Appendix 6

Severnside
Transportation Data Collection

	Arm A - Arm A								Arm A - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**
0715-0730	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	1	**2**
0730-0745	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**
0745-0800	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**1**	**0**	**0**	**1**	**16**
0800-0815	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
0815-0830	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**
0830-0845	0	0	0	0	0	0	0	**0**	2	0	0	1	0	0	0	**3**
0845-0900	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**8**
0900-0915	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
0915-0930	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**
0930-0945	0	0	0	0	0	0	0	**0**	1	0	0	1	0	0	0	**2**
0945-1000	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**5**
3 Hour Totals (am)	0	0	0	0	0	0	0	**0**	25	0	0	3	0	0	1	**29**
1600-1615	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**
1615-1630	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**
1630-1645	0	0	0	0	0	0	0	**0**	2	1	0	1	0	0	0	**4**
1645-1700	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**2**	**0**	**1**	**0**	**0**	**0**	**11**
1700-1715	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**
1715-1730	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**
1730-1745	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	1	**3**
1745-1800	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**1**	**17**
1800-1815	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**
1815-1830	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
1830-1845	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
1845-1900	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
3 Hour Totals (pm)	0	0	0	0	0	0	0	**0**	28	2	0	1	0	0	1	**32**
Day Total	0	0	0	0	0	0	0	0	53	2	0	4	0	0	2	61

	Arm B - Arm A								Arm B - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	2	0	0	1	0	0	0	**3**	1	0	0	0	0	0	0	**1**
0715-0730	3	0	0	0	0	0	0	**3**	3	0	0	0	0	0	0	**3**
0730-0745	8	0	0	0	0	0	0	**8**	6	0	0	0	0	0	0	**6**
0745-0800	5	0	0	0	0	0	0	**5**	2	0	0	0	0	0	0	**2**
Hourly Total	**18**	**0**	**0**	**1**	**0**	**0**	**0**	**19**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**12**
0800-0815	5	0	0	0	0	0	0	**5**	2	1	0	0	0	0	0	**3**
0815-0830	5	0	0	0	0	0	0	**5**	3	0	0	0	0	0	0	**3**
0830-0845	3	0	0	0	0	0	0	**3**	8	0	0	0	0	0	0	**8**
0845-0900	8	1	0	1	0	0	0	**10**	11	0	0	0	0	0	0	**11**
Hourly Total	**21**	**1**	**0**	**1**	**0**	**0**	**0**	**23**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**25**
0900-0915	3	0	0	0	0	0	0	**3**	5	2	0	0	0	0	0	**7**
0915-0930	2	0	0	0	0	0	0	**2**	11	1	0	0	0	0	0	**12**
0930-0945	1	0	0	0	0	0	0	**1**	16	1	0	0	0	0	0	**17**
0945-1000	2	1	0	0	0	0	0	**3**	16	0	0	2	0	0	0	**18**
Hourly Total	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**48**	**4**	**0**	**2**	**0**	**0**	**0**	**54**
3 Hour Totals (am)	47	2	0	2	0	0	0	**51**	84	5	0	2	0	0	0	**91**
1600-1615	1	0	0	0	0	0	0	**1**	16	1	0	0	0	0	0	**17**
1615-1630	2	0	0	0	0	0	0	**2**	16	0	0	0	0	0	0	**16**
1630-1645	6	0	0	0	0	0	0	**6**	17	1	0	0	0	0	0	**18**
1645-1700	2	0	0	0	0	0	0	**2**	18	0	0	0	0	0	0	**18**
Hourly Total	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**67**	**2**	**0**	**0**	**0**	**0**	**0**	**69**
1700-1715	7	0	0	0	0	0	0	**7**	18	2	0	0	0	0	0	**20**
1715-1730	1	0	0	0	0	0	0	**1**	18	0	0	0	0	0	0	**18**
1730-1745	1	0	0	0	0	0	0	**1**	23	0	0	0	0	0	0	**23**
1745-1800	7	0	0	1	0	0	0	**8**	22	2	0	0	0	0	0	**24**
Hourly Total	**16**	**0**	**0**	**1**	**0**	**0**	**0**	**17**	**81**	**4**	**0**	**0**	**0**	**0**	**0**	**85**
1800-1815	1	0	0	0	0	0	0	**1**	19	1	0	0	0	0	0	**20**
1815-1830	1	0	0	0	0	0	0	**1**	15	0	0	0	0	0	1	**16**
1830-1845	0	0	0	0	0	0	0	**0**	14	1	0	0	0	0	0	**15**
1845-1900	0	0	0	0	0	0	0	**0**	15	0	0	0	0	0	0	**15**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**63**	**2**	**0**	**0**	**0**	**0**	**1**	**66**
3 Hour Totals (pm)	29	0	0	1	0	0	0	**30**	211	8	0	0	0	0	1	**220**
Day Total	76	2	0	3	0	0	0	81	295	13	0	2	0	0	1	311

	Arm C - Arm A								Arm C - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	**0**	8	4	1	0	0	1	0	**14**
0715-0730	2	0	0	0	0	0	0	**2**	16	4	2	0	0	0	0	**22**
0730-0745	0	0	0	0	0	0	0	**0**	15	0	2	0	0	1	0	**18**
0745-0800	5	0	0	0	0	0	0	**5**	15	0	0	0	0	0	0	**15**
Hourly Total	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**54**	**8**	**5**	**0**	**0**	**2**	**0**	**69**
0800-0815	1	0	0	0	0	0	0	**1**	14	3	0	0	0	0	0	**17**
0815-0830	1	0	0	0	0	0	0	**1**	10	1	1	0	0	0	0	**12**
0830-0845	0	0	0	0	0	0	0	**0**	9	2	0	0	0	0	0	**11**
0845-0900	0	0	0	0	0	0	1	**1**	7	3	0	1	0	0	0	**11**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**40**	**9**	**1**	**1**	**0**	**0**	**0**	**51**
0900-0915	0	0	0	0	0	0	0	**0**	10	2	0	0	0	0	0	**12**
0915-0930	1	0	0	0	0	0	0	**1**	8	2	2	0	0	0	0	**12**
0930-0945	0	0	0	0	0	0	0	**0**	5	1	1	0	1	0	0	**8**
0945-1000	0	0	0	0	0	0	0	**0**	8	2	1	0	0	0	0	**11**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**31**	**7**	**4**	**0**	**1**	**0**	**0**	**43**
3 Hour Totals (am)	10	0	0	0	0	0	1	**11**	125	24	10	1	1	2	0	**163**
1600-1615	0	0	0	0	0	0	0	**0**	6	1	0	0	1	0	0	**8**
1615-1630	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**
1630-1645	0	0	0	0	0	0	0	**0**	9	1	0	0	0	0	0	**10**
1645-1700	0	0	0	0	0	0	0	**0**	8	1	0	0	0	2	0	**11**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**3**	**0**	**0**	**1**	**2**	**0**	**34**
1700-1715	2	0	0	0	0	0	0	**2**	7	1	0	0	0	0	0	**8**
1715-1730	1	0	0	0	0	0	0	**1**	10	0	0	0	0	0	0	**10**
1730-1745	0	0	0	0	0	0	0	**0**	17	1	0	0	0	1	0	**19**
1745-1800	0	0	0	0	0	0	0	**0**	5	1	1	0	0	0	0	**7**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**39**	**3**	**1**	**0**	**0**	**1**	**0**	**44**
1800-1815	1	0	0	0	0	0	0	**1**	17	2	0	0	0	0	0	**19**
1815-1830	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**
1830-1845	0	0	0	0	0	0	0	**0**	8	1	1	0	0	0	0	**10**
1845-1900	0	0	0	0	0	0	0	**0**	13	3	0	0	0	0	0	**16**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**46**	**6**	**1**	**0**	**0**	**0**	**0**	**53**
3 Hour Totals (pm)	4	0	0	0	0	0	0	**4**	113	12	2	0	1	3	0	**131**
Day Total	14	0	0	0	0	0	1	15	238	36	12	1	2	5	0	294

	Arm D - Arm A								Arm D - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	**0**	55	8	0	0	0	0	0	**63**
0715-0730	6	0	0	0	0	0	0	**6**	65	12	0	2	2	2	0	**83**
0730-0745	4	0	0	0	0	0	0	**4**	82	12	0	0	0	0	0	**94**
0745-0800	3	0	0	0	0	0	0	**3**	101	17	2	1	1	1	0	**123**
Hourly Total	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**303**	**49**	**2**	**3**	**3**	**3**	**0**	**363**
0800-0815	3	0	0	0	0	0	0	**3**	75	12	0	0	0	0	0	**87**
0815-0830	4	0	0	0	0	0	0	**4**	69	5	0	0	2	0	0	**76**
0830-0845	2	0	0	0	0	0	0	**2**	63	8	0	1	1	2	0	**75**
0845-0900	3	0	0	0	0	0	0	**3**	62	8	0	0	0	1	0	**71**
Hourly Total	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**269**	**33**	**0**	**1**	**3**	**3**	**0**	**309**
0900-0915	3	0	0	0	0	0	0	**3**	41	5	0	0	0	0	0	**46**
0915-0930	2	0	0	0	0	0	0	**2**	70	13	0	0	0	0	0	**83**
0930-0945	1	0	0	0	0	0	0	**1**	49	2	1	0	0	1	0	**53**
0945-1000	3	0	0	0	0	0	0	**3**	44	4	3	0	0	1	0	**52**
Hourly Total	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**204**	**24**	**4**	**0**	**0**	**2**	**0**	**234**
3 Hour Totals (am)	34	0	0	0	0	0	0	**34**	776	106	6	4	6	8	0	**906**
1600-1615	4	2	0	0	0	0	0	**6**	65	10	0	0	1	1	0	**77**
1615-1630	0	0	0	0	0	0	0	**0**	65	5	0	0	0	1	0	**71**
1630-1645	1	0	0	0	0	0	0	**1**	50	8	0	0	0	0	0	**58**
1645-1700	1	0	0	0	0	0	0	**1**	51	6	0	0	0	0	0	**57**
Hourly Total	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**231**	**29**	**0**	**0**	**1**	**2**	**0**	**263**
1700-1715	2	0	0	0	0	0	0	**2**	67	4	1	0	0	1	0	**73**
1715-1730	0	0	0	0	0	0	0	**0**	59	7	0	0	0	1	0	**67**
1730-1745	3	0	0	0	0	0	0	**3**	63	3	0	0	0	1	0	**67**
1745-1800	0	0	0	0	0	0	0	**0**	62	6	0	0	0	2	0	**70**
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**251**	**20**	**1**	**0**	**0**	**5**	**0**	**277**
1800-1815	3	0	0	0	0	0	0	**3**	43	0	0	0	0	1	0	**44**
1815-1830	1	0	0	0	0	0	0	**1**	48	5	0	0	0	3	0	**56**
1830-1845	0	0	0	0	0	0	0	**0**	45	6	1	0	1	0	0	**53**
1845-1900	0	0	0	0	0	0	0	**0**	44	0	0	0	0	2	0	**46**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**180**	**11**	**1**	**0**	**1**	**6**	**0**	**199**
3 Hour Totals (pm)	15	2	0	0	0	0	0	**17**	662	60	2	0	2	13	0	**739**
Day Total	49	2	0	0	0	0	0	51	1438	166	8	4	8	21	0	1645

	Arm E - Arm A								Arm E - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	2	0	0	0	0	0	0	**2**	175	33	8	0	3	3	0	**222**
0715-0730	4	0	0	0	0	0	0	**4**	155	40	8	3	2	2	0	**210**
0730-0745	10	0	0	0	0	0	0	**10**	210	38	4	0	0	3	0	**255**
0745-0800	7	0	0	0	0	0	0	**7**	177	34	2	5	1	3	0	**222**
Hourly Total	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**717**	**145**	**22**	**8**	**6**	**11**	**0**	**909**
0800-0815	5	0	0	0	0	0	0	**5**	183	29	7	4	1	2	0	**226**
0815-0830	12	0	0	0	0	0	0	**12**	196	30	7	5	0	0	0	**238**
0830-0845	4	0	0	0	0	0	0	**4**	174	28	6	2	1	0	0	**211**
0845-0900	4	1	0	0	0	0	0	**5**	157	23	9	5	0	1	0	**195**
Hourly Total	**25**	**1**	**0**	**0**	**0**	**0**	**0**	**26**	**710**	**110**	**29**	**16**	**2**	**3**	**0**	**870**
0900-0915	3	0	0	0	0	0	0	**3**	135	30	5	6	2	1	0	**179**
0915-0930	2	0	0	0	0	0	0	**2**	143	20	11	4	1	2	0	**181**
0930-0945	1	0	0	0	0	0	0	**1**	161	25	11	1	0	1	1	**200**
0945-1000	2	0	0	0	0	0	0	**2**	147	23	2	1	0	2	0	**175**
Hourly Total	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**586**	**98**	**29**	**12**	**3**	**6**	**1**	**735**
3 Hour Totals (am)	56	1	0	0	0	0	0	**57**	2013	353	80	36	11	20	1	**2514**
1600-1615	1	0	0	0	0	0	0	**1**	199	29	5	0	0	4	0	**237**
1615-1630	1	2	0	0	0	0	0	**3**	173	24	3	1	2	3	0	**206**
1630-1645	2	0	0	0	0	0	0	**2**	160	28	0	0	0	6	0	**194**
1645-1700	3	0	0	0	0	0	0	**3**	183	25	1	0	0	1	1	**211**
Hourly Total	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	**715**	**106**	**9**	**1**	**2**	**14**	**1**	**848**
1700-1715	7	1	0	0	0	0	0	**8**	189	25	1	0	1	2	0	**218**
1715-1730	2	0	0	0	0	0	0	**2**	195	17	1	0	1	3	0	**217**
1730-1745	2	0	0	0	0	0	0	**2**	176	19	0	0	0	0	0	**195**
1745-1800	2	0	0	0	0	0	0	**2**	168	25	1	0	0	3	0	**197**
Hourly Total	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**14**	**728**	**86**	**3**	**0**	**2**	**8**	**0**	**827**
1800-1815	0	0	0	0	0	0	0	**0**	174	20	1	1	0	1	0	**197**
1815-1830	1	0	0	0	0	0	0	**1**	154	10	0	0	0	0	0	**164**
1830-1845	0	0	0	0	0	0	0	**0**	151	15	0	1	0	0	0	**167**
1845-1900	1	0	0	0	0	0	0	**1**	150	11	0	0	0	2	0	**163**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**629**	**56**	**1**	**2**	**0**	**3**	**0**	**691**
3 Hour Totals (pm)	22	3	0	0	0	0	0	**25**	2072	248	13	3	4	25	1	**2366**
Day Total	78	4	0	0	0	0	0	82	4085	601	93	39	15	45	2	4880

SS1499 Littlehampton
Thursday 11 July 2024
Thurs = 0700-1000 & 1600-1900
Site 3

Arm A - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
4	0	0	0	0	0	0	**4**
4	0	0	0	0	0	0	**4**
8	**0**	**0**	**0**	**0**	**0**	**0**	8
3	0	0	0	0	0	0	**3**
2	0	0	0	0	0	0	**2**
3	1	0	0	0	0	0	**4**
1	0	0	0	0	0	0	**1**
9	**1**	**0**	**0**	**0**	**0**	**0**	10
0	1	0	0	0	0	0	**1**
1	0	0	0	0	0	0	**1**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
1	**1**	**0**	**0**	**0**	**0**	**0**	2
18	2	0	0	0	0	0	**20**
1	0	0	0	0	0	0	**1**
3	1	0	0	0	0	0	**4**
3	0	0	0	0	0	0	**3**
1	0	0	0	0	0	0	**1**
8	**1**	**0**	**0**	**0**	**0**	**0**	9
4	1	0	0	0	0	1	**6**
1	0	0	0	0	0	0	**1**
0	0	0	0	0	0	0	**0**
1	0	0	0	0	0	0	**1**
6	**1**	**0**	**0**	**0**	**0**	**1**	8
1	0	0	0	0	0	0	**1**
1	0	0	0	0	0	0	**1**
0	0	0	0	0	0	0	**0**
1	0	0	0	0	0	0	**1**
3	**0**	**0**	**0**	**0**	**0**	**0**	3
17	2	0	0	0	0	1	**20**
35	4	0	0	0	0	1	40

Arm A - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
1	0	0	0	0	0	0	**1**
3	0	0	0	0	0	0	**3**
4	**0**	**0**	**0**	**0**	**0**	**0**	4
2	0	0	0	0	0	0	**2**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
1	0	0	0	0	0	0	**1**
3	**0**	**0**	**0**	**0**	**0**	**0**	3
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
2	1	0	0	0	0	0	**3**
1	0	0	0	0	0	0	**1**
3	**1**	**0**	**0**	**0**	**0**	**0**	4
10	1	0	0	0	0	0	**11**
1	0	0	0	0	0	0	**1**
3	0	0	0	0	0	0	**3**
0	0	0	0	0	0	0	**0**
3	0	0	0	0	0	0	**3**
7	**0**	**0**	**0**	**0**	**0**	**0**	7
2	0	0	0	0	0	0	**2**
3	0	0	0	0	0	0	**3**
2	0	0	0	0	0	0	**2**
2	0	0	0	0	0	0	**2**
9	**0**	**0**	**0**	**0**	**0**	**0**	9
1	0	0	0	0	0	0	**1**
1	0	0	0	0	0	0	**1**
1	0	0	0	0	0	0	**1**
1	0	0	0	0	0	0	**1**
4	**0**	**0**	**0**	**0**	**0**	**0**	4
20	0	0	0	0	0	0	**20**
30	1	0	0	0	0	0	31

Arm B - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
1	0	0	0	0	0	0	**1**
1	0	0	0	0	0	0	**1**
3	0	0	0	0	0	0	**3**
0	0	0	0	0	0	0	**0**
5	**0**	**0**	**0**	**0**	**0**	**0**	5
2	1	0	0	0	0	0	**3**
4	1	0	0	0	0	0	**5**
4	1	1	0	0	0	0	**6**
4	1	0	0	0	0	0	**5**
14	**4**	**1**	**0**	**0**	**0**	**0**	19
1	0	1	0	0	0	0	**2**
4	0	0	0	0	0	0	**4**
6	1	0	0	0	0	0	**7**
11	2	0	0	0	0	0	**13**
22	**3**	**1**	**0**	**0**	**0**	**0**	26
41	7	2	0	0	0	0	**50**
5	1	0	0	0	0	0	**6**
7	0	0	0	0	0	0	**7**
5	1	0	0	0	0	0	**6**
3	0	0	0	0	0	0	**3**
20	**2**	**0**	**0**	**0**	**0**	**0**	22
6	0	0	0	0	0	0	**6**
10	0	0	0	0	0	0	**10**
4	0	0	0	0	0	0	**4**
5	0	0	0	0	0	0	**5**
25	**0**	**0**	**0**	**0**	**0**	**0**	25
8	0	0	0	0	0	0	**8**
4	0	0	0	0	0	0	**4**
7	0	0	0	0	0	0	**7**
2	0	0	0	0	1	0	**3**
21	**0**	**0**	**0**	**0**	**1**	**0**	22
66	2	0	0	0	1	0	**69**
107	9	2	0	0	1	0	119

Arm B - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
19	2	0	0	0	0	0	**21**
29	4	0	1	0	0	0	**34**
36	3	1	0	0	0	0	**40**
35	10	0	0	0	0	0	**45**
119	**19**	**1**	**1**	**0**	**0**	**0**	140
47	9	0	1	0	0	0	**57**
57	8	0	0	0	2	0	**67**
78	12	1	0	0	0	0	**91**
73	7	0	1	2	0	0	**83**
255	**36**	**1**	**2**	**2**	**2**	**0**	298
77	9	0	0	1	0	0	**87**
60	5	3	1	0	0	0	**69**
47	7	0	0	0	0	0	**54**
53	14	0	0	0	0	0	**67**
237	**35**	**3**	**1**	**1**	**0**	**0**	277
611	90	5	4	3	2	0	**715**
81	11	0	0	1	0	0	**93**
70	11	2	0	0	1	0	**84**
93	8	0	0	1	3	0	**105**
88	18	0	0	0	0	0	**106**
332	**48**	**2**	**0**	**2**	**4**	**0**	388
77	11	0	0	0	2	0	**90**
94	12	0	0	0	0	0	**106**
68	10	0	0	0	0	0	**78**
98	7	0	0	0	2	0	**107**
337	**40**	**0**	**0**	**0**	**4**	**0**	381
68	9	0	0	0	0	0	**77**
68	9	0	0	0	2	0	**79**
56	9	0	0	0	1	0	**66**
47	4	0	0	0	2	0	**53**
239	**31**	**0**	**0**	**0**	**5**	**0**	275
908	119	2	0	2	13	0	**1044**
1519	209	7	4	5	15	0	1759

Arm C - Arm C

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
1	0	0	0	0	0	0	**1**
0	0	0	0	0	0	0	**0**
1	**0**	**0**	**0**	**0**	**0**	**0**	**1**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1	0	0	0	0	0	0	**1**
1	0	0	0	0	0	0	1

Arm C - Arm D

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
4	2	0	0	0	0	0	**6**
9	1	0	0	1	0	0	**11**
12	3	0	0	1	0	0	**16**
15	0	0	0	0	1	1	**17**
40	**6**	**0**	**0**	**2**	**1**	**1**	**50**
18	2	1	0	1	0	0	**22**
38	0	1	0	0	0	0	**39**
28	3	0	0	2	1	0	**34**
29	0	0	1	0	0	0	**30**
113	**5**	**2**	**1**	**3**	**1**	**0**	**125**
25	2	0	0	2	0	0	**29**
15	2	1	0	2	1	0	**21**
13	2	1	0	1	1	0	**18**
13	2	0	0	1	0	0	**16**
66	**8**	**2**	**0**	**6**	**2**	**0**	**84**
219	19	4	1	11	4	1	**259**
16	3	2	1	2	2	0	**26**
24	1	1	0	0	0	1	**27**
18	3	0	0	0	2	0	**23**
20	4	0	0	3	0	0	**27**
78	**11**	**3**	**1**	**5**	**4**	**1**	**103**
20	4	0	0	1	1	0	**26**
21	1	0	0	1	2	0	**25**
24	9	0	0	3	3	0	**39**
11	2	0	0	0	2	0	**15**
76	**16**	**0**	**0**	**5**	**8**	**0**	**105**
26	3	1	0	0	0	0	**30**
21	1	0	0	3	2	0	**27**
12	2	0	0	1	0	0	**15**
20	2	0	0	1	2	1	**26**
79	**8**	**1**	**0**	**5**	**4**	**1**	**98**
233	35	4	1	15	16	2	**306**
452	54	8	2	26	20	3	565

Arm D - Arm C

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
8	2	0	0	1	0	0	**11**
9	3	0	0	0	0	0	**12**
9	2	0	0	1	0	0	**12**
13	2	0	0	1	0	0	**16**
39	**9**	**0**	**0**	**3**	**0**	**0**	**51**
17	1	0	0	2	0	0	**20**
23	2	0	0	1	0	0	**26**
18	3	0	0	1	0	0	**22**
16	3	0	0	1	0	0	**20**
74	**9**	**0**	**0**	**5**	**0**	**0**	**88**
9	4	0	0	2	0	0	**15**
5	2	0	0	1	0	0	**8**
9	3	1	0	1	1	0	**15**
7	2	0	0	1	0	0	**10**
30	**11**	**1**	**0**	**5**	**1**	**0**	**48**
143	29	1	0	13	1	0	**187**
20	2	0	0	2	0	0	**24**
15	1	0	0	1	0	0	**17**
6	0	0	0	1	0	0	**7**
16	0	0	0	0	1	0	**17**
57	**3**	**0**	**0**	**4**	**1**	**0**	**65**
24	3	0	0	2	0	0	**29**
18	1	0	0	0	2	0	**21**
21	0	0	0	2	2	0	**25**
24	2	0	0	1	2	0	**29**
87	**6**	**0**	**0**	**5**	**6**	**0**	**104**
17	1	0	0	1	1	0	**20**
16	3	0	0	0	0	0	**19**
14	1	0	0	2	0	0	**17**
16	2	0	0	1	0	0	**19**
63	**7**	**0**	**0**	**4**	**1**	**0**	**75**
207	16	0	0	13	8	0	**244**
350	45	1	0	26	9	0	431

Arm D - Arm D

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0

Arm E - Arm C							
Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**
35	9	1	0	0	2	0	**47**
41	10	2	1	1	1	0	**56**
45	6	2	0	0	0	0	**53**
43	12	1	0	0	1	0	**57**
164	**37**	**6**	**1**	**1**	**4**	**0**	**213**
79	17	2	1	0	0	0	**99**
98	14	1	0	0	0	0	**113**
55	14	1	2	0	0	0	**72**
65	8	3	1	0	0	0	**77**
297	**53**	**7**	**4**	**0**	**0**	**0**	**361**
51	8	2	0	0	0	0	**61**
46	10	2	0	1	0	0	**59**
60	11	2	0	0	0	0	**73**
45	6	2	0	0	1	0	**54**
202	**35**	**8**	**0**	**1**	**1**	**0**	**247**
663	125	21	5	2	5	0	**821**
61	12	0	0	0	2	0	**75**
47	11	2	0	0	0	0	**60**
51	14	0	0	0	4	1	**70**
59	4	1	0	0	4	0	**68**
218	**41**	**3**	**0**	**0**	**10**	**1**	**273**
64	9	0	1	0	3	0	**77**
66	4	1	0	0	2	0	**73**
76	16	1	0	0	3	0	**96**
69	10	2	0	0	4	0	**85**
275	**39**	**4**	**1**	**0**	**12**	**0**	**331**
68	6	1	0	0	2	0	**77**
61	6	2	0	0	4	0	**73**
64	7	1	0	0	3	0	**75**
54	2	0	0	0	3	0	**59**
247	**21**	**4**	**0**	**0**	**12**	**0**	**284**
740	101	11	1	0	34	1	**888**
1403	226	32	6	2	39	1	1709

