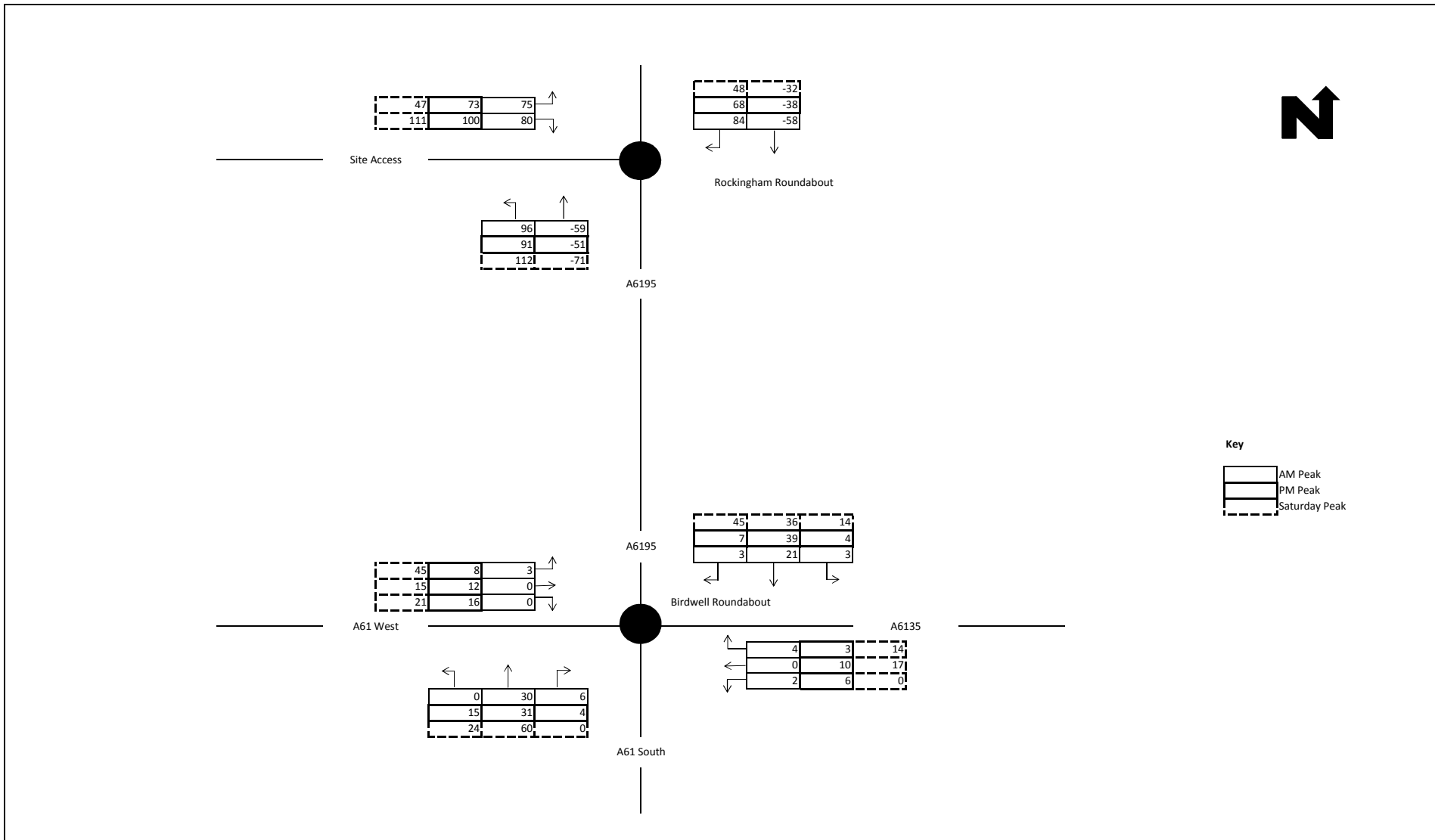


10-336-002.03 Transport

Assessment

APPENDICES BGH 11-16

APPENDIX BGH 11



Key

| | |
|--|---------------|
| | AM Peak |
| | PM Peak |
| | Saturday Peak |

| | | | | | | | | | | | | | |
|----------------|--------------------------|-----------------|--|---------------|--|----------------|------|------------------|---|---------------|--------|-----------------|----|
| Client: | Hartwood Estates Limited | Project: | Land to East of Highways Depot, Birdwell | Title: | Committed Development Flows | Number: | BGH5 | Revision: | - | Date | Feb-15 | Checked | MC |
| | | | | |  <small>CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS</small> | | | | | Design | NC | Approved | MC |

APPENDIX BGH 12

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.2.316 [14 Feb 2013]
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Birdwell Roundabout - Committed Imp.arc8

Path: Y:\2010\10-326 to 10-350\10-336 Land to East of Highways Depot\Technical\Junctions8

Report generation date: 12/03/2015 09:12:31

Summary of junction performance

| | AM | | | |
|--|-------------|-----------|------|-----|
| | Queue (PCU) | Delay (s) | RFC | LOS |
| Birdwell Roundabout - Committed Fri | | | | |
| A6135 Sheffield Road | 2.05 | 12.80 | 0.68 | B |
| A61 South | 1.28 | 2.57 | 0.56 | A |
| A61 Birdwell | 6.55 | 22.40 | 0.88 | C |
| A6195 Dearne Valley Parkway | 3.24 | 8.98 | 0.77 | A |

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

"D4 - Committed Fri, AM" model duration: 07:45 - 09:15

"D5 - Committed Fri, PM" model duration: 16:45 - 18:15

"D6 - Committed Sat, Peak" model duration: 12:45 - 14:15

Run using Junctions 8.0.2.316 at 12/03/2015 09:12:31

File summary

File Description

| | |
|-------------|---------------------|
| Title | Birdwell Roundabout |
| Location | Birdwell |
| Site Number | 10-336 |
| Date | 14/10/2014 |
| Version | |
| Status | (new file) |
| Identifier | 10-336 |
| Client | |
| Jobnumber | 10-336 |
| Enumerator | NC |
| Description | |

Analysis Options

| Vehicle Length (m) | Do Queue Variations | Calculate Residual Capacity | Residual Capacity Criteria Type | RFC Threshold | Average Delay Threshold (s) | Queue Threshold (PCU) |
|--------------------|---------------------|-----------------------------|---------------------------------|---------------|-----------------------------|-----------------------|
| 5.75 | | | N/A | 0.85 | 36.00 | 20.00 |

Units

| Distance Units | Speed Units | Traffic Units Input | Traffic Units Results | Flow Units | Average Delay Units | Total Delay Units | Rate Of Delay Units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m | kph | PCU | PCU | perHour | s | -Min | perMin |

Birdwell Roundabout - Committed Fri, AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|------------------------------------|--|
| Warning | Geometry | A61 Birdwell - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Analysis Set Details

| Name | Description | Locked | Network Flow Scaling Factor (%) | Reason For Scaling Factors |
|---------------------|-------------|--------|---------------------------------|----------------------------|
| Birdwell Roundabout | | | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Single Time Segment Only | Locked |
|-------------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|--------------------------|--------|
| Committed Fri, AM | Committed Fri | AM | | ONE HOUR | 07:45 | 09:15 | 90 | 15 | | |

Junction Network

Junctions

| Name | Junction Type | Arm Order | Grade Separated | Large Roundabout | Junction Delay (s) | Junction LOS |
|---------------------|---------------|-----------|-----------------|------------------|--------------------|--------------|
| Birdwell Roundabout | Roundabout | 1,2,3,4 | | | 10.16 | B |

Junction Network Options

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

Arms

Arms

| Name | Name | Description |
|-----------------------------|-----------------------------|----------------------|
| A6135 Sheffield Road | A6135 Sheffield Road | A6135 Sheffield Road |
| A61 South | A61 South | |
| A61 Birdwell | A61 Birdwell | |
| A6195 Dearne Valley Parkway | A6195 Dearne Valley Parkway | |

Roundabout Geometry

| Name | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit Only |
|-----------------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| A6135 Sheffield Road | 4.20 | 7.80 | 15.00 | 70.00 | 64.50 | 27.00 | |
| A61 South | 10.80 | 11.10 | 4.00 | 36.00 | 64.50 | 26.00 | |
| A61 Birdwell | 4.20 | 8.00 | 35.00 | 20.00 | 64.50 | 26.00 | |
| A6195 Dearne Valley Parkway | 7.60 | 9.10 | 7.00 | 19.00 | 64.50 | 34.00 | |

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

Pedestrian Crossings

| Name | Crossing Type |
|-----------------------------|---------------|
| A6135 Sheffield Road | None |
| A61 South | None |
| A61 Birdwell | None |
| A6195 Dearne Valley Parkway | None |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Name | Enter slope and intercept directly | Entered slope | Entered intercept (PCU/hr) | Final Slope | Final Intercept (PCU/hr) |
|-----------------------------|------------------------------------|---------------|----------------------------|-------------|--------------------------|
| A6135 Sheffield Road | | (calculated) | (calculated) | 0.589 | 1975.239 |
| A61 South | | (calculated) | (calculated) | 0.834 | 3464.858 |
| A61 Birdwell | | (calculated) | (calculated) | 0.612 | 2156.641 |
| A6195 Dearne Valley Parkway | | (calculated) | (calculated) | 0.666 | 2530.093 |

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

Traffic Flows

Demand Set Data Options

| Default Vehicle Mix | Vehicle Mix Varies Over Time | Vehicle Mix Varies Over Turn | Vehicle Mix Varies Over Entry | Vehicle Mix Source | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts | Turning Proportions Vary Over Time | Turning Proportions Vary Over Turn | Turning Proportions Vary Over Entry |
|---------------------|------------------------------|------------------------------|-------------------------------|--------------------|---------------------------|-----------------------------|---------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| | | ✓ | ✓ | HV Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|-----------------------------|--------------|--------------------|------------------------------|-------------------------|
| A6135 Sheffield Road | ONE HOUR | ✓ | 535.00 | 100.000 |
| A61 South | ONE HOUR | ✓ | 1626.00 | 100.000 |
| A61 Birdwell | ONE HOUR | ✓ | 1009.00 | 100.000 |
| A6195 Dearne Valley Parkway | ONE HOUR | ✓ | 1204.00 | 100.000 |

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Birdwell Roundabout (for whole period)

| | | To | | | |
|------|---|---------|----------|---------|----------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.000 | 325.000 | 187.000 | 23.000 |
| | 2 | 206.000 | 0.000 | 325.000 | 1095.000 |
| | 3 | 309.000 | 585.000 | 0.000 | 115.000 |
| | 4 | 83.000 | 1030.000 | 91.000 | 0.000 |

Turning Proportions (PCU) - Birdwell Roundabout (for whole period)

| | | To | | | |
|------|---|------|------|------|------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.00 | 0.61 | 0.35 | 0.04 |
| | 2 | 0.13 | 0.00 | 0.20 | 0.67 |
| | 3 | 0.31 | 0.58 | 0.00 | 0.11 |
| | 4 | 0.07 | 0.86 | 0.08 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Birdwell Roundabout (for whole period)

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 2 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 3 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 4 | 1.000 | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Birdwell Roundabout (for whole period)

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 2 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 3 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 4 | 0.000 | 0.000 | 0.000 | 0.000 |

Results

Results Summary for whole modelled period

| Name | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|----------------------|---------|---------------|-----------------|---------|
| A6135 Sheffield Road | 0.68 | 12.80 | 2.05 | B |

| | | | | |
|-----------------------------|------|-------|------|---|
| A61 South | 0.56 | 2.57 | 1.28 | A |
| A61 Birdwell | 0.88 | 22.40 | 6.55 | C |
| A6195 Dearne Valley Parkway | 0.77 | 8.98 | 3.24 | A |

Main Results for each time segment

Main results: (07:45-08:00)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 402.78 | 400.82 | 1279.03 | 0.00 | 1221.43 | 0.330 | 0.49 | 4.376 | A |
| A61 South | 1224.14 | 1221.76 | 225.59 | 0.00 | 3276.81 | 0.374 | 0.59 | 1.750 | A |
| A61 Birdwell | 759.63 | 755.81 | 994.79 | 0.00 | 1548.33 | 0.491 | 0.95 | 4.521 | A |
| A6195 Dearne Valley Parkway | 906.43 | 903.08 | 824.46 | 0.00 | 1981.22 | 0.458 | 0.84 | 3.330 | A |

Main results: (08:00-08:15)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 480.95 | 479.70 | 1530.01 | 0.00 | 1073.51 | 0.448 | 0.80 | 6.050 | A |
| A61 South | 1461.74 | 1460.84 | 269.94 | 0.00 | 3239.83 | 0.451 | 0.82 | 2.022 | A |
| A61 Birdwell | 907.07 | 904.08 | 1189.48 | 0.00 | 1429.28 | 0.635 | 1.70 | 6.814 | A |
| A6195 Dearne Valley Parkway | 1082.37 | 1080.31 | 986.11 | 0.00 | 1873.60 | 0.578 | 1.35 | 4.526 | A |

Main results: (08:15-08:30)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 589.05 | 584.42 | 1861.62 | 0.00 | 878.07 | 0.671 | 1.96 | 12.075 | B |
| A61 South | 1790.26 | 1788.45 | 329.06 | 0.00 | 3190.56 | 0.561 | 1.27 | 2.564 | A |
| A61 Birdwell | 1110.93 | 1093.45 | 1456.11 | 0.00 | 1266.23 | 0.877 | 6.07 | 19.184 | C |
| A6195 Dearne Valley Parkway | 1325.63 | 1318.56 | 1195.41 | 0.00 | 1734.26 | 0.764 | 3.12 | 8.518 | A |

Main results: (08:30-08:45)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 589.05 | 588.70 | 1876.79 | 0.00 | 869.13 | 0.678 | 2.05 | 12.804 | B |
| A61 South | 1790.26 | 1790.24 | 331.23 | 0.00 | 3188.74 | 0.561 | 1.28 | 2.573 | A |
| A61 Birdwell | 1110.93 | 1109.00 | 1457.72 | 0.00 | 1265.25 | 0.878 | 6.55 | 22.398 | C |
| A6195 Dearne Valley Parkway | 1325.63 | 1325.16 | 1209.41 | 0.00 | 1724.94 | 0.769 | 3.24 | 8.983 | A |

Main results: (08:45-09:00)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 480.95 | 485.78 | 1551.54 | 0.00 | 1060.82 | 0.453 | 0.84 | 6.310 | A |
| A61 South | 1461.74 | 1463.54 | 273.04 | 0.00 | 3237.25 | 0.452 | 0.83 | 2.032 | A |
| A61 Birdwell | 907.07 | 926.17 | 1191.89 | 0.00 | 1427.80 | 0.635 | 1.78 | 7.441 | A |
| A6195 Dearne Valley Parkway | 1082.37 | 1089.68 | 1006.03 | 0.00 | 1860.34 | 0.582 | 1.41 | 4.716 | A |

Main results: (09:00-09:15)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 402.78 | 404.14 | 1288.30 | 0.00 | 1215.97 | 0.331 | 0.50 | 4.443 | A |
| A61 South | 1224.14 | 1225.05 | 227.31 | 0.00 | 3275.37 | 0.374 | 0.60 | 1.758 | A |
| A61 Birdwell | 759.63 | 762.84 | 997.56 | 0.00 | 1546.63 | 0.491 | 0.97 | 4.613 | A |
| A6195 Dearne Valley Parkway | 906.43 | 908.66 | 831.10 | 0.00 | 1976.79 | 0.459 | 0.85 | 3.379 | A |

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.2.316 [14 Feb 2013]
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Filename: Birdwell Roundabout - Committed Imp.arc8

Path: Y:\2010\10-326 to 10-350\10-336 Land to East of Highways Depot\Technical\Junctions8

Report generation date: 12/03/2015 09:13:38

Summary of junction performance

| | PM | | | |
|--|-------------|-----------|------|-----|
| | Queue (PCU) | Delay (s) | RFC | LOS |
| Birdwell Roundabout - Committed Fri | | | | |
| A6135 Sheffield Road | 2.31 | 12.67 | 0.70 | B |
| A61 South | 8.91 | 12.65 | 0.91 | B |
| A61 Birdwell | 7.97 | 32.47 | 0.91 | D |
| A6195 Dearne Valley Parkway | 3.78 | 10.58 | 0.80 | B |

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

"D4 - Committed Fri, AM" model duration: 07:45 - 09:15

"D5 - Committed Fri, PM" model duration: 16:45 - 18:15

"D6 - Committed Sat, Peak" model duration: 12:45 - 14:15

Run using Junctions 8.0.2.316 at 12/03/2015 09:13:38

File summary

File Description

| | |
|--------------------|---------------------|
| Title | Birdwell Roundabout |
| Location | Birdwell |
| Site Number | 10-336 |
| Date | 14/10/2014 |
| Version | |
| Status | (new file) |
| Identifier | 10-336 |
| Client | |
| Jobnumber | 10-336 |
| Enumerator | NC |
| Description | |

Analysis Options

| Vehicle Length (m) | Do Queue Variations | Calculate Residual Capacity | Residual Capacity Criteria Type | RFC Threshold | Average Delay Threshold (s) | Queue Threshold (PCU) |
|--------------------|---------------------|-----------------------------|---------------------------------|---------------|-----------------------------|-----------------------|
| 5.75 | | | N/A | 0.85 | 36.00 | 20.00 |

Units

| Distance Units | Speed Units | Traffic Units Input | Traffic Units Results | Flow Units | Average Delay Units | Total Delay Units | Rate Of Delay Units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m | kph | PCU | PCU | perHour | s | -Min | perMin |

Birdwell Roundabout - Committed Fri, PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|------------------------------------|--|
| Warning | Geometry | A61 Birdwell - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Analysis Set Details

| Name | Description | Locked | Network Flow Scaling Factor (%) | Reason For Scaling Factors |
|---------------------|-------------|--------|---------------------------------|----------------------------|
| Birdwell Roundabout | | | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Single Time Segment Only | Locked |
|-------------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|--------------------------|--------|
| Committed Fri, PM | Committed Fri | PM | | ONE HOUR | 16:45 | 18:15 | 90 | 15 | | |

Junction Network

Junctions

| Name | Junction Type | Arm Order | Grade Separated | Large Roundabout | Junction Delay (s) | Junction LOS |
|---------------------|---------------|-----------|-----------------|------------------|--------------------|--------------|
| Birdwell Roundabout | Roundabout | 1,2,3,4 | | | 15.51 | C |

Junction Network Options

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

Arms

Arms

| Name | Name | Description |
|-----------------------------|-----------------------------|----------------------|
| A6135 Sheffield Road | A6135 Sheffield Road | A6135 Sheffield Road |
| A61 South | A61 South | |
| A61 Birdwell | A61 Birdwell | |
| A6195 Dearne Valley Parkway | A6195 Dearne Valley Parkway | |

Roundabout Geometry

| Name | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit Only |
|-----------------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| A6135 Sheffield Road | 4.20 | 7.80 | 15.00 | 70.00 | 64.50 | 27.00 | |
| A61 South | 10.80 | 11.10 | 4.00 | 36.00 | 64.50 | 26.00 | |
| A61 Birdwell | 4.20 | 8.00 | 35.00 | 20.00 | 64.50 | 26.00 | |
| A6195 Dearne Valley Parkway | 7.60 | 9.10 | 7.00 | 19.00 | 64.50 | 34.00 | |

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

Pedestrian Crossings

| Name | Crossing Type |
|-----------------------------|---------------|
| A6135 Sheffield Road | None |
| A61 South | None |
| A61 Birdwell | None |
| A6195 Dearne Valley Parkway | None |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Name | Enter slope and intercept directly | Entered slope | Entered intercept (PCU/hr) | Final Slope | Final Intercept (PCU/hr) |
|-----------------------------|------------------------------------|---------------|----------------------------|-------------|--------------------------|
| A6135 Sheffield Road | | (calculated) | (calculated) | 0.589 | 1975.239 |
| A61 South | | (calculated) | (calculated) | 0.834 | 3464.858 |
| A61 Birdwell | | (calculated) | (calculated) | 0.612 | 2156.641 |
| A6195 Dearne Valley Parkway | | (calculated) | (calculated) | 0.666 | 2530.093 |

