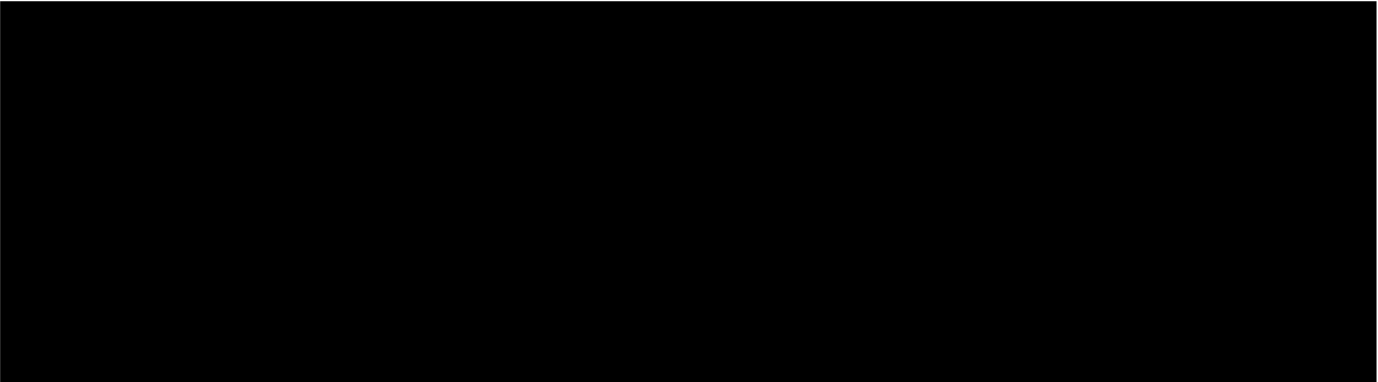






From: Arfon Hughes 
Sent: 20 February 2019 16:09
To: Michael Eastham
Cc: Arfon Hughes; Nia Russell; Mr Will Marsh; Keith Sarchett; Chris Thrippleton
Subject: Saltbox - 3503 TN (February 2019).pdf

Dear Michael

Thank you for meeting Nia earlier and your note following.

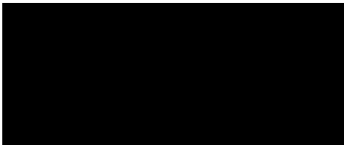
I attach our highway consultant's response to the consultation response from WSCC.

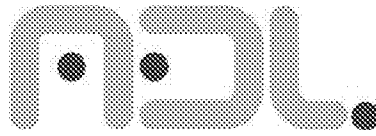
Many thanks for your help.

Kind regards

Arfon

Arfon Hughes
Managing Director
Mango Planning & Development Limited
Number Two Waterton Park
Waterton, Bridgend
CF31 3PH





ADL Traffic and Highways Engineering Ltd

ADL House, The Oaklands Business Park, Armstrong Way, Yate, Bristol BS37 5NA

TRAFFIC NOTE 2
PROPOSED MIXED USE DEVELOPMENT
SALTBOX SITE, SHRIPNEY ROAD
BOGNOR REGIS

Langmead Developments 1 Ltd
c/o Landlink Estates Ltd
Ham Farm
Main Road
Bosham
West Sussex
PO18 8EH

ADL/AMC/3503/19A

February 2019

Directors: A. J. Mendelsohn MSc, BSc (Hons), MIHT, MCIT L. E. Randall-Jones MSc, MIHT, MCILT, Dip. TE

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Registered at the address above in England number 3121125 VAT Registration No. 874 4017 36

REPORT CONTROL

Document: Traffic Note 2
Project: Saltbox Site, Shripney Road, Bognor Regis
Client: Langmead Developments 1 Ltd
ADL Reference: 3503

Document Checking

Primary Author	Tony Chapman	Initialled: TC
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Contributor	Initialled:
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Review by	Initialled:
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Issue	Date	Status	Checked for Issue
1	19.02.19	For Approval	TC

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CONTENTS

	Page No
1.0 INTRODUCTION	
1.1 Purpose of Report	1
2.0 BASELINE DATA TRAFFIC FLOWS	
2.1 Base Traffic Flows	2
3.0 DEVELOPMENT PROPOSAL	3
4.0 TRAFFIC GENERATION	
4.1 Methodology	4
4.2 Vehicle Trips	4
4.3 Total Development Flows	6
4.4 Trip Distribution	6
5.0 TRAFFIC IMPACT	
5.1 Consented Scheme Traffic Flows	7
5.2 Capacity Assessment: Junctions	7
6.0 SUMMARY AND CONCLUSIONS	10

APPENDICES

1.0 CORRESPONDENCE WITH WEST SUSSEX COUNTY COUNCIL

- 1.1 Consultation Response dated 9th January 2019

2.0 BASE TRAFFIC FLOWS

- Figure 1 2018 Base Flows Saturday 11:00-12:00
Figure 2 2031 Base Flows Saturday 11:00-12:00

3.0 SATURDAY TRICS DATA

- 3.1 Offices
3.2 Drive-thru Restaurant
3.3 Public House
3.4 Hotel
3.5 Gym

4.0 CONSENTED SCHEME TRAFFIC FLOWS

- Figure 3 Traffic Distribution
Figure 4 Generated Traffic Flows – Saturday Peak Hour 11:00 – 12:00
Figure 5 2031 Forecast Traffic Flows – Saturday Peak Hour 11:00-12:00

5.0 ARCADY ASSESSMENT: SITE ACCESS/A29 ROUNDABOUT

- 5.1 ARCADY Output

6.0 ARCADY ASSESSMENT: A29/ROWAN WAY ROUNDABOUT

- 6.1 ARCADY Output

1.0 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 ADL Traffic and Highways Engineering Ltd has received the response submitted to Arun District Council by West Sussex County Council dated 9th January 2019 regarding the hybrid planning application for the mixed use development on land at Salt Box, Shripney Road, Bognor Regis (BS/135/18/PL).
- 1.1.2 A copy of the consultation response is included as Appendix 1.0.
- 1.1.3 The proposed hybrid application was submitted to revise the development profile by replacing the gym, hotel and public house with a car showroom and reducing the size of the employment units in order to accommodate a discount food store.
- 1.1.4 The Transportation Assessment (Ref: ADL/AMC/3503/14B) was submitted to support the hybrid planning application.
- 1.1.5 WSCC has accepted that the proposed access arrangements would remain the same as for the consented scheme (BE/102/17) and that this aspect of the hybrid development is acceptable.
- 1.1.6 The assessment of the weekday traffic flows on the local highway network would result in a number of additional peak hour trips but the revised development scheme would result in very little additional capacity impact to the operation of nearby junctions in either the weekday or weekend scenario. WSCC accepted that the revised scheme would have no severe highway capacity impacts.
- 1.1.7 However no assessment of the traffic generated by the consented scheme was included in the TA and WSCC has requested that an assessment is carried out for the Saturday lunch time scenario in 2031 for the consented scheme.
- 1.1.8 This Traffic Note (TN) has been prepared to address the issues raised in the consultation response.
- 1.1.9 The accessibility of the proposed hybrid development remains unchanged and on this basis the contribution of £135,000 would be made as per the consented scheme.

2.0 TRAFFIC FLOWS

2.1 Base Traffic Flows

- 2.1.1 ADL commissioned a manual traffic count which was carried out on Saturday 23rd June 2018 at the Felpham Relief Road and Rowan Way roundabouts between 10:00-16:00 hours.
- 2.1.2 The Saturday peak period occurs between 11:00-12:00 and the base traffic flows in PCU's are shown diagrammatically in Figure 1.0 in Appendix 2.0.
- 2.1.3 The 2031 Saturday peak hour base traffic flows were derived by multiplying the 2018 flows by a TEMPRO factor of 1.1539. The 2031 Saturday peak hour base traffic flows are shown in Figure 2.0 in Appendix 2.0.

3.0 DEVELOPMENT PROPOSAL

- 3.1 The floor areas by use class for the consented scheme and the proposed hybrid schemes are set out in Table 3A below.

Table 3A Schedule of Floor Area by Use Class

		Consented Scheme	Development Proposal
Use Class	Unit	GIA (sqm)	
B1	Units 1, 2, 6 & 7	5,080sqm	2,088sqm
B8	Units 1, 2, 3, 6 & 7	21,380sqm	19,519sqm
A3	Discount Food Store	-	1,785sqm
-	Hotel (80 rooms)	2,430sqm	-
A3/A4	Public House	540sqm	-
-	Car Showroom	-	2,121sqm
D2	Gym	70sqm	-
A3	Drive-thru Restaurant	280sqm	306sqm

4.0 TRAFFIC GENERATION

4.1 Methodology

4.1.1 The Saturday trip rates for the consented scheme have been obtained from the TRICS database.

4.1.2 The TRICS data giving the Saturday trip rates for the office employment use, drive-thru restaurants, public house, hotel, and gym are included as Appendix 3.0.

4.1.3 The Saturday vehicle trip rates for the consented scheme have been calculated for the following use classes and their respective gross internal floorspaces, as per Table 3A above:

• B1 Offices (including ancillary office space)	=	5,080sqm
• B8 Warehouse	=	21,380sqm
• A3 Drive-thru restaurants	=	280sqm
• Public House	=	540sqm
• Hotel	=	80 rooms
• Gym	=	70sqm

4.2 Vehicle Trips

B1 Offices (5,080sqm)/B8 Warehouse (21,380sqm)

4.2.1 The and vehicle trips associated with the change in total gross internal area for the B1 offices and B8 warehouse during the Saturday peak period will be insignificant and have therefore been ignored for the purposes of this assessment.

Drive-thru Restaurants (280sqm)

4.2.2 The peak hour trip rates and vehicle trips associated with the proposed two drive-thru restaurants with a total gross internal area of 280sqm are provided in Table 4A below.

Table 4A Drive-thru Trip Rates and Vehicle Trips (280sqm)

Day	Time	Drive-thru Trip Rates		Drive-thru Vehicle Trips		
		In	Out	In	Out	2-way
Saturday	11:00-12:00	20.260	16.787	57	47	104

- 4.2.3 Not all trips to these restaurants are new to the local road network. It was agreed with WSCC that out of the total generated vehicle trips associated with the proposed drive-thru restaurants, 60% would be diverted/pass-by, 20% would be shared trips associated with the overall development, and the remaining 20% would be new to the local road network. Based on these proportions, Table 4B differentiates the type of vehicle trips during the Saturday peak hour period.

Table 4B Drive-thru Vehicle Trips

Day	Time	Diverted/Pass-by (60%)		Shared (20%)		New (20%)	
		In	Out	In	Out	In	Out
Saturday	11:00-12:00	35	29	11	9	11	9

Public House (540sqm)

- 4.2.4 The peak hour trip rates and the vehicle trips associated with the public house with the gross internal area of 540sqm are provided in Table 4C below.

Table 4C Public House Trip Rates and Vehicle Trips (540sqm)

Day	Time	Trip Rates		Vehicle Trips		
		In	Out	In	Out	2-way
Saturday	11:00-12:00	1.612	1.258	9	7	16

Hotel (80 bedrooms)

- 4.2.5 The peak hour trip rates and the vehicle trips associated with the hotel with 80 bedrooms are provided in Table 4D below.

Table 4D Hotel Trip Rates and Vehicle Trips (80 bed)

Day	Time	Trip Rates		Vehicle Trips		
		In	Out	In	Out	2-way
Saturday	11:00-12:00	0.212	0.333	17	27	44

Gym (70sqm)

- 4.2.6 The peak hour trip rates and the vehicle trips associated with the gym with the gross internal area of 70sqm are provided in Table 4E below.

Table 4E Gym Trip Rates and Vehicle Trips (70sqm)

Day	Time	Trip Rates		Vehicle Trips		
		In	Out	In	Out	2-way
Saturday	11:00-12:00	0.639	1.095	0	1	1

4.3 Total Development Flows

Total Consented Development Trips

- 4.3.1 The total peak hour vehicle trips is associated with the consented development entering and exiting the site access (discounting shared trips) are provided in Table 4F below which were the same flows used in the TA dated August 2017.

Table 4F Total Development Trips – Consented Scheme

Unit	Saturday 11:00-12:00	
	In	Out
B1 Offices	0	0
B8 Warehouse	0	0
Hotel	17	27
Public House	9	7
Drive thru Restaurants	22	18
Gym	0	1
Total	48	53

4.4 Trip Distribution

- 4.4.1 The trip distribution for the consented scheme was agreed with WSCC. The agreed percentage trip distribution is provided in Figure 3.0 in Appendix 4.0.
- 4.4.2 The vehicle trips shown in Table 4F have been distributed on to the site access roundabout and A29/Rowan Way roundabout on the basis of the agreed percentage distribution. The distributed consented development traffic flows on across these roundabouts is shown diagrammatically in Figure 4.0 in Appendix 4.0.

