LIDL GREAT BRITAIN LIMITED

PROPOSED LIDL FOODSTORE

THREE COUNTIES HOTEL, HEREFORD

TRANSPORT ASSESSMENT

21-00767/TA/01

MARCH 2022

CORUN
Transport and Highway Engineering

DOCUMENT SIGNATURE AND MODIFICATION SHEET

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1 INTRODUCTION

1.1 Background

1.1.1 This Transport Assessment (TA) has been produced by Corun Associates Ltd (Corun) on behalf of Lidl Great Britain Limited, the applicant, to examine the highway and transportation issues associated with the proposed re-development of a site north of the A465 Belmont Road in Hereford. The site is currently occupied by the Three Counties Hotel, with the proposals involving the demolition of the hotel, and development of a Lidl foodstore unit with a GFA of 2,368m^2, and outline proposals for a drive-thru coffee shop unit on a parcel of the site totalling 1,591m^2.

1.1.2 The proposed development plans are contained at **Appendix A**.

1.1.3 The aim of this report is to demonstrate that there are no reasons, in highway and transportation terms, why the proposed re-development site should not be allocated planning permission.

1.2 Scope

1.2.1 This report will discuss the following key transportation issues arising from the proposals:

(i) the existing site location and transport infrastructure;

(ii) analysis of personal injury traffic accident data;

(iii) the site's compliance with applicable transport policy;

(iv) the development proposal in detail;

(v) development-generated vehicular traffic; and

(vi) development impact on the surrounding highway network.

2 EXISTING CONDITIONS

2.1 Site Summary

2.1.1 The proposed re-development site (heron referred to as the 'site') is located along the A465 Belmont Road in the south west of Hereford. The site is approximately 1.8 Ha in size, and currently consists of the Three Counties Hotel and associated parking area.

2.1.2 The site is bound by the A465 Belmont Road to the south, Newton Brook and the residential units of Flaxley Drive to the west, and the residential units of Glastonbury Close to the north and east. An area of un-developed woodland is also located to the south east of the site.

2.1.3 **Figure 2.1** below illustrates the site location in a local context, complete with an indicative red line boundary.

Figure 2.1: Site Location in Local Context

2.2 Local Highway Network

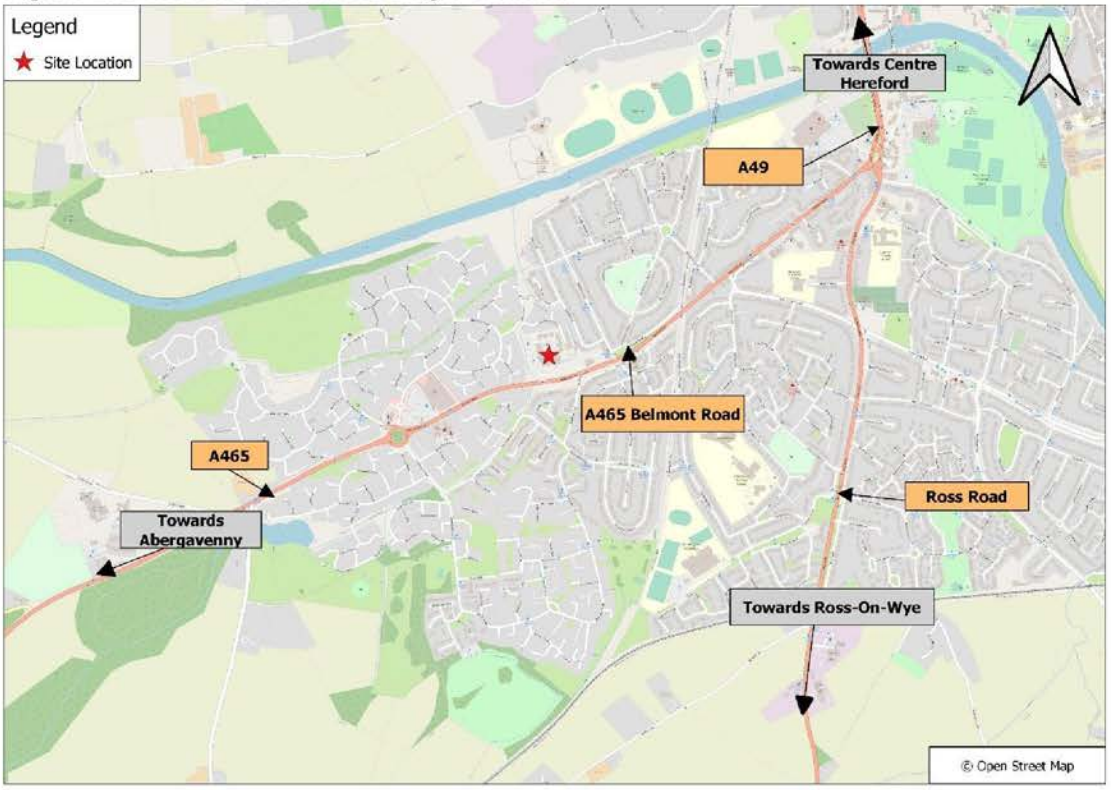
2.2.1 Vehicular access to the site is provided via a priority T-junction along the A465 Belmont Road to the south.

2.2.2 In the vicinity of the proposed development site, the A465 Belmont Road is approximately 6.5m in width, and subject to a 30mph speed limit.

2.2.3 The A465 Belmont Road forms one of the key strategic routes within Hereford, routing between the A49 in the centre of Hereford to the east (approximately 2km), and Abergavenny to the west (approximately 35km).

2.2.4 The site is shown in a wider strategic context in **Figure 2.2**.

Figure 2.2: Site Location in Strategic Context



2.3 Pedestrian Facilities

2.3.1 Pedestrian access is also provided at the vehicle access junction via a direct connection into the footway running along the northern side of the A465 Belmont Road carriageway.

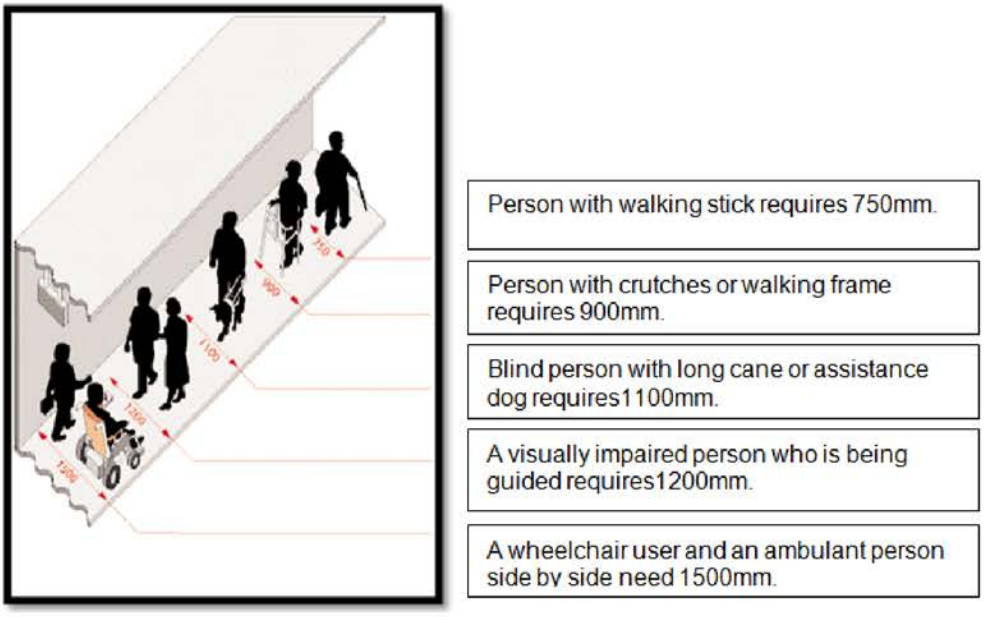
2.3.2 In the vicinity of the site, the A465 Belmont Road has footways of approximately 1.8m in width running along both sides of the carriageway, segregated via a grass verge.

2.3.3 Approximately 55m east from the site access, a ghost island crossing point is provided across the A465 Belmont Road, providing a connection into the footway running along the southern side of the road. An additional signal crossing provided is also provided across the A465 Belmont Road, approximately 250m to the east of the site.

2.3.4 The footways along the A465 Belmont Road provide an onward connection into the extensive footway network routing through the wider Hereford town area.

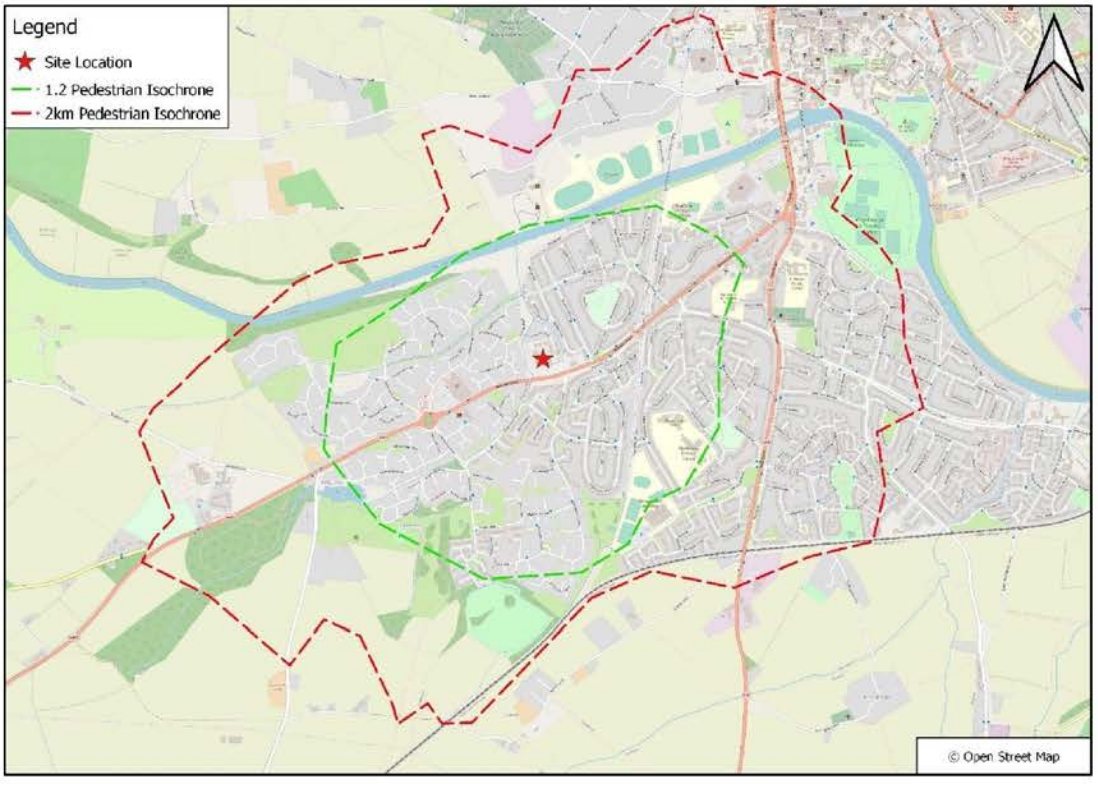
2.3.5 As shown in **Extract 2.1** from DfT's 'Inclusive Mobility' document (2002), the aforementioned footway widths of approximately 1.8m are more than suitable for a variety of users, including a wheelchair user and an ambulant person side by side.

Extract 2.1: Footway widths (DfT 'Inclusive Mobility' 2002)



2.3.6 Table 3.3 in The Chartered Institution of Highways and Transportation document 'Providing for Journeys on Foot' identifies suggested acceptable walking distances for pedestrians to a range of local facilities. For retail stores (under the elsewhere category) the preferred maximum walking distance specified is 1.2km, and for commuting trips (for staff to the site) the preferred maximum walking distance specified is 2km. **Figure 2.3** identifies the 1.2km and 2km walking catchments to the site based on these suggested walking distances.

Figure 2.3: 1.2km and 2km Walking Catchments from the Site



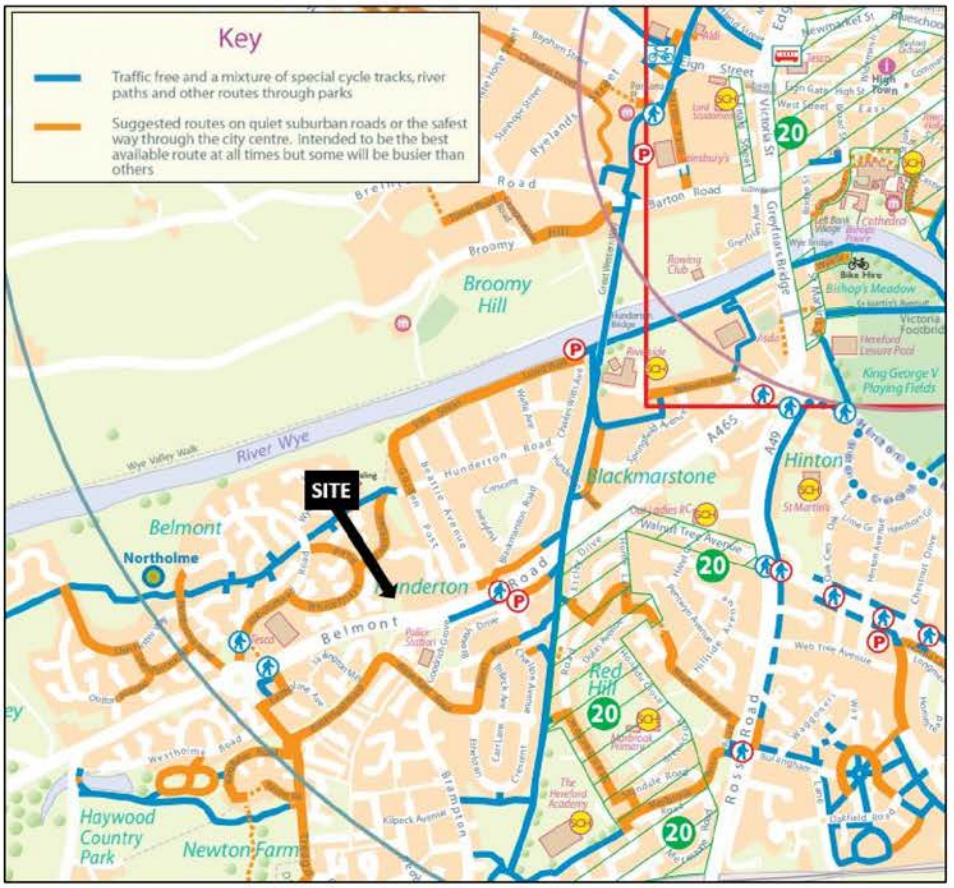
2.3.7 **Figure 2.3** demonstrates that the entire area of Belmont area of south west Hereford is located within a 1.2km walking distance from the site, with the outskirts of Hereford town centre also within a 2km walking radius. This identifies that the site is well located near a large residential walking catchment for potential customers and staff of the proposed store.

2.4 Cycle Facilities

2.4.1 **Figure 2.4** shows the cycle routes within the vicinity of the site, as per the Herefordshire Council published walking and cycling map. This identifies that the site is located approximately just 130m west of an off-road shared use pedestrian and cycle path along Belmont Road (south of the A465 carriageway). This route also links into the Great Western Way traffic free route which connects north into the town centre area of Hereford, and south to the Newton Farm area of Hereford. These routes also connect into a number of other traffic free, and suggested lightly trafficked cycle routes within Hereford.

2.4.2 The Hereford cycle map also identifies that the site is located within the 10-minute cycle time isochrone from the town centre area.

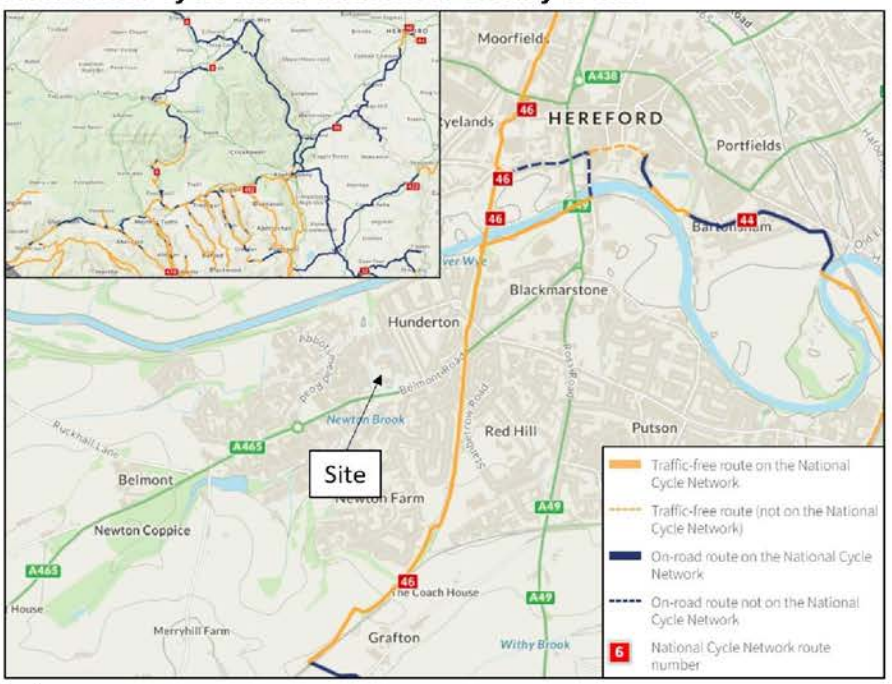
Figure 2.4: Local Cycle Route Map



Source: www.herefordshire.gov.uk

2.4.3 On a wider basis, the Great Western Way traffic free route also forms part of the National Cycle Route (NCR) 46, which is a long-distance route running between Hereford town centre to the north, through to South Wales (via Abergavenny) to the south. NCR 46 also provides a connection into NCR 44 in the town centre area, which provides an onward route through to the east of the Hereford wider area. These NCRs are identified on the Sustrans map extract shown in **Figure 2.5**.

Figure 2.5: National Cycle Route Network in Vicinity of Site

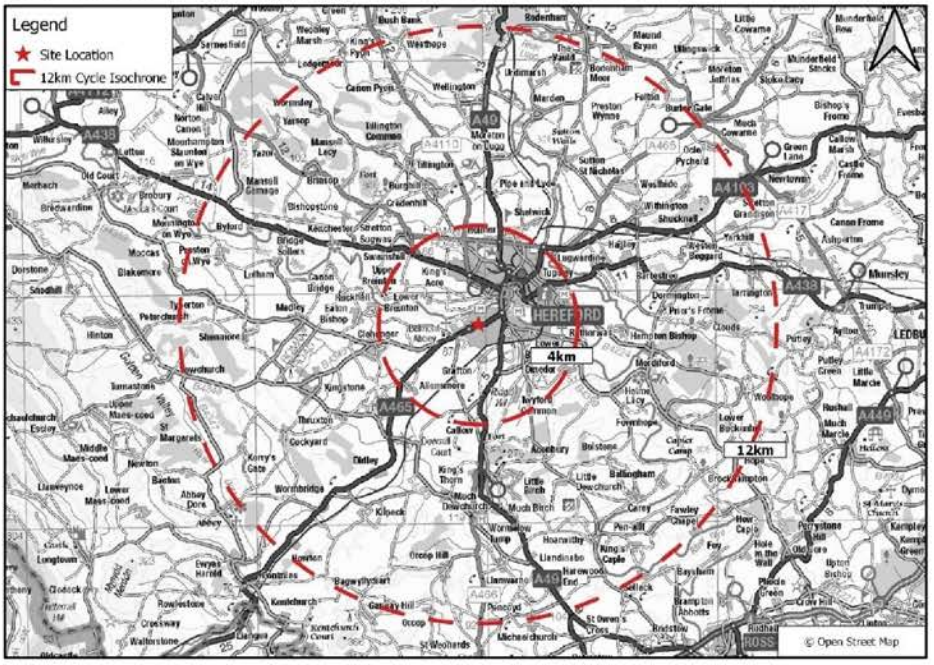


Source: Sustrans

2.4.4 LTN1/04 identifies that the mean average length for cycling journeys is 4km (2.4 miles), although journeys of up to three times these distances are not uncommon for regular commuters. As such, a maximum 12km (7.4 miles) commuter distance applies.

2.4.5 **Figure 2.4** displays cycling isochrones for a 4km and 12km distance (approximately 20 and 60 minutes respectively based on a conservative cycle speed of 12km per hour). This shows that almost the entirety of the wider Hereford area is located within the 4km cycle catchment, with a number of more rural surrounding towns located within the 12km cycle catchment.

Figure 2.5: 4km and 12km Cycling Catchments from the Site



2.5 Public Transport Facilities

Bus

2.5.1 Guidance relating to the accessibility of development proposals to public transport is provided in the Institution of Highways and Transportation (IHT) document 'Planning for Public Transport in Development' (March 1999). The IHT guidance recommends that:

> *"'new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop …".*

2.5.2 The nearest bus stops to the site are the Blackmarston stop, the Belmont Road stops, and the Oval stop, all of which are within an approximate 300m walk to the east of the site access point. A summary of the regular services routing from these stops is shown in **Table 2.1**.

Table 2.1 – Summary of regular bus services available from the Blacmarston, Belmont Road, and Oval stops

Service	Route	Approximate Service Frequency		
		Weekdays	Saturday	Sunday
Yeomans Travel 74	Hereford Service	1 service every 20-minutes	1 service every 20-minutes	1 service every 60-minutes
Sargent Brothers 75	Belmont Circular	1 service every 60-minutes	No service	No Service
Yeomans Travel 440	Abbeydore - Pontrilas - Hereford	1 service every 120-minutes	1 service every 120-minutes	No Service
Yeomans Travel 449	Hereford - Kingstone - Madley	1 service every 60-minutes	1 service every 60-minutes	No Service
Stagecoach X3	Hereford - Abergavenny	1 service every 120-minutes	1 service every 120-minutes	No Service

Note: Times stated are approximations only, as per latest timetable data available in February 2022

2.5.3 **Table 2.2** identifies that a number of regular bus services are available from the bus stops in proximity to the site, offering convenient bus travel options within Hereford, and through the wider locality to places such as Abergavenny and Hay-On-Wye.

2.5.4 The site is therefore considered to be in a good location to offer staff and visitors to the site opportunities to travel via bus.

Rail

2.5.5 The nearest train station to the site is Hereford station, approximately 3.3km away in the town centre area. Although outside a reasonable walking distance to the site for most, the station can be accessed via a multi-modal cycle journey, which as identified on the Herefordshire Council cycle map, is located within an approximate 10-minute cycle time from the site.

2.5.6 Hereford station provides access to services routing between South Wales and Manchester Piccadilly, as well as the West Midlands services to Birmingham. Potential commuter stations within a short rail journey time to Hereford include Abergavenny (5-minutes), Leominster (16-minutes), and Ludlow (24-minutes).

2.5.7 With the opportunity for a multi-modal cycle trip, Hereford train station is an option for potential staff of the site, especially for longer distance commuting trips.

Summary

2.5.8 It is evident that the site is able to offer potential staff members a viable alternative to private car travel, with numerous walking, cycling and public transport options available which will significantly reduce dependency on private car travel.

2.6 Local Highway Safety

2.6.1 A review has been carried out on local highway network safety in order to establish whether there are any current accident clusters or blackspots in the vicinity of the site that may be exacerbated by the development proposal. In this instance, a cluster is identified as a closely defined area of five or more accidents.

2.6.2 The website www.crashmap.co.uk has been interrogated to provide a review of accidents in the surrounding area.

2.6.3 CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone has been injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The website uses data obtained directly from official sources and compiled in an easy to use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and the data includes all incidents up to the end of 2020.

2.6.4 **Figure 2.5** provides an extract of all PIAs identified on CrashMap along the A465 Belmont Road in the vicinity of the site over the 5-year period between 2016 and 2020. A total of 7 PIAs are identified, with 5 being classed with a slight severity, and 2 with a serious severity. This equates to an average of 1 PIA per year. None of these accidents appear to be directly attributed to movements at the existing site access junction.

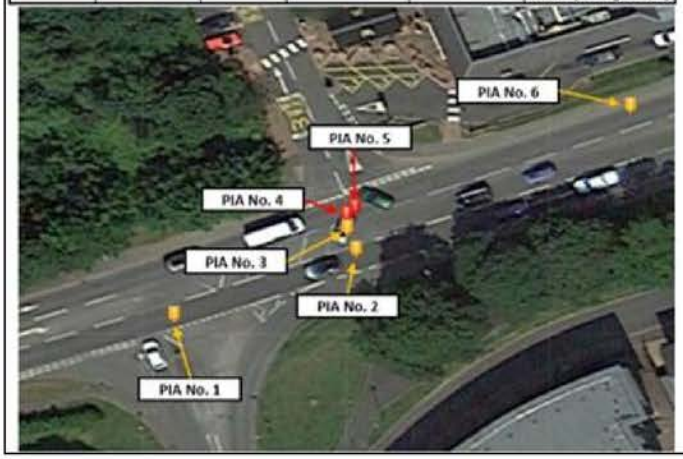
Figure 2.6: PIA Plot Extract

Source: www.crashmap.co.uk - data extracted February 2022

2.6.5 However, a 'cluster' of 6 accidents is apparent on the A465 in the vicinity of the McDonalds access junction, located approximately 130m east of the site. This equates to an average of 1.2 PIAs per year in this location. **Figure 2.7** provides a more detailed breakdown of these PIAs.

Figure 2.7: PIAs occurring in vicinity of McDonalds access

PIA Ref	Date	Severity	No. Of Casualties	Casualty Type	No. Of Vehicles Involved
PIA No. 1	15/01/2019	Slight	1	Motor vehicle	2 x Car
PIA No. 2	02/04/2016	Slight	1	Motor vehicle	1 x Car 1 x Car (Young Driver)
PIA No. 3	02/10/2016	Slight	2	Motor vehicle	2 x Car
PIA No. 4	30/09/2018	Serious	4	Child	2 x Car
PIA No. 5	01/04/2017	Serious	1	Motor cycle	1 x Motorcycle 1 x Car (Young Driver)
PIA No. 6	18/12/2019	Slight	1	Motor vehicle	1 x Car 1 x Car (Young Driver)



Year	PIA Count	%
2016	2	33%
2017	1	17%
2018	1	17%
2019	2	33%
2020	0	0%
Total	6	100%

Vehicles Involved	PIA Count	%
Pedal Cycle	0	0%
Motorcycle	1	11%
Car	5	56%
Goods Vehicle	0	0%
Bus	0	0%
Car (Young Driver)	3	33%
Total	9	100%

Casualty Involved	PIA Count	%
Pedal Cycle	0	0%
Child Casualty	1	17%
Motorcycle Casualty	1	17%
Pedestrian Casualty	0	0%
Other Motor Vehicle	4	67%
Total	6	100%

Source: www.crashmap.co.uk - data extracted February 2022

2.6.6 **Figure 2.7** identifies that of the 6 PIAs occurring on the A465 in the vicinity of the McDonalds access junction, 4 are classified with a slight severity, with 2 identified with a serious severity. 4 of these PIAs occurred directly at the McDonalds access (including both serious PIAs), 1 sligtht severity PIA occured at the junction with Goodrich Grove, and 1 slight injury PIA occurring east of the McDonalds access.

