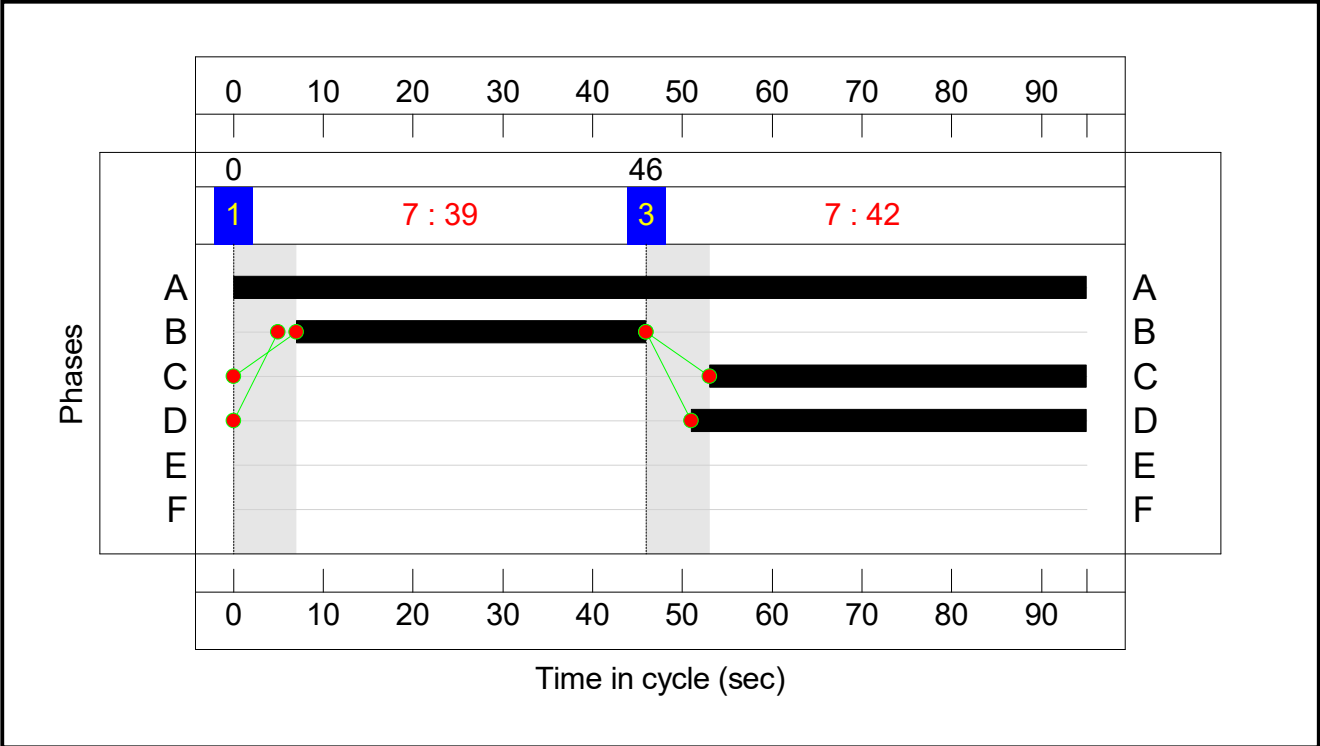
Stage Sequence Diagram



Stage Timings

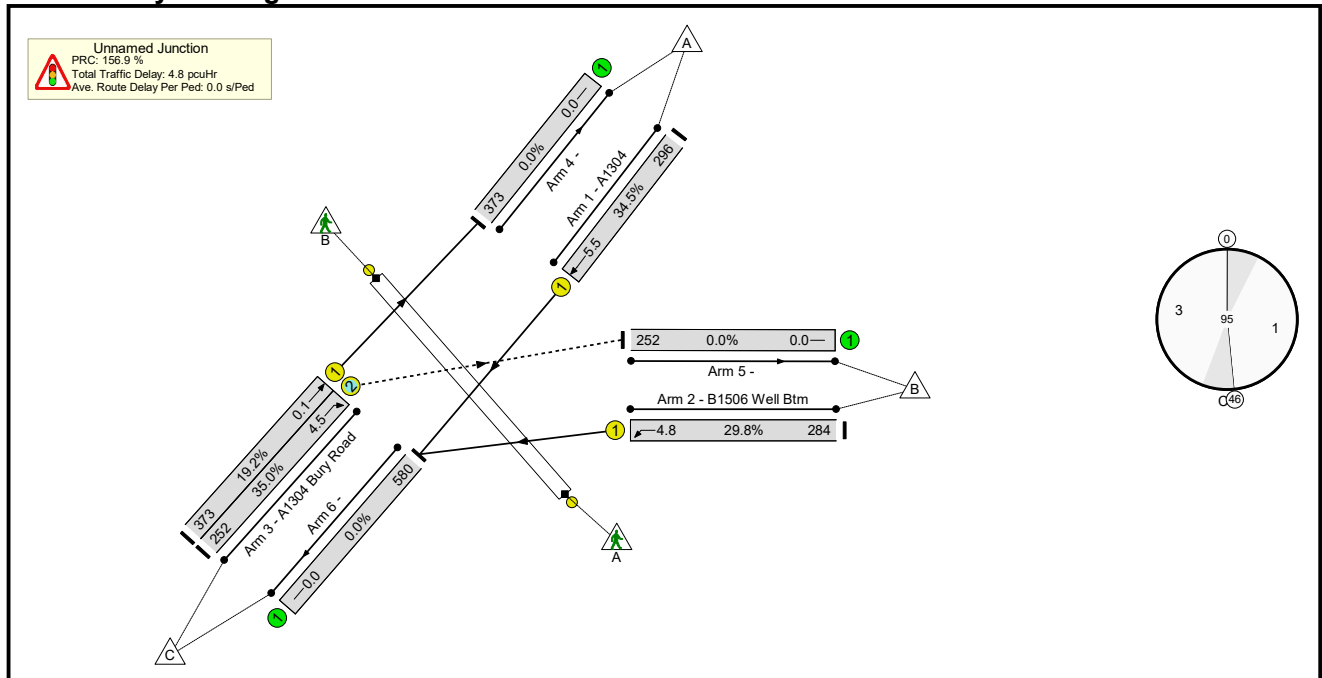
| Stage        | 1  | 3  |
|--------------|----|----|
| Duration     | 39 | 42 |
| Change Point | 0  | 46 |

Signal Timings Diagram



## Full Input Data And Results

### Network Layout Diagram

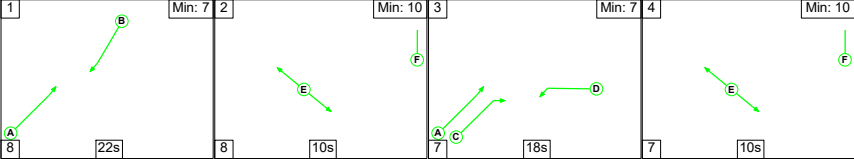


## Network Results

| Network Results                                                                                                                                                                                                                                                                    |                       |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Item                                                                                                                                                                                                                                                                               | Lane Description      | Lane Type     | Controller Stream     | Position In Filtered Route   | Full Phase                  | Arrow Phase           | Num Greens                   | Total Green (s)                    | Arrow Green (s)     | Demand Flow (pcu)         | Sat Flow (pcu/Hr)                | Capacity (pcu)             | Deg Sat (%)          |
| Network                                                                                                                                                                                                                                                                            | -                     | -             | N/A                   | -                            | -                           |                       | -                            | -                                  | -                   | -                         | -                                | -                          | 35.0%                |
| Unnamed Junction                                                                                                                                                                                                                                                                   | -                     | -             | N/A                   | -                            | -                           |                       | -                            | -                                  | -                   | -                         | -                                | -                          | 35.0%                |
| 1/1                                                                                                                                                                                                                                                                                | A1304 Ahead           | U             | N/A                   | N/A                          | B                           |                       | 1                            | 39                                 | -                   | 296                       | 2035                             | 857                        | 34.5%                |
| 2/1                                                                                                                                                                                                                                                                                | B1506 Well Btm Left   | U             | N/A                   | N/A                          | D                           |                       | 1                            | 44                                 | -                   | 284                       | 2010                             | 952                        | 29.8%                |
| 3/1                                                                                                                                                                                                                                                                                | A1304 Bury Road Ahead | U             | N/A                   | N/A                          | A                           |                       | 1                            | 95                                 | -                   | 373                       | 1940                             | 1940                       | 19.2%                |
| 3/2                                                                                                                                                                                                                                                                                | A1304 Bury Road Right | O             | N/A                   | N/A                          | C                           |                       | 1                            | 42                                 | -                   | 252                       | 1589                             | 719                        | 35.0%                |
| Ped Link: P1                                                                                                                                                                                                                                                                       | Horse Crossing        | -             | N/A                   | -                            | E                           |                       | 0                            | 0                                  | -                   | 0                         | -                                | 0                          | 0.0%                 |
| Item                                                                                                                                                                                                                                                                               | Arriving (pcu)        | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
| Network                                                                                                                                                                                                                                                                            | -                     | -             | 0                     | 252                          | 0                           | 3.9                   | 0.9                          | 0.0                                | 4.8                 | -                         | -                                | -                          | -                    |
| Unnamed Junction                                                                                                                                                                                                                                                                   | -                     | -             | 0                     | 252                          | 0                           | 3.9                   | 0.9                          | 0.0                                | 4.8                 | -                         | -                                | -                          | -                    |
| 1/1                                                                                                                                                                                                                                                                                | 296                   | 296           | -                     | -                            | -                           | 1.5                   | 0.3                          | -                                  | 1.8                 | 21.8                      | 5.3                              | 0.3                        | 5.5                  |
| 2/1                                                                                                                                                                                                                                                                                | 284                   | 284           | -                     | -                            | -                           | 1.2                   | 0.2                          | -                                  | 1.4                 | 18.0                      | 4.6                              | 0.2                        | 4.8                  |
| 3/1                                                                                                                                                                                                                                                                                | 373                   | 373           | -                     | -                            | -                           | 0.0                   | 0.1                          | -                                  | 0.1                 | 1.1                       | 0.0                              | 0.1                        | 0.1                  |
| 3/2                                                                                                                                                                                                                                                                                | 252                   | 252           | 0                     | 252                          | 0                           | 1.2                   | 0.3                          | -                                  | 1.5                 | 20.8                      | 4.3                              | 0.3                        | 4.5                  |
| Ped Link: P1                                                                                                                                                                                                                                                                       | 0                     | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | Inf                 | Inf                       | -                                | -                          | Inf                  |
| C1                      PRC for Signalled Lanes (%):    156.9                      Total Delay for Signalled Lanes (pcuHr):    4.79                      Cycle Time (s):    95<br>PRC Over All Lanes (%):    156.9                      Total Delay Over All Lanes(pcuHr):    4.79 |                       |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