5.0 TRAFFIC IMPACT

5.1 Consented Scheme Traffic Flows

5.1.1 The proposed development flows at the A29/Site Access and A29/A259 junctions have been added to the 2031 consented flows to obtain 2031 forecast development flows. These flows have been shown diagrammatically on Figure 5.0 in Appendix 4.0.

5.2 Capacity Assessment: Junctions

5.2.1 The A29/A259 Felpham Relief Road roundabout and the A29/A259 Rowan Way roundabout have been assessed for capacity for the scenario the Saturday 2031 base plus the consented development peak traffic flows using TRL's Junctions 9 software:

5.2.2 The scenario for the hybrid development proposal has been taken from the Transport Assessment dated September 2017.

A29/A259 Felpham Relief Road Roundabout

5.2.3 The A29/A259 Felpham Relief Road roundabout has been assessed using TRL's Junctions 9 software. The geometry used is the same as shown in Appendix 14.1 of the September TA. The ARCADY output is provided in Appendix 5.0 and are summarised in Table 5A below.

Table 5A Capacity Assessment: A29/A259 Felpham Relief Road Roundabout

	Arm	2031 Consented		2031 Consented + Dev		Difference in queue
		RFC	Queue	RFC	Queue	
Saturday 11:00-12:00	A29(N)	0.39	1	0.43	1	-
	A259 Felpham Relief Rd	0.73	3	0.77	3	-
	Oldlands Farm Access	0.02	0	0.02	0	-
	A29(S)	0.74	3	0.77	3	-
	Site Access	0.11	0	0.28	0	-

RFC = Ratio of flow to capacity

Queue = Measured in pcu's

5.2.4 Table 5A shows that the A29/A259 Felpham Relief Road Roundabout operates well within the theoretical capacity during the Saturday morning peak period (i.e. RFC value of more than 0.85) with the consented development flows will continue to operate satisfactorily with the proposed development in place.

5.2.5 There would be no change in the queue lengths as a result of the development proposal peak hour.

A29/A259 Rowan Way Roundabout

5.2.6 The A29/A259 Rowan Way roundabout has been assessed using TRL's Junctions 9 software. The geometry plan is shown in Appendix 16.1 of the September TA. The ARCADY outputs are provided in Appendix 6.0 and are summarised in Table 5B below.

Table 5B Capacity Assessment: A29/A259 Rowan Way Roundabout

	Arm	2031 Consented		2031 Consented + Dev		Difference in queue
		RFC	Queue	RFC	Queue	
Saturday 11:00-12:00	A29 (N)	0.92	11	0.94	12	+1
	Steyning Way	0.90	7	0.92	8	+1
	A29 (S)	1.01	35	1.02	39	+4
	A259 Rowan Way	1.00	24	1.01	28	+4

RFC = Ratio of flow to capacity

Queue = Measured in pcu's

5.2.7 Table 5B shows that the A29/A259 Rowan Way Roundabout operates above the theoretical capacity (i.e. RFC value of more than 0.85) in the 2031 scenario with the consented scheme and would continue to operate above capacity with the proposed development in place.

5.2.8 However, the maximum increase in the Saturday queues as a result of the proposal is only 4 pcus which could occur on the A29 (South) approach and 4 pcus on the Rowan Way during peak period. This increase is not considered to be severe for a peak hour scenario.

A29/A259 Rowan Way Roundabout: Flat Profile

5.2.9 As the roundabout would operate above its theoretical capacity during the Saturday peak period the queues on the A29 south and Rowan Way would be in the order of 39-28 pcu's respectively with RFC's of 1.02 and 1.01.

5.2.10 The capacity modelling of this roundabout uses the OTAB feature which introduces a peak within a peak where as it is normal for traffic flows to remain more constant at peak times and a flat profile is more typical. The capacity of the A29/A259 Rowan Way roundabout has been assessed using a flat profile and the results are set out in Table 5C below.

Table 5C Capacity Assessment: A29/A259 Rowan Way Rbt: Flat Profile

	Arm	2031 Consented + Dev				Difference in Queue
		RFC	Queue	RFC	Queue	
Saturday AM	A29(N)	0.82	5	0.84	5	0
	Steyning Way	0.69	2	0.70	2	0
	A29(S)	0.89	8	0.90	9	+1
	A259 Rowan Way	0.88	7	0.89	8	+1

5.2.11 The results of the capacity assessment for the roundabout using a flat profile shows that the RFC during the Saturday peak is reduced to 0.9 on the A29 (South) with a queue of 9 pcu's and 0.89 on Rowan Way with a queue of 8 pcu's.

5.2.12 It is accepted that, while either profile isn't entirely representative, the flat profile does indicate what the average queuing and delays will occur during the peak periods and in the case of the Rowan Way roundabout the additional traffic generated by the development proposal when compared to the consented scheme will have little impact.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 This Traffic Note has been prepared by ADL Traffic and Highways Engineering Ltd to address the issues raised by West Sussex County Council to the hybrid planning application.
- 6.2 The planning application is submitted as a hybrid application the site that has the benefit of a planning consent (BE/102/17). The new application comprises a new car showroom in place of the gym, hotel and public house and a new food store with a reduction in the size of the employment areas.
- 6.3 The following junctions have been considered as part of this traffic note assessment:
- Junction 1 - A29/A259 Felpham Relief Road Roundabout;
 - Junction 2 - A29/A259 Rowan Way Roundabout;
- 6.4 A Saturday traffic count was undertaken in June 2018 in order to determine the Saturday peak traffic flows on the local highway network. A TEMPRO growth factor was used to derive the 2031 Saturday peak flows in order that the impact of introducing a discount foodstore could be assessed.
- 6.5 The development would generate an additional 276 two way vehicle trips above the consented scheme during the Saturday peak. These generated flows have been distributed onto the local road network based in accordance with the agreed distribution methodology.
- 6.6 The capacity analysis demonstrates that the Site Access/A29/A259 Felpham Relief Road roundabout operates below its theoretical capacity in both the 2031 consented scheme and with the development proposal during the Saturday peak period. The A29/A259 Rowan Way roundabout will continue to operate above theoretical capacity with the development in place although the increase in queues on the approaches to the roundabout as a result of the development is not considered to be severe.

CORRESPONDENCE WITH WEST SUSSEX COUNTY COUNCIL

1.1 Consultation Response dated 9th January 2019

From: Ian Gledhill [REDACTED]
Sent: 09 January 2019 13:36
To: Planning.Responses
Cc: Michael Eastham
Subject: RE: Planning Consultation on: BE/135/18/PL

TO:	Arun District Council FAO: Michael Eastham
FROM:	Highways, WSCC
DATE:	9 th January 2019
LOCATION:	Salt Box Field Land Off, Rowan Way, Bersted, PO22 9NW
SUBJECT:	BE/135/18/PL Hybrid application comprising of Outline application for the principle of employment uses B1-B8. Full application for Class B8 warehouse with fuel island & car parking (Unit 2), 2 No. Class B1/B8 employment units with associated parking & servicing (Units 6 & 7), Class A1 retail food store with car parking & servicing (Unit 9), 2 No. drive thru units with car parking & servicing (Units 4 & 5), car showroom, workshops (Including MOT testing), vehicle storage, external display areas, service areas & parking (Unit 8) together with access roads, associated ground & engineering works, landscaping & ancillary works. This application affects the character & appearance of the Shripney Conservation Area & a Public Right of Way.
DATE OF SITE VISIT:	As part of previous approved application
RECOMMENDATION:	

S106 REQUIREMENTS:

£132,500 to accessibility improvements on the A29 and A259 in the vicinity of the development that includes the provision of improved foot/cycleways including crossing facilities on the A29 Shripney Road and A259 Rowan Way.

£65,000 capacity mitigation measures on the local highway network as set out in the Arun Transport Study 2016 Stage 3, in particular the A29/A259 Felpham Relief Road Roundabout (TBC)

The site already benefits from planning permission for a mixed use business development (BE/102/17). This includes matters of vehicular access via a new arm of the A29/A259 Felpham Relief Road Roundabout. The site is also now a formal strategic employment land allocation in the Arun Local Plan.

The current application seeks to revise a number of the approved uses. Access arrangements however remain the same. Comments made previously as part of BE/102/17 towards the access remain applicable, and this aspect is acceptable.

The scope of the TA in respects of the trip generation methodology for the proposed uses has been agreed with WSCC. Other aspects, such as trip distribution, follow on from those aspects agreed as part of BE/102/17. A comparison of trip generation is made within the TA for the permitted scheme and that now proposed.

The TA includes trip generation details for a 'Friday' and Saturday lunch time period. In viewing the 'Friday' assessment, from the TRICS outputs it's apparent that surveys from other weekdays have been used to produce this assessment rather than just Friday. The 'Friday' assessment is therefore taken as a 'weekday' assessment. This is still acceptable with a specific 'Friday' peak hour considered unnecessary. In summary and comparing the weekday trip generation assessment from the consented development that proposed would result in the following,

	Weekday			
	AM		PM	
	In	Out	In	Out
Proposed	143	82	113	159
Consented	126	62	78	126
Difference	+17	+20	+35	+33

From this, it is apparent that the proposed development would result in a number of additional peak hour trips. Once these trips are distributed across the network, it is apparent that the revised development scheme would result in very little additional capacity impact to the operation of nearby junctions in either the weekday or weekend scenario. It's accepted that the revised scheme would have no severe highway capacity impacts.

A Saturday lunch time peak is also included. As no similar assessment was included in the consented scheme, no comparison has been included in the TA. Nevertheless, the TA only includes a 2031 with consented and proposed development scenario. There is no 2031 with consented development but without that proposed to determine the impact of the development either. This scenario would be required.

The previously agreed contribution of £65,000 remains proposed towards capacity improvements at the Felpham Relief Road Roundabout. The acceptability of this will be confirmed once it is possible to compare a with and without development scenario for the Saturday lunch time peak.

Matters regarding accessibility remain unchanged with there being no changes or improvements having been made in the immediate vicinity of the site. A contribution of £132,500 remains proposed towards accessibility improvements on the A29 and A259 in the vicinity of the development.

Reference is also made to the creation of a 3 metre wide shared use cycle way. This aspect was initially included in the permitted scheme but was subsequently withdrawn following on from discussion with WSCC. With regards to the current development, whilst a footway widening scheme (to achieve a footway of 2 metres) would be accepted, upgrading this to a cycle way with there being no onward connection northwards other than on the A29 would be unnecessary. The scheme should be updated accordingly.

Further information would be sought to address the above points.

Ian Gledhill BSc MCiHT| Principal Planner – County Highways - Planning Services - Economy, Planning,

From: planning.responses@arun.gov.uk [mailto:planning.responses@arun.gov.uk]

Sent: 21 December 2018 15:33

To: SU Local Development

Subject: Planning Consultation on: BE/135/18/PL

To: WSCC(ROW/Strategic/Highways)

NOTIFICATION FROM ARUN DISTRICT COUNCIL

Town & Country Planning Act 1990 (as amended)

Town and Country Planning (Development Management Procedure) (England) Order

2015 - Articles 16 & 18 Consultation before the grant of permission

Planning Permission

APPLICATION BE/135/18/PL

NO:

Registered: 21st December
2018

Site Address: Salt Box Field Land off Rowan Way Bognor Regis PO22 9NW

Grid Reference: 93850 01510

Description of Works: Hybrid application comprising of Outline application for the principle of employment uses B1-B8.
Full application for Class B8 warehouse with fuel island & car parking (Unit 2), 2 No. Class B1/B8 employment units with associated parking & servicing (Units 6 & 7), Class A1 retail food store with car parking & servicing (Unit 9), 2 No. drive thru units with car parking & servicing (Units 4 & 5), car showroom, workshops (Including MOT testing), vehicle storage, external display areas, service areas & parking (Unit 8) together with access roads, associated ground & engineering works, landscaping & ancillary works. This application affects the

character & appearance of the Shripney Conservation Area & a Public Right of Way.

The Council have received the above application. I shall be pleased to receive any observations you may wish to make.

[Click here to view the application details](#)

Should you have any comments to make, these should be sent by replying to this email by 31-JAN-19.

You can also monitor the progress of this application through the Council web site:

www.arun.gov.uk/planning

Please be aware that any comments you may make will be available on our website so please do not insert personal details or signatures on your reply.