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

Traffic Flows

Demand Set Data Options

| Default Vehicle Mix | Vehicle Mix Varies Over Time | Vehicle Mix Varies Over Turn | Vehicle Mix Varies Over Entry | Vehicle Mix Source | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts | Turning Proportions Vary Over Time | Turning Proportions Vary Over Turn | Turning Proportions Vary Over Entry |
|---------------------|------------------------------|------------------------------|-------------------------------|--------------------|---------------------------|-----------------------------|---------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| | | ✓ | ✓ | HV Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|-----------------------------|--------------|--------------------|------------------------------|-------------------------|
| A6135 Sheffield Road | ONE HOUR | ✓ | 611.00 | 100.000 |
| A61 South | ONE HOUR | ✓ | 2408.00 | 100.000 |
| A61 Birdwell | ONE HOUR | ✓ | 857.00 | 100.000 |
| A6195 Dearne Valley Parkway | ONE HOUR | ✓ | 1200.00 | 100.000 |

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Birdwell Roundabout (for whole period)

| | | To | | | |
|------|---|---------|---------|---------|----------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.000 | 225.000 | 354.000 | 32.000 |
| | 2 | 441.000 | 0.000 | 783.000 | 1184.000 |
| | 3 | 310.000 | 441.000 | 0.000 | 106.000 |
| | 4 | 67.000 | 934.000 | 199.000 | 0.000 |

Turning Proportions (PCU) - Birdwell Roundabout (for whole period)

| | | To | | | |
|------|---|------|------|------|------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.00 | 0.37 | 0.58 | 0.05 |
| | 2 | 0.18 | 0.00 | 0.33 | 0.49 |
| | 3 | 0.36 | 0.51 | 0.00 | 0.12 |
| | 4 | 0.06 | 0.78 | 0.17 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Birdwell Roundabout (for whole period)

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 2 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 3 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 4 | 1.000 | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Birdwell Roundabout (for whole period)

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 2 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 3 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 4 | 0.000 | 0.000 | 0.000 | 0.000 |

Results

Results Summary for whole modelled period

| Name | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|----------------------|---------|---------------|-----------------|---------|
| A6135 Sheffield Road | 0.70 | 12.67 | 2.31 | B |

| | | | | |
|-----------------------------|------|-------|------|---|
| A61 South | 0.91 | 12.65 | 8.91 | B |
| A61 Birdwell | 0.91 | 32.47 | 7.97 | D |
| A6195 Dearne Valley Parkway | 0.80 | 10.58 | 3.78 | B |

Main Results for each time segment

Main results: (16:45-17:00)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 459.99 | 457.77 | 1179.96 | 0.00 | 1279.82 | 0.359 | 0.56 | 4.368 | A |
| A61 South | 1812.87 | 1807.27 | 438.43 | 0.00 | 3099.38 | 0.585 | 1.40 | 2.775 | A |
| A61 Birdwell | 645.19 | 641.79 | 1243.58 | 0.00 | 1396.19 | 0.462 | 0.85 | 4.752 | A |
| A6195 Dearne Valley Parkway | 903.42 | 899.95 | 893.39 | 0.00 | 1935.33 | 0.467 | 0.87 | 3.466 | A |

Main results: (17:00-17:15)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 549.28 | 547.85 | 1411.34 | 0.00 | 1143.45 | 0.480 | 0.91 | 6.029 | A |
| A61 South | 2164.74 | 2160.46 | 524.63 | 0.00 | 3027.53 | 0.715 | 2.47 | 4.131 | A |
| A61 Birdwell | 770.43 | 767.50 | 1486.64 | 0.00 | 1247.56 | 0.618 | 1.58 | 7.452 | A |
| A6195 Dearne Valley Parkway | 1078.78 | 1076.50 | 1068.24 | 0.00 | 1818.92 | 0.593 | 1.44 | 4.834 | A |

Main results: (17:15-17:30)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 672.72 | 667.55 | 1714.08 | 0.00 | 965.03 | 0.697 | 2.21 | 11.901 | B |
| A61 South | 2651.26 | 2627.72 | 639.40 | 0.00 | 2931.85 | 0.904 | 8.35 | 11.077 | B |
| A61 Birdwell | 943.57 | 922.55 | 1808.24 | 0.00 | 1050.90 | 0.898 | 6.84 | 24.869 | C |
| A6195 Dearne Valley Parkway | 1321.22 | 1312.63 | 1289.69 | 0.00 | 1671.50 | 0.790 | 3.59 | 9.805 | A |

Main results: (17:30-17:45)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 672.72 | 672.31 | 1729.96 | 0.00 | 955.67 | 0.704 | 2.31 | 12.668 | B |
| A61 South | 2651.26 | 2649.03 | 643.71 | 0.00 | 2928.26 | 0.905 | 8.91 | 12.652 | B |
| A61 Birdwell | 943.57 | 939.05 | 1822.87 | 0.00 | 1041.96 | 0.906 | 7.97 | 32.469 | D |
| A6195 Dearne Valley Parkway | 1321.22 | 1320.47 | 1308.04 | 0.00 | 1659.28 | 0.796 | 3.78 | 10.577 | B |

Main results: (17:45-18:00)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 549.28 | 554.67 | 1436.43 | 0.00 | 1128.67 | 0.487 | 0.96 | 6.328 | A |
| A61 South | 2164.74 | 2190.12 | 530.81 | 0.00 | 3022.38 | 0.716 | 2.57 | 4.455 | A |
| A61 Birdwell | 770.43 | 795.51 | 1507.02 | 0.00 | 1235.10 | 0.624 | 1.70 | 8.640 | A |
| A6195 Dearne Valley Parkway | 1078.78 | 1087.80 | 1098.21 | 0.00 | 1798.97 | 0.600 | 1.52 | 5.126 | A |

Main results: (18:00-18:15)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 459.99 | 461.56 | 1189.07 | 0.00 | 1274.45 | 0.361 | 0.57 | 4.438 | A |
| A61 South | 1812.87 | 1817.44 | 441.83 | 0.00 | 3096.55 | 0.585 | 1.42 | 2.826 | A |
| A61 Birdwell | 645.19 | 648.49 | 1250.64 | 0.00 | 1391.87 | 0.464 | 0.87 | 4.865 | A |
| A6195 Dearne Valley Parkway | 903.42 | 905.95 | 901.13 | 0.00 | 1930.18 | 0.468 | 0.89 | 3.525 | A |

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.2.316 [14 Feb 2013]
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Birdwell Roundabout - Committed Imp.arc8

Path: Y:\2010\10-326 to 10-350\10-336 Land to East of Highways Depot\Technical\Junctions8

Report generation date: 12/03/2015 09:14:17

Summary of junction performance

| | Peak | | | |
|--|-------------|-----------|------|-----|
| | Queue (PCU) | Delay (s) | RFC | LOS |
| Birdwell Roundabout - Committed Sat | | | | |
| A6135 Sheffield Road | 1.49 | 7.75 | 0.60 | A |
| A61 South | 1.15 | 2.62 | 0.54 | A |
| A61 Birdwell | 1.78 | 6.84 | 0.64 | A |
| A6195 Dearne Valley Parkway | 1.11 | 4.23 | 0.53 | A |

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

"D4 - Committed Fri, AM" model duration: 07:45 - 09:15

"D5 - Committed Fri, PM" model duration: 16:45 - 18:15

"D6 - Committed Sat, Peak " model duration: 12:45 - 14:15

Run using Junctions 8.0.2.316 at 12/03/2015 09:14:17

File summary

File Description

| | |
|--------------------|---------------------|
| Title | Birdwell Roundabout |
| Location | Birdwell |
| Site Number | 10-336 |
| Date | 14/10/2014 |
| Version | |
| Status | (new file) |
| Identifier | 10-336 |
| Client | |
| Jobnumber | 10-336 |
| Enumerator | NC |
| Description | |

Analysis Options

| Vehicle Length (m) | Do Queue Variations | Calculate Residual Capacity | Residual Capacity Criteria Type | RFC Threshold | Average Delay Threshold (s) | Queue Threshold (PCU) |
|--------------------|---------------------|-----------------------------|---------------------------------|---------------|-----------------------------|-----------------------|
| 5.75 | | | N/A | 0.85 | 36.00 | 20.00 |

Units

| Distance Units | Speed Units | Traffic Units Input | Traffic Units Results | Flow Units | Average Delay Units | Total Delay Units | Rate Of Delay Units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m | kph | PCU | PCU | perHour | s | -Min | perMin |

Birdwell Roundabout - Committed Sat, Peak

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|------------------------------------|--|
| Warning | Geometry | A61 Birdwell - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Analysis Set Details

| Name | Description | Locked | Network Flow Scaling Factor (%) | Reason For Scaling Factors |
|---------------------|-------------|--------|---------------------------------|----------------------------|
| Birdwell Roundabout | | | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Single Time Segment Only | Locked |
|---------------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|--------------------------|--------|
| Committed Sat, Peak | Committed Sat | Peak | | ONE HOUR | 12:45 | 14:15 | 90 | 15 | | |

Junction Network

Junctions

| Name | Junction Type | Arm Order | Grade Separated | Large Roundabout | Junction Delay (s) | Junction LOS |
|---------------------|---------------|-----------|-----------------|------------------|--------------------|--------------|
| Birdwell Roundabout | Roundabout | 1,2,3,4 | | | 4.80 | A |

Junction Network Options

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

Arms

Arms

| Name | Name | Description |
|-----------------------------|-----------------------------|----------------------|
| A6135 Sheffield Road | A6135 Sheffield Road | A6135 Sheffield Road |
| A61 South | A61 South | |
| A61 Birdwell | A61 Birdwell | |
| A6195 Dearne Valley Parkway | A6195 Dearne Valley Parkway | |

Roundabout Geometry

| Name | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit Only |
|-----------------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| A6135 Sheffield Road | 4.20 | 7.80 | 15.00 | 70.00 | 64.50 | 27.00 | |
| A61 South | 10.80 | 11.10 | 4.00 | 36.00 | 64.50 | 26.00 | |
| A61 Birdwell | 4.20 | 8.00 | 35.00 | 20.00 | 64.50 | 26.00 | |
| A6195 Dearne Valley Parkway | 7.60 | 9.10 | 7.00 | 19.00 | 64.50 | 34.00 | |

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

Pedestrian Crossings

| Name | Crossing Type |
|-----------------------------|---------------|
| A6135 Sheffield Road | None |
| A61 South | None |
| A61 Birdwell | None |
| A6195 Dearne Valley Parkway | None |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Name | Enter slope and intercept directly | Entered slope | Entered intercept (PCU/hr) | Final Slope | Final Intercept (PCU/hr) |
|-----------------------------|------------------------------------|---------------|----------------------------|-------------|--------------------------|
| A6135 Sheffield Road | | (calculated) | (calculated) | 0.589 | 1975.239 |
| A61 South | | (calculated) | (calculated) | 0.834 | 3464.858 |
| A61 Birdwell | | (calculated) | (calculated) | 0.612 | 2156.641 |
| A6195 Dearne Valley Parkway | | (calculated) | (calculated) | 0.666 | 2530.093 |

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

Traffic Flows

Demand Set Data Options

| Default Vehicle Mix | Vehicle Mix Varies Over Time | Vehicle Mix Varies Over Turn | Vehicle Mix Varies Over Entry | Vehicle Mix Source | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts | Turning Proportions Vary Over Time | Turning Proportions Vary Over Turn | Turning Proportions Vary Over Entry |
|---------------------|------------------------------|------------------------------|-------------------------------|--------------------|---------------------------|-----------------------------|---------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| | | ✓ | ✓ | HV Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|-----------------------------|--------------|--------------------|------------------------------|-------------------------|
| A6135 Sheffield Road | ONE HOUR | ✓ | 635.00 | 100.000 |
| A61 South | ONE HOUR | ✓ | 1439.00 | 100.000 |
| A61 Birdwell | ONE HOUR | ✓ | 857.00 | 100.000 |
| A6195 Dearne Valley Parkway | ONE HOUR | ✓ | 862.00 | 100.000 |

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Birdwell Roundabout (for whole period)

| | | To | | | |
|------|---|---------|---------|---------|---------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.000 | 242.000 | 354.000 | 39.000 |
| | 2 | 244.000 | 0.000 | 457.000 | 738.000 |
| | 3 | 310.000 | 441.000 | 0.000 | 106.000 |
| | 4 | 52.000 | 649.000 | 161.000 | 0.000 |

Turning Proportions (PCU) - Birdwell Roundabout (for whole period)

| | | To | | | |
|------|---|------|------|------|------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.00 | 0.38 | 0.56 | 0.06 |
| | 2 | 0.17 | 0.00 | 0.32 | 0.51 |
| | 3 | 0.36 | 0.51 | 0.00 | 0.12 |
| | 4 | 0.06 | 0.75 | 0.19 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Birdwell Roundabout (for whole period)

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 2 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 3 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 4 | 1.000 | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Birdwell Roundabout (for whole period)

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 2 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 3 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 4 | 0.000 | 0.000 | 0.000 | 0.000 |

Results

Results Summary for whole modelled period

| Name | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|----------------------|---------|---------------|-----------------|---------|
| A6135 Sheffield Road | 0.60 | 7.75 | 1.49 | A |

| | | | | |
|-----------------------------|------|------|------|---|
| A61 South | 0.54 | 2.62 | 1.15 | A |
| A61 Birdwell | 0.64 | 6.84 | 1.78 | A |
| A6195 Dearne Valley Parkway | 0.53 | 4.23 | 1.11 | A |

Main Results for each time segment

Main results: (12:45-13:00)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 478.06 | 476.05 | 938.80 | 0.00 | 1421.95 | 0.336 | 0.50 | 3.798 | A |
| A61 South | 1083.35 | 1081.23 | 415.49 | 0.00 | 3118.51 | 0.347 | 0.53 | 1.765 | A |
| A61 Birdwell | 645.19 | 642.73 | 767.09 | 0.00 | 1687.57 | 0.382 | 0.62 | 3.439 | A |
| A6195 Dearne Valley Parkway | 648.96 | 647.09 | 746.57 | 0.00 | 2033.07 | 0.319 | 0.47 | 2.594 | A |

Main results: (13:00-13:15)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 570.85 | 569.82 | 1123.24 | 0.00 | 1313.24 | 0.435 | 0.76 | 4.835 | A |
| A61 South | 1293.63 | 1292.82 | 497.25 | 0.00 | 3050.35 | 0.424 | 0.73 | 2.047 | A |
| A61 Birdwell | 770.43 | 769.19 | 917.24 | 0.00 | 1595.75 | 0.483 | 0.92 | 4.349 | A |
| A6195 Dearne Valley Parkway | 774.92 | 774.13 | 893.26 | 0.00 | 1935.41 | 0.400 | 0.66 | 3.098 | A |

Main results: (13:15-13:30)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 699.15 | 696.32 | 1374.02 | 0.00 | 1165.44 | 0.600 | 1.47 | 7.628 | A |
| A61 South | 1584.37 | 1582.72 | 607.89 | 0.00 | 2958.12 | 0.536 | 1.15 | 2.613 | A |
| A61 Birdwell | 943.57 | 940.25 | 1122.84 | 0.00 | 1470.02 | 0.642 | 1.76 | 6.754 | A |
| A6195 Dearne Valley Parkway | 949.08 | 947.33 | 1092.32 | 0.00 | 1802.89 | 0.526 | 1.10 | 4.199 | A |

Main results: (13:30-13:45)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 699.15 | 699.07 | 1377.31 | 0.00 | 1163.51 | 0.601 | 1.49 | 7.747 | A |
| A61 South | 1584.37 | 1584.35 | 609.91 | 0.00 | 2956.44 | 0.536 | 1.15 | 2.623 | A |
| A61 Birdwell | 943.57 | 943.50 | 1124.12 | 0.00 | 1469.24 | 0.642 | 1.78 | 6.844 | A |
| A6195 Dearne Valley Parkway | 949.08 | 949.05 | 1095.44 | 0.00 | 1800.81 | 0.527 | 1.11 | 4.226 | A |

Main results: (13:45-14:00)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 570.85 | 573.69 | 1127.97 | 0.00 | 1310.46 | 0.436 | 0.78 | 4.904 | A |
| A61 South | 1293.63 | 1295.27 | 500.12 | 0.00 | 3047.96 | 0.424 | 0.74 | 2.057 | A |
| A61 Birdwell | 770.43 | 773.75 | 919.15 | 0.00 | 1594.58 | 0.483 | 0.94 | 4.404 | A |
| A6195 Dearne Valley Parkway | 774.92 | 776.66 | 897.68 | 0.00 | 1932.47 | 0.401 | 0.67 | 3.118 | A |

Main results: (14:00-14:15)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| A6135 Sheffield Road | 478.06 | 479.13 | 943.23 | 0.00 | 1419.33 | 0.337 | 0.51 | 3.832 | A |
| A61 South | 1083.35 | 1084.18 | 417.89 | 0.00 | 3116.50 | 0.348 | 0.53 | 1.773 | A |
| A61 Birdwell | 645.19 | 646.47 | 769.29 | 0.00 | 1686.22 | 0.383 | 0.62 | 3.468 | A |
| A6195 Dearne Valley Parkway | 648.96 | 649.77 | 750.35 | 0.00 | 2030.56 | 0.320 | 0.47 | 2.610 | A |

| |
|--|
| Junctions 8 |
| ARCADY 8 - Roundabout Module |
| Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2015 |
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Filename: Rockingham Roundabout.arc8
 Path: Y:\2010\10-326 to 10-350\10-336 Land to East of Highways Depot\Technical\Junctions8
 Report generation date: 11/03/2015 17:08:26

« (Default Analysis Set) - Growthed + Comm Weekday, AM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

| | AM | | | |
|------------------------------|-------------|-----------|------|-----|
| | Queue (PCU) | Delay (s) | RFC | LOS |
| A1 - Growthed + Comm Weekday | | | | |
| Unused East | 0.00 | 0.00 | 0.00 | A |
| Dearne Valley Parkway South | 0.73 | 1.93 | 0.42 | A |
| Site Access | 0.15 | 3.20 | 0.13 | A |
| Dearne Valley Parkway North | 0.58 | 1.58 | 0.37 | A |

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

- 'D1 - Base Weekday, AM" model duration: 07:45 - 09:15
- 'D2 - Base Weekday, PM" model duration: 16:45 - 18:15
- 'D3 - Base Saturday, Peak" model duration: 11:45 - 13:15
- 'D4 - Growthed + Comm Weekday, AM " model duration: 07:45 - 09:15
- 'D5 - Growthed + Comm Weekday, PM" model duration: 16:45 - 18:15
- 'D6 - Growthed + Comm Saturday, Peak" model duration: 11:45 - 13:15
- 'D7 - Predicted Weekday, AM" model duration: 07:45 - 09:15
- 'D8 - Predicted Weekday, PM" model duration: 16:45 - 18:15
- 'D9 - Predicted Saturday, Peak" model duration: 11:45 - 13:15

Run using Junctions 8.0.2.316 at 11/03/2015 17:08:26

File summary

File Description

| | |
|-------------|-----------------------|
| Title | Rockingham Roundabout |
| Location | Birdwell |
| Site Number | |
| Date | 21/10/2014 |
| Version | |
| Status | |
| Identifier | 10-336 |
| Client | |
| Jobnumber | 10-336 |
| Enumerator | NC |
| Description | |