2.6.7 All 6 of the identified PIAs involved motor vehicles (cars and motorcycles), with none involving pedestrian or cyclists. Three(50%) of these PIAs also involved young drivers (including one of the serious PIAs). On a temporal basis, 2 PIAs occurred in 2016 and 2019, with 1 PIA occurring in 2017 and 2018. No PIAs occurred in 2020, showing an improvement in the junction accident rate in this most recent data availability year.

2.6.8 As discussed in **Section 6** of this report, traffic data has been extracted from the Herefordshire County Council permanent ATC (ref: 1415-HC15), located on the A465 at a point under Great Western Way, approximately 500m east of the site access junction. The ATC identifies that Belmont Road has a 7-day average two-way flow of approximately 21,000 vehicles. As such, an average rate of 1.2 PIAs per year (with the majority of slight severity) would not seem like an unreasonable number of incidents to occur at a junction with traffic volumes of this scale.

2.6.9 Although the site access junction is located in close proximity to McDonalds access junction, and the proposed new access design (described in more detail in **Section 4** of this report) would involve a similar ghost island arrangement along the A465 to that of the McDonalds junction, a speed camera is currently located along the A465 at the existing site access junction. This speed camera will be retained in the proposed access junction layout to help, deter excessive vehicle speeds past the site, and promote safer movements at the site access. The speed camera location may alter during the detailed design stage. However, it will still curtail traffic speed in the area to the benefit of road safety.

2.6.10 Although all incidents are regrettable, the accident data does not therefore appear to identify any significant highway safety issue within the immediate area of the development site, and the increase in traffic generated by the proposed development (as discussed later in this report) is unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.

3 LOCAL AND NATIONAL PLANNING GUIDANCE

3.1 Overview

3.1.1 With regards to the transportation implications of the proposed development, this assessment examines the development proposal in the context of relevant planning policy guidance at national, regional and local level. The following documents have been reviewed:

- Revised National Planning Policy Framework (July 2021);
- Herefordshire Local Plan - Core Strategy 2011-2031 (October 2015).

3.2 Revised National Planning Policy Framework (July 2021)

3.2.1 The revised National Planning Policy Framework (NPPF) is a document published by The Ministry for Housing, Communities, and Local Government which sets out the Government's planning policies for England, and guidance on how these should be applied. The framework was published in July 2021, and was the first revision of the NPPF since 2012.

3.2.2 With regards to transport policy, a key theme in the NPPF is in the promotion of sustainable forms of transport, and encouragement of opportunities to reduce trips made by private motor vehicles. **Paragraph 103** for example identifies how development should be focussed in locations that offer the opportunity to travel by a good choice of transport modes, but also states that:

> *"... opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".*

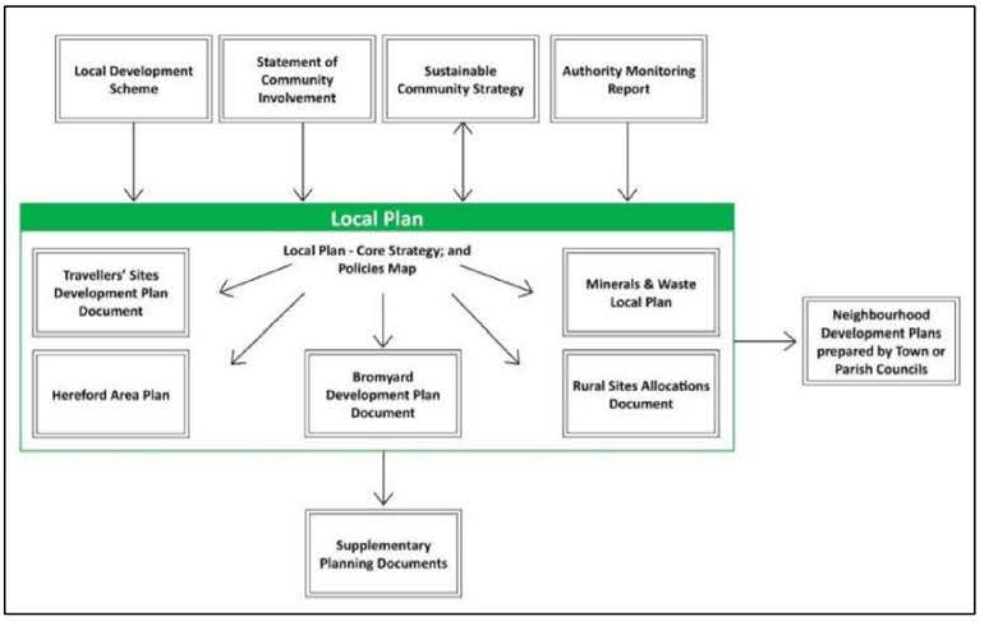
3.2.3 The document identifies that transport issues should be considered from the earliest stages of development proposals, with specific reference in **Paragraph 111** that:

> *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that likely impacts of the proposal can be assessed"*

3.3 Herefordshire Local Plan - Core Strategy 2011-2031 (October 2015)

3.3.1 Herefordshire Local Plan has been prepared to guide development and change in Herefordshire up to 2031. The Local Plan is made up of a number of documents including the Core Strategy. The Core Strategy was adopted in October 2015, and is a key document which sets the overall strategic planning framework for the county. The structure of the Hereford Local Plan (and how the Core Strategy fits within it) is shown in **Figure 3.1**.

Figure 3.1: Structure of the Herefordshire Local Plan



Source: Herefordshire Local Plan - Core Strategy 2011-2031

3.3.2 Sustainable development is a key aspect of the Core Strategy, and with regards to transport, promotion of sustainable modes of travel is a key theme. **Paragraph 3.8** for example sets out a vision that:

> *"Residents and workers in urban and rural areas will have a reduced need to travel by private car with opportunities for "active travel" i.e. walking and cycling promoted, along with improved accessibility to public transport"*

3.3.3 **Policy MT1** sets out the traffic management and safety criteria of the Core Strategy. This policy identifies that new developments should not inhibit the safe and efficient flow of traffic on the existing road networks, encourage active travel and promote access to services by means other than the private motor vehicle, and ensure the appropriate highway design and safety standards are adhered to.

3.3.4 With regards to retail development, the Core Strategy identifies Belmont as a key neighbourhood centre within Herefordshire, with **paragraph 3.86** stating the following:

> ***4.8.16**. "Neighbourhood centres also play an important role in providing day to day convenience needs for nearby residential areas and generally provide small food stores, other services and community facilities. These centres also have an important role to play both as community hubs and also in helping to reduce harmful emissions by being accessible by foot and bicycle"*

3.3.5 **Policy SS7** sets out HCC objectives to address the issue of climate change. This policy identifies that new developments, should be located in a sustainable location whilst promoting the use of low carbon and renewable energy sources. The role electric vehicles can play in these objectives is discussed in paragraph 3.105

> ***4.8.16**. "As well as providing more sustainable transport choices, there is a necessity to facilitate the increased use of renewable and low carbon energy sources and encourage in appropriate cases measures such as the provision of electric car*

charging points. Together these can go some way towards reducing Herefordshire's dependency on fossil fuels"

3.4 Overall Policy Review and Conclusion

3.4.1 The overarching desire at all tiers of planning policy guidance is to influence a modal shift from single occupancy car travel towards more sustainable modes such as walking, cycling, and public transport. In order to achieve this, it is recognised that development should be located such that the need to travel is reduced, especially by private car. This is achieved by locating development where there is good access to high quality public transport, walking and cycling provision.

3.4.2 As identified in **Section 2** of this report, the site is well located to encourage travel by sustainable modes for both staff and visitors of the proposed development.

3.4.3 The development proposals will also include provision of electric vehicle charging points on the site, which support the Herefordshire ambition to promote use of these vehicles, and reduce dependency on fossil fuel use.

3.4.4 The site is therefore concluded to comply with transport planning policy at both local and national level.

4 DEVELOPMENT PROPOSAL

4.1 Proposed Development

4.1.1 The proposals involve the demolition of the existing Three Counties Hotel buildings on the site, and development of a new Lidl foodstore unit with a GEA of 2,368m^2, and outline proposals for a drive-thru coffee shop unit on a parcel of the site totalling 1,591m^2.

4.1.2 Indicative site layout plans of these proposals are contained at **Appendix A**.

4.2 Proposed Site Access

4.2.1 The proposals include a re-design of the existing site access which will take the form of a right turn lane arrangement along the A465, with a two-lane approach provided on the site exit arm. The right turn lanealong the A465 has been designed to comfortably accommodate the anticipated development traffic volumes (junction capacity is discussed in **Section 6** of this report).

4.2.2 The works also include a 2.0m wide pedestrian refuge on the minor arm to facilitate pedestrian movement across the junction bellmouth. The proposed pedestrian refuge is located on the desire line, as requested by Highways during pre-application discussions. Highways also requested an additional pedestrian refuge island within the hatched area to the west of the access. Unfortunately, there is insufficient width to accommodate a refuge island in this location, as the swept path of max legal articulated vehicles, which will serve the proposed uses on site, require use of this hatched area when turning right out of the site.

4.2.3 At the re-designed site access junction, a new pedestrian link will also be provided directly into the existing footway running alongside the northern edge of the A465 carriageway, to the west of the junction. Currently this connection is not available.

4.2.4 The proposals will also include for a new 3.0m wide pedestrian and cycle access route into the site, connecting south from the proposed store, directly into the existing footway along the northern edge of the A465 Belmont Road carriageway at a location approximately 15m west of the ghost island pedestrian crossing point on the A465 carriageway.

4.2.5 Footways of 1.85m in width will be provided internally throughout the parking areas, with designated marked crossing points, and dropped kerbs provided where required. These routes will allow pedestrians safe access through the parking area, allowing direct movement from the site access to the proposed store entrance.

4.2.6 Vehicular access to the site is proposed at the existing access point on the A465 Belmont Road via a priority access with a 3.3m ghost island right turn lane on the A465 and two 3m exit lanes on the proposed site access. Pedestrian and cycle access will also be taken at this access point via 2m footways provided on both sides of the access carriageway.

4.2.7 Swept path analysis for a max legal 16.5m articulated vehicle accessing the proposed site is shown on the layout plan at **Appendix A**. This shows that there is sufficient room for a vehicle of this size to manoeuvre within the site, and safely enter and exit the site in a forward gear.

4.3 Parking Provision – Lidl Unit

4.3.1 Parking standards for Herefordshire are set out in the Herefordshire Council document ‘Highways Design Guide for New Developments, July 2006’.

4.3.2 The proposed Lidl unit falls within the 'standalone supermarket over 2,000m^2 GFA in an out of centre location' category, which require a total of 1 car parking space per 20m^2 of GFA, with an additional 1 lorry space per 750m^2, with a minimum requirement of 3 lorry spaces. For the proposed development, this equates to approximately 118 car parking spaces with an additional 3 spaces for lorry parking.

4.3.3 The proposals will provide a total of 118 car parking spaces associated with the Lidl unit, made up of 98 (83%) standard spaces, 8 (7%) disabled spaces, 10 (8%) parent and child spaces, and 2 (2%) electric vehicle spaces.

4.3.4 The Hereford Highways Development and Design Guide parking standards provide recommended minimum dimensions of car park space of 4.8m x 2.4m, with a 6.0m distance between each opposing bay (when parking at right angles). The proposed layout includes car parking spaces of dimensions 5.2m x 2.7m, with at least 7.0m provided between each opposing bay. These generous spaces will allow easy and safe manoeuvring of vehicles into the spaces and through the car park area.

4.3.5 The proposals include 1 loading bay space for vehicles at the western edge of the store. Based on the operator's extensive experience throughout the UK, this is deemed sufficient for the site's needs, and this loading bay will be managed to ensure that no more than one articulated vehicle is scheduled to arrive and park within the site at any one time.

4.3.6 As shown on the swept path analysis contained at **Appendix A**, there is sufficient room within the site for a max legal 16.5m articulated vehicle to manoeuvre in and out of the loading bay safely.

Enhanced Access Parking Bays

4.3.7 The Herefordshire standards require 1 space for each disabled employee (if numbers are known) and spaces at the rate of 1 for every 20 other spaces. These spaces are preferably designed with minimum dimensions of 4.8m x 3.6m.

4.3.8 In line with these standards the proposed Lidl foodstore unit will provide 8 enhanced parking spaces allocated for disabled users.

4.3.9 All enhanced bays are conveniently located near the proposed store entrance, and will measure 4.8m x 3.6m in size including a buffer strip around each space to assist with access, especially for wheelchair users.

Bicycle Parking

4.3.10 The Herefordshire standards requires the greater of 1 long-stay cycle space per six members of staff, or 1 long-stay space per 300m^2 of GFA. With regards to short-stay cycle parking spaces, the standards require the greater of 15% of car spaces, or 1 space per 100m^2 of GFA. For the proposed development these equate to 7 long-stay spaces, and 23 short stay spaces.

4.3.11 The proposed Lidl unit will provide 6 cycle stands, providing parking for up to 12 cycles. These spaces will be located in close proximity to the store entrance, and will be overlooked by the checkout area, allowing for surveillance of spaces.

Electric Vehicle Charging Provision

4.3.12 Two electric vehicle charging points will also be provided at the Lidl unit. This provision will therefore support the aims of both national and local policies to promote use of these vehicles, and develop a network of accessible charging points across the country.

4.4 Parking Provision – Drive-Thru Coffee Shop Unit

4.4.1 All car and cycle parking at the drive-thru coffee shop unit will also be provided in line with standards set within the Herefordshire Council document 'Highways Design Guide for New Developments, July 2006'. These will be based on the standards for A3 restaurants and cafes.

4.5 Active Travel Improvements

4.5.1 The developer has also considered Active Travel in detail and is willing to provide, as part of the S278 agreement, the following improvement measures:

- Existing footways along the site frontage, on the northern and southern sides of Bellmont Road (A465), will be increased in width to 2.0m.
- A new 3.0m wide shared use cycleway/footway will be installed from the end of the existing shared use facility on Goodrich Grove along the southern side of Belmont Road (A465), leading to an upgraded pedestrian refuge island on Belmont Road.
- The existing Belmont Road (A465) refuge island will be increased in width to 3.0m to facilitate shared use.
- The existing footway along the northern side of Belmont Road (A465) will be increased in width to 3.0m from the proposed upgraded refuge to a dedicated 3.0m wide internal footway/cycleway which crosses the existing verge and leads directly to the store frontage and the cycle storage area.

4.6 Travel Plan

4.6.1 The applicant will commit to producing and maintaining a Travel Plan at the site, which can be secured by a suitable planning condition, and will be completed prior to occupation and subject to agreement with the Council.

4.6.2 The DfT document 'Making Travel Plans Work' (2002) states that Travel Plans:

> *"aim to reduce traffic 'at source'. They are one of a range of tools that address transport problems from a new direction: by managing demand for road space more effectively. These strategies are essential to relieve the burden of traffic on local communities and meet national targets for cutting the carbon emissions causing climate change".*

4.6.3 Travel Plans present the opportunity to raise awareness of the consequences of travel choices, the benefits of alternatives and the opportunity to minimise the impact of private car travel on the environment.

4.6.4 As part of the creation and operation of the Travel Plan, a Travel Plan Co-ordinator (TPC) will be appointed. The TPC will play a key role in promoting sustainable travel amongst all site users.

5 DEVELOPMENT TRAFFIC GENERATION

5.1 Introduction

5.1.1 The following section outlines the anticipated trip generation of both the existing and proposed uses on the site, and the difference between each.

5.2 Proposed Lidl Unit Trip Generation

5.2.1 To represent the proposed Lidl foodstore unit on the site, the TRICS category '01 – Retail / C – Discount Food Stores' was utilised.

5.2.2 In order to extract a representative sample of survey sites from the TRICS database, the following parameters were applied:

- All sites in Greater London and Ireland excluded;
- Includes only 'edge of town' and 'Suburban Area' sites;
- Sites with a population within 5-miles greater than 125,000 excluded;
- Sites with surveys identified as undertaken during Covid pandemic period excluded.

5.2.3 Utilising the TRICS trip rates, **Table 5.1** and **Table 5.2** identify the anticipated trip generation for the proposed Lidl foodstore unit, over both a Weekday and Saturday 12-hour period (07:00 to 19:00) respectively. A copy of the TRICS outputs are included in **Appendix B.**

5.2.4 **Table 5.1** identifies that the proposed Lidl foodstore unit would be anticipated to generate a total of 2,070 total two-way vehicular trips over the 12-hour Weekday period between 07:00 to 19:00. During the traditional Weekday highway peak hours, the proposed unit is anticipated to generate 101 total two-way trips in the AM peak period (08:00 to 09:00), and 189 total two-way trips in the PM peak period (17:00 to 18:00). The peak hour in trips over the Weekday period is anticipated to occur between 11:00 to 12:00, with a total of 215 total two-way trips.

Table 5.1: Proposed Lidl foodstore unit, anticipated Weekday vehicular trip generation (based on 2,368m² GEA)

Time Period	Trip Rates (per 100m² GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.505	0.118	0.623	12	3	15
08:00 - 09:00	2.494	1.752	4.246	59	41	101
09:00 - 10:00	3.613	3.225	6.838	86	76	162
10:00 - 11:00	4.204	3.731	7.935	100	88	188
11:00 - 12:00	4.494	4.602	9.096	106	109	215
12:00 - 13:00	4.58	4.279	8.859	108	101	210
13:00 - 14:00	4.279	4.473	8.752	101	106	207
14:00 - 15:00	4.559	4.795	9.354	108	114	222
15:00 - 16:00	4.408	4.537	8.945	104	107	212
16:00 - 17:00	4.075	4.053	8.128	96	96	192
17:00 - 18:00	4.053	3.946	7.999	96	93	189
18:00 - 19:00	3.075	3.57	6.645	73	85	157
12-Hour Trip Rate	**44.339**	**43.081**	**87.42**	**1,050**	**1,020**	**2,070**

Note: yellow highlight identifies peak hour in two-way vehicle trips

Table 5.2: Proposed Lidl foodstore unit, anticipated Saturday vehicular trip generation (based on 2,368m² GEA)

Time Period	Trip Rates (per 100m² GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.277	0.021	0.298	7	0	7
08:00 - 09:00	1.899	1.344	3.243	45	32	77
09:00 - 10:00	3.84	2.752	6.592	91	65	156
10:00 - 11:00	4.523	4.203	8.726	107	100	207
11:00 - 12:00	6.102	5.846	11.948	144	138	283
12:00 - 13:00	5.462	6.209	11.671	129	147	276
13:00 - 14:00	4.523	4.374	8.897	107	104	211
14:00 - 15:00	4.694	4.374	9.068	111	104	215
15:00 - 16:00	4.587	5.057	9.644	109	120	228
16:00 - 17:00	4.907	5.035	9.942	116	119	235
17:00 - 18:00	4.587	4.694	9.281	109	111	220
18:00 - 19:00	2.582	3.222	5.804	61	76	137
12-Hour Trip Rate	**47.983**	**47.131**	**95.114**	**1,136**	**1,116**	**2,252**

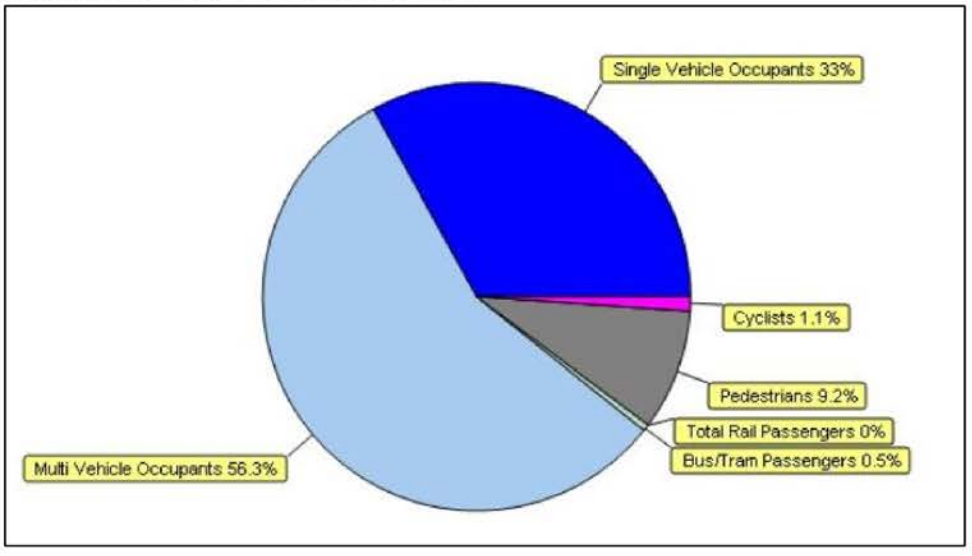
Note: yellow highlight identifies peak hour in two-way vehicle trips

5.2.5 **Table 5.2** identifies that the proposed Lidl foodstore unit would be anticipated to generate a total of 2,252 total two-way vehicular trips over the 12-hour Saturday period between 07:00 to 19:00. The peak hour in trips over the Saturday period is anticipated to occur between 11:00 to 12:00, with a total of 283 total two-way trips.

Lidl Foodstore Unit Anticipated Modal Split

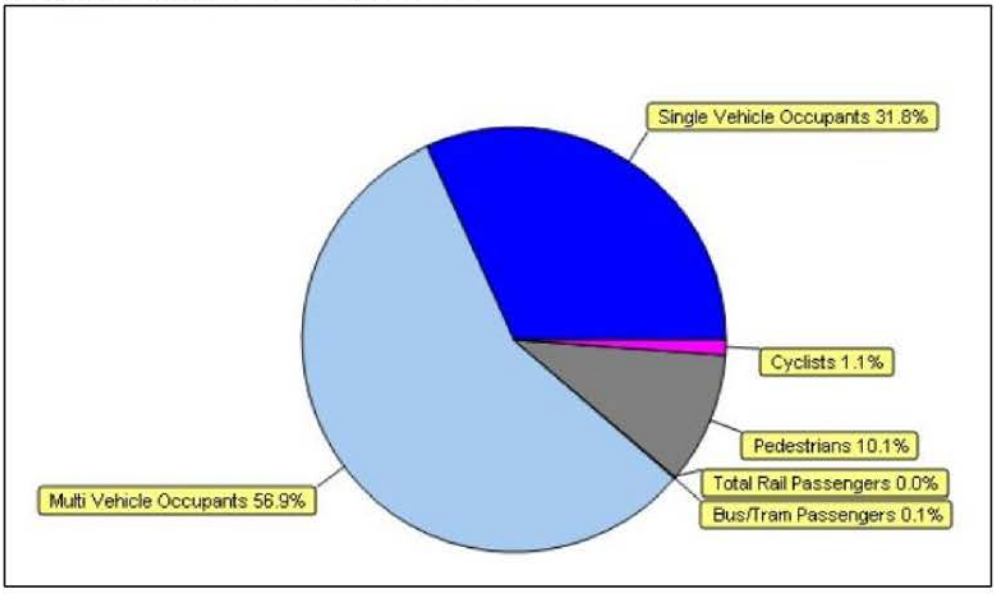
5.2.6 The TRICS database has also been interrogated, to provide a likely mode split of travel to the proposed development. The following section provides a mode split summary of the trips generated from the selected TRICS sites which contained a multi-modal breakdown of trips.

Chart 5.1: TRICS selected '01-Retail / C – Discount Foodstore' sites' with multi-modal breakdown, Weekday modal split of trips



5.2.7 **Chart 5.1** shows that the anticipated Weekday total person trips for a typical discount foodstore unit would comprise of approximately 9% pedestrians, 1% public transport users, and 1% cyclists. The remaining trips would be anticipated between single vehicle occupants (33%), and multi-vehicle occupants (56%)

Chart 5.2: TRICS selected '01-Retail / C – Discount Foodstore' sites' with multi-modal breakdown, Saturday modal split of trips



5.2.8 **Chart 5.2** shows that the anticipated Saturday total person trips for a typical discount foodstore unit is very similar to that of the Weekday period, and would typically comprise of approximately 10% pedestrians, 0% public transport users, and 1% cyclists. The remaining trips would be anticipated between single vehicle occupants (32%), and multi-vehicle occupants (57%).

5.3 Proposed Drive-Thru Coffee Shop Unit Trip Generation

5.3.1 To represent the proposed drive-thru coffee shop unit use on the site, the TRICS category '06 – Hotel, Food and Drink / J – Drive Through Coffee Shop' was utilised. Although still in outline stage, the drive-thru coffee shop has been assessed against an anticipated GIA of 168m^2.

5.3.2 Sites for this category were more limited in TRICS. As such the following TRICS filtering parameters were applied:

- All sites in Greater London and Ireland excluded;
- Includes only 'edge of town' and 'Suburban Area' sites;
- Sites with a population within 5-miles greater than 250,000 excluded;

5.3.3 All TRICS surveyed sites which matched the above criteria were identified as being undertaken since the start of the Covid pandemic period (i.e. after March 2020). With the sites offering a drive-thru service (which would have allowed strict social distancing to be observed), it is not anticipated that the Covid period would have significantly impacted on custom at the stores (from that of 'normal' non-Covid periods). As discussed later in this section however, a conservative 'linked trip' reduction has been applied on trips between the proposed Lidl and coffee shop uses, to mitigate any potential Covid impact on these trip rates.

5.3.4 Utilising the TRICS trip rates, **Table 5.3** and **Table 5.4** identify the anticipated trip generation for the proposed drive-thru coffee shop unit, over both a Weekday and Saturday 12-hour period (07:00 to 19:00) respectively. A copy of the TRICS outputs are included in **Appendix B.**

Table 5.3: Proposed drive-thru coffee shop unit, anticipated Weekday vehicular trip generation (based on 168m² GIA)

Time Period	Trip Rates (per 100m² GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	11.825	10.601	22.426	20	18	38
08:00 - 09:00	14.985	13.558	28.543	25	23	48
09:00 - 10:00	16.718	15.189	31.907	28	26	54
10:00 - 11:00	13.965	14.271	28.236	23	24	47
11:00 - 12:00	12.946	12.844	25.790	22	22	43
12:00 - 13:00	14.067	13.761	27.828	24	23	47
13:00 - 14:00	15.494	16.106	31.600	26	27	53
14:00 - 15:00	11.213	12.538	23.751	19	21	40
15:00 - 16:00	12.029	10.601	22.630	20	18	38
16:00 - 17:00	11.519	12.946	24.465	19	22	41
17:00 - 18:00	8.869	10.194	19.063	15	17	32
18:00 - 19:00	5.199	6.422	11.621	9	11	20
12-Hour Trip Rate	**148.829**	**149.031**	**297.860**	**250**	**250**	**500**

Note: yellow highlight identifies peak hour in two-way vehicle trips

5.3.5 **Table 5.3** identifies that the proposed drive-through coffee shop unit would be anticipated to generate a total of 500 total two-way vehicular trips over the 12-hour Weekday period between 07:00 to 19:00. During the traditional Weekday highway peak hours, the proposed unit is anticipated to generate 48 total two-way trips in the AM peak period (08:00 to 09:00), and 32 total two-way trips in the PM peak period (17:00 to 18:00). The peak hour in trips over the Weekday period is anticipated to occur between 09:00 to 10:00, with a total of 54 total two-way trips.