In the absence of a reply within the period stated, I shall assume that you have no observations to make.

The officer dealing with this application is Michael Eastham who can be contacted on telephone number 01903 737772.

Regards
Planning Officer

consultee_email

<http://www.arun.gov.uk>

DX 57406 Littlehampton

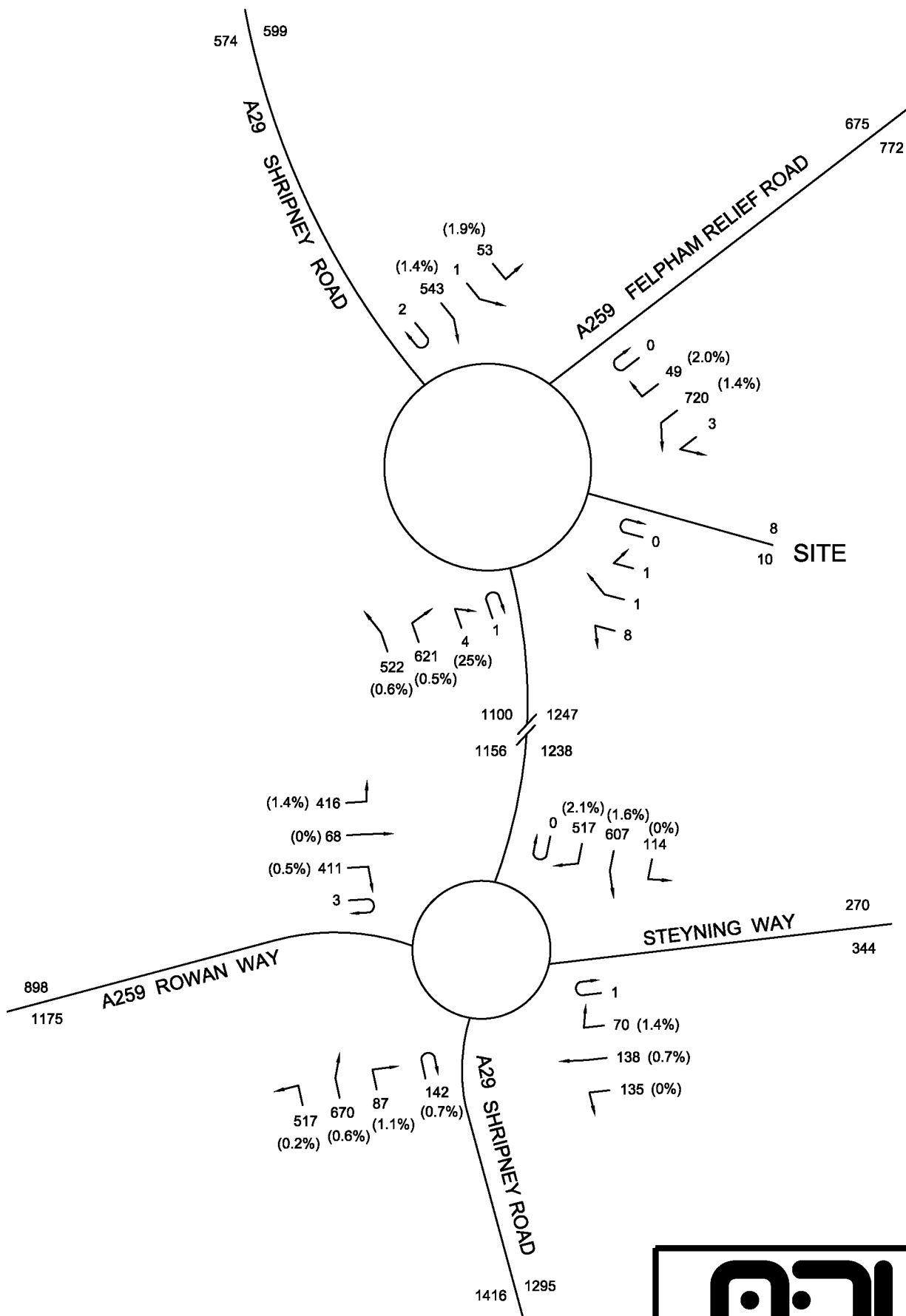
You can view Arun District Council's Privacy Policy from <https://www.arun.gov.uk/privacy-policy>

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BASE TRAFFIC FLOWS

- | | |
|----------|--------------------------------------|
| Figure 1 | 2018 Base Flows Saturday 11:00-12:00 |
| Figure 2 | 2031 Base Flows Saturday 11:00-12:00 |



() Percentage HGV'S

Title

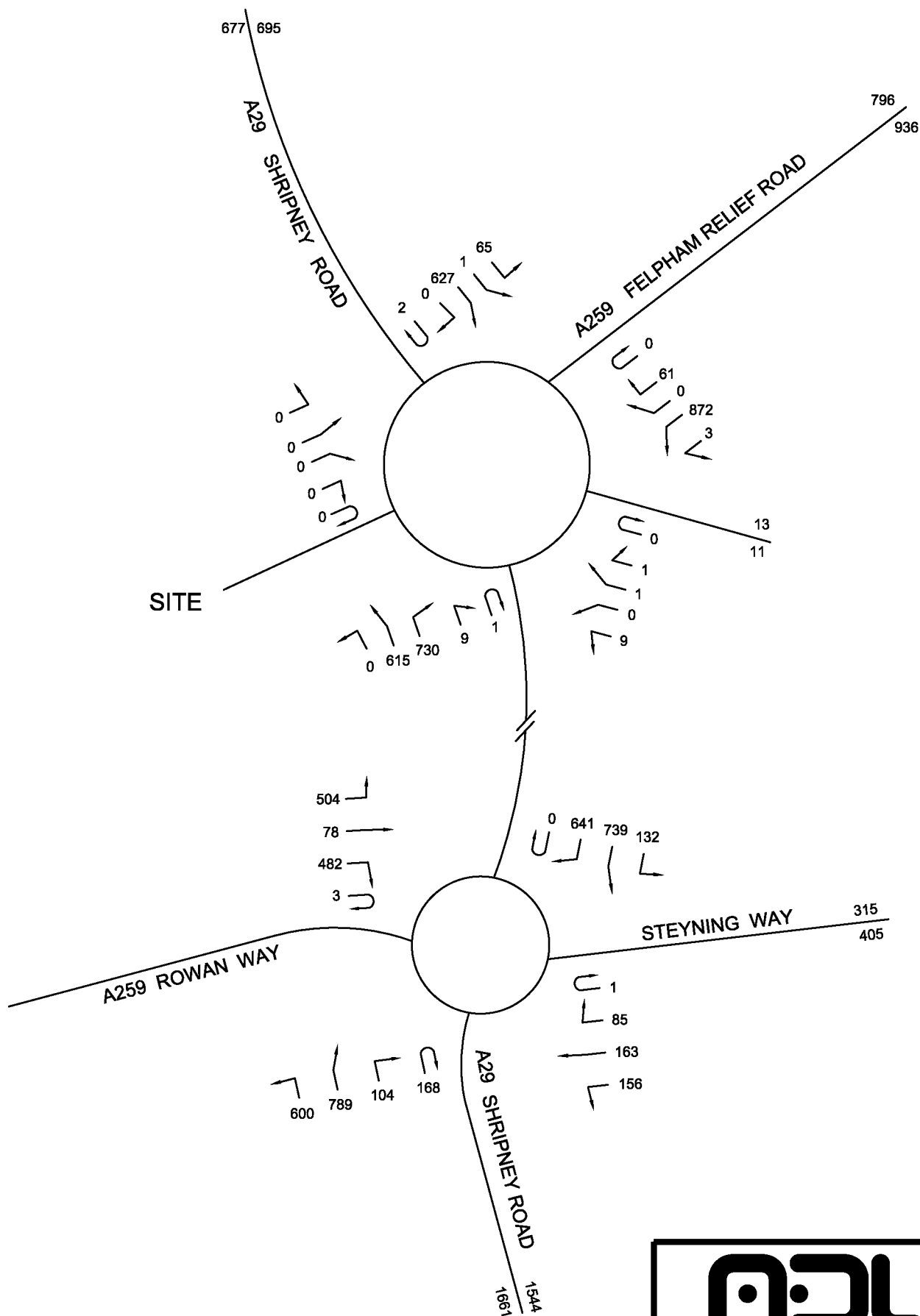
BASE TRAFFIC FLOWS

2018 Base Flows Saturday 11:00-12:00

Scale

N.T.S.

Figure 1.0



FIGURES IN PCU'S

TEMPRO Growth Factor = 1.1539

NDL.
TRAFFIC
HIGHWAYS

Title

BASE TRAFFIC FLOWS
2018 Base Flows Saturday 11:00-12:00

Scale

N.T.S.

Figure 2.0

SATURDAY TRICS DATA

3.1	Offices
3.2	Drive-thru Restaurant
3.3	Public House
3.4	Hotel
3.5	Gym

Calculation Reference: AUDIT-733701-190212-0204

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLESSelected regions and areas:**01 GREATER LONDON**

BT BRENT

1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set***Secondary 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: 10625 to 10625 (units: sqm)
 Range Selected by User: 186 to 175000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 04/07/18

*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:

Saturday 1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count 1 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

*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:

Development Zone 1

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

B1 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*Population within 1 mile:

50,001 to 100,000 1 days

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

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

500,001 or More

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

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

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:

5 Very Good

1 days

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

LIST OF SITES relevant to selection parameters

1	BT-02-A-04 EMPIRE WAY WEMBLEY	OFFICES	BRENT
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Suburban Area (PPS6 Out of Centre)
Development Zone

Total Gross floor area: 10625 sqm
Survey date: SATURDAY 16/05/15

Survey Type: MANUAL

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

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

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	10625	0.000	1	10625	0.009	1	10625	0.009
07:30 - 08:00	1	10625	0.094	1	10625	0.019	1	10625	0.113
08:00 - 08:30	1	10625	0.056	1	10625	0.019	1	10625	0.075
08:30 - 09:00	1	10625	0.085	1	10625	0.028	1	10625	0.113
09:00 - 09:30	1	10625	0.104	1	10625	0.009	1	10625	0.113
09:30 - 10:00	1	10625	0.085	1	10625	0.094	1	10625	0.179
10:00 - 10:30	1	10625	0.094	1	10625	0.009	1	10625	0.103
10:30 - 11:00	1	10625	0.019	1	10625	0.028	1	10625	0.047
11:00 - 11:30	1	10625	0.009	1	10625	0.019	1	10625	0.028
11:30 - 12:00	1	10625	0.000	1	10625	0.019	1	10625	0.019
12:00 - 12:30	1	10625	0.019	1	10625	0.009	1	10625	0.028
12:30 - 13:00	1	10625	0.009	1	10625	0.000	1	10625	0.009
13:00 - 13:30	1	10625	0.000	1	10625	0.056	1	10625	0.056
13:30 - 14:00	1	10625	0.028	1	10625	0.009	1	10625	0.037
14:00 - 14:30	1	10625	0.028	1	10625	0.047	1	10625	0.075
14:30 - 15:00	1	10625	0.047	1	10625	0.047	1	10625	0.094
15:00 - 15:30	1	10625	0.019	1	10625	0.056	1	10625	0.075
15:30 - 16:00	1	10625	0.009	1	10625	0.019	1	10625	0.028
16:00 - 16:30	1	10625	0.000	1	10625	0.009	1	10625	0.009
16:30 - 17:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
17:00 - 17:30	1	10625	0.000	1	10625	0.019	1	10625	0.019
17:30 - 18:00	1	10625	0.000	1	10625	0.019	1	10625	0.019
18:00 - 18:30	1	10625	0.009	1	10625	0.028	1	10625	0.037
18:30 - 19:00	1	10625	0.009	1	10625	0.047	1	10625	0.056
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.723			0.618			1.341

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:	10625 - 10625 (units: sqm)
Survey date range:	01/01/10 - 04/07/18
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
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 02 - EMPLOYMENT/A - OFFICE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
07:30 - 08:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
08:00 - 08:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
08:30 - 09:00	1	10625	0.009	1	10625	0.009	1	10625	0.018
09:00 - 09:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
09:30 - 10:00	1	10625	0.009	1	10625	0.009	1	10625	0.018
10:00 - 10:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
10:30 - 11:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
11:00 - 11:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
11:30 - 12:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
12:00 - 12:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
12:30 - 13:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
13:00 - 13:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
13:30 - 14:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
14:00 - 14:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
14:30 - 15:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
15:00 - 15:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
15:30 - 16:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
16:00 - 16:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
16:30 - 17:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
17:00 - 17:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
17:30 - 18:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
18:00 - 18:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
18:30 - 19:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.018			0.018			0.036