Full Input Data And Results  
**Scenario 3: '2040 Base AM'** (FG3: '2040 AM Base', Plan 1: 'Network Control Plan 1')

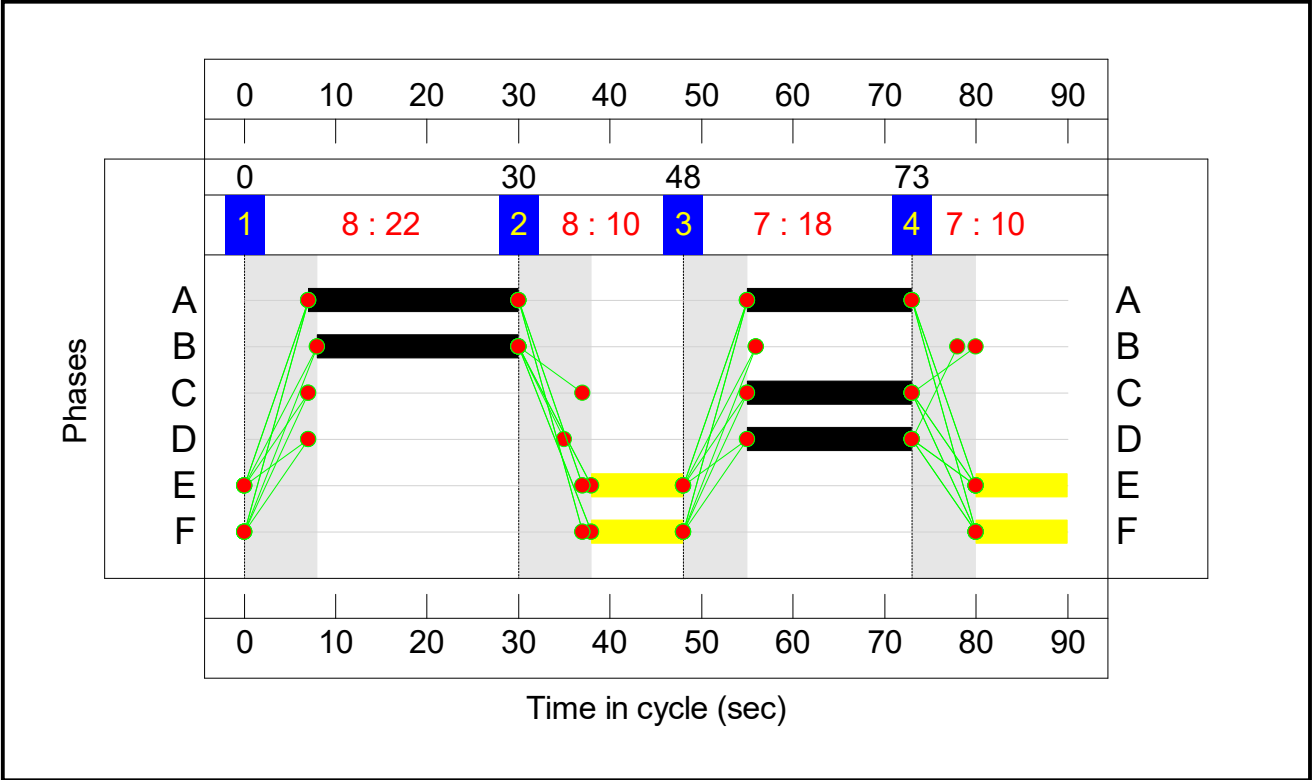
**Stage Sequence Diagram**



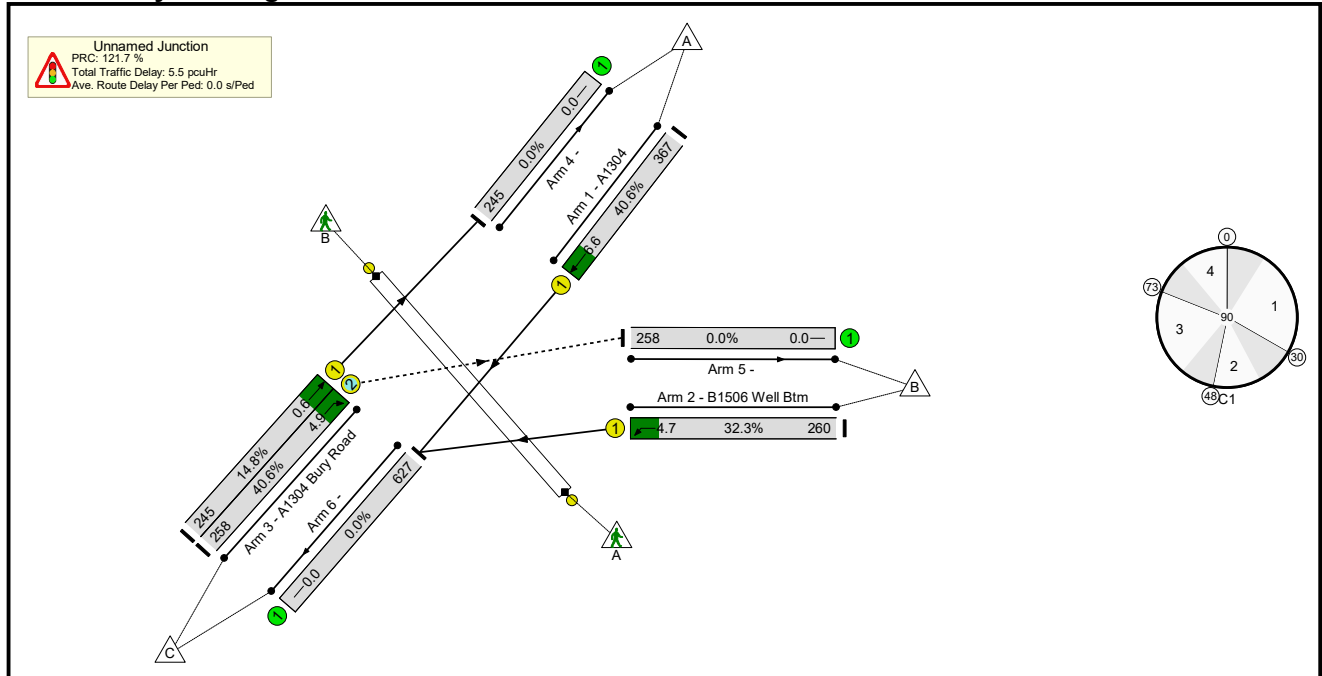
**Stage Timings**

| Stage        | 1  | 2  | 3  | 4  |
|--------------|----|----|----|----|
| Duration     | 22 | 10 | 18 | 10 |
| Change Point | 0  | 30 | 48 | 73 |

**Signal Timings Diagram**



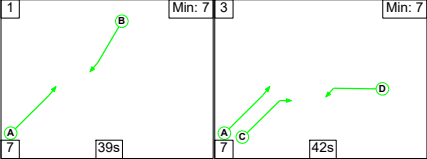
## Network Layout Diagram



## Network Results

| Item                                                                                                                                                                                                                                                                               | Lane Description      | Lane Type     | Controller Stream     | Position In Filtered Route   | Full Phase                  | Arrow Phase           | Num Greens                   | Total Green (s)                    | Arrow Green (s)     | Demand Flow (pcu)         | Sat Flow (pcu/Hr)                | Capacity (pcu)             | Deg Sat (%)          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network                                                                                                                                                                                                                                                                            | -                     | -             | N/A                   | -                            | -                           |                       | -                            | -                                  | -                   | -                         | -                                | -                          | 40.6%                |
| Unnamed Junction                                                                                                                                                                                                                                                                   | -                     | -             | N/A                   | -                            | -                           |                       | -                            | -                                  | -                   | -                         | -                                | -                          | 40.6%                |
| 1/1                                                                                                                                                                                                                                                                                | A1304 Ahead           | U             | N/A                   | N/A                          | B                           |                       | 1                            | 22                                 | -                   | 367                       | 2035                             | 904                        | 40.6%                |
| 2/1                                                                                                                                                                                                                                                                                | B1506 Well Btm Left   | U             | N/A                   | N/A                          | D                           |                       | 1                            | 18                                 | -                   | 260                       | 2010                             | 804                        | 32.3%                |
| 3/1                                                                                                                                                                                                                                                                                | A1304 Bury Road Ahead | U             | N/A                   | N/A                          | A                           |                       | 2                            | 41                                 | -                   | 245                       | 1940                             | 1660                       | 14.8%                |
| 3/2                                                                                                                                                                                                                                                                                | A1304 Bury Road Right | O             | N/A                   | N/A                          | C                           |                       | 1                            | 18                                 | -                   | 258                       | 1589                             | 636                        | 40.6%                |
| Ped Link: P1                                                                                                                                                                                                                                                                       | Horse Crossing        | -             | N/A                   | -                            | E                           |                       | 2                            | 20                                 | -                   | 0                         | -                                | 16000                      | 0.0%                 |
| Item                                                                                                                                                                                                                                                                               | Arriving (pcu)        | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
| Network                                                                                                                                                                                                                                                                            | -                     | -             | 0                     | 258                          | 0                           | 4.5                   | 1.0                          | 0.0                                | 5.5                 | -                         | -                                | -                          | -                    |
| Unnamed Junction                                                                                                                                                                                                                                                                   | -                     | -             | 0                     | 258                          | 0                           | 4.5                   | 1.0                          | 0.0                                | 5.5                 | -                         | -                                | -                          | -                    |
| 1/1                                                                                                                                                                                                                                                                                | 367                   | 367           | -                     | -                            | -                           | 1.7                   | 0.3                          | -                                  | 2.1                 | 20.3                      | 6.2                              | 0.3                        | 6.6                  |
| 2/1                                                                                                                                                                                                                                                                                | 260                   | 260           | -                     | -                            | -                           | 1.3                   | 0.2                          | -                                  | 1.6                 | 21.9                      | 4.5                              | 0.2                        | 4.7                  |
| 3/1                                                                                                                                                                                                                                                                                | 245                   | 245           | -                     | -                            | -                           | 0.0                   | 0.1                          | -                                  | 0.1                 | 1.8                       | 0.5                              | 0.1                        | 0.6                  |
| 3/2                                                                                                                                                                                                                                                                                | 258                   | 258           | 0                     | 258                          | 0                           | 1.4                   | 0.3                          | -                                  | 1.7                 | 24.1                      | 4.6                              | 0.3                        | 4.9                  |
| Ped Link: P1                                                                                                                                                                                                                                                                       | 0                     | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | 0.0                 | 0.0                       | -                                | -                          | 0.0                  |
| C1                      PRC for Signalled Lanes (%):    121.7                      Total Delay for Signalled Lanes (pcuHr):    5.50                      Cycle Time (s):    90<br>PRC Over All Lanes (%):    121.7                      Total Delay Over All Lanes(pcuHr):    5.50 |                       |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