Table 5.4: Proposed drive-thru coffee shop unit, anticipated Saturday vehicular trip generation (based on 168m² GIA)

Time Period	Trip Rates (per 100m² GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	12.293	10.165	22.458	21	17	38
08:00 - 09:00	16.548	16.785	33.333	28	28	56
09:00 - 10:00	21.277	18.44	39.717	36	31	67
10:00 - 11:00	26.005	24.823	50.828	44	42	85
11:00 - 12:00	22.931	22.695	45.626	39	38	77
12:00 - 13:00	20.567	20.804	41.371	35	35	70
13:00 - 14:00	16.312	17.967	34.279	27	30	58
14:00 - 15:00	14.421	16.076	30.497	24	27	51
15:00 - 16:00	14.421	13.002	27.423	24	22	46
16:00 - 17:00	14.657	14.421	29.078	25	24	49
17:00 - 18:00	7.801	8.983	16.784	13	15	28
18:00 - 19:00	5.201	7.801	13.002	9	13	22
12-Hour Trip Rate	**192.434**	**191.962**	**384.396**	**323**	**322**	**646**

Note: yellow highlight identifies peak hour in two-way vehicle trips

5.3.6 **Table 5.4** identifies that the proposed drive-thru coffee shop unit would be anticipated to generate a total of 646 total two-way vehicular trips over the 12-hour Saturday period between 07:00 to 19:00. The peak hour in trips over the Saturday period is anticipated to occur between 10:00 to 11:00, with a total of 85 total two-way trips.

Drive-Thru Coffee Shop Unit Anticipated Modal Split

5.3.7 Unfortunately, the TRICS sites surveyed under the 'Drive Through Coffee Shop' category do not offer a multi-modal breakdown of trips. It is anticipated however, that trips for the drive-thru coffee shop unit would be of similar mode split proportions to that of the Lidl foodstore unit identified previously.

5.4 Proposed Lidl Foodtsore Unit and Drive-Thru Coffee Shop Unit Combined Trip Generation

5.4.1 The TRICS methodology for identifying the anticipated trip generation at developments, assumes that sites being considered are standalone units, with all trips generated being 'primary trips' to that unit. At the site however, the proposed Lidl foodstore and drive-thru coffee shop units will be in close proximity to each other, with pedestrian connections provided between each, and as such, a level of 'linked trips' would be expected between each unit (i.e. customers accessing both the Lidl and coffee shop units at the proposed development, as part of the same trip into the site). A total site trip generation based on the TRICS anticipated levels at each proposed unit would therefore be an over-estimate, and not take into account the linked movements expected between the proposed units.

5.4.2 On this basis, a conservative 5% linked trip reduction has been applied to both the TRICS anticipated Lidl foodstore unit trips and the TRICS anticipated drive-thru coffee shop unit trips, to represent the linked movements expected on the site. This 5% level of linked trips would be a minimum number expected on the site, but has been applied to also take into account any potential Covid impact experienced in the TRICS data for the 'Drive Through Coffee Shop' category (as described previously).

5.4.3 **Table 5.5** identifies the combined anticipated trip generation of both the proposed Lidl foodstore unit and drive-thru coffee shop unit on the site over both the Weekday and Saturday periods, to also include for a 5% linked trip reduction in trips at each unit.

Table 5.5: Total site anticipated trip generation, including for 5% linked trip reduction at each proposed unit

Time Period	Weekday			Saturday		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	30	20	50	27	16	43
08:00 - 09:00	80	61	141	70	57	127
09:00 - 10:00	109	97	206	120	91	211
10:00 - 11:00	117	107	224	144	135	279
11:00 - 12:00	122	125	247	174	167	341
12:00 - 13:00	126	118	244	156	173	329
13:00 - 14:00	121	127	248	128	128	256
14:00 - 15:00	121	128	249	128	125	253
15:00 - 16:00	118	119	237	127	135	262
16:00 - 17:00	109	112	221	134	136	270
17:00 - 18:00	105	104	209	116	119	235
18:00 - 19:00	78	91	169	67	84	151
12-Hour Trip Rate	**1,236**	**1,207**	**2,443**	**1,386**	**1,366**	**2,752**

Note: Yellow highlight identifies peak hours in two-way flows over each 12-hour period

5.4.4 **Table 5.5** identifies that the total proposed developments on the site would be anticipated to generate a total of 2,443 and 2,752 total two-way vehicular trips over the 12-hour Weekday and Saturday periods respectively. During the traditional Weekday highway peak hours, the site is anticipated to generate 141 total two-way trips in the AM peak period (08:00 to 09:00), and 209 total two-way trips in the PM peak period (17:00 to 18:00). The peak hour in trips over the Weekday period is anticipated to occur between 14:00 to 15:00, with a total of 249 total two-way trips. The peak hour in trips over the Saturday period is anticipated to occur between 11:00 to 12:00, with a total of 341 total two-way trips.

5.5 Existing Site Use Trip Generation

5.5.1 The site is currently occupied by the Three Crosses Hotel with an approximate GFA of 4,800m^2. The TRICS database has again been used to estimate trips for this existing use on the site, using the category '06- Hotel, Food and Drinks / A – Hotels'.

5.5.2 The same TRICS filtering steps were applied as used for the TRICS search for the existing site use. Due to a limited number of Saturday surveyed sites available however (only 1 site available in database over default search period), this site was selected regardless of any filtering parameters. A copy of the TRICS outputs are included in **Appendix B.**

5.5.3 Utilising the TRICS trip rates, **Table 5.6** and **Table 5.7** identify the anticipated trip generation for the existing hotel use on the site, over both a Weekday and Saturday 12-hour period (07:00 to 19:00) respectively.

Table 5.6: Existing Hotel Use, anticipated Weekday vehicular trip generation (based on 4,800m^2 GFA)

Time Period	Trip Rates (per 100m^2 GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.245	0.865	1.11	12	42	53
08:00 - 09:00	0.425	0.858	1.283	20	41	62
09:00 - 10:00	0.541	0.44	0.981	26	21	47
10:00 - 11:00	0.346	0.31	0.656	17	15	31
11:00 - 12:00	0.216	0.433	0.649	10	21	31
12:00 - 13:00	0.187	0.274	0.461	9	13	22
13:00 - 14:00	0.303	0.346	0.649	15	17	31
14:00 - 15:00	0.361	0.288	0.649	17	14	31
15:00 - 16:00	0.389	0.425	0.814	19	20	39
16:00 - 17:00	0.577	0.339	0.916	28	16	44
17:00 - 18:00	0.829	0.476	1.305	40	23	63
18:00 - 19:00	0.772	0.433	1.205	37	21	58
12-Hour Trip Rate	**5.191**	**5.487**	**10.678**	**249**	**263**	**513**

Note: Yellow highlight identifies peak hours in two-way flows over each 12-hour period

5.5.4 **Table 5.6** identifies that the existing hotel development on the site would be anticipated to generate a total of 513 total two-way vehicular trips over the 12-hour Weekday period between 07:00 to 19:00. During the traditional Weekday highway peak hours, the existing hotel development is anticipated to generate 62 total two-way trips in the AM peak period (08:00 to 09:00), and 63 total two-way trips in the PM peak period (17:00 to 18:00). The peak hours in trips over the Weekday period are anticipated during these typical highway peak hour periods.

Table 5.7: Existing Hotel Use, anticipated Saturday vehicular trip generation (based on 4,800m² GFA)

Time Period	Trip Rates (per 100m² GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.207	0.193	0.4	10	9	19
08:00 - 09:00	0.207	0.348	0.555	10	17	27
09:00 - 10:00	0.200	0.222	0.422	10	11	20
10:00 - 11:00	0.163	0.133	0.296	8	6	14
11:00 - 12:00	0.156	0.244	0.4	7	12	19
12:00 - 13:00	0.148	0.133	0.281	7	6	13
13:00 - 14:00	0.17	0.089	0.259	8	4	12
14:00 - 15:00	0.119	0.200	0.319	6	10	15
15:00 - 16:00	0.163	0.185	0.348	8	9	17
16:00 - 17:00	0.193	0.259	0.452	9	12	22
17:00 - 18:00	0.185	0.111	0.296	9	5	14
18:00 - 19:00	0.259	0.185	0.444	12	9	21
12-Hour Trip Rate	**2.17**	**2.302**	**4.472**	**104**	**110**	**215**

Note: Yellow highlight identifies peak hours in two-way flows over each 12-hour period

5.5.5 **Table 5.7** identifies that the existing hotel development on the site would be anticipated to generate a total of 215 total two-way vehicular trips over the 12-hour Saturday period between 07:00 to 19:00. The peak hour in trips over the Saturday period is anticipated to occur between 08:00 to 09:00, with a total of 27 total two-way trips.

5.6 Proposed Development Trip Generation Difference

5.6.1 **Table 5.8** and **Table 5.9** identify the difference in the total two-way trip generation predicted at the site as a result of the proposed re-development, over both a Weekday and Saturday period respectively.

Table 5.8: Proposed site re-development, Weekday trip generation difference

Time Period	Existing Development Total Two-Way Trips	Proposed Development Total Two-Way Trips	Difference
07:00 - 08:00	53	50	-3
08:00 - 09:00	62	141	+79
09:00 - 10:00	47	206	+159
10:00 - 11:00	31	224	+193
11:00 - 12:00	31	247	+216
12:00 - 13:00	22	244	+222
13:00 - 14:00	31	248	+217
14:00 - 15:00	31	249	+218
15:00 - 16:00	39	237	+198
16:00 - 17:00	44	221	+177
17:00 - 18:00	63	209	+146
18:00 - 19:00	58	169	+111
12-Hour Total	**513**	**2,443**	**+1,930**

Notes: Yellow highlight identifies peak hour of increase in trip generation at the site

5.6.2 **Table 5.8** shows that the proposed re-development is predicted to generate an extra +1,930 total two-way vehicular trips from the site over the 12-hour Weekday period between 07:00 to 19:00. The Weekday hour between 12:00 to 13:00 is expected to see the greatest increase, with +222 additional trips generated from the site.

Table 5.9: Proposed site re-development, Saturday trip generation difference

Time Period	Existing Development Total Two-Way Trips	Proposed Development Total Two-Way Trips	Difference
07:00 - 08:00	19	43	24
08:00 - 09:00	27	127	100
09:00 - 10:00	20	211	191
10:00 - 11:00	14	279	265
11:00 - 12:00	19	341	322
12:00 - 13:00	13	329	316
13:00 - 14:00	12	256	244
14:00 - 15:00	15	253	238
15:00 - 16:00	17	262	245
16:00 - 17:00	22	270	248
17:00 - 18:00	14	235	221
18:00 - 19:00	21	151	130
12-Hour Total	**215**	**2,752**	**2,537**

Notes: Yellow highlight identifies peak hour of increase in trip generation at the site

5.6.3 **Table 5.9** shows that the proposed re-development is predicted to generate an extra +2,537 total two-way vehicular trips from the site over the 12-hour Saturday period between 07:00 to 19:00. The hour between 11:00 to 12:00 is expected to see the greatest increase with +322 additional trips generated from the site.

5.6.4 It should be noted that this predicted increase in trips identified in **Table 5.8** and **Table 5.9** assumes all additional trips generated on the local highway network are 'primary' trips, with no reductions applied for 'secondary' trips.

5.6.5 Primary trips are those which are new to the road network and occur only as a result of the new development. Secondary trips however are those which already exist on the road network, but would include a visit to the site as part of the existing trip (whether as part of a pass-by, diverted, or transferred trip). Although part of the total trip generation into the site, these secondary trips therefore do not generate additional vehicles on the road network, and can be excluded when identifying the total vehicular impact of a development.

5.6.6 Although there is not currently any definitive guidance available providing levels of secondary trip reductions to be applied at certain developments, the 'TRICS Research Report 14/1 (2014)' provides a review on the subject. The report identifies that levels of secondary trips at any development will be dependent on variables such as its location, range of services offered, and size, and that a site-by-site approach should be taken in calculating these trip levels. The report also includes summaries of previous commercial and academic research on the subject, with one study identifying convenience stores experiencing secondary trip proportions up to 85%, with rates showing a positive relationship to adjacent street volumes.

5.6.7 As a retail site along an A-Road carrying a significant volume of traffic, it is not considered unreasonable to expect a large proportion (at least 50%) of trips from the proposed development to be secondary trips, and already exist on the road network. A significant proportion of trips to the proposed Lidl foodstore unit might also be diverted from the neighbouring Tesco and ASDA stores to the west and east of the site respectively, and as such may again already be on the highway network.

5.6.8 As such, if only considering primary trip attractions to the development (i.e. completely new trips on the network) the actual impact on the local highway network would likely to be significantly lower than identified in **Table 5.5** and **Table 5.6**, and these represent a very robust 'worst case' scenario highway impact for the proposed re-development of the site.

6 CAPACITY ASSESSMENT METHODOLOGY

6.1 Introduction

6.1.1 Forecast assessments have been created to assess how the proposed new site access junction will operate with the proposed development in operation. This section discusses the methodology used to create the assessment scenarios.

6.2 Existing Traffic Flows

6.2.1 Existing traffic flows along the A465 Belmont Road have been extracted from a Herefordshire County Council permanent ATC (ref: 1415-HC15), located on the A465 at a point under Great Western Way, approximately 500m east of the site access junction. Data was available from this ATC site from November 2020, up to January 2022 (when the data was extracted). From the data, the average 2021 neutral month Weekday and Saturday flows have been calculated for each 60-minute period of the day (where neutral months refer to April, May, June, September, and October). A copy of these ATC flows, and a plan showing the location of the ATC site is shown at **Appendix C**.

Covid Impact

6.2.2 It is important to note that this report has been produced during the ongoing Covid-19 pandemic period, which at certain times has imposed restrictions on both travel movements and the collection of traffic survey data across the country.

6.2.3 Local lockdowns may have been in place at periods over which the 2021 ATC data covers. By calculating an average neutral month flow for the entirety of 2021 however, this should help offset the effect that any such local lockdowns may have had on traffic flow along the road.

6.3 Assessment Hours

6.3.1 The ATC data identified the following peak hours in traffic flow along the A465 Belmont Road:

- **Weekday AM Peak Hour:** 11:00 to 12:00
- **Weekday PM Peak Hour:** 17:00 to 18:00
- **Saturday Peak Hour:** 12:00 to 13:00

6.3.2 Each of these identified peak hour periods have therefore been modelled in the impact assessment work.

6.4 Forecast Years

6.4.1 Forecast scenarios have been prepared to represent anticipated traffic conditions over the expected proposed development site opening year, and for a period 5-years after. These years are expected to be 2023 and 2028 respectively.

6.4.2 To provide an understanding of anticipated background traffic growth in each forecast year, factors have been identified using the TEMPRO V7.2 computer program.

6.4.3 To represent growth factors anticipated for the local highway network, the Herefordshire County Zone TEMPRO zone was selected, with the NTEM 7.2 datasets and RTF 2018 forecasts applied. Factors were derived for the periods between 2021 to 2023, and 2021 to 2028, to be applied to the 2022 base year flows. A summary of the calculated growth factors is provided in **Table 6.1**.

Table 6.1: TEMPRO Growth Factors

Years	Growth Factor		
	Weekday AM Period	Weekday PM Period	Saturday Period
2022-2023	1.0153	1.0151	1.0167
2022-2028	1.0515	1.0507	1.0563

Notes: Growth values represent those for 'Principal' roads

6.4.4 It should be noted that the growth factors represent a reference case and simply indicate traffic projections if all things remain constant. There are many factors that can influence these projections, such as the saturation of a local network, significant changes to petrol/car/road use prices, the economic situation, new government legislation and/or changes to social travel habits. No allowance is made for this in this assessment.

6.4.5 It is again important to note that this report has been produced during the Covid-19 pandemic which has had a significant impact on travel patterns across the country. The long-term traffic impact of the pandemic is still not fully understood. However, until industry accepted evidence is produced to identify otherwise, the TEMPRO growth factors still represent the most accurate and reliable prediction of future traffic growth for the area. On this basis, no Covid-19 adjustment factors have been deemed necessary to forecast year factors.

6.5 Assessment Scenarios

6.5.1 For the A465 arms, traffic flows have been based on those identified from the Hereford ATC for each peak hour period.

6.5.2 The published 'Hereford Transport Model – Report of Highway Surveys' report prepared by WSP / Parsons Brinkerhoff in September 2017 also contains a summary of MCC surveys undertaken within Hereford at both the Belmont Road / Beattie Avenue junction (MCC Site Ref 59), and Newton Brook roundabout junction (MCC Site Ref 61) located to the east and west of the site access junction along the A465 respectively. A copy of these MCC survey summaries is contained at **Appendix D**.

6.5.3 Using the 2016 MCC survey data, a Weekday peak period flow can be calculated for movements along the A465 Belmont Road at the site access junction. A comparison of these flows compared to the Hereford ATC 2021 flows has been undertaken, as shown at **Appendix E** (**Diagram 1**). This comparison identifies that the 2021 ATC flows are higher than those from the 2016 MCC surveys (including for growth to represent 2021 flows) by approximately 15% in the Weekday AM peak period, and 5% in the Weekday PM peak period. No data is available to provide a comparison of Saturday flows.

6.5.4 This therefore suggests that the A465 flows identified from the 2021 ATC count site are greater than might be expected along the A465 at the site access junction. On this basis the following assessment scenarios have been prepared:

- **Assessment Scenario 1:** A465 straight on movement flows as per 2021 ATC;

- **Assessment Scenario 2:** A465 straight on movement flows as per 2021 ATC with a **5%** reduction applied;

6.5.5 The anticipated trip generation of the proposed development has previously been described in **Section 5 (Table 5.5)**. These trip generation numbers have been used to represent the hourly traffic flows to and from the site access arm in all assessment scenarios. The distribution of these trips has been based on the proportion of northbound and southbound traffic observed in the ATC flows.

6.5.6 All assessment scenario traffic flows are shown in the flow diagrams contained at **Appendix E** (**Diagrams 2 and 3**).

7 CAPACITY ANALYSIS

7.1 Junction Modelling Software

7.1.1 Capacity analysis of the proposed site access junction has been undertaken using the PICADY computer modelling tools within Junctions 9. The model has been developed based on the proposed layout plans contained in **Appendix A**.

7.1.2 The output from the PICADY program provides measurements informing a junction's operation. These relate to the 'Ratio of Flow to Capacity' (RFC), maximum queue length in PCUs, and delay in minutes per vehicle. The main indication of the performance of a junction is given by the RFC for each arm of the junction. The peak capacity is realised when the demand flow at the entry is great enough to cause a continuous queue of vehicles to wait in the approach. This is reached when the RFC attains a value of 1. An RFC value of 0.85 is normally accepted as being within capacity as this reduces the risk of delays due to traffic count inaccuracies and analytical and modelling assumptions.

7.1.3 A summary of the capacity assessment for each modelled scenario is provided in the next sections, with a copy of all junction modelling outputs is provided at **Appendix F**.

7.2 Assessment Scenario 1 – 0% Reduction to A465 Flows

7.2.1 **Table 7.1** and **Table 7.2** provide the results of the Assessment Scenario 1 models for both the 2023 and 2028 forecast years respectively.

7.2.2 **Tables 7.1** and **7.2** identify that within both the 2023 and 2028 forecast years, the proposed site access would be expected to operate within theoretical capacity during the Weekday AM and PM peak hour periods, but over capacity during the Saturday peak hour period.

Table 7.1: Site Access Assessment Scenario 1 Model Results - 2023 Forecast Year

Movement	Weekday AM Peak Hour (11:00 to 12:00)			Weekday PM Peak Hour (17:00 to 18:00)			Saturday Peak (12:00 to 13:00)		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
Stream B - C	0.2	10.91	0.17	0.3	16.54	0.24	0.5	19.04	0.35
Stream B - A	0.7	35.52	0.40	1.6	128.41	0.66	7.1	282.42	1.03
Stream C - AB	0.2	9.29	0.15	0.2	11.81	0.14	0.3	11.69	0.21

Stream A = A465 Western Arm Stream B= Site Access Stream C= A465 Eastern Arm

Table 7.2: Site Access Assessment Scenario 1 Model Results - 2028 Forecast Year

Movement	Weekday AM Peak Hour (11:00 to 12:00)			Weekday PM Peak Hour (17:00 to 18:00)			Saturday Peak Hour (12:00 to 13:00)		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
Stream B - C	0.2	11.31	0.18	0.3	18.88	0.26	0.5	19.91	0.36
Stream B - A	0.7	40.70	0.44	2.7	208.35	0.82	12.5	460.99	1.27
Stream C - AB	0.2	9.51	0.15	0.2	12.23	0.14	0.3	12.14	0.22

Stream A = A465 Western Arm Stream B= Site Access Stream C= A465 Eastern Arm

7.2.3 In the 2023 forecast year, a maximum RFC in any assessment period of 1.03 is seen on the right turn lane of the site access approach arm during the Saturday peak hour. This RFC value is above theoretical capacity, and vehicles wishing to turn right from the site access would be expected to encounter some delay. This however will not affect the flow of traffic on the A465 approach arms, which have RFC values well within theoretical capacity in all assessment periods.

7.2.4 In the 2028 With Development scenario, the maximum RFC increases to 1.27 and again occurs on the on the right turn lane of the site access approach arm during the Saturday peak hour.

7.2.5 In summary, the modelling has identified that at the new proposed site access junction, the site exit approach arm would be expected to operate over capacity with some delay during the Saturday peak hour period in both a 2023 and 2028 forecast year. This delay however will impact on site exiting traffic only, with A465 traffic not anticipated to be impacted or experience any significant delay.

7.3 Assessment Scenario 2 – 5% Reduction to A465 Flows

7.3.1 **Table 7.3** and **Table 7.4** provide the results of the Assessment Scenario 2 models for both the 2023 and 2028 forecast years respectively.

Table 7.3: Site Access Assessment Scenario 2 Model Results - 2023 Forecast Year

Movement	Weekday AM Peak Hour (11:00 to 12:00)			Weekday PM Peak Hour (17:00 to 18:00)			Saturday Peak Hour (12:00 to 13:00)		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
Stream B - C	0.2	10.48	0.17	0.3	14.47	0.21	0.5	17.49	0.33
Stream B - A	0.6	30.61	0.37	0.9	73.19	0.51	3.4	150.33	0.83
Stream C - AB	0.2	9.03	0.14	0.2	11.17	0.13	0.3	11.17	0.20

Stream A = A465 Western Arm Stream B= Site Access Stream C= A465 Eastern Arm

Table 7.4: A Site Access Assessment Scenario 2 Model Results - 2028 Forecast Year

Movement	Weekday AM Peak Hour (11:00 to 12:00)			Weekday PM Peak Hour (17:00 to 18:00)			Saturday Peak Hour (12:00 to 13:00)		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
Stream B - C	0.2	10.78	0.17	0.3	15.64	0.23	0.5	18.79	0.34
Stream B - A	0.6	33.96	0.39	1.3	101.62	0.59	5.7	263.03	0.97
Stream C - AB	0.2	9.21	0.15	0.2	11.56	0.14	0.3	11.56	0.21

Stream A = A465 Western Arm Stream B= Site Access Stream C= A465 Eastern Arm

7.3.2 **Tables 7.3** and **7.4** identify that when a 5% reduction is applied to the A465 straight in flows., the proposed site access would be expected to operate within theoretical capacity in all modelled periods during the 2023 forecast year, and the AM and PM Weekday peak hour periods in the 2028 forecast year, but would still be anticipated to operate over capacity in the Saturday peak hour period in the 2028 forecast year.

7.3.3 In the 2023 forecast year, a maximum RFC in any assessment period of 0.83 is seen on the right turn lane of the site access approach arm during the Saturday peak hour. This RFC value is within theoretical capacity, although vehicles wishing to turn right from the site access would again be expected to encounter some delay. This however will not affect the flow of traffic on the A465 approach arms, which have RFC values well within theoretical capacity in all assessment periods.

7.3.4 In the 2028 With Development scenario, the maximum RFC increases to 0.97 and again occurs on the right turn lane of the site access approach arm during the Saturday peak hour. This RFC value is above theoretical capacity, and vehicles wishing to turn right from the site access would be expected to encounter some delay. This however will again not affect the flow of traffic on the A465 approach arms, which have RFC values well within theoretical capacity in all assessment periods.

7.3.5 In summary, the modelling has identified that at the new proposed site access junction, the site exit approach arm would be expected to operate over capacity with some delay in both a 2023 and 2028 forecast year. This delay however will impact on site exiting traffic only, with A465 traffic not anticipated to be impacted or experience any significant delay.

7.3.6 In summary, the modelling has identified that with a 5% reduction applied to the A465 straight on flows, the proposed site access junction would be expected to operate within theoretical capacity for both the 2023 and 2028 forecast years. During the Saturday peak hour period in the 2028 forecast year however, the site exit approach arm would again be expected to operate over capacity with some delay. This delay however will again impact on site exiting traffic only, with A465 traffic not anticipated to be impacted or experience any significant delay.

7.4 Assessment Scenario 3 – 10% Reduction to A465 Flows

7.4.1 **Table 7.5** and **Table 7.6** provide the results of the Assessment Scenario 2 models for both the 2023 and 2028 forecast years respectively.

Table 7.5: Site Access Assessment Scenario 2 Model Results - 2023 Forecast Year

Movement	Weekday AM Peak Hour (11:00 to 12:00)			Weekday PM Peak Hour (17:00 to 18:00)			Saturday Peak Hour (12:00 to 13:00)		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
Stream B - C	0.2	9.75	0.16	0.2	12.34	0.19	0.4	14.03	0.28
Stream B - A	0.4	24.03	0.31	0.5	39.78	0.35	1.4	61.28	0.61
Stream C - AB	0.2	8.57	0.14	0.1	10.18	0.12	0.2	10.29	0.19

Stream A = A465 Western Arm Stream B= Site Access Stream C= A465 Eastern Arm

Table 7.6: A Site Access Assessment Scenario 2 Model Results - 2028 Forecast Year

Movement	Weekday AM Peak Hour (11:00 to 12:00)			Weekday PM Peak Hour (17:00 to 18:00)			Saturday Peak Hour (12:00 to 13:00)		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
Stream B - C	0.2	9.97	0.16	0.2	12.91	0.19	0.4	14.95	0.29
Stream B - A	0.5	25.86	0.33	0.6	46.61	0.39	1.8	78.76	0.67
Stream C - AB	0.2	8.71	0.14	0.1	10.48	0.13	0.2	10.58	0.19

Stream A = A465 Western Arm Stream B= Site Access Stream C= A465 Eastern Arm

7.4.2 **Tables 7.5** and **7.6** identify that the proposed site access would be expected to operate well within theoretical capacity in all three modelled periods in both the 2023 and 2028 forecast years, when a 10% reduction is applied to the A465 straight in flows.