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

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

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

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
07:30 - 08:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
08:00 - 08:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
08:30 - 09:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
09:00 - 09:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
09:30 - 10:00	1	10625	0.009	1	10625	0.000	1	10625	0.009
10:00 - 10:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
10:30 - 11:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
11:00 - 11:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
11:30 - 12:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
12:00 - 12:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
12:30 - 13:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
13:00 - 13:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
13:30 - 14:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
14:00 - 14:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
14:30 - 15:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
15:00 - 15:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
15:30 - 16:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
16:00 - 16:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
16:30 - 17:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
17:00 - 17:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
17:30 - 18:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
18:00 - 18:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
18:30 - 19:00	1	10625	0.000	1	10625	0.009	1	10625	0.009
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	10625	0.000	1	10625	0.009	1	10625	0.009
07:30 - 08:00	1	10625	0.085	1	10625	0.019	1	10625	0.104
08:00 - 08:30	1	10625	0.019	1	10625	0.019	1	10625	0.038
08:30 - 09:00	1	10625	0.047	1	10625	0.019	1	10625	0.066
09:00 - 09:30	1	10625	0.104	1	10625	0.009	1	10625	0.113
09:30 - 10:00	1	10625	0.066	1	10625	0.047	1	10625	0.113
10:00 - 10:30	1	10625	0.085	1	10625	0.000	1	10625	0.085
10:30 - 11:00	1	10625	0.019	1	10625	0.028	1	10625	0.047
11:00 - 11:30	1	10625	0.009	1	10625	0.019	1	10625	0.028
11:30 - 12:00	1	10625	0.000	1	10625	0.019	1	10625	0.019
12:00 - 12:30	1	10625	0.019	1	10625	0.009	1	10625	0.028
12:30 - 13:00	1	10625	0.009	1	10625	0.000	1	10625	0.009
13:00 - 13:30	1	10625	0.000	1	10625	0.056	1	10625	0.056
13:30 - 14:00	1	10625	0.028	1	10625	0.009	1	10625	0.037
14:00 - 14:30	1	10625	0.019	1	10625	0.047	1	10625	0.066
14:30 - 15:00	1	10625	0.047	1	10625	0.028	1	10625	0.075
15:00 - 15:30	1	10625	0.019	1	10625	0.047	1	10625	0.066
15:30 - 16:00	1	10625	0.009	1	10625	0.019	1	10625	0.028
16:00 - 16:30	1	10625	0.000	1	10625	0.009	1	10625	0.009
16:30 - 17:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
17:00 - 17:30	1	10625	0.000	1	10625	0.009	1	10625	0.009
17:30 - 18:00	1	10625	0.000	1	10625	0.009	1	10625	0.009
18:00 - 18:30	1	10625	0.009	1	10625	0.028	1	10625	0.037
18:30 - 19:00	1	10625	0.009	1	10625	0.047	1	10625	0.056
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.602			0.505			1.107

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

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

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

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
07:30 - 08:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
08:00 - 08:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
08:30 - 09:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
09:00 - 09:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
09:30 - 10:00	1	10625	0.009	1	10625	0.000	1	10625	0.009
10:00 - 10:30	1	10625	0.000	1	10625	0.009	1	10625	0.009
10:30 - 11:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
11:00 - 11:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
11:30 - 12:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
12:00 - 12:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
12:30 - 13:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
13:00 - 13:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
13:30 - 14:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
14:00 - 14:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
14:30 - 15:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
15:00 - 15:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
15:30 - 16:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
16:00 - 16:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
16:30 - 17:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
17:00 - 17:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
17:30 - 18:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
18:00 - 18:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
18:30 - 19:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

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

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
07:30 - 08:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
08:00 - 08:30	1	10625	0.038	1	10625	0.000	1	10625	0.038
08:30 - 09:00	1	10625	0.028	1	10625	0.000	1	10625	0.028
09:00 - 09:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
09:30 - 10:00	1	10625	0.000	1	10625	0.038	1	10625	0.038
10:00 - 10:30	1	10625	0.009	1	10625	0.000	1	10625	0.009
10:30 - 11:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
11:00 - 11:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
11:30 - 12:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
12:00 - 12:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
12:30 - 13:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
13:00 - 13:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
13:30 - 14:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
14:00 - 14:30	1	10625	0.009	1	10625	0.000	1	10625	0.009
14:30 - 15:00	1	10625	0.000	1	10625	0.019	1	10625	0.019
15:00 - 15:30	1	10625	0.000	1	10625	0.009	1	10625	0.009
15:30 - 16:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
16:00 - 16:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
16:30 - 17:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
17:00 - 17:30	1	10625	0.000	1	10625	0.009	1	10625	0.009
17:30 - 18:00	1	10625	0.000	1	10625	0.009	1	10625	0.009
18:00 - 18:30	1	10625	0.000	1	10625	0.000	1	10625	0.000
18:30 - 19:00	1	10625	0.000	1	10625	0.000	1	10625	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.084			0.084			0.168

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 CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : D - FAST FOOD - DRIVE THROUGH

VEHICLES

Selected regions and areas:

10 WALES	
CE CEREDIGION	1 days
NW NEWPORT	1 days

Secondary Filtering selection:

Parameter: Gross floor area
Actual Range: 341 to 350 (units: sqm)
Range Selected by User: 182 to 800 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 22/03/19

Selected survey days:

Saturday 2 days

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

Selected Locations:

Edge of Town 2

Selected Location Sub Categories:

Retail Zone 2

Secondary Filtering selection:

Use Class:

A3	1 days
A5	1 days

Population within 1 mile:

10,001 to 15,000 2 days

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

Travel Plan:

No 2 days

PTAL Rating:

No PTAL Present 2 days

LIST OF SITES relevant to selection parameters

1	CE-06-D-01	MCDONALD'S	CEREDIGION
		FFORDD PARC Y LLYN ABERYSTWYTH	
		Edge of Town Retail Zone	
		Total Gross floor area:	350 sqm
		Survey date: SATURDAY	09/05/15
2	NW-06-D-01	KFC	NEWPORT
		SPYTTY ROAD NEWPORT	
		Edge of Town Retail Zone	
		Total Gross floor area:	341 sqm
		Survey date: SATURDAY	16/10/10
			Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	350	1.429	1	350	0.857	1	350	2.286
06:00 - 07:00	1	350	7.714	1	350	5.143	1	350	12.857
07:00 - 08:00	1	350	9.143	1	350	6.857	1	350	16.000
08:00 - 09:00	2	346	7.959	2	346	7.381	2	346	15.340
09:00 - 10:00	2	346	15.051	2	346	12.880	2	346	27.931
10:00 - 11:00	2	346	15.051	2	346	15.485	2	346	30.536
11:00 - 12:00	2	346	20.260	2	346	16.787	2	346	37.047
12:00 - 13:00	2	346	28.509	2	346	26.339	2	346	54.848
13:00 - 14:00	2	346	27.062	2	346	29.522	2	346	56.584
14:00 - 15:00	2	346	25.036	2	346	22.287	2	346	47.323
15:00 - 16:00	2	346	20.405	2	346	22.865	2	346	43.270
16:00 - 17:00	2	346	18.958	2	346	20.116	2	346	39.074
17:00 - 18:00	2	346	16.208	2	346	16.787	2	346	32.995
18:00 - 19:00	2	346	21.418	2	346	20.550	2	346	41.968
19:00 - 20:00	2	346	18.379	2	346	19.971	2	346	38.350
20:00 - 21:00	2	346	11.577	2	346	12.446	2	346	24.023
21:00 - 22:00	2	346	11.577	2	346	11.722	2	346	23.299
22:00 - 23:00	2	346	7.959	2	346	9.986	2	346	17.945
23:00 - 24:00	1	350	12.571	1	350	14.000	1	350	26.571
Total Rates:			296.266			291.981			588.247

Parameter summary

Trip rate parameter range selected:	341 - 350 (units: sqm)
Survey date date range:	01/01/09 - 22/03/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-733701-190206-0258

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Secondary 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: 340 to 700 (units: sqm)
 Range Selected by User: 112 to 1000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 10/11/17

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:

Saturday 5 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 2
 Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Industrial Zone 1
 Village 1
 Out of Town 1
 No Sub Category 2

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

Secondary Filtering selection:Use Class:

A4 5 days

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

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

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Travel Plan:

No	5 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	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	FA-06-C-02	PUB/RESTAURANT	FALKIRK
	MILLENNIUM WHEEL DRIVE		
	FALKIRK		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	700 sqm	
	Survey date: SATURDAY	01/06/13	Survey Type: MANUAL
2	SF-06-C-01	PUB/RESTAURANT	SUFFOLK
	BROMFORD ROAD		
	NEAR IPSWICH		
	SPOUGHTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	380 sqm	
	Survey date: SATURDAY	13/07/13	Survey Type: MANUAL
3	WY-06-C-02	TOBY CARVERY	WEST YORKSHIRE
	ROOLEY LANE		
	BRADFORD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	430 sqm	
	Survey date: SATURDAY	08/12/12	Survey Type: MANUAL
4	WY-06-C-03	HARVESTER	WEST YORKSHIRE
	CARDIGAN FIELDS		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	340 sqm	
	Survey date: SATURDAY	21/09/13	Survey Type: MANUAL
5	WY-06-C-05	PUB/RESTAURANT	WEST YORKSHIRE
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	694 sqm	
	Survey date: SATURDAY	20/05/17	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-06-C-01	Too large

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	340	0.882	1	340	0.000	1	340	0.882
09:00 - 10:00	3	473	1.479	3	473	0.423	3	473	1.902
10:00 - 11:00	5	509	1.572	5	509	1.415	5	509	2.987
11:00 - 12:00	5	509	1.612	5	509	1.258	5	509	2.870
12:00 - 13:00	5	509	3.813	5	509	1.690	5	509	5.503
13:00 - 14:00	5	509	3.695	5	509	3.223	5	509	6.918
14:00 - 15:00	5	509	2.516	5	509	3.892	5	509	6.408
15:00 - 16:00	5	509	2.201	5	509	3.066	5	509	5.267
16:00 - 17:00	5	509	3.892	5	509	2.516	5	509	6.408
17:00 - 18:00	5	509	2.948	5	509	3.066	5	509	6.014
18:00 - 19:00	5	509	3.459	5	509	3.027	5	509	6.486
19:00 - 20:00	5	509	3.105	5	509	2.830	5	509	5.935
20:00 - 21:00	5	509	1.258	5	509	2.162	5	509	3.420
21:00 - 22:00	5	509	0.786	5	509	1.769	5	509	2.555
22:00 - 23:00	5	509	0.236	5	509	1.690	5	509	1.926
23:00 - 24:00	3	383	0.000	3	383	0.609	3	383	0.609
Total Rates:			33.454			32.636			66.090

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

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

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Parameter summary

Trip rate parameter range selected:	340 - 700 (units: sqm)
Survey date date range:	01/01/10 - 10/11/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	5
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

TAXIS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	340	0.000	1	340	0.000	1	340	0.000
09:00 - 10:00	3	473	0.000	3	473	0.000	3	473	0.000
10:00 - 11:00	5	509	0.000	5	509	0.000	5	509	0.000
11:00 - 12:00	5	509	0.079	5	509	0.079	5	509	0.158
12:00 - 13:00	5	509	0.079	5	509	0.079	5	509	0.158
13:00 - 14:00	5	509	0.393	5	509	0.393	5	509	0.786
14:00 - 15:00	5	509	0.118	5	509	0.118	5	509	0.236
15:00 - 16:00	5	509	0.118	5	509	0.118	5	509	0.236
16:00 - 17:00	5	509	0.275	5	509	0.275	5	509	0.550
17:00 - 18:00	5	509	0.039	5	509	0.039	5	509	0.078
18:00 - 19:00	5	509	0.314	5	509	0.314	5	509	0.628
19:00 - 20:00	5	509	0.354	5	509	0.354	5	509	0.708
20:00 - 21:00	5	509	0.157	5	509	0.118	5	509	0.275
21:00 - 22:00	5	509	0.314	5	509	0.354	5	509	0.668
22:00 - 23:00	5	509	0.197	5	509	0.197	5	509	0.394
23:00 - 24:00	3	383	0.000	3	383	0.000	3	383	0.000
Total Rates:			2.437			2.438			4.875