Arm E - Arm D							
Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**
8	1	0	0	1	0	0	**10**
11	3	0	0	0	0	0	**14**
17	3	0	0	0	0	0	**20**
20	3	0	0	0	0	0	**23**
56	**10**	**0**	**0**	**1**	**0**	**0**	**67**
22	4	0	0	0	0	0	**26**
21	0	0	0	0	0	0	**21**
17	3	0	0	0	0	0	**20**
15	3	0	0	0	0	0	**18**
75	**10**	**0**	**0**	**0**	**0**	**0**	**85**
11	4	1	0	0	0	0	**16**
16	2	1	0	0	0	0	**19**
9	1	2	0	0	1	0	**13**
16	6	0	0	0	0	0	**22**
52	**13**	**4**	**0**	**0**	**1**	**0**	**70**
183	33	4	0	1	1	0	**222**
14	5	0	0	1	0	0	**20**
19	7	0	0	0	0	0	**26**
21	4	0	0	0	0	0	**25**
26	7	2	0	0	0	0	**35**
80	**23**	**2**	**0**	**1**	**0**	**0**	**106**
36	5	1	0	0	1	0	**43**
32	3	0	0	0	0	0	**35**
31	3	0	0	0	0	0	**34**
32	2	0	0	0	1	0	**35**
131	**13**	**1**	**0**	**0**	**2**	**0**	**147**
25	2	0	0	0	0	0	**27**
27	2	0	0	0	0	0	**29**
28	9	0	0	0	0	0	**37**
27	2	0	0	0	1	0	**30**
107	**15**	**0**	**0**	**0**	**1**	**0**	**123**
318	51	3	0	1	3	0	**376**
501	84	7	0	2	4	0	598

Arm A - Arm E								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
1	0	0	1	0	0	0	**2**	**3**
1	0	0	0	0	0	0	**1**	**3**
7	0	0	0	0	0	0	**7**	**20**
7	0	0	0	0	0	0	**7**	**19**
16	**0**	**0**	**1**	**0**	**0**	**0**	**17**	**45**
3	0	0	0	0	0	0	**3**	**8**
7	0	0	0	0	0	0	**7**	**13**
3	0	0	0	0	0	0	**3**	**10**
2	0	0	0	0	0	0	**2**	**5**
15	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**36**
0	0	0	0	0	0	0	**0**	**2**
3	0	0	0	0	0	0	**3**	**6**
0	1	0	0	0	0	0	**1**	**6**
0	0	0	0	0	0	0	**0**	**1**
3	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**15**
34	1	0	1	0	0	0	**36**	**96**
2	0	0	0	0	0	0	**2**	**6**
1	0	0	0	0	0	0	**1**	**11**
4	1	0	0	0	0	0	**5**	**12**
6	0	0	0	0	0	0	**6**	**12**
13	**1**	**0**	**0**	**0**	**0**	**0**	**14**	**41**
9	0	0	0	0	0	0	**9**	**22**
6	0	0	0	0	0	0	**6**	**16**
5	0	0	0	0	0	0	**5**	**10**
2	0	0	0	0	0	0	**2**	**8**
22	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**56**
3	0	0	0	0	0	0	**3**	**8**
3	0	0	0	0	0	0	**3**	**6**
2	0	0	0	0	0	0	**2**	**3**
0	0	0	0	0	0	0	**0**	**2**
8	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**19**
43	1	0	0	0	0	0	**44**	**116**
77	2	0	1	0	0	0	80	212

Arm B - Arm E								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
114	31	1	1	0	1	0	**148**	**174**
152	31	8	3	1	5	0	**200**	**241**
164	29	8	3	0	1	0	**205**	**262**
155	22	4	0	1	5	0	**187**	**239**
585	**113**	**21**	**7**	**2**	**12**	**0**	740	916
127	15	3	0	1	0	0	**146**	**214**
135	28	7	1	1	0	0	**172**	**252**
153	14	1	0	1	0	0	**169**	**277**
159	29	8	6	1	0	0	**203**	**312**
574	**86**	**19**	**7**	**4**	**0**	**0**	690	1055
143	20	6	0	1	0	0	**170**	**269**
133	27	8	0	0	0	0	**168**	**255**
124	29	7	1	1	0	0	**162**	**241**
126	37	9	0	0	3	1	**176**	**277**
526	**113**	**30**	**1**	**2**	**3**	**1**	676	1042
1685	312	70	15	8	15	1	**2106**	**3013**
159	21	3	1	0	1	0	**185**	**302**
166	29	4	1	0	2	0	**202**	**311**
137	26	2	2	1	3	0	**171**	**306**
144	19	2	1	0	2	0	**168**	**297**
606	**95**	**11**	**5**	**1**	**8**	**0**	726	1216
175	25	0	0	0	0	0	**200**	**323**
171	18	2	2	0	2	1	**196**	**331**
164	18	0	0	0	6	0	**188**	**294**
154	7	0	1	1	1	0	**164**	**308**
664	**68**	**2**	**3**	**1**	**9**	**1**	748	1256
175	21	5	1	0	0	0	**202**	**308**
114	14	0	0	2	2	0	**132**	**232**
118	12	0	0	2	1	0	**133**	**221**
108	12	0	0	0	6	0	**126**	**197**
515	**59**	**5**	**1**	**4**	**9**	**0**	593	958
1785	222	18	9	6	26	1	**2067**	**3430**
3470	534	88	24	14	41	2	4173	6443

Arm C - Arm E								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
55	12	2	1	0	1	0	**71**	**91**
57	14	1	0	0	0	0	**72**	**107**
63	19	2	1	0	1	0	**86**	**120**
62	16	1	0	0	1	0	**80**	**117**
237	**61**	**6**	**2**	**0**	**3**	**0**	**309**	**435**
62	20	4	0	0	0	0	**86**	**126**
68	9	2	0	0	1	0	**80**	**132**
99	16	1	0	0	2	0	**118**	**163**
80	14	0	0	0	0	0	**94**	**136**
309	**59**	**7**	**0**	**0**	**3**	**0**	**378**	**557**
79	13	3	0	0	2	0	**97**	**138**
62	12	5	0	1	0	0	**80**	**114**
62	13	2	2	0	2	0	**81**	**107**
65	20	1	0	0	2	0	**88**	**115**
268	**58**	**11**	**2**	**1**	**6**	**0**	**346**	**474**
814	178	24	4	1	12	0	**1033**	**1466**
59	14	1	0	1	0	1	**76**	**110**
69	8	0	0	0	1	3	**81**	**113**
73	14	2	0	0	2	0	**91**	**124**
61	4	0	0	0	3	0	**68**	**106**
262	**40**	**3**	**0**	**1**	**6**	**4**	**316**	**453**
93	23	0	0	0	0	0	**116**	**152**
70	11	0	1	0	5	0	**87**	**123**
74	7	0	0	0	0	1	**82**	**141**
56	9	1	0	0	1	0	**67**	**89**
293	**50**	**1**	**1**	**0**	**6**	**1**	**352**	**505**
72	5	0	0	0	4	0	**81**	**131**
74	6	0	0	0	1	0	**81**	**116**
56	4	0	0	0	2	0	**62**	**87**
46	3	0	0	0	6	0	**55**	**97**
248	**18**	**0**	**0**	**0**	**13**	**0**	**279**	**431**
803	108	4	1	1	25	5	**947**	**1389**
1617	286	28	5	2	37	5	1980	2855

Arm D - Arm E								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
12	4	1	0	0	0	0	**17**	**91**
17	5	0	0	0	0	0	**22**	**123**
20	3	0	0	0	0	0	**23**	**133**
15	2	0	0	0	0	0	**17**	**159**
64	**14**	**1**	**0**	**0**	**0**	**0**	**79**	**506**
9	6	0	0	0	0	0	**15**	**125**
25	2	0	0	0	0	0	**27**	**133**
17	1	0	0	0	0	0	**18**	**117**
16	4	0	0	0	1	0	**21**	**115**
67	**13**	**0**	**0**	**0**	**1**	**0**	**81**	**490**
15	2	0	0	0	0	0	**17**	**81**
13	0	0	0	0	0	0	**13**	**106**
15	4	0	1	0	0	0	**20**	**89**
18	0	2	0	0	0	0	**20**	**85**
61	**6**	**2**	**1**	**0**	**0**	**0**	**70**	**361**
192	33	3	1	0	1	0	**230**	**1357**
18	3	0	0	1	0	0	**22**	**129**
20	1	0	0	0	0	0	**21**	**109**
22	4	1	0	0	3	0	**30**	**96**
21	2	1	0	0	1	0	**25**	**100**
81	**10**	**2**	**0**	**1**	**4**	**0**	**98**	**434**
16	1	0	0	0	1	0	**18**	**122**
28	1	0	0	0	0	0	**29**	**117**
20	2	0	0	0	0	0	**22**	**117**
19	2	0	0	0	0	0	**21**	**120**
83	**6**	**0**	**0**	**0**	**1**	**0**	**90**	**476**
27	2	0	0	0	3	0	**32**	**99**
25	2	0	0	0	0	0	**27**	**103**
15	3	0	0	0	2	0	**20**	**90**
14	2	0	0	0	0	0	**16**	**81**
81	**9**	**0**	**0**	**0**	**5**	**0**	**95**	**373**
245	25	2	0	1	10	0	**283**	**1283**
437	58	5	1	1	11	0	513	2640

Arm E - Arm E								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
8	2	1	0	0	0	0	**11**	**292**
12	1	0	0	0	0	0	**13**	**297**
11	0	0	0	0	0	0	**11**	**349**
14	0	0	0	0	0	0	**14**	**323**
45	**3**	**1**	**0**	**0**	**0**	**0**	49	**1261**
15	1	0	0	0	0	0	**16**	**372**
20	0	0	0	0	0	0	**20**	**404**
12	1	0	0	0	0	0	**13**	**320**
12	1	0	0	0	0	0	**13**	**308**
59	**3**	**0**	**0**	**0**	**0**	**0**	62	**1404**
8	1	0	0	0	0	0	**9**	**268**
5	0	0	0	0	0	0	**5**	**266**
3	1	0	0	0	0	0	**4**	**291**
7	0	0	0	0	0	0	**7**	**260**
23	**2**	**0**	**0**	**0**	**0**	**0**	25	**1085**
127	8	1	0	0	0	0	**136**	**3750**
11	1	0	0	0	1	0	**13**	**346**
6	0	1	0	0	0	0	**7**	**302**
10	2	0	0	0	0	0	**12**	**303**
11	0	0	0	0	0	0	**11**	**328**
38	**3**	**1**	**0**	**0**	**1**	**0**	43	**1279**
7	2	0	0	0	0	0	**9**	**355**
9	1	0	0	0	0	0	**10**	**337**
16	2	0	0	0	0	0	**18**	**345**
13	0	0	0	0	0	0	**13**	**332**
45	**5**	**0**	**0**	**0**	**0**	**0**	50	**1369**
13	1	0	0	0	0	0	**14**	**315**
11	0	0	0	0	0	0	**11**	**278**
11	2	0	0	0	1	0	**14**	**293**
9	0	0	0	0	1	0	**10**	**263**
44	**3**	**0**	**0**	**0**	**2**	**0**	49	**1149**
127	11	1	0	0	3	0	**142**	**3797**
254	19	2	0	0	3	0	278	7547

Severnside
Transportation Data Collection

	Arm A - Arm A								Arm A - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
1100-1115	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
1115-1130	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
1130-1145	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
1145-1200	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1200-1215	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
1215-1230	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
1230-1245	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
1245-1300	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
1300-1315	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
1315-1330	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
1330-1345	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
1345-1400	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Total	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**

	Arm B - Arm A								Arm B - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
1100-1115	0	0	0	0	0	0	0	**0**	43	2	1	0	0	0	0	**46**
1115-1130	0	0	0	0	0	0	0	**0**	32	4	0	0	0	0	0	**36**
1130-1145	1	0	0	0	0	0	0	**1**	27	1	0	0	0	0	0	**28**
1145-1200	0	0	0	0	0	0	0	**0**	35	4	0	0	0	0	0	**39**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**137**	**11**	**1**	**0**	**0**	**0**	**0**	**149**
1200-1215	0	0	0	0	0	0	0	**0**	33	3	0	0	0	1	0	**37**
1215-1230	1	0	0	0	0	0	0	**1**	28	2	0	0	0	0	0	**30**
1230-1245	1	0	0	0	0	0	0	**1**	31	0	0	0	0	0	0	**31**
1245-1300	1	0	0	0	0	0	0	**1**	36	0	0	0	0	0	0	**36**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**128**	**5**	**0**	**0**	**0**	**1**	**0**	**134**
1300-1315	0	1	0	0	0	0	0	**1**	26	1	0	0	0	0	0	**27**
1315-1330	0	0	0	0	0	0	0	**0**	25	0	0	0	0	0	0	**25**
1330-1345	1	0	0	0	0	0	0	**1**	40	1	0	0	0	0	0	**41**
1345-1400	0	0	0	0	0	0	0	**0**	35	0	0	0	0	0	0	**35**
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**126**	**2**	**0**	**0**	**0**	**0**	**0**	**128**
Total	5	1	0	0	0	0	0	**6**	391	18	1	0	0	1	0	**411**

	Arm C - Arm A								Arm C - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
1100-1115	0	0	0	0	0	0	0	**0**	12	1	0	0	0	1	0	**14**
1115-1130	0	0	0	0	0	0	0	**0**	14	3	0	0	0	0	0	**17**
1130-1145	0	0	0	0	0	0	0	**0**	14	0	0	0	0	0	0	**14**
1145-1200	0	0	0	0	0	0	0	**0**	14	3	0	0	0	0	0	**17**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**54**	**7**	**0**	**0**	**0**	**1**	**0**	**62**
1200-1215	0	0	0	0	0	0	0	**0**	12	1	0	0	0	0	0	**13**
1215-1230	0	0	0	0	0	0	0	**0**	13	0	0	0	0	0	0	**13**
1230-1245	0	0	0	0	0	0	0	**0**	14	0	0	0	0	1	0	**15**
1245-1300	0	0	0	0	0	0	0	**0**	15	1	0	0	0	1	0	**17**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**54**	**2**	**0**	**0**	**0**	**2**	**0**	**58**
1300-1315	0	0	0	0	0	0	0	**0**	15	2	0	0	0	0	0	**17**
1315-1330	0	0	0	0	0	0	0	**0**	11	0	0	0	0	0	0	**11**
1330-1345	0	0	0	0	0	0	0	**0**	15	0	1	0	0	0	0	**16**
1345-1400	0	0	0	0	0	0	0	**0**	12	0	0	0	0	0	0	**12**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**2**	**1**	**0**	**0**	**0**	**0**	**56**
3 Hour Totals (am)	0	0	0	0	0	0	0	**0**	161	11	1	0	0	3	0	**176**

	Arm D - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
1100-1115	0	0	0	0	0	0	0	**0**
1115-1130	1	0	0	0	0	0	0	**1**
1130-1145	0	0	0	0	0	0	0	**0**
1145-1200	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1200-1215	0	0	0	0	0	0	0	**0**
1215-1230	0	0	0	0	0	0	0	**0**
1230-1245	0	0	0	0	0	0	0	**0**
1245-1300	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300-1315	0	0	0	0	0	0	0	**0**
1315-1330	0	0	0	0	0	0	0	**0**
1330-1345	0	0	0	0	0	0	0	**0**
1345-1400	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3 Hour Totals (am)	1	0	0	0	0	0	0	**1**

	Arm D - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
1100-1115	64	6	0	1	0	1	0	**72**
1115-1130	72	9	0	0	0	1	0	**82**
1130-1145	73	3	1	0	0	1	0	**78**
1145-1200	85	2	0	0	0	0	1	**88**
Hourly Total	**294**	**20**	**1**	**1**	**0**	**3**	**1**	**320**
1200-1215	66	4	1	0	0	4	0	**75**
1215-1230	44	5	0	0	0	1	0	**50**
1230-1245	59	4	0	0	0	2	0	**65**
1245-1300	54	1	0	0	0	1	0	**56**
Hourly Total	**223**	**14**	**1**	**0**	**0**	**8**	**0**	**246**
1300-1315	60	4	0	0	0	1	0	**65**
1315-1330	58	6	0	0	0	0	0	**64**
1330-1345	69	2	0	0	0	0	0	**71**
1345-1400	56	3	0	0	1	0	0	**60**
Hourly Total	**243**	**15**	**0**	**0**	**1**	**1**	**0**	**260**
	760	49	2	1	1	12	1	**826**

	Arm E - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
1100-1115	0	0	0	0	0	0	0	**0**
1115-1130	0	0	0	0	0	0	0	**0**
1130-1145	1	0	0	0	0	0	0	**1**
1145-1200	2	0	0	0	0	0	0	**2**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
1200-1215	0	0	0	0	0	0	0	**0**
1215-1230	0	0	0	0	0	0	0	**0**
1230-1245	0	0	0	0	0	0	0	**0**
1245-1300	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300-1315	0	0	0	0	0	0	0	**0**
1315-1330	0	0	0	0	0	0	0	**0**
1330-1345	0	0	0	0	0	0	0	**0**
1345-1400	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total	3	0	0	0	0	0	0	**3**

	Arm E - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
1100-1115	174	26	2	1	0	4	0	**207**
1115-1130	188	32	0	0	0	3	0	**223**
1130-1145	171	17	1	1	0	3	0	**193**
1145-1200	171	24	2	0	0	0	0	**197**
Hourly Total	**704**	**99**	**5**	**2**	**0**	**10**	**0**	**820**
1200-1215	217	24	2	1	0	4	0	**248**
1215-1230	198	14	0	0	1	2	0	**215**
1230-1245	164	18	0	0	0	0	1	**183**
1245-1300	169	15	1	0	0	4	0	**189**
Hourly Total	**748**	**71**	**3**	**1**	**1**	**10**	**1**	**835**
1300-1315	170	17	0	0	0	3	0	**190**
1315-1330	180	15	0	0	0	5	0	**200**
1330-1345	157	11	0	0	0	1	0	**169**
1345-1400	172	16	1	1	0	3	0	**193**
Hourly Total	**679**	**59**	**1**	**1**	**0**	**12**	**0**	**752**
	2131	229	9	4	1	32	1	**2407**

SS1499 Littlehampton
Thursday 11 July 2024 - Sunday 14 July 2024
Thurs/Fri = 0700-1900 & Sat/Sun = 1100-1400
Site 3

Arm A - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	**0**
1	0	0	0	0	0	0	**1**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
1	**0**	**0**	**0**	**0**	**0**	**0**	**1**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
1	0	0	0	0	0	0	**1**
0	0	0	0	0	0	0	**0**
1	**0**	**0**	**0**	**0**	**0**	**0**	**1**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2	0	0	0	0	0	0	**2**

Arm A - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**

Arm B - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
10	0	0	0	0	0	0	**10**
13	1	0	0	0	0	0	**14**
9	0	0	0	0	0	0	**9**
11	0	0	0	0	0	0	**11**
43	**1**	**0**	**0**	**0**	**0**	**0**	**44**
7	1	0	0	0	0	0	**8**
9	0	0	0	0	0	0	**9**
5	0	0	0	0	0	0	**5**
7	0	0	0	0	0	0	**7**
28	**1**	**0**	**0**	**0**	**0**	**0**	**29**
7	0	0	0	0	0	0	**7**
7	0	0	0	0	0	0	**7**
9	2	0	0	0	0	0	**11**
8	0	0	0	0	0	0	**8**
31	**2**	**0**	**0**	**0**	**0**	**0**	**33**
102	4	0	0	0	0	0	**106**

Arm B - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
75	7	0	0	0	0	0	**82**
89	5	0	0	0	0	0	**94**
98	4	0	0	0	4	0	**106**
100	4	1	0	0	1	0	**106**
362	**20**	**1**	**0**	**0**	**5**	**0**	**388**
69	6	0	0	0	1	0	**76**
85	2	0	0	0	0	0	**87**
101	5	0	0	0	1	0	**107**
81	6	0	0	0	1	0	**88**
336	**19**	**0**	**0**	**0**	**3**	**0**	**358**
82	3	0	0	0	0	0	**85**
86	3	0	0	1	2	0	**92**
66	3	0	0	0	2	0	**71**
83	0	0	0	0	0	0	**83**
317	**9**	**0**	**0**	**1**	**4**	**0**	**331**
1015	48	1	0	1	12	0	**1077**

Arm C - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**

Arm C - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
16	3	0	0	2	1	2	**24**
24	0	0	0	0	1	0	**25**
17	1	0	0	2	0	1	**21**
29	1	0	0	1	1	0	**32**
86	**5**	**0**	**0**	**5**	**3**	**3**	**102**
22	3	0	0	0	0	0	**25**
32	0	0	0	2	1	0	**35**
20	0	0	0	2	0	0	**22**
25	3	0	0	0	3	0	**31**
99	**6**	**0**	**0**	**4**	**4**	**0**	**113**
20	2	0	0	2	1	0	**25**
13	1	0	0	1	1	1	**17**
18	3	0	0	2	0	0	**23**
19	1	0	0	0	0	0	**20**
70	**7**	**0**	**0**	**5**	**2**	**1**	**85**
255	18	0	0	14	9	4	**300**

Arm D - Arm C

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
9	3	0	0	1	3	0	**16**
16	0	0	0	1	0	0	**17**
15	1	0	0	2	0	0	**18**
16	1	0	0	1	0	0	**18**
56	**5**	**0**	**0**	**5**	**3**	**0**	**69**
20	3	0	0	1	0	0	**24**
13	0	0	0	1	0	0	**14**
12	2	0	0	1	0	0	**15**
14	2	0	0	1	1	0	**18**
59	**7**	**0**	**0**	**4**	**1**	**0**	**71**
13	0	0	0	2	2	0	**17**
17	1	0	0	1	0	0	**19**
15	1	0	0	1	1	0	**18**
11	1	0	0	1	0	0	**13**
56	**3**	**0**	**0**	**5**	**3**	**0**	**67**
171	15	0	0	14	7	0	**207**

Arm D - Arm D

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	**0**

Arm E - Arm C

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
59	5	0	0	0	0	0	**64**
54	5	0	0	0	1	0	**60**
64	8	0	0	0	0	0	**72**
62	10	1	0	0	0	0	**73**
239	**28**	**1**	**0**	**0**	**1**	**0**	**269**
55	8	1	0	0	2	0	**66**
78	4	0	0	0	1	0	**83**
57	4	0	0	0	6	0	**67**
65	7	0	0	0	2	0	**74**
255	**23**	**1**	**0**	**0**	**11**	**0**	**290**
58	8	0	0	0	1	0	**67**
67	2	2	0	0	3	0	**74**
54	9	1	0	0	3	0	**67**
63	7	0	0	0	0	0	**70**
242	**26**	**3**	**0**	**0**	**7**	**0**	**278**
736	77	5	0	0	19	0	**837**

Arm E - Arm D

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
29	1	0	0	0	0	0	**30**
24	0	0	0	0	0	0	**24**
21	2	0	0	0	1	0	**24**
28	3	0	0	0	0	0	**31**
102	**6**	**0**	**0**	**0**	**1**	**0**	**109**
20	0	0	0	0	2	0	**22**
24	2	0	0	0	0	0	**26**
18	2	0	0	0	0	0	**20**
24	1	1	0	0	1	0	**27**
86	**5**	**1**	**0**	**0**	**3**	**0**	**95**
27	2	0	0	0	1	0	**30**
20	0	0	0	0	0	0	**20**
23	4	0	0	0	0	0	**27**
19	1	0	0	0	2	0	**22**
89	**7**	**0**	**0**	**0**	**3**	**0**	**99**
277	18	1	0	0	7	0	**303**

Arm A - Arm E								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0	0	0	0	0	0	0	**0**	**0**
0	0	0	0	0	0	0	**0**	**1**
0	0	0	0	0	0	0	**0**	**1**
0	0	0	0	0	0	0	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
0	0	0	0	0	0	0	**0**	**0**
0	0	0	0	0	0	0	**0**	**1**
0	0	0	0	0	0	0	**0**	**2**
1	0	0	0	0	0	0	**1**	**1**
1	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**
0	1	0	0	0	0	0	**1**	**1**
0	0	0	0	0	0	0	**0**	**0**
0	0	0	0	0	0	0	**0**	**1**
0	0	0	0	0	0	0	**0**	**0**
0	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
1	1	0	0	0	0	0	**2**	**8**

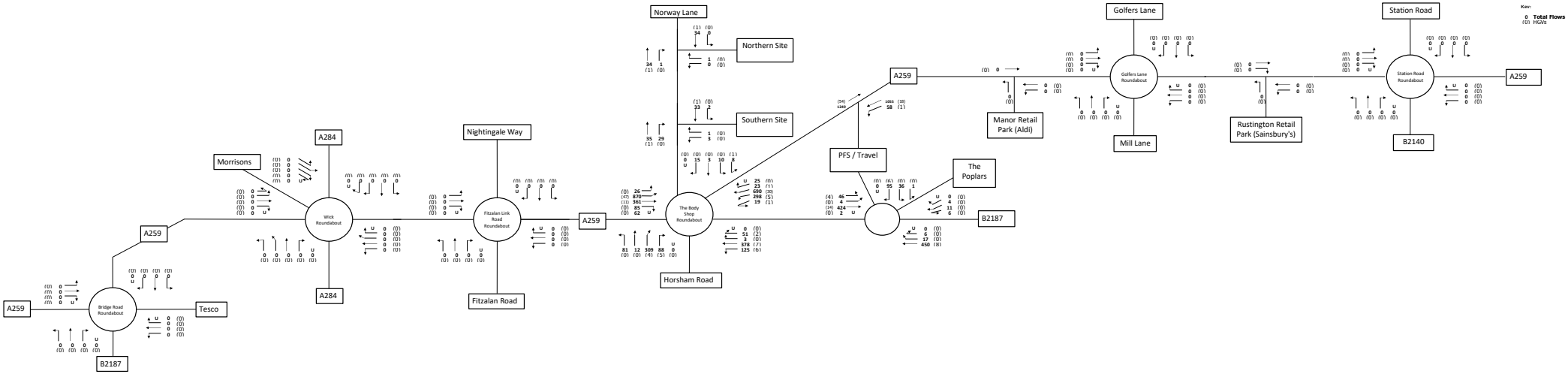
Arm B - Arm E								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
155	9	2	0	0	0	0	**166**	**304**
155	11	5	0	0	2	0	**173**	**317**
163	11	2	0	0	0	0	**176**	**320**
167	9	1	0	0	1	0	**178**	**334**
640	**40**	**10**	**0**	**0**	**3**	**0**	**693**	**1275**
151	13	0	0	0	2	0	**166**	**287**
165	7	2	0	0	1	0	**175**	**302**
163	19	1	0	1	1	0	**185**	**329**
199	19	2	0	0	4	0	**224**	**356**
678	**58**	**5**	**0**	**1**	**8**	**0**	**750**	**1274**
146	16	2	0	1	2	0	**167**	**287**
157	10	0	1	0	2	0	**170**	**294**
158	6	0	0	0	5	0	**169**	**293**
152	7	3	1	0	1	0	**164**	**290**
613	**39**	**5**	**2**	**1**	**10**	**0**	**670**	**1164**
1931	137	20	2	2	21	0	**2113**	**3713**