Analysis Options

| Vehicle Length (m) | Do Queue Variations | Calculate Residual Capacity | Residual Capacity Criteria Type | RFC Threshold | Average Delay Threshold (s) | Queue Threshold (PCU) |
|--------------------|---------------------|-----------------------------|---------------------------------|---------------|-----------------------------|-----------------------|
| 5.75 | | | N/A | 0.85 | 36.00 | 20.00 |

Units

| Distance Units | Speed Units | Traffic Units Input | Traffic Units Results | Flow Units | Average Delay Units | Total Delay Units | Rate Of Delay Units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m | kph | PCU | PCU | perHour | s | -Min | perMin |

(Default Analysis Set) - Growthed + Comm Weekday, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Description | Locked | Network Flow Scaling Factor (%) | Reason For Scaling Factors |
|------------------------|-------------|--------|---------------------------------|----------------------------|
| (Default Analysis Set) | | | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Single Time Segment Only | Locked |
|-----------------------------|-------------------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|--------------------------|--------|
| Growthed + Comm Weekday, AM | Growthed + Comm Weekday | AM | | ONE HOUR | 07:45 | 09:15 | 90 | 15 | | |

Junction Network

Junctions

| Name | Junction Type | Arm Order | Grade Separated | Large Roundabout | Junction Delay (s) | Junction LOS |
|-----------------------|---------------|-----------|-----------------|------------------|--------------------|--------------|
| Rockingham Roundabout | Roundabout | 1,2,3,4 | | | 1.85 | A |

Junction Network Options

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

Arms

Arms

| Name | Name | Description |
|-----------------------------|-----------------------------|-------------|
| Unused East | Unused East | |
| Dearne Valley Parkway South | Dearne Valley Parkway South | |
| Site Access | Site Access | |
| Dearne Valley Parkway North | Dearne Valley Parkway North | |

Roundabout Geometry

| Name | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit Only |
|-----------------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| Unused East | 5.00 | 8.00 | 30.00 | 20.00 | 59.00 | 35.00 | |
| Dearne Valley Parkway South | 9.64 | 11.61 | 7.05 | 30.00 | 59.00 | 29.00 | |
| Site Access | 5.00 | 7.50 | 30.00 | 20.00 | 59.00 | 35.00 | |
| Dearne Valley Parkway North | 10.99 | 13.09 | 9.07 | 24.00 | 59.00 | 34.00 | |

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

Pedestrian Crossings

| Name | Crossing Type |
|-----------------------------|---------------|
| Unused East | None |
| Dearne Valley Parkway South | None |
| Site Access | None |
| Dearne Valley Parkway North | None |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Name | Enter slope and intercept directly | Entered slope | Entered intercept (PCU/hr) | Final Slope | Final Intercept (PCU/hr) |
|-----------------------------|------------------------------------|---------------|----------------------------|-------------|--------------------------|
| Unused East | | (calculated) | (calculated) | 0.639 | 2165.403 |
| Dearne Valley Parkway South | | (calculated) | (calculated) | 0.848 | 3299.133 |
| Site Access | | (calculated) | (calculated) | 0.624 | 2076.365 |
| Dearne Valley Parkway North | | (calculated) | (calculated) | 0.907 | 3674.698 |

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

Traffic Flows

Demand Set Data Options

| Default Vehicle Mix | Vehicle Mix Varies Over Time | Vehicle Mix Varies Over Turn | Vehicle Mix Varies Over Entry | Vehicle Mix Source | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts | Turning Proportions Vary Over Time | Turning Proportions Vary Over Turn | Turning Proportions Vary Over Entry |
|---------------------|------------------------------|------------------------------|-------------------------------|--------------------|---------------------------|-----------------------------|---------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| | | ✓ | ✓ | HV Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|-----------------------------|--------------|--------------------|------------------------------|-------------------------|
| Unused East | ONE HOUR | ✓ | 0.00 | 100.000 |
| Dearne Valley Parkway South | ONE HOUR | ✓ | 1234.00 | 100.000 |
| Site Access | ONE HOUR | ✓ | 155.00 | 100.000 |
| Dearne Valley Parkway North | ONE HOUR | ✓ | 1203.00 | 100.000 |

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Rockingham Roundabout (for whole period)

| | | To | | | |
|------|---|-------|----------|--------|----------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 2 | 0.000 | 0.000 | 96.000 | 1138.000 |
| | 3 | 0.000 | 80.000 | 0.000 | 75.000 |
| | 4 | 0.000 | 1119.000 | 84.000 | 0.000 |

Turning Proportions (PCU) - Rockingham Roundabout (for whole period)

| | | To | | | |
|------|---|------|------|------|------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.25 | 0.25 | 0.25 | 0.25 |
| | 2 | 0.00 | 0.00 | 0.08 | 0.92 |
| | 3 | 0.00 | 0.52 | 0.00 | 0.48 |
| | 4 | 0.00 | 0.93 | 0.07 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Rockingham Roundabout (for whole period)

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 2 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 3 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 4 | 1.000 | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Rockingham Roundabout (for whole period)

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 2 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 3 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 4 | 0.000 | 0.000 | 0.000 | 0.000 |

Results

Results Summary for whole modelled period

| Name | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|-----------------------------|---------|---------------|-----------------|---------|
| Unused East | 0.00 | 0.00 | 0.00 | A |
| Dearne Valley Parkway South | 0.42 | 1.93 | 0.73 | A |
| Site Access | 0.13 | 3.20 | 0.15 | A |
| Dearne Valley Parkway North | 0.37 | 1.58 | 0.58 | A |

Main Results for each time segment

Main results: (07:45-08:00)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 964.41 | 0.00 | 1548.69 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 929.02 | 927.42 | 63.15 | 0.00 | 3245.60 | 0.286 | 0.40 | 1.553 | A |
| Site Access | 116.69 | 116.37 | 855.27 | 0.00 | 1542.78 | 0.076 | 0.08 | 2.523 | A |
| Dearne Valley Parkway North | 905.68 | 904.35 | 60.06 | 0.00 | 3620.24 | 0.250 | 0.33 | 1.325 | A |

Main results: (08:00-08:15)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 1152.96 | 0.00 | 1428.12 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 1109.34 | 1108.86 | 75.49 | 0.00 | 3235.14 | 0.343 | 0.52 | 1.692 | A |
| Site Access | 139.34 | 139.24 | 1022.59 | 0.00 | 1438.39 | 0.097 | 0.11 | 2.770 | A |
| Dearne Valley Parkway North | 1081.47 | 1081.10 | 71.87 | 0.00 | 3609.54 | 0.300 | 0.43 | 1.423 | A |

Main results: (08:15-08:30)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 1411.90 | 0.00 | 1262.54 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 1358.66 | 1357.83 | 92.44 | 0.00 | 3220.77 | 0.422 | 0.73 | 1.931 | A |
| Site Access | 170.66 | 170.48 | 1252.20 | 0.00 | 1295.14 | 0.132 | 0.15 | 3.200 | A |
| Dearne Valley Parkway North | 1324.53 | 1323.91 | 87.99 | 0.00 | 3594.92 | 0.368 | 0.58 | 1.584 | A |

Main results: (08:30-08:45)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 1412.61 | 0.00 | 1262.08 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 1358.66 | 1358.65 | 92.49 | 0.00 | 3220.73 | 0.422 | 0.73 | 1.933 | A |
| Site Access | 170.66 | 170.66 | 1252.96 | 0.00 | 1294.67 | 0.132 | 0.15 | 3.202 | A |
| Dearne Valley Parkway North | 1324.53 | 1324.52 | 88.08 | 0.00 | 3594.84 | 0.368 | 0.58 | 1.584 | A |

Main results: (08:45-09:00)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 1154.10 | 0.00 | 1427.39 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 1109.34 | 1110.16 | 75.56 | 0.00 | 3235.08 | 0.343 | 0.52 | 1.696 | A |
| Site Access | 139.34 | 139.52 | 1023.79 | 0.00 | 1437.64 | 0.097 | 0.11 | 2.773 | A |
| Dearne Valley Parkway North | 1081.47 | 1082.09 | 72.01 | 0.00 | 3609.41 | 0.300 | 0.43 | 1.424 | A |

Main results: (09:00-09:15)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 966.34 | 0.00 | 1547.46 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 929.02 | 929.51 | 63.27 | 0.00 | 3245.50 | 0.286 | 0.40 | 1.554 | A |
| Site Access | 116.69 | 116.79 | 857.19 | 0.00 | 1541.58 | 0.076 | 0.08 | 2.528 | A |
| Dearne Valley Parkway North | 905.68 | 906.06 | 60.28 | 0.00 | 3620.04 | 0.250 | 0.33 | 1.328 | A |

| |
|--|
| Junctions 8 |
| ARCADY 8 - Roundabout Module |
| Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2015 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
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Filename: Rockingham Roundabout.arc8
 Path: Y:\2010\10-326 to 10-350\10-336 Land to East of Highways Depot\Technical\Junctions8
 Report generation date: 11/03/2015 17:08:47

« (Default Analysis Set) - Growthed + Comm Weekday, PM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

| | PM | | | |
|------------------------------------|-------------------------------------|-----------|------|-----|
| | Queue (PCU) | Delay (s) | RFC | LOS |
| | A1 - Growthed + Comm Weekday | | | |
| Unused East | 0.00 | 0.00 | 0.00 | A |
| Dearne Valley Parkway South | 0.81 | 2.02 | 0.45 | A |
| Site Access | 0.18 | 3.45 | 0.15 | A |
| Dearne Valley Parkway North | 0.57 | 1.58 | 0.36 | A |

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

- 'D1 - Base Weekday, AM' model duration: 07:45 - 09:15
- 'D2 - Base Weekday, PM' model duration: 16:45 - 18:15
- 'D3 - Base Saturday, Peak' model duration: 11:45 - 13:15
- 'D4 - Growthed + Comm Weekday, AM' model duration: 07:45 - 09:15
- 'D5 - Growthed + Comm Weekday, PM' model duration: 16:45 - 18:15
- 'D6 - Growthed + Comm Saturday, Peak' model duration: 11:45 - 13:15
- 'D7 - Predicted Weekday, AM' model duration: 07:45 - 09:15
- 'D8 - Predicted Weekday, PM' model duration: 16:45 - 18:15
- 'D9 - Predicted Saturday, Peak' model duration: 11:45 - 13:15

Run using Junctions 8.0.2.316 at 11/03/2015 17:08:46

File summary

File Description

| | |
|-------------|-----------------------|
| Title | Rockingham Roundabout |
| Location | Birdwell |
| Site Number | |
| Date | 21/10/2014 |
| Version | |
| Status | |
| Identifier | 10-336 |
| Client | |
| Jobnumber | 10-336 |
| Enumerator | NC |
| Description | |

Analysis Options

| Vehicle Length (m) | Do Queue Variations | Calculate Residual Capacity | Residual Capacity Criteria Type | RFC Threshold | Average Delay Threshold (s) | Queue Threshold (PCU) |
|--------------------|---------------------|-----------------------------|---------------------------------|---------------|-----------------------------|-----------------------|
| 5.75 | | | N/A | 0.85 | 36.00 | 20.00 |

Units

| Distance Units | Speed Units | Traffic Units Input | Traffic Units Results | Flow Units | Average Delay Units | Total Delay Units | Rate Of Delay Units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m | kph | PCU | PCU | perHour | s | -Min | perMin |

(Default Analysis Set) - Growthed + Comm Weekday, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Description | Locked | Network Flow Scaling Factor (%) | Reason For Scaling Factors |
|------------------------|-------------|--------|---------------------------------|----------------------------|
| (Default Analysis Set) | | | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Single Time Segment Only | Locked |
|-----------------------------|-------------------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|--------------------------|--------|
| Growthed + Comm Weekday, PM | Growthed + Comm Weekday | PM | | ONE HOUR | 16:45 | 18:15 | 90 | 15 | | |

Junction Network

Junctions

| Name | Junction Type | Arm Order | Grade Separated | Large Roundabout | Junction Delay (s) | Junction LOS |
|-----------------------|---------------|-----------|-----------------|------------------|--------------------|--------------|
| Rockingham Roundabout | Roundabout | 1,2,3,4 | | | 1.92 | A |

Junction Network Options

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

Arms

Arms

| Name | Name | Description |
|-----------------------------|-----------------------------|-------------|
| Unused East | Unused East | |
| Dearne Valley Parkway South | Dearne Valley Parkway South | |
| Site Access | Site Access | |
| Dearne Valley Parkway North | Dearne Valley Parkway North | |

Roundabout Geometry

| Name | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit Only |
|-----------------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| Unused East | 5.00 | 8.00 | 30.00 | 20.00 | 59.00 | 35.00 | |
| Dearne Valley Parkway South | 9.64 | 11.61 | 7.05 | 30.00 | 59.00 | 29.00 | |
| Site Access | 5.00 | 7.50 | 30.00 | 20.00 | 59.00 | 35.00 | |
| Dearne Valley Parkway North | 10.99 | 13.09 | 9.07 | 24.00 | 59.00 | 34.00 | |

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

Pedestrian Crossings

| Name | Crossing Type |
|-----------------------------|---------------|
| Unused East | None |
| Dearne Valley Parkway South | None |
| Site Access | None |
| Dearne Valley Parkway North | None |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Name | Enter slope and intercept directly | Entered slope | Entered intercept (PCU/hr) | Final Slope | Final Intercept (PCU/hr) |
|-----------------------------|------------------------------------|---------------|----------------------------|-------------|--------------------------|
| Unused East | | (calculated) | (calculated) | 0.639 | 2165.403 |
| Dearne Valley Parkway South | | (calculated) | (calculated) | 0.848 | 3299.133 |
| Site Access | | (calculated) | (calculated) | 0.624 | 2076.365 |
| Dearne Valley Parkway North | | (calculated) | (calculated) | 0.907 | 3674.698 |

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

Traffic Flows

Demand Set Data Options

| Default Vehicle Mix | Vehicle Mix Varies Over Time | Vehicle Mix Varies Over Turn | Vehicle Mix Varies Over Entry | Vehicle Mix Source | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts | Turning Proportions Vary Over Time | Turning Proportions Vary Over Turn | Turning Proportions Vary Over Entry |
|---------------------|------------------------------|------------------------------|-------------------------------|--------------------|---------------------------|-----------------------------|---------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| | | ✓ | ✓ | HV Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|-----------------------------|--------------|--------------------|------------------------------|-------------------------|
| Unused East | ONE HOUR | ✓ | 0.00 | 100.000 |
| Dearne Valley Parkway South | ONE HOUR | ✓ | 1320.00 | 100.000 |
| Site Access | ONE HOUR | ✓ | 173.00 | 100.000 |
| Dearne Valley Parkway North | ONE HOUR | ✓ | 1180.00 | 100.000 |

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Rockingham Roundabout (for whole period)

| | | To | | | |
|------|---|-------|----------|--------|----------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 2 | 0.000 | 0.000 | 91.000 | 1229.000 |
| | 3 | 0.000 | 100.000 | 0.000 | 73.000 |
| | 4 | 0.000 | 1112.000 | 68.000 | 0.000 |

Turning Proportions (PCU) - Rockingham Roundabout (for whole period)

| | | To | | | |
|------|---|------|------|------|------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.25 | 0.25 | 0.25 | 0.25 |
| | 2 | 0.00 | 0.00 | 0.07 | 0.93 |
| | 3 | 0.00 | 0.58 | 0.00 | 0.42 |
| | 4 | 0.00 | 0.94 | 0.06 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Rockingham Roundabout (for whole period)

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 2 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 3 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 4 | 1.000 | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Rockingham Roundabout (for whole period)

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 2 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 3 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 4 | 0.000 | 0.000 | 0.000 | 0.000 |

Results

Results Summary for whole modelled period

| Name | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|-----------------------------|---------|---------------|-----------------|---------|
| Unused East | 0.00 | 0.00 | 0.00 | A |
| Dearne Valley Parkway South | 0.45 | 2.02 | 0.81 | A |
| Site Access | 0.15 | 3.45 | 0.18 | A |
| Dearne Valley Parkway North | 0.36 | 1.58 | 0.57 | A |

Main Results for each time segment

Main results: (16:45-17:00)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 962.13 | 0.00 | 1550.15 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 993.77 | 992.01 | 51.12 | 0.00 | 3255.80 | 0.305 | 0.44 | 1.590 | A |
| Site Access | 130.24 | 129.86 | 923.62 | 0.00 | 1500.13 | 0.087 | 0.09 | 2.627 | A |
| Dearne Valley Parkway North | 888.37 | 887.06 | 75.07 | 0.00 | 3606.64 | 0.246 | 0.33 | 1.323 | A |

Main results: (17:00-17:15)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 1150.25 | 0.00 | 1429.85 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 1186.65 | 1186.11 | 61.11 | 0.00 | 3247.33 | 0.365 | 0.57 | 1.746 | A |
| Site Access | 155.52 | 155.40 | 1104.34 | 0.00 | 1387.39 | 0.112 | 0.13 | 2.921 | A |
| Dearne Valley Parkway North | 1060.80 | 1060.43 | 89.83 | 0.00 | 3593.26 | 0.295 | 0.42 | 1.420 | A |

Main results: (17:15-17:30)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 1408.57 | 0.00 | 1264.66 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 1453.35 | 1452.40 | 74.83 | 0.00 | 3235.69 | 0.449 | 0.81 | 2.017 | A |
| Site Access | 190.48 | 190.25 | 1352.27 | 0.00 | 1232.71 | 0.155 | 0.18 | 3.453 | A |
| Dearne Valley Parkway North | 1299.20 | 1298.60 | 109.97 | 0.00 | 3574.99 | 0.363 | 0.57 | 1.581 | A |

Main results: (17:30-17:45)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 1409.30 | 0.00 | 1264.20 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 1453.35 | 1453.34 | 74.87 | 0.00 | 3235.67 | 0.449 | 0.81 | 2.019 | A |
| Site Access | 190.48 | 190.47 | 1353.15 | 0.00 | 1232.16 | 0.155 | 0.18 | 3.455 | A |
| Dearne Valley Parkway North | 1299.20 | 1299.20 | 110.10 | 0.00 | 3574.87 | 0.363 | 0.57 | 1.581 | A |

Main results: (17:45-18:00)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 1151.42 | 0.00 | 1429.10 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 1186.65 | 1187.60 | 61.17 | 0.00 | 3247.28 | 0.365 | 0.58 | 1.750 | A |
| Site Access | 155.52 | 155.75 | 1105.73 | 0.00 | 1386.53 | 0.112 | 0.13 | 2.924 | A |
| Dearne Valley Parkway North | 1060.80 | 1061.40 | 90.03 | 0.00 | 3593.07 | 0.295 | 0.42 | 1.421 | A |

Main results: (18:00-18:15)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 964.09 | 0.00 | 1548.89 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 993.77 | 994.31 | 51.22 | 0.00 | 3255.72 | 0.305 | 0.44 | 1.594 | A |
| Site Access | 130.24 | 130.37 | 925.77 | 0.00 | 1498.80 | 0.087 | 0.10 | 2.632 | A |
| Dearne Valley Parkway North | 888.37 | 888.74 | 75.36 | 0.00 | 3606.37 | 0.246 | 0.33 | 1.326 | A |

| |
|--|
| Junctions 8 |
| ARCADY 8 - Roundabout Module |
| Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2015 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: Rockingham Roundabout.arc8
 Path: Y:\2010\10-326 to 10-350\10-336 Land to East of Highways Depot\Technical\Junctions8
 Report generation date: 11/03/2015 17:09:08

« (Default Analysis Set) - Growthed + Comm Saturday, Peak

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

| | Peak | | | |
|-----------------------------|-------------------------------|-----------|------|-----|
| | Queue (PCU) | Delay (s) | RFC | LOS |
| | A1 - Growthed + Comm Saturday | | | |
| Unused East | 0.00 | 0.00 | 0.00 | A |
| Dearne Valley Parkway South | 0.39 | 1.54 | 0.28 | A |
| Site Access | 0.12 | 2.56 | 0.11 | A |
| Dearne Valley Parkway North | 0.32 | 1.33 | 0.24 | A |