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

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

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

OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	340	0.000	1	340	0.000	1	340	0.000
09:00 - 10:00	3	473	0.070	3	473	0.000	3	473	0.070
10:00 - 11:00	5	509	0.039	5	509	0.079	5	509	0.118
11:00 - 12:00	5	509	0.000	5	509	0.039	5	509	0.039
12:00 - 13:00	5	509	0.000	5	509	0.000	5	509	0.000
13:00 - 14:00	5	509	0.000	5	509	0.000	5	509	0.000
14:00 - 15:00	5	509	0.000	5	509	0.000	5	509	0.000
15:00 - 16:00	5	509	0.000	5	509	0.000	5	509	0.000
16:00 - 17:00	5	509	0.000	5	509	0.000	5	509	0.000
17:00 - 18:00	5	509	0.000	5	509	0.000	5	509	0.000
18:00 - 19:00	5	509	0.000	5	509	0.000	5	509	0.000
19:00 - 20:00	5	509	0.000	5	509	0.000	5	509	0.000
20:00 - 21:00	5	509	0.000	5	509	0.000	5	509	0.000
21:00 - 22:00	5	509	0.000	5	509	0.000	5	509	0.000
22:00 - 23:00	5	509	0.000	5	509	0.000	5	509	0.000
23:00 - 24:00	3	383	0.000	3	383	0.000	3	383	0.000
Total Rates:			0.109			0.118			0.227

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

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

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	340	0.000	1	340	0.000	1	340	0.000
09:00 - 10:00	3	473	0.000	3	473	0.000	3	473	0.000
10:00 - 11:00	5	509	0.039	5	509	0.000	5	509	0.039
11:00 - 12:00	5	509	0.000	5	509	0.000	5	509	0.000
12:00 - 13:00	5	509	0.000	5	509	0.000	5	509	0.000
13:00 - 14:00	5	509	0.039	5	509	0.000	5	509	0.039
14:00 - 15:00	5	509	0.000	5	509	0.000	5	509	0.000
15:00 - 16:00	5	509	0.000	5	509	0.039	5	509	0.039
16:00 - 17:00	5	509	0.000	5	509	0.000	5	509	0.000
17:00 - 18:00	5	509	0.000	5	509	0.000	5	509	0.000
18:00 - 19:00	5	509	0.000	5	509	0.000	5	509	0.000
19:00 - 20:00	5	509	0.000	5	509	0.039	5	509	0.039
20:00 - 21:00	5	509	0.000	5	509	0.000	5	509	0.000
21:00 - 22:00	5	509	0.000	5	509	0.000	5	509	0.000
22:00 - 23:00	5	509	0.000	5	509	0.000	5	509	0.000
23:00 - 24:00	3	383	0.000	3	383	0.000	3	383	0.000
Total Rates:			0.078			0.078			0.156

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

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

Calculation Reference: AUDIT-733701-190206-0202

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS

VEHICLES

Selected regions and areas:

05 EAST MIDLANDS
 DS DERBYSHIRE 1 days

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

Secondary 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 bedrooms
 Actual Range: 99 to 99 (units:)
 Range Selected by User: 20 to 483 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 21/03/18

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:

Saturday 1 days

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

Selected survey types:

Manual count 1 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 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Secondary Filtering selection:

Use Class:

C1 1 days

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

Population within 1 mile:

1,001 to 5,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000 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 1 days

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

Travel Plan:

No 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 1 days

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

LIST OF SITES relevant to selection parameters

1	DS-06-A-03	MENZIES HOTEL	DERBYSHIRE
	ETWALL ROAD		
	DERBY		
	MICKLEOVER		
	Edge of Town		
	Residential Zone		
	Total Number of bedrooms:		99
	Survey date: SATURDAY		25/07/15
		Survey Type: MANUAL	

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

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

VEHICLES**Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	99	0.283	1	99	0.263	1	99	0.546
08:00 - 09:00	1	99	0.283	1	99	0.475	1	99	0.758
09:00 - 10:00	1	99	0.273	1	99	0.303	1	99	0.576
10:00 - 11:00	1	99	0.222	1	99	0.182	1	99	0.404
11:00 - 12:00	1	99	0.212	1	99	0.333	1	99	0.545
12:00 - 13:00	1	99	0.202	1	99	0.182	1	99	0.384
13:00 - 14:00	1	99	0.232	1	99	0.121	1	99	0.353
14:00 - 15:00	1	99	0.162	1	99	0.273	1	99	0.435
15:00 - 16:00	1	99	0.222	1	99	0.253	1	99	0.475
16:00 - 17:00	1	99	0.263	1	99	0.354	1	99	0.617
17:00 - 18:00	1	99	0.253	1	99	0.152	1	99	0.405
18:00 - 19:00	1	99	0.354	1	99	0.253	1	99	0.607
19:00 - 20:00	1	99	0.343	1	99	0.222	1	99	0.565
20:00 - 21:00	1	99	0.152	1	99	0.283	1	99	0.435
21:00 - 22:00	1	99	0.091	1	99	0.152	1	99	0.243
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.547				3.801	7.348	

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:	99 - 99 (units:)
Survey date date range:	01/01/10 - 21/03/18
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

TAXIS**Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	99	0.000	1	99	0.000	1	99	0.000
08:00 - 09:00	1	99	0.020	1	99	0.020	1	99	0.040
09:00 - 10:00	1	99	0.020	1	99	0.020	1	99	0.040
10:00 - 11:00	1	99	0.000	1	99	0.000	1	99	0.000
11:00 - 12:00	1	99	0.020	1	99	0.010	1	99	0.030
12:00 - 13:00	1	99	0.000	1	99	0.010	1	99	0.010
13:00 - 14:00	1	99	0.000	1	99	0.000	1	99	0.000
14:00 - 15:00	1	99	0.000	1	99	0.000	1	99	0.000
15:00 - 16:00	1	99	0.010	1	99	0.010	1	99	0.020
16:00 - 17:00	1	99	0.010	1	99	0.010	1	99	0.020
17:00 - 18:00	1	99	0.000	1	99	0.000	1	99	0.000
18:00 - 19:00	1	99	0.000	1	99	0.000	1	99	0.000
19:00 - 20:00	1	99	0.000	1	99	0.000	1	99	0.000
20:00 - 21:00	1	99	0.010	1	99	0.010	1	99	0.020
21:00 - 22:00	1	99	0.000	1	99	0.000	1	99	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.090			0.180

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

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

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

OGVS**Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	99	0.000	1	99	0.000	1	99	0.000
08:00 - 09:00	1	99	0.000	1	99	0.000	1	99	0.000
09:00 - 10:00	1	99	0.010	1	99	0.000	1	99	0.010
10:00 - 11:00	1	99	0.010	1	99	0.010	1	99	0.020
11:00 - 12:00	1	99	0.000	1	99	0.010	1	99	0.010
12:00 - 13:00	1	99	0.000	1	99	0.000	1	99	0.000
13:00 - 14:00	1	99	0.000	1	99	0.000	1	99	0.000
14:00 - 15:00	1	99	0.000	1	99	0.000	1	99	0.000
15:00 - 16:00	1	99	0.010	1	99	0.010	1	99	0.020
16:00 - 17:00	1	99	0.000	1	99	0.000	1	99	0.000
17:00 - 18:00	1	99	0.000	1	99	0.000	1	99	0.000
18:00 - 19:00	1	99	0.000	1	99	0.000	1	99	0.000
19:00 - 20:00	1	99	0.000	1	99	0.000	1	99	0.000
20:00 - 21:00	1	99	0.000	1	99	0.000	1	99	0.000
21:00 - 22:00	1	99	0.000	1	99	0.000	1	99	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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

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

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

CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	99	0.000	1	99	0.000	1	99	0.000
08:00 - 09:00	1	99	0.000	1	99	0.000	1	99	0.000
09:00 - 10:00	1	99	0.000	1	99	0.000	1	99	0.000
10:00 - 11:00	1	99	0.000	1	99	0.000	1	99	0.000
11:00 - 12:00	1	99	0.000	1	99	0.000	1	99	0.000
12:00 - 13:00	1	99	0.000	1	99	0.010	1	99	0.010
13:00 - 14:00	1	99	0.000	1	99	0.000	1	99	0.000
14:00 - 15:00	1	99	0.000	1	99	0.000	1	99	0.000
15:00 - 16:00	1	99	0.000	1	99	0.000	1	99	0.000
16:00 - 17:00	1	99	0.010	1	99	0.000	1	99	0.010
17:00 - 18:00	1	99	0.000	1	99	0.000	1	99	0.000
18:00 - 19:00	1	99	0.000	1	99	0.000	1	99	0.000
19:00 - 20:00	1	99	0.000	1	99	0.000	1	99	0.000
20:00 - 21:00	1	99	0.000	1	99	0.000	1	99	0.000
21:00 - 22:00	1	99	0.000	1	99	0.000	1	99	0.000
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 06 - HOTEL, FOOD & DRINK/A - HOTELS

CARS**Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	99	0.273	1	99	0.242	1	99	0.515
08:00 - 09:00	1	99	0.242	1	99	0.444	1	99	0.686
09:00 - 10:00	1	99	0.232	1	99	0.232	1	99	0.464
10:00 - 11:00	1	99	0.182	1	99	0.152	1	99	0.334
11:00 - 12:00	1	99	0.162	1	99	0.283	1	99	0.445
12:00 - 13:00	1	99	0.202	1	99	0.172	1	99	0.374
13:00 - 14:00	1	99	0.232	1	99	0.111	1	99	0.343
14:00 - 15:00	1	99	0.152	1	99	0.263	1	99	0.415
15:00 - 16:00	1	99	0.192	1	99	0.232	1	99	0.424
16:00 - 17:00	1	99	0.242	1	99	0.323	1	99	0.565
17:00 - 18:00	1	99	0.222	1	99	0.121	1	99	0.343
18:00 - 19:00	1	99	0.333	1	99	0.242	1	99	0.575
19:00 - 20:00	1	99	0.333	1	99	0.222	1	99	0.555
20:00 - 21:00	1	99	0.141	1	99	0.263	1	99	0.404
21:00 - 22:00	1	99	0.091	1	99	0.141	1	99	0.232
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.231				3.443	6.674	

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

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

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

LGVS**Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	99	0.010	1	99	0.020	1	99	0.030
08:00 - 09:00	1	99	0.020	1	99	0.010	1	99	0.030
09:00 - 10:00	1	99	0.010	1	99	0.051	1	99	0.061
10:00 - 11:00	1	99	0.030	1	99	0.020	1	99	0.050
11:00 - 12:00	1	99	0.030	1	99	0.030	1	99	0.060
12:00 - 13:00	1	99	0.000	1	99	0.000	1	99	0.000
13:00 - 14:00	1	99	0.000	1	99	0.010	1	99	0.010
14:00 - 15:00	1	99	0.010	1	99	0.010	1	99	0.020
15:00 - 16:00	1	99	0.010	1	99	0.000	1	99	0.010
16:00 - 17:00	1	99	0.000	1	99	0.010	1	99	0.010
17:00 - 18:00	1	99	0.030	1	99	0.020	1	99	0.050
18:00 - 19:00	1	99	0.020	1	99	0.010	1	99	0.030
19:00 - 20:00	1	99	0.010	1	99	0.000	1	99	0.010
20:00 - 21:00	1	99	0.000	1	99	0.010	1	99	0.010
21:00 - 22:00	1	99	0.000	1	99	0.010	1	99	0.010
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.180			0.211			0.391

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

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

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

MOTOR CYCLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	99	0.000	1	99	0.000	1	99	0.000
08:00 - 09:00	1	99	0.000	1	99	0.000	1	99	0.000
09:00 - 10:00	1	99	0.000	1	99	0.000	1	99	0.000
10:00 - 11:00	1	99	0.000	1	99	0.000	1	99	0.000
11:00 - 12:00	1	99	0.000	1	99	0.000	1	99	0.000
12:00 - 13:00	1	99	0.000	1	99	0.000	1	99	0.000
13:00 - 14:00	1	99	0.000	1	99	0.000	1	99	0.000
14:00 - 15:00	1	99	0.000	1	99	0.000	1	99	0.000
15:00 - 16:00	1	99	0.000	1	99	0.000	1	99	0.000
16:00 - 17:00	1	99	0.010	1	99	0.010	1	99	0.020
17:00 - 18:00	1	99	0.000	1	99	0.000	1	99	0.000
18:00 - 19:00	1	99	0.000	1	99	0.000	1	99	0.000
19:00 - 20:00	1	99	0.000	1	99	0.000	1	99	0.000
20:00 - 21:00	1	99	0.000	1	99	0.000	1	99	0.000
21:00 - 22:00	1	99	0.000	1	99	0.000	1	99	0.000
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.