7.4.3 In the 2023 forecast year, a maximum RFC in any assessment period of just 0.61 is seen on the right turn lane of the site access approach arm during the Saturday peak hour. This RFC value is well within theoretical capacity, although vehicles wishing to turn right from the site access would again be expected to encounter some delay. This however will not affect the flow of traffic on the A465 approach arms, which have RFC values well within theoretical capacity in all assessment periods.

7.4.4 In the 2028 With Development scenario, the maximum RFC increases to just 0.67 and again occurs on the on the right turn lane of the site access approach arm during the Saturday peak hour.

7.4.5 In summary, the modelling has identified that with a 10% reduction applied to the A465 straight on flows, the proposed site access junction would be expected to operate well within theoretical capacity during all 2023 forecast year periods, and during the 2028 Weekday AM and PM peak hour periods.

7.5 Capacity Assessment Summary

7.5.1 Based on the A465 flows identified at the Hereford ATC site, the capacity assessments have identified that the site access junction would be anticipated to operate within theoretical capacity during the Weekday AM and PM peak hour periods, but over capacity in the Saturday peak hour period during both a 2023 and 2028 forecast year. These capacity issues are identified only on the right turn lane of the site access approach, with no capacity issues identified on the A465 approach arms.

7.5.2 The A465 base flows used to prepare the modelling assessments however represent a very robust level of straight on traffic movements anticipated through the site access junction, with the 2016 MCC flows suggesting that the A465 straight-on flows are up to around 15% lower in the location of the site access junction. Applying up to a 10% reduction in A465 straight-on flows, the site access junction would be anticipated to operate within theoretical capacity in both a 2023 and 2028 forecast year, over both the Weekday and Saturday peak hour periods.

7.5.3 The modelling has also identified that some delay would be expected for vehicles turning right out of the site access. This delay however will be contained along the site access approach arm, with no significant delay or capacity issues anticipated along the A465 major arm approach lanes of the junction. As such the proposals will not have a significant detrimental effect to the A465 operation in the vicinity of the site.

7.5.4 The proposed development, therefore, is not anticipated to cause any significant capacity issues on the local highway network.

8 SUMMARY AND CONCLUSION

8.1 Summary

8.1.1 This Transport Assessment (TA) has been produced by Corun Associates Ltd (Corun) on behalf of Lidl Great Britain Limited, the applicant, to examine the highway and transportation issues associated with the proposed re-development of a site north of the A465 Belmont Road in Hereford. The site is currently occupied by the Three Counties Hotel, with the proposals involving the demolition of the hotel, and development of a Lidl foodstore unit with a GFA of 2,368m^2, and outline proposals for a drive-thru coffee shop unit on a parcel of the site totalling 1,591m^2.

8.1.2 The site is well located to encourage sustainable modes of travel for both staff and visitors living in the surrounding residential areas of Hereford. The accessibility to regular bus services, and even to Hereford rail station via a multi-modal cycle journey will also allow opportunities for sustainable travel for longer distance trips to the site (especially for staff members).

8.1.3 The proposals include a re-design of the existing site access junction, which will take the form of a right turn lane arrangement along the A465, with a two-lane approach provided on the site exit approach arm. The right turn lurn along the A465 has been designed to comfortably accommodate the anticipated development traffic volumes.

8.1.4 The access junction works also include a 2.0m wide pedestrian refuge on the minor arm to facilitate pedestrian movement across the junction bellmouth. The proposed pedestrian refuge is located on the desire line, as requested by Highways during pre-application discussions. Highways also requested an additional pedestrian refuge island within the hatched area to the west of the access. Unfortunately, there is insufficient width to accommodate a refuge island in this location, as the swept path of max legal articulated vehicles, which will serve the proposed uses on site, require use of this hatched area when turning right out of the site.

8.1.5 At the re-designed site access junction, a new pedestrian link will also be provided directly into the existing footway along running alongside the northern edge of the A465 carriageway, to the west of the junction. At the current arrangement, this connection is not currently available.

8.1.6 The proposals will also include for a new pedestrian access route into the site, connecting south from the proposed store, directly into the existing footway along the northern edge of the A465 Belmont Road carriageway at a location approximately 15m west of the ghost island pedestrian crossing point on the A465 carriageway.

8.1.7 The developer has also considered Active Travel in detail and is willing to provide, as part of the S278 agreement, the following improvement measures:

- Existing footways along the site frontage, on the northern and southern sides of Bellmont Road (A465), will be increased in width to 2.0m.
- A new 3.0m wide shared use cycleway/footway will be installed from the end of the existing shared use facility on Goodrich Grove along the southern side of Belmont Road (A465), leading to an upgraded pedestrian refuge island on Belmont Road.

- The existing Belmont Road (A465) refuge island will be increased in width to 3.0m to facilitate shared use.
- The existing footway along the northern side of Belmont Road (A465) will be increased in width to 3.0m from the proposed upgraded refuge to a dedicated 3.0m wide internal footway/cycleway which crosses the existing verge and leads directly to the store frontage and the cycle storage area.

8.1.8 The proposals will provide a total of 118 car parking spaces associated with the Lidl foodstore unit, made up of 98 (83%) standard spaces, 8 (7%) disabled spaces, 10 (8%) parent and child spaces, and 2 (2%) electric vehicle spaces. These levels of provision are within those identified within HCC guidance. Parking at the proposed drive-thru coffee shop unit will also be provided in line with the HCC guidance.

8.1.9 A total of 6 Sheffield cycle stands are also to be provided at the Lidl foodstore unit, providing parking for up to 12 cycles, to cater for both staff and visitor cycle demand. Further cycle stands will also be provided at the drive-thru coffee shop unit to cater for staff cycle demand.

8.1.10 The proposed Lidl foodstore unit and drive-thru coffee shop unit on the site would be anticipated to generate a combined total of 2,443 and 2,752 total two-way vehicular trips over the 12-hour Weekday and Saturday periods respectively. During the traditional Weekday highway peak hours, the site is anticipated to generate 141 total two-way trips in the AM peak period (08:00 to 09:00), and 209 total two-way trips in the PM peak period (17:00 to 18:00). The peak hour in trips over the Weekday period is anticipated to occur between 14:00 to 15:00, with a total of 249 total two-way trips. The peak hour in trips over the Saturday period is anticipated to occur between 11:00 to 12:00, with a total of 341 total two-way trips.

8.1.11 An assessment of the operation of the proposed new site access has been undertaken using A465 straight-on flows identified from a Hereford ATC site located along the A465 approximately 500m east of the site. Further Hereford MCC surveys undertaken at neighbouring junctions to the site access identify that these ATC flows are up to around 15% lower in the location of the site access junction. Applying up to a 10% reduction in A465 straight-on flows, the site access junction would be anticipated to operate within theoretical capacity in both a 2023 and 2028 forecast year, over both the Weekday and Saturday peak hour periods.

8.1.12 The modelling has also identified that some delay would be expected for vehicles turning right out of the site access. This delay however will be contained along the site access approach arm, with no significant delay or capacity issues anticipated along the A465 major arm approach lanes of the junction. As such the proposals will not have a significant detrimental effect to the A465 operation in the vicinity of the site.

8.1.13 A review of the accident record does not identify any significant highway safety issue within the immediate area of the development site, and the increase in traffic generated by the proposed development is unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.

8.1.14 A Travel Plan will also be developed as part of the proposals, which aims to maximise active modes of travel and public transport use associated with the site.

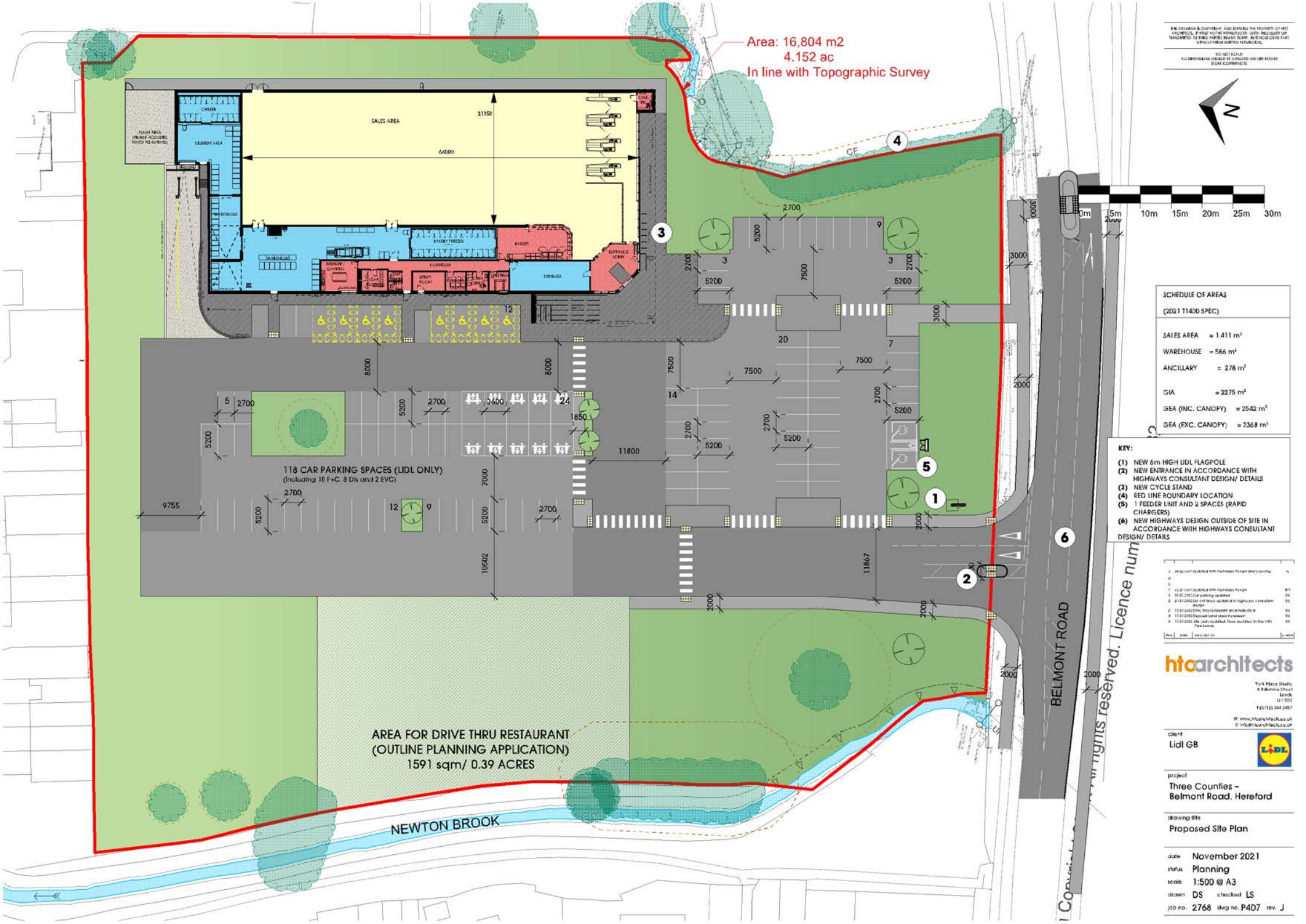
8.2 Conclusion

8.2.1 This Transport Assessment has demonstrated that the development should be considered acceptable in terms of highways and transportation.

8.2.2 There are no reasons in highway and transportation terms why the proposed development should not be granted consent.

APPENDIX A

Proposed Development Plans



SCHEDULE OF AREAS

(2021 TI400 SPEC)

SALES AREA	= 1,411 m²
WAREHOUSE	= 586 m²
ANCILLARY	= 278 m²
GIA	= 2275 m²
GEA (INC. CANOPY)	= 2542 m²
GEA (EXC. CANOPY)	= 2368 m²

KEY:

(1) NEW 6m HIGH LIDL FLAGPOLE
(2) NEW ENTRANCE IN ACCORDANCE WITH HIGHWAYS CONSULTANT DESIGN/ DETAILS
(3) NEW CYCLE STAND
(4) RED LINE BOUNDARY LOCATION
(5) 1 FEEDER UNIT AND 2 SPACES (RAPID CHARGERS)
(6) NEW HIGHWAYS DESIGN OUTSIDE OF SITE IN ACCORDANCE WITH HIGHWAYS CONSULTANT DESIGN/ DETAILS

DO NOT SCALE!
ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES

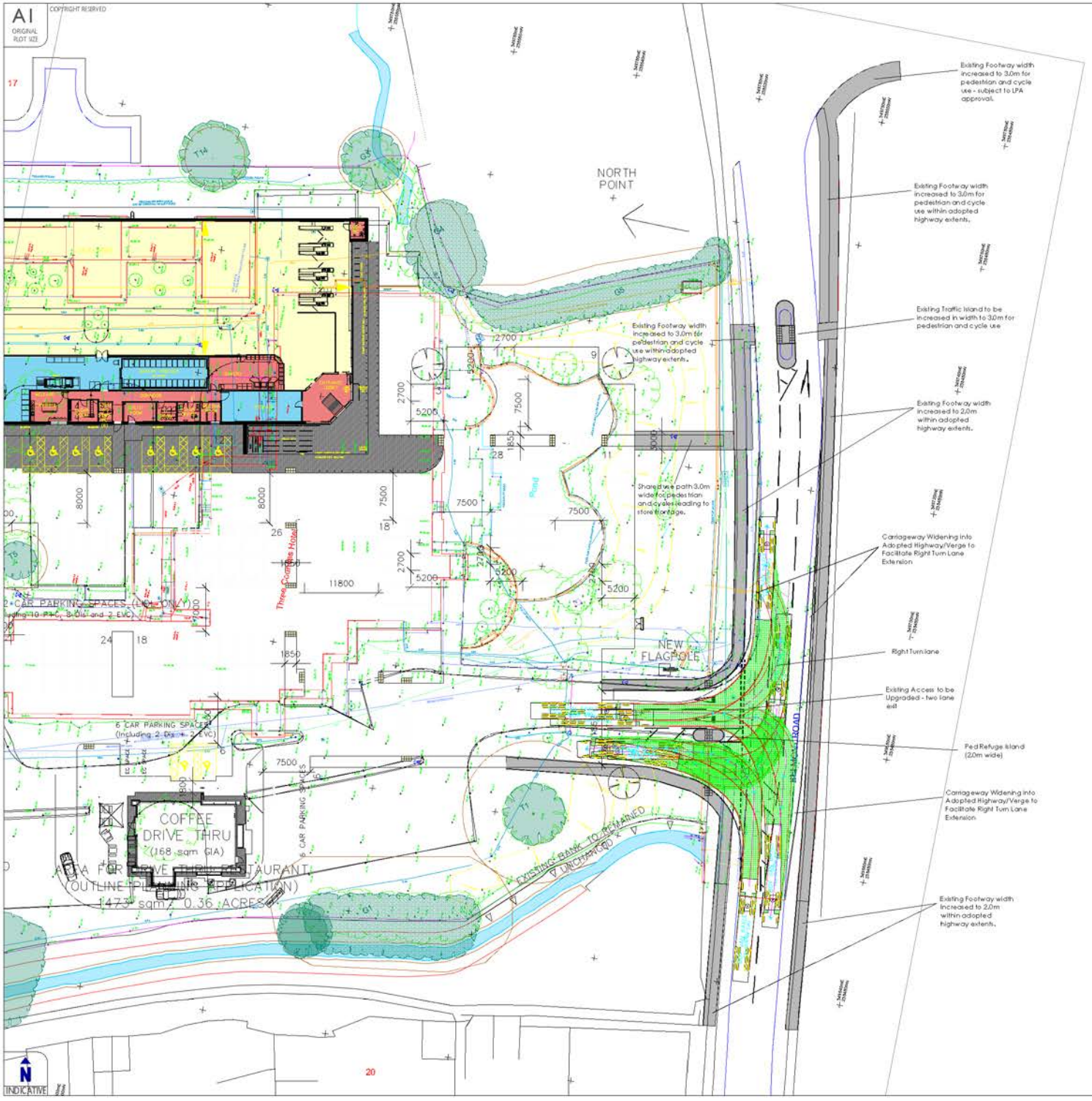
htcarchitects
York Place Studio
8 Britannia Street
Leeds
LS1 5DZ
T: 0113 244 3457
W: www.htcarchitects.co.uk
E: info@htcarchitects.co.uk

client: Lidl GB

project: Three Counties – Belmont Road, Hereford

drawing title: Proposed Site Plan

date: November 2021
status: Planning
scale: 1:500 @ A3
drawn: DS checked: LS
job no. 2768 dwg no. P407 rev. J



NOTES:
1. All dimensions are in millimeters unless otherwise stated.

Swept path design speed - 8mph

CORUN
Transport and Highway Engineering

CLIENT:
LIDL GREAT BRITAIN LTD

PROJECT:
PROPOSED LIDL STORE
THREE COUNTIES
HEREFORD

TITLE
PROPOSED HIGHWAY IMPROVEMENT WORKS RIGHT TURN LANE AND ACTIVE TRAVEL

STATUS
PRELIMINARY

SCALE	DATE	DRAWN	CHECKED
NTS	MAR'22	MA	MA

JOB NO	DRAWING NO	REVISION
22-00767	03	

APPENDIX B

TRICS Outputs

Calculation Reference: AUDIT-751101-220211-0245

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	SM	SOMERSET	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
05	**EAST MIDLANDS**		
	NT	NOTTINGHAMSHIRE	1 days
09	**NORTH**		
	DH	DURHAM	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: 1023 to 2440 (units: sqm)
Range Selected by User: 700 to 2703 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 23/09/21

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

Selected survey days:

Thursday	3 days
Friday	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:

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	2
Retail Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

E(a)	5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 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	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:

Not Known	1 days
Yes	2 days
No	2 days

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

PTAL Rating:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

1 **CA-01-C-01** **LIDL** **CAMBRIDGESHIRE**
CROMWELL ROAD
WISBECH

Edge of Town
Retail Zone
Total Gross floor area: 1466 sqm
Survey date: FRIDAY *21/10/16* *Survey Type: MANUAL*

2 **DH-01-C-01** **ALDI** **DURHAM**
WATLING ROAD
BISHOP AUCKLAND

Edge of Town
Retail Zone
Total Gross floor area: 1023 sqm
Survey date: THURSDAY *06/04/17* *Survey Type: MANUAL*

3 **NT-01-C-01** **LIDL** **NOTTINGHAMSHIRE**
CHAPEL LANE
BINGHAM

Edge of Town
Industrial Zone
Total Gross floor area: 2440 sqm
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

4 **SM-01-C-01** **LIDL** **SOMERSET**
SEAWARD WAY
MINEHEAD

Edge of Town
No Sub Category
Total Gross floor area: 2247 sqm
Survey date: THURSDAY *22/06/17* *Survey Type: MANUAL*

5 **WS-01-C-03** **LIDL** **WEST SUSSEX**
SHRIPNEY ROAD
BOGNOR REGIS

Edge of Town
Industrial Zone
Total Gross floor area: 2125 sqm
Survey date: THURSDAY *23/09/21* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WS-01-C-02	Undertaken During Covid Pandemic

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
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	5	1860	0.505	5	1860	0.118	5	1860	0.623
08:00 - 09:00	5	1860	2.494	5	1860	1.752	5	1860	4.246
09:00 - 10:00	5	1860	3.613	5	1860	3.225	5	1860	6.838
10:00 - 11:00	5	1860	4.204	5	1860	3.731	5	1860	7.935
11:00 - 12:00	5	1860	4.494	5	1860	4.602	5	1860	9.096
12:00 - 13:00	**5**	**1860**	**4.580**	5	1860	4.279	5	1860	8.859
13:00 - 14:00	5	1860	4.279	5	1860	4.473	5	1860	8.752
14:00 - 15:00	5	1860	4.559	**5**	**1860**	**4.795**	**5**	**1860**	**9.354**
15:00 - 16:00	5	1860	4.408	5	1860	4.537	5	1860	8.945
16:00 - 17:00	5	1860	4.075	5	1860	4.053	5	1860	8.128
17:00 - 18:00	5	1860	4.053	5	1860	3.946	5	1860	7.999
18:00 - 19:00	5	1860	3.075	5	1860	3.570	5	1860	6.645
19:00 - 20:00	5	1860	2.312	5	1860	2.613	5	1860	4.925
20:00 - 21:00	5	1860	1.312	5	1860	1.806	5	1860	3.118
21:00 - 22:00	5	1860	0.226	5	1860	0.667	5	1860	0.893
22:00 - 23:00	5	1860	0.043	5	1860	0.194	5	1860	0.237
23:00 - 24:00									
Total Rates:			48.232			48.361			96.593

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:	1023 - 2440 (units: sqm)
Survey date date range:	01/01/13 - 23/09/21
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:	1

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
08:00 - 09:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
09:00 - 10:00	5	1860	0.011	5	1860	0.011	5	1860	0.022
10:00 - 11:00	**5**	**1860**	**0.022**	5	1860	0.011	5	1860	0.033
11:00 - 12:00	5	1860	0.000	5	1860	0.011	5	1860	0.011
12:00 - 13:00	5	1860	0.011	5	1860	0.011	5	1860	0.022
13:00 - 14:00	5	1860	0.022	**5**	**1860**	**0.022**	**5**	**1860**	**0.044**
14:00 - 15:00	5	1860	0.022	5	1860	0.022	5	1860	0.044
15:00 - 16:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
16:00 - 17:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
17:00 - 18:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
18:00 - 19:00	5	1860	0.011	5	1860	0.011	5	1860	0.022
19:00 - 20:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
20:00 - 21:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
21:00 - 22:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
22:00 - 23:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
23:00 - 24:00									
Total Rates:			0.099			0.099			0.198

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
08:00 - 09:00	5	1860	0.011	5	1860	0.022	5	1860	0.033
09:00 - 10:00	5	1860	0.011	5	1860	0.011	5	1860	0.022
10:00 - 11:00	**5**	**1860**	**0.032**	5	1860	0.022	**5**	**1860**	**0.054**
11:00 - 12:00	5	1860	0.011	5	1860	0.022	5	1860	0.033
12:00 - 13:00	5	1860	0.022	5	1860	0.011	5	1860	0.033
13:00 - 14:00	5	1860	0.022	**5**	**1860**	**0.032**	5	1860	0.054
14:00 - 15:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
15:00 - 16:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
16:00 - 17:00	5	1860	0.011	5	1860	0.011	5	1860	0.022
17:00 - 18:00	5	1860	0.011	5	1860	0.000	5	1860	0.011
18:00 - 19:00	5	1860	0.022	5	1860	0.032	5	1860	0.054
19:00 - 20:00	5	1860	0.000	5	1860	0.011	5	1860	0.011
20:00 - 21:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
21:00 - 22:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
22:00 - 23:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
23:00 - 24:00									
Total Rates:			0.153			0.174			0.327

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1860	0.011	5	1860	0.000	5	1860	0.011
08:00 - 09:00	5	1860	0.043	5	1860	0.022	5	1860	0.065
09:00 - 10:00	5	1860	0.108	5	1860	0.032	5	1860	0.140
10:00 - 11:00	**5**	**1860**	**0.161**	5	1860	0.118	**5**	**1860**	**0.279**
11:00 - 12:00	5	1860	0.043	**5**	**1860**	**0.161**	5	1860	0.204
12:00 - 13:00	5	1860	0.086	5	1860	0.108	5	1860	0.194
13:00 - 14:00	5	1860	0.097	5	1860	0.097	5	1860	0.194
14:00 - 15:00	5	1860	0.118	5	1860	0.097	5	1860	0.215
15:00 - 16:00	5	1860	0.065	5	1860	0.065	5	1860	0.130
16:00 - 17:00	5	1860	0.075	5	1860	0.075	5	1860	0.150
17:00 - 18:00	5	1860	0.097	5	1860	0.118	5	1860	0.215
18:00 - 19:00	5	1860	0.097	5	1860	0.108	5	1860	0.205
19:00 - 20:00	5	1860	0.054	5	1860	0.054	5	1860	0.108
20:00 - 21:00	5	1860	0.043	5	1860	0.043	5	1860	0.086
21:00 - 22:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
22:00 - 23:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
23:00 - 24:00									
Total Rates:			1.098			1.098			2.196

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
CARS
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	5	1860	0.495	5	1860	0.108	5	1860	0.603
08:00 - 09:00	5	1860	2.279	5	1860	1.580	5	1860	3.859
09:00 - 10:00	5	1860	3.430	5	1860	3.064	5	1860	6.494
10:00 - 11:00	5	1860	4.043	5	1860	3.613	5	1860	7.656
11:00 - 12:00	5	1860	4.311	5	1860	4.387	5	1860	8.698
12:00 - 13:00	5	1860	4.322	5	1860	4.107	5	1860	8.429
13:00 - 14:00	5	1860	4.096	5	1860	4.215	5	1860	8.311
14:00 - 15:00	**5**	**1860**	**4.387**	**5**	**1860**	**4.623**	**5**	**1860**	**9.010**
15:00 - 16:00	5	1860	4.225	5	1860	4.333	5	1860	8.558
16:00 - 17:00	5	1860	3.828	5	1860	3.828	5	1860	7.656
17:00 - 18:00	5	1860	3.742	5	1860	3.731	5	1860	7.473
18:00 - 19:00	5	1860	2.881	5	1860	3.333	5	1860	6.214
19:00 - 20:00	5	1860	2.107	5	1860	2.387	5	1860	4.494
20:00 - 21:00	5	1860	1.258	5	1860	1.666	5	1860	2.924
21:00 - 22:00	5	1860	0.226	5	1860	0.656	5	1860	0.882
22:00 - 23:00	5	1860	0.043	5	1860	0.194	5	1860	0.237
23:00 - 24:00									
Total Rates:			45.673			45.825			91.498

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
LGVS
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	5	1860	0.011	5	1860	0.011	5	1860	0.022
08:00 - 09:00	5	1860	0.204	5	1860	0.151	5	1860	0.355
09:00 - 10:00	5	1860	0.161	5	1860	0.140	5	1860	0.301
10:00 - 11:00	5	1860	0.108	5	1860	0.086	5	1860	0.194
11:00 - 12:00	5	1860	0.129	5	1860	0.151	5	1860	0.280
12:00 - 13:00	5	1860	0.204	5	1860	0.140	5	1860	0.344
13:00 - 14:00	5	1860	0.118	5	1860	0.183	5	1860	0.301
14:00 - 15:00	5	1860	0.140	5	1860	0.140	5	1860	0.280
15:00 - 16:00	5	1860	0.161	5	1860	0.183	5	1860	0.344
16:00 - 17:00	5	1860	0.226	5	1860	0.194	5	1860	0.420
17:00 - 18:00	**5**	**1860**	**0.258**	5	1860	0.183	**5**	**1860**	**0.441**
18:00 - 19:00	5	1860	0.161	5	1860	0.183	5	1860	0.344
19:00 - 20:00	5	1860	0.204	**5**	**1860**	**0.215**	5	1860	0.419
20:00 - 21:00	5	1860	0.054	5	1860	0.129	5	1860	0.183
21:00 - 22:00	5	1860	0.000	5	1860	0.011	5	1860	0.011
22:00 - 23:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
23:00 - 24:00									
Total Rates:			2.139			2.100			4.239