Arm C - Arm E								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
71	11	0	0	0	1	2	**85**	**123**
68	7	0	0	0	3	1	**79**	**121**
70	13	0	0	0	0	0	**83**	**118**
70	7	0	1	0	3	0	**81**	**130**
279	**38**	**0**	**1**	**0**	**7**	**3**	**328**	**492**
84	3	0	0	0	3	0	**90**	**128**
72	9	0	0	0	2	0	**83**	**131**
82	5	0	0	0	2	0	**89**	**126**
66	7	1	0	0	3	0	**77**	**125**
304	**24**	**1**	**0**	**0**	**10**	**0**	**339**	**510**
76	3	1	0	0	6	0	**86**	**128**
68	2	0	0	0	0	0	**70**	**98**
69	3	0	1	0	0	0	**73**	**112**
63	10	0	0	0	1	0	**74**	**106**
276	**18**	**1**	**1**	**0**	**7**	**0**	**303**	**444**
859	80	2	2	0	24	3	**970**	**1446**

Arm D - Arm E								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
24	2	0	0	0	0	0	**26**	**114**
22	1	0	0	0	0	0	**23**	**123**
25	0	0	0	0	0	0	**25**	**121**
23	2	0	0	0	0	0	**25**	**131**
94	**5**	**0**	**0**	**0**	**0**	**0**	**99**	**489**
25	0	0	0	0	0	0	**25**	**124**
34	4	0	0	0	0	0	**38**	**102**
19	5	0	0	0	0	0	**24**	**104**
37	2	1	0	0	0	0	**40**	**114**
115	**11**	**1**	**0**	**0**	**0**	**0**	**127**	**444**
16	1	0	0	0	1	0	**18**	**100**
27	2	0	0	0	0	0	**29**	**112**
14	2	1	0	0	3	0	**20**	**109**
25	4	0	0	0	0	0	**29**	**102**
82	**9**	**1**	**0**	**0**	**4**	**0**	**96**	**423**
291	25	2	0	0	4	0	**322**	**1356**

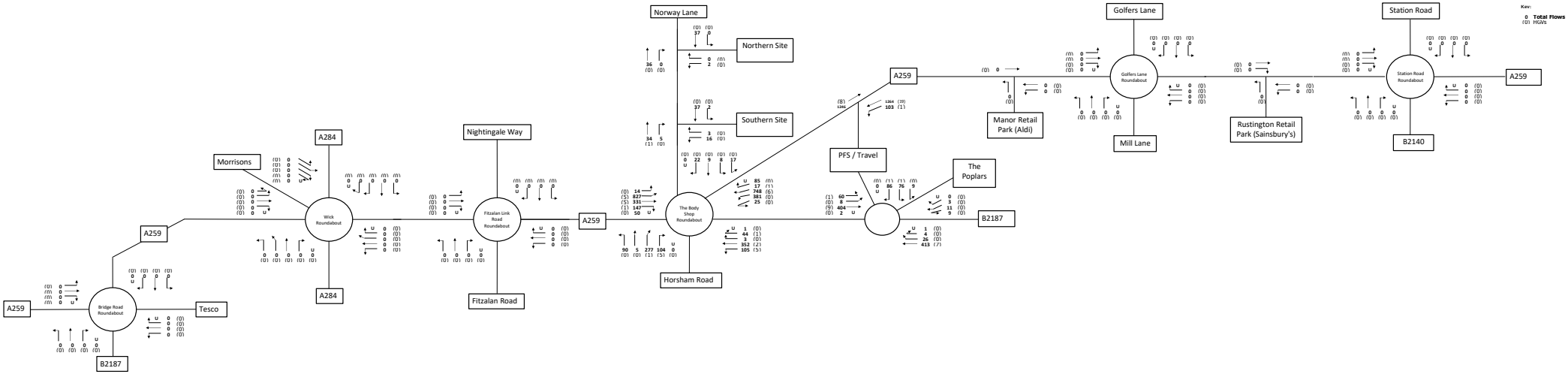
Arm E - Arm E								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
8	1	0	0	0	0	0	**9**	**310**
9	2	0	0	0	0	0	**11**	**318**
8	2	0	0	0	0	0	**10**	**300**
13	1	0	0	0	0	0	**14**	**317**
38	**6**	**0**	**0**	**0**	**0**	**0**	**44**	**1245**
9	0	0	0	0	0	0	**9**	**345**
7	2	0	0	0	0	0	**9**	**333**
9	0	0	0	0	0	0	**9**	**279**
11	2	0	0	0	0	0	**13**	**303**
36	**4**	**0**	**0**	**0**	**0**	**0**	**40**	**1260**
12	0	0	0	0	1	0	**13**	**300**
12	0	0	0	0	0	0	**12**	**306**
11	1	0	0	0	0	0	**12**	**275**
10	2	0	0	0	0	0	**12**	**297**
45	**3**	**0**	**0**	**0**	**1**	**0**	**49**	**1178**
119	13	0	0	0	1	0	**133**	**3683**

Appendix 7



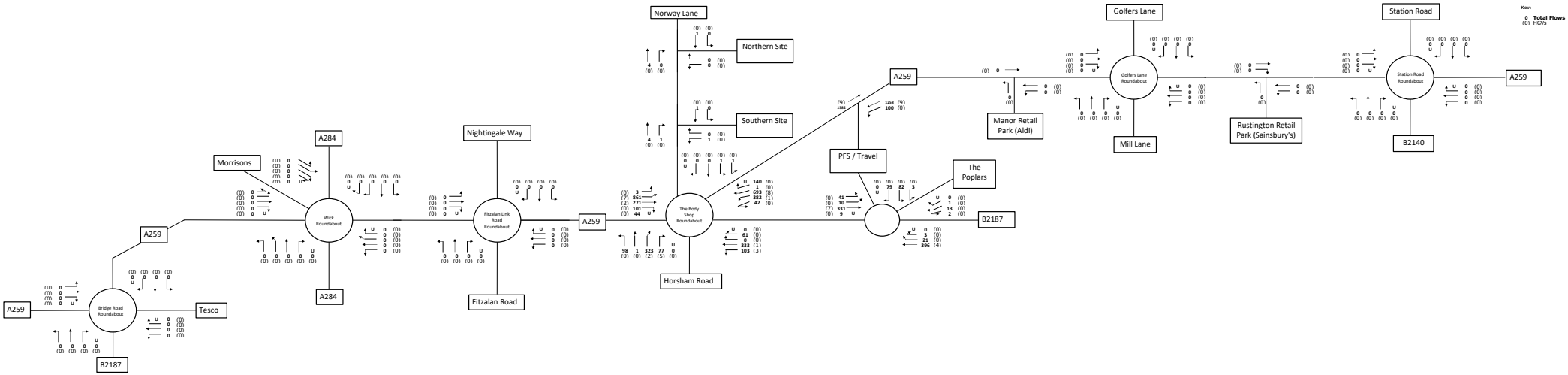
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
AM Peak 08:00-09:00	2024 Surveyed Traffic Flows

connect CONSULTANTS



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
PM Peak 17:00-18:00	2024 Surveyed Traffic Flows

connect CONSULTANTS

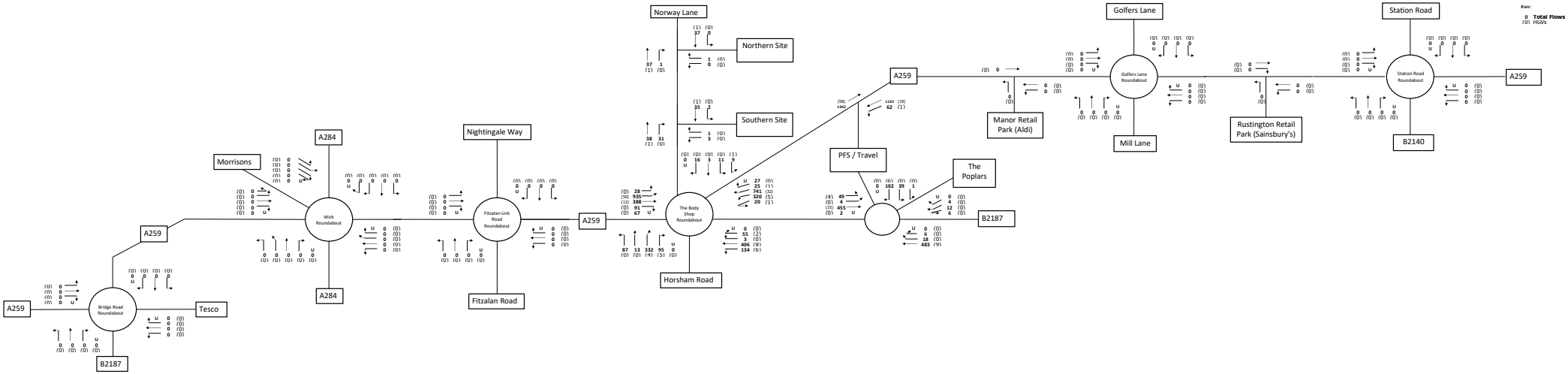


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

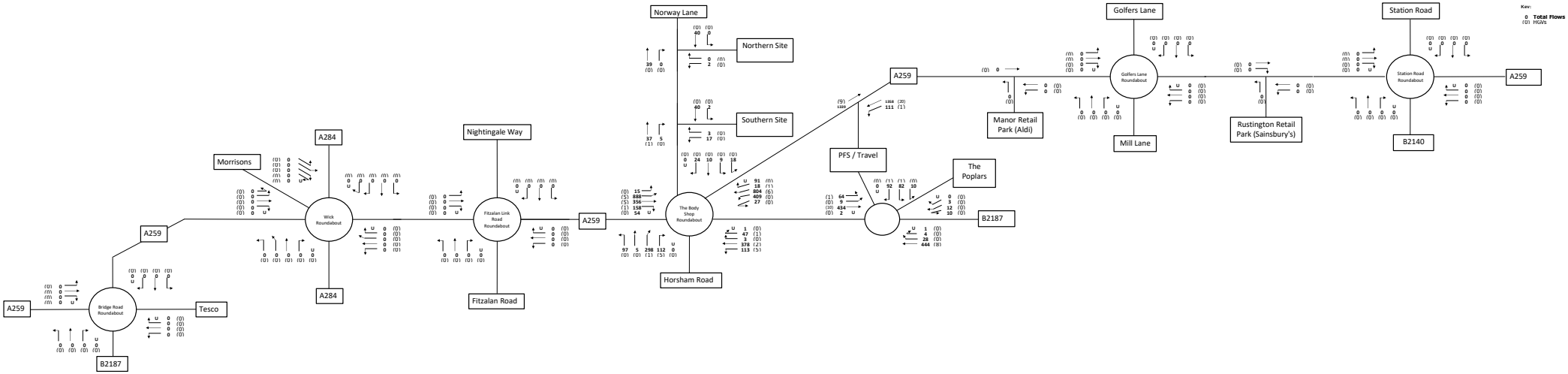
SAT Peak 11:15-12:15 | **2024 Surveyed Traffic Flows**

connect CONSULTANTS

Appendix 8

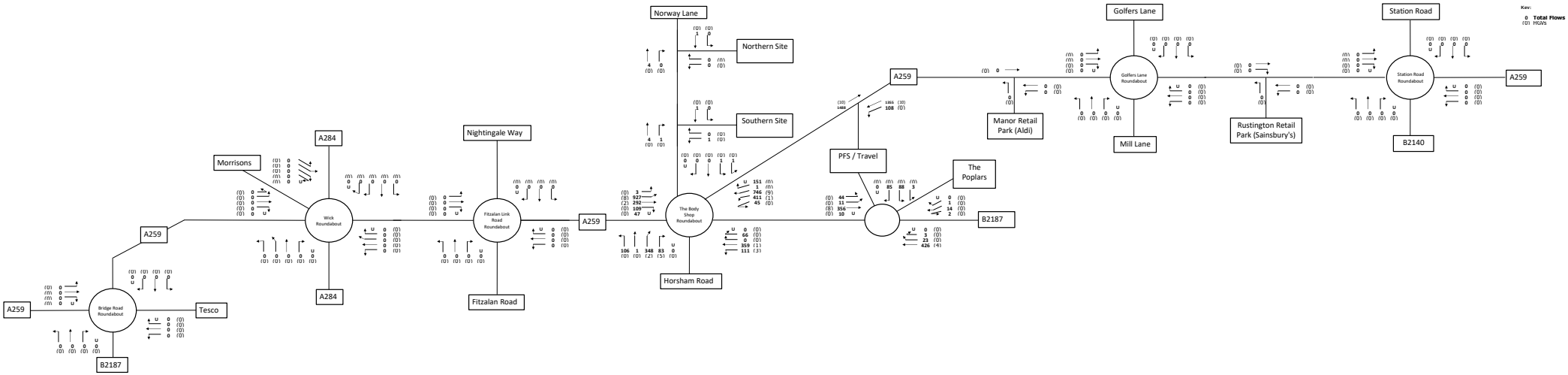


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton		
AM Peak 08:00-09:00	2030 Base Flows	connect CONSULTANTS



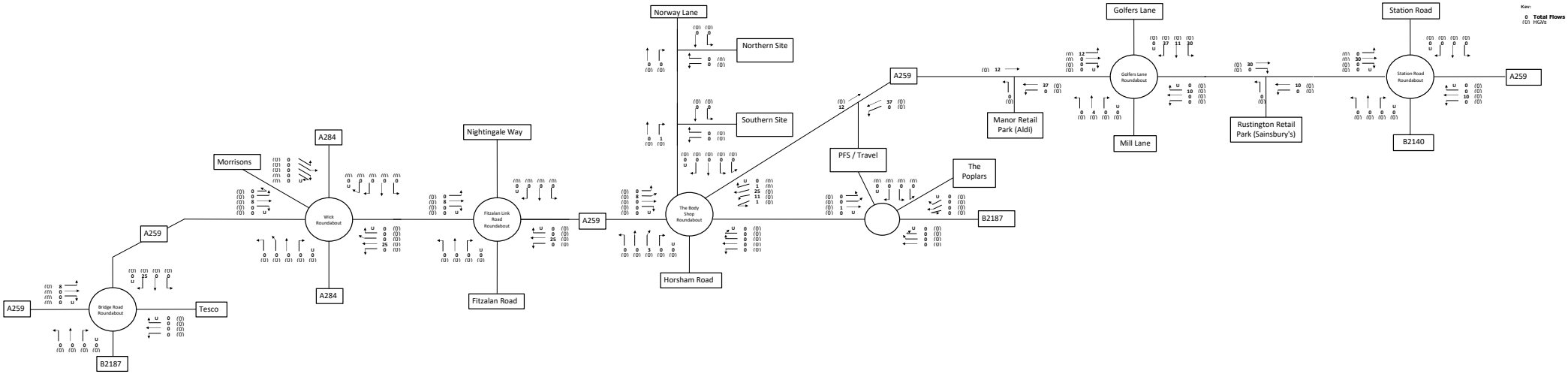
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
PM Peak 17:00-18:00	**2030 Base Flows**

connect CONSULTANTS



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton		
SAT Peak 11:15-12:15	2030 Base Flows	connect CONSULTANTS

Appendix 9

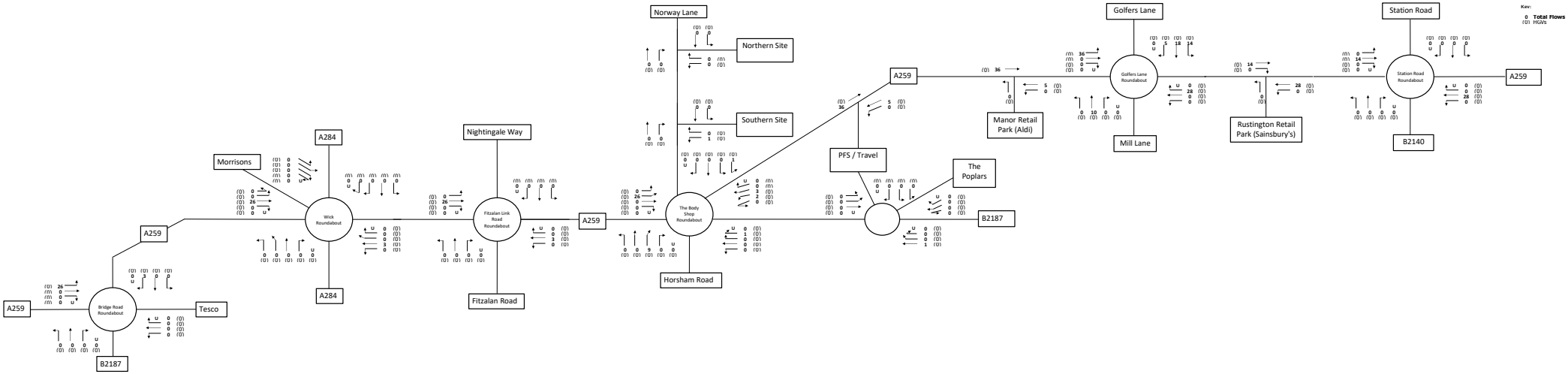


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

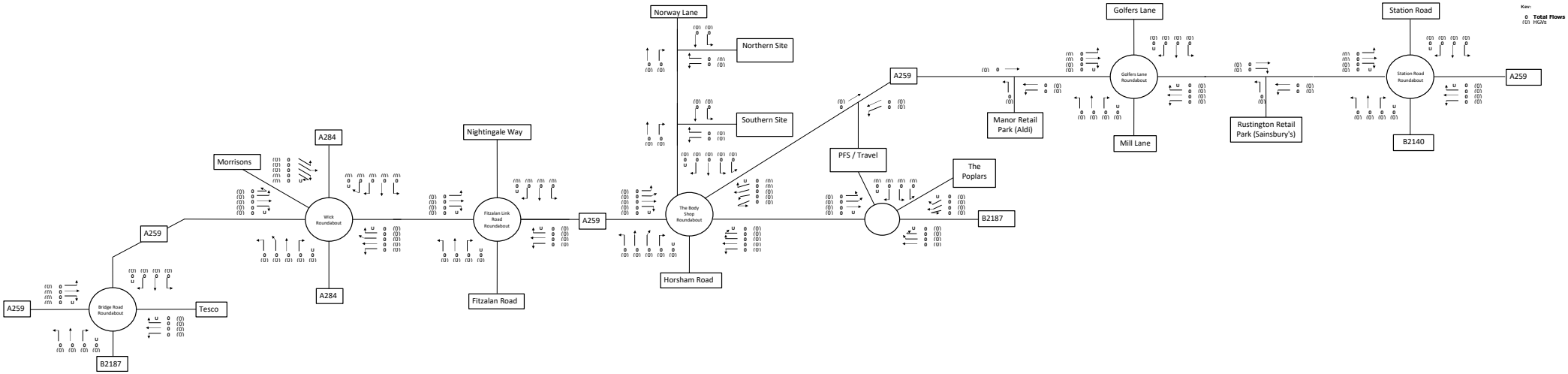
AM Peak 08:00-09:00

Committed Development Flows - Land at Golfers Lane

connect CONSULTANTS



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
PM Peak 17:00-18:00	**Committed Development Flows - Land at Golfers Lane**

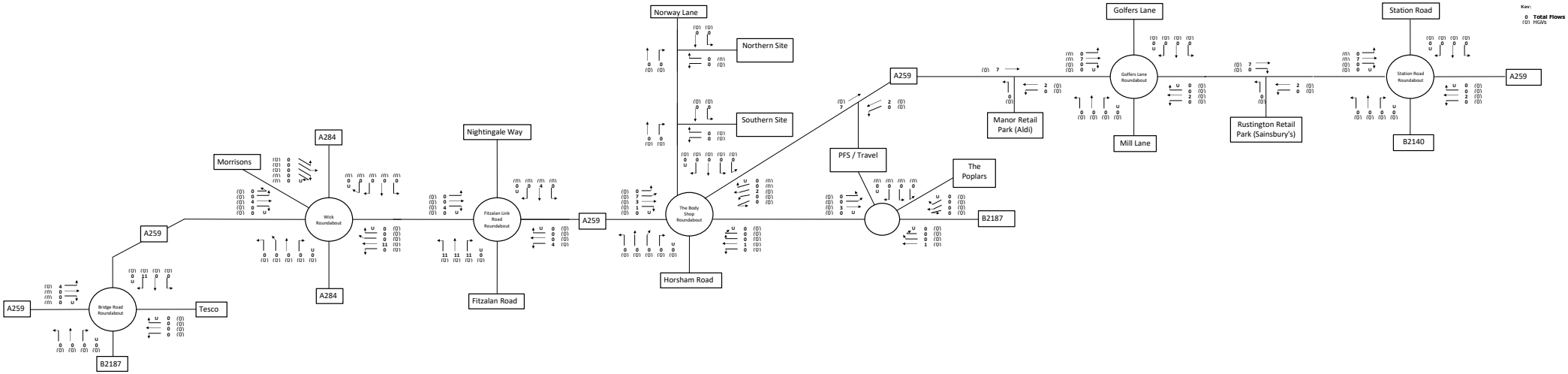


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

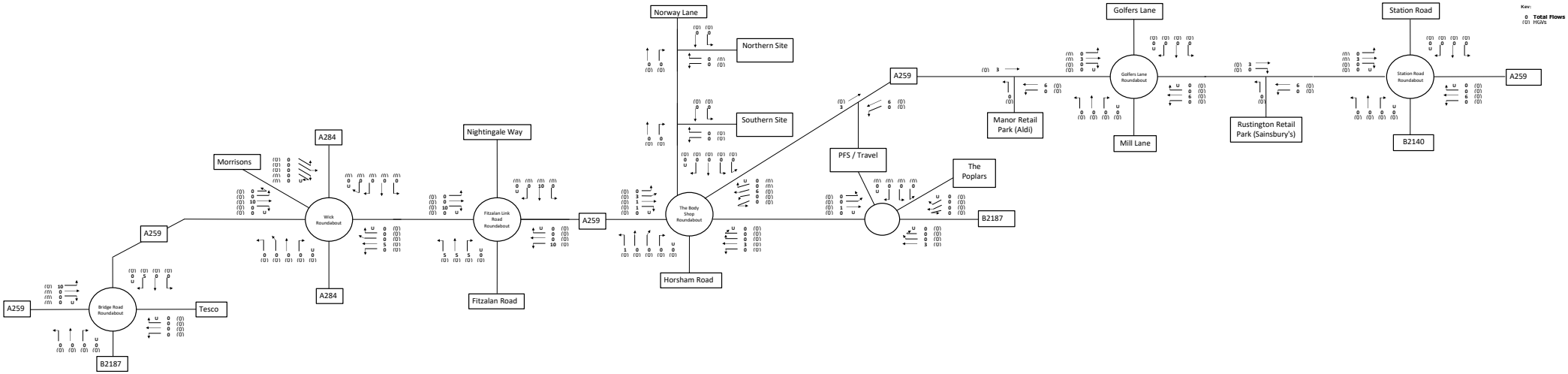
SAT Peak 11:15-12:15

Committed Development Flows - Land at Golfers Lane

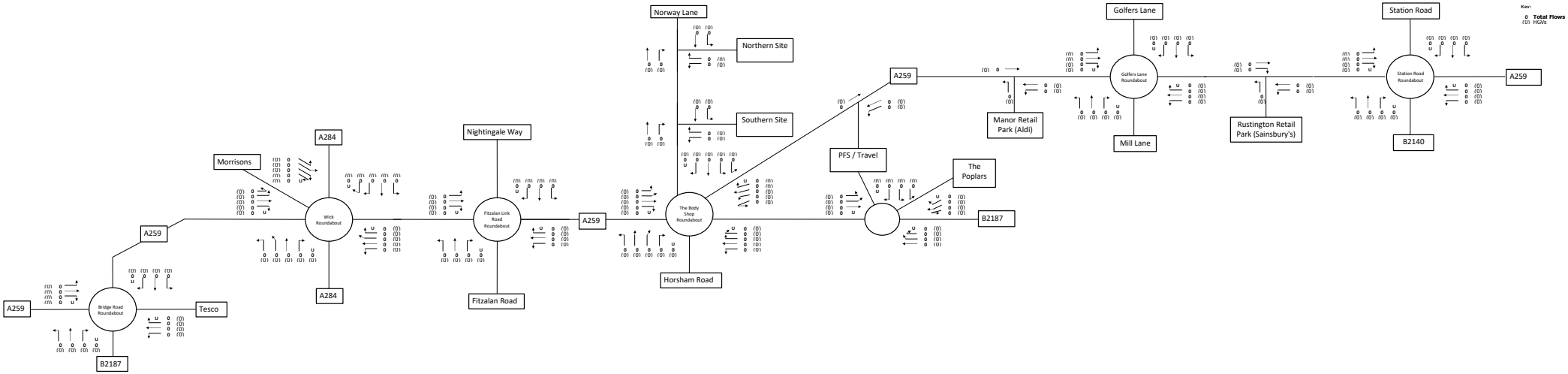
connect CONSULTANTS



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
AM Peak 08:00-09:00	**Committed Development Flows - North of Littlehampton Academy**



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
PM Peak 17:00-18:00	**Committed Development Flows - North of Littlehampton Academy**