Calculation Reference: AUDIT-733701-190206-0206

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

Secondary 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: 1750 to 11400 (units: sqm)
 Range Selected by User: 204 to 15000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 27/09/17

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:

Saturday 2 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	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:

Development Zone	1
Residential Zone	1

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

Secondary Filtering selection:

Use Class:

D2 2 days

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

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

20,001 to 25,000	1 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:

250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
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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	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	1 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BT-07-K-01	LIFESTYLE FITNESS	BRENT
	EMPIRE WAY		
	WEMBLEY		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	1750 sqm	
	Survey date: SATURDAY	16/05/15	Survey Type: MANUAL
2	EB-07-K-01	DAVID LLOYD CLUB	CITY OF EDINBURGH
	GLASGOW ROAD		
	EDINBURGH		
	GYLE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	11400 sqm	
	Survey date: SATURDAY	19/03/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	11400	0.053	1	11400	0.000	1	11400	0.053
07:00 - 08:00	2	6575	0.456	2	6575	0.030	2	6575	0.486
08:00 - 09:00	2	6575	0.981	2	6575	0.266	2	6575	1.247
09:00 - 10:00	2	6575	1.148	2	6575	0.471	2	6575	1.619
10:00 - 11:00	2	6575	0.905	2	6575	0.814	2	6575	1.719
11:00 - 12:00	2	6575	0.639	2	6575	1.095	2	6575	1.734
12:00 - 13:00	2	6575	0.464	2	6575	1.027	2	6575	1.491
13:00 - 14:00	2	6575	0.373	2	6575	0.692	2	6575	1.065
14:00 - 15:00	2	6575	0.418	2	6575	0.395	2	6575	0.813
15:00 - 16:00	2	6575	0.365	2	6575	0.289	2	6575	0.654
16:00 - 17:00	2	6575	0.365	2	6575	0.418	2	6575	0.783
17:00 - 18:00	2	6575	0.190	2	6575	0.395	2	6575	0.585
18:00 - 19:00	2	6575	0.213	2	6575	0.388	2	6575	0.601
19:00 - 20:00	2	6575	0.160	2	6575	0.274	2	6575	0.434
20:00 - 21:00	2	6575	0.008	2	6575	0.183	2	6575	0.191
21:00 - 22:00	1	11400	0.000	1	11400	0.018	1	11400	0.018
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.738			6.755			13.493

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:	1750 - 11400 (units: sqm)
Survey date date range:	01/01/10 - 27/09/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	1	11400	0.035	1	11400	0.000	1	11400	0.035
07:00 - 08:00	2	6575	0.008	2	6575	0.000	2	6575	0.008
08:00 - 09:00	2	6575	0.015	2	6575	0.015	2	6575	0.030
09:00 - 10:00	2	6575	0.053	2	6575	0.015	2	6575	0.068
10:00 - 11:00	2	6575	0.023	2	6575	0.023	2	6575	0.046
11:00 - 12:00	2	6575	0.023	2	6575	0.023	2	6575	0.046
12:00 - 13:00	2	6575	0.008	2	6575	0.046	2	6575	0.054
13:00 - 14:00	2	6575	0.015	2	6575	0.000	2	6575	0.015
14:00 - 15:00	2	6575	0.015	2	6575	0.015	2	6575	0.030
15:00 - 16:00	2	6575	0.015	2	6575	0.008	2	6575	0.023
16:00 - 17:00	2	6575	0.008	2	6575	0.030	2	6575	0.038
17:00 - 18:00	2	6575	0.000	2	6575	0.023	2	6575	0.023
18:00 - 19:00	2	6575	0.000	2	6575	0.000	2	6575	0.000
19:00 - 20:00	2	6575	0.008	2	6575	0.015	2	6575	0.023
20:00 - 21:00	2	6575	0.000	2	6575	0.000	2	6575	0.000
21:00 - 22:00	1	11400	0.000	1	11400	0.009	1	11400	0.009
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.226			0.222			0.448

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	1	11400	0.053	1	11400	0.000	1	11400	0.053
07:00 - 08:00	2	6575	0.433	2	6575	0.030	2	6575	0.463
08:00 - 09:00	2	6575	0.973	2	6575	0.243	2	6575	1.216
09:00 - 10:00	2	6575	1.133	2	6575	0.464	2	6575	1.597
10:00 - 11:00	2	6575	0.882	2	6575	0.798	2	6575	1.680
11:00 - 12:00	2	6575	0.624	2	6575	1.080	2	6575	1.704
12:00 - 13:00	2	6575	0.449	2	6575	1.004	2	6575	1.453
13:00 - 14:00	2	6575	0.365	2	6575	0.669	2	6575	1.034
14:00 - 15:00	2	6575	0.403	2	6575	0.388	2	6575	0.791
15:00 - 16:00	2	6575	0.357	2	6575	0.289	2	6575	0.646
16:00 - 17:00	2	6575	0.365	2	6575	0.403	2	6575	0.768
17:00 - 18:00	2	6575	0.167	2	6575	0.388	2	6575	0.555
18:00 - 19:00	2	6575	0.167	2	6575	0.373	2	6575	0.540
19:00 - 20:00	2	6575	0.144	2	6575	0.259	2	6575	0.403
20:00 - 21:00	2	6575	0.000	2	6575	0.129	2	6575	0.129
21:00 - 22:00	1	11400	0.000	1	11400	0.018	1	11400	0.018
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.515				6.535	13.050	

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 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

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	1	11400	0.000	1	11400	0.000	1	11400	0.000
07:00 - 08:00	2	6575	0.023	2	6575	0.000	2	6575	0.023
08:00 - 09:00	2	6575	0.030	2	6575	0.023	2	6575	0.053
09:00 - 10:00	2	6575	0.008	2	6575	0.008	2	6575	0.016
10:00 - 11:00	2	6575	0.015	2	6575	0.015	2	6575	0.030
11:00 - 12:00	2	6575	0.008	2	6575	0.008	2	6575	0.016
12:00 - 13:00	2	6575	0.008	2	6575	0.023	2	6575	0.031
13:00 - 14:00	2	6575	0.015	2	6575	0.023	2	6575	0.038
14:00 - 15:00	2	6575	0.000	2	6575	0.008	2	6575	0.008
15:00 - 16:00	2	6575	0.008	2	6575	0.000	2	6575	0.008
16:00 - 17:00	2	6575	0.008	2	6575	0.008	2	6575	0.016
17:00 - 18:00	2	6575	0.008	2	6575	0.008	2	6575	0.016
18:00 - 19:00	2	6575	0.030	2	6575	0.015	2	6575	0.045
19:00 - 20:00	2	6575	0.008	2	6575	0.015	2	6575	0.023
20:00 - 21:00	2	6575	0.008	2	6575	0.023	2	6575	0.031
21:00 - 22:00	1	11400	0.000	1	11400	0.000	1	11400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.177			0.177			0.354

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

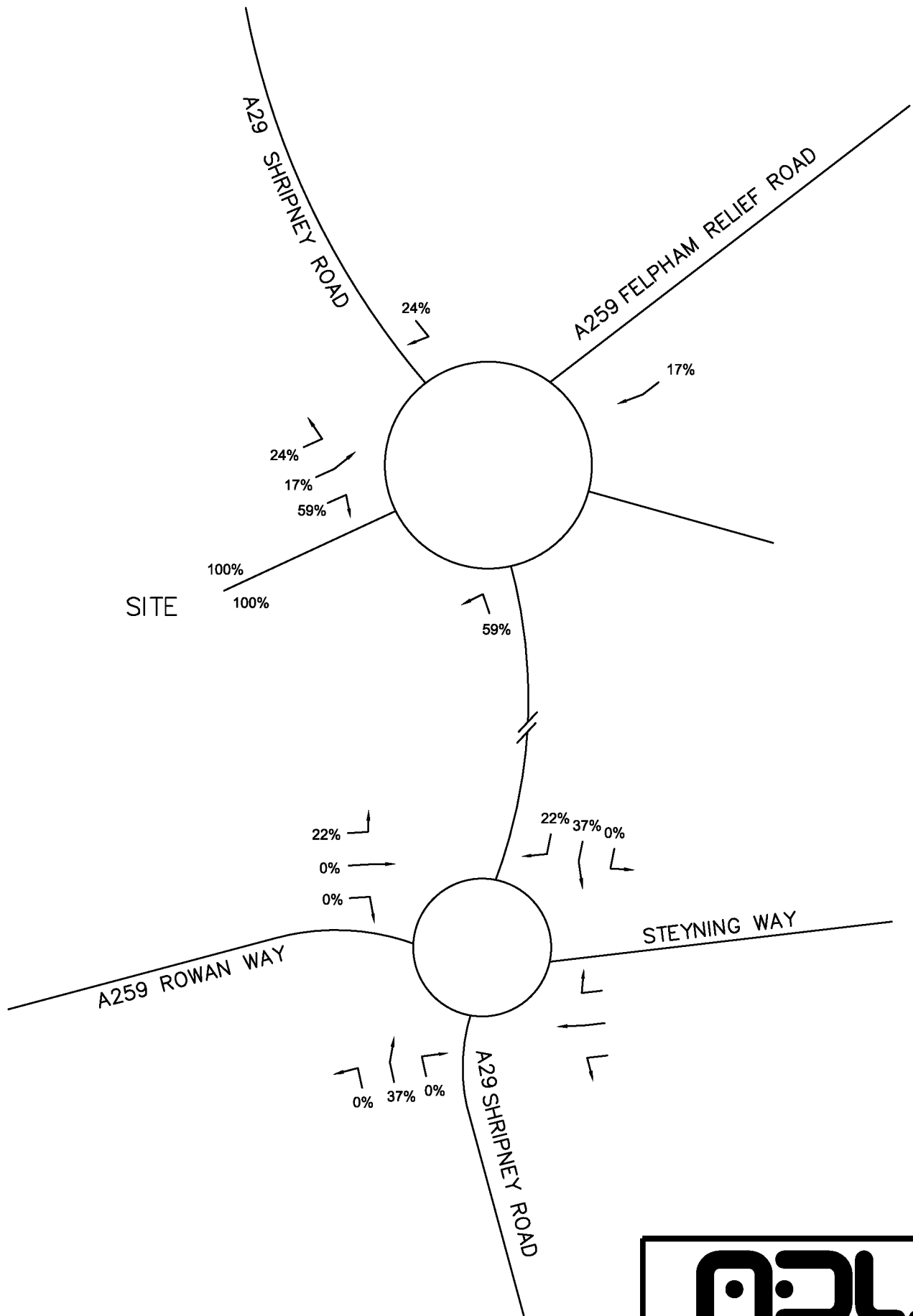
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	11400	0.000	1	11400	0.000	1	11400	0.000
07:00 - 08:00	2	6575	0.008	2	6575	0.000	2	6575	0.008
08:00 - 09:00	2	6575	0.000	2	6575	0.000	2	6575	0.000
09:00 - 10:00	2	6575	0.000	2	6575	0.008	2	6575	0.008
10:00 - 11:00	2	6575	0.000	2	6575	0.000	2	6575	0.000
11:00 - 12:00	2	6575	0.000	2	6575	0.000	2	6575	0.000
12:00 - 13:00	2	6575	0.000	2	6575	0.000	2	6575	0.000
13:00 - 14:00	2	6575	0.000	2	6575	0.000	2	6575	0.000
14:00 - 15:00	2	6575	0.008	2	6575	0.000	2	6575	0.008
15:00 - 16:00	2	6575	0.000	2	6575	0.000	2	6575	0.000
16:00 - 17:00	2	6575	0.000	2	6575	0.008	2	6575	0.008
17:00 - 18:00	2	6575	0.008	2	6575	0.000	2	6575	0.008
18:00 - 19:00	2	6575	0.015	2	6575	0.000	2	6575	0.015
19:00 - 20:00	2	6575	0.008	2	6575	0.000	2	6575	0.008
20:00 - 21:00	2	6575	0.000	2	6575	0.030	2	6575	0.030
21:00 - 22:00	1	11400	0.000	1	11400	0.000	1	11400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.046			0.093

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.