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
08:00 - 09:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
09:00 - 10:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
10:00 - 11:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
11:00 - 12:00	**5**	**1860**	**0.043**	**5**	**1860**	**0.032**	**5**	**1860**	**0.075**
12:00 - 13:00	5	1860	0.022	5	1860	0.011	5	1860	0.033
13:00 - 14:00	5	1860	0.022	5	1860	0.022	5	1860	0.044
14:00 - 15:00	5	1860	0.011	5	1860	0.011	5	1860	0.022
15:00 - 16:00	5	1860	0.022	5	1860	0.022	5	1860	0.044
16:00 - 17:00	5	1860	0.011	5	1860	0.022	5	1860	0.033
17:00 - 18:00	5	1860	0.043	5	1860	0.032	5	1860	0.075
18:00 - 19:00	5	1860	0.000	5	1860	0.011	5	1860	0.011
19:00 - 20:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
20:00 - 21:00	5	1860	0.000	5	1860	0.011	5	1860	0.011
21:00 - 22:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
22:00 - 23:00	5	1860	0.000	5	1860	0.000	5	1860	0.000
23:00 - 24:00									
Total Rates:			0.174			0.174			0.348

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

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

Calculation Reference: AUDIT-751101-220211-0244

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	SM	SOMERSET	1 days
05	**EAST MIDLANDS**		
	NT	NOTTINGHAMSHIRE	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:	2247 to 2440 (units: sqm)
Range Selected by User:	700 to 2703 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 23/09/21

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

Selected survey days:

Saturday	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

E(a)	2 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 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:

Not Known	1 days
Yes	1 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 **NT-01-C-01** **LIDL** **NOTTINGHAMSHIRE**
CHAPEL LANE
BINGHAM

Edge of Town
Industrial Zone
Total Gross floor area: 2440 sqm
Survey date: SATURDAY *16/07/16* *Survey Type: MANUAL*

2 **SM-01-C-01** **LIDL** **SOMERSET**
SEAWARD WAY
MINEHEAD

Edge of Town
No Sub Category
Total Gross floor area: 2247 sqm
Survey date: SATURDAY *24/06/17* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MM-01-C-01	Undertaken During Covid Pandemic
NR-01-C-03	Undertaken During Covid Pandemic
TV-01-C-01	Undertaken During Covid Pandemic

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
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	2	2344	0.277	2	2344	0.021	2	2344	0.298
08:00 - 09:00	2	2344	1.899	2	2344	1.344	2	2344	3.243
09:00 - 10:00	2	2344	3.840	2	2344	2.752	2	2344	6.592
10:00 - 11:00	2	2344	4.523	2	2344	4.203	2	2344	8.726
11:00 - 12:00	**2**	**2344**	**6.102**	2	2344	5.846	**2**	**2344**	**11.948**
12:00 - 13:00	2	2344	5.462	**2**	**2344**	**6.209**	2	2344	11.671
13:00 - 14:00	2	2344	4.523	2	2344	4.374	2	2344	8.897
14:00 - 15:00	2	2344	4.694	2	2344	4.374	2	2344	9.068
15:00 - 16:00	2	2344	4.587	2	2344	5.057	2	2344	9.644
16:00 - 17:00	2	2344	4.907	2	2344	5.035	2	2344	9.942
17:00 - 18:00	2	2344	4.587	2	2344	4.694	2	2344	9.281
18:00 - 19:00	2	2344	2.582	2	2344	3.222	2	2344	5.804
19:00 - 20:00	2	2344	1.835	2	2344	2.347	2	2344	4.182
20:00 - 21:00	2	2344	0.725	2	2344	0.896	2	2344	1.621
21:00 - 22:00	2	2344	0.384	2	2344	0.597	2	2344	0.981
22:00 - 23:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
23:00 - 24:00									
Total Rates:			50.927			50.971			101.898

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:	2247 - 2440 (units: sqm)
Survey date date range:	01/01/13 - 23/09/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
08:00 - 09:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
09:00 - 10:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
10:00 - 11:00	2	2344	0.021	2	2344	0.021	2	2344	0.042
11:00 - 12:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
12:00 - 13:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
13:00 - 14:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
14:00 - 15:00	2	2344	0.021	2	2344	0.000	2	2344	0.021
15:00 - 16:00	2	2344	0.000	2	2344	0.021	2	2344	0.021
16:00 - 17:00	**2**	**2344**	**0.043**	**2**	**2344**	**0.043**	**2**	**2344**	**0.086**
17:00 - 18:00	2	2344	0.021	2	2344	0.021	2	2344	0.042
18:00 - 19:00	2	2344	0.021	2	2344	0.021	2	2344	0.042
19:00 - 20:00	2	2344	0.043	2	2344	0.043	2	2344	0.086
20:00 - 21:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
21:00 - 22:00	2	2344	0.021	2	2344	0.021	2	2344	0.042
22:00 - 23:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
23:00 - 24:00									
Total Rates:			0.191			0.191			0.382

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2344	0.000	**2**	**2344**	**0.021**	2	2344	0.021
08:00 - 09:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
09:00 - 10:00	2	2344	0.021	2	2344	0.021	2	2344	0.042
10:00 - 11:00	2	2344	0.021	2	2344	0.000	2	2344	0.021
11:00 - 12:00	2	2344	0.000	2	2344	0.021	2	2344	0.021
12:00 - 13:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
13:00 - 14:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
14:00 - 15:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
15:00 - 16:00	**2**	**2344**	**0.043**	2	2344	0.021	**2**	**2344**	**0.064**
16:00 - 17:00	2	2344	0.000	2	2344	0.021	2	2344	0.021
17:00 - 18:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
18:00 - 19:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
19:00 - 20:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
20:00 - 21:00	2	2344	0.021	2	2344	0.000	2	2344	0.021
21:00 - 22:00	2	2344	0.000	2	2344	0.021	2	2344	0.021
22:00 - 23:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
23:00 - 24:00									
Total Rates:			0.106			0.126			0.232

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
08:00 - 09:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
09:00 - 10:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
10:00 - 11:00	2	2344	0.085	2	2344	0.064	2	2344	0.149
11:00 - 12:00	2	2344	0.064	2	2344	0.064	2	2344	0.128
12:00 - 13:00	2	2344	0.064	2	2344	0.021	2	2344	0.085
13:00 - 14:00	2	2344	0.085	**2**	**2344**	**0.128**	2	2344	0.213
14:00 - 15:00	2	2344	0.064	2	2344	0.085	2	2344	0.149
15:00 - 16:00	2	2344	0.043	2	2344	0.043	2	2344	0.086
16:00 - 17:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
17:00 - 18:00	2	2344	0.043	2	2344	0.043	2	2344	0.086
18:00 - 19:00	2	2344	0.021	2	2344	0.021	2	2344	0.042
19:00 - 20:00	**2**	**2344**	**0.107**	2	2344	0.085	2	2344	0.192
20:00 - 21:00	2	2344	0.107	2	2344	0.107	**2**	**2344**	**0.214**
21:00 - 22:00	2	2344	0.021	2	2344	0.000	2	2344	0.021
22:00 - 23:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
23:00 - 24:00									
Total Rates:			0.704			0.661			1.365

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2344	0.256	2	2344	0.000	2	2344	0.256
08:00 - 09:00	2	2344	1.856	2	2344	1.301	2	2344	3.157
09:00 - 10:00	2	2344	3.712	2	2344	2.646	2	2344	6.358
10:00 - 11:00	2	2344	4.395	2	2344	4.118	2	2344	8.513
11:00 - 12:00	**2**	**2344**	**5.867**	2	2344	5.611	**2**	**2344**	**11.478**
12:00 - 13:00	2	2344	5.291	**2**	**2344**	**6.017**	2	2344	11.308
13:00 - 14:00	2	2344	4.288	2	2344	4.203	2	2344	8.491
14:00 - 15:00	2	2344	4.544	2	2344	4.310	2	2344	8.854
15:00 - 16:00	2	2344	4.395	2	2344	4.843	2	2344	9.238
16:00 - 17:00	2	2344	4.672	2	2344	4.779	2	2344	9.451
17:00 - 18:00	2	2344	4.352	2	2344	4.459	2	2344	8.811
18:00 - 19:00	2	2344	2.432	2	2344	3.008	2	2344	5.440
19:00 - 20:00	2	2344	1.750	2	2344	2.198	2	2344	3.948
20:00 - 21:00	2	2344	0.640	2	2344	0.853	2	2344	1.493
21:00 - 22:00	2	2344	0.299	2	2344	0.469	2	2344	0.768
22:00 - 23:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
23:00 - 24:00									
Total Rates:			48.749			48.815			97.564

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
LGVS
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	2	2344	0.021	2	2344	0.000	2	2344	0.021
08:00 - 09:00	2	2344	0.021	2	2344	0.021	2	2344	0.042
09:00 - 10:00	2	2344	0.107	2	2344	0.085	2	2344	0.192
10:00 - 11:00	2	2344	0.085	2	2344	0.064	2	2344	0.149
11:00 - 12:00	**2**	**2344**	**0.213**	**2**	**2344**	**0.192**	**2**	**2344**	**0.405**
12:00 - 13:00	2	2344	0.128	2	2344	0.149	2	2344	0.277
13:00 - 14:00	2	2344	0.192	2	2344	0.149	2	2344	0.341
14:00 - 15:00	2	2344	0.107	2	2344	0.064	2	2344	0.171
15:00 - 16:00	2	2344	0.128	2	2344	0.128	2	2344	0.256
16:00 - 17:00	2	2344	0.192	2	2344	0.192	2	2344	0.384
17:00 - 18:00	2	2344	0.171	2	2344	0.149	2	2344	0.320
18:00 - 19:00	2	2344	0.128	2	2344	0.192	2	2344	0.320
19:00 - 20:00	2	2344	0.043	2	2344	0.107	2	2344	0.150
20:00 - 21:00	2	2344	0.043	2	2344	0.043	2	2344	0.086
21:00 - 22:00	2	2344	0.064	2	2344	0.064	2	2344	0.128
22:00 - 23:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
23:00 - 24:00									
Total Rates:			1.643			1.599			3.242

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
08:00 - 09:00	2	2344	0.021	2	2344	0.021	2	2344	0.042
09:00 - 10:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
10:00 - 11:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
11:00 - 12:00	2	2344	0.021	2	2344	0.021	2	2344	0.042
12:00 - 13:00	**2**	**2344**	**0.043**	2	2344	0.043	2	2344	0.086
13:00 - 14:00	2	2344	0.043	2	2344	0.021	2	2344	0.064
14:00 - 15:00	2	2344	0.021	2	2344	0.000	2	2344	0.021
15:00 - 16:00	2	2344	0.021	2	2344	0.043	2	2344	0.064
16:00 - 17:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
17:00 - 18:00	2	2344	0.043	**2**	**2344**	**0.064**	**2**	**2344**	**0.107**
18:00 - 19:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
19:00 - 20:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
20:00 - 21:00	2	2344	0.021	2	2344	0.000	2	2344	0.021
21:00 - 22:00	2	2344	0.000	2	2344	0.021	2	2344	0.021
22:00 - 23:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
23:00 - 24:00									
Total Rates:			0.234			0.234			0.468

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

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

Calculation Reference: AUDIT-751101-220307-0301

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : J - DRIVE THROUGH COFFEE SHOP
TOTAL VEHICLES

Selected regions and areas:

04	**EAST ANGLIA**		
	SF	SUFFOLK	1 days
05	**EAST MIDLANDS**		
	NR	NORTHAMPTONSHIRE	1 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	1 days
	WO	WORCESTERSHIRE	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: 200 to 305 (units: sqm)
Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 01/05/21

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

Selected survey days:

Tuesday	1 days
Friday	3 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	1
Retail Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

Not Known	4 days

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

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	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	4 days

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

PTAL Rating:

No PTAL Present	4 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 **HE-06-J-01** **STARBUCKS** **HEREFORDSHIRE**
LEDBURY ROAD
ROSS-ON-WYE

Edge of Town
Retail Zone
Total Gross floor area: 305 sqm
Survey date: TUESDAY *24/11/20* *Survey Type: MANUAL*

2 **NR-06-J-01** **STARBUCKS** **NORTHAMPTONSHIRE**
CORBY ROAD
CORBY
WELDON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 236 sqm
Survey date: FRIDAY *23/10/20* *Survey Type: MANUAL*

3 **SF-06-J-01** **COSTA COFFEE** **SUFFOLK**
THORNEY WAY
STOWMARKET

Edge of Town
No Sub Category
Total Gross floor area: 200 sqm
Survey date: FRIDAY *25/09/20* *Survey Type: MANUAL*

4 **WO-06-J-01** **STARBUCKS** **WORCESTERSHIRE**
STOURPORT ROAD
KIDDERMINSTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 240 sqm
Survey date: FRIDAY *09/10/20* *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 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
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	218	0.459	2	218	0.000	2	218	0.459
06:00 - 07:00	3	247	2.969	3	247	2.159	3	247	5.128
07:00 - 08:00	4	245	11.825	4	245	10.601	4	245	22.426
08:00 - 09:00	4	245	14.985	4	245	13.558	4	245	28.543
09:00 - 10:00	**4**	**245**	**16.718**	4	245	15.189	**4**	**245**	**31.907**
10:00 - 11:00	4	245	13.965	4	245	14.271	4	245	28.236
11:00 - 12:00	4	245	12.946	4	245	12.844	4	245	25.790
12:00 - 13:00	4	245	14.067	4	245	13.761	4	245	27.828
13:00 - 14:00	4	245	15.494	**4**	**245**	**16.106**	4	245	31.600
14:00 - 15:00	4	245	11.213	4	245	12.538	4	245	23.751
15:00 - 16:00	4	245	12.029	4	245	10.601	4	245	22.630
16:00 - 17:00	4	245	11.519	4	245	12.946	4	245	24.465
17:00 - 18:00	4	245	8.869	4	245	10.194	4	245	19.063
18:00 - 19:00	4	245	5.199	4	245	6.422	4	245	11.621
19:00 - 20:00	3	247	3.644	3	247	3.509	3	247	7.153
20:00 - 21:00	3	247	0.945	3	247	1.889	3	247	2.834
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			156.846			156.588			313.434

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:	200 - 305 (units: sqm)
Survey date date range:	01/01/13 - 01/05/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
TAXIS
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	218	0.000	2	218	0.000	2	218	0.000
06:00 - 07:00	3	247	0.000	3	247	0.000	3	247	0.000
07:00 - 08:00	**4**	**245**	**0.102**	**4**	**245**	**0.102**	**4**	**245**	**0.204**
08:00 - 09:00	4	245	0.000	4	245	0.000	4	245	0.000
09:00 - 10:00	4	245	0.102	4	245	0.000	4	245	0.102
10:00 - 11:00	4	245	0.000	4	245	0.102	4	245	0.102
11:00 - 12:00	4	245	0.000	4	245	0.000	4	245	0.000
12:00 - 13:00	4	245	0.102	4	245	0.102	4	245	0.204
13:00 - 14:00	4	245	0.102	4	245	0.102	4	245	0.204
14:00 - 15:00	4	245	0.000	4	245	0.000	4	245	0.000
15:00 - 16:00	4	245	0.102	4	245	0.102	4	245	0.204
16:00 - 17:00	4	245	0.102	4	245	0.102	4	245	0.204
17:00 - 18:00	4	245	0.000	4	245	0.000	4	245	0.000
18:00 - 19:00	4	245	0.000	4	245	0.000	4	245	0.000
19:00 - 20:00	3	247	0.000	3	247	0.000	3	247	0.000
20:00 - 21:00	3	247	0.000	3	247	0.000	3	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.612			0.612			1.224

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	218	0.000	2	218	0.000	2	218	0.000
06:00 - 07:00	3	247	0.135	3	247	0.000	3	247	0.135
07:00 - 08:00	4	245	0.204	**4**	**245**	**0.306**	**4**	**245**	**0.510**
08:00 - 09:00	4	245	0.000	4	245	0.000	4	245	0.000
09:00 - 10:00	**4**	**245**	**0.306**	4	245	0.204	4	245	0.510
10:00 - 11:00	4	245	0.000	4	245	0.102	4	245	0.102
11:00 - 12:00	4	245	0.000	4	245	0.000	4	245	0.000
12:00 - 13:00	4	245	0.000	4	245	0.000	4	245	0.000
13:00 - 14:00	4	245	0.000	4	245	0.000	4	245	0.000
14:00 - 15:00	4	245	0.000	4	245	0.000	4	245	0.000
15:00 - 16:00	4	245	0.000	4	245	0.000	4	245	0.000
16:00 - 17:00	4	245	0.000	4	245	0.000	4	245	0.000
17:00 - 18:00	4	245	0.204	4	245	0.204	4	245	0.408
18:00 - 19:00	4	245	0.000	4	245	0.000	4	245	0.000
19:00 - 20:00	3	247	0.000	3	247	0.000	3	247	0.000
20:00 - 21:00	3	247	0.000	3	247	0.000	3	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.849			0.816			1.665

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

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	218	0.000	2	218	0.000	2	218	0.000
06:00 - 07:00	3	247	0.135	3	247	0.000	3	247	0.135
07:00 - 08:00	4	245	0.102	4	245	0.000	4	245	0.102
08:00 - 09:00	4	245	0.000	4	245	0.000	4	245	0.000
09:00 - 10:00	4	245	0.000	4	245	0.000	4	245	0.000
10:00 - 11:00	4	245	0.000	4	245	0.000	4	245	0.000
11:00 - 12:00	4	245	0.000	4	245	0.000	4	245	0.000
12:00 - 13:00	4	245	0.000	4	245	0.102	4	245	0.102
13:00 - 14:00	4	245	0.000	4	245	0.000	4	245	0.000
14:00 - 15:00	**4**	**245**	**0.204**	**4**	**245**	**0.204**	**4**	**245**	**0.408**
15:00 - 16:00	4	245	0.000	4	245	0.102	4	245	0.102
16:00 - 17:00	4	245	0.000	4	245	0.000	4	245	0.000
17:00 - 18:00	4	245	0.000	4	245	0.000	4	245	0.000
18:00 - 19:00	4	245	0.000	4	245	0.000	4	245	0.000
19:00 - 20:00	3	247	0.000	3	247	0.000	3	247	0.000
20:00 - 21:00	3	247	0.000	3	247	0.000	3	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.441			0.408			0.849

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
CARS
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	218	0.459	2	218	0.000	2	218	0.459
06:00 - 07:00	3	247	2.294	3	247	1.619	3	247	3.913
07:00 - 08:00	4	245	9.174	4	245	8.359	4	245	17.533
08:00 - 09:00	4	245	12.334	4	245	11.009	4	245	23.343
09:00 - 10:00	**4**	**245**	**14.373**	4	245	13.150	4	245	27.523
10:00 - 11:00	4	245	11.723	4	245	11.417	4	245	23.140
11:00 - 12:00	4	245	11.825	4	245	11.825	4	245	23.650
12:00 - 13:00	4	245	12.232	4	245	12.232	4	245	24.464
13:00 - 14:00	4	245	14.067	**4**	**245**	**14.781**	**4**	**245**	**28.848**
14:00 - 15:00	4	245	10.194	4	245	11.315	4	245	21.509
15:00 - 16:00	4	245	10.296	4	245	9.174	4	245	19.470
16:00 - 17:00	4	245	10.398	4	245	11.417	4	245	21.815
17:00 - 18:00	4	245	8.053	4	245	8.970	4	245	17.023
18:00 - 19:00	4	245	4.689	4	245	5.810	4	245	10.499
19:00 - 20:00	3	247	3.509	3	247	3.374	3	247	6.883
20:00 - 21:00	3	247	0.810	3	247	1.754	3	247	2.564
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			136.430			136.206			272.636

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

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
LGVS
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	218	0.000	2	218	0.000	2	218	0.000
06:00 - 07:00	3	247	0.540	3	247	0.540	3	247	1.080
07:00 - 08:00	4	245	2.243	4	245	1.835	4	245	4.078
08:00 - 09:00	**4**	**245**	**2.650**	**4**	**245**	**2.446**	**4**	**245**	**5.096**
09:00 - 10:00	4	245	1.631	4	245	1.733	4	245	3.364
10:00 - 11:00	4	245	2.039	4	245	2.243	4	245	4.282
11:00 - 12:00	4	245	1.019	4	245	1.019	4	245	2.038
12:00 - 13:00	4	245	1.733	4	245	1.325	4	245	3.058
13:00 - 14:00	4	245	1.121	4	245	1.223	4	245	2.344
14:00 - 15:00	4	245	1.019	4	245	1.019	4	245	2.038
15:00 - 16:00	4	245	1.529	4	245	1.325	4	245	2.854
16:00 - 17:00	4	245	1.019	4	245	1.325	4	245	2.344
17:00 - 18:00	4	245	0.612	4	245	1.019	4	245	1.631
18:00 - 19:00	4	245	0.510	4	245	0.612	4	245	1.122
19:00 - 20:00	3	247	0.135	3	247	0.135	3	247	0.270
20:00 - 21:00	3	247	0.135	3	247	0.135	3	247	0.270
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.935			17.934			35.869

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MOTOR CYCLES
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	218	0.000	2	218	0.000	2	218	0.000
06:00 - 07:00	3	247	0.000	3	247	0.000	3	247	0.000
07:00 - 08:00	4	245	0.102	4	245	0.000	4	245	0.102
08:00 - 09:00	4	245	0.000	4	245	0.102	4	245	0.102
09:00 - 10:00	**4**	**245**	**0.306**	4	245	0.102	4	245	0.408
10:00 - 11:00	4	245	0.204	**4**	**245**	**0.408**	**4**	**245**	**0.612**
11:00 - 12:00	4	245	0.102	4	245	0.000	4	245	0.102
12:00 - 13:00	4	245	0.000	4	245	0.102	4	245	0.102
13:00 - 14:00	4	245	0.204	4	245	0.000	4	245	0.204
14:00 - 15:00	4	245	0.000	4	245	0.204	4	245	0.204
15:00 - 16:00	4	245	0.102	4	245	0.000	4	245	0.102
16:00 - 17:00	4	245	0.000	4	245	0.102	4	245	0.102
17:00 - 18:00	4	245	0.000	4	245	0.000	4	245	0.000
18:00 - 19:00	4	245	0.000	4	245	0.000	4	245	0.000
19:00 - 20:00	3	247	0.000	3	247	0.000	3	247	0.000
20:00 - 21:00	3	247	0.000	3	247	0.000	3	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.020			1.020			2.040

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

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

Calculation Reference: AUDIT-751101-220307-0331

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : J - DRIVE THROUGH COFFEE SHOP
TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	1 days
03	**SOUTH WEST**		
	GS	GLOUCESTERSHIRE	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:	210 to 213 (units: sqm)
Range Selected by User:	125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 01/05/21

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

Selected survey days:

Saturday	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2

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

Selected Location Sub Categories:

Retail Zone	1
Out of Town	1

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

Secondary Filtering selection:

Use Class:

Not Known	2 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

125,001 to 250,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

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 **BD-06-J-01** **COSTA COFFEE** **BEDFORDSHIRE**
RILEY WAY
BEDFORD
KEMPSTON
Edge of Town
Retail Zone
Total Gross floor area: 213 sqm
Survey date: SATURDAY *17/10/20* *Survey Type: MANUAL*

2 **GS-06-J-01** **COSTA COFFEE** **GLOUCESTERSHIRE**
B4008
GLOUCESTER
HARDWICKE
Edge of Town
Out of Town
Total Gross floor area: 210 sqm
Survey date: SATURDAY *24/04/21* *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 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
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	210	1.905	1	210	1.905	1	210	3.810
06:00 - 07:00	2	212	1.891	2	212	1.891	2	212	3.782
07:00 - 08:00	2	212	12.293	2	212	10.165	2	212	22.458
08:00 - 09:00	2	212	16.548	2	212	16.785	2	212	33.333
09:00 - 10:00	2	212	21.277	2	212	18.440	2	212	39.717
10:00 - 11:00	**2**	**212**	**26.005**	**2**	**212**	**24.823**	**2**	**212**	**50.828**
11:00 - 12:00	2	212	22.931	2	212	22.695	2	212	45.626
12:00 - 13:00	2	212	20.567	2	212	20.804	2	212	41.371
13:00 - 14:00	2	212	16.312	2	212	17.967	2	212	34.279
14:00 - 15:00	2	212	14.421	2	212	16.076	2	212	30.497
15:00 - 16:00	2	212	14.421	2	212	13.002	2	212	27.423
16:00 - 17:00	2	212	14.657	2	212	14.421	2	212	29.078
17:00 - 18:00	2	212	7.801	2	212	8.983	2	212	16.784
18:00 - 19:00	2	212	5.201	2	212	7.801	2	212	13.002
19:00 - 20:00	2	212	2.364	2	212	3.073	2	212	5.437
20:00 - 21:00	1	213	0.469	1	213	0.469	1	213	0.938
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			199.063			199.300			398.363

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

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

Parameter summary

Trip rate parameter range selected:	210 - 213 (units: sqm)
Survey date date range:	01/01/13 - 01/05/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
TAXIS
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	210	0.000	1	210	0.000	1	210	0.000
06:00 - 07:00	2	212	0.000	2	212	0.000	2	212	0.000
07:00 - 08:00	2	212	0.000	2	212	0.000	2	212	0.000
08:00 - 09:00	2	212	0.000	2	212	0.000	2	212	0.000
09:00 - 10:00	2	212	0.000	2	212	0.000	2	212	0.000
10:00 - 11:00	**2**	**212**	**0.236**	2	212	0.000	**2**	**212**	**0.236**
11:00 - 12:00	2	212	0.000	**2**	**212**	**0.236**	2	212	0.236
12:00 - 13:00	2	212	0.000	2	212	0.000	2	212	0.000
13:00 - 14:00	2	212	0.000	2	212	0.000	2	212	0.000
14:00 - 15:00	2	212	0.000	2	212	0.000	2	212	0.000
15:00 - 16:00	2	212	0.000	2	212	0.000	2	212	0.000
16:00 - 17:00	2	212	0.000	2	212	0.000	2	212	0.000
17:00 - 18:00	2	212	0.000	2	212	0.000	2	212	0.000
18:00 - 19:00	2	212	0.000	2	212	0.000	2	212	0.000
19:00 - 20:00	2	212	0.000	2	212	0.000	2	212	0.000
20:00 - 21:00	1	213	0.000	1	213	0.000	1	213	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.236			0.236			0.472