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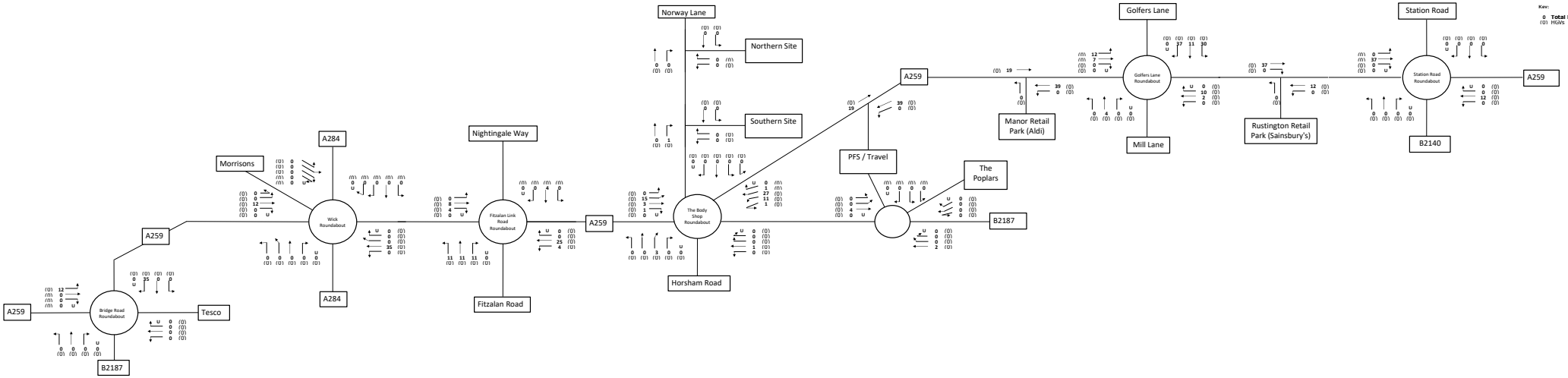
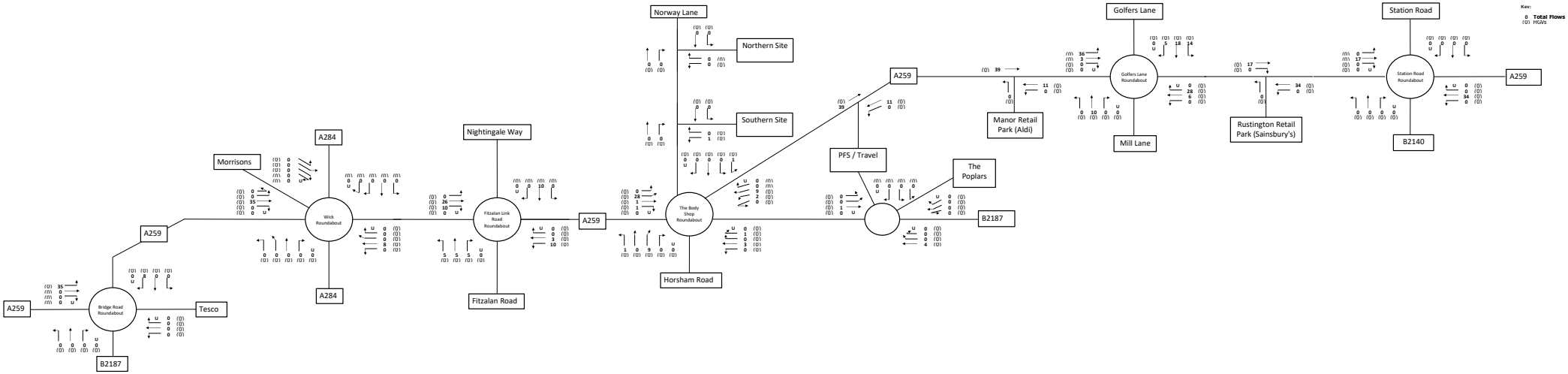
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
SAT Peak 11:15-12:15	Committed Development Flows - North of Littlehampton Academy

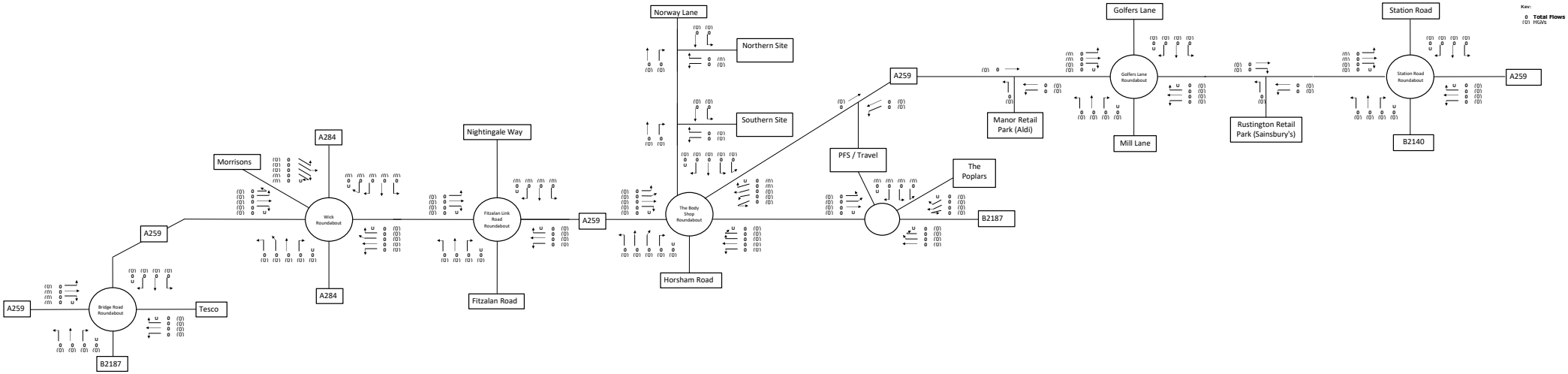


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
AM Peak 08:00-09:00	**Committed Development Flows - Total**



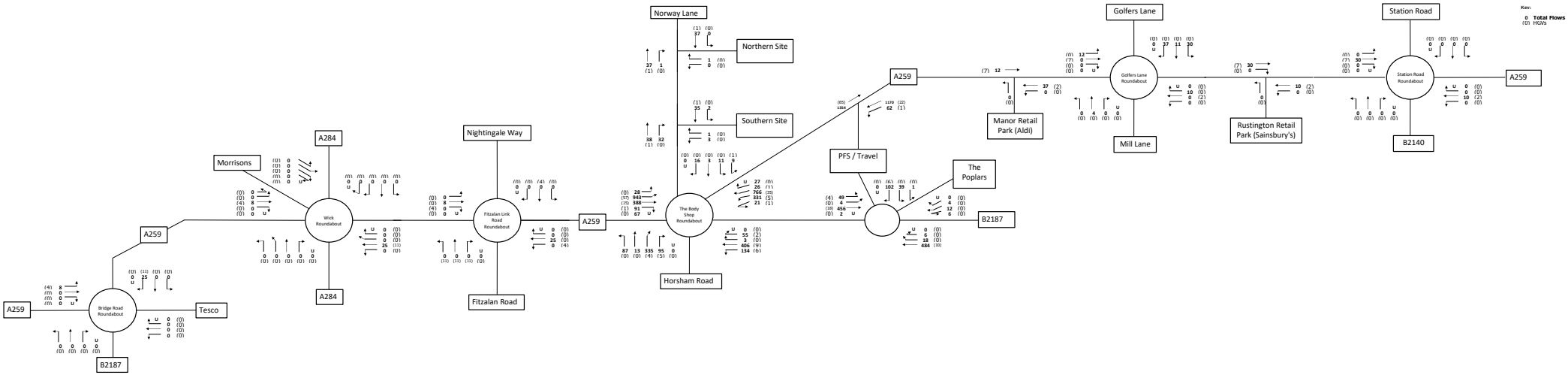
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
PM Peak 17:00-18:00	**Committed Development Flows - Total**

connect CONSULTANTS



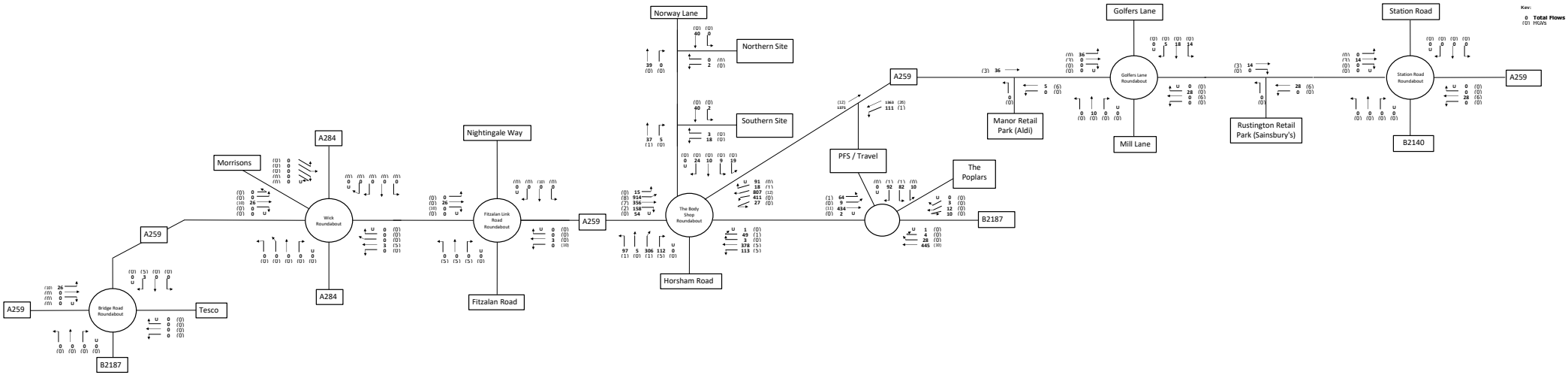
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
SAT Peak 11:15-12:15	Committed Development Flows - Total

Appendix 10



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
AM Peak 08:00-09:00	2030 Base + Committed Flows

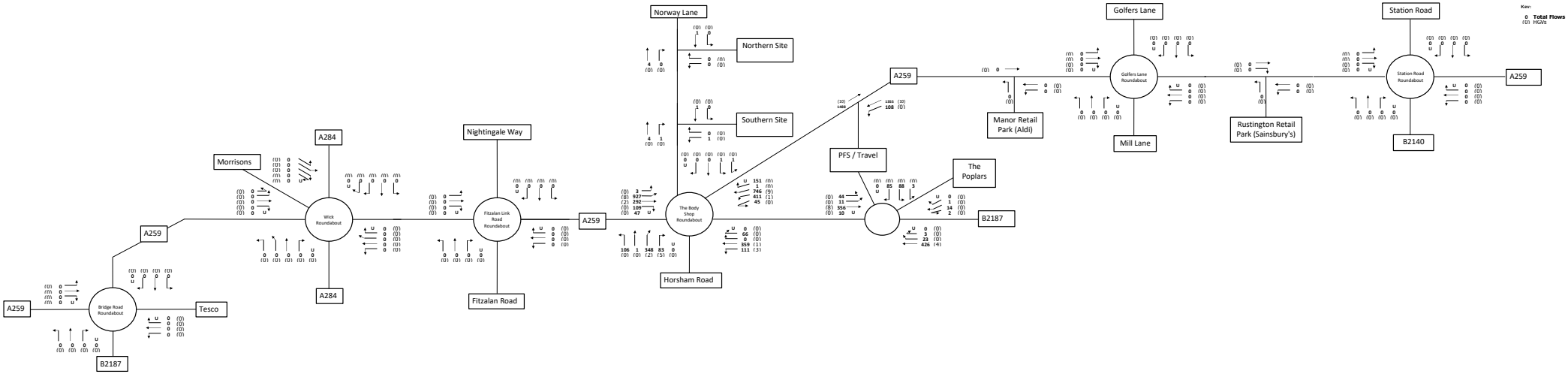
connect CONSULTANTS



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

PM Peak 17:00-18:00	2030 Base + Committed Flows

connect CONSULTANTS



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
SAT Peak 11:15-12:15	2030 Base + Committed Flows

connect CONSULTANTS

Appendix 11

Connect Consultants 78 Broad Street Chipping Sodbury Licence No: 142301

Calculation Reference: AUDIT-142301-240910-0924

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 days
	NY	NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1507 to 7000 (units: sqm)
Range Selected by User:	1000 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 04/10/23

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

Selected survey days:

Monday	3 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	5

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

Selected Location Sub Categories:

Industrial Zone	5
Built-Up 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	5 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	3 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	5 days

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

Travel Plan:

No	6 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	6 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 BO-02-F-01 DRINKS WHOLESALER BEDFORD
CAMBRIDGE ROAD
BEDFORD

Edge of Town
Industrial Zone
Total Gross floor area: 3500 sqm
Survey date: THURSDAY 15/10/20 *Survey Type: MANUAL*

2 DS-02-F-01 LOGISTICS DEPOT DERBYSHIRE
PARK ROAD
HOLMEWOOD

Edge of Town
Industrial Zone
Total Gross floor area: 7000 sqm
Survey date: WEDNESDAY 04/10/23 *Survey Type: MANUAL*

3 EX-02-F-01 SPORTS SUPPLEMENTS ESSEX
BRUNEL WAY
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 6560 sqm
Survey date: FRIDAY 18/05/18 *Survey Type: MANUAL*

4 HC-02-F-03 PPE DISTRIBUTION HAMPSHIRE
WARSASH ROAD
PARK GATE

Edge of Town
Industrial Zone
Total Gross floor area: 3665 sqm
Survey date: MONDAY 27/09/21 *Survey Type: MANUAL*

5 KS-02-F-01 ELECTRONICS DISTRIBUTION KIRKLEES
MORTIMER STREET
CLECKHEATON

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1507 sqm
Survey date: MONDAY 19/09/16 *Survey Type: MANUAL*

6 NY-02-F-01 REMOVALS SERVICE NORTH YORKSHIRE
GRIMBALD CRAG CLOSE
KNARESBOROUGH

Edge of Town
Industrial Zone
Total Gross floor area: 1750 sqm
Survey date: MONDAY 19/06/23 *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	5250	0.076	2	5250	0.010	2	5250	0.086
06:00 - 07:00	2	5250	0.086	2	5250	0.038	2	5250	0.124
07:00 - 08:00	6	3997	0.200	6	3997	0.088	6	3997	0.288
08:00 - 09:00	6	3997	0.204	6	3997	0.050	6	3997	0.254
09:00 - 10:00	6	3997	0.146	6	3997	0.063	6	3997	0.209
10:00 - 11:00	6	3997	0.121	6	3997	0.067	6	3997	0.188
11:00 - 12:00	6	3997	0.125	6	3997	0.133	6	3997	0.258
12:00 - 13:00	6	3997	0.125	6	3997	0.117	6	3997	0.242
13:00 - 14:00	6	3997	0.129	6	3997	0.071	6	3997	0.200
14:00 - 15:00	6	3997	0.100	6	3997	0.175	6	3997	0.275
15:00 - 16:00	6	3997	0.088	6	3997	0.217	6	3997	0.305
16:00 - 17:00	6	3997	0.067	6	3997	0.188	6	3997	0.255
17:00 - 18:00	6	3997	0.017	6	3997	0.188	6	3997	0.205
18:00 - 19:00	4	3869	0.019	4	3869	0.162	4	3869	0.181
19:00 - 20:00	1	3500	0.000	1	3500	0.029	1	3500	0.029
20:00 - 21:00	1	3500	0.000	1	3500	0.000	1	3500	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.503			1.596			3.099

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

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

Parameter summary

Trip rate parameter range selected:	1507 - 7000 (units: sqm)
Survey date date range:	01/01/16 - 04/10/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Connect Consultants 78 Broad Street Chipping Sodbury Licence No: 142301

Calculation Reference: AUDIT-142301-240910-0905

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	DA	DARLINGTON	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1200 to 3697 (units: sqm)
Range Selected by User:	1000 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 11/11/22

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Thursday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	6

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
Commercial Zone	1
Development Zone	1
Residential Zone	1
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	7 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

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

Travel Plan:

No	7 days

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

PTAL Rating:

No PTAL Present	7 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 AK-02-A-01 OFFICES WAKEFIELD
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey date: TUESDAY 23/05/17 *Survey Type: MANUAL*

2 DA-02-A-02 ENGINEERING COMPANY DARLINGTON
ALDERMAN BEST WAY
DARLINGTON

Edge of Town
No Sub Category
Total Gross floor area: 3530 sqm
Survey date: THURSDAY 18/10/18 *Survey Type: MANUAL*

3 EC-02-A-04 OFFICES CHESHIRE EAST
WINTERTON WAY
MACCLESFIELD
LYME GREEN BUSINESS PK
Edge of Town
Commercial Zone
Total Gross floor area: 3000 sqm
Survey date: TUESDAY 04/05/21 *Survey Type: MANUAL*

4 MS-02-A-03 HOMES DEVELOPER MERSEYSIDE
ALDERMAN ROAD
LIVERPOOL

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 1200 sqm
Survey date: TUESDAY 20/04/21 *Survey Type: MANUAL*

5 NF-02-A-05 COUNCIL OFFICES NORFOLK
YARMOUTH ROAD
NORWICH

Edge of Town
Residential Zone
Total Gross floor area: 3697 sqm
Survey date: MONDAY 12/09/22 *Survey Type: MANUAL*

6 SF-02-A-03 OFFICES SUFFOLK
WHITE HOUSE ROAD
IPSWICH

Edge of Town
Industrial Zone
Total Gross floor area: 2800 sqm
Survey date: THURSDAY 24/09/20 *Survey Type: MANUAL*

7 WL-02-A-01 PET INSURANCE COMPANY WILTSHIRE
THE CRESCENT
AMESBURY
SUNRISE WAY
Edge of Town
Development Zone
Total Gross floor area: 2500 sqm
Survey date: TUESDAY 18/09/18 *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
PB-02-A-04	Not Representative

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	2565	0.440	7	2565	0.061	7	2565	0.501
08:00 - 09:00	7	2565	1.158	7	2565	0.084	7	2565	1.242
09:00 - 10:00	7	2565	0.858	7	2565	0.084	7	2565	0.942
10:00 - 11:00	7	2565	0.295	7	2565	0.123	7	2565	0.418
11:00 - 12:00	7	2565	0.100	7	2565	0.123	7	2565	0.223
12:00 - 13:00	7	2565	0.178	7	2565	0.373	7	2565	0.551
13:00 - 14:00	7	2565	0.345	7	2565	0.256	7	2565	0.601
14:00 - 15:00	7	2565	0.217	7	2565	0.245	7	2565	0.462
15:00 - 16:00	7	2565	0.134	7	2565	0.312	7	2565	0.446
16:00 - 17:00	7	2565	0.139	7	2565	0.685	7	2565	0.824
17:00 - 18:00	7	2565	0.033	7	2565	1.203	7	2565	1.236
18:00 - 19:00	6	2788	0.030	6	2788	0.401	6	2788	0.431
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.927			3.950			7.877

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

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

Parameter summary

Trip rate parameter range selected:	1200 - 3697 (units: sqm)
Survey date date range:	01/01/16 - 11/11/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

Connect Consultants 78 Broad Street Chipping Sodbury Licence No: 142301

Calculation Reference: AUDIT-142301-240910-0917

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	NM	WEST NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
09	NORTH		
	DA	DARLINGTON	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	2500 to 9225 (units: sqm)
Range Selected by User:	2000 to 12000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 11/11/22

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	2 days
Thursday	3 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	9

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	2
Commercial Zone	3
Development Zone	1
Residential Zone	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	9 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	5 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	5 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

No	9 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	9 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 DA-02-A-02 ENGINEERING COMPANY DARLINGTON
ALDERMAN BEST WAY
DARLINGTON

Edge of Town
No Sub Category
Total Gross floor area: 3530 sqm
Survey date: THURSDAY *18/10/18* *Survey Type: MANUAL*

2 EC-02-A-04 OFFICES CHESHIRE EAST
WINTERTON WAY
MACCLESFIELD
LYME GREEN BUSINESS PK
Edge of Town
Commercial Zone
Total Gross floor area: 3000 sqm
Survey date: TUESDAY *04/05/21* *Survey Type: MANUAL*

3 NF-02-A-05 COUNCIL OFFICES NORFOLK
YARMOUTH ROAD
NORWICH

Edge of Town
Residential Zone
Total Gross floor area: 3697 sqm
Survey date: MONDAY *12/09/22* *Survey Type: MANUAL*

4 NM-02-A-01 OFFICES WEST NORTHAMPTONSHIRE
THE LAKES
NORTHAMPTON

Edge of Town
Commercial Zone
Total Gross floor area: 9225 sqm
Survey date: THURSDAY *22/10/20* *Survey Type: MANUAL*

5 PB-02-A-04 OFFICES PETERBOROUGH
LYNCH WOOD
PETERBOROUGH

Edge of Town
Commercial Zone
Total Gross floor area: 4040 sqm
Survey date: WEDNESDAY *19/10/16* *Survey Type: MANUAL*

6 SF-02-A-03 OFFICES SUFFOLK
WHITE HOUSE ROAD
IPSWICH

Edge of Town
Industrial Zone
Total Gross floor area: 2800 sqm
Survey date: THURSDAY *24/09/20* *Survey Type: MANUAL*

7 WL-02-A-01 PET INSURANCE COMPANY WILTSHIRE
THE CRESCENT
AMESBURY
SUNRISE WAY
Edge of Town
Development Zone
Total Gross floor area: 2500 sqm
Survey date: TUESDAY *18/09/18* *Survey Type: MANUAL*

8 WO-02-A-03 IT SERVICES WORCESTERSHIRE
STOURPORT ROAD
KIDDERMINSTER

Edge of Town
Industrial Zone
Total Gross floor area: 5945 sqm
Survey date: TUESDAY *13/10/20* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 WS-02-A-06 SOUTHERN WATER OFFICES WEST SUSSEX
YEOMAN ROAD
WORTHING

Edge of Town
No Sub Category
Total Gross floor area: 5700 sqm
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	4312	0.600	8	4312	0.061	8	4312	0.661
08:00 - 09:00	9	4493	1.187	9	4493	0.077	9	4493	1.264
09:00 - 10:00	9	4493	0.764	9	4493	0.089	9	4493	0.853
10:00 - 11:00	9	4493	0.168	9	4493	0.079	9	4493	0.247
11:00 - 12:00	9	4493	0.114	9	4493	0.077	9	4493	0.191
12:00 - 13:00	9	4493	0.161	9	4493	0.344	9	4493	0.505
13:00 - 14:00	9	4493	0.270	9	4493	0.237	9	4493	0.507
14:00 - 15:00	9	4493	0.151	9	4493	0.230	9	4493	0.381
15:00 - 16:00	9	4493	0.084	9	4493	0.277	9	4493	0.361
16:00 - 17:00	9	4493	0.084	9	4493	0.611	9	4493	0.695
17:00 - 18:00	9	4493	0.059	9	4493	1.219	9	4493	1.278
18:00 - 19:00	9	4493	0.042	9	4493	0.373	9	4493	0.415
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.684			3.674			7.358

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

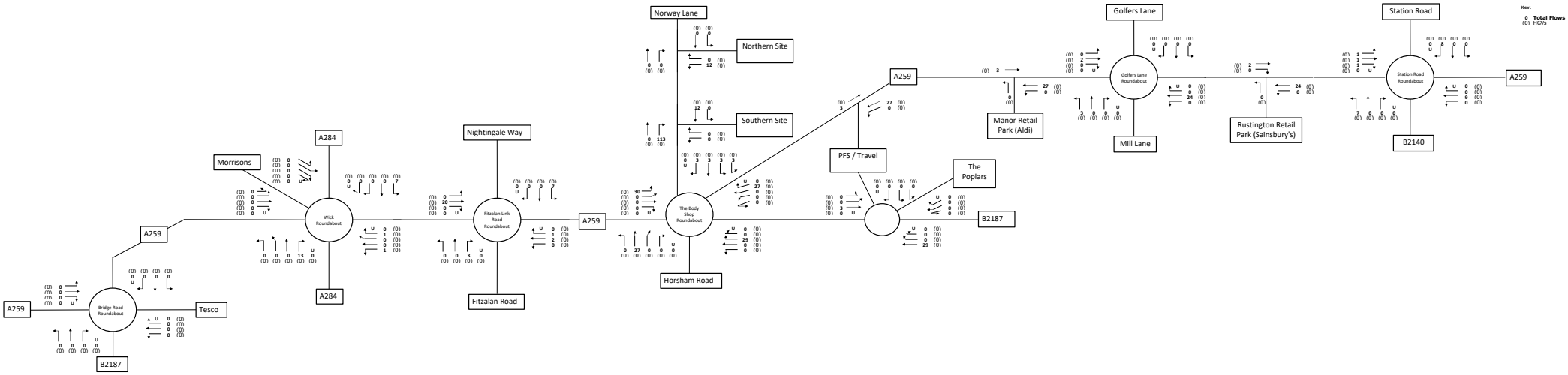
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

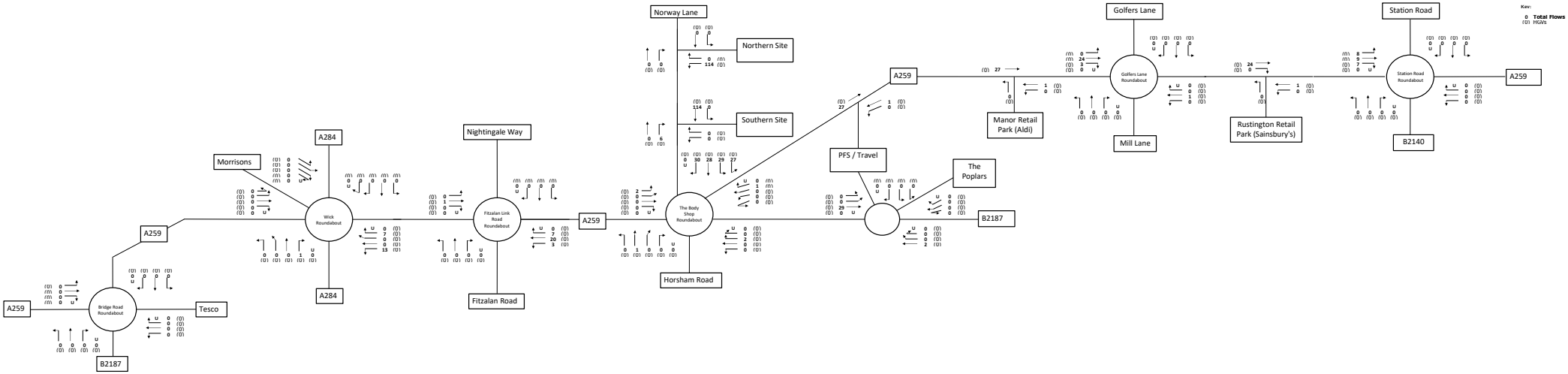
Trip rate parameter range selected:	2500 - 9225 (units: sqm)
Survey date date range:	01/01/16 - 11/11/22
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix 12