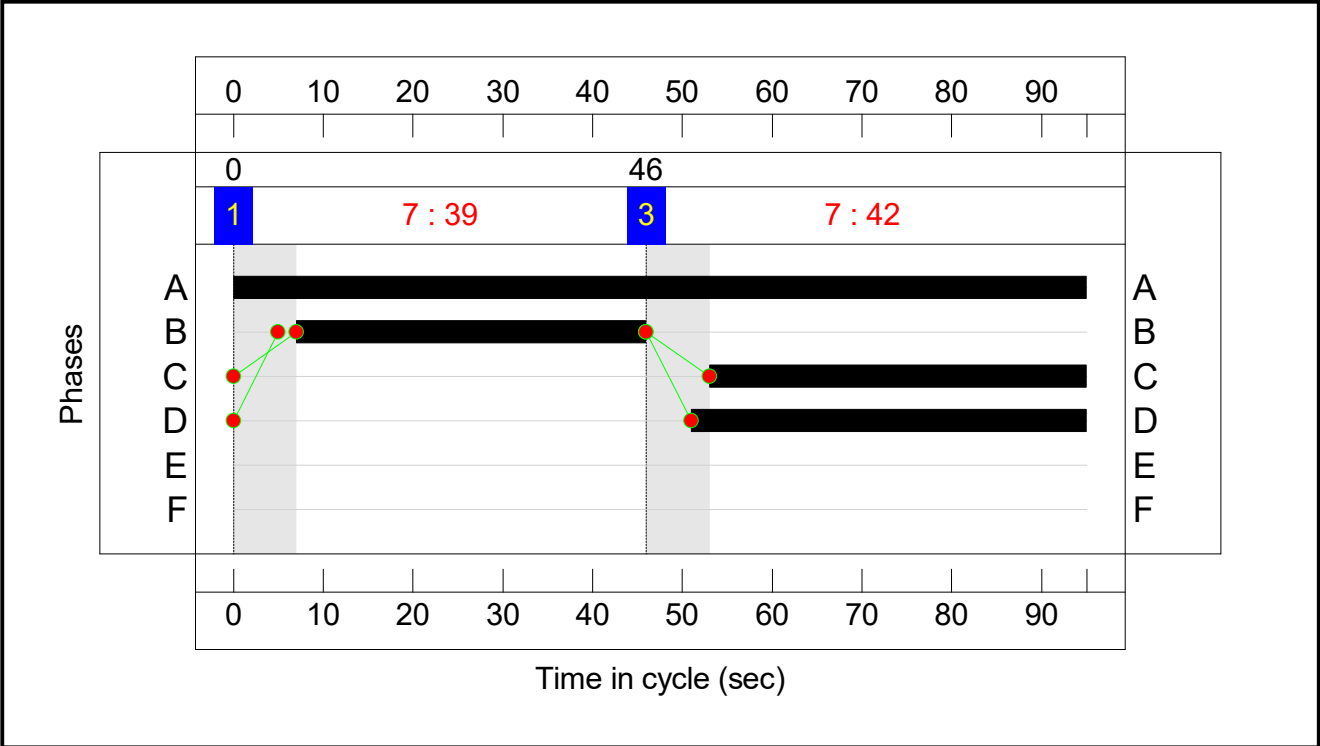
**Stage Sequence Diagram**



**Stage Timings**

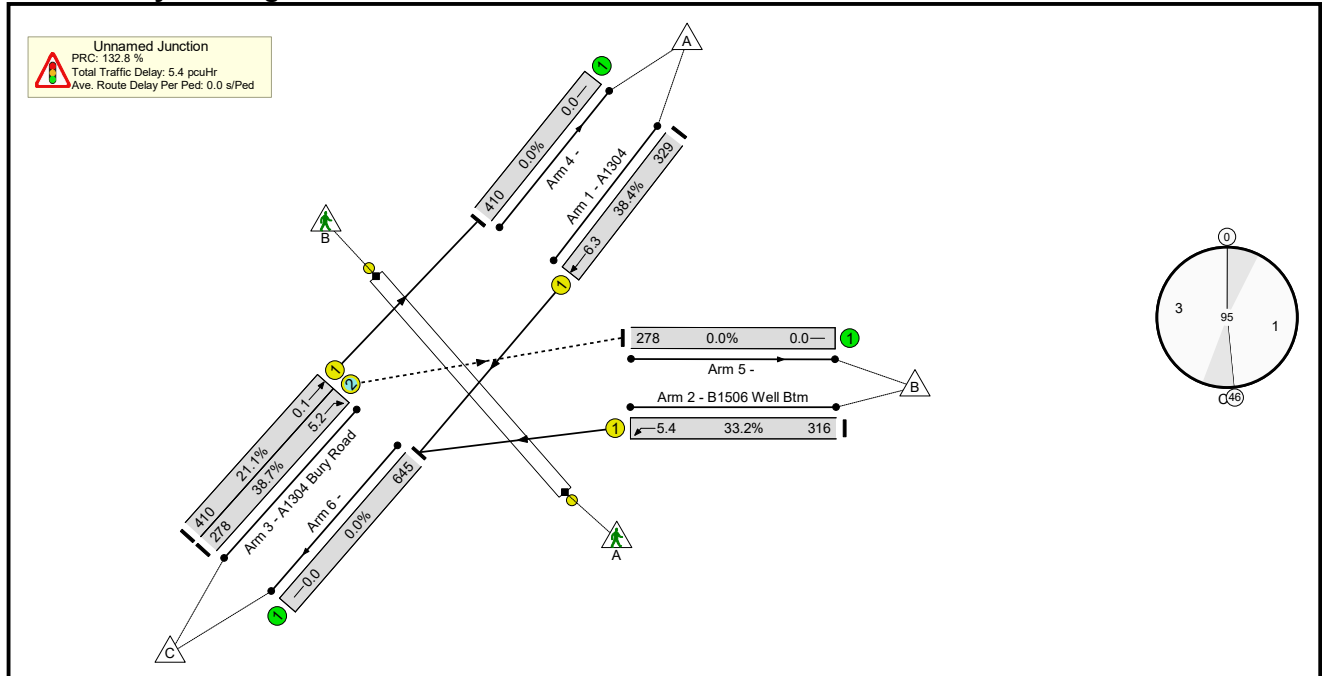
| Stage        | 1  | 3  |
|--------------|----|----|
| Duration     | 39 | 42 |
| Change Point | 0  | 46 |

**Signal Timings Diagram**





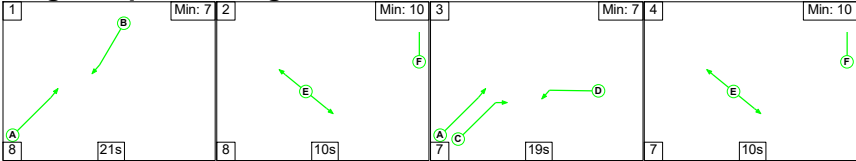
## Network Layout Diagram



## Network Results

[illegible]