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

- 'D1 - Base Weekday, AM' model duration: 07:45 - 09:15
- 'D2 - Base Weekday, PM' model duration: 16:45 - 18:15
- 'D3 - Base Saturday, Peak' model duration: 11:45 - 13:15
- 'D4 - Growthed + Comm Weekday, AM' model duration: 07:45 - 09:15
- 'D5 - Growthed + Comm Weekday, PM' model duration: 16:45 - 18:15
- 'D6 - Growthed + Comm Saturday, Peak' model duration: 11:45 - 13:15
- 'D7 - Predicted Weekday, AM' model duration: 07:45 - 09:15
- 'D8 - Predicted Weekday, PM' model duration: 16:45 - 18:15
- 'D9 - Predicted Saturday, Peak' model duration: 11:45 - 13:15

Run using Junctions 8.0.2.316 at 11/03/2015 17:09:08

File summary

File Description

| | |
|-------------|-----------------------|
| Title | Rockingham Roundabout |
| Location | Birdwell |
| Site Number | |
| Date | 21/10/2014 |
| Version | |
| Status | |
| Identifier | 10-336 |
| Client | |
| Jobnumber | 10-336 |
| Enumerator | NC |
| Description | |

Analysis Options

| Vehicle Length (m) | Do Queue Variations | Calculate Residual Capacity | Residual Capacity Criteria Type | RFC Threshold | Average Delay Threshold (s) | Queue Threshold (PCU) |
|--------------------|---------------------|-----------------------------|---------------------------------|---------------|-----------------------------|-----------------------|
| 5.75 | | | N/A | 0.85 | 36.00 | 20.00 |

Units

| Distance Units | Speed Units | Traffic Units Input | Traffic Units Results | Flow Units | Average Delay Units | Total Delay Units | Rate Of Delay Units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m | kph | PCU | PCU | perHour | s | -Min | perMin |

(Default Analysis Set) - Growthed + Comm Saturday, Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Description | Locked | Network Flow Scaling Factor (%) | Reason For Scaling Factors |
|------------------------|-------------|--------|---------------------------------|----------------------------|
| (Default Analysis Set) | | | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Single Time Segment Only | Locked |
|--------------------------------|--------------------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|--------------------------|--------|
| Growthed + Comm Saturday, Peak | Growthed + Comm Saturday | Peak | | ONE HOUR | 11:45 | 13:15 | 90 | 15 | | |

Junction Network

Junctions

| Name | Junction Type | Arm Order | Grade Separated | Large Roundabout | Junction Delay (s) | Junction LOS |
|-----------------------|---------------|-----------|-----------------|------------------|--------------------|--------------|
| Rockingham Roundabout | Roundabout | 1,2,3,4 | | | 1.54 | A |

Junction Network Options

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

Arms

Arms

| Name | Name | Description |
|-----------------------------|-----------------------------|-------------|
| Unused East | Unused East | |
| Dearne Valley Parkway South | Dearne Valley Parkway South | |
| Site Access | Site Access | |
| Dearne Valley Parkway North | Dearne Valley Parkway North | |

Roundabout Geometry

| Name | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit Only |
|-----------------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| Unused East | 5.00 | 8.00 | 30.00 | 20.00 | 59.00 | 35.00 | |
| Dearne Valley Parkway South | 9.64 | 11.61 | 7.05 | 30.00 | 59.00 | 29.00 | |
| Site Access | 5.00 | 7.50 | 30.00 | 20.00 | 59.00 | 35.00 | |
| Dearne Valley Parkway North | 10.99 | 13.09 | 9.07 | 24.00 | 59.00 | 34.00 | |

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

Pedestrian Crossings

| Name | Crossing Type |
|-----------------------------|---------------|
| Unused East | None |
| Dearne Valley Parkway South | None |
| Site Access | None |
| Dearne Valley Parkway North | None |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Name | Enter slope and intercept directly | Entered slope | Entered intercept (PCU/hr) | Final Slope | Final Intercept (PCU/hr) |
|-----------------------------|------------------------------------|---------------|----------------------------|-------------|--------------------------|
| Unused East | | (calculated) | (calculated) | 0.639 | 2165.403 |
| Dearne Valley Parkway South | | (calculated) | (calculated) | 0.848 | 3299.133 |
| Site Access | | (calculated) | (calculated) | 0.624 | 2076.365 |
| Dearne Valley Parkway North | | (calculated) | (calculated) | 0.907 | 3674.698 |

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

Traffic Flows

Demand Set Data Options

| Default Vehicle Mix | Vehicle Mix Varies Over Time | Vehicle Mix Varies Over Turn | Vehicle Mix Varies Over Entry | Vehicle Mix Source | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts | Turning Proportions Vary Over Time | Turning Proportions Vary Over Turn | Turning Proportions Vary Over Entry |
|---------------------|------------------------------|------------------------------|-------------------------------|--------------------|---------------------------|-----------------------------|---------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| | | ✓ | ✓ | HV Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|-----------------------------|--------------|--------------------|------------------------------|-------------------------|
| Unused East | ONE HOUR | ✓ | 0.00 | 100.000 |
| Dearne Valley Parkway South | ONE HOUR | ✓ | 832.00 | 100.000 |
| Site Access | ONE HOUR | ✓ | 158.00 | 100.000 |
| Dearne Valley Parkway North | ONE HOUR | ✓ | 783.00 | 100.000 |

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Rockingham Roundabout (for whole period)

| | | To | | | |
|------|---|-------|---------|---------|---------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 2 | 0.000 | 0.000 | 112.000 | 720.000 |
| | 3 | 0.000 | 111.000 | 0.000 | 47.000 |
| | 4 | 0.000 | 735.000 | 48.000 | 0.000 |

Turning Proportions (PCU) - Rockingham Roundabout (for whole period)

| | | To | | | |
|------|---|------|------|------|------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.25 | 0.25 | 0.25 | 0.25 |
| | 2 | 0.00 | 0.00 | 0.13 | 0.87 |
| | 3 | 0.00 | 0.70 | 0.00 | 0.30 |
| | 4 | 0.00 | 0.94 | 0.06 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Rockingham Roundabout (for whole period)

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 2 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 3 | 1.000 | 1.000 | 1.000 | 1.000 |
| | 4 | 1.000 | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Rockingham Roundabout (for whole period)

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 2 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 3 | 0.000 | 0.000 | 0.000 | 0.000 |
| | 4 | 0.000 | 0.000 | 0.000 | 0.000 |

Results

Results Summary for whole modelled period

| Name | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|-----------------------------|---------|---------------|-----------------|---------|
| Unused East | 0.00 | 0.00 | 0.00 | A |
| Dearne Valley Parkway South | 0.28 | 1.54 | 0.39 | A |
| Site Access | 0.11 | 2.56 | 0.12 | A |
| Dearne Valley Parkway North | 0.24 | 1.33 | 0.32 | A |

Main Results for each time segment

Main results: (11:45-12:00)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 672.06 | 0.00 | 1735.64 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 626.37 | 625.43 | 36.09 | 0.00 | 3268.54 | 0.192 | 0.24 | 1.361 | A |
| Site Access | 118.95 | 118.66 | 541.23 | 0.00 | 1738.70 | 0.068 | 0.07 | 2.222 | A |
| Dearne Valley Parkway North | 589.48 | 588.70 | 83.36 | 0.00 | 3599.12 | 0.164 | 0.20 | 1.195 | A |

Main results: (12:00-12:15)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 803.44 | 0.00 | 1651.63 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 747.95 | 747.71 | 43.14 | 0.00 | 3262.56 | 0.229 | 0.30 | 1.431 | A |
| Site Access | 142.04 | 141.96 | 647.06 | 0.00 | 1672.68 | 0.085 | 0.09 | 2.351 | A |
| Dearne Valley Parkway North | 703.90 | 703.71 | 99.73 | 0.00 | 3584.27 | 0.196 | 0.24 | 1.249 | A |

Main results: (12:15-12:30)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 983.93 | 0.00 | 1536.21 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 916.05 | 915.67 | 52.83 | 0.00 | 3254.35 | 0.281 | 0.39 | 1.538 | A |
| Site Access | 173.96 | 173.84 | 792.41 | 0.00 | 1582.00 | 0.110 | 0.12 | 2.556 | A |
| Dearne Valley Parkway North | 862.10 | 861.80 | 122.13 | 0.00 | 3563.97 | 0.242 | 0.32 | 1.331 | A |

Main results: (12:30-12:45)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 984.31 | 0.00 | 1535.97 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 916.05 | 916.05 | 52.85 | 0.00 | 3254.33 | 0.281 | 0.39 | 1.538 | A |
| Site Access | 173.96 | 173.96 | 792.73 | 0.00 | 1581.79 | 0.110 | 0.12 | 2.556 | A |
| Dearne Valley Parkway North | 862.10 | 862.10 | 122.21 | 0.00 | 3563.89 | 0.242 | 0.32 | 1.331 | A |

Main results: (12:45-13:00)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 804.07 | 0.00 | 1651.23 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 747.95 | 748.32 | 43.17 | 0.00 | 3262.54 | 0.229 | 0.30 | 1.433 | A |
| Site Access | 142.04 | 142.16 | 647.59 | 0.00 | 1672.35 | 0.085 | 0.09 | 2.352 | A |
| Dearne Valley Parkway North | 703.90 | 704.20 | 99.87 | 0.00 | 3584.15 | 0.196 | 0.24 | 1.251 | A |

Main results: (13:00-13:15)

| Name | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----------------------------|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| Unused East | 0.00 | 0.00 | 673.30 | 0.00 | 1734.85 | 0.000 | 0.00 | 0.000 | A |
| Dearne Valley Parkway South | 626.37 | 626.62 | 36.15 | 0.00 | 3268.49 | 0.192 | 0.24 | 1.364 | A |
| Site Access | 118.95 | 119.03 | 542.26 | 0.00 | 1738.06 | 0.068 | 0.07 | 2.223 | A |
| Dearne Valley Parkway North | 589.48 | 589.68 | 83.62 | 0.00 | 3598.88 | 0.164 | 0.20 | 1.197 | A |






APPENDIX BGH 13



LOCATION PLAN SCALE: 1:5000



KEY

-  SITE BOUNDARY
-  DRAINAGE EASEMENT
-  A1-A4 CLASS USE (INCL)
-  B8 CLASS USE
-  B1 CLASS USE

| Name | Total Spm | Total Spm | Comments | Car Parking |
|--------------------------|-----------|-----------|--------------------|---------------------|
| 50 BED HOTEL-FAST FDDO | 1300 | 14000 | From Shared Unit | 10 spaces |
| RESTAURANT | 100 | 450 | Single Shared Unit | 70 spaces |
| AS / AT UNIT | 500 | 5500 | Single Shared Unit | 10 spaces |
| SOLAR PANELS / AS UNIT | 500 | 5500 | Single Shared Unit | 10 spaces |
| CLASS B2 | | | | |
| UNIT ONE | 500 | 5500 | Single Shared Unit | N/A |
| CLASS B2/B1 | | | | |
| UNIT ONE | 1000 | 10700 | Single Shared Unit | 22 spaces |
| CLASS B1 | | | | |
| UNIT ONE | 350 | 2700 | Two Shared Unit | 10 spaces |
| UNIT TWO | 350 | 2700 | Two Shared Unit | 10 spaces |
| UNIT THREE | 350 | 2700 | Two Shared Unit | 21 spaces |
| UNIT FOUR | 350 | 2700 | Two Shared Unit | 21 spaces |
| CLASS B8 | | | | |
| UNIT ONE | 122 | 1980 | Single Shared Unit | 3 spaces |
| UNIT TWO | 130 | 1450 | Single Shared Unit | 3 spaces |
| TOTAL RETAIL AREA | | | | |
| TOTAL B1-B2-B8 | | | | 2100 m ² |
| TOTAL B1-B2-B8 | | | | 5787 m ² |
| TOTAL PAVED SPACE | | | | |
| | | | | 8187 m ² |
| | | | | 241 |
| | | | | 12 |
| | | | | 24 |

| REV | DATE | DESCRIPTION | BY | CHECK |
|-----|--------|--|----|-------|
| A | FEB 15 | LAYOUT AND LAND USES REVISION | EW | VS |
| B | MAR 15 | RED LINE AMENDED AND SIGNAGE POSITIONS INCLUDED | EW | AT |
| C | MAR 15 | ACOUSTIC BOUND AND FENCE ADDED PEDESTRIAN ACCESS ACCOMMODATED | EW | VS |



CLIENT: HARTWOOD ESTATES
 PROJECT: DEARNE VALLEY PARKWAY
 SHEFFIELD ROAD
 DRAWING: ENV
 OUTLINE MASTERPLAN

DRAWING NUMBER: P13 4806 10
 SCALE @ A1: AS INDICATED
 DRAWN: ENV
 DATE: JAN 15
 CHECKED: DATE: JAN 15
 VS

SCALE: 1:1000

P13 4806 10 / OUTLINE MASTERPLAN

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APPENDIX BGH 14

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | EX ESSEX | 1 days |
| | HC HAMPSHIRE | 1 days |
| 03 | SOUTH WEST | |
| | DV DEVON | 1 days |
| | GS GLOUCESTERSHIRE | 1 days |
| | SG SOUTH GLOUCESTERSHIRE | 1 days |
| 04 | EAST ANGLIA | |
| | CA CAMBRIDGESHIRE | 1 days |
| 05 | EAST MIDLANDS | |
| | DS DERBYSHIRE | 1 days |
| | LE LEICESTERSHIRE | 1 days |
| | NR NORTHAMPTONSHIRE | 1 days |
| 06 | WEST MIDLANDS | |
| | SH SHROPSHIRE | 1 days |
| | WM WEST MIDLANDS | 2 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | NY NORTH YORKSHIRE | 1 days |
| 08 | NORTH WEST | |
| | CH CHESHIRE | 2 days |
| | LC LANCASHIRE | 1 days |
| 09 | NORTH | |
| | TV TEES VALLEY | 2 days |
| | TW TYNE & WEAR | 2 days |

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

Filtering Stage 2 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: 240 to 1840 (units: sqm)
 Range Selected by User: 210 to 8310 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 24/10/13

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

Selected survey days:

| | |
|-----------|--------|
| Monday | 4 days |
| Tuesday | 5 days |
| Wednesday | 4 days |
| Thursday | 4 days |
| Friday | 3 days |

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

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 20 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|--|----|
| Suburban Area (PPS6 Out of Centre) | 5 |
| Edge of Town | 3 |
| Neighbourhood Centre (PPS6 Local Centre) | 12 |

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

Selected Location Sub Categories:

| | |
|------------------|----|
| Commercial Zone | 1 |
| Residential Zone | 19 |

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.

Filtering Stage 3 selection:

Use Class:

| | |
|----|---------|
| A1 | 15 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

| | |
|------------------|--------|
| 5,001 to 10,000 | 4 days |
| 10,001 to 15,000 | 2 days |
| 15,001 to 20,000 | 5 days |
| 20,001 to 25,000 | 2 days |
| 25,001 to 50,000 | 7 days |

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

Population within 5 miles:

| | |
|--------------------|--------|
| 25,001 to 50,000 | 2 days |
| 75,001 to 100,000 | 1 days |
| 100,001 to 125,000 | 3 days |
| 125,001 to 250,000 | 7 days |
| 250,001 to 500,000 | 7 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 | 7 days |
| 1.1 to 1.5 | 13 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 | 20 days |

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

Travel Plan:

| | |
|----|---------|
| No | 20 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.

LIST OF SITES relevant to selection parameters

| | | | | |
|---|--|-------------|----------|---------------------|
| 1 | CA-01-I-01 | LOCAL SHOPS | | CAMBRIDGESHIRE |
| | WARWICK ROAD | | | |
| | PETERBOROUGH | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 478 sqm | |
| | Survey date: MONDAY | | 17/10/11 | Survey Type: MANUAL |
| 2 | CH-01-I-02 | LOCAL SHOPS | | CHESHIRE |
| | CHRISTLETON ROAD | | | |
| | BOUGHTON HEATH | | | |
| | CHESTER | | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 260 sqm | |
| | Survey date: TUESDAY | | 15/05/12 | Survey Type: MANUAL |
| 3 | CH-01-I-03 | LOCAL SHOPS | | CHESHIRE |
| | MILL LANE | | | |
| | BACHE | | | |
| | CHESTER | | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 365 sqm | |
| | Survey date: THURSDAY | | 17/05/12 | Survey Type: MANUAL |
| 4 | DS-01-I-01 | LOCAL SHOPS | | DERBYSHIRE |
| | STONELOW ROAD | | | |
| | HOLMESDALE | | | |
| | DRONFIELD | | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 1130 sqm | |
| | Survey date: WEDNESDAY | | 21/06/06 | Survey Type: MANUAL |
| 5 | DV-01-I-01 | LOCAL SHOPS | | DEVON |
| | TORRIDGE WAY | | | |
| | EFFORD | | | |
| | PLYMOUTH | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 470 sqm | |
| | Survey date: TUESDAY | | 17/07/12 | Survey Type: MANUAL |
| 6 | EX-01-I-01 | LOCAL SHOPS | | ESSEX |
| | PYRLES LANE | | | |
| | LOUGHTON | | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 650 sqm | |
| | Survey date: THURSDAY | | 22/11/07 | Survey Type: MANUAL |
| 7 | GS-01-I-01 | LOCAL SHOPS | | GLOUCESTERSHIRE |
| | SALISBURY AVENUE | | | |
| | WARDEN HILL | | | |
| | CHELTENHAM | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 525 sqm | |
| | Survey date: MONDAY | | 26/04/10 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|----|--|-------------|--|-----------------------|
| 8 | HC-01-I-02 | LOCAL SHOPS | | HAMPSHIRE |
| | OLIVER'S BATTERY ROAD S. OLIVERS BATTERY WINCHESTER Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1605 sqm Survey date: TUESDAY 20/11/07 | | | Survey Type: MANUAL |
| 9 | LC-01-I-01 | LOCAL SHOPS | | LANCASHIRE |
| | TALBOT ROW EUXTON NEAR CHORLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 720 sqm Survey date: MONDAY 17/10/11 | | | Survey Type: MANUAL |
| 10 | LE-01-I-01 | LOCAL SHOPS | | LEICESTERSHIRE |
| | RYDER ROAD BRAUNSTONE FRITH LEICESTER Edge of Town Residential Zone Total Gross floor area: 606 sqm Survey date: WEDNESDAY 26/09/12 | | | Survey Type: MANUAL |
| 11 | NR-01-I-01 | LOCAL SHOPS | | NORTHAMPTONSHIRE |
| | OCCUPATION ROAD CORBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 755 sqm Survey date: WEDNESDAY 19/11/08 | | | Survey Type: MANUAL |
| 12 | NY-01-I-01 | LOCAL SHOPS | | NORTH YORKSHIRE |
| | NEWLANDS PARK DRIVE SCARBOROUGH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1200 sqm Survey date: FRIDAY 28/09/07 | | | Survey Type: MANUAL |
| 13 | SG-01-I-01 | LOCAL SHOPS | | SOUTH GLOUCESTERSHIRE |
| | BURLEY GROVE KINGSWOOD BRISTOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 240 sqm Survey date: FRIDAY 06/10/06 | | | Survey Type: MANUAL |
| 14 | SH-01-I-02 | LOCAL SHOPS | | SHROPSHIRE |
| | WREKIN DRIVE DONNINGTON TELFORD Edge of Town Residential Zone Total Gross floor area: 900 sqm Survey date: THURSDAY 24/10/13 | | | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|----|--|-------------|----------|---------------------|
| 15 | TV-01-I-03 | LOCAL SHOPS | | TEES VALLEY |
| | ACKLAM ROAD | | | |
| | ACKLAM | | | |
| | MIDDLESBROUGH | | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 1840 sqm | |
| | Survey date: FRIDAY | | 04/10/13 | Survey Type: MANUAL |
| 16 | TV-01-I-04 | LOCAL SHOPS | | TEES VALLEY |
| | CARGO FLEET LANE | | | |
| | ORMESBY | | | |
| | MIDDLESBROUGH | | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 585 sqm | |
| | Survey date: MONDAY | | 07/10/13 | Survey Type: MANUAL |
| 17 | TW-01-I-01 | LOCAL SHOPS | | TYNE & WEAR |
| | FARRINGDON ROAD | | | |
| | MARDEN | | | |
| | NORTH SHIELDS | | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 850 sqm | |
| | Survey date: TUESDAY | | 17/10/06 | Survey Type: MANUAL |
| 18 | TW-01-I-02 | LOCAL SHOPS | | TYNE & WEAR |
| | DURHAM ROAD | | | |
| | BARNES PARK | | | |
| | SUNDERLAND | | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 540 sqm | |
| | Survey date: WEDNESDAY | | 21/11/12 | Survey Type: MANUAL |
| 19 | WM-01-I-01 | LOCAL SHOPS | | WEST MIDLANDS |
| | HOLYHEAD ROAD | | | |
| | COVENTRY | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 1550 sqm | |
| | Survey date: THURSDAY | | 27/09/07 | Survey Type: MANUAL |
| 20 | WM-01-I-02 | LOCAL SHOPS | | WEST MIDLANDS |
| | MARSHALL LAKE ROAD | | | |
| | SHIRLEY | | | |
| | SOLIHULL | | | |
| | Edge of Town | | | |
| | Commercial Zone | | | |
| | Total Gross floor area: | | 515 sqm | |
| | Survey date: TUESDAY | | 18/09/07 | Survey Type: MANUAL |