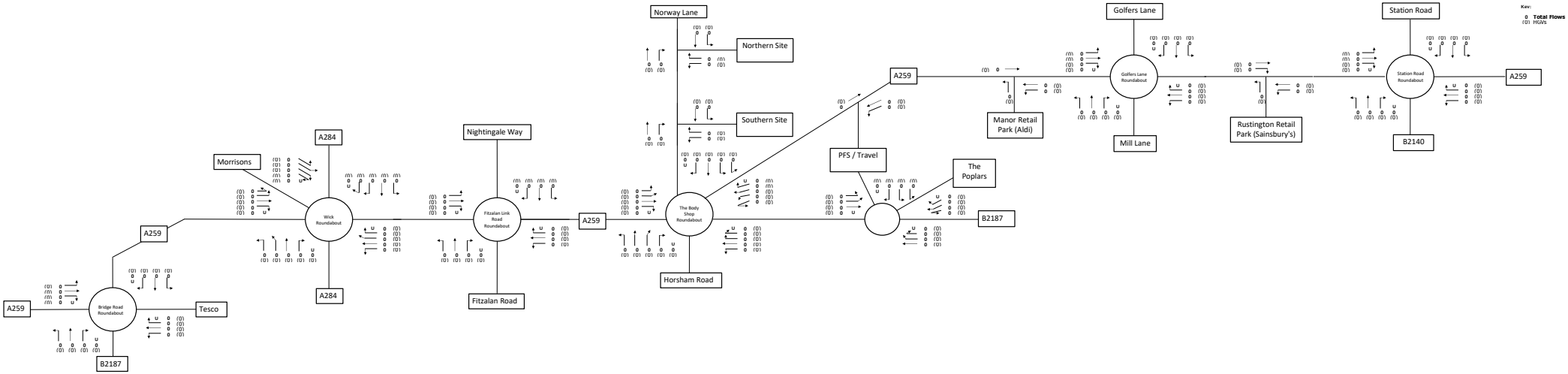


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
AM Peak 08:00-09:00	**Extant Employment Flows**



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
PM Peak 17:00-18:00	**Extant Employment Flows**

connect CONSULTANTS



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton		
SAT Peak 11:15-12:15	Extant Employment Flows	connect CONSULTANTS

Appendix 13

Connect Consultants 78 Broad Street Chipping Sodbury Licence No: 142301

Calculation Reference: AUDIT-142301-250313-0353

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1260 to 14000 (units: sqm)
Range Selected by User:	800 to 15950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 25/05/24

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Friday	7 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Commercial Zone	1
Development Zone	1
Residential Zone	4
Retail Zone	1
Built-Up Zone	2
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	10 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	2 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:

100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days
2.1 to 2.5	1 days

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

Petrol filling station:

PFS is present at the site and is included in the count	3 days
PFS is present at the site but is excluded from the count	1 days
There is no PFS at the site	6 days

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

Travel Plan:

No	10 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	10 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 CA-01-A-04 SAINSBURY'S CAMBRIDGESHIRE
EDDINGTON AVENUE
CAMBRIDGE
EDDINGTON
Edge of Town
Development Zone
Total Gross floor area: 3231 sqm
Survey date: WEDNESDAY *17/05/23* *Survey Type: MANUAL*

2 DY-01-A-01 SAINSBURY'S DERBY
WYVERN WAY
DERBY
CHADDESDEN
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 9500 sqm
Survey date: FRIDAY *26/06/15* *Survey Type: MANUAL*

3 GM-01-A-27 TESCO GREATER MANCHESTER
PARRS WOOD LANE
MANCHESTER
DIDSBURY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 5600 sqm
Survey date: WEDNESDAY *20/04/22* *Survey Type: MANUAL*

4 LC-01-A-19 ASDA LANCASHIRE
EASTWAY
PRESTON
FULWOOD
Edge of Town
Commercial Zone
Total Gross floor area: 14000 sqm
Survey date: FRIDAY *09/11/18* *Survey Type: MANUAL*

5 SF-01-A-03 ASDA SUFFOLK
STOKE PARK DRIVE
IPSWICH

Edge of Town
Residential Zone
Total Gross floor area: 4250 sqm
Survey date: FRIDAY *25/09/20* *Survey Type: MANUAL*

6 TW-01-A-02 ASDA TYNE & WEAR
WANSBECK ROAD SOUTH
NEWCASTLE UPON TYNE
GOSFORTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1260 sqm
Survey date: FRIDAY *03/05/19* *Survey Type: MANUAL*

7 TW-01-A-03 M&S FOOD HALL TYNE & WEAR
HOLLYWOOD AVENUE
NEWCASTLE UPON TYNE
GOSFORTH
Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 1400 sqm
Survey date: TUESDAY *19/10/21* *Survey Type: MANUAL*

8 WM-01-A-04 TESCO WEST MIDLANDS
SPRING HILL
BIRMINGHAM
HOCKLEY
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 7290 sqm
Survey date: FRIDAY *26/11/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	WO-01-A-02	WAITROSE		WORCESTERSHIRE
	LONDON ROAD			
	WORCESTER			
	RED HILL			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		4780 sqm	
	Survey date: FRIDAY		*27/09/19*	*Survey Type: MANUAL*
10	WS-01-A-13	SAINSBURY'S		WEST SUSSEX
	NEW ROAD			
	LITTLEHAMPTON			
	RUSTINGTON			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		12550 sqm	
	Survey date: FRIDAY		*24/09/21*	*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 01 - RETAIL/A - FOOD SUPERSTORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.143	1	5600	0.107	1	5600	0.250
06:00 - 07:00	4	7423	0.401	4	7423	0.155	4	7423	0.556
07:00 - 08:00	10	6386	1.373	10	6386	1.082	10	6386	2.455
08:00 - 09:00	10	6386	2.042	10	6386	1.707	10	6386	3.749
09:00 - 10:00	10	6386	2.794	10	6386	2.211	10	6386	5.005
10:00 - 11:00	10	6386	3.143	10	6386	2.739	10	6386	5.882
11:00 - 12:00	10	6386	3.385	10	6386	3.138	10	6386	6.523
12:00 - 13:00	10	6386	3.849	10	6386	3.752	10	6386	7.601
13:00 - 14:00	10	6386	3.390	10	6386	3.548	10	6386	6.938
14:00 - 15:00	10	6386	3.149	10	6386	3.285	10	6386	6.434
15:00 - 16:00	10	6386	3.174	10	6386	3.265	10	6386	6.439
16:00 - 17:00	10	6386	2.845	10	6386	3.110	10	6386	5.955
17:00 - 18:00	10	6386	2.792	10	6386	2.916	10	6386	5.708
18:00 - 19:00	10	6386	2.916	10	6386	3.234	10	6386	6.150
19:00 - 20:00	10	6386	2.213	10	6386	2.667	10	6386	4.880
20:00 - 21:00	10	6386	1.345	10	6386	1.702	10	6386	3.047
21:00 - 22:00	9	6940	0.903	9	6940	1.215	9	6940	2.118
22:00 - 23:00	6	5697	0.301	6	5697	0.541	6	5697	0.842
23:00 - 24:00	2	6445	0.256	2	6445	0.411	2	6445	0.667
Total Rates:			40.414			40.785			81.199

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

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

Parameter summary

Trip rate parameter range selected:	1260 - 14000 (units: sqm)
Survey date date range:	01/01/15 - 25/05/24
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Connect Consultants 78 Broad Street Chipping Sodbury Licence No: 142301

Calculation Reference: AUDIT-142301-250313-0333

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	BO	BEDFORD	1 days
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	PB	PETERBOROUGH	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	IM	ISLE OF MAN	1 days
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	850 to 15950 (units: sqm)
Range Selected by User:	800 to 15950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 25/05/24

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

Selected survey days:

Saturday	13 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	7
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
Residential Zone	5
Retail Zone	2
Built-Up Zone	1
Out of Town	1
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	13 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	3 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:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	6 days

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

Petrol filling station:

PFS is present at the site and is included in the count	7 days
PFS is present at the site but is excluded from the count	2 days
There is no PFS at the site	4 days

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

Travel Plan:

Yes	1 days
No	12 days

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

PTAL Rating:

No PTAL Present	13 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 BH-01-A-08 WAITROSE BRIGHTON & HOVE
NEVILL ROAD
BRIGHTON
WEST BLATCHINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4644 sqm
Survey date: SATURDAY 23/09/17 Survey Type: MANUAL

2 BO-01-A-01 TESCO BEDFORD
RIVERFIELD DRIVE
BEDFORD

Edge of Town
Residential Zone
Total Gross floor area: 9950 sqm
Survey date: SATURDAY 17/10/20 Survey Type: MANUAL

3 DV-01-A-23 SAINSBURY ' S DEVON
HILL BARTON ROAD
EXETER
WHIPTON
Edge of Town
Residential Zone
Total Gross floor area: 6934 sqm
Survey date: SATURDAY 30/03/19 Survey Type: MANUAL

4 GM-01-A-26 ASDA GREATER MANCHESTER
HOLLYHEDGE ROAD
MANCHESTER
WYTHENSHAWE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 850 sqm
Survey date: SATURDAY 01/05/21 Survey Type: MANUAL

5 HC-01-A-06 ASDA HAMPSHIRE
LARCHWOOD AVENUE
HAVANT
BEDHAMPTON
Edge of Town
No Sub Category
Total Gross floor area: 15950 sqm
Survey date: SATURDAY 21/11/15 Survey Type: MANUAL

6 IM-01-A-01 TESCO ISLE OF MAN
LAKE ROAD
DOUGLAS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 3344 sqm
Survey date: SATURDAY 25/05/24 Survey Type: MANUAL

7 LN-01-A-07 WAITROSE LINCOLNSHIRE
SEARBY ROAD
LINCOLN
ERMINE EAST
Edge of Town
Residential Zone
Total Gross floor area: 6600 sqm
Survey date: SATURDAY 28/10/17 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	LN-01-A-08	MORRISONS		LINCOLNSHIRE
	EASTGATE			
	LOUTH			
	Edge of Town Centre			
	Retail Zone			
	Total Gross floor area:		2460 sqm	
	Survey date: SATURDAY		*20/04/24*	*Survey Type: MANUAL*
9	NF-01-A-05	MORRISONS		NORFOLK
	ALBION WAY			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:		10000 sqm	
	Survey date: SATURDAY		*09/11/19*	*Survey Type: MANUAL*
10	NY-01-A-06	ASDA		NORTH YORKSHIRE
	PHEASANT FIELDS LANE			
	SKELTON IN CLEVELAND			
	Edge of Town			
	Out of Town			
	Total Gross floor area:		4625 sqm	
	Survey date: SATURDAY		*17/09/16*	*Survey Type: MANUAL*
11	NY-01-A-07	SAINSBURY'S		NORTH YORKSHIRE
	WETHERBY ROAD			
	HARROGATE			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:		9030 sqm	
	Survey date: SATURDAY		*13/10/18*	*Survey Type: MANUAL*
12	PB-01-A-01	SAINSBURY'S		PETERBOROUGH
	OXNEY ROAD			
	PETERBOROUGH			
	NEWARK			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		10000 sqm	
	Survey date: SATURDAY		*15/10/16*	*Survey Type: MANUAL*
13	TW-01-A-04	TESCO EXTRA		TYNE & WEAR
	NORHAM ROAD			
	NORTH SHIELDS			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:		11250 sqm	
	Survey date: SATURDAY		*28/05/22*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	10625	0.231	2	10625	0.066	2	10625	0.297
06:00 - 07:00	8	6887	0.637	8	6887	0.376	8	6887	1.013
07:00 - 08:00	13	7357	1.464	13	7357	0.946	13	7357	2.410
08:00 - 09:00	13	7357	2.615	13	7357	1.961	13	7357	4.576
09:00 - 10:00	13	7357	3.910	13	7357	3.178	13	7357	7.088
10:00 - 11:00	13	7357	4.863	13	7357	4.274	13	7357	9.137
11:00 - 12:00	13	7357	5.236	13	7357	5.030	13	7357	10.266
12:00 - 13:00	13	7357	5.346	13	7357	5.331	13	7357	10.677
13:00 - 14:00	13	7357	5.016	13	7357	5.166	13	7357	10.182
14:00 - 15:00	13	7357	4.903	13	7357	4.965	13	7357	9.868
15:00 - 16:00	13	7357	4.689	13	7357	4.990	13	7357	9.679
16:00 - 17:00	13	7357	4.584	13	7357	4.968	13	7357	9.552
17:00 - 18:00	13	7357	4.006	13	7357	4.473	13	7357	8.479
18:00 - 19:00	13	7357	3.022	13	7357	3.612	13	7357	6.634
19:00 - 20:00	13	7357	2.070	13	7357	2.546	13	7357	4.616
20:00 - 21:00	13	7357	1.285	13	7357	1.564	13	7357	2.849
21:00 - 22:00	13	7357	0.763	13	7357	1.003	13	7357	1.766
22:00 - 23:00	9	6499	0.402	9	6499	0.566	9	6499	0.968
23:00 - 24:00	4	7305	0.253	4	7305	0.414	4	7305	0.667
Total Rates:			55.295			55.429			110.724

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

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

Parameter summary

Trip rate parameter range selected:	850 - 15950 (units: sqm)
Survey date date range:	01/01/15 - 25/05/24
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	13
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.

Connect Consultants 78 Broad Street Chipping Sodbury Licence No: 142301

Calculation Reference: AUDIT-142301-250313-0316

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : K - RETAIL PARK - EXCLUDING FOOD
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
	SM	SOMERSET	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	2 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	6790 to 22300 (units: sqm)
Range Selected by User:	2575 to 110000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 14/11/23

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	2 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	4

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

Selected Location Sub Categories:

Residential Zone	1
Retail Zone	3
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	5 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	2 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
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

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

Travel Plan:

No	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

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

LIST OF SITES relevant to selection parameters

1	GM-01-K-14	RETAIL PARK		GREATER MANCHESTER
	SNIPE WAY			
	ASHTON-UNDER-LYNE			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		7350 sqm	
	Survey date: THURSDAY		*22/10/15*	*Survey Type: MANUAL*
2	GM-01-K-16	RETAIL PARK		GREATER MANCHESTER
	BROADWAY			
	OLDHAM			
	HOLDEN FOLD			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		22300 sqm	
	Survey date: THURSDAY		*09/11/17*	*Survey Type: MANUAL*
3	GS-01-K-03	RETAIL PARK		GLOUCESTERSHIRE
	HATHERLEY LANE			
	CHELTENHAM SPA			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		9350 sqm	
	Survey date: WEDNESDAY		*03/05/23*	*Survey Type: MANUAL*
4	HF-01-K-02	RETAIL PARK		HERTFORDSHIRE
	MONKSWOOD WAY			
	STEVENAGE			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		6790 sqm	
	Survey date: TUESDAY		*14/11/23*	*Survey Type: MANUAL*
5	SM-01-K-01	RETAIL PARK		SOMERSET
	WESTERN AVENUE			
	YEOVIL			
	HOUNDSTONE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:		11000 sqm	
	Survey date: TUESDAY		*13/09/22*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	8070	0.143	2	8070	0.050	2	8070	0.193
07:00 - 08:00	5	11358	0.426	5	11358	0.368	5	11358	0.794
08:00 - 09:00	5	11358	0.833	5	11358	0.537	5	11358	1.370
09:00 - 10:00	5	11358	1.852	5	11358	1.391	5	11358	3.243
10:00 - 11:00	5	11358	2.053	5	11358	1.801	5	11358	3.854
11:00 - 12:00	5	11358	2.490	5	11358	2.282	5	11358	4.772
12:00 - 13:00	5	11358	2.819	5	11358	2.694	5	11358	5.513
13:00 - 14:00	5	11358	2.770	5	11358	2.828	5	11358	5.598
14:00 - 15:00	5	11358	2.345	5	11358	2.567	5	11358	4.912
15:00 - 16:00	5	11358	2.101	5	11358	2.143	5	11358	4.244
16:00 - 17:00	5	11358	2.058	5	11358	2.192	5	11358	4.250
17:00 - 18:00	5	11358	2.124	5	11358	2.036	5	11358	4.160
18:00 - 19:00	5	11358	1.886	5	11358	2.013	5	11358	3.899
19:00 - 20:00	5	11358	1.359	5	11358	1.639	5	11358	2.998
20:00 - 21:00	5	11358	0.548	5	11358	0.877	5	11358	1.425
21:00 - 22:00	2	8895	0.354	2	8895	0.478	2	8895	0.832
22:00 - 23:00	1	6790	0.118	1	6790	0.206	1	6790	0.324
23:00 - 24:00	1	6790	0.118	1	6790	0.147	1	6790	0.265
Total Rates:			26.397			26.249			52.646

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

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

Parameter summary

Trip rate parameter range selected:	6790 - 22300 (units: sqm)
Survey date date range:	01/01/15 - 14/11/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Connect Consultants 78 Broad Street Chipping Sodbury Licence No: 142301

Calculation Reference: AUDIT-142301-250313-0352

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : K - RETAIL PARK - EXCLUDING FOOD
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
	TB	TORBAY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 days
	SE	SHEFFIELD	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	2 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	2809 to 110000 (units: sqm)
Range Selected by User:	2575 to 110000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 14/11/23

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

Selected survey days:

Saturday	12 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	4

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

Selected Location Sub Categories:

Industrial Zone	2
Residential Zone	2
Retail Zone	3
Built-Up Zone	3
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	12 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	5 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
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	4 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	12 days

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

Travel Plan:

No	12 days

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

PTAL Rating:

No PTAL Present	12 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 BO-01-K-01 RETAIL PARK BEDFORD
RACE MEADOWS WAY
BEDFORD
KEMPSTON
Edge of Town
No Sub Category
Total Gross floor area: 19000 sqm
Survey date: SATURDAY *17/10/20* *Survey Type: MANUAL*

2 DV-01-K-02 RETAIL PARK DEVON
HELE ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 3752 sqm
Survey date: SATURDAY *30/03/19* *Survey Type: MANUAL*

3 GM-01-K-15 RETAIL PARK GREATER MANCHESTER
CHEETHAM HILL ROAD
MANCHESTER
SMEDLEY
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 110000 sqm
Survey date: SATURDAY *24/09/16* *Survey Type: MANUAL*

4 GM-01-K-17 RETAIL PARK GREATER MANCHESTER
MANCHESTER ROAD
ALTRINCHAM
BROADHEATH
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 4600 sqm
Survey date: SATURDAY *08/05/21* *Survey Type: MANUAL*

5 KS-01-K-01 RETAIL PARK KIRKLEES
LEEDS ROAD
HUDDERSFIELD

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 53814 sqm
Survey date: SATURDAY *24/09/16* *Survey Type: MANUAL*

6 NF-01-K-02 RETAIL PARK NORFOLK
PASTEUR ROAD
GREAT YARMOUTH

Edge of Town
No Sub Category
Total Gross floor area: 14565 sqm
Survey date: SATURDAY *14/10/17* *Survey Type: MANUAL*

7 SE-01-K-01 RETAIL PARK SHEFFIELD
KILNER WAY
SHEFFIELD
BIRLEY CARR
Edge of Town
Residential Zone
Total Gross floor area: 16187 sqm
Survey date: SATURDAY *12/09/20* *Survey Type: MANUAL*

8 TB-01-K-01 DUNELM & FURNITURE VILLAGE TORBAY
AVOCET ROAD
EXETER
SOWTON IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 2809 sqm
Survey date: SATURDAY *15/07/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-01-K-02	RETAIL PARK		TYNE & WEAR
	MIDDLE ENGINE LANE			
	WALLSEND			
	WILLINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		4500 sqm	
	Survey date: SATURDAY		*14/11/15*	*Survey Type: MANUAL*
10	WM-01-K-06	RETAIL PARK		WEST MIDLANDS
	WARWICK ROAD			
	COVENTRY			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		12844 sqm	
	Survey date: SATURDAY		*12/11/16*	*Survey Type: MANUAL*
11	WM-01-K-07	RETAIL PARK		WEST MIDLANDS
	SPRINGVALE WAY			
	BILSTON			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:		19674 sqm	
	Survey date: SATURDAY		*24/06/23*	*Survey Type: MANUAL*
12	WO-01-K-03	RETAIL PARK		WORCESTERSHIRE
	CARPET TRADES WAY			
	KIDDERMINSTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		19170 sqm	
	Survey date: SATURDAY		*10/10/20*	*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 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	19674	0.036	1	19674	0.000	1	19674	0.036
07:00 - 08:00	8	18148	0.169	8	18148	0.076	8	18148	0.245
08:00 - 09:00	12	23410	0.468	12	23410	0.233	12	23410	0.701
09:00 - 10:00	12	23410	0.944	12	23410	0.610	12	23410	1.554
10:00 - 11:00	12	23410	1.290	12	23410	0.964	12	23410	2.254
11:00 - 12:00	12	23410	1.482	12	23410	1.262	12	23410	2.744
12:00 - 13:00	12	23410	1.553	12	23410	1.398	12	23410	2.951
13:00 - 14:00	12	23410	1.481	12	23410	1.475	12	23410	2.956
14:00 - 15:00	12	23410	1.502	12	23410	1.456	12	23410	2.958
15:00 - 16:00	12	23410	1.517	12	23410	1.548	12	23410	3.065
16:00 - 17:00	12	23410	1.165	12	23410	1.560	12	23410	2.725
17:00 - 18:00	12	23410	0.848	12	23410	1.209	12	23410	2.057
18:00 - 19:00	12	23410	0.477	12	23410	0.835	12	23410	1.312
19:00 - 20:00	9	12699	0.252	9	12699	0.541	9	12699	0.793
20:00 - 21:00	8	11912	0.105	8	11912	0.211	8	11912	0.316
21:00 - 22:00	8	11912	0.047	8	11912	0.124	8	11912	0.171
22:00 - 23:00	2	11713	0.102	2	11713	0.137	2	11713	0.239
23:00 - 24:00	2	11713	0.034	2	11713	0.077	2	11713	0.111
Total Rates:			13.472			13.716			27.188

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

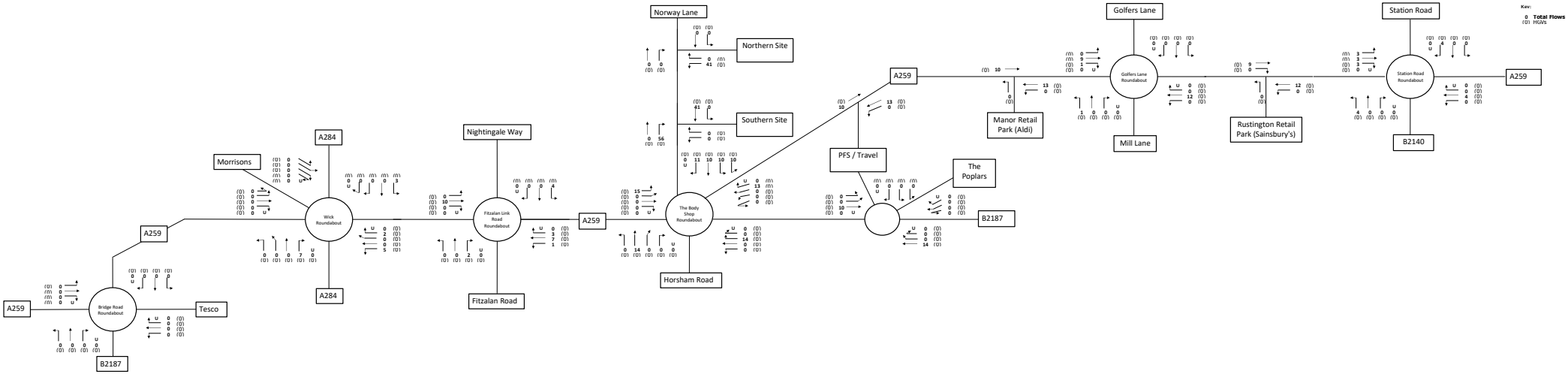
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

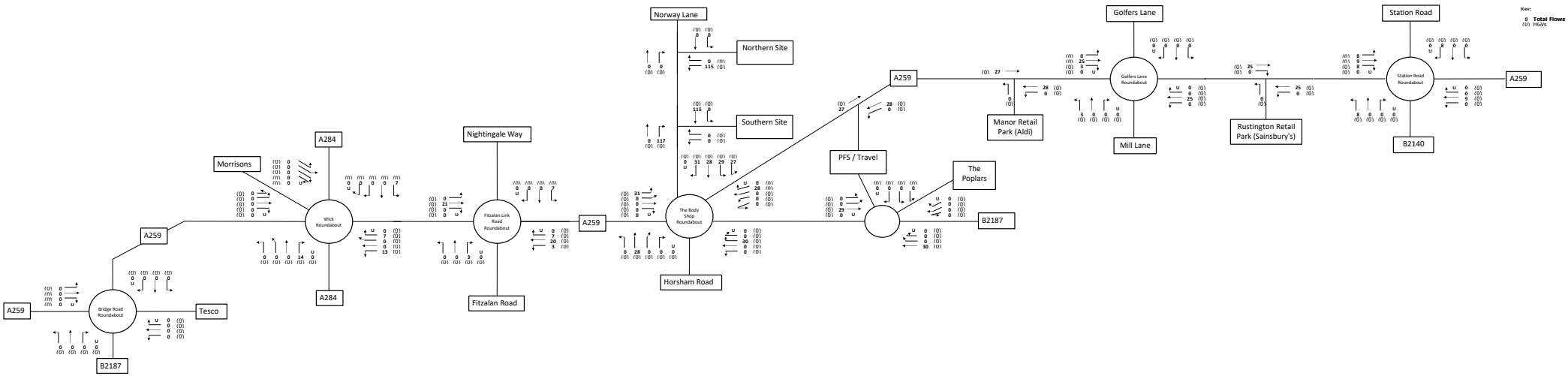
Trip rate parameter range selected:	2809 - 110000 (units: sqm)
Survey date date range:	01/01/15 - 14/11/23
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	12
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

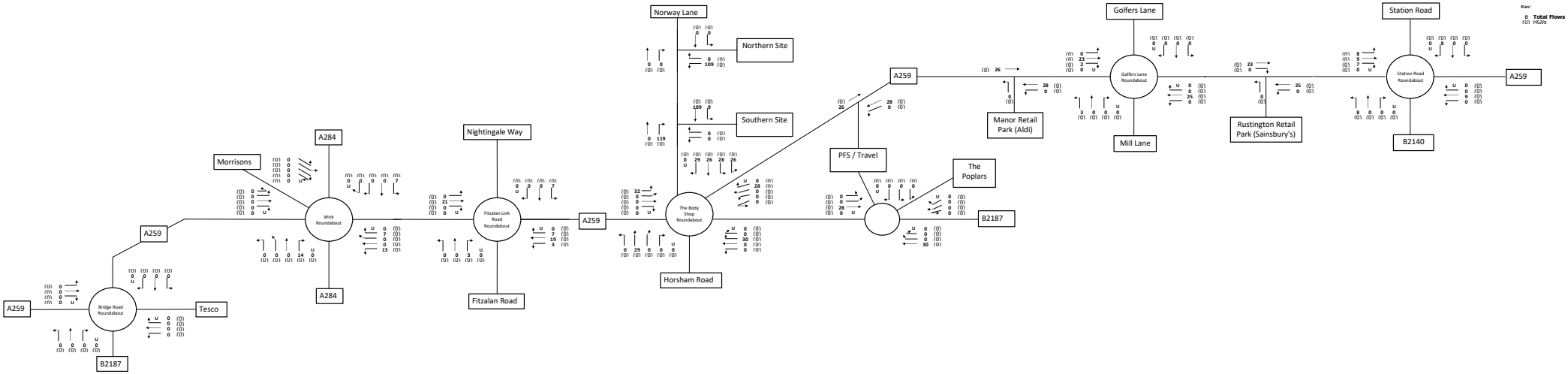
Appendix 14



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton		connect CONSULTANTS
AM Peak 08:00-09:00	Proposed Development – Primary (New to Network)	