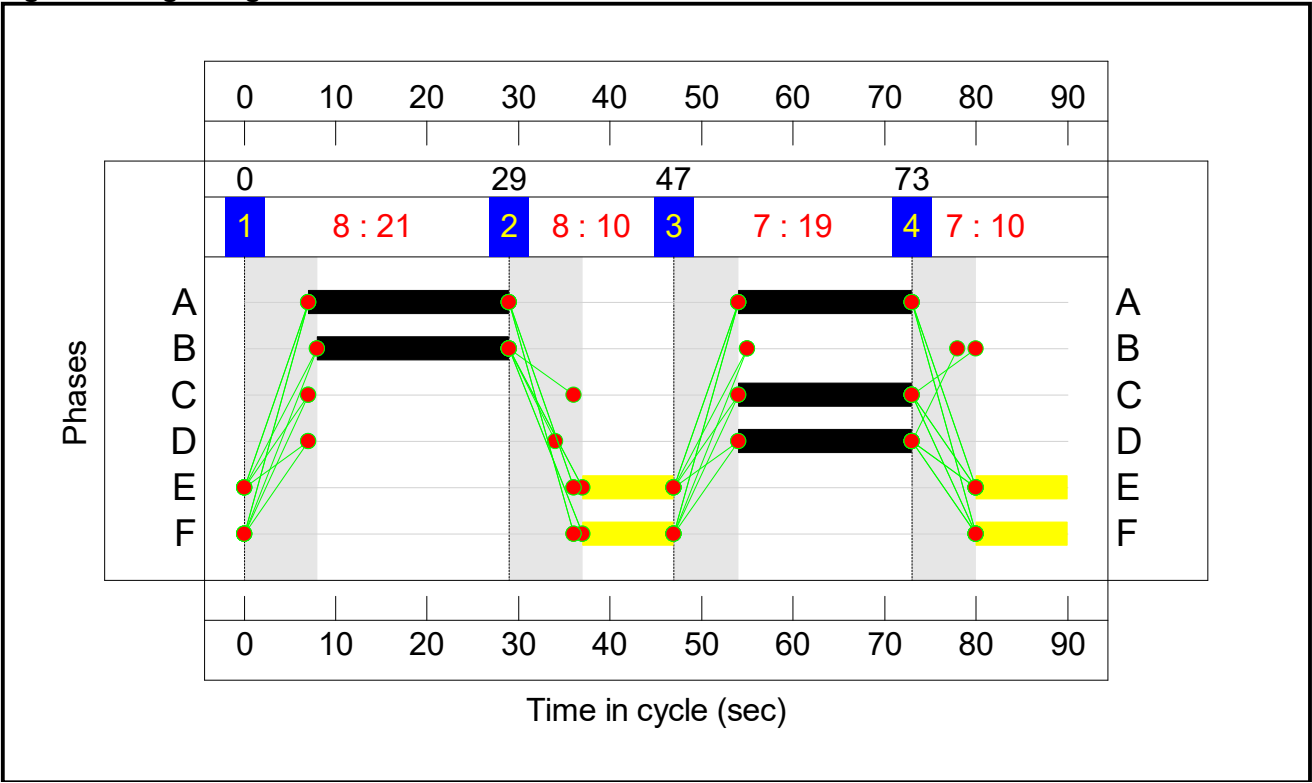
Stage Sequence Diagram



Stage Timings

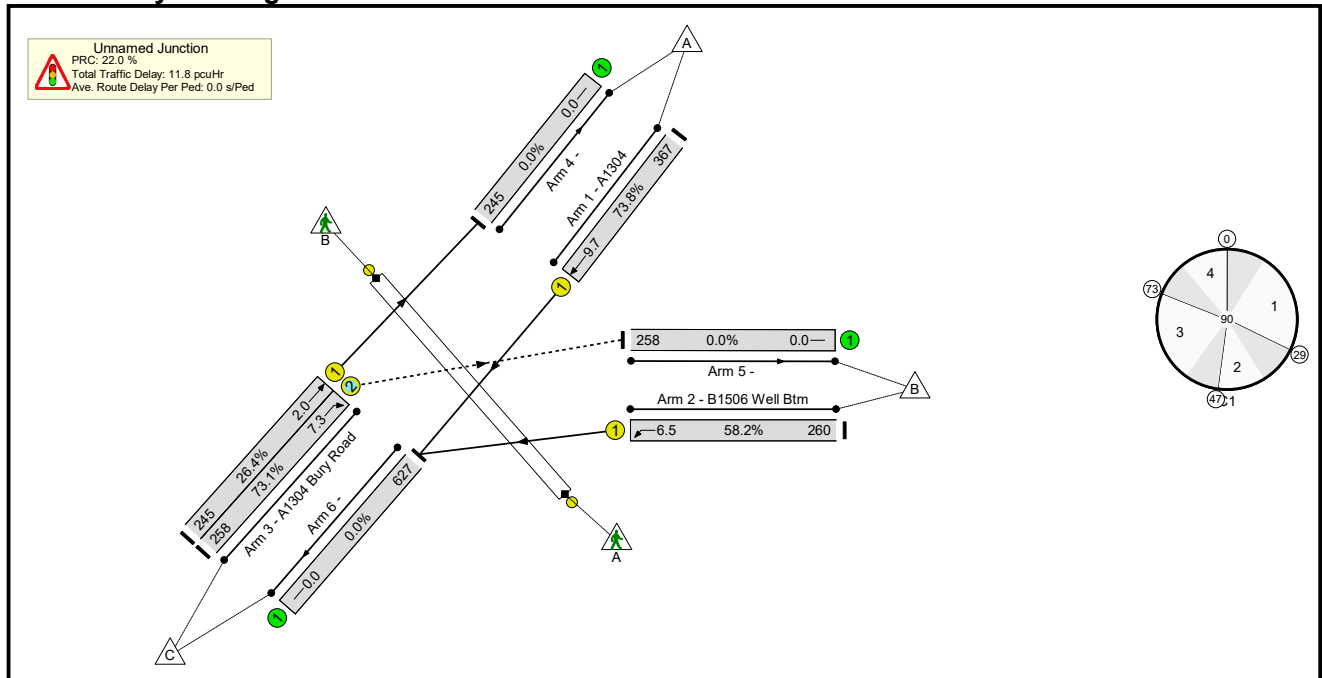
| Stage        | 1  | 2  | 3  | 4  |
|--------------|----|----|----|----|
| Duration     | 21 | 10 | 19 | 10 |
| Change Point | 0  | 29 | 47 | 73 |

Signal Timings Diagram



## Full Input Data And Results

### Network Layout Diagram



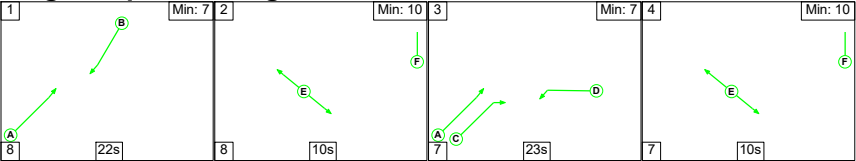
## Network Results

| Item                                                                                                                                                                                                                                                               | Lane Description      | Lane Type     | Controller Stream     | Position In Filtered Route   | Full Phase                  | Arrow Phase           | Num Greens                   | Total Green (s)                    | Arrow Green (s)     | Demand Flow (pcu)         | Sat Flow (pcu/Hr)                | Capacity (pcu)             | Deg Sat (%)          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network                                                                                                                                                                                                                                                            | -                     | -             | N/A                   | -                            | -                           |                       | -                            | -                                  | -                   | -                         | -                                | -                          | 73.8%                |
| Unnamed Junction                                                                                                                                                                                                                                                   | -                     | -             | N/A                   | -                            | -                           |                       | -                            | -                                  | -                   | -                         | -                                | -                          | 73.8%                |
| 1/1                                                                                                                                                                                                                                                                | A1304 Ahead           | U             | N/A                   | N/A                          | B                           |                       | 1                            | 21                                 | -                   | 367                       | 2035                             | 497                        | 73.8%                |
| 2/1                                                                                                                                                                                                                                                                | B1506 Well Btm Left   | U             | N/A                   | N/A                          | D                           |                       | 1                            | 19                                 | -                   | 260                       | 2010                             | 447                        | 58.2%                |
| 3/1                                                                                                                                                                                                                                                                | A1304 Bury Road Ahead | U             | N/A                   | N/A                          | A                           |                       | 2                            | 41                                 | -                   | 245                       | 1940                             | 927                        | 26.4%                |
| 3/2                                                                                                                                                                                                                                                                | A1304 Bury Road Right | O             | N/A                   | N/A                          | C                           |                       | 1                            | 19                                 | -                   | 258                       | 1589                             | 353                        | 73.1%                |
| Ped Link: P1                                                                                                                                                                                                                                                       | Horse Crossing        | -             | N/A                   | -                            | E                           |                       | 2                            | 20                                 | -                   | 0                         | -                                | 16000                      | 0.0%                 |
| Item                                                                                                                                                                                                                                                               | Arriving (pcu)        | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
| Network                                                                                                                                                                                                                                                            | -                     | -             | 0                     | 258                          | 0                           | 8.3                   | 3.6                          | 0.0                                | 11.8                | -                         | -                                | -                          | -                    |
| Unnamed Junction                                                                                                                                                                                                                                                   | -                     | -             | 0                     | 258                          | 0                           | 8.3                   | 3.6                          | 0.0                                | 11.8                | -                         | -                                | -                          | -                    |
| 1/1                                                                                                                                                                                                                                                                | 367                   | 367           | -                     | -                            | -                           | 3.2                   | 1.4                          | -                                  | 4.6                 | 44.9                      | 8.4                              | 1.4                        | 9.7                  |
| 2/1                                                                                                                                                                                                                                                                | 260                   | 260           | -                     | -                            | -                           | 2.3                   | 0.7                          | -                                  | 3.0                 | 40.8                      | 5.8                              | 0.7                        | 6.5                  |
| 3/1                                                                                                                                                                                                                                                                | 245                   | 245           | -                     | -                            | -                           | 0.5                   | 0.2                          | -                                  | 0.7                 | 9.7                       | 1.8                              | 0.2                        | 2.0                  |
| 3/2                                                                                                                                                                                                                                                                | 258                   | 258           | 0                     | 258                          | 0                           | 2.3                   | 1.3                          | -                                  | 3.6                 | 50.9                      | 5.9                              | 1.3                        | 7.3                  |
| Ped Link: P1                                                                                                                                                                                                                                                       | 0                     | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | 0.0                 | 0.0                       | -                                | -                          | 0.0                  |
| C1                  PRC for Signalled Lanes (%):    22.0                  Total Delay for Signalled Lanes (pcuHr):    11.83                  Cycle Time (s):    90<br>PRC Over All Lanes (%):    22.0                  Total Delay Over All Lanes(pcuHr):    11.83 |                       |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

Full Input Data And Results

Scenario 6: '2040 PM + Committed' (FG6: '2040 PM + Committed', Plan 1: 'Network Control Plan 1')