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

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|---------------|------------|----------|---------------|----------|----------|----------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | 1 | 540 | 1.296 | 1 | 540 | 1.296 | 1 | 540 | 2.592 |
| 07:00 - 08:00 | 20 | 789 | 3.966 | 20 | 789 | 3.611 | 20 | 789 | 7.577 |
| 08:00 - 09:00 | 20 | 789 | 4.638 | 20 | 789 | 4.372 | 20 | 789 | 9.010 |
| 09:00 - 10:00 | 20 | 789 | 5.601 | 20 | 789 | 5.062 | 20 | 789 | 10.663 |
| 10:00 - 11:00 | 20 | 789 | 5.512 | 20 | 789 | 5.220 | 20 | 789 | 10.732 |
| 11:00 - 12:00 | 20 | 789 | 5.683 | 20 | 789 | 5.791 | 20 | 789 | 11.474 |
| 12:00 - 13:00 | 20 | 789 | 6.678 | 20 | 789 | 6.399 | 20 | 789 | 13.077 |
| 13:00 - 14:00 | 20 | 789 | 5.759 | 20 | 789 | 5.670 | 20 | 789 | 11.429 |
| 14:00 - 15:00 | 20 | 789 | 5.208 | 20 | 789 | 5.347 | 20 | 789 | 10.555 |
| 15:00 - 16:00 | 20 | 789 | 5.049 | 20 | 789 | 5.379 | 20 | 789 | 10.428 |
| 16:00 - 17:00 | 20 | 789 | 5.601 | 20 | 789 | 5.588 | 20 | 789 | 11.189 |
| 17:00 - 18:00 | 20 | 789 | 5.689 | 20 | 789 | 6.000 | 20 | 789 | 11.689 |
| 18:00 - 19:00 | 20 | 789 | 5.544 | 20 | 789 | 5.620 | 20 | 789 | 11.164 |
| 19:00 - 20:00 | 18 | 842 | 4.466 | 18 | 842 | 4.558 | 18 | 842 | 9.024 |
| 20:00 - 21:00 | 14 | 810 | 3.185 | 14 | 810 | 3.617 | 14 | 810 | 6.802 |
| 21:00 - 22:00 | 7 | 781 | 3.677 | 7 | 781 | 4.153 | 7 | 781 | 7.830 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 77.552 | | | 77.683 | | | 155.235 |

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: 240 - 1840 (units: sqm)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 20
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | | |
|----|---------------|----------------|--------|
| 02 | SOUTH EAST | | |
| | BD | BEDFORDSHIRE | 1 days |
| | ES | EAST SUSSEX | 1 days |
| | HF | HERTFORDSHIRE | 1 days |
| 06 | WEST MIDLANDS | | |
| | WO | WORCESTERSHIRE | 1 days |

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

Filtering Stage 2 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: 599 to 4045 (units: sqm)
 Range Selected by User: 210 to 8310 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 24/10/13

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 4 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 4

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.

Filtering Stage 3 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 1 mile:

5,001 to 10,000 1 days

10,001 to 15,000 1 days

20,001 to 25,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

25,001 to 50,000 1 days

125,001 to 250,000 2 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

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 4 days

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

Travel Plan:

Not Known 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.

LIST OF SITES relevant to selection parameters

| | | | | |
|---|--|-----------------|----------|---------------------|
| 1 | BD-01-I-01 | DISTRICT CENTRE | | BEDFORDSHIRE |
| | WIGMORE LANE | | | |
| | WIGMORE | | | |
| | LUTON | | | |
| | Edge of Town | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 4045 sqm | |
| | Survey date: SATURDAY | | 09/03/02 | Survey Type: MANUAL |
| 2 | ES-01-I-02 | LOCAL SHOPS | | EAST SUSSEX |
| | BROWNS CLOSE | | | |
| | MANOR PARK | | | |
| | UCKFIELD | | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 676 sqm | |
| | Survey date: SATURDAY | | 31/03/01 | Survey Type: MANUAL |
| 3 | HF-01-I-01 | LOCAL SHOPS | | HERTFORDSHIRE |
| | NEW HOUSE PARK | | | |
| | ST ALBANS | | | |
| | Edge of Town | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 1120 sqm | |
| | Survey date: SATURDAY | | 23/02/02 | Survey Type: MANUAL |
| 4 | WO-01-I-01 | LOCAL SHOPS | | WORCESTERSHIRE |
| | AMBLESIDE DRIVE | | | |
| | WARNDON | | | |
| | WORCESTER | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 599 sqm | |
| | Survey date: SATURDAY | | 16/03/02 | Survey Type: MANUAL |

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

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|---------------|------------|----------|---------------|----------|----------|----------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 1610 | 1.755 | 4 | 1610 | 1.677 | 4 | 1610 | 3.432 |
| 08:00 - 09:00 | 4 | 1610 | 2.686 | 4 | 1610 | 2.158 | 4 | 1610 | 4.844 |
| 09:00 - 10:00 | 4 | 1610 | 4.720 | 4 | 1610 | 3.944 | 4 | 1610 | 8.664 |
| 10:00 - 11:00 | 4 | 1610 | 5.512 | 4 | 1610 | 5.357 | 4 | 1610 | 10.869 |
| 11:00 - 12:00 | 4 | 1610 | 6.196 | 4 | 1610 | 5.885 | 4 | 1610 | 12.081 |
| 12:00 - 13:00 | 4 | 1610 | 5.435 | 4 | 1610 | 5.528 | 4 | 1610 | 10.963 |
| 13:00 - 14:00 | 4 | 1610 | 5.683 | 4 | 1610 | 5.792 | 4 | 1610 | 11.475 |
| 14:00 - 15:00 | 4 | 1610 | 5.745 | 4 | 1610 | 5.621 | 4 | 1610 | 11.366 |
| 15:00 - 16:00 | 4 | 1610 | 5.543 | 4 | 1610 | 5.528 | 4 | 1610 | 11.071 |
| 16:00 - 17:00 | 4 | 1610 | 6.118 | 4 | 1610 | 6.273 | 4 | 1610 | 12.391 |
| 17:00 - 18:00 | 4 | 1610 | 5.963 | 4 | 1610 | 6.460 | 4 | 1610 | 12.423 |
| 18:00 - 19:00 | 4 | 1610 | 5.901 | 4 | 1610 | 6.211 | 4 | 1610 | 12.112 |
| 19:00 - 20:00 | 1 | 676 | 6.065 | 1 | 676 | 6.657 | 1 | 676 | 12.722 |
| 20:00 - 21:00 | 1 | 676 | 2.959 | 1 | 676 | 3.107 | 1 | 676 | 6.066 |
| 21:00 - 22:00 | 1 | 676 | 0.888 | 1 | 676 | 0.740 | 1 | 676 | 1.628 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 71.169 | | | 70.938 | | | 142.107 |

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

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

Parameter summary

Trip rate parameter range selected: 599 - 4045 (units: sqm)
 Survey date date range: 01/01/00 - 24/10/13
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|------------------|--------|
| 02 | SOUTH EAST | |
| | HC HAMPSHIRE | 1 days |
| | HF HERTFORDSHIRE | 1 days |
| | SC SURREY | 1 days |
| 03 | SOUTH WEST | |
| | CW CORNWALL | 1 days |
| 04 | EAST ANGLIA | |
| | SF SUFFOLK | 1 days |
| 05 | EAST MIDLANDS | |
| | DS DERBYSHIRE | 1 days |
| | LN LINCOLNSHIRE | 1 days |
| 06 | WEST MIDLANDS | |
| | WM WEST MIDLANDS | 1 days |
| 08 | NORTH WEST | |
| | LC LANCASHIRE | 1 days |
| 09 | NORTH | |
| | TV TEES VALLEY | 2 days |

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

Filtering Stage 2 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: 387 to 80066 (units: sqm)
 Range Selected by User: 387 to 80066 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 11/07/13

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

Selected survey days:

| | |
|-----------|--------|
| Monday | 1 days |
| Tuesday | 5 days |
| Wednesday | 2 days |
| Thursday | 2 days |
| Friday | 1 days |

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

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 11 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|------------------------------------|---|
| Edge of Town Centre | 2 |
| Suburban Area (PPS6 Out of Centre) | 3 |
| Edge of Town | 6 |

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

Selected Location Sub Categories:

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.

Filtering Stage 3 selection:

Use Class:

B8 10 days

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

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0 5 days
1.1 to 1.5 6 days

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

Travel Plan:

Yes 1 days
No 10 days

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

LIST OF SITES relevant to selection parameters

| | | | | |
|---|------------------------------------|----------------------|-----------|---------------------|
| 1 | CW-02-F-01 | WAREHOUSING | | CORNWALL |
| | A390 | | | |
| | THREEMILESTONE | | | |
| | NEAR TRURO | | | |
| | Edge of Town | | | |
| | No Sub Category | | | |
| | Total Gross floor area: | | 5150 sqm | |
| | Survey date: | TUESDAY | 18/09/07 | Survey Type: MANUAL |
| 2 | DS-02-F-01 | ARMADILLO S. STORAGE | | DERBYSHIRE |
| | FORRESTERS BUSINESS P.. | | | |
| | SINFIN LANE | | | |
| | DERBY | | | |
| | Edge of Town Centre | | | |
| | Commercial Zone | | | |
| | Total Gross floor area: | | 1900 sqm | |
| | Survey date: | TUESDAY | 05/07/11 | Survey Type: MANUAL |
| 3 | HC-02-F-01 | WAREHOUSING | | HAMPSHIRE |
| | MAURETANIA ROAD | | | |
| | NURSLING INDUSTRIAL ESTATE | | | |
| | SOUTHAMPTON | | | |
| | Edge of Town | | | |
| | Industrial Zone | | | |
| | Total Gross floor area: | | 4000 sqm | |
| | Survey date: | WEDNESDAY | 21/11/07 | Survey Type: MANUAL |
| 4 | HF-02-F-03 | DISTRIBUTION CEN. | | HERTFORDSHIRE |
| | HATFIELD BUSINESS CEN. | | | |
| | HATFIELD | | | |
| | Edge of Town | | | |
| | Commercial Zone | | | |
| | Total Gross floor area: | | 80000 sqm | |
| | Survey date: | THURSDAY | 10/07/08 | Survey Type: MANUAL |
| 5 | LC-02-F-02 | WAREHOUSING | | LANCASHIRE |
| | CHORLEY ROAD | | | |
| | WALTON-LE-DALE | | | |
| | PRESTON | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 1200 sqm | |
| | Survey date: | FRIDAY | 22/06/07 | Survey Type: MANUAL |
| 6 | LN-02-F-01 | BOOK SERVICE | | LINCOLNSHIRE |
| | TRENT ROAD | | | |
| | GRANTHAM | | | |
| | Edge of Town | | | |
| | No Sub Category | | | |
| | Total Gross floor area: | | 32300 sqm | |
| | Survey date: | MONDAY | 29/11/10 | Survey Type: MANUAL |
| 7 | SC-02-F-04 | WAREHOUSING | | SURREY |
| | PRETORIA ROAD | | | |
| | CHERTSEY | | | |
| | Edge of Town | | | |
| | No Sub Category | | | |
| | Total Gross floor area: | | 4460 sqm | |
| | Survey date: | TUESDAY | 27/11/07 | Survey Type: MANUAL |
| 8 | SF-02-F-02 | WAREHOUSING | | SUFFOLK |
| | WALTON ROAD | | | |
| | FELIXSTOWE | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Industrial Zone | | | |
| | Total Gross floor area: | | 22270 sqm | |
| | Survey date: | THURSDAY | 11/07/13 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|------------|------------------------------------|---------------------|
| 9 | TV-02-F-02 | ARGOS WAREHOUSE | TEES VALLEY |
| | | ROUNDHOUSE ROAD | |
| | | FAVERDALE | |
| | | DARLINGTON | |
| | | Edge of Town | |
| | | Industrial Zone | |
| | | Total Gross floor area: | 80066 sqm |
| | | Survey date: TUESDAY | 07/10/08 |
| | | | Survey Type: MANUAL |
| 10 | TV-02-F-03 | ELECTRICAL COMPONENTS | TEES VALLEY |
| | | UNIT 8,NAVIGATOR COURT | |
| | | STOCKTON-ON-TEES | |
| | | Suburban Area (PPS6 Out of Centre) | |
| | | Industrial Zone | |
| | | Total Gross floor area: | 387 sqm |
| | | Survey date: TUESDAY | 28/06/11 |
| | | | Survey Type: MANUAL |
| 11 | WM-02-F-01 | LEGETT LOGIS. | WEST MIDLANDS |
| | | SAMPSON ROAD NORTH | |
| | | BIRMINGHAM | |
| | | Edge of Town Centre | |
| | | Industrial Zone | |
| | | Total Gross floor area: | 4000 sqm |
| | | Survey date: WEDNESDAY | 17/06/09 |
| | | | Survey Type: MANUAL |

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 1 | 22270 | 0.013 | 1 | 22270 | 0.018 | 1 | 22270 | 0.031 |
| 05:30 - 06:00 | 1 | 22270 | 0.004 | 1 | 22270 | 0.022 | 1 | 22270 | 0.026 |
| 06:00 - 06:30 | 1 | 22270 | 0.018 | 1 | 22270 | 0.022 | 1 | 22270 | 0.040 |
| 06:30 - 07:00 | 1 | 22270 | 0.040 | 1 | 22270 | 0.040 | 1 | 22270 | 0.080 |
| 07:00 - 07:30 | 11 | 21430 | 0.031 | 11 | 21430 | 0.022 | 11 | 21430 | 0.053 |
| 07:30 - 08:00 | 11 | 21430 | 0.056 | 11 | 21430 | 0.032 | 11 | 21430 | 0.088 |
| 08:00 - 08:30 | 11 | 21430 | 0.034 | 11 | 21430 | 0.021 | 11 | 21430 | 0.055 |
| 08:30 - 09:00 | 11 | 21430 | 0.037 | 11 | 21430 | 0.027 | 11 | 21430 | 0.064 |
| 09:00 - 09:30 | 11 | 21430 | 0.038 | 11 | 21430 | 0.028 | 11 | 21430 | 0.066 |
| 09:30 - 10:00 | 11 | 21430 | 0.031 | 11 | 21430 | 0.025 | 11 | 21430 | 0.056 |
| 10:00 - 10:30 | 11 | 21430 | 0.025 | 11 | 21430 | 0.027 | 11 | 21430 | 0.052 |
| 10:30 - 11:00 | 11 | 21430 | 0.028 | 11 | 21430 | 0.025 | 11 | 21430 | 0.053 |
| 11:00 - 11:30 | 11 | 21430 | 0.024 | 11 | 21430 | 0.025 | 11 | 21430 | 0.049 |
| 11:30 - 12:00 | 11 | 21430 | 0.028 | 11 | 21430 | 0.025 | 11 | 21430 | 0.053 |
| 12:00 - 12:30 | 11 | 21430 | 0.033 | 11 | 21430 | 0.033 | 11 | 21430 | 0.066 |
| 12:30 - 13:00 | 11 | 21430 | 0.027 | 11 | 21430 | 0.028 | 11 | 21430 | 0.055 |
| 13:00 - 13:30 | 11 | 21430 | 0.044 | 11 | 21430 | 0.039 | 11 | 21430 | 0.083 |
| 13:30 - 14:00 | 11 | 21430 | 0.060 | 11 | 21430 | 0.043 | 11 | 21430 | 0.103 |
| 14:00 - 14:30 | 11 | 21430 | 0.039 | 11 | 21430 | 0.056 | 11 | 21430 | 0.095 |
| 14:30 - 15:00 | 11 | 21430 | 0.044 | 11 | 21430 | 0.046 | 11 | 21430 | 0.090 |
| 15:00 - 15:30 | 11 | 21430 | 0.034 | 11 | 21430 | 0.054 | 11 | 21430 | 0.088 |
| 15:30 - 16:00 | 11 | 21430 | 0.047 | 11 | 21430 | 0.044 | 11 | 21430 | 0.091 |
| 16:00 - 16:30 | 11 | 21430 | 0.037 | 11 | 21430 | 0.047 | 11 | 21430 | 0.084 |
| 16:30 - 17:00 | 11 | 21430 | 0.028 | 11 | 21430 | 0.049 | 11 | 21430 | 0.077 |
| 17:00 - 17:30 | 11 | 21430 | 0.019 | 11 | 21430 | 0.044 | 11 | 21430 | 0.063 |
| 17:30 - 18:00 | 11 | 21430 | 0.014 | 11 | 21430 | 0.038 | 11 | 21430 | 0.052 |
| 18:00 - 18:30 | 11 | 21430 | 0.008 | 11 | 21430 | 0.029 | 11 | 21430 | 0.037 |
| 18:30 - 19:00 | 11 | 21430 | 0.006 | 11 | 21430 | 0.020 | 11 | 21430 | 0.026 |
| 19:00 - 19:30 | 1 | 22270 | 0.027 | 1 | 22270 | 0.013 | 1 | 22270 | 0.040 |
| 19:30 - 20:00 | 1 | 22270 | 0.009 | 1 | 22270 | 0.018 | 1 | 22270 | 0.027 |
| 20:00 - 20:30 | 1 | 22270 | 0.004 | 1 | 22270 | 0.018 | 1 | 22270 | 0.022 |
| 20:30 - 21:00 | 1 | 22270 | 0.009 | 1 | 22270 | 0.013 | 1 | 22270 | 0.022 |
| 21:00 - 21:30 | 1 | 22270 | 0.018 | 1 | 22270 | 0.009 | 1 | 22270 | 0.027 |
| 21:30 - 22:00 | 1 | 22270 | 0.013 | 1 | 22270 | 0.009 | 1 | 22270 | 0.022 |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.927 | | | 1.009 | | | 1.936 |

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: | 387 - 80066 (units: sqm) |
| Survey date date range: | 01/01/06 - 11/07/13 |
| Number of weekdays (Monday-Friday): | 11 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 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 CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | BU BUCKINGHAMSHIRE | 1 days |
| | WS WEST SUSSEX | 1 days |
| 03 | SOUTH WEST | |
| | DV DEVON | 1 days |
| | GS GLOUCESTERSHIRE | 1 days |
| 04 | EAST ANGLIA | |
| | CA CAMBRIDGESHIRE | 1 days |
| | NF NORFOLK | 1 days |
| 06 | WEST MIDLANDS | |
| | WM WEST MIDLANDS | 2 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | WY WEST YORKSHIRE | 1 days |
| 08 | NORTH WEST | |
| | CH CHESHIRE | 1 days |
| | LC LANCASHIRE | 1 days |
| 09 | NORTH | |
| | TV TEES VALLEY | 1 days |

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

Filtering Stage 2 selection:

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

Parameter: Number of bedrooms
 Actual Range: 24 to 139 (units:)
 Range Selected by User: 15 to 300 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 23/10/13

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

Selected survey days:

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

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

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 12 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|--|---|
| Suburban Area (PPS6 Out of Centre) | 7 |
| Edge of Town | 4 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |

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

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.