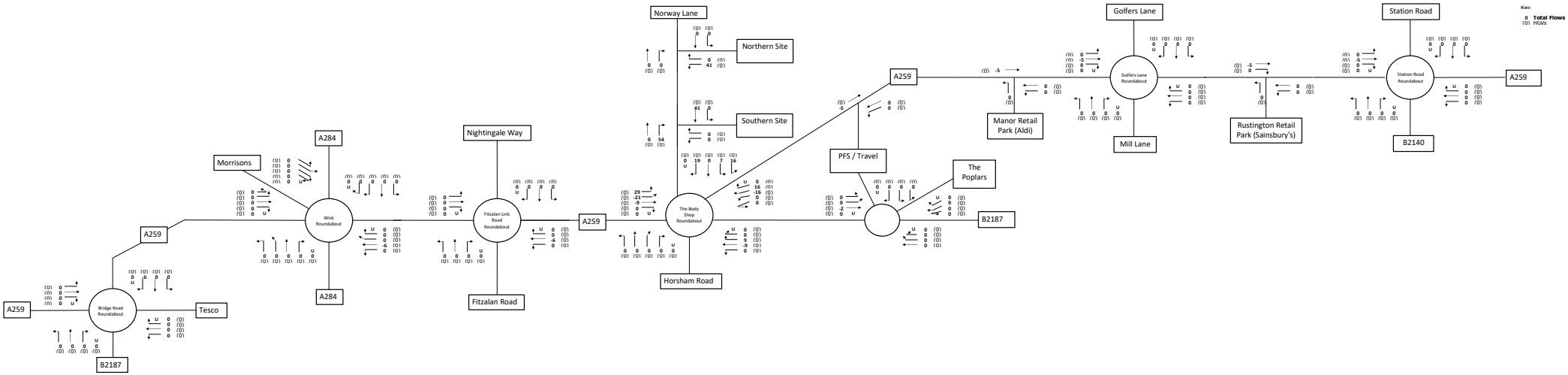


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton		
PM Peak 17:00-18:00	Proposed Development – Primary (New to Network)	connect CONSULTANTS



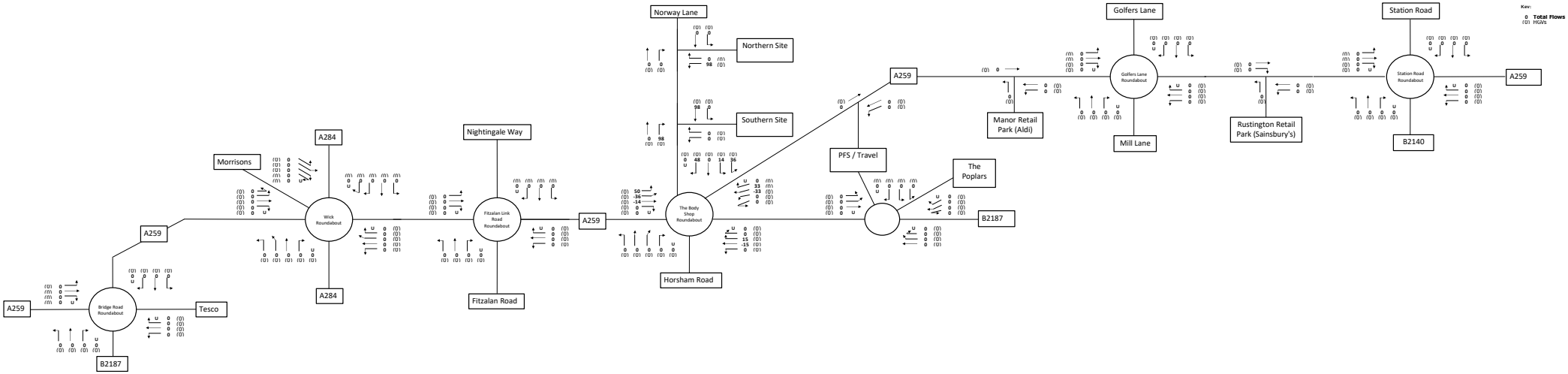
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
SAT Peak 11:15-12:15	Proposed Development – Primary (New to Network)

Appendix 15



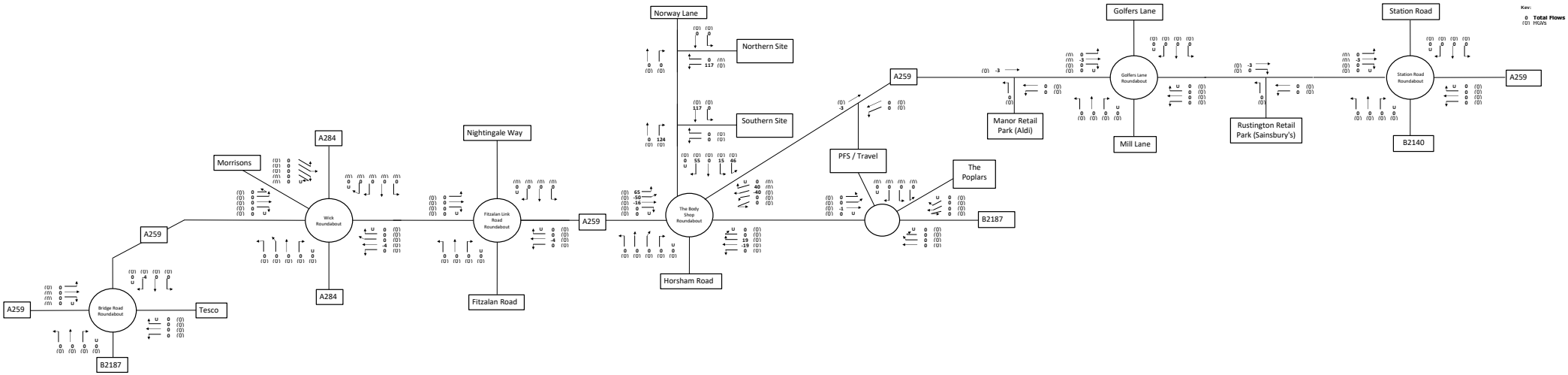
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
AM Peak 08:00-09:00	**Proposed Development – Pass By (from the Bodyshop Roundabout)**

connect CONSULTANTS



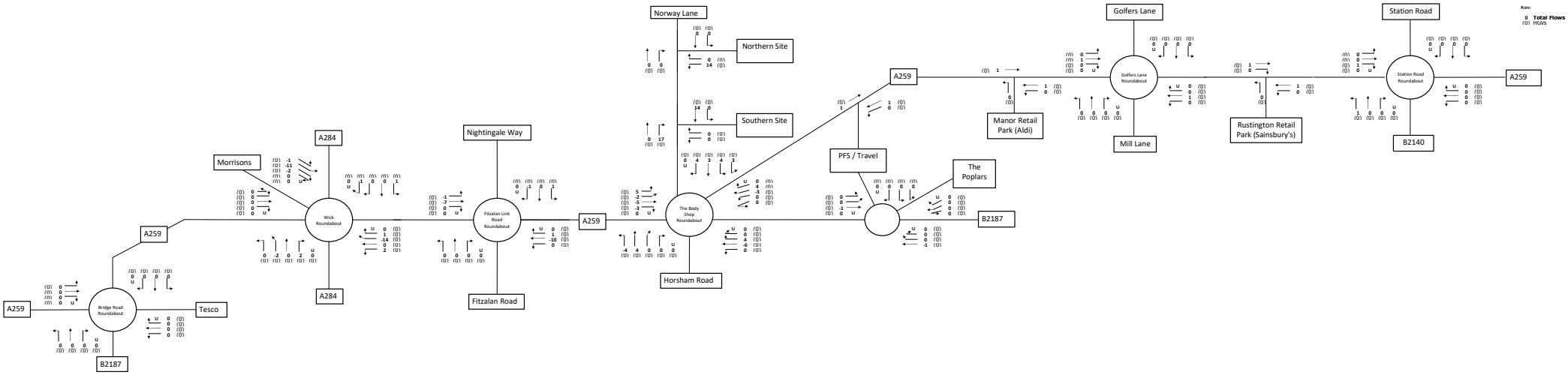
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
PM Peak 17:00-18:00	**Proposed Development – Pass By (from the Bodyshop Roundabout)**

connect CONSULTANTS

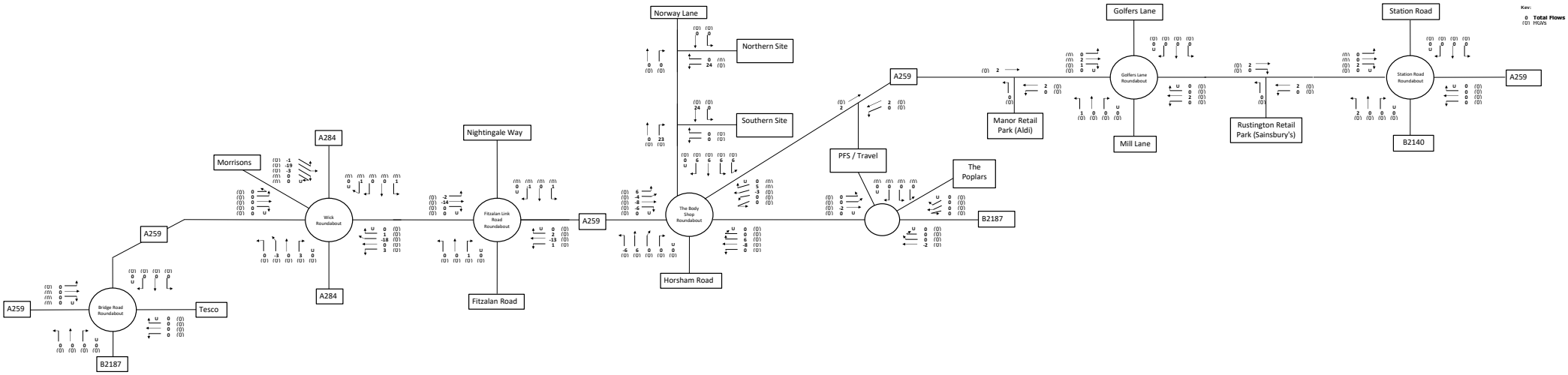


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
SAT Peak 11:15-12:15	**Proposed Development – Pass By (from the Bodyshop Roundabout)**

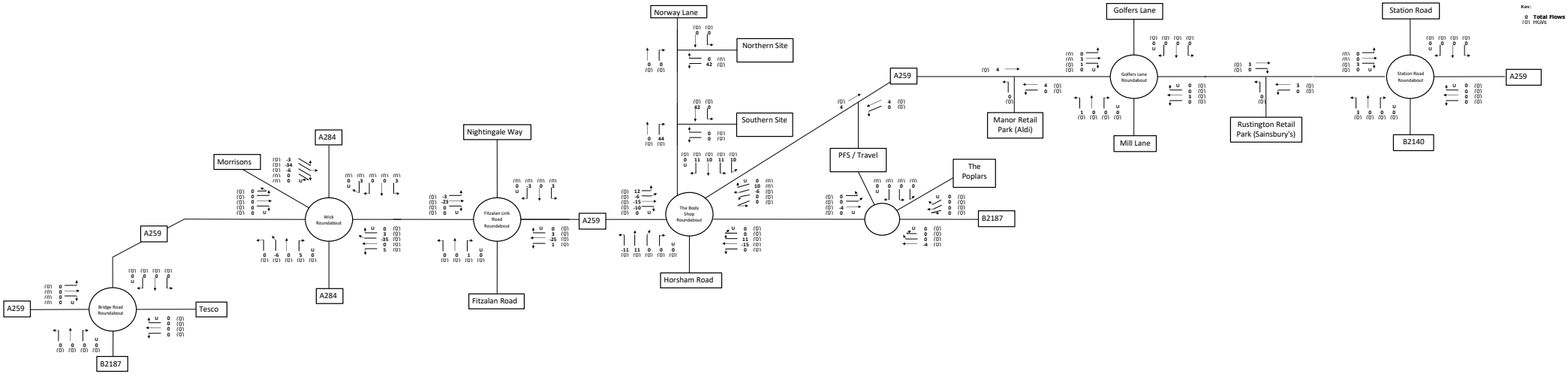
Appendix 16



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
AM Peak 08:00-09:00	**Proposed Development – Transferred Food Trips (Morrisons)**



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
PM Peak 17:00-18:00	**Proposed Development – Transferred Food Trips (Morrisons)**



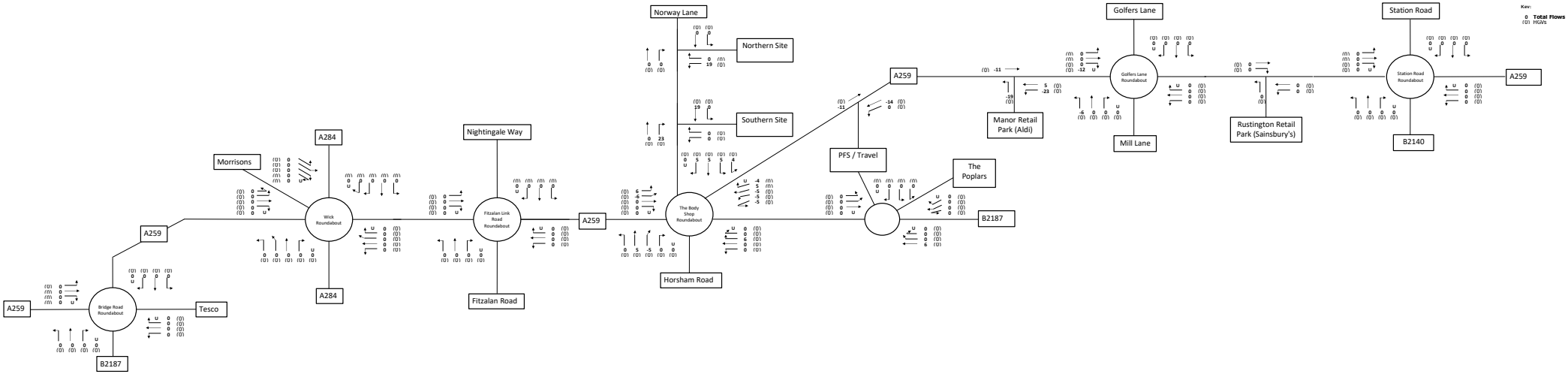
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

SAT Peak 11:15-12:15

Proposed Development – Transferred Food Trips (Morrisons)

connect CONSULTANTS

Appendix 17

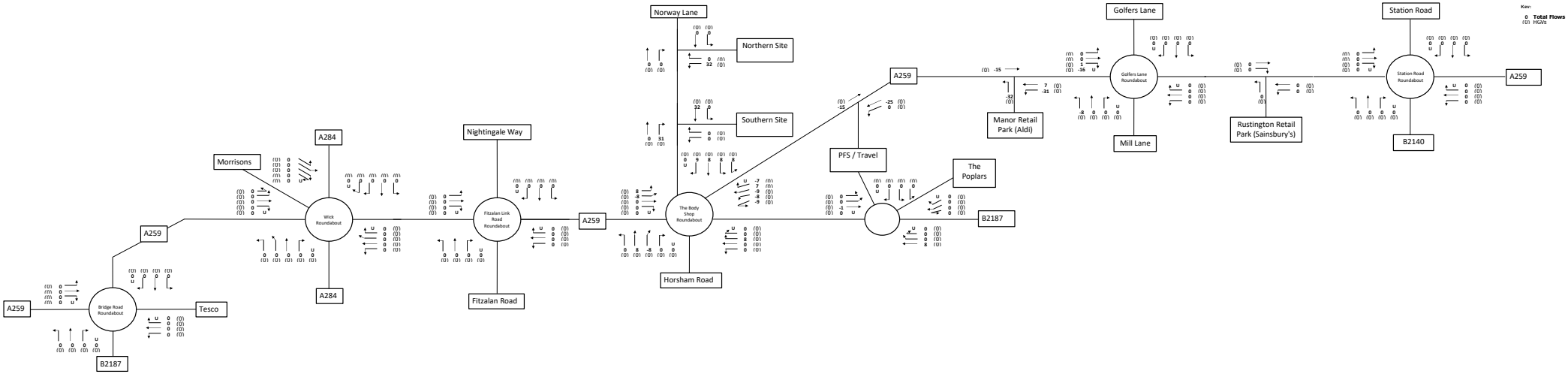


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

AM Peak 08:00-09:00

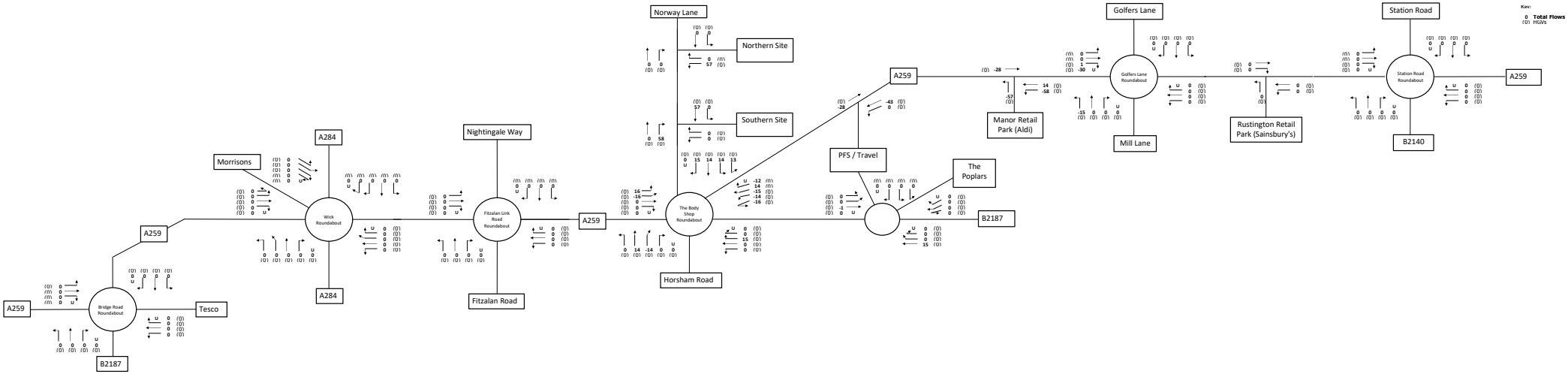
Proposed Development – Transferred Food Trips (Manor Retail Park food)

connect CONSULTANTS



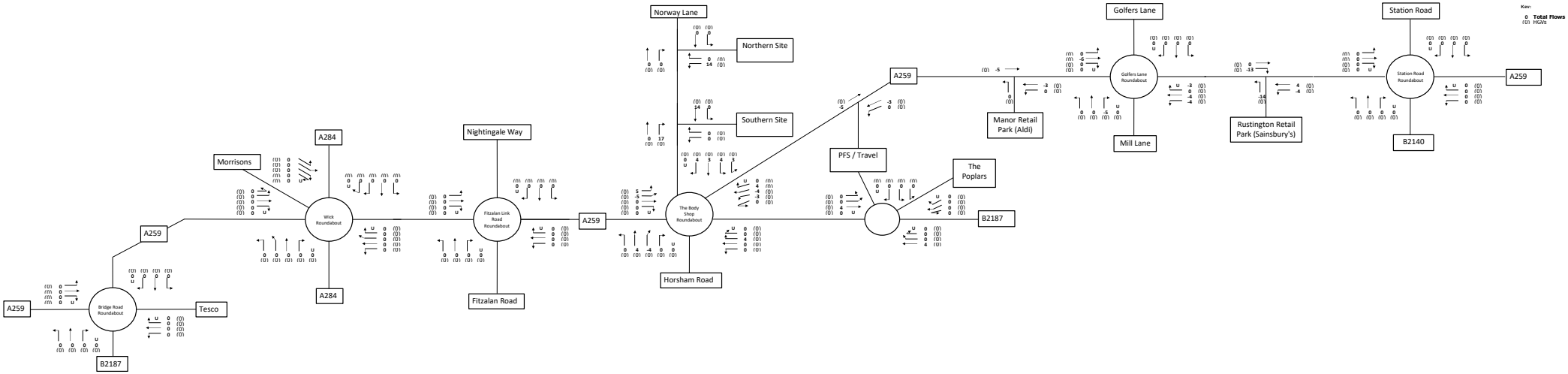
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
PM Peak 17:00-18:00	**Proposed Development – Transferred Food Trips (Manor Retail Park food)**

connect CONSULTANTS

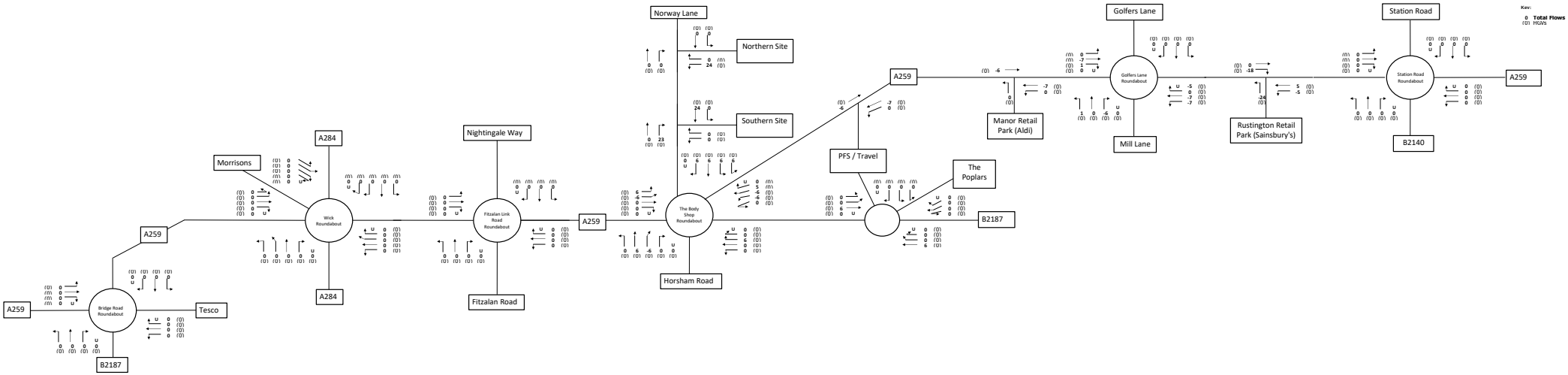


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
SAT Peak 11:15-12:15	**Proposed Development – Transferred Food Trips (Manor Retail Park food)**

Appendix 18

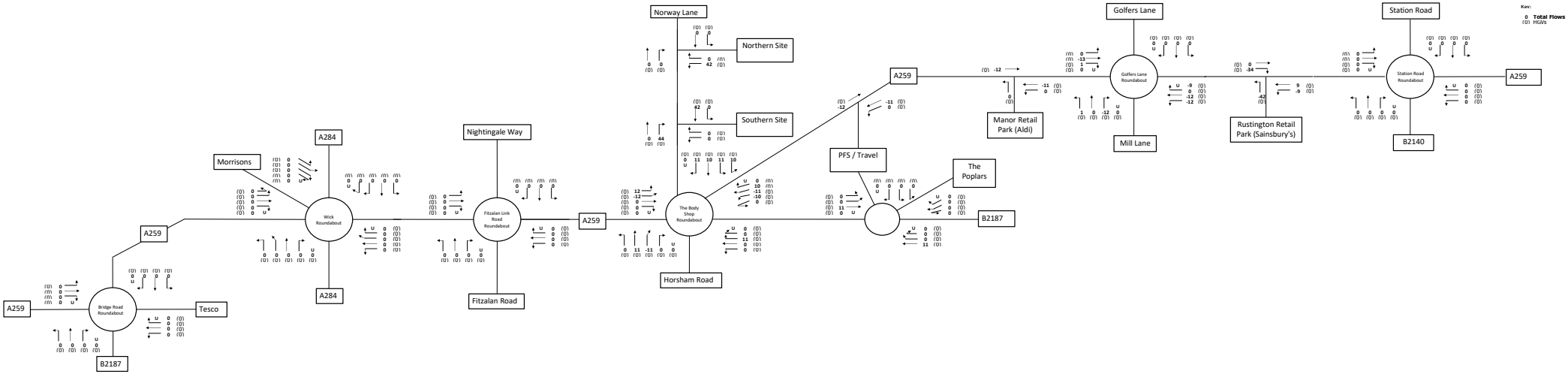


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
AM Peak 08:00-09:00	**Proposed Development – Transferred Food Trips (Rustington Retail Park food)**



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
PM Peak 17:00-18:00	**Proposed Development – Transferred Food Trips (Rustington Retail Park food)**

connect CONSULTANTS



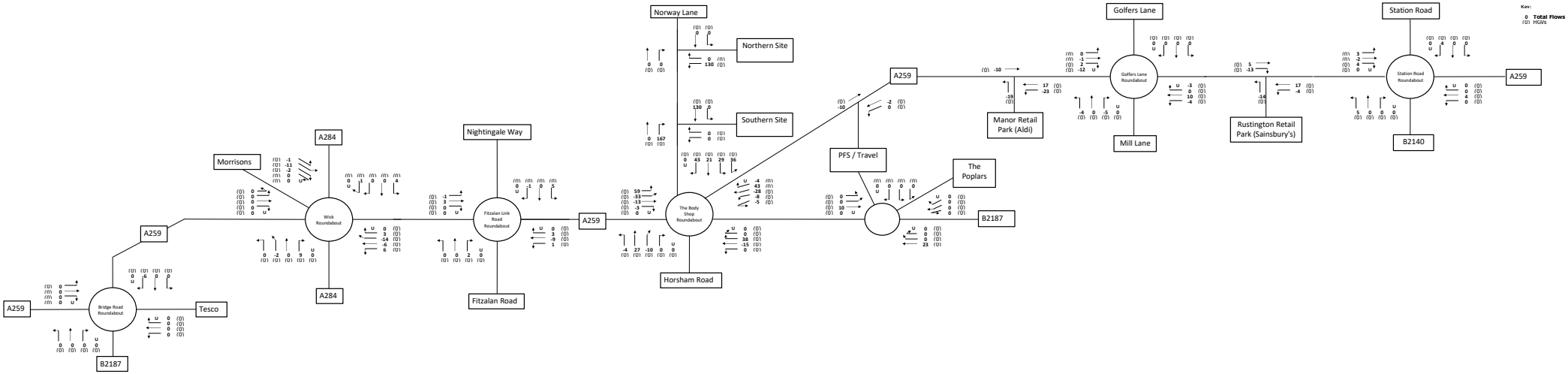
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