CONSENTED SCHEME TRAFFIC FLOWS

Figure 3	Traffic Distribution
Figure 4	Generated Traffic Flows – Saturday Peak Hour 11:00-12:00
Figure 5	2031 Forecast Traffic flows – Saturday Peak Hour 11:00-12:00



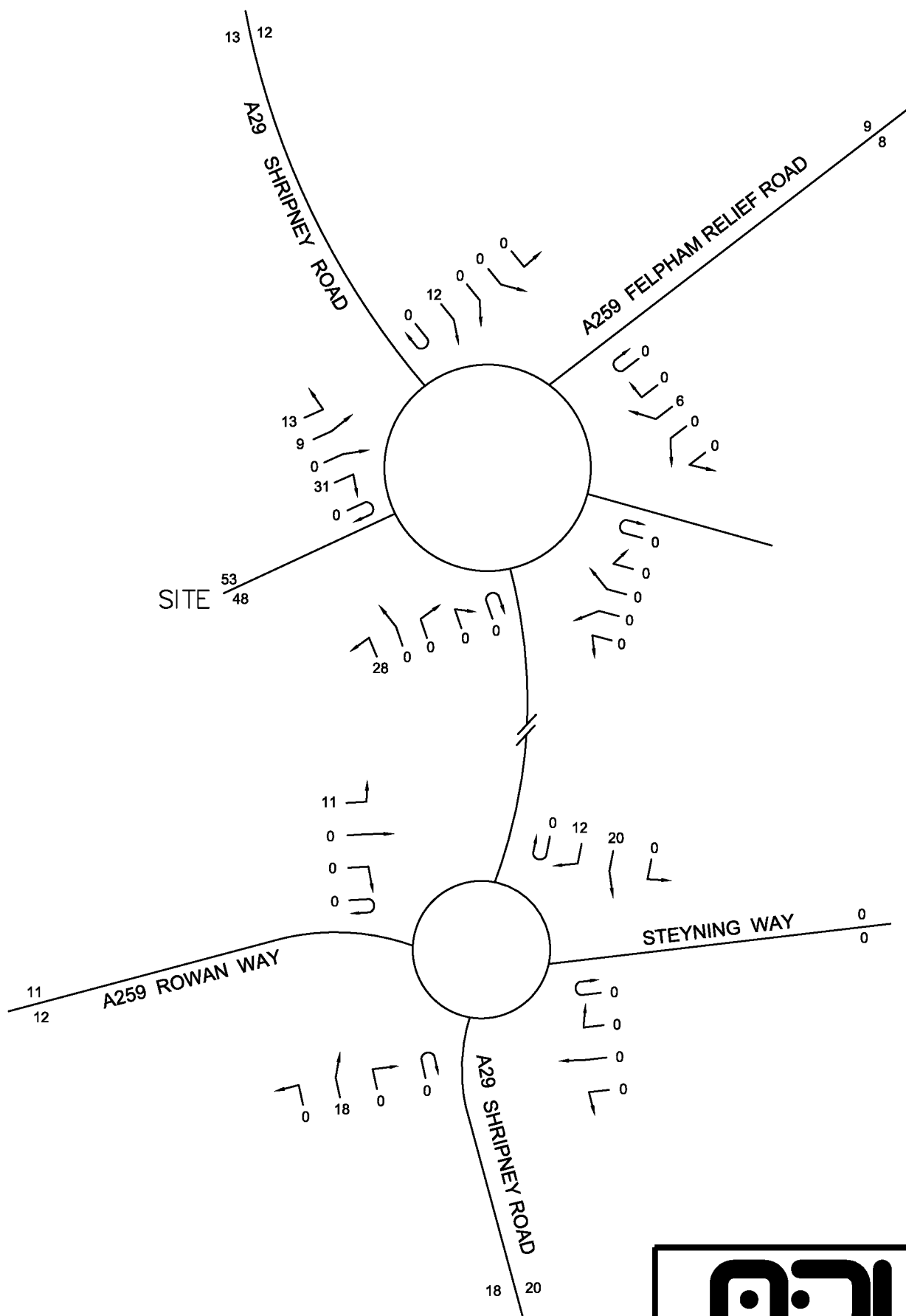
A.D.L.
TRAFFIC
HIGHWAYS

Title
CONSENTED SCHEME TRAFFIC FLOWS
Traffic Distribution

Scale

N.T.S.

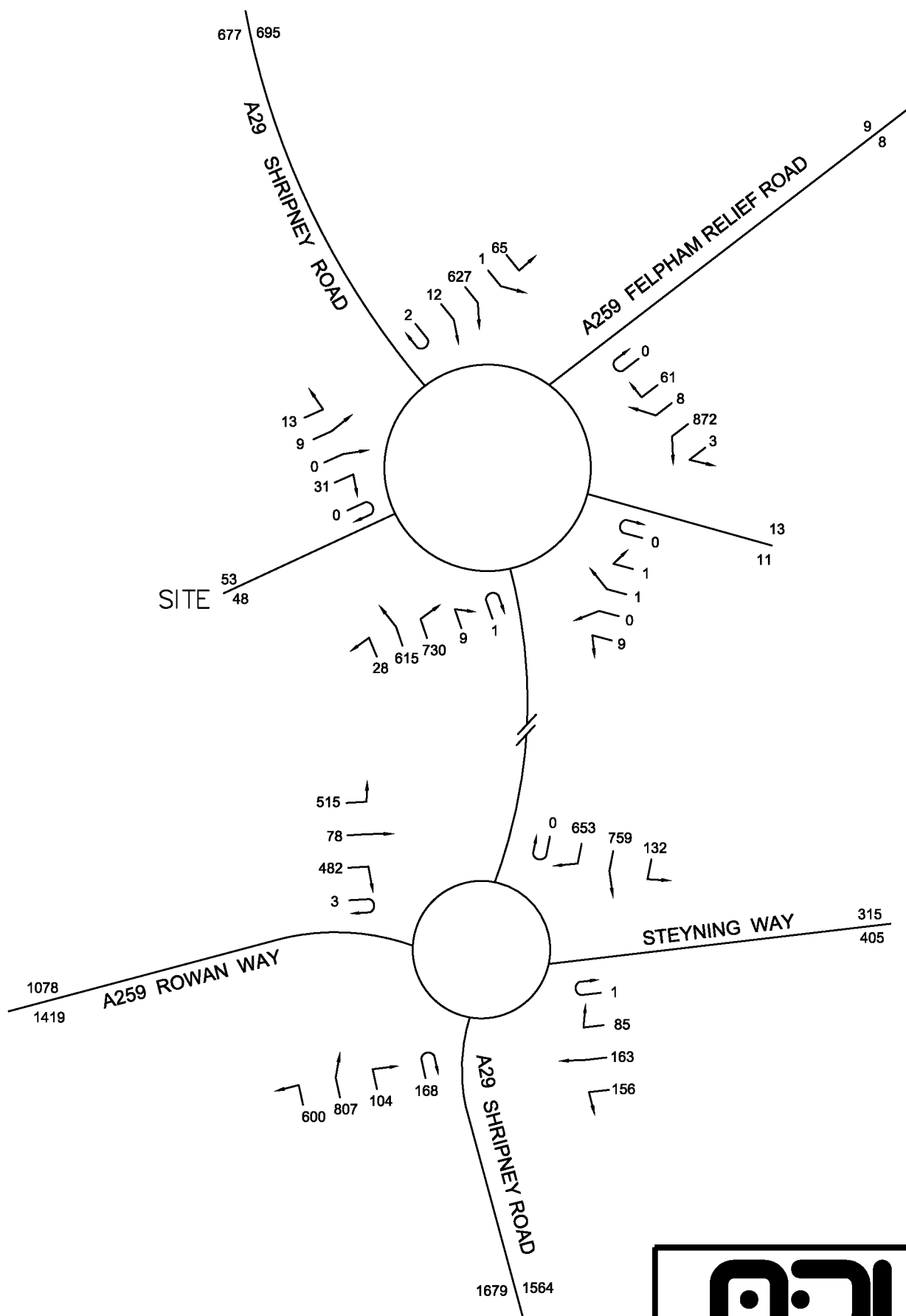
Figure 3.0



A.D.L.
T R A F F I C
H I G H W A Y S

Title
GENERATED TRAFFIC FLOWS
 Saturday Peak Hour 11:00-12:00

Scale
 N.T.S. Figure 4.0



A.D.L.

**TRAFFIC
HIGHWAYS**

Title
2031 FORECAST TRAFFIC FLOWS
Saturday Peak Hour 11:00-12:00

Scale
N.T.S.

Figure 5.0

ARCADY ASSESSMENT: SITE ACCESS/A29 ROUNDABOUT

5.1

ARCADY Output

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.0.2.5947 © Copyright TRL Limited, 2017	
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Filename: Site Access Roundabout Consented Development.j9

Path: \\SVR-SBS-ADL\Traffic\3500-3599\3503 Bognor Regis\HIGHWAYS FOLDER\ARCADY

Report generation date: 19/02/2019 09:04:14

«2031 + Consented Development , Saturday AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	Saturday AM			
	Queue (PCU)	Delay (s)	RFC	LOS
2031 + Consented Development				
1 - A29 (N)	0.6	2.97	0.39	A
2 - A259 Felpham Relief Road	2.7	9.38	0.73	A
3 - Oldlands Farm Access	0.0	5.33	0.02	A
4 - A29 (S)	2.9	6.87	0.74	A
5 - Site Access	0.1	7.85	0.11	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	Bognor Regis
Location	Saltbox
Site number	1
Date	13/12/2018
Version	
Status	(new file)
Identifier	AMC
Client	LANGMEAD dEVELOPMENTS 1 LTD
Jobnumber	
Enumerator	ADLUKJunction
Description	

Units

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

Analysis Options

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

Analysis Set Details

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

2031 + Consented Development , Saturday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4, 5	6.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A29 (N)	
2	A259 Felpham Relief Road	
3	Oldlands Farm Access	
4	A29 (S)	
5	Site Access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A29 (N)	7.40	9.10	4.7	33.8	60.0	18.0	
2 - A259 Felpham Relief Road	4.70	6.50	25.0	16.5	60.0	27.0	
3 - Oldlands Farm Access	4.90	6.20	4.0	14.6	60.0	28.0	
4 - A29 (S)	7.30	7.40	3.2	20.3	60.0	47.0	
5 - Site Access	3.50	4.50	7.8	30.0	60.0	31.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A29 (N)	0.735	2634
2 - A259 Felpham Relief Road	0.586	1867
3 - Oldlands Farm Access	0.547	1659
4 - A29 (S)	0.613	2109
5 - Site Access	0.490	1291

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 + Consented Development	Saturday AM	ONE HOUR	11:00	12:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 (N)		ONE HOUR	✓	707	100.000
2 - A259 Felpham Relief Road		ONE HOUR	✓	944	100.000
3 - Oldlands Farm Access		ONE HOUR	✓	11	100.000
4 - A29 (S)		ONE HOUR	✓	1383	100.000
5 - Site Access		ONE HOUR	✓	53	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1 - A29 (N)	2 - A259 Felpham Relief Road	3 - Oldlands Farm Access	4 - A29 (S)	5 - Site Access
From					
1 - A29 (N)	2	65	1	627	12
2 - A259 Felpham Relief Road	61	0	3	872	8
3 - Oldlands Farm Access	1	1	0	9	0
4 - A29 (S)	615	730	9	1	28
5 - Site Access	13	9	0	31	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1 - A29 (N)	2 - A259 Felpham Relief Road	3 - Oldlands Farm Access	4 - A29 (S)	5 - Site Access
From					
1 - A29 (N)	0	2	0	1	2
2 - A259 Felpham Relief Road	2	0	0	1	2
3 - Oldlands Farm Access	0	0	0	0	0
4 - A29 (S)	1	1	0	0	2
5 - Site Access	2	2	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 (N)	0.39	2.97	0.6	A	649	973
2 - A259 Felpham Relief Road	0.73	9.38	2.7	A	866	1299
3 - Oldlands Farm Access	0.02	5.33	0.0	A	10	15
4 - A29 (S)	0.74	6.87	2.9	A	1269	1904
5 - Site Access	0.11	7.85	0.1	A	49	73

Main Results for each time segment

11:00 - 11:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	532	133	586	2203	0.242	531	519	0.0	0.3	2.176	A
2 - A259 Felpham Relief Road	711	178	513	1567	0.454	707	604	0.0	0.8	4.217	A
3 - Oldlands Farm Access	8	2	1210	997	0.008	8	10	0.0	0.0	3.640	A
4 - A29 (S)	1041	260	64	2070	0.503	1037	1155	0.0	1.0	3.509	A
5 - Site Access	40	10	1065	770	0.052	40	36	0.0	0.1	5.027	A