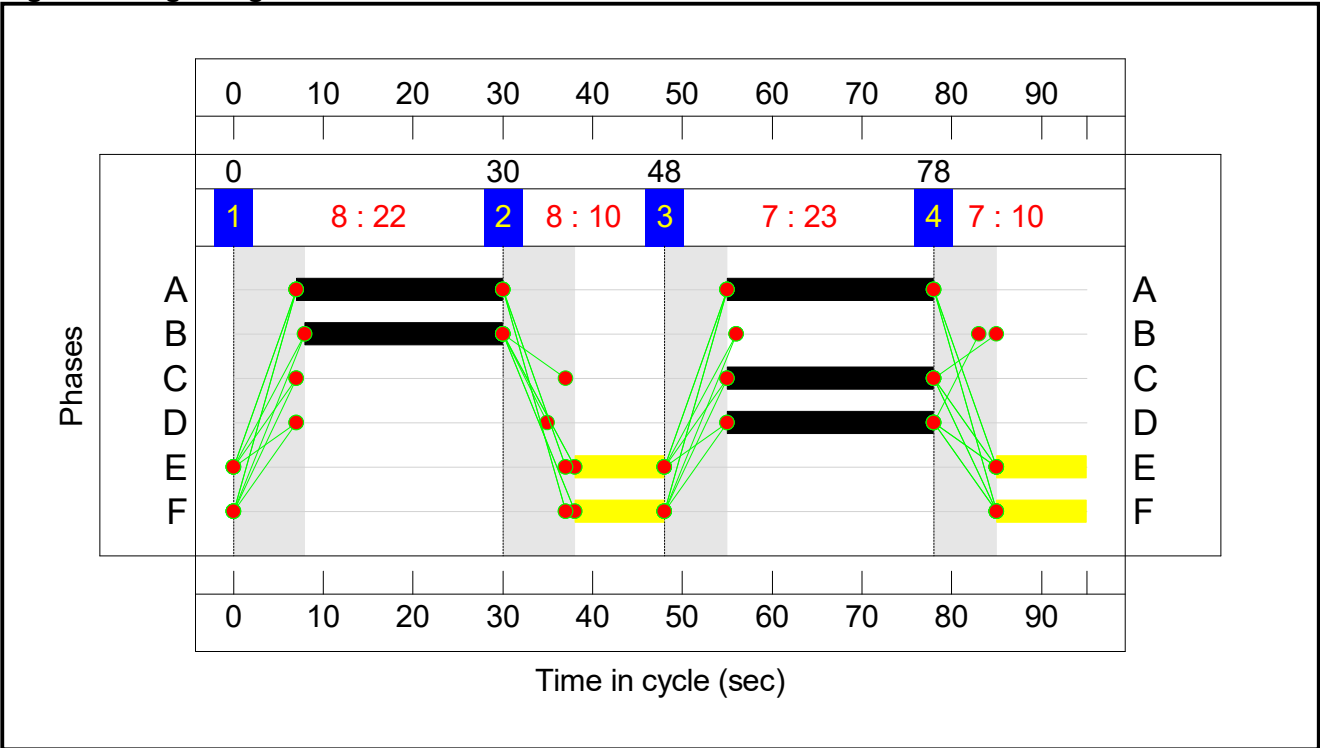
Stage Sequence Diagram



Stage Timings

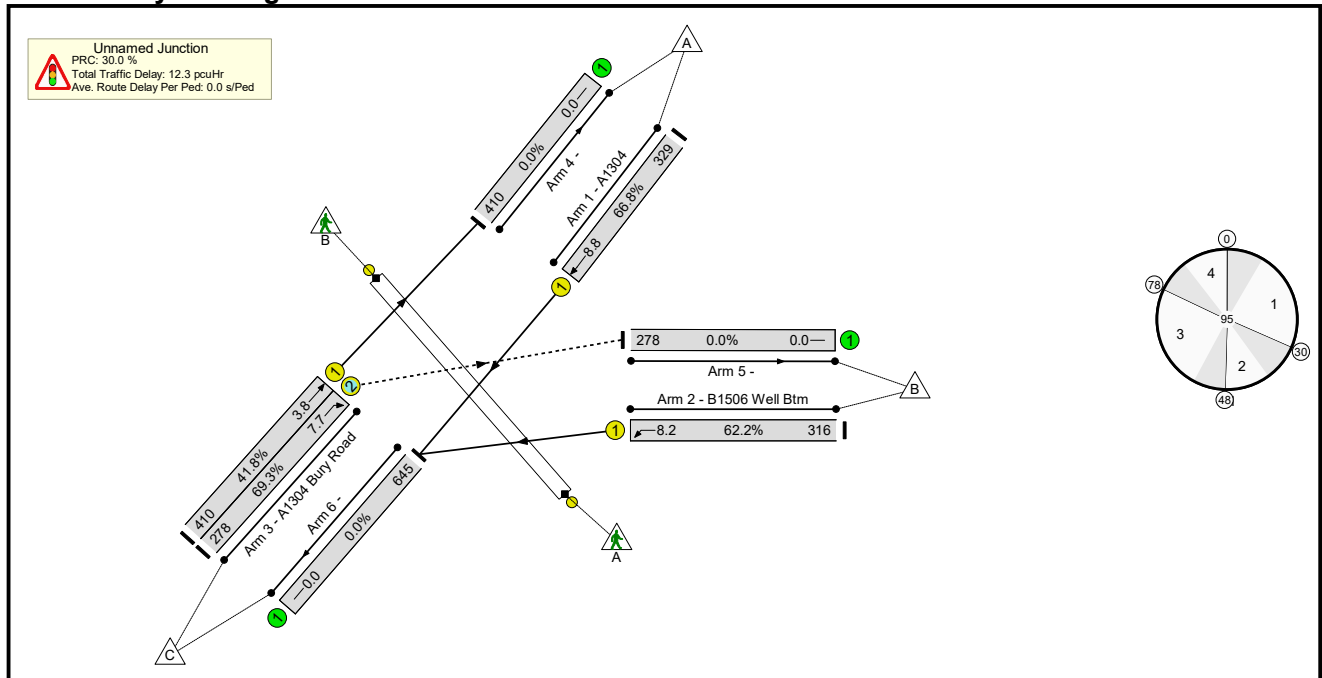
| Stage        | 1  | 2  | 3  | 4  |
|--------------|----|----|----|----|
| Duration     | 22 | 10 | 23 | 10 |
| Change Point | 0  | 30 | 48 | 78 |

Signal Timings Diagram



## Full Input Data And Results

### Network Layout Diagram



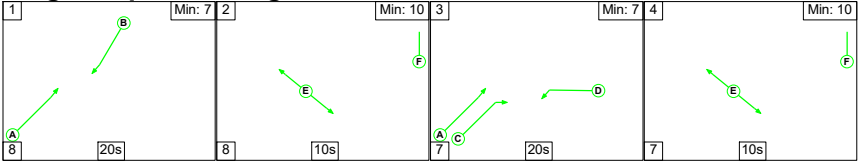
## Network Results

| Network Results                                                                                                                                                                                                               |                       |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Item                                                                                                                                                                                                                          | Lane Description      | Lane Type     | Controller Stream     | Position In Filtered Route   | Full Phase                  | Arrow Phase           | Num Greens                   | Total Green (s)                    | Arrow Green (s)     | Demand Flow (pcu)         | Sat Flow (pcu/Hr)                | Capacity (pcu)             | Deg Sat (%)          |
| Network                                                                                                                                                                                                                       | -                     | -             | N/A                   | -                            | -                           |                       | -                            | -                                  | -                   | -                         | -                                | -                          | 69.3%                |
| Unnamed Junction                                                                                                                                                                                                              | -                     | -             | N/A                   | -                            | -                           |                       | -                            | -                                  | -                   | -                         | -                                | -                          | 69.3%                |
| 1/1                                                                                                                                                                                                                           | A1304 Ahead           | U             | N/A                   | N/A                          | B                           |                       | 1                            | 22                                 | -                   | 329                       | 2035                             | 493                        | 66.8%                |
| 2/1                                                                                                                                                                                                                           | B1506 Well Btm Left   | U             | N/A                   | N/A                          | D                           |                       | 1                            | 23                                 | -                   | 316                       | 2010                             | 508                        | 62.2%                |
| 3/1                                                                                                                                                                                                                           | A1304 Bury Road Ahead | U             | N/A                   | N/A                          | A                           |                       | 2                            | 46                                 | -                   | 410                       | 1940                             | 980                        | 41.8%                |
| 3/2                                                                                                                                                                                                                           | A1304 Bury Road Right | O             | N/A                   | N/A                          | C                           |                       | 1                            | 23                                 | -                   | 278                       | 1589                             | 401                        | 69.3%                |
| Ped Link: P1                                                                                                                                                                                                                  | Horse Crossing        | -             | N/A                   | -                            | E                           |                       | 2                            | 20                                 | -                   | 0                         | -                                | 15158                      | 0.0%                 |
| Item                                                                                                                                                                                                                          | Arriving (pcu)        | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
| Network                                                                                                                                                                                                                       | -                     | -             | 0                     | 278                          | 0                           | 9.1                   | 3.3                          | 0.0                                | 12.3                | -                         | -                                | -                          | -                    |
| Unnamed Junction                                                                                                                                                                                                              | -                     | -             | 0                     | 278                          | 0                           | 9.1                   | 3.3                          | 0.0                                | 12.3                | -                         | -                                | -                          | -                    |
| 1/1                                                                                                                                                                                                                           | 329                   | 329           | -                     | -                            | -                           | 3.0                   | 1.0                          | -                                  | 4.0                 | 43.4                      | 7.8                              | 1.0                        | 8.8                  |
| 2/1                                                                                                                                                                                                                           | 316                   | 316           | -                     | -                            | -                           | 2.8                   | 0.8                          | -                                  | 3.6                 | 40.8                      | 7.4                              | 0.8                        | 8.2                  |
| 3/1                                                                                                                                                                                                                           | 410                   | 410           | -                     | -                            | -                           | 0.8                   | 0.4                          | -                                  | 1.2                 | 10.5                      | 3.4                              | 0.4                        | 3.8                  |
| 3/2                                                                                                                                                                                                                           | 278                   | 278           | 0                     | 278                          | 0                           | 2.5                   | 1.1                          | -                                  | 3.6                 | 46.5                      | 6.6                              | 1.1                        | 7.7                  |
| Ped Link: P1                                                                                                                                                                                                                  | 0                     | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | 0.0                 | 0.0                       | -                                | -                          | 0.0                  |
| <div>C1<div>PRC for Signalled Lanes (%): 30.0<br/>PRC Over All Lanes (%): 30.0</div><div>Total Delay for Signalled Lanes (pcuHr): 12.34<br/>Total Delay Over All Lanes(pcuHr): 12.34</div><div>Cycle Time (s): 95</div></div> |                       |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |