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	210	0.000	1	210	0.000	1	210	0.000
06:00 - 07:00	2	212	0.000	2	212	0.000	2	212	0.000
07:00 - 08:00	2	212	0.000	2	212	0.000	2	212	0.000
08:00 - 09:00	2	212	0.000	2	212	0.000	2	212	0.000
09:00 - 10:00	2	212	0.000	2	212	0.000	2	212	0.000
10:00 - 11:00	2	212	0.000	2	212	0.000	2	212	0.000
11:00 - 12:00	**2**	**212**	**0.473**	2	212	0.000	2	212	0.473
12:00 - 13:00	2	212	0.236	2	212	0.236	2	212	0.472
13:00 - 14:00	2	212	0.000	2	212	0.000	2	212	0.000
14:00 - 15:00	2	212	0.236	2	212	0.236	2	212	0.472
15:00 - 16:00	2	212	0.000	2	212	0.000	2	212	0.000
16:00 - 17:00	2	212	0.000	2	212	0.000	2	212	0.000
17:00 - 18:00	2	212	0.000	2	212	0.000	2	212	0.000
18:00 - 19:00	2	212	0.000	2	212	0.000	2	212	0.000
19:00 - 20:00	2	212	0.236	2	212	0.236	2	212	0.472
20:00 - 21:00	1	213	0.000	**1**	**213**	**0.939**	**1**	**213**	**0.939**
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.181			1.647			2.828

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

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
CARS
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	210	1.905	1	210	1.905	1	210	3.810
06:00 - 07:00	2	212	1.655	2	212	1.655	2	212	3.310
07:00 - 08:00	2	212	9.693	2	212	8.038	2	212	17.731
08:00 - 09:00	2	212	14.184	2	212	14.184	2	212	28.368
09:00 - 10:00	2	212	19.149	2	212	16.785	2	212	35.934
10:00 - 11:00	**2**	**212**	**23.641**	**2**	**212**	**22.695**	**2**	**212**	**46.336**
11:00 - 12:00	2	212	21.749	2	212	21.040	2	212	42.789
12:00 - 13:00	2	212	19.858	2	212	20.095	2	212	39.953
13:00 - 14:00	2	212	16.312	2	212	17.730	2	212	34.042
14:00 - 15:00	2	212	14.184	2	212	15.603	2	212	29.787
15:00 - 16:00	2	212	13.948	2	212	12.766	2	212	26.714
16:00 - 17:00	2	212	13.948	2	212	13.712	2	212	27.660
17:00 - 18:00	2	212	6.856	2	212	7.801	2	212	14.657
18:00 - 19:00	2	212	4.492	2	212	7.329	2	212	11.821
19:00 - 20:00	2	212	2.128	2	212	2.600	2	212	4.728
20:00 - 21:00	1	213	0.469	1	213	0.469	1	213	0.938
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			184.171			184.407			368.578

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

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
LGVS
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	210	0.000	1	210	0.000	1	210	0.000
06:00 - 07:00	2	212	0.236	2	212	0.236	2	212	0.472
07:00 - 08:00	**2**	**212**	**2.600**	2	212	2.128	2	212	4.728
08:00 - 09:00	2	212	2.364	**2**	**212**	**2.600**	**2**	**212**	**4.964**
09:00 - 10:00	2	212	2.128	2	212	1.655	2	212	3.783
10:00 - 11:00	2	212	2.128	2	212	2.128	2	212	4.256
11:00 - 12:00	2	212	1.182	2	212	1.418	2	212	2.600
12:00 - 13:00	2	212	0.709	2	212	0.709	2	212	1.418
13:00 - 14:00	2	212	0.000	2	212	0.236	2	212	0.236
14:00 - 15:00	2	212	0.236	2	212	0.473	2	212	0.709
15:00 - 16:00	2	212	0.473	2	212	0.236	2	212	0.709
16:00 - 17:00	2	212	0.709	2	212	0.709	2	212	1.418
17:00 - 18:00	2	212	0.946	2	212	1.182	2	212	2.128
18:00 - 19:00	2	212	0.709	2	212	0.473	2	212	1.182
19:00 - 20:00	2	212	0.236	2	212	0.473	2	212	0.709
20:00 - 21:00	1	213	0.000	1	213	0.000	1	213	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.656			14.656			29.312

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

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

Calculation Reference: AUDIT-751101-220211-0256

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	**SOUTH EAST**		
	BU	BUCKINGHAMSHIRE	1 days
03	**SOUTH WEST**		
	GS	GLOUCESTERSHIRE	1 days
	WL	WILTSHIRE	1 days
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	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:	1300 to 5500 (units: sqm)
Range Selected by User:	720 to 17624 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 23/04/21

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	1
Out of Town	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C1	4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	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
50,001 to 75,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	4 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 **BU-06-A-02** **HOLIDAY INN** **BUCKINGHAMSHIRE**
NEW ROAD
AYLESBURY
WESTON TURVILLE
Edge of Town
Out of Town
Total Gross floor area: 4675 sqm
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

2 **GS-06-A-02** **PREMIER INN** **GLOUCESTERSHIRE**
GLOUCESTER ROAD
CHELTENHAM SPA
SAINT MARKS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 2393 sqm
Survey date: THURSDAY *28/11/13* *Survey Type: MANUAL*

3 **WK-06-A-01** **HOLIDAY INN EXPRESS** **WARWICKSHIRE**
STRATFORD ROAD
WARWICK
LONGBRIDGE
Edge of Town
Out of Town
Total Gross floor area: 5500 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

4 **WL-06-A-03** **TRAVELODGE** **WILTSHIRE**
LAWRENCE HILL
WINCANTON

Edge of Town
No Sub Category
Total Gross floor area: 1300 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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
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	4	3467	0.245	**4**	**3467**	**0.865**	4	3467	1.110
08:00 - 09:00	4	3467	0.425	4	3467	0.858	4	3467	1.283
09:00 - 10:00	4	3467	0.541	4	3467	0.440	4	3467	0.981
10:00 - 11:00	4	3467	0.346	4	3467	0.310	4	3467	0.656
11:00 - 12:00	4	3467	0.216	4	3467	0.433	4	3467	0.649
12:00 - 13:00	4	3467	0.187	4	3467	0.274	4	3467	0.461
13:00 - 14:00	4	3467	0.303	4	3467	0.346	4	3467	0.649
14:00 - 15:00	4	3467	0.361	4	3467	0.288	4	3467	0.649
15:00 - 16:00	4	3467	0.389	4	3467	0.425	4	3467	0.814
16:00 - 17:00	4	3467	0.577	4	3467	0.339	4	3467	0.916
17:00 - 18:00	**4**	**3467**	**0.829**	4	3467	0.476	**4**	**3467**	**1.305**
18:00 - 19:00	4	3467	0.772	4	3467	0.433	4	3467	1.205
19:00 - 20:00	4	3467	0.620	4	3467	0.505	4	3467	1.125
20:00 - 21:00	4	3467	0.476	4	3467	0.288	4	3467	0.764
21:00 - 22:00	4	3467	0.368	4	3467	0.339	4	3467	0.707
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.655			6.619			13.274

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:	1300 - 5500 (units: sqm)
Survey date date range:	01/01/13 - 23/04/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	3467	0.014	4	3467	0.007	4	3467	0.021
08:00 - 09:00	**4**	**3467**	**0.072**	**4**	**3467**	**0.072**	**4**	**3467**	**0.144**
09:00 - 10:00	4	3467	0.014	4	3467	0.007	4	3467	0.021
10:00 - 11:00	4	3467	0.014	4	3467	0.007	4	3467	0.021
11:00 - 12:00	4	3467	0.000	4	3467	0.014	4	3467	0.014
12:00 - 13:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
13:00 - 14:00	4	3467	0.014	4	3467	0.014	4	3467	0.028
14:00 - 15:00	4	3467	0.014	4	3467	0.014	4	3467	0.028
15:00 - 16:00	4	3467	0.007	4	3467	0.007	4	3467	0.014
16:00 - 17:00	4	3467	0.007	4	3467	0.007	4	3467	0.014
17:00 - 18:00	4	3467	0.022	4	3467	0.022	4	3467	0.044
18:00 - 19:00	4	3467	0.043	4	3467	0.043	4	3467	0.086
19:00 - 20:00	4	3467	0.022	4	3467	0.022	4	3467	0.044
20:00 - 21:00	4	3467	0.029	4	3467	0.029	4	3467	0.058
21:00 - 22:00	4	3467	0.043	4	3467	0.036	4	3467	0.079
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.315			0.301			0.616

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
OGVS
Calculation factor: 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	4	3467	0.007	4	3467	0.007	4	3467	0.014
08:00 - 09:00	4	3467	0.007	4	3467	0.007	4	3467	0.014
09:00 - 10:00	4	3467	0.000	4	3467	0.007	4	3467	0.007
10:00 - 11:00	4	3467	0.007	4	3467	0.000	4	3467	0.007
11:00 - 12:00	**4**	**3467**	**0.014**	4	3467	0.007	**4**	**3467**	**0.021**
12:00 - 13:00	4	3467	0.007	**4**	**3467**	**0.014**	4	3467	0.021
13:00 - 14:00	4	3467	0.007	4	3467	0.014	4	3467	0.021
14:00 - 15:00	4	3467	0.007	4	3467	0.007	4	3467	0.014
15:00 - 16:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
16:00 - 17:00	4	3467	0.007	4	3467	0.007	4	3467	0.014
17:00 - 18:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
18:00 - 19:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
19:00 - 20:00	4	3467	0.007	4	3467	0.007	4	3467	0.014
20:00 - 21:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
21:00 - 22:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.077			0.147

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	3467	0.014	4	3467	0.014	4	3467	0.028
08:00 - 09:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
09:00 - 10:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
10:00 - 11:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
11:00 - 12:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
12:00 - 13:00	4	3467	0.014	4	3467	0.000	4	3467	0.014
13:00 - 14:00	4	3467	0.000	4	3467	0.014	4	3467	0.014
14:00 - 15:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
15:00 - 16:00	4	3467	0.007	4	3467	0.000	4	3467	0.007
16:00 - 17:00	4	3467	0.014	4	3467	0.014	4	3467	0.028
17:00 - 18:00	4	3467	0.000	4	3467	0.007	4	3467	0.007
18:00 - 19:00	**4**	**3467**	**0.022**	4	3467	0.000	4	3467	0.022
19:00 - 20:00	4	3467	0.007	**4**	**3467**	**0.022**	**4**	**3467**	**0.029**
20:00 - 21:00	4	3467	0.007	4	3467	0.014	4	3467	0.021
21:00 - 22:00	4	3467	0.007	4	3467	0.007	4	3467	0.014
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.092			0.184

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

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

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

CYCLISTS

Calculation factor: 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	4	3467	0.007	4	3467	0.000	4	3467	0.007
08:00 - 09:00	**4**	**3467**	**0.022**	4	3467	0.000	4	3467	0.022
09:00 - 10:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
10:00 - 11:00	4	3467	0.007	4	3467	0.007	4	3467	0.014
11:00 - 12:00	4	3467	0.000	4	3467	0.007	4	3467	0.007
12:00 - 13:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
13:00 - 14:00	4	3467	0.000	4	3467	0.014	4	3467	0.014
14:00 - 15:00	4	3467	0.000	**4**	**3467**	**0.036**	**4**	**3467**	**0.036**
15:00 - 16:00	4	3467	0.000	4	3467	0.014	4	3467	0.014
16:00 - 17:00	4	3467	0.014	4	3467	0.000	4	3467	0.014
17:00 - 18:00	4	3467	0.007	4	3467	0.007	4	3467	0.014
18:00 - 19:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
19:00 - 20:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
20:00 - 21:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
21:00 - 22:00	4	3467	0.007	4	3467	0.000	4	3467	0.007
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.085			0.149

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
CARS
Calculation factor: 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	4	3467	0.195	4	3467	0.699	4	3467	0.894
08:00 - 09:00	4	3467	0.310	**4**	**3467**	**0.736**	4	3467	1.046
09:00 - 10:00	4	3467	0.505	4	3467	0.389	4	3467	0.894
10:00 - 11:00	4	3467	0.288	4	3467	0.281	4	3467	0.569
11:00 - 12:00	4	3467	0.173	4	3467	0.382	4	3467	0.555
12:00 - 13:00	4	3467	0.130	4	3467	0.224	4	3467	0.354
13:00 - 14:00	4	3467	0.260	4	3467	0.274	4	3467	0.534
14:00 - 15:00	4	3467	0.303	4	3467	0.245	4	3467	0.548
15:00 - 16:00	4	3467	0.346	4	3467	0.389	4	3467	0.735
16:00 - 17:00	4	3467	0.483	4	3467	0.281	4	3467	0.764
17:00 - 18:00	**4**	**3467**	**0.678**	4	3467	0.397	**4**	**3467**	**1.075**
18:00 - 19:00	4	3467	0.656	4	3467	0.339	4	3467	0.995
19:00 - 20:00	4	3467	0.519	4	3467	0.389	4	3467	0.908
20:00 - 21:00	4	3467	0.375	4	3467	0.224	4	3467	0.599
21:00 - 22:00	4	3467	0.303	4	3467	0.281	4	3467	0.584
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.524			5.530			11.054

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
LGVS
Calculation factor: 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	4	3467	0.014	**4**	**3467**	**0.137**	4	3467	0.151
08:00 - 09:00	4	3467	0.036	4	3467	0.043	4	3467	0.079
09:00 - 10:00	4	3467	0.022	4	3467	0.036	4	3467	0.058
10:00 - 11:00	4	3467	0.036	4	3467	0.022	4	3467	0.058
11:00 - 12:00	4	3467	0.029	4	3467	0.029	4	3467	0.058
12:00 - 13:00	4	3467	0.036	4	3467	0.036	4	3467	0.072
13:00 - 14:00	4	3467	0.022	4	3467	0.029	4	3467	0.051
14:00 - 15:00	4	3467	0.029	4	3467	0.022	4	3467	0.051
15:00 - 16:00	4	3467	0.022	4	3467	0.022	4	3467	0.044
16:00 - 17:00	4	3467	0.065	4	3467	0.029	4	3467	0.094
17:00 - 18:00	**4**	**3467**	**0.123**	4	3467	0.050	**4**	**3467**	**0.173**
18:00 - 19:00	4	3467	0.050	4	3467	0.050	4	3467	0.100
19:00 - 20:00	4	3467	0.065	4	3467	0.065	4	3467	0.130
20:00 - 21:00	4	3467	0.065	4	3467	0.022	4	3467	0.087
21:00 - 22:00	4	3467	0.014	4	3467	0.014	4	3467	0.028
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.628			0.606			1.234

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

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

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

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
08:00 - 09:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
09:00 - 10:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
10:00 - 11:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
11:00 - 12:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
12:00 - 13:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
13:00 - 14:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
14:00 - 15:00	**4**	**3467**	**0.007**	4	3467	0.000	4	3467	0.007
15:00 - 16:00	4	3467	0.007	**4**	**3467**	**0.007**	**4**	**3467**	**0.014**
16:00 - 17:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
17:00 - 18:00	4	3467	0.007	4	3467	0.000	4	3467	0.007
18:00 - 19:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
19:00 - 20:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
20:00 - 21:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
21:00 - 22:00	4	3467	0.000	4	3467	0.000	4	3467	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.007			0.028

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

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

Calculation Reference: AUDIT-751101-220211-0237

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
05 EAST MIDLANDS
DS DERBYSHIRE 1 days

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

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: 13500 to 13500 (units: sqm)
Range Selected by User: 720 to 17624 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 23/04/21

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

Selected survey days:
Saturday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town 1

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

Selected Location Sub Categories:
Residential Zone 1

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

Secondary Filtering selection:

Use Class:
C1 1 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
1,001 to 5,000 1 days

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

Population within 5 miles:
125,001 to 250,000 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 1 days

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

Travel Plan:
No 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 **DS-06-A-03** **MENZIES HOTEL** **DERBYSHIRE**
ETWALL ROAD
DERBY
MICKLEOVER
Edge of Town
Residential Zone
Total Gross floor area: 13500 sqm
Survey date: SATURDAY *25/07/15* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
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	1	13500	0.207	1	13500	0.193	1	13500	0.400
08:00 - 09:00	1	13500	0.207	**1**	**13500**	**0.348**	**1**	**13500**	**0.555**
09:00 - 10:00	1	13500	0.200	1	13500	0.222	1	13500	0.422
10:00 - 11:00	1	13500	0.163	1	13500	0.133	1	13500	0.296
11:00 - 12:00	1	13500	0.156	1	13500	0.244	1	13500	0.400
12:00 - 13:00	1	13500	0.148	1	13500	0.133	1	13500	0.281
13:00 - 14:00	1	13500	0.170	1	13500	0.089	1	13500	0.259
14:00 - 15:00	1	13500	0.119	1	13500	0.200	1	13500	0.319
15:00 - 16:00	1	13500	0.163	1	13500	0.185	1	13500	0.348
16:00 - 17:00	1	13500	0.193	1	13500	0.259	1	13500	0.452
17:00 - 18:00	1	13500	0.185	1	13500	0.111	1	13500	0.296
18:00 - 19:00	**1**	**13500**	**0.259**	1	13500	0.185	1	13500	0.444
19:00 - 20:00	1	13500	0.252	1	13500	0.163	1	13500	0.415
20:00 - 21:00	1	13500	0.111	1	13500	0.207	1	13500	0.318
21:00 - 22:00	1	13500	0.067	1	13500	0.111	1	13500	0.178
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.600			2.783			5.383

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:	13500 - 13500 (units: sqm)
Survey date date range:	01/01/13 - 23/04/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
08:00 - 09:00	**1**	**13500**	**0.015**	**1**	**13500**	**0.015**	**1**	**13500**	**0.030**
09:00 - 10:00	1	13500	0.015	1	13500	0.015	1	13500	0.030
10:00 - 11:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
11:00 - 12:00	1	13500	0.015	1	13500	0.007	1	13500	0.022
12:00 - 13:00	1	13500	0.000	1	13500	0.007	1	13500	0.007
13:00 - 14:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
14:00 - 15:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
15:00 - 16:00	1	13500	0.007	1	13500	0.007	1	13500	0.014
16:00 - 17:00	1	13500	0.007	1	13500	0.007	1	13500	0.014
17:00 - 18:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
18:00 - 19:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
19:00 - 20:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
20:00 - 21:00	1	13500	0.007	1	13500	0.007	1	13500	0.014
21:00 - 22:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.065			0.131

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
OGVS
Calculation factor: 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	1	13500	0.000	1	13500	0.000	1	13500	0.000
08:00 - 09:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
09:00 - 10:00	**1**	**13500**	**0.007**	1	13500	0.000	1	13500	0.007
10:00 - 11:00	1	13500	0.007	**1**	**13500**	**0.007**	**1**	**13500**	**0.014**
11:00 - 12:00	1	13500	0.000	1	13500	0.007	1	13500	0.007
12:00 - 13:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
13:00 - 14:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
14:00 - 15:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
15:00 - 16:00	1	13500	0.007	1	13500	0.007	1	13500	0.014
16:00 - 17:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
17:00 - 18:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
18:00 - 19:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
19:00 - 20:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
20:00 - 21:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
21:00 - 22:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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

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

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
08:00 - 09:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
09:00 - 10:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
10:00 - 11:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
11:00 - 12:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
12:00 - 13:00	1	13500	0.000	**1**	**13500**	**0.007**	**1**	**13500**	**0.007**
13:00 - 14:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
14:00 - 15:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
15:00 - 16:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
16:00 - 17:00	**1**	**13500**	**0.007**	1	13500	0.000	1	13500	0.007
17:00 - 18:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
18:00 - 19:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
19:00 - 20:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
20:00 - 21:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
21:00 - 22:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
CARS
Calculation factor: 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	1	13500	0.200	1	13500	0.178	1	13500	0.378
08:00 - 09:00	1	13500	0.178	**1**	**13500**	**0.326**	**1**	**13500**	**0.504**
09:00 - 10:00	1	13500	0.170	1	13500	0.170	1	13500	0.340
10:00 - 11:00	1	13500	0.133	1	13500	0.111	1	13500	0.244
11:00 - 12:00	1	13500	0.119	1	13500	0.207	1	13500	0.326
12:00 - 13:00	1	13500	0.148	1	13500	0.126	1	13500	0.274
13:00 - 14:00	1	13500	0.170	1	13500	0.081	1	13500	0.251
14:00 - 15:00	1	13500	0.111	1	13500	0.193	1	13500	0.304
15:00 - 16:00	1	13500	0.141	1	13500	0.170	1	13500	0.311
16:00 - 17:00	1	13500	0.178	1	13500	0.237	1	13500	0.415
17:00 - 18:00	1	13500	0.163	1	13500	0.089	1	13500	0.252
18:00 - 19:00	**1**	**13500**	**0.244**	1	13500	0.178	1	13500	0.422
19:00 - 20:00	1	13500	0.244	1	13500	0.163	1	13500	0.407
20:00 - 21:00	1	13500	0.104	1	13500	0.193	1	13500	0.297
21:00 - 22:00	1	13500	0.067	1	13500	0.104	1	13500	0.171
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.370			2.526			4.896

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
LGVS
Calculation factor: 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	1	13500	0.007	1	13500	0.015	1	13500	0.022
08:00 - 09:00	1	13500	0.015	1	13500	0.007	1	13500	0.022
09:00 - 10:00	1	13500	0.007	**1**	**13500**	**0.037**	**1**	**13500**	**0.044**
10:00 - 11:00	**1**	**13500**	**0.022**	1	13500	0.015	1	13500	0.037
11:00 - 12:00	1	13500	0.022	1	13500	0.022	1	13500	0.044
12:00 - 13:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
13:00 - 14:00	1	13500	0.000	1	13500	0.007	1	13500	0.007
14:00 - 15:00	1	13500	0.007	1	13500	0.007	1	13500	0.014
15:00 - 16:00	1	13500	0.007	1	13500	0.000	1	13500	0.007
16:00 - 17:00	1	13500	0.000	1	13500	0.007	1	13500	0.007
17:00 - 18:00	1	13500	0.022	1	13500	0.015	1	13500	0.037
18:00 - 19:00	1	13500	0.015	1	13500	0.007	1	13500	0.022
19:00 - 20:00	1	13500	0.007	1	13500	0.000	1	13500	0.007
20:00 - 21:00	1	13500	0.000	1	13500	0.007	1	13500	0.007
21:00 - 22:00	1	13500	0.000	1	13500	0.007	1	13500	0.007
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.131			0.153			0.284

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

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

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

MOTOR CYCLES

Calculation factor: 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	1	13500	0.000	1	13500	0.000	1	13500	0.000
08:00 - 09:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
09:00 - 10:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
10:00 - 11:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
11:00 - 12:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
12:00 - 13:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
13:00 - 14:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
14:00 - 15:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
15:00 - 16:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
16:00 - 17:00	**1**	**13500**	**0.007**	**1**	**13500**	**0.007**	**1**	**13500**	**0.014**
17:00 - 18:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
18:00 - 19:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
19:00 - 20:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
20:00 - 21:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
21:00 - 22:00	1	13500	0.000	1	13500	0.000	1	13500	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

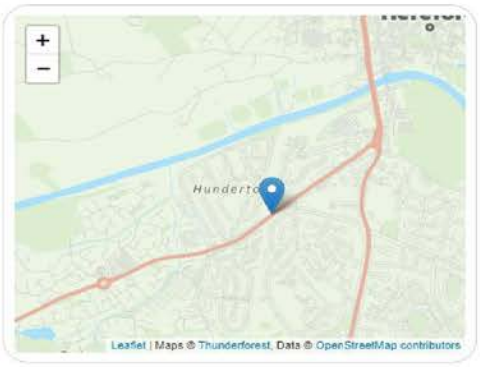
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

APPENDIX C

Hereford ATC Flows

Hereford ATC Site 000000001415-HC15 - V Camera: 2021 Neutral Month Average Flow Summary



000000001415 - HC15 - V Camera
Description: Belmont Road between Walnut Tree Avenue and the railway bridge
Coordinates: 52.04487, -2.72809

ALL VEHICLES

NORTHBOUND

	Annual Average		Apr, May, Jun, Sep, Oct Average	
	Weekday	Saturday	Weekday	Saturday
00:00	37	61	41	74
01:00	18	37	19	42
02:00	14	27	15	32
03:00	16	22	18	25
04:00	35	29	40	32
05:00	97	63	110	72
06:00	229	128	256	144
07:00	535	248	565	272
08:00	697	429	711	477
09:00	660	604	690	653
10:00	694	795	712	851
11:00	767	890	790	938
12:00	847	981	862	1,023
13:00	850	932	854	977
14:00	894	914	889	941
15:00	1,015	873	1,030	908
16:00	1,091	885	1,100	948
17:00	1,116	865	1,158	958
18:00	854	755	943	837
19:00	620	584	708	663
20:00	450	417	515	486
21:00	301	298	352	349
22:00	219	234	252	274
23:00	109	139	124	166
24hr	12,164	11,208	12,749	12,141
12hr	10,641	9,754	11,007	10,446
Day Peak	17:00	12:00	17:00	12:00
Flow	1,116	981	1,158	1,023
AM Peak	11:00	11:00	11:00	11:00
Flow	767	890	790	938
PM Peak	17:00	12:00	17:00	12:00
Flow	1,116	981	1,158	1,023

SOUTHBOUND

	Annual Average		Apr, May, Jun, Sep, Oct Average	
	Weekday	Saturday	Weekday	Saturday
00:00	26	48	28	58
01:00	11	25	12	26
02:00	13	20	14	25
03:00	26	22	28	26
04:00	59	31	67	36
05:00	175	100	184	108
06:00	457	201	506	228
07:00	845	361	863	400
08:00	740	598	724	661
09:00	719	750	738	815
10:00	755	861	777	911
11:00	761	863	787	903
12:00	779	895	781	930
13:00	802	868	799	891
14:00	825	810	833	840
15:00	751	728	744	752
16:00	826	734	836	771
17:00	809	738	853	802
18:00	713	694	791	780
19:00	535	539	603	606
20:00	346	370	390	423
21:00	252	275	281	310
22:00	157	192	175	219
23:00	70	118	77	133
24hr	11,450	10,843	11,893	11,652
12hr	9,858	9,439	10,130	10,061
Day Peak	07:00	12:00	07:00	12:00
Flow	845	895	863	930
AM Peak	07:00	11:00	07:00	10:00
Flow	845	863	863	911
PM Peak	16:00	12:00	17:00	12:00
Flow	826	895	853	930

TWO-WAY

	Annual Average		Apr, May, Jun, Sep, Oct Average	
	Weekday	Saturday	Weekday	Saturday
00:00	63	110	68	132
01:00	29	62	31	68
02:00	26	47	30	56
03:00	41	44	46	50
04:00	95	60	107	68
05:00	271	163	293	179
06:00	686	328	763	372
07:00	1,380	609	1,428	672
08:00	1,437	1,028	1,436	1,138
09:00	1,379	1,354	1,428	1,468
10:00	1,448	1,656	1,488	1,762
11:00	1,528	1,753	1,577	1,841
12:00	1,627	1,877	1,643	1,954
13:00	1,652	1,799	1,654	1,868
14:00	1,719	1,724	1,723	1,781
15:00	1,766	1,602	1,774	1,660
16:00	1,917	1,619	1,936	1,719
17:00	1,925	1,603	2,012	1,760
18:00	1,566	1,449	1,734	1,617
19:00	1,156	1,123	1,307	1,269
20:00	796	788	905	909
21:00	553	573	633	658
22:00	376	426	427	493
23:00	180	257	201	300
24hr	23,614	22,051	24,642	23,793
12hr	20,499	19,194	21,138	20,507
Day Peak	17:00	12:00	17:00	12:00
Flow	1,925	1,877	2,012	1,954
AM Peak	11:00	11:00	11:00	11:00
Flow	1,528	1,753	1,577	1,841
PM Peak	17:00	12:00	17:00	12:00
Flow	1,925	1,877	2,012	1,954