11:15 - 11:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	636	159	701	2119	0.300	635	621	0.3	0.4	2.453	A
2 - A259 Felpham Relief Road	849	212	614	1508	0.563	847	723	0.8	1.3	5.488	A
3 - Oldlands Farm Access	10	2	1449	867	0.011	10	12	0.0	0.0	4.201	A
4 - A29 (S)	1243	311	76	2062	0.603	1241	1382	1.0	1.5	4.419	A
5 - Site Access	48	12	1274	667	0.071	48	43	0.1	0.1	5.925	A

11:30 - 11:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	778	195	857	2004	0.388	778	759	0.4	0.6	2.967	A
2 - A259 Felpham Relief Road	1039	260	751	1427	0.728	1034	883	1.3	2.6	9.131	A
3 - Oldlands Farm Access	12	3	1771	690	0.018	12	14	0.0	0.0	5.307	A
4 - A29 (S)	1523	381	93	2052	0.742	1517	1690	1.5	2.8	6.739	A
5 - Site Access	58	15	1558	529	0.110	58	53	0.1	0.1	7.803	A

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	778	195	860	2002	0.389	778	762	0.6	0.6	2.974	A
2 - A259 Felpham Relief Road	1039	260	752	1427	0.728	1039	886	2.6	2.7	9.376	A
3 - Oldlands Farm Access	12	3	1777	687	0.018	12	14	0.0	0.0	5.333	A
4 - A29 (S)	1523	381	94	2052	0.742	1523	1695	2.8	2.9	6.869	A
5 - Site Access	58	15	1563	526	0.111	58	53	0.1	0.1	7.853	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	636	159	705	2116	0.300	636	625	0.6	0.4	2.461	A
2 - A259 Felpham Relief Road	849	212	615	1507	0.563	854	727	2.7	1.3	5.617	A
3 - Oldlands Farm Access	10	2	1457	862	0.011	10	12	0.0	0.0	4.226	A
4 - A29 (S)	1243	311	77	2062	0.603	1249	1390	2.9	1.6	4.500	A
5 - Site Access	48	12	1282	664	0.072	48	43	0.1	0.1	5.964	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	532	133	589	2201	0.242	533	522	0.4	0.3	2.182	A
2 - A259 Felpham Relief Road	711	178	515	1566	0.454	713	607	1.3	0.8	4.275	A
3 - Oldlands Farm Access	8	2	1217	993	0.008	8	10	0.0	0.0	3.657	A
4 - A29 (S)	1041	260	64	2070	0.503	1043	1162	1.6	1.0	3.549	A
5 - Site Access	40	10	1071	767	0.052	40	36	0.1	0.1	5.054	A

ARCADY ASSESSMENT: A29/ROWAN WAY ROUNDABOUT

6.1

ARCADY Output

Junctions 9			
ARCADY 9 - Roundabout Module			
Version: 9.0.2.5947			
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Filename: Rowan Way Roundabout - Consented Scheme.j9

Path: \\SVR-SBS-ADL\\Traffic\\3500-3599\\3503 Bognor Regis\\HIGHWAYS FOLDER\\ARCADY

Report generation date: 19/02/2019 09:10:03

*2031 Total + Consented Development , Saturday AM

*2031 Total + Consented Development D- Flat Profile, Saturday AM

Summary of junction performance

Saturday AM			
	Queue (PCU)	Delay (s)	RFC
2031 Total + Consented Development			
1 - A29 (N)	10.5	23.77	0.92
2 - Steyning Way	6.8	53.84	0.90
3 - A29 (S)	34.6	66.23	1.01
4 - A259 Rowan Way	24.1	72.51	1.00
2031 Total + Consented Development D- Flat Profile			
1 - A29 (N)	4.7	11.02	0.82
2 - Steyning Way	2.2	20.01	0.69
3 - A29 (S)	8.1	17.78	0.88
4 - A259 Rowan Way	6.9	23.75	0.88

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	Bognor Regis
Location	Saltbox
Site number	2
Date	25/05/2017
Version	
Status	(new file)
Identifier	AMC
Client	Langmead Developments 1 Ltd
Jobnumber	3503
Enumerator	ADLUKJunction
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031 Total + Consented Development	Saturday AM	ONE HOUR	11:00	12:30		15	✓
D2	2031 Total + Consented Development D- Flat Profile	Saturday AM	FLAT	11:00	12:30	90	15	✓

Analysis Set Details

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

2031 Total + Consented Development , Saturday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	62.73	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A29 (N)	
2	Steyning Way	
3	A29 (S)	
4	A259 Rowan Way	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A29 (N)	7.10	8.30	1.4	19.8	73.0	12.0	
2 - Steyning Way	3.53	6.60	7.7	38.1	73.0	6.0	
3 - A29 (S)	6.98	8.10	6.2	24.7	73.0	19.0	
4 - A259 Rowan Way	3.90	7.80	10.3	20.0	73.0	7.0	

Slope / Intercept / Capacity

Roundabout Slope and intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A29 (N)	0.613	2388
2 - Steyning Way	0.508	1637
3 - A29 (S)	0.618	2441
4 - A259 Rowan Way	0.535	1853

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Total + Consented Development	Saturday AM	ONE HOUR	11:00	12:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 (N)		ONE HOUR	✓	1544	100.000
2 - Steyning Way		ONE HOUR	✓	405	100.000
3 - A29 (S)		ONE HOUR	✓	1679	100.000
4 - A259 Rowan Way		ONE HOUR	✓	1078	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A29 (N)	2 - Steyning Way	3 - A29 (S)	4 - A259 Rowan Way
	1 - A29 (N)	0	132	759	653
	2 - Steyning Way	85	1	156	163
	3 - A29 (S)	807	104	168	600
	4 - A259 Rowan Way	515	78	482	3

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A29 (N)	2 - Steyning Way	3 - A29 (S)	4 - A259 Rowan Way
	1 - A29 (N)	0	1	2	1
	2 - Steyning Way	1	0	1	2
	3 - A29 (S)	1	1	0	1
	4 - A259 Rowan Way	1	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 (N)	0.92	23.77	10.5	C	1417	2125
2 - Steyning Way	0.90	58.64	6.8	F	372	557
3 - A29 (S)	1.01	65.20	34.6	F	1541	2311
4 - A259 Rowan Way	1.00	72.51	24.1	F	989	1484

Main Results for each time segment

11:00 - 11:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1162	291	625	2004	0.580	1157	1053	0.0	1.4	4.285	A
2 - Steyning Way	305	76	1546	851	0.358	303	236	0.0	0.6	6.633	A
3 - A29 (S)	1264	316	678	2022	0.625	1257	1171	0.0	1.7	4.711	A
4 - A259 Rowan Way	812	203	872	1386	0.586	806	1063	0.0	1.4	6.211	A

11:15 - 11:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1388	347	747	1929	0.719	1383	1258	1.4	2.5	6.637	A
2 - Steyning Way	364	91	1849	697	0.522	362	282	0.6	1.1	10.828	B
3 - A29 (S)	1509	377	810	1940	0.778	1502	1401	1.7	3.4	8.174	A
4 - A259 Rowan Way	969	242	1042	1295	0.748	963	1270	1.4	2.9	10.774	B

11:30 - 11:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1700	425	880	1848	0.920	1673	1483	2.5	9.2	18.628	C
2 - Steyning Way	446	111	2218	510	0.875	430	336	1.1	5.2	39.748	E
3 - A29 (S)	1849	462	975	1838	1.006	1771	1672	3.4	22.8	35.945	F
4 - A259 Rowan Way	1187	297	1229	1195	0.990	1134	1517	2.9	16.2	41.648	E

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1700	425	896	1838	0.925	1695	1510	9.2	10.5	23.775	C
2 - Steyning Way	446	111	2250	493	0.904	439	341	5.2	6.8	50.637	F
3 - A29 (S)	1849	462	990	1829	1.011	1801	1699	22.8	34.6	65.228	F
4 - A259 Rowan Way	1187	297	1251	1183	1.000	1155	1540	16.2	24.1	72.507	F

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1388	347	814	1889	0.735	1419	1367	10.5	2.9	8.253	A
2 - Steyning Way	364	91	1933	654	0.557	386	299	6.8	1.3	14.663	B
3 - A29 (S)	1509	377	840	1921	0.786	1632	1479	34.6	3.9	17.871	C
4 - A259 Rowan Way	969	242	1131	1247	0.777	1050	1342	24.1	3.8	24.860	C

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1162	291	636	1998	0.582	1168	1069	2.9	1.4	4.434	A
2 - Steyning Way	305	76	1565	841	0.362	308	239	1.3	0.6	6.878	A
3 - A29 (S)	1264	316	686	2017	0.627	1273	1187	3.9	1.7	4.936	A
4 - A259 Rowan Way	812	203	883	1380	0.588	821	1075	3.8	1.5	6.606	A

2031 Total + Consented Development D- Flat Profile, Saturday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	17.12	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2031 Total + Consented Development D- Flat Profile	Saturday AM	FLAT	11:00	12:30	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29 (N)		FLAT	✓	1544	100.000
2 - Steyning Way		FLAT	✓	405	100.000
3 - A29 (S)		FLAT	✓	1679	100.000
4 - A259 Rowan Way		FLAT	✓	1078	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A29 (N)	2 - Steyning Way	3 - A29 (S)	4 - A259 Rowan Way
From	1 - A29 (N)	0	132	759	653
	2 - Steyning Way	85	1	156	163
	3 - A29 (S)	807	104	168	600
	4 - A259 Rowan Way	515	78	482	3

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - A29 (N)	2 - Steyning Way	3 - A29 (S)	4 - A259 Rowan Way
	1 - A29 (N)	0	1	2	1
	2 - Steyning Way	1	0	1	2
	3 - A29 (S)	1	1	0	1
	4 - A259 Rowan Way	1	1	1	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29 (N)	0.82	11.02	4.7	E	1544	2316
2 - Steyning Way	0.69	20.01	2.2	C	405	608
3 - A29 (S)	0.83	17.78	8.1	C	1679	2519
4 - A259 Rowan Way	0.88	23.75	6.9	C	1078	1617

Main Results for each time segment

11:00 - 11:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1544	386	819	1885	0.819	1527	1381	0.0	4.3	9.767	A
2 - Steyning Way	405	101	2036	602	0.673	397	310	0.0	2.0	17.236	C
3 - A29 (S)	1679	420	893	1889	0.833	1651	1540	0.0	7.0	13.946	B
4 - A259 Rowan Way	1078	270	1145	1240	0.870	1055	1398	0.0	5.8	17.908	C

11:15 - 11:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1544	386	834	1876	0.823	1543	1404	4.3	4.5	10.909	B
2 - Steyning Way	405	101	2063	588	0.688	404	315	2.0	2.1	19.713	C
3 - A29 (S)	1679	420	904	1882	0.882	1676	1563	7.0	7.6	17.224	C
4 - A259 Rowan Way	1078	270	1163	1230	0.876	1075	1417	5.8	6.4	22.715	C

11:30 - 11:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1544	386	835	1875	0.823	1544	1406	4.5	4.6	10.979	B
2 - Steyning Way	405	101	2064	588	0.689	405	315	2.1	2.2	19.918	C
3 - A29 (S)	1679	420	905	1882	0.882	1678	1564	7.6	7.9	17.563	C
4 - A259 Rowan Way	1078	270	1164	1230	0.877	1077	1418	6.4	6.7	23.335	C

11:45 - 12:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1544	386	836	1875	0.823	1544	1407	4.6	4.6	11.000	B
2 - Steyning Way	405	101	2065	587	0.690	405	315	2.2	2.2	19.971	C
3 - A29 (S)	1679	420	905	1881	0.882	1679	1565	7.9	8.0	17.683	C
4 - A259 Rowan Way	1078	270	1165	1229	0.877	1077	1419	6.7	6.8	23.565	C

12:00 - 12:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1544	386	836	1875	0.823	1544	1407	4.6	4.7	11.012	B
2 - Steyning Way	405	101	2065	587	0.690	405	315	2.2	2.2	19.994	C
3 - A29 (S)	1679	420	905	1881	0.832	1679	1565	8.0	8.1	17.747	C
4 - A259 Rowan Way	1078	270	1165	1229	0.877	1078	1419	6.8	6.9	23.683	C

12:15 - 12:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - A29 (N)	1544	386	836	1875	0.823	1544	1407	4.7	4.7	11.018	B
2 - Steyning Way	405	101	2065	587	0.690	405	315	2.2	2.2	20.008	C
3 - A29 (S)	1679	420	905	1881	0.832	1679	1565	8.1	8.1	17.785	C
4 - A259 Rowan Way	1078	270	1165	1229	0.877	1078	1419	6.9	6.9	23.755	C