**Scenario 7: '2040 AM + Committed + Hybrid'** (FG7: '2040 AM + Committed + Hybrid', Plan 1: 'Network Control Plan 1')

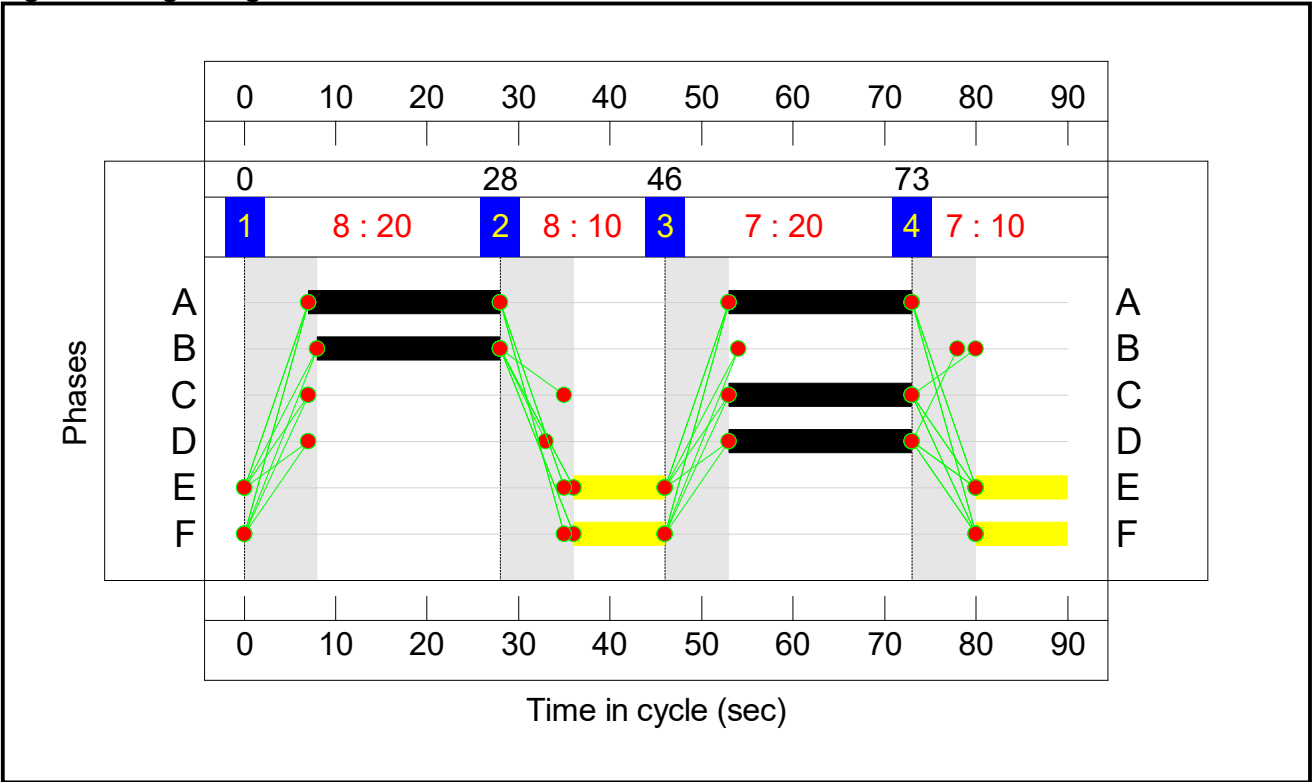
**Stage Sequence Diagram**



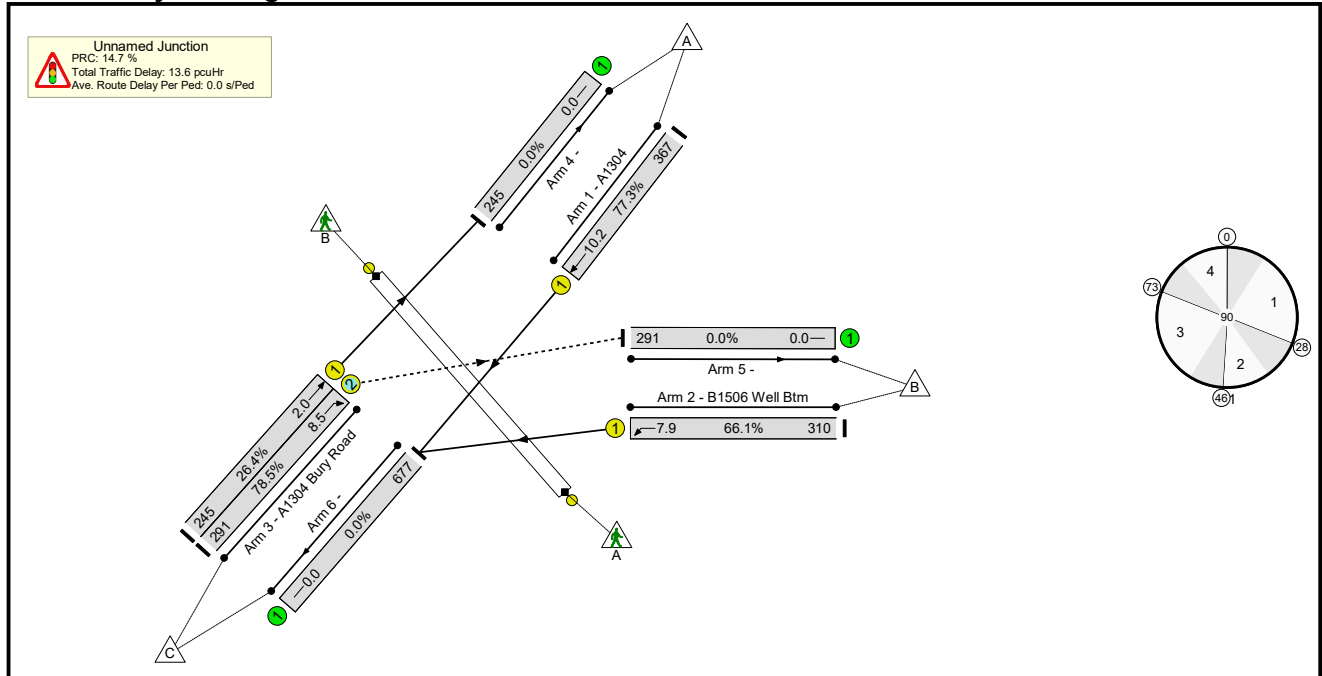
**Stage Timings**

| Stage        | 1  | 2  | 3  | 4  |
|--------------|----|----|----|----|
| Duration     | 20 | 10 | 20 | 10 |
| Change Point | 0  | 28 | 46 | 73 |

**Signal Timings Diagram**



## Network Layout Diagram



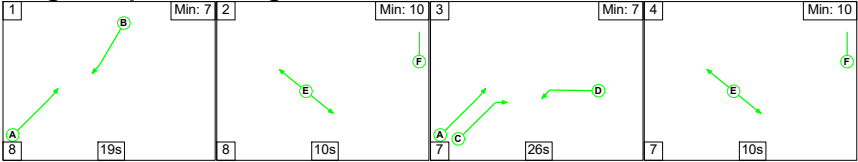
## Network Results

[illegible]

Full Input Data And Results

Scenario 8: '2040 PM + Committed + Hybrid' (FG8: '2040 PM + Committed + Hybrid', Plan 1: 'Network Control Plan 1')