SAT Peak 11:15-12:15

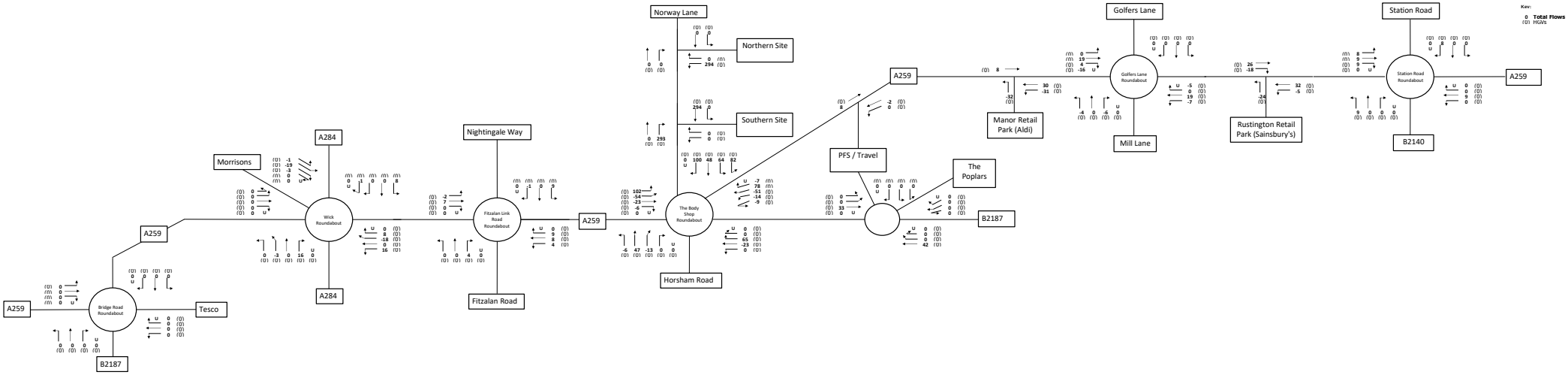
Proposed Development – Transferred Food Trips (Rustington Retail Park food)

connect CONSULTANTS

Appendix 19

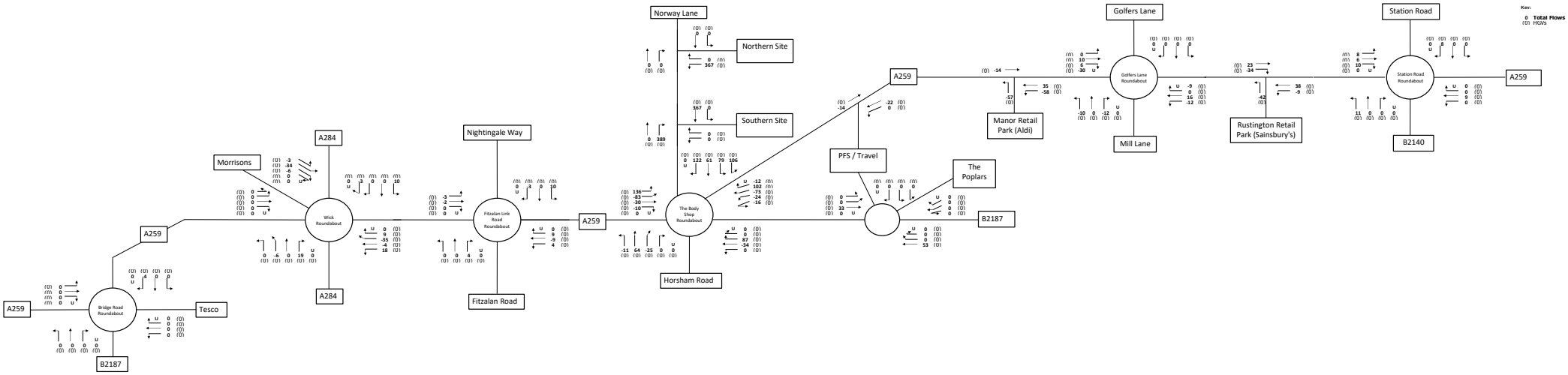


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton		
AM Peak 08:00-09:00	**Proposed Development – Total**	



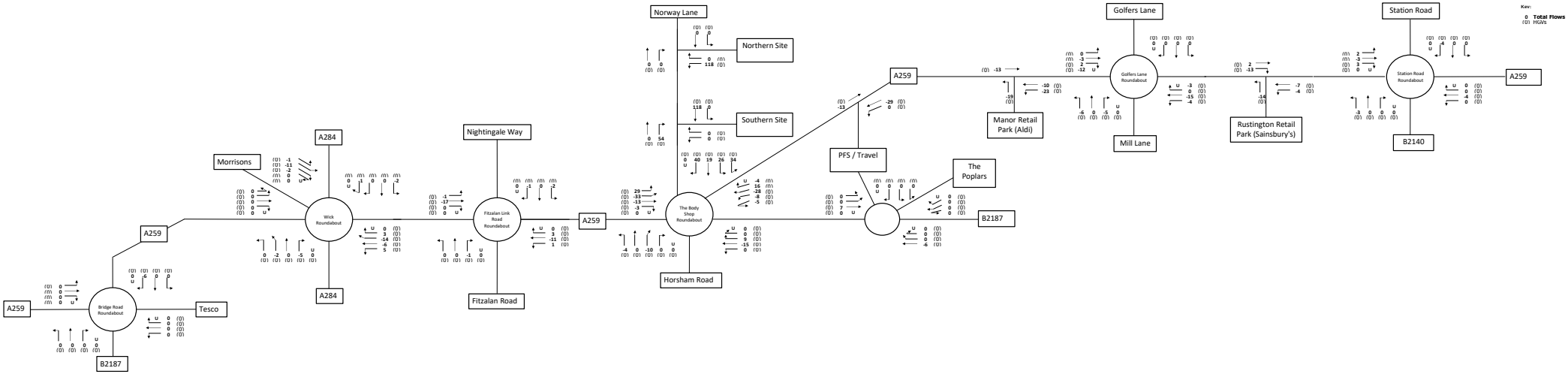
18

PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
PM Peak 17:00-18:00	**Proposed Development – Total**

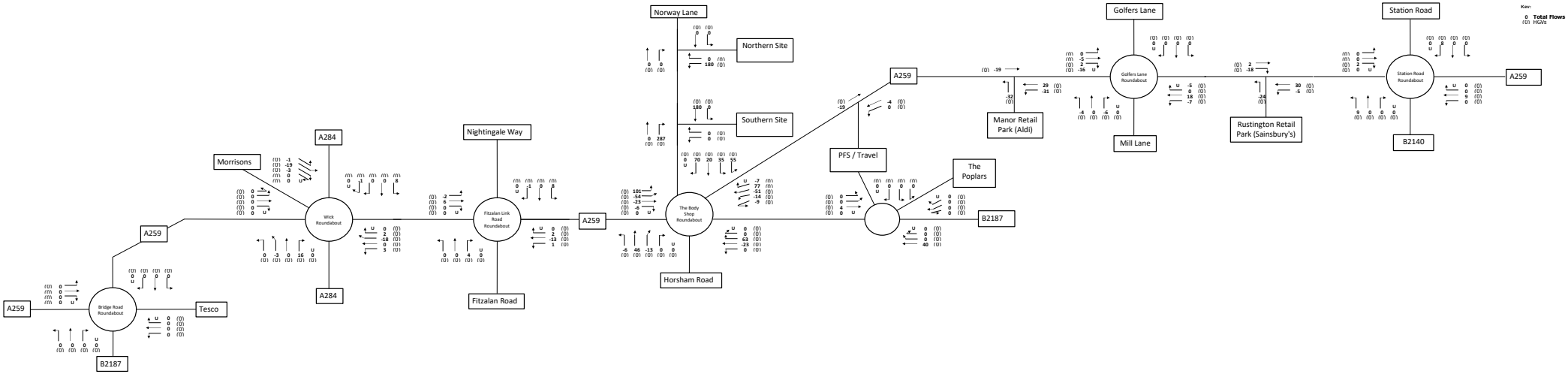


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
SAT Peak 11:15-12:15	Proposed Development – Total

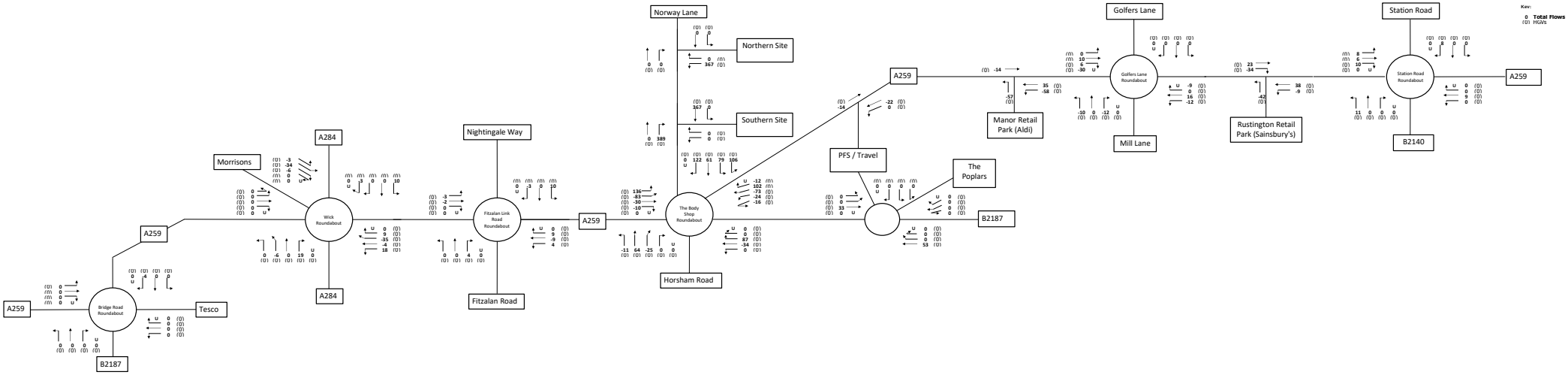
Appendix 20



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
AM Peak 08:00-09:00	**Proposed Development – Net (proposed minus extant)**

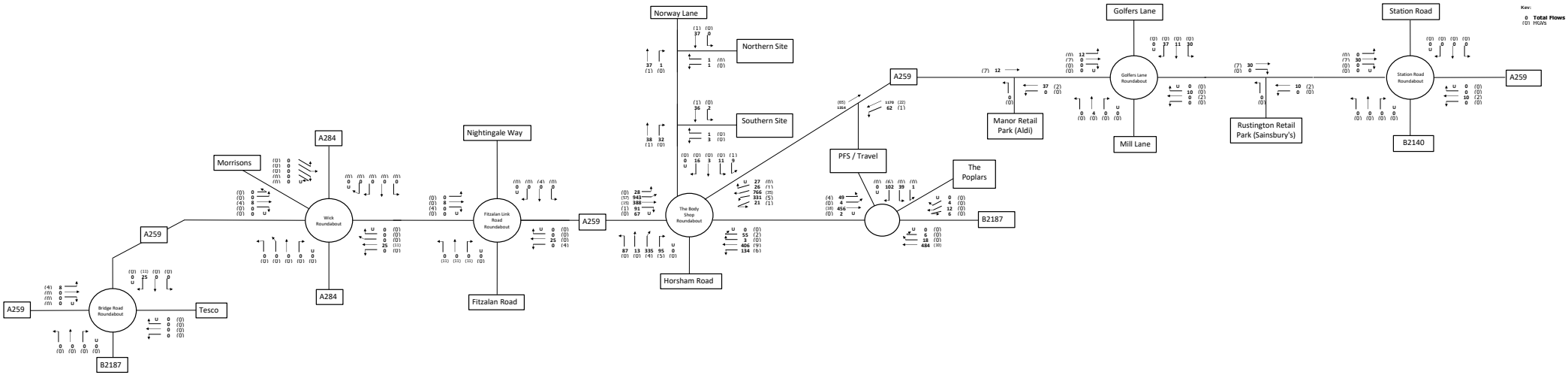


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
PM Peak 17:00-18:00	**Proposed Development – Net (proposed minus extant)**



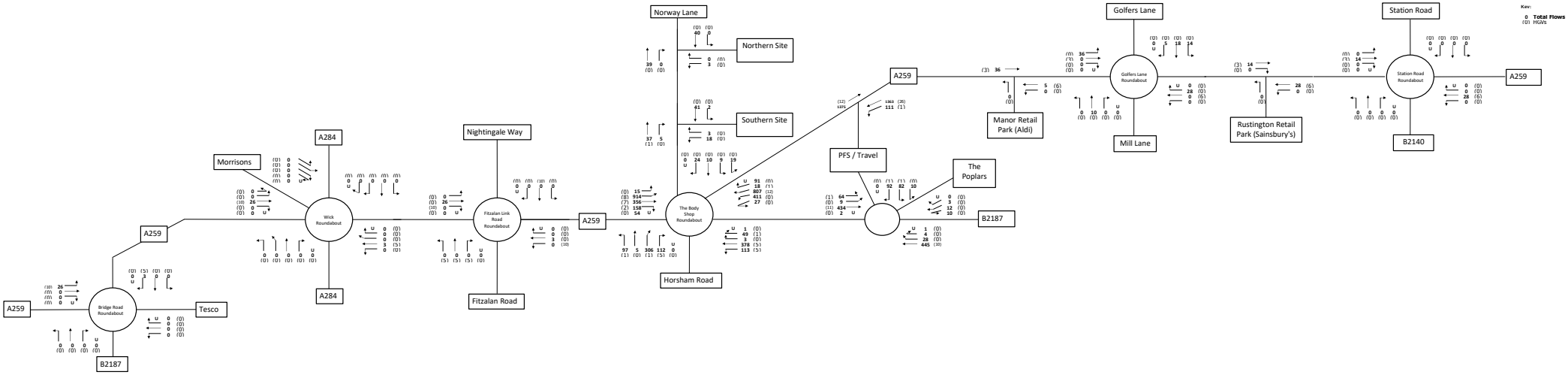
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
SAT Peak 11:15-12:15	Proposed Development – Net (proposed minus extant)

Appendix 21



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
AM Peak 08:00-09:00	2030 Base + Committed + Extant Flows

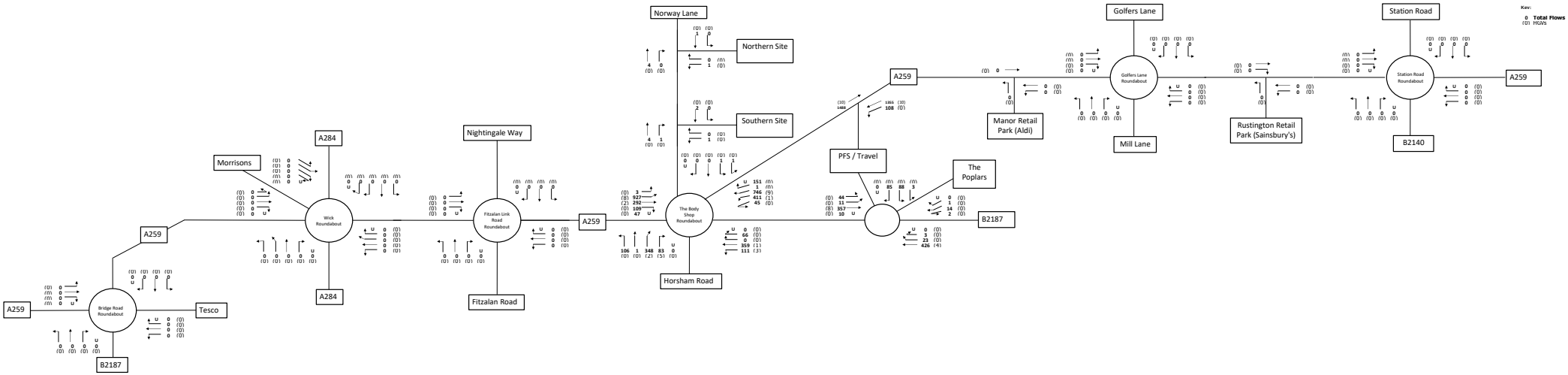
connect CONSULTANTS



18

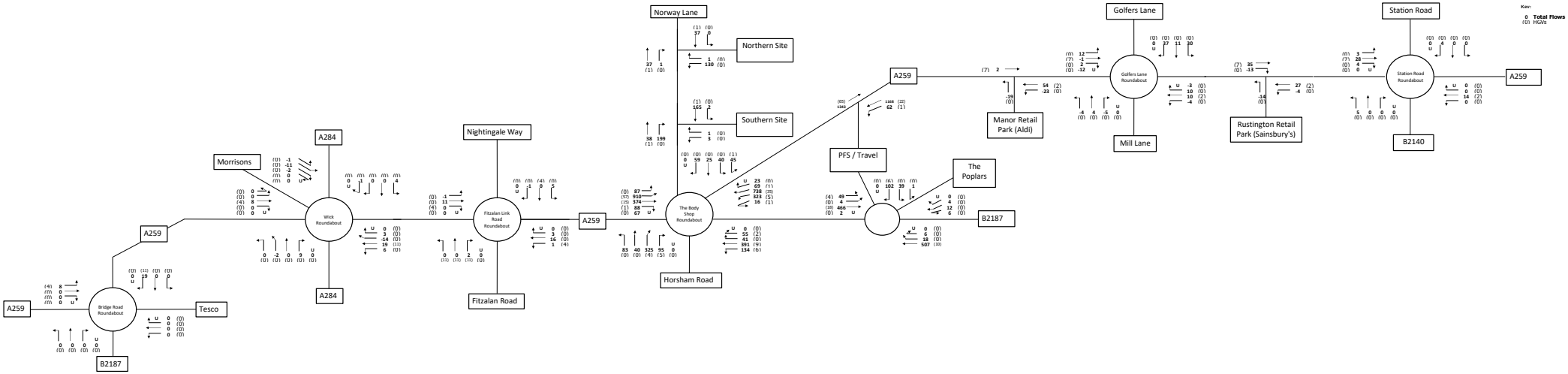
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
PM Peak 17:00-18:00	2030 Base + Committed + Extant Flows

connect CONSULTANTS



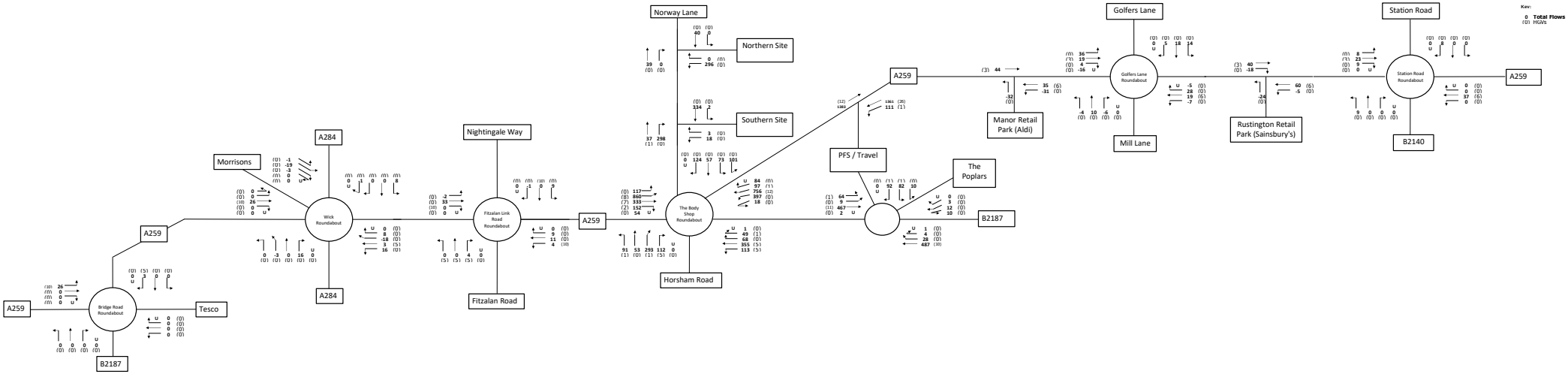
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton		
SAT Peak 11:15-12:15	2030 Base + Committed + Extant Flows	connect CONSULTANTS

Appendix 22



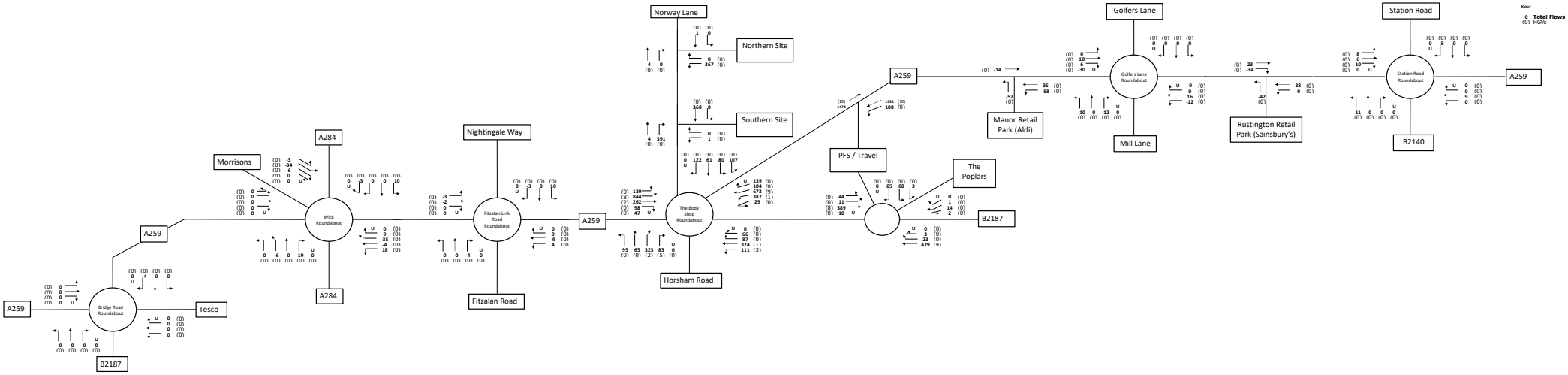
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
AM Peak 08:00-09:00	**2030 Base + Committed + Proposed Flows**

connect CONSULTANTS



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
PM Peak 17:00-18:00	2030 Base + Committed + Proposed Flows

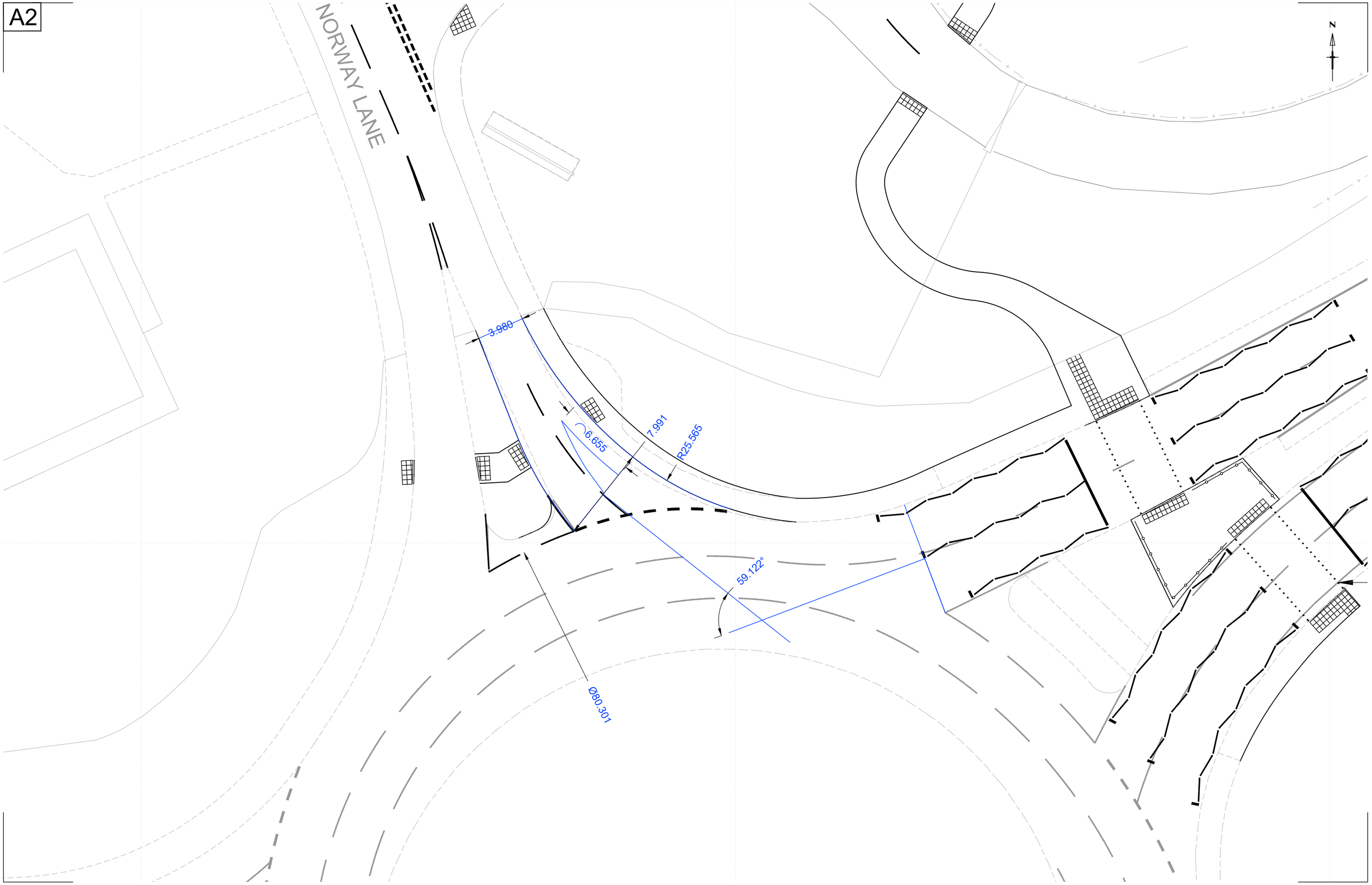
connect CONSULTANTS



PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton	
SAT Peak 11:15-12:15	**2030 Base + Committed + Proposed Flows**