HEAVIES

NORTHBOUND

	Annual Average		Apr, May, Jun, Sep, Oct Average	
	Weekday	Saturday	Weekday	Saturday
00:00	0	0	0	0
01:00	0	0	0	0
02:00	0	0	0	0
03:00	0	0	0	0
04:00	1	0	2	1
05:00	4	2	5	3
06:00	11	3	13	3
07:00	26	8	30	10
08:00	35	15	34	16
09:00	35	12	36	13
10:00	35	12	36	13
11:00	32	11	34	13
12:00	31	10	33	11
13:00	32	9	33	10
14:00	34	9	37	10
15:00	28	8	28	9
16:00	21	7	24	9
17:00	14	6	19	8
18:00	8	3	12	4
19:00	3	1	5	1
20:00	3	1	4	1
21:00	2	0	2	0
22:00	0	0	1	0
23:00	0	0	0	0
24hr	353	118	387	134
12hr	333	111	360	127
Day Peak	10:00	08:00	14:00	08:00
Flow	35	15	37	16
AM Peak	10:00	08:00	10:00	08:00
Flow	35	15	36	16
PM Peak	14:00	12:00	14:00	12:00
Flow	34	10	37	11

SOUTHBOUND

	Annual Average		Apr, May, Jun, Sep, Oct Average	
	Weekday	Saturday	Weekday	Saturday
00:00	0	0	0	0
01:00	0	0	0	0
02:00	0	0	0	0
03:00	0	0	0	0
04:00	0	0	0	0
05:00	2	2	4	2
06:00	9	4	11	5
07:00	21	8	25	10
08:00	32	19	33	20
09:00	37	21	40	23
10:00	31	17	33	18
11:00	29	16	32	17
12:00	28	15	29	16
13:00	30	17	31	16
14:00	27	13	27	14
15:00	27	11	28	11
16:00	22	10	26	12
17:00	14	8	19	10
18:00	13	7	20	10
19:00	6	4	9	5
20:00	2	1	4	2
21:00	1	0	1	1
22:00	0	0	0	0
23:00	0	0	0	0
24hr	331	172	370	193
12hr	317	164	351	184
Day Peak	09:00	09:00	09:00	09:00
Flow	37	21	40	23
AM Peak	09:00	09:00	09:00	09:00
Flow	37	21	40	23
PM Peak	13:00	13:00	13:00	13:00
Flow	30	17	31	16

TWO-WAY

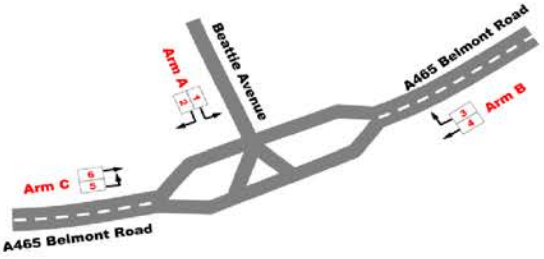
	Annual Average		Apr, May, Jun, Sep, Oct Average	
	Weekday	Saturday	Weekday	Saturday
00:00	0	0	0	0
01:00	0	0	0	0
02:00	0	0	0	0
03:00	0	0	0	0
04:00	1	0	2	1
05:00	6	4	9	5
06:00	19	7	24	8
07:00	47	16	54	20
08:00	67	33	67	36
09:00	71	33	76	36
10:00	66	29	70	31
11:00	61	28	66	30
12:00	59	25	62	26
13:00	62	26	63	27
14:00	61	22	64	23
15:00	55	19	56	21
16:00	43	17	50	21
17:00	28	14	39	18
18:00	21	11	32	14
19:00	9	5	13	7
20:00	5	2	7	3
21:00	2	1	3	1
22:00	0	0	1	0
23:00	0	0	0	0
24hr	685	289	758	328
12hr	651	275	712	311
Day Peak	09:00	08:00	09:00	09:00
Flow	71	33	76	36
AM Peak	09:00	08:00	09:00	09:00
Flow	71	33	76	36
PM Peak	13:00	13:00	14:00	13:00
Flow	62	26	64	27

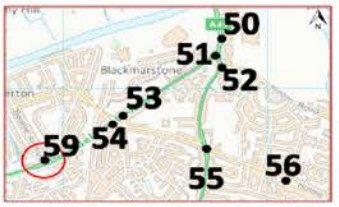
APPENDIX D

Hereford MCC Summary

Hereford MCC Surveys from 'Hereford Transport Model - Report of Highway Surveys (Sep 2017)' report

MCC SITE 59
Belmont Road / Beattie Avenue





Period	ARM A Movement 1	2	Total From	To
AM Peak	42	127	169	155
Inter Peak	152	237	389	378
PM Peak	102	157	259	271

Period	ARM B Movement 3	4	Total From	To
AM Peak	75	1915	1990	2091
Inter Peak	182	4676	5058	4954
PM Peak	132	3109	3241	2677

Period	ARM C Movement 5	6	Total From	To
AM Peak	80	2049	2129	2042
Inter Peak	196	4802	4998	5113
PM Peak	139	2575	2714	3266

Total HGV Movements*

ARM	%HGV
A	3.8%
B	3.5%
C	3.5%

REV	DATE	DESCRIPTION	BY	CHKD	APPD

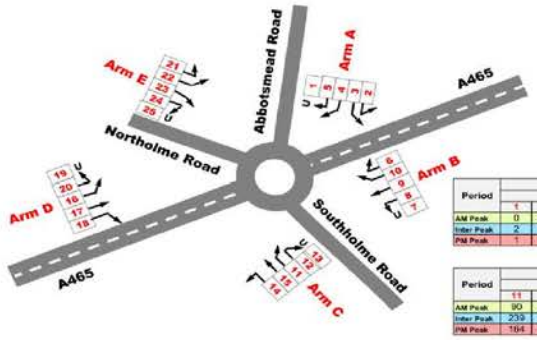
NOTES:
* Total HGV movements represents the total proportion of HGV movements from each arm over the 12-hour survey period

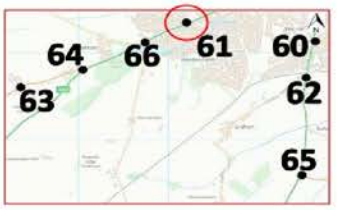
PROJECT: Hereford Relief Road - Report of Surveys
FIGURE NUMBER: Figure 4-59
FIGURE TITLE: MCC SITE 59 Summary

WSP | PARSONS BRINCKERHOFF

DATE: 18/11/2016
SCALE: NTS
DRAWN BY: GS
CHECKED: DL
APPROVED: MH

MCC SITE 61
Newton Brook Roundabout





Period	ARM A Movement 1	2	3	4	5	Total From	To
AM Peak	0	379	116	302	26	827	674
Inter Peak	2	1023	313	799	106	2234	2238
PM Peak	1	543	203	436	56	1239	1382

Period	ARM B Movement 6	7	8	9	10	Total From	To
AM Peak	348	2	178	1190	54	1772	1819
Inter Peak	1301	5	555	2091	245	4209	4193
PM Peak	804	4	448	1144	291	2689	2364

Period	ARM C Movement 11	12	13	14	15	Total From	To
AM Peak	90	260	1	262	24	637	494
Inter Peak	239	706	1	196	75	1217	1107
PM Peak	164	418	1	136	50	769	911

Period	ARM D Movement 16	17	18	19	20	Total From	To
AM Peak	208	984	169	2	31	1385	1915
Inter Peak	605	2243	377	4	97	3126	3186
PM Peak	361	1300	217	2	116	1996	1794

Period	ARM E Movement 21	22	23	24	25	Total From	To
AM Peak	36	194	37	153	0	420	139
Inter Peak	91	216	58	105	2	472	525
PM Peak	52	99	44	76	1	272	514

Total HGV Movements*

ARM	%HGV
A	1.6%
B	5.1%
C	0.3%
D	6.6%
E	1.2%

REV	DATE	DESCRIPTION	BY	CHKD	APPD

NOTES:
* Total HGV movements represents the total proportion of HGV movements from each arm over the 12-hour survey period

PROJECT: Hereford Relief Road - Report of Surveys
FIGURE NUMBER: Figure 4-61
FIGURE TITLE: MCC SITE 61 Summary

WSP | PARSONS BRINCKERHOFF

DATE: 18/11/2016
SCALE: NTS
DRAWN BY: GS
CHECKED: DL
APPROVED: MH

Note - Surveys summaries as per those contained at Appendix B1 of the Hereford report

Calculated flows at Site Access (Average of movements identified in MCC 59 and MCC 61)

AM Peak

PM Peak

MCC 59 Flows

Movement	3Hr Period AM	PM	Divide by 3 AM	PM
Arm C Total TO -	2,042	3,266	681	1089
Arm C Total FROM -	2,129	2,714	710	905

MCC 61 Flows

Movement	3Hr Period AM	PM	Divide by 3 AM	PM
Arm B Total TO -	1,819	2,364	606	788
Arm B Total FROM -	1,772	2,689	591	896

APPENDIX E

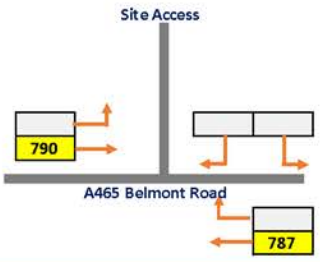
Network Flow Diagrams

21-00767 - Three Counties Hotel, Lidl
2021 Hereford ATC and 2018 Hereford MCC Surveys Comparison

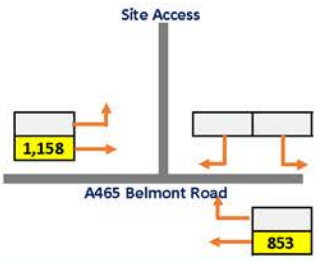
CORUN Transport and Highway Engineering

Hereford ATC Average 2021 Neutral Month Flow

Weekday AM Peak (0800 - 0900)



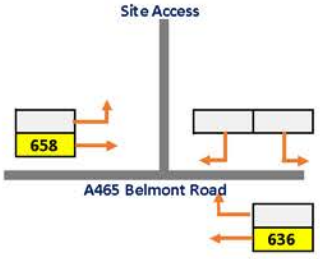
Weekday PM Peak (1700 - 1800)



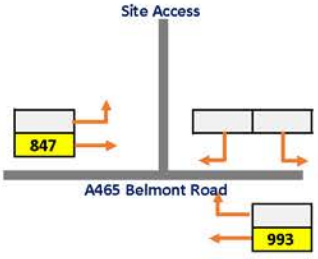
XX - All Vehicles

2016 Hereford MCC Flows *

Weekday AM Peak (0800 - 0900)



Weekday PM Peak (1700 - 1800)

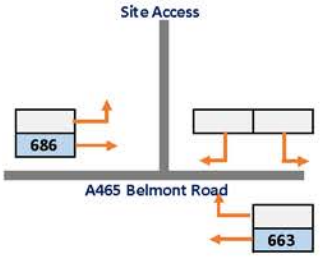


XX - All Vehicles

* Note - Calculated from average of movements from Hereford MCC surveys undertaken at Tesco roundabout junction (west of site) and Beattie Avenue junction (east of site). MCC surveys identified 3-hour peak period flows, and have therefore been divided by 3 to represent peak hour flows)

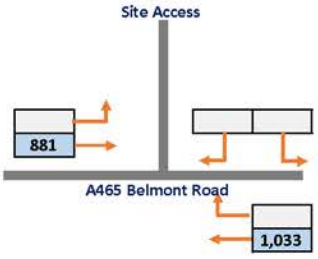
2016 Hereford MCC Flows, Growthed to 2021

Weekday AM Peak (0800 - 0900)



2016 to 2021 Growth Factor*
1.0424

Weekday PM Peak (1700 - 1800)



2016 to 2021 Growth Factor*
1.0398

XX - All Vehicles

* Note - Growth factors for 'Hereford' TEMPRO area, and represent that for 'Principal' roads

2016 ATC and Growthed 2021 MCC Flow Differences

Weekday AM Peak (0800 - 0900)

Total Difference = +228 14.5%

Weekday PM Peak (1700 - 1800)

Total Difference = +98 4.9%

+XX - Hereford ATC flow HIGHER than 2016 MCC Calculated

-XX - Hereford ATC flow LOWER than 2016 MCC Calculated

xx% - Percentage difference in flow

21-00767 - Three Counties Hotel, Lidl
Site Access Junction, 2023 Assessment Year Flows (Including 5% Linked Trip Reduction)

CORUN Transport and Highway Engineering

Weekday AM Peak (1100 - 1200)

	IN	OUT
Proposed Site Movements -	122	124
Lidl -	*101*	*104*
Coffee Drive-Thru -	*21*	*21*

2021 ATC Flows:		All	HGV
	Northbound -	790	34
	Southbound -	787	32

ATC Proportions:		
	Northbound -	0.50
	Southbound -	0.50

Weekday PM Peak (1700 - 1800)

	IN	OUT
Proposed Site Movements -	105	105
Lidl -	*91*	*89*
Coffee Drive-Thru -	*14*	*16*

2021 ATC Flows:		All	HGV
	Northbound -	1,158	19
	Southbound -	853	19

ATC Proportions:		
	Northbound -	0.58
	Southbound -	0.42

Saturday Peak (1200 - 1300)

	IN	OUT
Proposed Site Movements -	156	173
Lidl -	*123*	*140*
Coffee Drive-Thru -	*33*	*33*

2021 ATC Flows:		All	HGV
	Northbound -	1,023	11
	Southbound -	930	16

ATC Proportions:		
	Northbound -	0.52
	Southbound -	0.48

2023 Forecast Year Flows

2021 to 2023 Growth Factors (Applied to A465 Flows)

Weekday AM Peak Hour -	1.0153
Weekday PM Peak Hour -	1.0151
Saturday Peak Hour -	1.0167

XX - All Vehicles (Site Movements)
XX - All Vehicles (A465 Straight-On Movements)
xx% - % HGV

5% Reduction to A465 Flows

Weekday AM Peak (0800 - 0900)

A465 Flow Reduction - 5%

Weekday PM Peak (1700 - 1800)

Saturday Peak (1200 - 1300)

XX - All Vehicles (Site Movements)
XX - All Vehicles (A465 Straight-On Movements)
xx% - % HGV

10% Reduction to A465 Flows

Weekday AM Peak (0800 - 0900)

A465 Flow Reduction - 10%

Weekday PM Peak (1700 - 1800)

Saturday Peak (1200 - 1300)

XX - All Vehicles (Site Movements)
XX - All Vehicles (A465 Straight-On Movements)
xx% - % HGV

21-00767 - Three Counties Hotel, Lidl
Site Access Junction, 2028 Assessment Year Flows (Including 5% Linked Trip Reduction)

CORUN Transport and Highway Engineering

Weekday AM Peak (1100 - 1200)

	IN	OUT
Proposed Site Movements -	122	124
Lidl -	*101*	*104*
Coffee Drive-Thru -	*21*	*21*

with Linked Trip Reduction

		All	HGV
2021 ATC Flows:	Northbound -	790	34
	Southbound -	787	32

ATC Proportions:	Northbound -	0.50
	Southbound -	0.50

Weekday PM Peak (1700 - 1800)

	IN	OUT
Proposed Site Movements -	105	105
Lidl -	*91*	*89*
Coffee Drive-Thru -	*14*	*16*

with Linked Trip Reduction

		All	HGV
2021 ATC Flows:	Northbound -	1,158	19
	Southbound -	853	19

ATC Proportions:	Northbound -	0.58
	Southbound -	0.42

Saturday Peak (1200 - 1300)

	IN	OUT
Proposed Site Movements -	156	173
Lidl -	*123*	*140*
Coffee Drive-Thru -	*33*	*33*

with Linked Trip Reduction

		All	HGV
2021 ATC Flows:	Northbound -	1,023	11
	Southbound -	930	16

ATC Proportions:	Northbound -	0.52
	Southbound -	0.48

2028 Forecast Year Flows

2021 to 2028 Growth Factors (Applied to A465 Flows)

Weekday AM Peak Hour -	1.0515
Weekday PM Peak Hour -	1.0507
Saturday Peak Hour -	1.0563

XX - All Vehicles (Site Movements)
XX - All Vehicles (A465 Straight-On Movements)
xx% - % HGV

5% Reduction to A465 Flows

Weekday AM Peak (0800 - 0900)

A465 Flow Reduction - 5%

Weekday PM Peak (1700 - 1800)

Saturday Peak (1200 - 1300)

XX - All Vehicles (Site Movements)
XX - All Vehicles (A465 Straight-On Movements)
xx% - % HGV

10% Reduction to A465 Flows

Weekday AM Peak (0800 - 0900)

A465 Flow Reduction - 10%

Weekday PM Peak (1700 - 1800)

Saturday Peak (1200 - 1300)

XX - All Vehicles (Site Movements)
XX - All Vehicles (A465 Straight-On Movements)
xx% - % HGV

APPENDIX F

PICADY Model Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: Proposed Site Access Model For TA - Linked trips only.j9
Path: C:\OneDrive\22-00767 - Lidl, Three Counties, Hereford\Capacity Analysis\PICADY
Report generation date: 08/03/2022 12:14:16

Summary of junction performance

	AM					PM					Saturday				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Forecast Year														
Stream B-C	D1	0.2	10.91	0.17	B	D2	0.3	16.54	0.24	C	D3	0.5	19.04	0.35	C
Stream B-A		0.7	35.52	0.40	E		1.6	128.41	0.66	F		7.1	282.42	1.03	F
Stream C-AB		0.2	9.29	0.15	A		0.2	11.81	0.14	B		0.3	11.69	0.21	B
	2028 Forecast Year														
Stream B-C	D4	0.2	11.31	0.18	B	D5	0.3	18.88	0.26	C	D6	0.5	19.91	0.36	C
Stream B-A		0.7	40.70	0.44	E		2.7	208.35	0.82	F		12.5	460.99	1.27	F
Stream C-AB		0.2	9.51	0.15	A		0.2	12.23	0.14	B		0.3	12.14	0.22	B
	2023 Forecast Year – 5% Reduction to A465 Flows														
Stream B-C	D7	0.2	10.48	0.17	B	D8	0.3	14.47	0.21	B	D9	0.5	17.49	0.33	C
Stream B-A		0.6	30.61	0.37	D		0.9	73.19	0.51	F		3.4	150.33	0.83	F
Stream C-AB		0.2	9.03	0.14	A		0.2	11.17	0.13	B		0.3	11.17	0.20	B
	2028 Forecast Year - 5% Reduction to A465 Flows														
Stream B-C	D10	0.2	10.78	0.17	B	D11	0.3	15.64	0.23	C	D12	0.5	18.79	0.34	C
Stream B-A		0.6	33.96	0.39	D		1.3	101.62	0.59	F		5.7	236.03	0.97	F
Stream C-AB		0.2	9.21	0.15	A		0.2	11.56	0.14	B		0.3	11.56	0.21	B
	2023 Forecast Year – 10% Reduction to A465 Flows														
Stream B-C	D13	0.2	9.75	0.16	A	D14	0.2	12.34	0.19	B	D15	0.4	14.03	0.28	B
Stream B-A		0.4	24.03	0.31	C		0.5	39.78	0.35	E		1.4	61.28	0.61	F
Stream C-AB		0.2	8.57	0.14	A		0.1	10.18	0.12	B		0.2	10.29	0.19	B
	2028 Forecast Year - 10% Reduction to A465 Flows														
Stream B-C	D16	0.2	9.97	0.16	A	D17	0.2	12.91	0.19	B	D18	0.4	14.95	0.29	B
Stream B-A		0.5	25.86	0.33	D		0.6	46.61	0.39	E		1.8	78.76	0.67	F
Stream C-AB		0.2	8.71	0.14	A		0.1	10.48	0.13	B		0.2	10.58	0.19	B

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	14/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LAPTOP-7PJKROJB\lloyd
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

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Forecast Year	AM	ONE HOUR	07:45	09:15	15
D2	2023 Forecast Year	PM	ONE HOUR	16:45	18:15	15
D3	2023 Forecast Year	Saturday	ONE HOUR	11:45	13:15	15
D4	2028 Forecast Year	AM	ONE HOUR	07:45	09:15	15
D5	2028 Forecast Year	PM	ONE HOUR	16:45	18:15	15
D6	2028 Forecast Year	Saturday	ONE HOUR	11:45	13:15	15
D7	2023 Forecast Year – 5% Reduction to A465 Flows	AM	ONE HOUR	07:45	09:15	15
D8	2023 Forecast Year – 5% Reduction to A465 Flows	PM	ONE HOUR	16:45	18:15	15
D9	2023 Forecast Year – 5% Reduction to A465 Flows	Saturday	ONE HOUR	11:45	13:15	15
D10	2028 Forecast Year - 5% Reduction to A465 Flows	AM	ONE HOUR	07:45	09:15	15
D11	2028 Forecast Year - 5% Reduction to A465 Flows	PM	ONE HOUR	16:45	18:15	15
D12	2028 Forecast Year - 5% Reduction to A465 Flows	Saturday	ONE HOUR	11:45	13:15	15
D13	2023 Forecast Year – 10% Reduction to A465 Flows	AM	ONE HOUR	07:45	09:15	15
D14	2023 Forecast Year – 10% Reduction to A465 Flows	PM	ONE HOUR	16:45	18:15	15
D15	2023 Forecast Year – 10% Reduction to A465 Flows	Saturday	ONE HOUR	11:45	13:15	15
D16	2028 Forecast Year - 10% Reduction to A465 Flows	AM	ONE HOUR	07:45	09:15	15
D17	2028 Forecast Year - 10% Reduction to A465 Flows	PM	ONE HOUR	16:45	18:15	15
D18	2028 Forecast Year - 10% Reduction to A465 Flows	Saturday	ONE HOUR	11:45	13:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Forecast Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A465 Belmont Road (Western Arm)		Major
B	Site Access		Minor
C	A465 Belmont Road (Eastern Arm)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.85		✓	3.30	89.6	✓	6.61

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.00	3.00	70	74

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	537	0.090	0.227	0.143	0.325
B-C	670	0.094	0.239	-	-
C-B	701	0.250	0.250	-	-

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)
D1	2023 Forecast Year	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	863	100.000
B		✓	124	100.000
C		✓	860	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	802
	B	62	0	62
	C	799	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.17	10.91	0.2	B
B-A	0.40	35.52	0.7	E
C-AB	0.15	9.29	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	495	0.094	46	0.1	8.017	A
B-A	47	286	0.163	46	0.2	15.010	C
C-AB	46	533	0.086	46	0.1	7.388	A
C-A	602			602			
A-B	46			46			
A-C	604			604			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	457	0.122	56	0.1	8.964	A
B-A	56	237	0.235	55	0.3	19.779	C
C-AB	55	500	0.110	55	0.1	8.085	A
C-A	718			718			
A-B	55			55			
A-C	721			721			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	399	0.171	68	0.2	10.865	B
B-A	68	169	0.403	67	0.6	34.684	D
C-AB	67	455	0.148	67	0.2	9.279	A
C-A	880			880			
A-B	67			67			
A-C	883			883			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	398	0.171	68	0.2	10.912	B
B-A	68	169	0.403	68	0.7	35.520	E
C-AB	67	455	0.148	67	0.2	9.288	A
C-A	880			880			
A-B	67			67			
A-C	883			883			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	456	0.122	56	0.1	9.005	A
B-A	56	237	0.235	57	0.3	20.179	C
C-AB	55	500	0.110	55	0.1	8.095	A
C-A	718			718			
A-B	55			55			
A-C	721			721			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	494	0.094	47	0.1	8.048	A
B-A	47	286	0.163	47	0.2	15.128	C
C-AB	46	533	0.086	46	0.1	7.403	A
C-A	602			602			
A-B	46			46			
A-C	604			604			

2023 Forecast Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.19	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)
D2	2023 Forecast Year	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1237	100.000
B		✓	106	100.000
C		✓	911	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	1176
	B	45	0	61
	C	866	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.24	16.54	0.3	C
B-A	0.66	128.41	1.6	F
C-AB	0.14	11.81	0.2	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	433	0.106	45	0.1	9.276	A
B-A	34	221	0.153	33	0.2	19.049	C
C-AB	34	464	0.073	34	0.1	8.360	A
C-A	652			652			
A-B	46			46			
A-C	885			885			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	381	0.144	55	0.2	11.010	B
B-A	40	160	0.253	40	0.3	29.783	D
C-AB	40	418	0.097	40	0.1	9.532	A
C-A	779			779			
A-B	55			55			
A-C	1057			1057			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	290	0.232	67	0.3	16.094	C
B-A	50	75	0.657	45	1.4	107.867	F
C-AB	50	354	0.140	49	0.2	11.796	B
C-A	953			953			
A-B	67			67			
A-C	1295			1295			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	285	0.236	67	0.3	16.539	C
B-A	50	75	0.657	49	1.6	128.415	F
C-AB	50	354	0.140	50	0.2	11.812	B
C-A	953			953			
A-B	67			67			
A-C	1295			1295			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	378	0.145	55	0.2	11.186	B
B-A	40	160	0.253	45	0.4	32.618	D
C-AB	40	418	0.097	41	0.1	9.549	A
C-A	779			779			
A-B	55			55			
A-C	1057			1057			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	432	0.106	46	0.1	9.327	A
B-A	34	221	0.153	35	0.2	19.338	C
C-AB	34	464	0.073	34	0.1	8.378	A
C-A	652			652			
A-B	46			46			
A-C	885			885			

2023 Forecast Year, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		10.99	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2023 Forecast Year	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1122	100.000
B		✓	173	100.000
C		✓	1020	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	82	1040
	B	82	0	91
	C	946	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.35	19.04	0.5	C
B-A	1.03	282.42	7.1	F
C-AB	0.21	11.69	0.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	444	0.154	68	0.2	9.560	A
B-A	62	230	0.269	60	0.4	21.085	C
C-AB	56	488	0.114	55	0.1	8.313	A
C-A	712			712			
A-B	62			62			
A-C	783			783			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	82	389	0.210	81	0.3	11.677	B
B-A	74	170	0.434	72	0.7	36.341	E
C-AB	67	447	0.149	66	0.2	9.463	A
C-A	850			850			
A-B	74			74			
A-C	935			935			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	289	0.346	99	0.5	18.847	C
B-A	90	87	1.033	74	4.8	185.701	F
C-AB	81	390	0.209	81	0.3	11.660	B
C-A	1042			1042			
A-B	90			90			
A-C	1145			1145			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	289	0.346	100	0.5	19.037	C
B-A	90	87	1.035	81	7.1	282.424	F
C-AB	81	390	0.209	81	0.3	11.685	B
C-A	1042			1042			
A-B	90			90			
A-C	1145			1145			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	82	372	0.220	83	0.3	12.484	B
B-A	74	170	0.434	99	0.8	64.598	F
C-AB	67	447	0.149	67	0.2	9.489	A
C-A	850			850			
A-B	74			74			
A-C	935			935			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	442	0.155	69	0.2	9.662	A
B-A	62	229	0.269	64	0.4	21.922	C
C-AB	56	488	0.114	56	0.1	8.337	A
C-A	712			712			
A-B	62			62			
A-C	783			783			