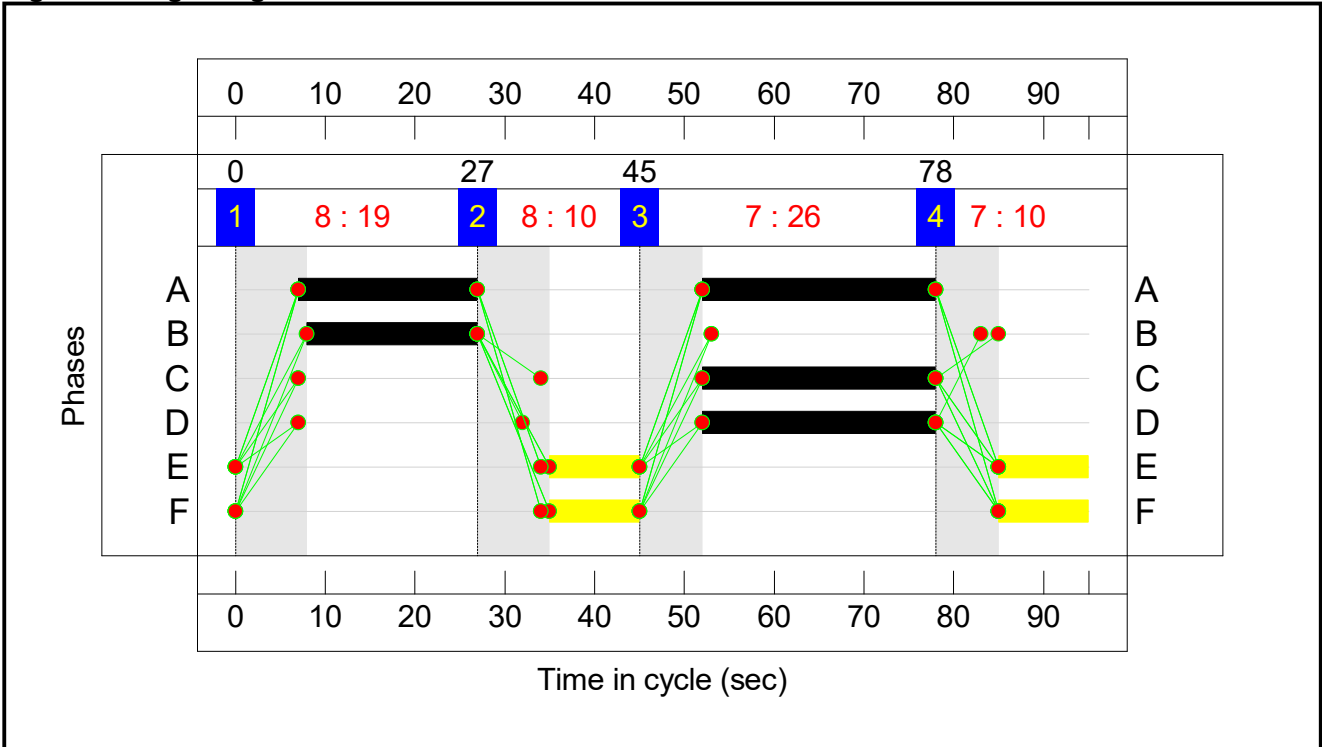
Stage Sequence Diagram



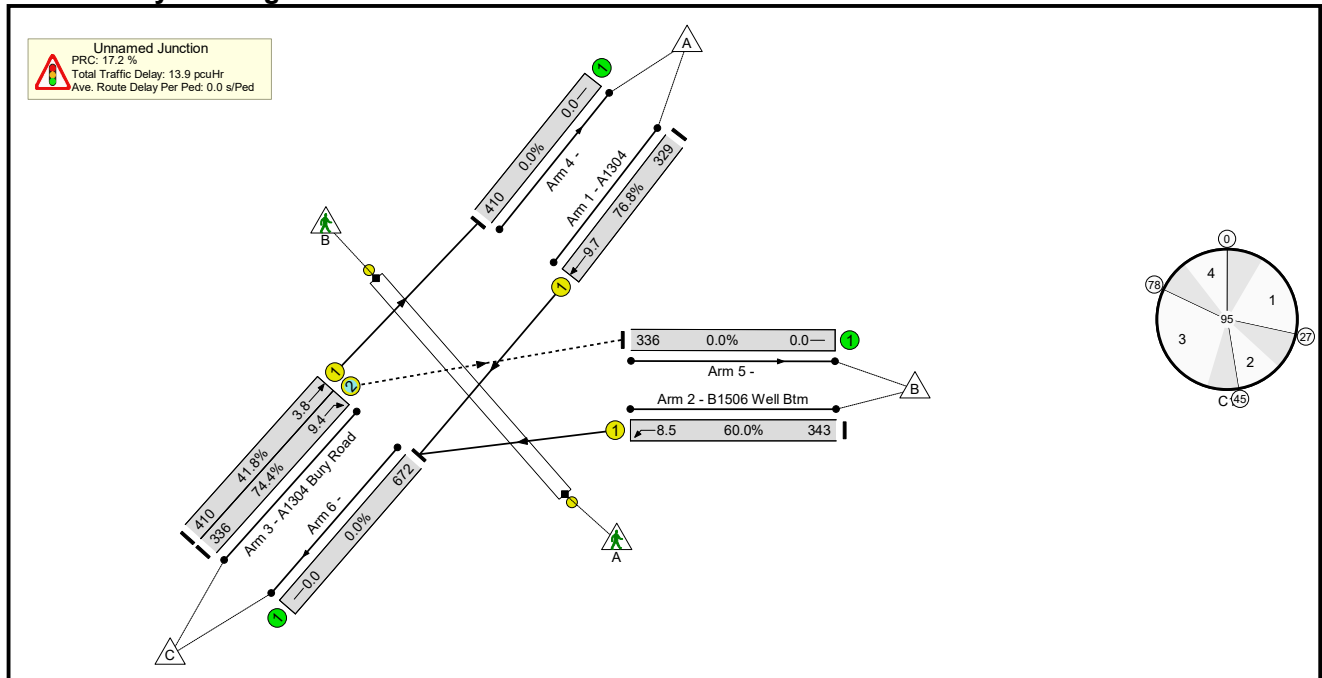
Stage Timings

| Stage        | 1  | 2  | 3  | 4  |
|--------------|----|----|----|----|
| Duration     | 19 | 10 | 26 | 10 |
| Change Point | 0  | 27 | 45 | 78 |