Filtering Stage 3 selection:

Use Class:

| | |
|----|---------|
| C1 | 12 days |
|----|---------|

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

Population within 1 mile:

| | |
|------------------|--------|
| 5,001 to 10,000 | 3 days |
| 10,001 to 15,000 | 1 days |
| 20,001 to 25,000 | 5 days |
| 25,001 to 50,000 | 2 days |
| 101,000 or More | 1 days |

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

Population within 5 miles:

| | |
|--------------------|--------|
| 75,001 to 100,000 | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 5 days |
| 250,001 to 500,000 | 3 days |
| 500,001 or More | 2 days |

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

Car ownership within 5 miles:

| | |
|------------|--------|
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 9 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 | 12 days |
|----|---------|

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

LIST OF SITES relevant to selection parameters

| | | | | |
|---|---|---------------|--|-----------------|
| 1 | BU-06-A-01 NEW ROAD | HOLIDAY INN | | BUCKINGHAMSHIRE |
| | AYLESBURY Edge of Town Out of Town Total Number of bedrooms: 139 Survey date: THURSDAY 03/12/09 | | | |
| 2 | CA-06-A-03 CLIFTON WAY | TRAVELODGE | | CAMBRIDGESHIRE |
| | CAMBRIDGE LEISURE PARK CAMBRIDGE Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of bedrooms: 120 Survey date: FRIDAY 16/10/09 | | | |
| 3 | CH-06-A-01 WHITCHURCH ROAD | RAMADA JARVIS | | CHESHIRE |
| | CHRISTLETON CHESTER Neighbourhood Centre (PPS6 Local Centre) Village Total Number of bedrooms: 126 Survey date: WEDNESDAY 15/10/08 | | | |
| 4 | DV-06-A-03 WILLIAM PRANCE ROAD | FUTURE INN | | DEVON |
| | PLYMOUTH Edge of Town Industrial Zone Total Number of bedrooms: 110 Survey date: WEDNESDAY 18/07/12 | | | |
| 5 | GS-06-A-01 GLOUCESTER ROAD | PREMIER INN | | GLOUCESTERSHIRE |
| | ST MARKS CHELTENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bedrooms: 60 Survey date: WEDNESDAY 28/04/10 | | | |
| 6 | LC-06-A-04 LEYLAND WAY | BEST WESTERN | | LANCASHIRE |
| | LEYLAND Edge of Town Residential Zone Total Number of bedrooms: 93 Survey date: FRIDAY 21/10/11 | | | |
| 7 | NF-06-A-02 IPSWICH ROAD | HOLIDAY INN | | NORFOLK |
| | HARFORD PARK NORWICH Edge of Town No Sub Category Total Number of bedrooms: 119 Survey date: THURSDAY 30/09/10 | | | |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|----|------------------------------------|---------------------|----------|---------------------|
| 8 | TV-06-A-02 | HOTEL | | TEES VALLEY |
| | MARTON ROAD | | | |
| | MIDDLESBROUGH | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | No Sub Category | | | |
| | Total Number of bedrooms: | | 74 | |
| | Survey date: FRIDAY | | 18/12/09 | Survey Type: MANUAL |
| 9 | WM-06-A-03 | HOTEL | | WEST MIDLANDS |
| | HOLYHEAD ROAD | | | |
| | COVENTRY | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Number of bedrooms: | | 31 | |
| | Survey date: THURSDAY | | 27/09/07 | Survey Type: MANUAL |
| 10 | WM-06-A-04 | PURPLE HOTEL | | WEST MIDLANDS |
| | CUCKOO ROAD | | | |
| | NECHELLS | | | |
| | BIRMINGHAM | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Retail Zone | | | |
| | Total Number of bedrooms: | | 90 | |
| | Survey date: TUESDAY | | 25/11/08 | Survey Type: MANUAL |
| 11 | WS-06-A-03 | EXPRESS BY HOL. INN | | WEST SUSSEX |
| | HASLETT AVENUE EAST | | | |
| | CRAWLEY | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | No Sub Category | | | |
| | Total Number of bedrooms: | | 74 | |
| | Survey date: MONDAY | | 07/12/09 | Survey Type: MANUAL |
| 12 | WY-06-A-02 | HOTEL | | WEST YORKSHIRE |
| | CLIFF ROAD | | | |
| | HEADINGLEY | | | |
| | LEEDS | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Number of bedrooms: | | 24 | |
| | Survey date: FRIDAY | | 11/06/10 | Survey Type: MANUAL |

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

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

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 12 | 88 | 0.086 | 12 | 88 | 0.158 | 12 | 88 | 0.244 |
| 08:00 - 09:00 | 12 | 88 | 0.175 | 12 | 88 | 0.237 | 12 | 88 | 0.412 |
| 09:00 - 10:00 | 12 | 88 | 0.163 | 12 | 88 | 0.134 | 12 | 88 | 0.297 |
| 10:00 - 11:00 | 12 | 88 | 0.106 | 12 | 88 | 0.114 | 12 | 88 | 0.220 |
| 11:00 - 12:00 | 12 | 88 | 0.092 | 12 | 88 | 0.117 | 12 | 88 | 0.209 |
| 12:00 - 13:00 | 12 | 88 | 0.105 | 12 | 88 | 0.079 | 12 | 88 | 0.184 |
| 13:00 - 14:00 | 12 | 88 | 0.104 | 12 | 88 | 0.127 | 12 | 88 | 0.231 |
| 14:00 - 15:00 | 12 | 88 | 0.079 | 12 | 88 | 0.107 | 12 | 88 | 0.186 |
| 15:00 - 16:00 | 12 | 88 | 0.107 | 12 | 88 | 0.133 | 12 | 88 | 0.240 |
| 16:00 - 17:00 | 12 | 88 | 0.128 | 12 | 88 | 0.112 | 12 | 88 | 0.240 |
| 17:00 - 18:00 | 12 | 88 | 0.192 | 12 | 88 | 0.127 | 12 | 88 | 0.319 |
| 18:00 - 19:00 | 12 | 88 | 0.188 | 12 | 88 | 0.112 | 12 | 88 | 0.300 |
| 19:00 - 20:00 | 12 | 88 | 0.199 | 12 | 88 | 0.122 | 12 | 88 | 0.321 |
| 20:00 - 21:00 | 12 | 88 | 0.080 | 12 | 88 | 0.060 | 12 | 88 | 0.140 |
| 21:00 - 22:00 | 12 | 88 | 0.049 | 12 | 88 | 0.058 | 12 | 88 | 0.107 |
| 22:00 - 23:00 | 1 | 74 | 0.081 | 1 | 74 | 0.068 | 1 | 74 | 0.149 |
| 23:00 - 24:00 | 1 | 74 | 0.014 | 1 | 74 | 0.000 | 1 | 74 | 0.014 |
| Total Rates: | | | 1.948 | | | 1.865 | | | 3.813 |

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: 24 - 139 (units:)
 Survey date date range: 01/01/06 - 23/10/13
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|------------------|--------|
| 02 | SOUTH EAST | |
| | HC HAMPSHIRE | 2 days |
| 06 | WEST MIDLANDS | |
| | WM WEST MIDLANDS | 1 days |

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

Filtering Stage 2 selection:

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

| | |
|-------------------------|---------------------|
| Parameter: | Number of bedrooms |
| Actual Range: | 26 to 56 (units:) |
| Range Selected by User: | 15 to 300 (units:) |

Public Transport Provision:

| | |
|---------------|---------------------|
| Selection by: | Include all surveys |
|---------------|---------------------|

| | |
|-------------|----------------------|
| Date Range: | 01/01/01 to 23/10/13 |
|-------------|----------------------|

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 | 3 days |
|----------|--------|

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

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 3 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 1 |
| 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:

| | |
|-----------------|---|
| No Sub Category | 3 |
|-----------------|---|

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

Filtering Stage 3 selection:

Use Class:

C1 3 days

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

Population within 1 mile:

5,001 to 10,000 1 days

15,001 to 20,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

250,001 to 500,000 3 days

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

Car ownership within 5 miles:

0.5 or Less 1 days

0.6 to 1.0 1 days

1.1 to 1.5 1 days

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

Travel Plan:

Not Known 1 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.

LIST OF SITES relevant to selection parameters

| | | | | |
|---|------------------------------------|------------|----------|---------------------|
| 1 | HC-06-A-05 | TRAVEL INN | | HAMPSHIRE |
| | M27 WESTBOUND | | | |
| | ROWNHAMS | | | |
| | SOUTHAMPTON | | | |
| | Edge of Town | | | |
| | No Sub Category | | | |
| | Total Number of bedrooms: | | 39 | |
| | Survey date: SATURDAY | | 20/07/02 | Survey Type: MANUAL |
| 2 | HC-06-A-06 | HOTEL | | HAMPSHIRE |
| | GRANGE ROAD | | | |
| | HEDGE END | | | |
| | SOUTHAMPTON | | | |
| | Edge of Town | | | |
| | No Sub Category | | | |
| | Total Number of bedrooms: | | 56 | |
| | Survey date: SATURDAY | | 07/12/02 | Survey Type: MANUAL |
| 3 | WM-06-A-02 | HOTEL | | WEST MIDLANDS |
| | ST NICHOLAS STREET | | | |
| | DRAPER'S FIELD | | | |
| | COVENTRY | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | No Sub Category | | | |
| | Total Number of bedrooms: | | 26 | |
| | Survey date: SATURDAY | | 18/02/06 | Survey Type: MANUAL |

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

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

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate | No. Days | Ave. BEDRMS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 40 | 0.058 | 3 | 40 | 0.091 | 3 | 40 | 0.149 |
| 08:00 - 09:00 | 3 | 40 | 0.066 | 3 | 40 | 0.190 | 3 | 40 | 0.256 |
| 09:00 - 10:00 | 3 | 40 | 0.091 | 3 | 40 | 0.174 | 3 | 40 | 0.265 |
| 10:00 - 11:00 | 3 | 40 | 0.091 | 3 | 40 | 0.149 | 3 | 40 | 0.240 |
| 11:00 - 12:00 | 3 | 40 | 0.132 | 3 | 40 | 0.355 | 3 | 40 | 0.487 |
| 12:00 - 13:00 | 3 | 40 | 0.074 | 3 | 40 | 0.132 | 3 | 40 | 0.206 |
| 13:00 - 14:00 | 3 | 40 | 0.116 | 3 | 40 | 0.107 | 3 | 40 | 0.223 |
| 14:00 - 15:00 | 3 | 40 | 0.207 | 3 | 40 | 0.124 | 3 | 40 | 0.331 |
| 15:00 - 16:00 | 3 | 40 | 0.215 | 3 | 40 | 0.099 | 3 | 40 | 0.314 |
| 16:00 - 17:00 | 3 | 40 | 0.074 | 3 | 40 | 0.140 | 3 | 40 | 0.214 |
| 17:00 - 18:00 | 3 | 40 | 0.264 | 3 | 40 | 0.124 | 3 | 40 | 0.388 |
| 18:00 - 19:00 | 3 | 40 | 0.281 | 3 | 40 | 0.091 | 3 | 40 | 0.372 |
| 19:00 - 20:00 | 1 | 26 | 0.077 | 1 | 26 | 0.038 | 1 | 26 | 0.115 |
| 20:00 - 21:00 | 1 | 26 | 0.000 | 1 | 26 | 0.077 | 1 | 26 | 0.077 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.746 | | | 1.891 | | | 3.637 |

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: 26 - 56 (units:)
 Survey date date range: 01/01/01 - 23/10/13
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | ES EAST SUSSEX | 2 days |
| | HC HAMPSHIRE | 2 days |
| | KC KENT | 3 days |
| | SC SURREY | 4 days |
| 03 | SOUTH WEST | |
| | CW CORNWALL | 1 days |
| 04 | EAST ANGLIA | |
| | CA CAMBRIDGESHIRE | 1 days |
| | SF SUFFOLK | 1 days |
| 06 | WEST MIDLANDS | |
| | WM WEST MIDLANDS | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | WY WEST YORKSHIRE | 1 days |
| 08 | NORTH WEST | |
| | LC LANCASHIRE | 1 days |
| 09 | NORTH | |
| | DH DURHAM | 2 days |
| | TW TYNE & WEAR | 4 days |

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 186 to 70291 (units: sqm)
 Range Selected by User: 186 to 175000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 27/02/14

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

Selected survey days:

| | |
|-----------|--------|
| Monday | 4 days |
| Tuesday | 9 days |
| Wednesday | 3 days |
| Thursday | 6 days |
| Friday | 1 days |

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

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 23 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|------------------------------------|----|
| Suburban Area (PPS6 Out of Centre) | 11 |
| Edge of Town | 12 |

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.

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.

Filtering Stage 3 selection:

Use Class:

| | |
|----|---------|
| A2 | 1 days |
| B1 | 22 days |

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

Population within 1 mile:

| | |
|------------------|--------|
| Not Known | 1 days |
| 1,001 to 5,000 | 1 days |
| 5,001 to 10,000 | 8 days |
| 10,001 to 15,000 | 6 days |
| 15,001 to 20,000 | 3 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 3 days |

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

Population within 5 miles:

| | |
|--------------------|--------|
| Not Known | 1 days |
| 25,001 to 50,000 | 2 days |
| 75,001 to 100,000 | 5 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 5 days |
| 250,001 to 500,000 | 8 days |
| 500,001 or More | 1 days |

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

Car ownership within 5 miles:

| | |
|-------------|---------|
| 0.5 or Less | 1 days |
| 0.6 to 1.0 | 10 days |
| 1.1 to 1.5 | 10 days |
| 1.6 to 2.0 | 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:

| | |
|-----|---------|
| Yes | 12 days |
| No | 11 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.

LIST OF SITES relevant to selection parameters

| | | | | |
|---|--|----------------------|-----------|---------------------|
| 1 | CA-02-A-04 BRETTON WAY | OFFICE | | CAMBRIDGESHIRE |
| | PETERBOROUGH Edge of Town Commercial Zone | | | |
| | Total Gross floor area: | | 6483 sqm | |
| | Survey date: | THURSDAY | 20/10/11 | Survey Type: MANUAL |
| 2 | CW-02-A-03 A390 TREYEW ROAD | COUNCIL OFFICES | | CORNWALL |
| | TRURO Edge of Town No Sub Category | | | |
| | Total Gross floor area: | | 30000 sqm | |
| | Survey date: | THURSDAY | 07/06/07 | Survey Type: MANUAL |
| 3 | DH-02-A-01 BRINKBURN ROAD | RPMI OFFICES | | DURHAM |
| | DARLINGTON Suburban Area (PPS6 Out of Centre) Residential Zone | | | |
| | Total Gross floor area: | | 3372 sqm | |
| | Survey date: | FRIDAY | 05/11/10 | Survey Type: MANUAL |
| 4 | DH-02-A-02 DURHAM ROAD BOWBURN NEAR DURHAM | CONSTRUCTION COMPANY | | DURHAM |
| | Edge of Town Industrial Zone | | | |
| | Total Gross floor area: | | 2000 sqm | |
| | Survey date: | TUESDAY | 27/11/12 | Survey Type: MANUAL |
| 5 | ES-02-A-06 CITY PARK THE DROVEWAY HOVE | LEGAL & GENERAL | | EAST SUSSEX |
| | Suburban Area (PPS6 Out of Centre) No Sub Category | | | |
| | Total Gross floor area: | | 18675 sqm | |
| | Survey date: | THURSDAY | 29/11/07 | Survey Type: MANUAL |
| 6 | ES-02-A-09 THE SIDINGS ORE VALLEY HASTINGS | HOUSING COMPANY | | EAST SUSSEX |
| | Suburban Area (PPS6 Out of Centre) Residential Zone | | | |
| | Total Gross floor area: | | 186 sqm | |
| | Survey date: | WEDNESDAY | 19/12/12 | Survey Type: MANUAL |
| 7 | HC-02-A-09 MAPLEWOOD CHINEHAM BUSINESS PARK BASINGSTOKE | ERICSON | | HAMPSHIRE |
| | Edge of Town Commercial Zone | | | |
| | Total Gross floor area: | | 9000 sqm | |
| | Survey date: | THURSDAY | 22/11/07 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|----|---|--------------------------|--|---------------------|
| 8 | HC-02-A-11 CHESTNUT AVENUE | DIY CO. HQ | | HAMPSHIRE |
| | CHANDLER'S FORD Edge of Town Commercial Zone | | | |
| | Total Gross floor area: | 26100 sqm | | |
| | Survey date: MONDAY | 17/10/11 | | Survey Type: MANUAL |
| 9 | KC-02-A-06 FOREST ROAD CAMDEN PARK TUNBRIDGE WELLS | LAND REGISTRY | | KENT |
| | Edge of Town Residential Zone | | | |
| | Total Gross floor area: | 5677 sqm | | |
| | Survey date: TUESDAY | 01/12/09 | | Survey Type: MANUAL |
| 10 | KC-02-A-07 KAVELIN WAY HENWOOD IND. ESTATE ASHFORD | KCC HIGHWAYS REG. | | KENT |
| | Edge of Town Commercial Zone | | | |
| | Total Gross floor area: | 2525 sqm | | |
| | Survey date: MONDAY | 05/12/11 | | Survey Type: MANUAL |
| 11 | KC-02-A-08 ST MICHAEL'S CLOSE CLAY WOOD AYLESFORD | KCC HIGHWAYS REG. OFFICE | | KENT |
| | Edge of Town Industrial Zone | | | |
| | Total Gross floor area: | 3168 sqm | | |
| | Survey date: MONDAY | 28/11/11 | | Survey Type: MANUAL |
| 12 | LC-02-A-09 FURTHERGATE | OFFICES | | LANCASHIRE |
| | BLACKBURN Suburban Area (PPS6 Out of Centre) Built-Up Zone | | | |
| | Total Gross floor area: | 2600 sqm | | |
| | Survey date: TUESDAY | 04/06/13 | | Survey Type: MANUAL |
| 13 | SC-02-A-14 SPRINGFIELD DRIVE | UNILEVER | | SURREY |
| | LEATHERHEAD Edge of Town Commercial Zone | | | |
| | Total Gross floor area: | 19974 sqm | | |
| | Survey date: TUESDAY | 10/03/09 | | Survey Type: MANUAL |
| 14 | SC-02-A-15 BOXGROVE ROAD | ACCOUNTANTS | | SURREY |
| | GUILDFORD Suburban Area (PPS6 Out of Centre) Residential Zone | | | |
| | Total Gross floor area: | 1896 sqm | | |
| | Survey date: TUESDAY | 05/10/10 | | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|----|------------|------------------------------------|-----------|---------------------|
| 15 | SC-02-A-16 | BANK OF AMERICA | | SURREY |
| | | STANHOPE ROAD | | |
| | | CAMBERLEY | | |
| | | Edge of Town | | |
| | | Commercial Zone | | |
| | | Total Gross floor area: | 39230 sqm | |
| | | Survey date: TUESDAY | 10/05/11 | Survey Type: MANUAL |
| 16 | SC-02-A-17 | PHARMACEUTICALS | | SURREY |
| | | ST GEORGE'S AVENUE | | |
| | | THE HEATH | | |
| | | WEYBRIDGE | | |
| | | Suburban Area (PPS6 Out of Centre) | | |
| | | Residential Zone | | |
| | | Total Gross floor area: | 10293 sqm | |
| | | Survey date: TUESDAY | 18/10/11 | Survey Type: MANUAL |
| 17 | SF-02-A-01 | COUNCIL OFFICES | | SUFFOLK |
| | | BEETONS WAY | | |
| | | BURY ST. EDMUNDS | | |
| | | Suburban Area (PPS6 Out of Centre) | | |
| | | Industrial Zone | | |
| | | Total Gross floor area: | 8000 sqm | |
| | | Survey date: MONDAY | 27/09/10 | Survey Type: MANUAL |
| 18 | TW-02-A-03 | DEVELOPMENT AGENCY | | TYNE & WEAR |
| | | KINGFISHER BOULEVARD | | |
| | | LEMINGTON | | |
| | | NEWCASTLE UPON TYNE | | |
| | | Edge of Town | | |
| | | Commercial Zone | | |
| | | Total Gross floor area: | 6480 sqm | |
| | | Survey date: THURSDAY | 11/12/08 | Survey Type: MANUAL |
| 19 | TW-02-A-04 | HOUSING CO. | | TYNE & WEAR |
| | | EARLSWAY | | |
| | | TEAM VALLEY TRAD. EST. | | |
| | | GATESHEAD | | |
| | | Edge of Town | | |
| | | Industrial Zone | | |
| | | Total Gross floor area: | 2500 sqm | |
| | | Survey date: TUESDAY | 29/09/09 | Survey Type: MANUAL |
| 20 | TW-02-A-05 | TELEVISION CO. | | TYNE & WEAR |
| | | DELTA BANK ROAD | | |
| | | METRO RIVERSIDE PARK | | |
| | | GATESHEAD | | |
| | | Suburban Area (PPS6 Out of Centre) | | |
| | | Commercial Zone | | |
| | | Total Gross floor area: | 1500 sqm | |
| | | Survey date: TUESDAY | 29/09/09 | Survey Type: MANUAL |
| 21 | TW-02-A-06 | GOVERNMENT OFFICES | | TYNE & WEAR |
| | | BENTON PARK ROAD | | |
| | | Longbenton | | |
| | | NEWCASTLE UPON TYNE | | |
| | | Suburban Area (PPS6 Out of Centre) | | |
| | | Residential Zone | | |
| | | Total Gross floor area: | 70291 sqm | |
| | | Survey date: WEDNESDAY | 25/11/09 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|----|---|-----------------|--|---------------------|
| 22 | WM-02-A-01 | COUNCIL OFFICES | | WEST MIDLANDS |
| | A451 NORTON ROAD MARY STEVENS PARK STOURBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 2725 sqm Survey date: WEDNESDAY 26/04/06 | | | Survey Type: MANUAL |
| 23 | WY-02-A-03 | OFFICE | | WEST YORKSHIRE |
| | VICTORIA ROAD HEADINGLEY LEEDS Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 2696 sqm Survey date: THURSDAY 17/06/10 | | | Survey Type: MANUAL |