Appendix 23

A2



connect CONSULTANTS
CONNECT CONSULTANTS LTD
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CHIPPING SODBURY,
BRISTOL.
BS37 6AG
Tel: 01454 320 220
Fax: 01454 320 099
Web: www.connect-consultants.com
Email: bristol@connect-consultants.com

safecontractor APPROVED

QUALITY MANAGEMENT SYSTEM
ISO 9001 : 2015 FS 594947

rev.	amendment	by	date
-	-	-	-

client: HALLWAY PROPERTIES LIMITED

project: WATERSMEAD BUSINESS PARK
LITTLEHAMPTON

title: PROPOSED HIGHWAY IMPROVEMENTS
ARCADY GEOMETRIES

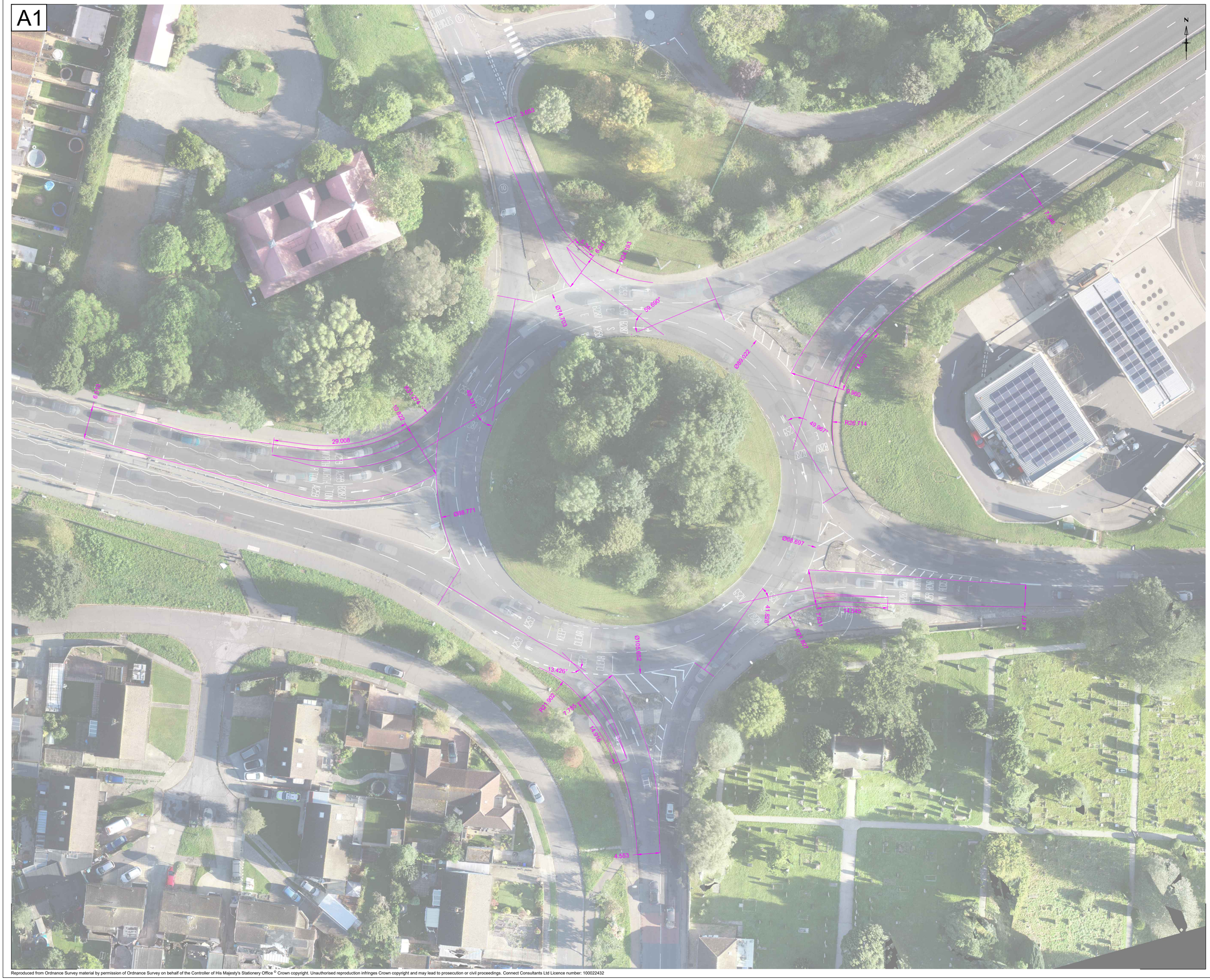
date	drawn by	checked by
MARCH 2025	T.A.S	N.P.B

scale	status
1:200	PLANNING

drawing number: 24084-SK20250515.1

rev.

A1



rev.	amendment	by	date
-	-	-	-

connect CONSULTANTS
78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG
Tel: 01454 320 220 Fax: 01454 320 099
Web: www.connect-consultants.com Email: bristol@connect-consultants.com

client
PEARS PROPERTY

project
LITTLEHAMPTON
WATERSMEAD BUSINESS PARK

title
EXISTING ARCADY GEOMETRIES
A259 / HORSHAM ROAD ROUNDABOUT

scale	drawn by	checked by
N.T.S	T.A.S	E.C

date	status
SEPTEMBER 2024	PLANNING

drawing number	rev.
24084-SK20240917.1	

Appendix 24

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
[redacted]uk

Filename:
Path:
Report generation date: 16/04/2025 15:17:07

»2030 Base + Proposed Development, AM
»2030 Base + Proposed Development, PM
»2030 Base + Proposed Development, SAT

Summary of junction performance

	AM					PM					SAT				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2030 Base + Proposed Development														
Arm A	D7	0.5	9.18	0.32	A	D8	1.2	11.28	0.56	B	D9	1.0	10.06	0.51	B
Arm B		1.5	3.85	0.60	A		1.8	4.51	0.64	A		1.5	3.89	0.61	A
Arm C		1.7	8.79	0.64	A		2.3	11.81	0.71	B		1.4	8.52	0.59	A
Arm D		0.9	5.84	0.48	A		1.1	6.81	0.52	A		1.1	6.81	0.53	A
Arm E		3.4	7.37	0.78	A		2.3	5.21	0.70	A		1.8	4.48	0.65	A

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

File summary

File Description

Title	
Location	
Site number	
Date	06/08/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCL\ECrick
Description	

Units

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

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	2024 Surveyed	AM	DIRECT	08:00	09:00	60	15	
D2	2024 Surveyed	PM	DIRECT	17:00	18:00	60	15	
D3	2024 Surveyed	SAT	DIRECT	11:15	12:15	60	15	
D4	2030 Base	AM	DIRECT	08:00	09:00	60	15	
D5	2030 Base	PM	DIRECT	17:00	18:00	60	15	
D6	2030 Base	SAT	DIRECT	11:15	12:15	60	15	
D7	2030 Base + Proposed Development	AM	DIRECT	08:00	09:00	60	15	✓
D8	2030 Base + Proposed Development	PM	DIRECT	17:00	18:00	60	15	✓
D9	2030 Base + Proposed Development	SAT	DIRECT	11:15	12:15	60	15	✓

Analysis Set Details

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

2030 Base + Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	The Body Shop Roundabout	Standard Roundabout		A, B, C, D, E	6.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Norway Lane	
B	A259	
C	B2187	

D	Horsham Road	
E	A259	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	3.98	7.99	6.7	25.6	80.0	29.6	
B	7.55	9.96	14.1	26.7	80.0	25.0	
C	4.48	7.03	14.5	21.8	80.0	20.9	
D	4.55	7.79	14.9	21.9	80.0	26.9	
E	6.51	10.82	29.0	31.3	80.0	24.1	

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
E	26.60	3.00	2.00	2.00	6.00	12.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.466	1641
B	0.646	2841
C	0.512	1918
D	0.518	1988
E	0.667	2967

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 period length (min)	Time segment length (min)	Run automatically
D7	2030 Base + Proposed Development	AM	DIRECT	08:00	09:00	60	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	Scaling Factor (%)
A		DIRECT		100.000
B		DIRECT		100.000
C		DIRECT		100.000
D		DIRECT		100.000
E		DIRECT		100.000

Demand overview (Pedestrians)

Arm	Profile type
A	
B	
C	
D	

E	[DIRECT]

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	**B**	**C**	**D**	**E**
From	**A**	0	45	40	25	59
	B	69	23	16	323	738
	C	41	55	0	134	391
	D	40	325	95	0	83
	E	87	910	374	88	67

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	**B**	**C**	**D**	**E**
From	**A**	0	2	0	0	0
	B	2	0	7	2	5
	C	0	4	0	5	2
	D	0	1	6	0	0
	E	0	6	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.32	9.18	0.5	A	168	168
B	0.60	3.85	1.5	A	1169	1169
C	0.64	8.79	1.7	A	622	622
D	0.48	5.84	0.9	A	543	543
E	0.78	7.37	3.4	A	1526	1526

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	164	41	2006		662	0.248	163	225	0.0	0.3	7.186	A
B	955	239	771		2240	0.426	952	1397	0.0	0.7	2.790	A

C	565	141	1183		1259	0.449	562	541	0.0	0.8	5.138	A
D	554	139	1244		1301	0.426	551	501	0.0	0.7	4.781	A
E	1616	404	629	124.00	2079	0.777	1603	1166	0.0	3.4	7.369	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	186	46	2183		577	0.322	185	248	0.3	0.5	9.183	A
B	1118	280	847		2191	0.510	1117	1521	0.7	1.0	3.347	A
C	591	148	1372		1162	0.509	590	592	0.8	1.0	6.279	A
D	588	147	1398		1220	0.482	587	565	0.7	0.9	5.682	A
E	1753	438	677	24.00	2335	0.751	1754	1308	3.4	3.1	6.212	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	173	43	1809		758	0.228	174	238	0.5	0.3	6.171	A
B	1225	306	703		2283	0.536	1225	1280	1.0	1.1	3.397	A
C	724	181	1436		1128	0.642	721	492	1.0	1.7	8.792	A
D	519	130	1557		1136	0.457	519	600	0.9	0.9	5.843	A
E	1393	348	648	16.00	2359	0.591	1399	1429	3.1	1.5	3.775	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	151	38	1741		791	0.191	151	236	0.3	0.2	5.631	A
B	1376	344	665		2308	0.596	1375	1227	1.1	1.5	3.853	A
C	608	152	1567		1059	0.574	610	473	1.7	1.4	8.030	A
D	511	128	1566		1130	0.452	511	611	0.9	0.8	5.819	A
E	1341	335	635	24.00	2323	0.577	1341	1441	1.5	1.4	3.666	A

2030 Base + Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	The Body Shop Roundabout	Standard Roundabout		A, B, C, D, E	6.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2030 Base + Proposed Development	PM	DIRECT	17:00	18:00	60	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	Scaling Factor (%)
A		DIRECT		100.000
B		DIRECT		100.000
C		DIRECT		100.000
D		DIRECT		100.000
E		DIRECT		100.000

Demand overview (Pedestrians)

Arm	Profile type
A	
B	
C	
D	
E	[DIRECT]

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	101	73	57	124
	B	97	84	18	397	756
	C	68	49	1	113	355
	D	53	293	112	0	91
	E	117	860	333	152	54

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	0
	B	1	0	0	0	2
	C	0	2	0	5	1
	D	0	0	5	0	1
	E	0	1	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.56	11.28	1.2	B	355	355
B	0.64	4.51	1.8	A	1352	1352
C	0.71	11.81	2.3	B	586	586
D	0.52	6.81	1.1	A	548	548
E	0.70	5.21	2.3	A	1516	1516

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	389	97	1997		699	0.557	384	353	0.0	1.2	11.281	B
B	1391	348	945		2195	0.634	1384	1436	0.0	1.7	4.405	A
C	696	174	1774		983	0.708	687	555	0.0	2.3	11.805	B
D	561	140	1703		1081	0.519	557	757	0.0	1.1	6.808	A
E	1571	393	788	40.00	2244	0.700	1562	1472	0.0	2.3	5.210	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	363	91	1916		737	0.493	364	337	1.2	1.0	9.678	A
B	1425	356	903		2222	0.641	1425	1377	1.7	1.8	4.514	A
C	572	143	1794		973	0.588	575	533	2.3	1.5	9.143	A
D	540	135	1632		1118	0.483	540	738	1.1	0.9	6.238	A
E	1493	373	757	36.00	2306	0.648	1495	1415	2.3	1.9	4.448	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	337	84	1942		724	0.465	337	336	1.0	0.9	9.318	A
B	1266	317	896		2226	0.569	1268	1384	1.8	1.3	3.762	A
C	649	162	1630		1056	0.615	649	533	1.5	1.6	8.823	A
D	540	135	1574		1148	0.470	540	705	0.9	0.9	5.924	A
E	1528	382	751	44.00	2281	0.670	1527	1364	1.9	2.0	4.772	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	329	82	1887		750	0.438	329	312	0.9	0.8	8.561	A
B	1326	332	873		2241	0.592	1326	1343	1.3	1.4	3.932	A
C	426	107	1676		1033	0.413	429	523	1.6	0.7	5.999	A
D	553	138	1433		1221	0.453	553	673	0.9	0.8	5.393	A
E	1472	368	725	8.00	2418	0.609	1474	1261	2.0	1.6	3.819	A

2030 Base + Proposed Development, SAT

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	The Body Shop Roundabout	Standard Roundabout		A, B, C, D, E	5.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2030 Base + Proposed Development	SAT	DIRECT	11:15	12:15	60	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	Scaling Factor (%)
A		DIRECT		100.000
B		DIRECT		100.000
C		DIRECT		100.000
D		DIRECT		100.000
E		DIRECT		100.000

Demand overview (Pedestrians)

Arm	Profile type
A	
B	
C	
D	
E	[DIRECT]

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	E
From	A	0	107	80	61	122
	B	104	139	29	387	673
	C	87	66	0	111	324
	D	65	323	83	0	95
	E	139	844	262	98	47

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	0	0	0
	B	0	0	0	0	1
	C	0	0	0	3	0
	D	0	1	6	0	0
	E	0	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.51	10.06	1.0	B	370	370
B	0.61	3.89	1.5	A	1332	1332
C	0.59	8.52	1.4	A	588	588

D	0.53	6.81	1.1	A	566	566
E	0.65	4.48	1.8	A	1390	1390

Main Results for each time segment

11:15 - 11:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	372	93	1840		774	0.480	368	390	0.0	0.9	8.794	A
B	1343	336	746		2342	0.574	1338	1462	0.0	1.3	3.566	A
C	574	144	1634		1071	0.536	569	449	0.0	1.1	7.108	A
D	559	140	1550		1165	0.480	555	654	0.0	0.9	5.873	A
E	1382	345	854	44.00	2188	0.632	1375	1251	0.0	1.7	4.393	A

11:30 - 11:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	372	93	1774		805	0.462	372	383	0.9	0.9	8.320	A
B	1356	339	727		2354	0.576	1356	1419	1.3	1.4	3.607	A
C	561	140	1647		1065	0.527	561	437	1.1	1.1	7.143	A
D	550	137	1554		1162	0.473	550	653	0.9	0.9	5.880	A
E	1304	326	851	8.00	2341	0.557	1306	1253	1.7	1.3	3.481	A

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	367	92	1881		755	0.486	367	407	0.9	0.9	9.268	A
B	1416	354	751		2338	0.606	1415	1497	1.4	1.5	3.893	A
C	613	153	1710		1033	0.593	612	457	1.1	1.4	8.521	A
D	593	148	1637		1120	0.530	592	684	0.9	1.1	6.810	A
E	1378	344	910	12.00	2285	0.603	1377	1319	1.3	1.5	3.959	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	367	92	1946		724	0.507	367	399	0.9	1.0	10.063	B

B	1214	304	782		2319	0.524	1216	1531	1.5	1.1	3.270	A
C	604	151	1527		1127	0.536	605	471	1.4	1.2	6.916	A
D	563	141	1498		1191	0.473	564	633	1.1	0.9	5.746	A
E	1498	374	848	20.00	2299	0.652	1497	1214	1.5	1.8	4.480	A

Appendix 25

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

Filename:
Path:
Report generation date: 16/04/2025 14:53:03

»Norway Lane / Norway Lane Access - 2030 Base + ComDev + PropDev, AM
»Norway Lane / Norway Lane Access - 2030 Base + ComDev + PropDev, PM
»Norway Lane / Norway Lane Access - 2030 Base + ComDev + PropDev, SAT

Summary of junction performance

	AM					PM					SAT				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Norway Lane / Norway Lane Access - 2030 Base + ComDev + PropDev														
Stream B-C	D7	0.0	0.00	0.00	A	D8	0.0	6.36	0.03	A	D9	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	11.62	0.01	B		0.0	0.00	0.00	A
Stream C-AB		0.6	9.44	0.38	A		1.6	16.29	0.62	C		3.7	32.65	0.80	D

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

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

File summary

File Description

Title	
Location	
Site number	
Date	22/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCL\ECrick
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units

m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Surveyed	AM	ONE HOUR	07:45	09:15	15	
D2	2024 Surveyed	PM	ONE HOUR	16:45	18:15	15	
D3	2024 Surveyed	SAT	ONE HOUR	11:00	12:30	15	
D4	2030 Base	AM	ONE HOUR	07:45	09:15	15	
D5	2030 Base	PM	ONE HOUR	16:45	18:15	15	
D6	2030 Base	SAT	ONE HOUR	11:00	12:30	15	
D7	2030 Base + ComDev + PropDev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 Base + ComDev + PropDev	PM	ONE HOUR	16:45	18:15	15	✓
D9	2030 Base + ComDev + PropDev	SAT	ONE HOUR	11:00	12:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Norway Lane / Norway Lane Access	✓	100.000	100.000

Norway Lane / Norway Lane Access - 2030 Base + ComDev + PropDev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Norway Lane North		Major
B	Norway Lane to Site		Minor
C	Norway Lane South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.25			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	4.75	3.00	2.75	2.75	✓	1.00	55	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	548	0.094	0.239	0.150	0.341
B-C	690	0.100	0.253	-	-
C-B	632	0.232	0.232	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030 Base + ComDev + PropDev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	167	100.000
B		ONE HOUR	✓	4	100.000
C		ONE HOUR	✓	237	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	165
	B	1	0	3
	C	38	199	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.38	9.44	0.6	2.9	A	194	291
C-A						24	35
A-B						2	3
A-C						151	227

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	659	0.000	0	0.0	0.0	0.000	A
B-A	0	0	463	0.000	0	0.0	0.0	0.000	A
C-AB	157	39	622	0.253	156	0.0	0.3	7.713	A
C-A	21	5			21				
A-B	2	0.38			2				
A-C	124	31			124				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	653	0.000	0	0.0	0.0	0.000	A
B-A	0	0	446	0.000	0	0.0	0.0	0.000	A
C-AB	189	47	620	0.306	189	0.3	0.5	8.359	A
C-A	24	6			24				
A-B	2	0.45			2				
A-C	148	37			148				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	644	0.000	0	0.0	0.0	0.000	A
B-A	0	0	423	0.000	0	0.0	0.0	0.000	A
C-AB	235	59	618	0.381	234	0.5	0.6	9.401	A

C-A	26	6			26				
A-B	2	0.55			2				
A-C	182	45			182				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	644	0.000	0	0.0	0.0	0.000	A
B-A	0	0	423	0.000	0	0.0	0.0	0.000	A
C-AB	235	59	618	0.381	235	0.6	0.6	9.436	A
C-A	26	6			26				
A-B	2	0.55			2				
A-C	182	45			182				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	653	0.000	0	0.0	0.0	0.000	A
B-A	0	0	445	0.000	0	0.0	0.0	0.000	A
C-AB	189	47	620	0.306	190	0.6	0.5	8.406	A
C-A	24	6			24				
A-B	2	0.45			2				
A-C	148	37			148				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	659	0.000	0	0.0	0.0	0.000	A
B-A	0	0	462	0.000	0	0.0	0.0	0.000	A
C-AB	157	39	622	0.253	158	0.5	0.4	7.774	A
C-A	21	5			21				
A-B	2	0.38			2				
A-C	124	31			124				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.35	0.00	0.00	0.35	0.35			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.45	0.00	0.00	0.45	0.45			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.63	0.03	0.26	0.63	0.63			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.64	0.03	0.29	1.29	2.92			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.47	0.00	0.00	0.47	0.47			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.36	0.00	0.00	0.36	0.36			N/A	N/A

Norway Lane / Norway Lane Access - 2030 Base + ComDev + PropDev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030 Base + ComDev + PropDev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	336	100.000
B		ONE HOUR	✓	21	100.000
C		ONE HOUR	✓	335	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	334
	B	3	0	18
	C	37	298	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	6.36	0.0	0.5	A	17	25
B-A	0.01	11.62	0.0	0.5	B	3	4
C-AB	0.62	16.29	1.6	5.8	C	291	437
C-A						16	24
A-B						2	3
A-C						306	460

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	3	616	0.022	13	0.0	0.0	5.979	A
B-A	2	0.56	375	0.006	2	0.0	0.0	9.661	A
C-AB	235	59	592	0.397	233	0.0	0.7	9.958	A
C-A	17	4			17				
A-B	2	0.38			2				
A-C	251	63			251				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	603	0.027	16	0.0	0.0	6.132	A
B-A	3	0.67	349	0.008	3	0.0	0.0	10.397	B
C-AB	284	71	585	0.486	283	0.7	1.0	11.906	B
C-A	17	4			17				
A-B	2	0.45			2				
A-C	300	75			300				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	586	0.034	20	0.0	0.0	6.358	A
B-A	3	0.83	314	0.011	3	0.0	0.0	11.594	B
C-AB	353	88	575	0.615	351	1.0	1.6	15.951	C
C-A	15	4			15				
A-B	2	0.55			2				
A-C	368	92			368				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	5	586	0.034	20	0.0	0.0	6.358	A
B-A	3	0.83	313	0.011	3	0.0	0.0	11.621	B
C-AB	354	88	575	0.615	353	1.6	1.6	16.294	C
C-A	15	4			15				
A-B	2	0.55			2				
A-C	368	92			368				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	603	0.027	16	0.0	0.0	6.136	A
B-A	3	0.67	348	0.008	3	0.0	0.0	10.433	B
C-AB	284	71	585	0.486	287	1.6	1.0	12.205	B
C-A	17	4			17				
A-B	2	0.45			2				
A-C	300	75			300				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service

B-C	14	3	616	0.022	14	0.0	0.0	5.982	A
B-A	2	0.56	374	0.006	2	0.0	0.0	9.692	A
C-AB	236	59	592	0.398	237	1.0	0.7	10.180	B
C-A	17	4			17				
A-B	2	0.38			2				
A-C	251	63			251				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.67	0.55	1.00	1.40	1.45			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.96	0.17	0.98	1.17	1.61			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	1.59	0.03	0.29	1.59	5.77			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	1.63	0.03	0.28	1.63	5.15			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	1.01	0.07	0.83	1.83	2.51			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.69	0.05	0.46	1.31	1.87			N/A	N/A

Norway Lane / Norway Lane Access - 2030 Base + ComDev + PropDev, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		16.85	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030 Base + ComDev + PropDev	SAT	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 (%)
A		ONE HOUR	✓	368	100.000
B		ONE HOUR	✓	1	100.000
C		ONE HOUR	✓	395	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	368
	B	0	0	1
	C	4	391	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	~1	A	0	0
B-A	0.00	0.00	0.0	~1	A	0	0
C-AB	0.80	32.65	3.7	19.1	D	361	542
C-A						1	2
A-B						0	0
A-C						338	507

Main Results for each time segment

11:00 - 11:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	620	0.000	0	0.0	0.0	0.000	A
B-A	0	0	381	0.000	0	0.0	0.0	0.000	A
C-AB	296	74	570	0.519	292	0.0	1.1	12.764	B
C-A	1	0.36			1				
A-B	0	0			0				
A-C	277	69			277				

11:15 - 11:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	607	0.000	0	0.0	0.0	0.000	A
B-A	0	0	347	0.000	0	0.0	0.0	0.000	A
C-AB	354	88	558	0.634	351	1.1	1.7	17.231	C
C-A	1	0.32			1				
A-B	0	0			0				
A-C	331	83			331				

11:30 - 11:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	588	0.000	0	0.0	0.0	0.000	A
B-A	0	0	302	0.000	0	0.0	0.0	0.000	A
C-AB	434	109	541	0.802	427	1.7	3.5	29.634	D

C-A	0.82	0.20			0.82				
A-B	0	0			0				
A-C	405	101			405				

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	588	0.000	0	0.0	0.0	0.000	A
B-A	0	0	299	0.000	0	0.0	0.0	0.000	A
C-AB	434	109	541	0.802	433	3.5	3.7	32.649	D
C-A	0.76	0.19			0.76				
A-B	0	0			0				
A-C	405	101			405				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	607	0.000	0	0.0	0.0	0.000	A
B-A	0	0	344	0.000	0	0.0	0.0	0.000	A
C-AB	354	88	558	0.634	362	3.7	1.8	18.991	C
C-A	1	0.30			1				
A-B	0	0			0				
A-C	331	83			331				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	620	0.000	0	0.0	0.0	0.000	A
B-A	0	0	379	0.000	0	0.0	0.0	0.000	A
C-AB	296	74	570	0.519	299	1.8	1.1	13.420	B
C-A	1	0.35			1				
A-B	0	0			0				
A-C	277	69			277				

Queue Variation Results for each time segment

11:00 - 11:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	1.05	0.55	1.00	1.40	1.45			N/A	N/A

11:15 - 11:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	1.66	0.09	1.21	3.42	4.60			N/A	N/A

11:30 - 11:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	3.51	0.04	0.39	9.20	18.67			N/A	N/A

11:45 - 12:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	3.75	0.03	0.32	5.84	19.08			N/A	N/A

12:00 - 12:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	1.83	0.04	0.44	4.91	8.28			N/A	N/A

12:15 - 12:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.00	0.00	0.00	0.00	0.00			N/A	N/A
B-A	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	1.11	0.03	0.35	2.70	5.45			N/A	N/A