Signal Timings Diagram



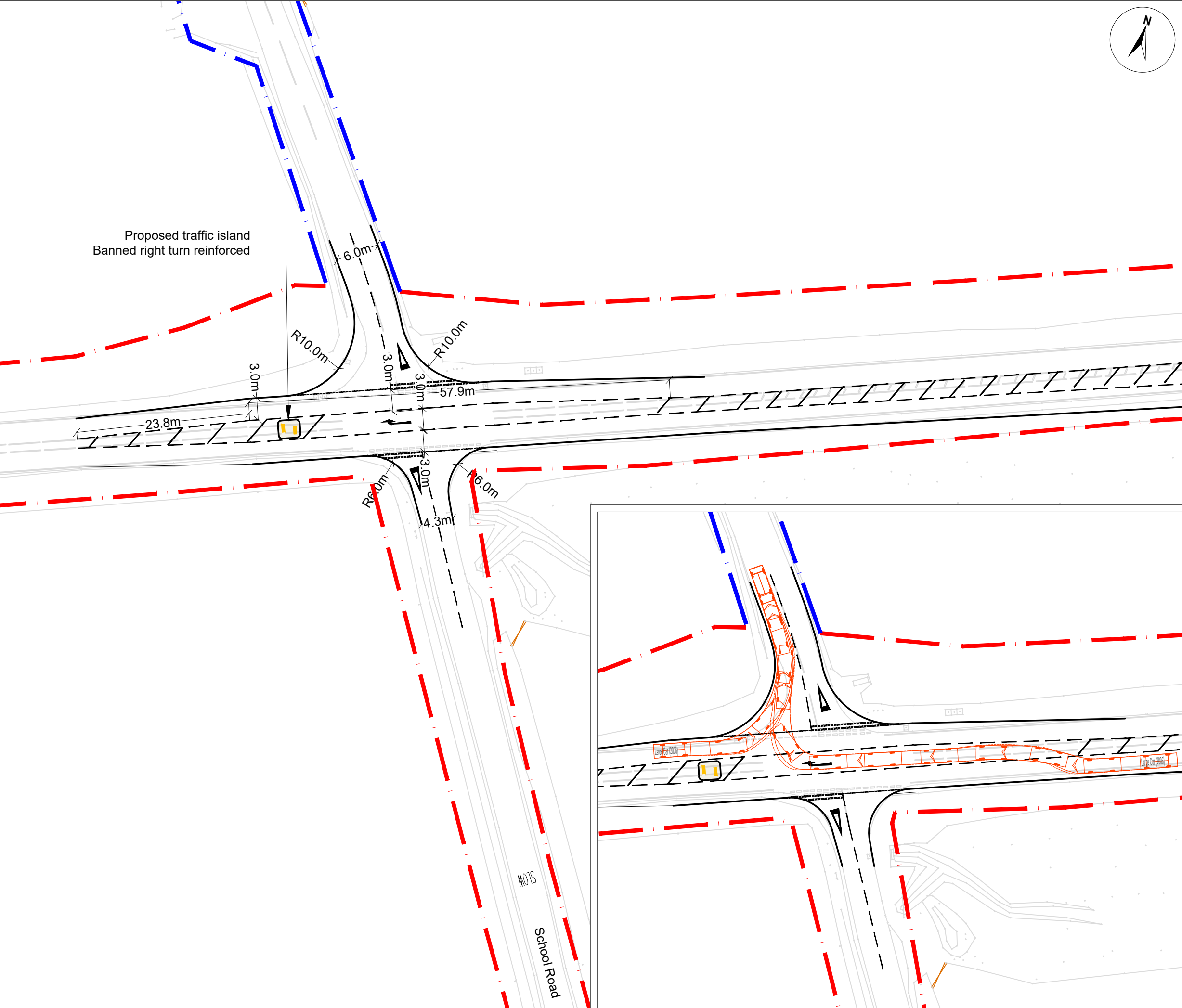
## Network Layout Diagram



## Network Results

| Item                                                                                                                                                                                                                                                               | Lane Description      | Lane Type     | Controller Stream     | Position In Filtered Route   | Full Phase                  | Arrow Phase           | Num Greens                   | Total Green (s)                    | Arrow Green (s)     | Demand Flow (pcu)         | Sat Flow (pcu/Hr)                | Capacity (pcu)             | Deg Sat (%)          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network                                                                                                                                                                                                                                                            | -                     | -             | N/A                   | -                            | -                           |                       | -                            | -                                  | -                   | -                         | -                                | -                          | 76.8%                |
| Unnamed Junction                                                                                                                                                                                                                                                   | -                     | -             | N/A                   | -                            | -                           |                       | -                            | -                                  | -                   | -                         | -                                | -                          | 76.8%                |
| 1/1                                                                                                                                                                                                                                                                | A1304 Ahead           | U             | N/A                   | N/A                          | B                           |                       | 1                            | 19                                 | -                   | 329                       | 2035                             | 428                        | 76.8%                |
| 2/1                                                                                                                                                                                                                                                                | B1506 Well Btm Left   | U             | N/A                   | N/A                          | D                           |                       | 1                            | 26                                 | -                   | 343                       | 2010                             | 571                        | 60.0%                |
| 3/1                                                                                                                                                                                                                                                                | A1304 Bury Road Ahead | U             | N/A                   | N/A                          | A                           |                       | 2                            | 46                                 | -                   | 410                       | 1940                             | 980                        | 41.8%                |
| 3/2                                                                                                                                                                                                                                                                | A1304 Bury Road Right | O             | N/A                   | N/A                          | C                           |                       | 1                            | 26                                 | -                   | 336                       | 1589                             | 452                        | 74.4%                |
| Ped Link: P1                                                                                                                                                                                                                                                       | Horse Crossing        | -             | N/A                   | -                            | E                           |                       | 2                            | 20                                 | -                   | 0                         | -                                | 15158                      | 0.0%                 |
| Item                                                                                                                                                                                                                                                               | Arriving (pcu)        | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
| Network                                                                                                                                                                                                                                                            | -                     | -             | 0                     | 336                          | 0                           | 9.7                   | 4.1                          | 0.0                                | 13.9                | -                         | -                                | -                          | -                    |
| Unnamed Junction                                                                                                                                                                                                                                                   | -                     | -             | 0                     | 336                          | 0                           | 9.7                   | 4.1                          | 0.0                                | 13.9                | -                         | -                                | -                          | -                    |
| 1/1                                                                                                                                                                                                                                                                | 329                   | 329           | -                     | -                            | -                           | 3.2                   | 1.6                          | -                                  | 4.8                 | 52.9                      | 8.1                              | 1.6                        | 9.7                  |
| 2/1                                                                                                                                                                                                                                                                | 343                   | 343           | -                     | -                            | -                           | 2.8                   | 0.7                          | -                                  | 3.5                 | 37.2                      | 7.7                              | 0.7                        | 8.5                  |
| 3/1                                                                                                                                                                                                                                                                | 410                   | 410           | -                     | -                            | -                           | 0.8                   | 0.4                          | -                                  | 1.2                 | 10.5                      | 3.4                              | 0.4                        | 3.8                  |
| 3/2                                                                                                                                                                                                                                                                | 336                   | 336           | 0                     | 336                          | 0                           | 2.9                   | 1.4                          | -                                  | 4.3                 | 46.1                      | 8.0                              | 1.4                        | 9.4                  |
| Ped Link: P1                                                                                                                                                                                                                                                       | 0                     | 0             | -                     | -                            | -                           | -                     | -                            | -                                  | 0.0                 | 0.0                       | -                                | -                          | 0.0                  |
| C1                  PRC for Signalled Lanes (%):    17.2                  Total Delay for Signalled Lanes (pcuHr):    13.87                  Cycle Time (s):    95<br>PRC Over All Lanes (%):    17.2                  Total Delay Over All Lanes(pcuHr):    13.87 |                       |               |                       |                              |                             |                       |                              |                                    |                     |                           |                                  |                            |                      |

## Appendix 18 – Norwich Road Improvements



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NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.

2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.

3. This drawing is to be read in conjunction with all relevant scheme drawings.

Existing White Lining

Proposed White Lining

Existing Kerb

Proposed Kerb

Existing Back of Kerb

Proposed Back of Kerb

Highway Boundary

Suffolk County Council

Cambridgeshire County Council

PRELIMINARY  
NOT FOR  
CONSTRUCTION

|     |                             |     |    |          |
|-----|-----------------------------|-----|----|----------|
| A   | Updated in response to RSA1 | MOK | ID | 30/04/25 |
| Rev | Description                 | By  | CB | Date     |



20 Farringdon Street, London, EC4A 4AB  
T: +44(0)20 3691 5500 E: transport@rpsgroup.com

Client   Lochailort Kentford Ltd

Project   Lanwades Woodland Park, Kentford

Title       Norwich Road / B1506 / School  
Road - Junction Improvements

|                |            |               |
|----------------|------------|---------------|
| Status         | Drawn By   | PM/Checked by |
| INFORMATION    | MOK        | ID            |
| Project Number | Scale @ A3 | Date Created  |
| TRP-00058      | 1:500      | 05/03/2025    |

|                           |     |
|---------------------------|-----|
| RPS Drawing/Figure Number | Rev |
| 794-PLN-TRP-00058-DR-009  | A   |

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## **Appendix 19 – School Road Footway Proposals**

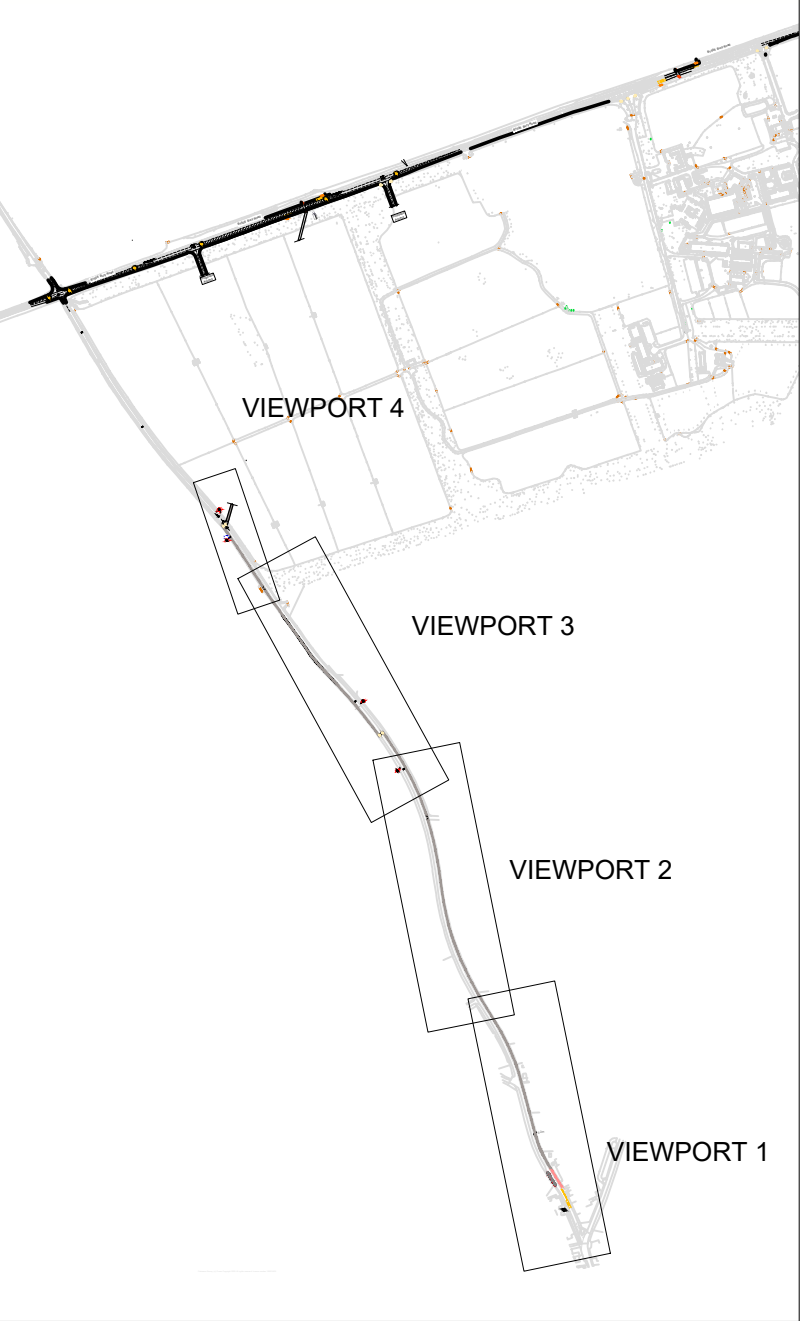


NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipient's responsibility to print to correct scale. Only written dimensions should be used.
3. Proposed footway is 2m wide throughout but may be narrowed to a minimum of 1.2m at constraints where necessary.

|                                      |   |                                                                                     |
|--------------------------------------|---|-------------------------------------------------------------------------------------|
| Proposed Road Sign                   | - |  |
| Proposed Bollard                     | - |  |
| Proposed White Lining                | - |  |
| Proposed Rumble Strip                | - |  |
| Proposed Raised Cobble               | - |  |
| Existing Footway                     | - |  |
| Proposed Footway                     | - |  |
| Proposed Footway with Retaining Wall | - |  |
| Lanwades Woodland Park               | - |  |
| Moulton CEVC Primary School          | - |  |

Map Key



FOR  
INFORMATION  
ONLY

| Rev | Description | By | CB | Date |
|-----|-------------|----|----|------|
|-----|-------------|----|----|------|



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Client **Lochailort Kentford Ltd**

Project **Lanwades Woodland Park, Kentford**

Title **School Road - Proposed Footway**

Status **PRELIMINARY** Drawn By **MOK** PM/Checked by **ID**

Project Number **TRP-00058** Scale @ **A0** Date Created **06/05/2025**  
VARIES

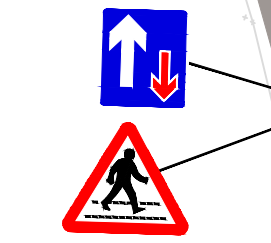
RPS Drawing/Figure Number **794-PLN-TRP-00058-DR-013** Rev **-**

LANWADES WOODLAND  
PARK

Proposed priority working to  
reduce speed

Connection through  
development to Kentford  
Village and Kennett Station

Proposed non-signalised  
crossing point



Proposed dropped kerb  
crossing for vehicular  
access

Proposed dropped kerb  
crossing for vehicular  
access

Retaining wall or similar required due  
to level difference

Proposed road marking

Proposed non-signalised  
crossing point

Proposed road marking

Proposed dropped kerb  
crossing for vehicular  
access

Proposed footway to tie  
in with existing footway

MOULTON CEVC  
PRIMARY SCHOOL

MOULTON

Scale 1:500  
0 10 20 30 40

Scale 1:500  
0 10 20 30 40

Scale 1:500  
0 10 20 30 40

Scale 1:250  
0 5 10 15 20

VIEWPORT 1

VIEWPORT 2

VIEWPORT 3

VIEWPORT 4



## Contact

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