2028 Forecast Year, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2028 Forecast Year	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	892	100.000
B		✓	124	100.000
C		✓	889	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	831
	B	62	0	62
	C	828	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.18	11.31	0.2	B
B-A	0.44	40.70	0.7	E
C-AB	0.15	9.51	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	489	0.096	46	0.1	8.130	A
B-A	47	277	0.169	46	0.2	15.534	C
C-AB	46	526	0.087	46	0.1	7.486	A
C-A	623			623			
A-B	46			46			
A-C	626			626			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	449	0.124	56	0.1	9.145	A
B-A	56	226	0.246	55	0.3	20.993	C
C-AB	55	493	0.111	55	0.1	8.220	A
C-A	744			744			
A-B	55			55			
A-C	747			747			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	388	0.176	68	0.2	11.252	B
B-A	68	156	0.436	67	0.7	39.429	E
C-AB	67	446	0.151	67	0.2	9.497	A
C-A	912			912			
A-B	67			67			
A-C	915			915			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	386	0.177	68	0.2	11.312	B
B-A	68	156	0.437	68	0.7	40.701	E
C-AB	67	446	0.151	67	0.2	9.507	A
C-A	912			912			
A-B	67			67			
A-C	915			915			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	448	0.124	56	0.1	9.190	A
B-A	56	226	0.246	57	0.3	21.522	C
C-AB	55	493	0.111	55	0.1	8.230	A
C-A	744			744			
A-B	55			55			
A-C	747			747			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	488	0.096	47	0.1	8.162	A
B-A	47	277	0.169	47	0.2	15.719	C
C-AB	46	526	0.087	46	0.1	7.497	A
C-A	623			623			
A-B	46			46			
A-C	626			626			

2028 Forecast Year, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028 Forecast Year	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1278	100.000
B		✓	106	100.000
C		✓	941	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	1217
	B	45	0	61
	C	896	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.26	18.88	0.3	C
B-A	0.82	208.35	2.7	F
C-AB	0.14	12.23	0.2	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	426	0.108	45	0.1	9.456	A
B-A	34	211	0.160	33	0.2	20.107	C
C-AB	34	457	0.074	34	0.1	8.501	A
C-A	675			675			
A-B	46			46			
A-C	916			916			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	372	0.148	55	0.2	11.347	B
B-A	40	148	0.273	40	0.4	32.996	D
C-AB	40	409	0.099	40	0.1	9.752	A
C-A	805			805			
A-B	55			55			
A-C	1094			1094			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	268	0.251	67	0.3	17.850	C
B-A	50	61	0.815	42	2.1	161.921	F
C-AB	50	344	0.144	49	0.2	12.203	B
C-A	987			987			
A-B	67			67			
A-C	1340			1340			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	258	0.261	67	0.3	18.883	C
B-A	50	61	0.816	47	2.7	208.353	F
C-AB	50	344	0.144	50	0.2	12.230	B
C-A	987			987			
A-B	67			67			
A-C	1340			1340			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	365	0.150	56	0.2	11.660	B
B-A	40	148	0.273	50	0.4	39.524	E
C-AB	40	409	0.099	41	0.1	9.769	A
C-A	805			805			
A-B	55			55			
A-C	1094			1094			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	425	0.108	46	0.1	9.512	A
B-A	34	211	0.160	35	0.2	20.468	C
C-AB	34	457	0.074	34	0.1	8.518	A
C-A	675			675			
A-B	46			46			
A-C	916			916			

2028 Forecast Year, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		16.73	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)
D6	2028 Forecast Year	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1163	100.000
B		✓	173	100.000
C		✓	1057	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	82	1081
	B	82	0	91
	C	983	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.36	19.91	0.5	C
B-A	1.27	460.99	12.5	F
C-AB	0.22	12.14	0.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	435	0.157	68	0.2	9.783	A
B-A	62	219	0.282	60	0.4	22.495	C
C-AB	56	480	0.116	55	0.1	8.463	A
C-A	740			740			
A-B	62			62			
A-C	814			814			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	82	377	0.217	81	0.3	12.150	B
B-A	74	157	0.470	72	0.8	41.569	E
C-AB	67	437	0.152	66	0.2	9.702	A
C-A	884			884			
A-B	74			74			
A-C	972			972			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	281	0.357	99	0.5	19.692	C
B-A	90	71	1.264	64	7.3	289.256	F
C-AB	81	378	0.216	81	0.3	12.112	B
C-A	1082			1082			
A-B	90			90			
A-C	1190			1190			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	281	0.357	100	0.5	19.908	C
B-A	90	71	1.267	69	12.5	460.985	F
C-AB	81	378	0.216	81	0.3	12.140	B
C-A	1082			1082			
A-B	90			90			
A-C	1190			1190			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	82	344	0.238	83	0.3	13.813	B
B-A	74	157	0.470	119	1.0	143.264	F
C-AB	67	437	0.152	67	0.2	9.730	A
C-A	884			884			
A-B	74			74			
A-C	972			972			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	433	0.158	69	0.2	9.910	A
B-A	62	219	0.282	64	0.4	23.683	C
C-AB	56	480	0.116	56	0.1	8.493	A
C-A	740			740			
A-B	62			62			
A-C	814			814			

2023 Forecast Year – 5% Reduction to A465 Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.69	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)
D7	2023 Forecast Year – 5% Reduction to A465 Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	823	100.000
B		✓	124	100.000
C		✓	820	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	762
	B	62	0	62
	C	759	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.17	10.48	0.2	B
B-A	0.37	30.61	0.6	D
C-AB	0.14	9.03	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	503	0.093	46	0.1	7.883	A
B-A	47	297	0.157	46	0.2	14.303	B
C-AB	46	540	0.085	46	0.1	7.277	A
C-A	571			571			
A-B	46			46			
A-C	574			574			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	467	0.119	56	0.1	8.756	A
B-A	56	250	0.223	55	0.3	18.437	C
C-AB	55	509	0.108	55	0.1	7.927	A
C-A	682			682			
A-B	55			55			
A-C	685			685			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	413	0.165	68	0.2	10.442	B
B-A	68	186	0.368	67	0.6	30.089	D
C-AB	67	466	0.144	67	0.2	9.028	A
C-A	836			836			
A-B	67			67			
A-C	839			839			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	412	0.166	68	0.2	10.477	B
B-A	68	186	0.368	68	0.6	30.611	D
C-AB	67	466	0.144	67	0.2	9.035	A
C-A	836			836			
A-B	67			67			
A-C	839			839			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	466	0.120	56	0.1	8.789	A
B-A	56	250	0.223	57	0.3	18.727	C
C-AB	55	509	0.108	55	0.1	7.938	A
C-A	682			682			
A-B	55			55			
A-C	685			685			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	502	0.093	47	0.1	7.912	A
B-A	47	297	0.157	47	0.2	14.444	B
C-AB	46	540	0.085	46	0.1	7.292	A
C-A	571			571			
A-B	46			46			
A-C	574			574			

2023 Forecast Year – 5% Reduction to A465 Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.14	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)
D8	2023 Forecast Year – 5% Reduction to A465 Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1178	100.000
B		✓	106	100.000
C		✓	868	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	1117
	B	45	0	61
	C	823	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.21	14.47	0.3	B
B-A	0.51	73.19	0.9	F
C-AB	0.13	11.17	0.2	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	445	0.103	45	0.1	8.995	A
B-A	34	237	0.143	33	0.2	17.676	C
C-AB	34	476	0.071	34	0.1	8.135	A
C-A	620			620			
A-B	46			46			
A-C	841			841			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	397	0.138	55	0.2	10.509	B
B-A	40	179	0.227	40	0.3	25.884	D
C-AB	40	432	0.094	40	0.1	9.186	A
C-A	740			740			
A-B	55			55			
A-C	1004			1004			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	318	0.211	67	0.3	14.298	B
B-A	50	98	0.506	47	0.9	67.954	F
C-AB	50	372	0.133	49	0.2	11.156	B
C-A	906			906			
A-B	67			67			
A-C	1230			1230			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	316	0.213	67	0.3	14.475	B
B-A	50	98	0.506	49	0.9	73.189	F
C-AB	50	372	0.133	50	0.2	11.170	B
C-A	906			906			
A-B	67			67			
A-C	1230			1230			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	395	0.139	55	0.2	10.605	B
B-A	40	178	0.227	43	0.3	27.040	D
C-AB	40	432	0.094	41	0.1	9.198	A
C-A	740			740			
A-B	55			55			
A-C	1004			1004			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	445	0.103	46	0.1	9.038	A
B-A	34	237	0.143	34	0.2	17.836	C
C-AB	34	476	0.071	34	0.1	8.149	A
C-A	620			620			
A-B	46			46			
A-C	841			841			

2023 Forecast Year – 5% Reduction to A465 Flows, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		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 segment length (min)
D9	2023 Forecast Year – 5% Reduction to A465 Flows	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1070	100.000
B		✓	173	100.000
C		✓	973	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	82	988
	B	82	0	91
	C	899	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.33	17.49	0.5	C
B-A	0.83	150.33	3.4	F
C-AB	0.20	11.17	0.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	454	0.151	68	0.2	9.298	A
B-A	62	244	0.253	60	0.3	19.469	C
C-AB	56	498	0.112	55	0.1	8.127	A
C-A	677			677			
A-B	62			62			
A-C	744			744			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	82	404	0.203	82	0.3	11.154	B
B-A	74	187	0.394	73	0.6	31.128	D
C-AB	67	458	0.145	66	0.2	9.181	A
C-A	808			808			
A-B	74			74			
A-C	888			888			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	314	0.319	99	0.5	16.722	C
B-A	90	108	0.833	82	2.8	111.992	F
C-AB	81	404	0.202	81	0.2	11.146	B
C-A	990			990			
A-B	90			90			
A-C	1088			1088			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	306	0.328	100	0.5	17.492	C
B-A	90	108	0.834	88	3.4	150.334	F
C-AB	81	404	0.202	81	0.3	11.168	B
C-A	990			990			
A-B	90			90			
A-C	1088			1088			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	82	397	0.206	83	0.3	11.499	B
B-A	74	187	0.394	85	0.7	38.319	E
C-AB	67	458	0.145	67	0.2	9.205	A
C-A	808			808			
A-B	74			74			
A-C	888			888			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	453	0.151	69	0.2	9.381	A
B-A	62	244	0.253	63	0.3	20.058	C
C-AB	56	498	0.112	56	0.1	8.151	A
C-A	677			677			
A-B	62			62			
A-C	744			744			

2028 Forecast Year - 5% Reduction to A465 Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.77	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)
D10	2028 Forecast Year - 5% Reduction to A465 Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	850	100.000
B		✓	124	100.000
C		✓	848	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	789
	B	62	0	62
	C	787	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.17	10.78	0.2	B
B-A	0.39	33.96	0.6	D
C-AB	0.15	9.21	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	497	0.094	46	0.1	7.978	A
B-A	47	289	0.162	46	0.2	14.767	B
C-AB	46	535	0.086	46	0.1	7.356	A
C-A	592			592			
A-B	46			46			
A-C	594			594			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	460	0.121	56	0.1	8.903	A
B-A	56	241	0.232	55	0.3	19.375	C
C-AB	55	502	0.109	55	0.1	8.039	A
C-A	708			708			
A-B	55			55			
A-C	709			709			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	403	0.169	68	0.2	10.730	B
B-A	68	174	0.392	67	0.6	33.229	D
C-AB	67	458	0.147	67	0.2	9.205	A
C-A	867			867			
A-B	67			67			
A-C	869			869			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	402	0.170	68	0.2	10.781	B
B-A	68	174	0.392	68	0.6	33.956	D
C-AB	67	458	0.147	67	0.2	9.214	A
C-A	867			867			
A-B	67			67			
A-C	869			869			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	459	0.121	56	0.1	8.941	A
B-A	56	241	0.232	57	0.3	19.736	C
C-AB	55	502	0.109	55	0.1	8.051	A
C-A	708			708			
A-B	55			55			
A-C	709			709			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	497	0.094	47	0.1	8.007	A
B-A	47	289	0.162	47	0.2	14.925	B
C-AB	46	535	0.086	46	0.1	7.368	A
C-A	592			592			
A-B	46			46			
A-C	594			594			

2028 Forecast Year - 5% Reduction to A465 Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2028 Forecast Year - 5% Reduction to A465 Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1217	100.000
B		✓	106	100.000
C		✓	896	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	1156
	B	45	0	61
	C	851	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.23	15.64	0.3	C
B-A	0.59	101.62	1.3	F
C-AB	0.14	11.56	0.2	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	438	0.105	45	0.1	9.172	A
B-A	34	227	0.149	33	0.2	18.509	C
C-AB	34	468	0.072	34	0.1	8.273	A
C-A	641			641			
A-B	46			46			
A-C	870			870			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	387	0.142	55	0.2	10.816	B
B-A	40	167	0.243	40	0.3	28.252	D
C-AB	40	423	0.096	40	0.1	9.399	A
C-A	765			765			
A-B	55			55			
A-C	1039			1039			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	301	0.223	67	0.3	15.334	C
B-A	50	84	0.593	46	1.2	89.604	F
C-AB	50	361	0.137	49	0.2	11.547	B
C-A	937			937			
A-B	67			67			
A-C	1273			1273			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	297	0.226	67	0.3	15.640	C
B-A	50	83	0.593	49	1.3	101.617	F
C-AB	50	361	0.137	50	0.2	11.560	B
C-A	937			937			
A-B	67			67			
A-C	1273			1273			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	385	0.143	55	0.2	10.952	B
B-A	40	167	0.243	44	0.3	30.225	D
C-AB	40	423	0.096	41	0.1	9.415	A
C-A	765			765			
A-B	55			55			
A-C	1039			1039			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	437	0.105	46	0.1	9.214	A
B-A	34	227	0.149	34	0.2	18.769	C
C-AB	34	468	0.072	34	0.1	8.290	A
C-A	641			641			
A-B	46			46			
A-C	870			870			

2028 Forecast Year - 5% Reduction to A465 Flows, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		9.46	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)
D12	2028 Forecast Year - 5% Reduction to A465 Flows	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1109	100.000
B		✓	173	100.000
C		✓	1008	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	82	1027
	B	82	0	91
	C	934	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.34	18.79	0.5	C
B-A	0.97	236.03	5.7	F
C-AB	0.21	11.56	0.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	446	0.154	68	0.2	9.493	A
B-A	62	234	0.264	60	0.3	20.634	C
C-AB	56	490	0.114	55	0.1	8.265	A
C-A	703			703			
A-B	62			62			
A-C	773			773			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	82	393	0.208	81	0.3	11.541	B
B-A	74	174	0.423	72	0.7	34.817	D
C-AB	67	449	0.148	66	0.2	9.393	A
C-A	840			840			
A-B	74			74			
A-C	923			923			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	292	0.344	99	0.5	18.609	C
B-A	90	93	0.972	77	4.1	160.992	F
C-AB	81	393	0.207	81	0.3	11.531	B
C-A	1028			1028			
A-B	90			90			
A-C	1131			1131			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	292	0.344	100	0.5	18.791	C
B-A	90	93	0.973	84	5.7	236.026	F
C-AB	81	393	0.207	81	0.3	11.556	B
C-A	1028			1028			
A-B	90			90			
A-C	1131			1131			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	82	379	0.216	83	0.3	12.172	B
B-A	74	174	0.423	94	0.8	53.509	F
C-AB	67	449	0.148	67	0.2	9.417	A
C-A	840			840			
A-B	74			74			
A-C	923			923			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	445	0.154	69	0.2	9.590	A
B-A	62	233	0.265	63	0.4	21.391	C
C-AB	56	490	0.114	56	0.1	8.292	A
C-A	703			703			
A-B	62			62			
A-C	773			773			

2023 Forecast Year – 10% Reduction to A465 Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.56	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)
D13	2023 Forecast Year – 10% Reduction to A465 Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	747	100.000
B		✓	124	100.000
C		✓	744	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	686
	B	62	0	62
	C	683	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.16	9.75	0.2	A
B-A	0.31	24.03	0.4	C
C-AB	0.14	8.57	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	518	0.090	46	0.1	7.630	A
B-A	47	319	0.146	46	0.2	13.156	B
C-AB	46	555	0.083	46	0.1	7.064	A
C-A	514			514			
A-B	46			46			
A-C	516			516			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	485	0.115	56	0.1	8.374	A
B-A	56	277	0.202	55	0.2	16.255	C
C-AB	55	527	0.104	55	0.1	7.628	A
C-A	614			614			
A-B	55			55			
A-C	617			617			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	438	0.156	68	0.2	9.722	A
B-A	68	218	0.313	67	0.4	23.793	C
C-AB	67	487	0.138	67	0.2	8.560	A
C-A	752			752			
A-B	67			67			
A-C	755			755			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	438	0.156	68	0.2	9.745	A
B-A	68	218	0.313	68	0.4	24.027	C
C-AB	67	487	0.138	67	0.2	8.566	A
C-A	752			752			
A-B	67			67			
A-C	755			755			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	485	0.115	56	0.1	8.395	A
B-A	56	276	0.202	56	0.3	16.419	C
C-AB	55	527	0.104	55	0.1	7.639	A
C-A	614			614			
A-B	55			55			
A-C	617			617			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	517	0.090	47	0.1	7.656	A
B-A	47	319	0.146	47	0.2	13.261	B
C-AB	46	555	0.083	46	0.1	7.078	A
C-A	514			514			
A-B	46			46			
A-C	516			516			

2023 Forecast Year – 10% Reduction to A465 Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.51	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)
D14	2023 Forecast Year – 10% Reduction to A465 Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1066	100.000
B		✓	106	100.000
C		✓	785	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	1005
	B	45	0	61
	C	740	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.19	12.34	0.2	B
B-A	0.35	39.78	0.5	E
C-AB	0.12	10.18	0.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	467	0.098	45	0.1	8.535	A
B-A	34	266	0.128	33	0.1	15.465	C
C-AB	34	497	0.068	34	0.1	7.759	A
C-A	557			557			
A-B	46			46			
A-C	757			757			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	424	0.129	55	0.1	9.737	A
B-A	40	213	0.190	40	0.2	20.812	C
C-AB	40	458	0.088	40	0.1	8.623	A
C-A	665			665			
A-B	55			55			
A-C	903			903			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	360	0.187	67	0.2	12.282	B
B-A	50	140	0.354	48	0.5	38.888	E
C-AB	50	403	0.123	49	0.1	10.173	B
C-A	815			815			
A-B	67			67			
A-C	1107			1107			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	359	0.187	67	0.2	12.343	B
B-A	50	140	0.354	49	0.5	39.780	E
C-AB	50	403	0.123	50	0.1	10.181	B
C-A	815			815			
A-B	67			67			
A-C	1107			1107			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	423	0.130	55	0.2	9.783	A
B-A	40	213	0.190	42	0.2	21.181	C
C-AB	40	458	0.088	41	0.1	8.635	A
C-A	665			665			
A-B	55			55			
A-C	903			903			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	466	0.098	46	0.1	8.567	A
B-A	34	265	0.128	34	0.1	15.597	C
C-AB	34	497	0.068	34	0.1	7.773	A
C-A	557			557			
A-B	46			46			
A-C	757			757			

2023 Forecast Year – 10% Reduction to A465 Flows, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.45	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)
D15	2023 Forecast Year – 10% Reduction to A465 Flows	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	971	100.000
B		✓	173	100.000
C		✓	883	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	82	889
	B	82	0	91
	C	809	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.28	14.03	0.4	B
B-A	0.61	61.28	1.4	F
C-AB	0.19	10.29	0.2	B
C-A				
A-B				
A-C				

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	474	0.144	68	0.2	8.843	A
B-A	62	271	0.228	61	0.3	17.016	C
C-AB	56	517	0.108	55	0.1	7.797	A
C-A	609			609			
A-B	62			62			
A-C	669			669			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	82	430	0.190	82	0.2	10.315	B
B-A	74	219	0.336	73	0.5	24.460	C
C-AB	67	481	0.138	66	0.2	8.688	A
C-A	727			727			
A-B	74			74			
A-C	799			799			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	359	0.279	100	0.4	13.837	B
B-A	90	148	0.611	87	1.4	56.148	F
C-AB	81	431	0.189	81	0.2	10.274	B
C-A	891			891			
A-B	90			90			
A-C	979			979			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	357	0.281	100	0.4	14.034	B
B-A	90	148	0.611	90	1.4	61.280	F
C-AB	81	431	0.189	81	0.2	10.290	B
C-A	891			891			
A-B	90			90			
A-C	979			979			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	82	428	0.191	82	0.2	10.442	B
B-A	74	219	0.336	77	0.5	25.997	D
C-AB	67	481	0.138	67	0.2	8.702	A
C-A	727			727			
A-B	74			74			
A-C	799			799			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	473	0.145	69	0.2	8.907	A
B-A	62	271	0.228	63	0.3	17.363	C
C-AB	56	517	0.108	56	0.1	7.819	A
C-A	609			609			
A-B	62			62			
A-C	669			669			

2028 Forecast Year - 10% Reduction to A465 Flows, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.60	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)
D16	2028 Forecast Year - 10% Reduction to A465 Flows	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	772	100.000
B		✓	124	100.000
C		✓	769	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	711
	B	62	0	62
	C	708	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.16	9.97	0.2	A
B-A	0.33	25.86	0.5	D
C-AB	0.14	8.71	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	513	0.091	46	0.1	7.712	A
B-A	47	312	0.150	46	0.2	13.511	B
C-AB	46	550	0.084	46	0.1	7.133	A
C-A	533			533			
A-B	46			46			
A-C	535			535			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	479	0.116	56	0.1	8.494	A
B-A	56	268	0.208	55	0.3	16.915	C
C-AB	55	521	0.105	55	0.1	7.724	A
C-A	636			636			
A-B	55			55			
A-C	639			639			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	430	0.159	68	0.2	9.944	A
B-A	68	207	0.329	67	0.5	25.556	D
C-AB	67	480	0.140	67	0.2	8.708	A
C-A	780			780			
A-B	67			67			
A-C	783			783			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	429	0.159	68	0.2	9.970	A
B-A	68	207	0.329	68	0.5	25.858	D
C-AB	67	480	0.140	67	0.2	8.715	A
C-A	780			780			
A-B	67			67			
A-C	783			783			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	479	0.116	56	0.1	8.521	A
B-A	56	268	0.208	57	0.3	17.111	C
C-AB	55	521	0.105	55	0.1	7.733	A
C-A	636			636			
A-B	55			55			
A-C	639			639			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	512	0.091	47	0.1	7.738	A
B-A	47	312	0.150	47	0.2	13.628	B
C-AB	46	550	0.084	46	0.1	7.147	A
C-A	533			533			
A-B	46			46			
A-C	535			535			

2028 Forecast Year - 10% Reduction to A465 Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.63	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)
D17	2028 Forecast Year - 10% Reduction to A465 Flows	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1102	100.000
B		✓	106	100.000
C		✓	811	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	1041
	B	45	0	61
	C	766	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.19	12.91	0.2	B
B-A	0.39	46.61	0.6	E
C-AB	0.13	10.48	0.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	460	0.100	45	0.1	8.678	A
B-A	34	256	0.132	33	0.1	16.093	C
C-AB	34	490	0.069	34	0.1	7.876	A
C-A	577			577			
A-B	46			46			
A-C	784			784			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	416	0.132	55	0.2	9.970	A
B-A	40	202	0.200	40	0.2	22.200	C
C-AB	40	450	0.090	40	0.1	8.796	A
C-A	689			689			
A-B	55			55			
A-C	936			936			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	347	0.193	67	0.2	12.827	B
B-A	50	127	0.392	48	0.6	45.161	E
C-AB	50	393	0.126	49	0.1	10.469	B
C-A	843			843			
A-B	67			67			
A-C	1146			1146			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	346	0.194	67	0.2	12.907	B
B-A	50	126	0.392	49	0.6	46.609	E
C-AB	50	393	0.126	50	0.1	10.479	B
C-A	843			843			
A-B	67			67			
A-C	1146			1146			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55	415	0.132	55	0.2	10.027	B
B-A	40	202	0.201	42	0.3	22.708	C
C-AB	40	450	0.090	41	0.1	8.807	A
C-A	689			689			
A-B	55			55			
A-C	936			936			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46	459	0.100	46	0.1	8.714	A
B-A	34	256	0.132	34	0.2	16.245	C
C-AB	34	490	0.069	34	0.1	7.891	A
C-A	577			577			
A-B	46			46			
A-C	784			784			

2028 Forecast Year - 10% Reduction to A465 Flows, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.06	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)
D18	2028 Forecast Year - 10% Reduction to A465 Flows	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	1006	100.000
B		✓	173	100.000
C		✓	914	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	82	924
	B	82	0	91
	C	840	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.29	14.95	0.4	B
B-A	0.67	78.76	1.8	F
C-AB	0.19	10.58	0.2	B
C-A				
A-B				
A-C				

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	467	0.147	68	0.2	8.997	A
B-A	62	262	0.236	61	0.3	17.803	C
C-AB	56	510	0.109	55	0.1	7.911	A
C-A	632			632			
A-B	62			62			
A-C	696			696			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	82	421	0.194	82	0.2	10.590	B
B-A	74	208	0.354	73	0.5	26.452	D
C-AB	67	473	0.141	66	0.2	8.853	A
C-A	755			755			
A-B	74			74			
A-C	831			831			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	345	0.291	100	0.4	14.656	B
B-A	90	134	0.674	86	1.7	69.081	F
C-AB	81	422	0.193	81	0.2	10.565	B
C-A	925			925			
A-B	90			90			
A-C	1017			1017			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	341	0.294	100	0.4	14.949	B
B-A	90	134	0.674	90	1.8	78.763	F
C-AB	81	422	0.193	81	0.2	10.584	B
C-A	925			925			
A-B	90			90			
A-C	1017			1017			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	82	418	0.196	82	0.2	10.757	B
B-A	74	208	0.355	79	0.6	28.853	D
C-AB	67	473	0.141	67	0.2	8.873	A
C-A	755			755			
A-B	74			74			
A-C	831			831			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	466	0.147	69	0.2	9.067	A
B-A	62	261	0.236	63	0.3	18.213	C
C-AB	56	510	0.109	56	0.1	7.932	A
C-A	632			632			
A-B	62			62			
A-C	696			696			