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

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|---------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | 1 | 19974 | 0.000 | 1 | 19974 | 0.005 | 1 | 19974 | 0.005 |
| 05:30 - 06:00 | 1 | 19974 | 0.020 | 1 | 19974 | 0.005 | 1 | 19974 | 0.025 |
| 06:00 - 06:30 | 1 | 19974 | 0.070 | 1 | 19974 | 0.005 | 1 | 19974 | 0.075 |
| 06:30 - 07:00 | 2 | 45133 | 0.676 | 2 | 45133 | 0.188 | 2 | 45133 | 0.864 |
| 07:00 - 07:30 | 23 | 11973 | 0.298 | 23 | 11973 | 0.067 | 23 | 11973 | 0.365 |
| 07:30 - 08:00 | 23 | 11973 | 0.475 | 23 | 11973 | 0.110 | 23 | 11973 | 0.585 |
| 08:00 - 08:30 | 23 | 11973 | 0.680 | 23 | 11973 | 0.134 | 23 | 11973 | 0.814 |
| 08:30 - 09:00 | 23 | 11973 | 0.726 | 23 | 11973 | 0.115 | 23 | 11973 | 0.841 |
| 09:00 - 09:30 | 23 | 11973 | 0.508 | 23 | 11973 | 0.132 | 23 | 11973 | 0.640 |
| 09:30 - 10:00 | 23 | 11973 | 0.281 | 23 | 11973 | 0.101 | 23 | 11973 | 0.382 |
| 10:00 - 10:30 | 23 | 11973 | 0.174 | 23 | 11973 | 0.081 | 23 | 11973 | 0.255 |
| 10:30 - 11:00 | 23 | 11973 | 0.146 | 23 | 11973 | 0.075 | 23 | 11973 | 0.221 |
| 11:00 - 11:30 | 23 | 11973 | 0.130 | 23 | 11973 | 0.084 | 23 | 11973 | 0.214 |
| 11:30 - 12:00 | 23 | 11973 | 0.111 | 23 | 11973 | 0.097 | 23 | 11973 | 0.208 |
| 12:00 - 12:30 | 23 | 11973 | 0.129 | 23 | 11973 | 0.158 | 23 | 11973 | 0.287 |
| 12:30 - 13:00 | 23 | 11973 | 0.147 | 23 | 11973 | 0.171 | 23 | 11973 | 0.318 |
| 13:00 - 13:30 | 23 | 11973 | 0.158 | 23 | 11973 | 0.150 | 23 | 11973 | 0.308 |
| 13:30 - 14:00 | 23 | 11973 | 0.171 | 23 | 11973 | 0.127 | 23 | 11973 | 0.298 |
| 14:00 - 14:30 | 23 | 11973 | 0.148 | 23 | 11973 | 0.129 | 23 | 11973 | 0.277 |
| 14:30 - 15:00 | 23 | 11973 | 0.137 | 23 | 11973 | 0.201 | 23 | 11973 | 0.338 |
| 15:00 - 15:30 | 23 | 11973 | 0.127 | 23 | 11973 | 0.253 | 23 | 11973 | 0.380 |
| 15:30 - 16:00 | 23 | 11973 | 0.123 | 23 | 11973 | 0.305 | 23 | 11973 | 0.428 |
| 16:00 - 16:30 | 23 | 11973 | 0.122 | 23 | 11973 | 0.478 | 23 | 11973 | 0.600 |
| 16:30 - 17:00 | 23 | 11973 | 0.112 | 23 | 11973 | 0.565 | 23 | 11973 | 0.677 |
| 17:00 - 17:30 | 23 | 11973 | 0.096 | 23 | 11973 | 0.724 | 23 | 11973 | 0.820 |
| 17:30 - 18:00 | 23 | 11973 | 0.074 | 23 | 11973 | 0.447 | 23 | 11973 | 0.521 |
| 18:00 - 18:30 | 23 | 11973 | 0.064 | 23 | 11973 | 0.292 | 23 | 11973 | 0.356 |
| 18:30 - 19:00 | 23 | 11973 | 0.044 | 23 | 11973 | 0.179 | 23 | 11973 | 0.223 |
| 19:00 - 19:30 | 1 | 70291 | 0.095 | 1 | 70291 | 0.128 | 1 | 70291 | 0.223 |
| 19:30 - 20:00 | 1 | 70291 | 0.080 | 1 | 70291 | 0.090 | 1 | 70291 | 0.170 |
| 20:00 - 20:30 | 1 | 70291 | 0.088 | 1 | 70291 | 0.115 | 1 | 70291 | 0.203 |
| 20:30 - 21:00 | 1 | 70291 | 0.097 | 1 | 70291 | 0.083 | 1 | 70291 | 0.180 |
| 21:00 - 21:30 | 1 | 70291 | 0.085 | 1 | 70291 | 0.184 | 1 | 70291 | 0.269 |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 6.392 | | | 5.978 | | | 12.370 |

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: | 186 - 70291 (units: sqm) |
| Survey date date range: | 01/01/06 - 27/02/14 |
| Number of weekdays (Monday-Friday): | 23 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 2 |

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 CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
 Category : B - PFS - WITH RETAIL
 VEHICLES

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | SC SURREY | 1 days |
| | WS WEST SUSSEX | 1 days |
| 03 | SOUTH WEST | |
| | BR BRISTOL CITY | 1 days |
| 04 | EAST ANGLIA | |
| | SF SUFFOLK | 2 days |
| 05 | EAST MIDLANDS | |
| | NT NOTTINGHAMSHIRE | 1 days |
| 06 | WEST MIDLANDS | |
| | HE HEREFORDSHIRE | 1 days |
| | WM WEST MIDLANDS | 2 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | NY NORTH YORKSHIRE | 2 days |
| 08 | NORTH WEST | |
| | LC LANCASHIRE | 2 days |

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

Filtering Stage 2 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: Site area
 Actual Range: 0.09 to 0.97 (units: hect)
 Range Selected by User: 0.08 to 0.97 (units: hect)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 22/10/13

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

Selected survey days:

| | |
|-----------|--------|
| Monday | 4 days |
| Tuesday | 5 days |
| Wednesday | 1 days |
| Thursday | 1 days |
| Friday | 2 days |

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

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 13 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|--|---|
| Suburban Area (PPS6 Out of Centre) | 6 |
| Edge of Town | 5 |
| Neighbourhood Centre (PPS6 Local Centre) | 2 |

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

Selected Location Sub Categories:

| | |
|------------------|---|
| Residential Zone | 9 |
|------------------|---|

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.

Filtering Stage 3 selection:

Use Class:

| | |
|-------------|--------|
| Not Known | 5 days |
| Sui Generis | 8 days |

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

Population within 1 mile:

| | |
|------------------|--------|
| 1,001 to 5,000 | 2 days |
| 5,001 to 10,000 | 1 days |
| 10,001 to 15,000 | 3 days |
| 15,001 to 20,000 | 2 days |
| 20,001 to 25,000 | 4 days |
| 25,001 to 50,000 | 1 days |

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

Population within 5 miles:

| | |
|--------------------|--------|
| 25,001 to 50,000 | 2 days |
| 50,001 to 75,000 | 2 days |
| 75,001 to 100,000 | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 5 days |
| 250,001 to 500,000 | 2 days |

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

Car ownership within 5 miles:

| | |
|------------|--------|
| 0.6 to 1.0 | 4 days |
| 1.1 to 1.5 | 8 days |
| 1.6 to 2.0 | 1 days |

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

Travel Plan:

| | |
|----|---------|
| No | 13 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.

LIST OF SITES relevant to selection parameters

| | | | | |
|---|--|--------------------|-----------------|---------------------|
| 1 | BR-13-B-01 NORTHUMBRIA DRIVE WESTBURY PARK BRISTOL Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Site area: 0.10 hect Survey date: TUESDAY 06/10/09 | TEXACO & COSTCUTTR | BRISTOL CITY | Survey Type: MANUAL |
| 2 | HE-13-B-01 HOLMER ROAD HEREFORD Suburban Area (PPS6 Out of Centre) No Sub Category Total Site area: 0.21 hect Survey date: MONDAY 18/10/10 | TEXACO/SOMERFIELD | HEREFORDSHIRE | Survey Type: MANUAL |
| 3 | LC-13-B-01 BLACKPOOL ROAD PRESTON Edge of Town Residential Zone Total Site area: 0.10 hect Survey date: MONDAY 18/06/07 | TOTAL/SPAR | LANCASHIRE | Survey Type: MANUAL |
| 4 | LC-13-B-02 GARSTANG ROAD FULWOOD PRESTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Site area: 0.20 hect Survey date: TUESDAY 17/11/09 | CO-OP/TEXACO | LANCASHIRE | Survey Type: MANUAL |
| 5 | NT-13-B-02 HUTHWAITE ROAD SUTTON-IN-ASHFIELD Suburban Area (PPS6 Out of Centre) Residential Zone Total Site area: 0.20 hect Survey date: WEDNESDAY 28/06/06 | BP/LONDIS | NOTTINGHAMSHIRE | Survey Type: MANUAL |
| 6 | NY-13-B-01 TADCASTER ROAD DRINGHOUSES YORK Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Site area: 0.09 hect Survey date: THURSDAY 24/09/09 | BP/CO-OP | NORTH YORKSHIRE | Survey Type: MANUAL |
| 7 | NY-13-B-02 NORTH STREET RIPON Suburban Area (PPS6 Out of Centre) Residential Zone Total Site area: 0.16 hect Survey date: MONDAY 23/09/13 | BP & SPAR | NORTH YORKSHIRE | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|----|------------------------------------|-----------------------|-----------|---------------------|
| 8 | SC-13-B-04 | BP/M&S | | SURREY |
| | EPSOM ROAD (A25) | | | |
| | MERROW | | | |
| | GUILDFORD | | | |
| | Edge of Town | | | |
| | Residential Zone | | | |
| | Total Site area: | | 0.19 hect | |
| | Survey date: | TUESDAY | 30/09/08 | Survey Type: MANUAL |
| 9 | SF-13-B-01 | TOTAL | | SUFFOLK |
| | HILLSIDE ROAD EAST | | | |
| | BUNGAY | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Site area: | | 0.97 hect | |
| | Survey date: | TUESDAY | 09/10/12 | Survey Type: MANUAL |
| 10 | SF-13-B-02 | BP CONNECT & M&S | | SUFFOLK |
| | ROUGHAM ROAD | | | |
| | BURY ST EDMUNDS | | | |
| | Edge of Town | | | |
| | Residential Zone | | | |
| | Total Site area: | | 0.20 hect | |
| | Survey date: | FRIDAY | 19/07/13 | Survey Type: MANUAL |
| 11 | WM-13-B-03 | BP CONNECT | | WEST MIDLANDS |
| | WILLENHALL LANE | | | |
| | COVENTRY | | | |
| | Edge of Town | | | |
| | No Sub Category | | | |
| | Total Site area: | | 0.35 hect | |
| | Survey date: | FRIDAY | 27/01/06 | Survey Type: MANUAL |
| 12 | WM-13-B-05 | TEXACO & CO-OPERATIVE | | WEST MIDLANDS |
| | HIGH STREET | | | |
| | HARBORNE | | | |
| | BIRMINGHAM | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | High Street | | | |
| | Total Site area: | | 0.30 hect | |
| | Survey date: | TUESDAY | 22/10/13 | Survey Type: MANUAL |
| 13 | WS-13-B-04 | TEXACO/CO-OP | | WEST SUSSEX |
| | BALCOMBE ROAD | | | |
| | POUND HILL | | | |
| | CRAWLEY | | | |
| | Edge of Town | | | |
| | Residential Zone | | | |
| | Total Site area: | | 0.17 hect | |
| | Survey date: | MONDAY | 07/12/09 | 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 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-----------|-----------------|------------|-----------|-----------------|----------|-----------|-----------------|
| | No. Days | Ave. AREA | Trip Rate | No. Days | Ave. AREA | Trip Rate | No. Days | Ave. AREA | 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 | 5 | 0.37 | 79.348 | 5 | 0.37 | 77.717 | 5 | 0.37 | 157.065 |
| 07:00 - 08:00 | 13 | 0.25 | 260.494 | 13 | 0.25 | 253.395 | 13 | 0.25 | 513.889 |
| 08:00 - 09:00 | 13 | 0.25 | 317.284 | 13 | 0.25 | 316.358 | 13 | 0.25 | 633.642 |
| 09:00 - 10:00 | 13 | 0.25 | 284.568 | 13 | 0.25 | 274.074 | 13 | 0.25 | 558.642 |
| 10:00 - 11:00 | 13 | 0.25 | 292.284 | 13 | 0.25 | 275.926 | 13 | 0.25 | 568.210 |
| 11:00 - 12:00 | 13 | 0.25 | 290.741 | 13 | 0.25 | 298.765 | 13 | 0.25 | 589.506 |
| 12:00 - 13:00 | 13 | 0.25 | 337.037 | 13 | 0.25 | 332.407 | 13 | 0.25 | 669.444 |
| 13:00 - 14:00 | 13 | 0.25 | 293.519 | 13 | 0.25 | 296.605 | 13 | 0.25 | 590.124 |
| 14:00 - 15:00 | 13 | 0.25 | 298.457 | 13 | 0.25 | 292.593 | 13 | 0.25 | 591.050 |
| 15:00 - 16:00 | 13 | 0.25 | 339.506 | 13 | 0.25 | 337.037 | 13 | 0.25 | 676.543 |
| 16:00 - 17:00 | 13 | 0.25 | 321.914 | 13 | 0.25 | 330.556 | 13 | 0.25 | 652.470 |
| 17:00 - 18:00 | 13 | 0.25 | 364.506 | 13 | 0.25 | 357.099 | 13 | 0.25 | 721.605 |
| 18:00 - 19:00 | 13 | 0.25 | 357.099 | 13 | 0.25 | 371.296 | 13 | 0.25 | 728.395 |
| 19:00 - 20:00 | 13 | 0.25 | 259.877 | 13 | 0.25 | 276.235 | 13 | 0.25 | 536.112 |
| 20:00 - 21:00 | 8 | 0.29 | 191.304 | 8 | 0.29 | 208.261 | 8 | 0.29 | 399.565 |
| 21:00 - 22:00 | 6 | 0.32 | 101.554 | 6 | 0.32 | 111.399 | 6 | 0.32 | 212.953 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 4389.492 | | | 4409.723 | | | 8799.215 |

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: 0.09 to 0.97 (units: hect)
 Survey date date range: 01/01/06 - 22/10/13
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
 Category : B - PFS - WITH RETAIL
 VEHICLES

Selected regions and areas:

| | | |
|----|--------------------------|--------|
| 02 | SOUTH EAST | |
| | RE READING | 1 days |
| 03 | SOUTH WEST | |
| | CW CORNWALL | 1 days |
| | SG SOUTH GLOUCESTERSHIRE | 1 days |
| 04 | EAST ANGLIA | |
| | NF NORFOLK | 1 days |
| 06 | WEST MIDLANDS | |
| | WM WEST MIDLANDS | 1 days |
| | WO WORCESTERSHIRE | 1 days |
| 09 | NORTH | |
| | TW TYNE & WEAR | 1 days |

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

Filtering Stage 2 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: | Site area |
| Actual Range: | 0.08 to 0.35 (units: hect) |
| Range Selected by User: | 0.08 to 0.97 (units: hect) |

Public Transport Provision:

| | |
|---------------|---------------------|
| Selection by: | Include all surveys |
|---------------|---------------------|

| | |
|-------------|----------------------|
| Date Range: | 01/01/06 to 22/10/13 |
|-------------|----------------------|

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 | 7 days |
|----------|--------|

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

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 7 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

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

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

Selected Location Sub Categories:

| | |
|------------------|---|
| Industrial Zone | 1 |
| Residential Zone | 2 |
| High Street | 1 |
| No Sub Category | 3 |

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

Filtering Stage 3 selection:

Use Class:

| | |
|-------------|--------|
| Not Known | 3 days |
| Sui Generis | 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 1 mile:

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

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

Population within 5 miles:

| | |
|--------------------|--------|
| 50,001 to 75,000 | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 3 days |
| 500,001 or More | 1 days |

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

Car ownership within 5 miles:

| | |
|------------|--------|
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 4 days |

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

Travel Plan:

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

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

LIST OF SITES relevant to selection parameters

| | | | | |
|---|---|---------------------|-----------------------|-----------------------|
| 1 | CW-13-B-01 TOLGUS VEAN | TESCO PFS | | CORNWALL |
| | REDRUTH Edge of Town No Sub Category Total Site area: | | 0.21 hect 01/10/11 | |
| | | | | Survey Type: MANUAL |
| 2 | NF-13-B-02 DEREHAM ROAD NEW COSTESSEY NORWICH | TEXACO/CO-OP | | NORFOLK |
| | Edge of Town Residential Zone Total Site area: | | 0.13 hect 25/09/10 | |
| | | | | Survey Type: MANUAL |
| 3 | RE-13-B-01 RICHFIELD AVENUE | BP | | READING |
| | READING Edge of Town Industrial Zone Total Site area: | | 0.20 hect 04/11/06 | |
| | | | | Survey Type: MANUAL |
| 4 | SG-13-B-01 HIGH STREET WINTERBOURNE NEAR BRISTOL | TESCO EXPRESS | | SOUTH GLOUCESTERSHIRE |
| | Edge of Town High Street Total Site area: | | 0.30 hect 30/09/06 | |
| | | | | Survey Type: MANUAL |
| 5 | TW-13-B-02 BENTON ROAD | TESCO EXPRESS & PFS | | TYNE & WEAR |
| | NEWCASTLE UPON TYNE Suburban Area (PPS6 Out of Centre) Residential Zone Total Site area: | | 0.18 hect 05/10/13 | |
| | | | | Survey Type: MANUAL |
| 6 | WM-13-B-03 WILLENHALL LANE | BP CONNECT | | WEST MIDLANDS |
| | COVENTRY Edge of Town No Sub Category Total Site area: | | 0.35 hect 28/01/06 | |
| | | | | Survey Type: MANUAL |
| 7 | WO-13-B-01 WHITTINGTON ROAD RED HILL WORCESTER | BP/SPAR | | WORCESTERSHIRE |
| | Edge of Town No Sub Category Total Site area: | | 0.08 hect 23/10/10 | |
| | | | | 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 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL
VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-----------|-----------------|------------|-----------|-----------------|----------|-----------|------------------|
| | No. Days | Ave. AREA | Trip Rate | No. Days | Ave. AREA | Trip Rate | No. Days | Ave. AREA | 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 | 3 | 0.13 | 115.385 | 3 | 0.13 | 100.000 | 3 | 0.13 | 215.385 |
| 07:00 - 08:00 | 7 | 0.21 | 230.345 | 7 | 0.21 | 211.034 | 7 | 0.21 | 441.379 |
| 08:00 - 09:00 | 7 | 0.21 | 328.276 | 7 | 0.21 | 324.828 | 7 | 0.21 | 653.104 |
| 09:00 - 10:00 | 7 | 0.21 | 363.448 | 7 | 0.21 | 350.345 | 7 | 0.21 | 713.793 |
| 10:00 - 11:00 | 7 | 0.21 | 439.310 | 7 | 0.21 | 428.966 | 7 | 0.21 | 868.276 |
| 11:00 - 12:00 | 7 | 0.21 | 480.690 | 7 | 0.21 | 482.759 | 7 | 0.21 | 963.449 |
| 12:00 - 13:00 | 7 | 0.21 | 516.552 | 7 | 0.21 | 528.276 | 7 | 0.21 | 1044.828 |
| 13:00 - 14:00 | 7 | 0.21 | 455.862 | 7 | 0.21 | 453.103 | 7 | 0.21 | 908.965 |
| 14:00 - 15:00 | 7 | 0.21 | 388.276 | 7 | 0.21 | 393.793 | 7 | 0.21 | 782.069 |
| 15:00 - 16:00 | 7 | 0.21 | 353.103 | 7 | 0.21 | 362.759 | 7 | 0.21 | 715.862 |
| 16:00 - 17:00 | 7 | 0.21 | 409.655 | 7 | 0.21 | 390.345 | 7 | 0.21 | 800.000 |
| 17:00 - 18:00 | 7 | 0.21 | 432.414 | 7 | 0.21 | 437.931 | 7 | 0.21 | 870.345 |
| 18:00 - 19:00 | 7 | 0.21 | 424.138 | 7 | 0.21 | 437.931 | 7 | 0.21 | 862.069 |
| 19:00 - 20:00 | 7 | 0.21 | 331.724 | 7 | 0.21 | 348.966 | 7 | 0.21 | 680.690 |
| 20:00 - 21:00 | 4 | 0.15 | 275.000 | 4 | 0.15 | 290.000 | 4 | 0.15 | 565.000 |
| 21:00 - 22:00 | 4 | 0.15 | 193.333 | 4 | 0.15 | 195.000 | 4 | 0.15 | 388.333 |
| 22:00 - 23:00 | 1 | 0.18 | 144.444 | 1 | 0.18 | 172.222 | 1 | 0.18 | 316.666 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 5881.955 | | | 5908.258 | | | 11790.213 |

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: 0.08 to 0.35 (units: hect)
 Survey date range: 01/01/06 - 22/10/13
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 7
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|--------------------|--------|
| 02 | SOUTH EAST | |
| | EX ESSEX | 1 days |
| | HC HAMPSHIRE | 1 days |
| 03 | SOUTH WEST | |
| | CW CORNWALL | 1 days |
| 05 | EAST MIDLANDS | |
| | NT NOTTINGHAMSHIRE | 2 days |
| 06 | WEST MIDLANDS | |
| | SH SHROPSHIRE | 1 days |
| | ST STAFFORDSHIRE | 1 days |
| 09 | NORTH | |
| | TV TEES VALLEY | 1 days |
| | TW TYNE & WEAR | 1 days |

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

Filtering Stage 2 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: 285 to 1400 (units: sqm)
 Range Selected by User: 112 to 2384 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 08/11/13

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

Selected survey days:

| | |
|-----------|--------|
| Tuesday | 1 days |
| Wednesday | 1 days |
| Friday | 7 days |

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

Selected survey types:

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

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

Selected Locations:

| | |
|--|---|
| Suburban Area (PPS6 Out of Centre) | 4 |
| Edge of Town | 4 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |

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

Selected Location Sub Categories:

| | |
|------------------|---|
| Residential Zone | 4 |
| No Sub Category | 5 |

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.

Filtering Stage 3 selection:

Use Class:

| | |
|----|--------|
| A3 | 1 days |
| A4 | 8 days |

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

Population within 1 mile:

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

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

Population within 5 miles:

| | |
|--------------------|--------|
| 5,001 to 25,000 | 2 days |
| 50,001 to 75,000 | 1 days |
| 75,001 to 100,000 | 1 days |
| 250,001 to 500,000 | 5 days |

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

Car ownership within 5 miles:

| | |
|------------|--------|
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 5 days |
| 2.1 to 2.5 | 1 days |

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

Travel Plan:

| | |
|----|--------|
| No | 9 days |
|----|--------|

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

LIST OF SITES relevant to selection parameters

| | | | | |
|---|--|----------------|----------|---------------------|
| 1 | CW-06-C-01 | PUB/RESTAURANT | | CORNWALL |
| | FORE STREET | | | |
| | POOL | | | |
| | CAMBORNE | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | No Sub Category | | | |
| | Total Gross floor area: | | 285 sqm | |
| | Survey date: FRIDAY | | 21/09/07 | Survey Type: MANUAL |
| 2 | EX-06-C-02 | HARVESTER | | ESSEX |
| | LONDON ROAD | | | |
| | STANWAY | | | |
| | COLCHESTER | | | |
| | Edge of Town | | | |
| | No Sub Category | | | |
| | Total Gross floor area: | | 450 sqm | |
| | Survey date: FRIDAY | | 08/11/13 | Survey Type: MANUAL |
| 3 | HC-06-C-02 | BEEFEATER | | HAMPSHIRE |
| | BOURNEMOUTH ROAD | | | |
| | AMPFIELD | | | |
| | EASTLEIGH | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | No Sub Category | | | |
| | Total Gross floor area: | | 450 sqm | |
| | Survey date: FRIDAY | | 16/11/07 | Survey Type: MANUAL |
| 4 | NT-06-C-02 | PUB/RESTAURANT | | NOTTINGHAMSHIRE |
| | MANSFIELD ROAD | | | |
| | DAYBROOK | | | |
| | NOTTINGHAM | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 1185 sqm | |
| | Survey date: FRIDAY | | 18/05/07 | Survey Type: MANUAL |
| 5 | NT-06-C-03 | HARVESTER | | NOTTINGHAMSHIRE |
| | CLIFTON LANE | | | |
| | WILFORD | | | |
| | NOTTINGHAM | | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 450 sqm | |
| | Survey date: TUESDAY | | 18/06/13 | Survey Type: MANUAL |
| 6 | SH-06-C-02 | HUNGRY HORSE | | SHROPSHIRE |
| | WELSHPOOL ROAD | | | |
| | SHELTON | | | |
| | SHREWSBURY | | | |
| | Edge of Town | | | |
| | No Sub Category | | | |
| | Total Gross floor area: | | 1400 sqm | |
| | Survey date: FRIDAY | | 26/06/09 | Survey Type: MANUAL |
| 7 | ST-06-C-01 | HARVESTER | | STAFFORDSHIRE |
| | STONE ROAD | | | |
| | TRENTHAM | | | |
| | STOKE-ON-TRENT | | | |
| | Edge of Town | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 720 sqm | |
| | Survey date: WEDNESDAY | | 23/10/13 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|---|------------------------------------|----------------|----------|---------------------|
| 8 | TV-06-C-01 MARTON ROAD | PUB/RES. | | TEES VALLEY |
| | MIDDLESBROUGH | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | No Sub Category | | | |
| | Total Gross floor area: | | 1200 sqm | |
| | Survey date: FRIDAY | | 21/09/07 | Survey Type: MANUAL |
| 9 | TW-06-C-01 WHICKHAM HIGHWAY | PUB/RESTAURANT | | TYNE & WEAR |
| | GATESHEAD | | | |
| | Edge of Town | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 400 sqm | |
| | Survey date: FRIDAY | | 04/10/13 | Survey Type: MANUAL |

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

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | | | | | | | | | |
| 09:00 - 10:00 | | | | | | | | | |
| 10:00 - 11:00 | 9 | 727 | 0.398 | 9 | 727 | 0.321 | 9 | 727 | 0.719 |
| 11:00 - 12:00 | 9 | 727 | 1.269 | 9 | 727 | 0.535 | 9 | 727 | 1.804 |
| 12:00 - 13:00 | 9 | 727 | 2.875 | 9 | 727 | 1.254 | 9 | 727 | 4.129 |
| 13:00 - 14:00 | 9 | 727 | 2.294 | 9 | 727 | 2.080 | 9 | 727 | 4.374 |
| 14:00 - 15:00 | 9 | 727 | 1.254 | 9 | 727 | 2.645 | 9 | 727 | 3.899 |
| 15:00 - 16:00 | 9 | 727 | 1.162 | 9 | 727 | 1.376 | 9 | 727 | 2.538 |
| 16:00 - 17:00 | 9 | 727 | 1.972 | 9 | 727 | 1.239 | 9 | 727 | 3.211 |
| 17:00 - 18:00 | 9 | 727 | 2.844 | 9 | 727 | 2.095 | 9 | 727 | 4.939 |
| 18:00 - 19:00 | 9 | 727 | 3.135 | 9 | 727 | 2.523 | 9 | 727 | 5.658 |
| 19:00 - 20:00 | 9 | 727 | 3.012 | 9 | 727 | 2.875 | 9 | 727 | 5.887 |
| 20:00 - 21:00 | 9 | 727 | 1.865 | 9 | 727 | 2.462 | 9 | 727 | 4.327 |
| 21:00 - 22:00 | 9 | 727 | 1.101 | 9 | 727 | 2.018 | 9 | 727 | 3.119 |
| 22:00 - 23:00 | 9 | 727 | 0.596 | 9 | 727 | 1.667 | 9 | 727 | 2.263 |
| 23:00 - 24:00 | 9 | 727 | 0.245 | 9 | 727 | 1.193 | 9 | 727 | 1.438 |
| Total Rates: | | | 24.022 | | | 24.283 | | | 48.305 |

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

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

Parameter summary

Trip rate parameter range selected: 285 - 1400 (units: sqm)
 Survey date date range: 01/01/06 - 08/11/13
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 03 | SOUTH WEST | |
| | SG SOUTH GLOUCESTERSHIRE | 1 days |
| | WL WILTSHIRE | 1 days |
| 04 | EAST ANGLIA | |
| | SF SUFFOLK | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | WY WEST YORKSHIRE | 3 days |
| 08 | NORTH WEST | |
| | CH CHESHIRE | 1 days |
| 09 | NORTH | |
| | DH DURHAM | 1 days |

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

Filtering Stage 2 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: 270 to 1000 (units: sqm)
 Range Selected by User: 112 to 2384 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 08/11/13

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 8 days

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

Selected survey types:

Manual count 8 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 2
 Village 2
 No Sub Category 4

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.

Filtering Stage 3 selection:

Use Class:

| | |
|----|--------|
| A3 | 1 days |
| A4 | 7 days |

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

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

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

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

Travel Plan:

| | |
|----|--------|
| No | 8 days |
|----|--------|

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

LIST OF SITES relevant to selection parameters

| | | | |
|---|---|-----------------------|---------------------|
| 1 | CH-06-C-01 HARVESTER WHITCHURCH ROAD CHRISTLETON CHESTER Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 375 sqm Survey date: SATURDAY 18/10/08 | CESHIRE | Survey Type: MANUAL |
| 2 | DH-06-C-01 PUB/RESTAURANT WOOLER ROAD HARTLEPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1000 sqm Survey date: SATURDAY 29/09/07 | DURHAM | Survey Type: MANUAL |
| 3 | SF-06-C-01 PUB/RESTAURANT BROMFORD ROAD SPOUGHTON NEAR IPSWICH Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 380 sqm Survey date: SATURDAY 13/07/13 | SUFFOLK | Survey Type: MANUAL |
| 4 | SG-06-C-02 PUB/RESTAURANT HIGH STREET WINTERBOURNE NEAR BRISTOL Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 270 sqm Survey date: SATURDAY 17/10/09 | SOUTH GLOUCESTERSHIRE | Survey Type: MANUAL |
| 5 | WL-06-C-01 HUNGRY HORSE A4 ROWDEN HILL CHIPPENHAM Edge of Town No Sub Category Total Gross floor area: 375 sqm Survey date: SATURDAY 07/10/06 | WILTSHIRE | Survey Type: MANUAL |
| 6 | WY-06-C-01 BREWERS FAYRE BRIDGHOUSE ROAD AINLEY TOP HUDDERSFIELD Edge of Town No Sub Category Total Gross floor area: 904 sqm Survey date: SATURDAY 16/09/06 | WEST YORKSHIRE | Survey Type: MANUAL |
| 7 | WY-06-C-02 TOBY CARVERY ROOLEY LANE BRADFORD Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 430 sqm Survey date: SATURDAY 08/12/12 | WEST YORKSHIRE | Survey Type: MANUAL |
| 8 | WY-06-C-03 HARVESTER CARDIGAN FIELDS LEEDS Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 340 sqm Survey date: SATURDAY 21/09/13 | WEST YORKSHIRE | Survey Type: MANUAL |

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

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|---------------|------------|----------|---------------|----------|----------|---------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | | | | | | | | | |
| 08:00 - 09:00 | 1 | 340 | 0.882 | 1 | 340 | 0.000 | 1 | 340 | 0.882 |
| 09:00 - 10:00 | 2 | 360 | 1.111 | 2 | 360 | 0.278 | 2 | 360 | 1.389 |
| 10:00 - 11:00 | 8 | 509 | 0.982 | 8 | 509 | 0.810 | 8 | 509 | 1.792 |
| 11:00 - 12:00 | 8 | 509 | 2.234 | 8 | 509 | 1.203 | 8 | 509 | 3.437 |
| 12:00 - 13:00 | 8 | 509 | 3.387 | 8 | 509 | 1.865 | 8 | 509 | 5.252 |
| 13:00 - 14:00 | 8 | 509 | 3.289 | 8 | 509 | 3.093 | 8 | 509 | 6.382 |
| 14:00 - 15:00 | 8 | 509 | 2.970 | 8 | 509 | 3.387 | 8 | 509 | 6.357 |
| 15:00 - 16:00 | 8 | 509 | 3.044 | 8 | 509 | 3.240 | 8 | 509 | 6.284 |
| 16:00 - 17:00 | 8 | 509 | 2.823 | 8 | 509 | 2.626 | 8 | 509 | 5.449 |
| 17:00 - 18:00 | 8 | 509 | 3.731 | 8 | 509 | 3.387 | 8 | 509 | 7.118 |
| 18:00 - 19:00 | 8 | 509 | 3.805 | 8 | 509 | 3.486 | 8 | 509 | 7.291 |
| 19:00 - 20:00 | 8 | 509 | 5.032 | 8 | 509 | 4.934 | 8 | 509 | 9.966 |
| 20:00 - 21:00 | 8 | 509 | 3.927 | 8 | 509 | 4.197 | 8 | 509 | 8.124 |
| 21:00 - 22:00 | 8 | 509 | 2.405 | 8 | 509 | 4.541 | 8 | 509 | 6.946 |
| 22:00 - 23:00 | 8 | 509 | 1.154 | 8 | 509 | 2.135 | 8 | 509 | 3.289 |
| 23:00 - 24:00 | 8 | 509 | 0.368 | 8 | 509 | 1.203 | 8 | 509 | 1.571 |
| Total Rates: | | | 41.144 | | | 40.385 | | | 81.529 |

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: 270 - 1000 (units: sqm)
 Survey date date range: 01/01/06 - 08/11/13
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 8
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 VEHICLES

Selected regions and areas:

| | | |
|----|--------------------------------|-------------------------|
| 02 | SOUTH EAST | |
| | HF | HERTFORDSHIRE 1 days |
| | RE | READING 1 days |
| 03 | SOUTH WEST | |
| | BR | BRISTOL CITY 1 days |
| | CW | CORNWALL 2 days |
| | DC | DORSET 1 days |
| | DV | DEVON 1 days |
| 04 | EAST ANGLIA | |
| | SF | SUFFOLK 1 days |
| 05 | EAST MIDLANDS | |
| | DS | DERBYSHIRE 1 days |
| | NR | NORTHAMPTONSHIRE 1 days |
| 06 | WEST MIDLANDS | |
| | HE | HEREFORDSHIRE 1 days |
| | WM | WEST MIDLANDS 3 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | NY | NORTH YORKSHIRE 1 days |
| 08 | NORTH WEST | |
| | CH | CHESHIRE 1 days |
| 09 | NORTH | |
| | TW | TYNE & WEAR 1 days |

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

Filtering Stage 2 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: 300 to 23500 (units: sqm)
 Range Selected by User: 300 to 43325 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 23/01/14

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

Selected survey days:

| | |
|-----------|--------|
| Monday | 2 days |
| Tuesday | 5 days |
| Wednesday | 2 days |
| Thursday | 6 days |
| Friday | 2 days |

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

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 17 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|--|----|
| Suburban Area (PPS6 Out of Centre) | 6 |
| Edge of Town | 10 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |

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

Selected Location Sub Categories:

| | |
|-----------------|----|
| Industrial Zone | 12 |
| Commercial Zone | 2 |
| Village | 1 |
| No Sub Category | 2 |

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

Filtering Stage 3 selection:

Use Class:

| | |
|----|--------|
| B1 | 9 days |
| B2 | 7 days |

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

Population within 1 mile:

| | |
|------------------|--------|
| 1,001 to 5,000 | 5 days |
| 5,001 to 10,000 | 2 days |
| 10,001 to 15,000 | 4 days |
| 15,001 to 20,000 | 3 days |
| 25,001 to 50,000 | 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 | 2 days |
| 50,001 to 75,000 | 4 days |
| 75,001 to 100,000 | 2 days |
| 125,001 to 250,000 | 6 days |
| 250,001 to 500,000 | 3 days |

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

Car ownership within 5 miles:

| | |
|-------------|---------|
| 0.5 or Less | 1 days |
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 13 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 | 17 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.

LIST OF SITES relevant to selection parameters

| | | | | |
|---|---|-------------------|--------------|---------------------|
| 1 | BR-02-C-01 NOVERS HILL BEDMINSTER BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1100 sqm Survey date: MONDAY 19/10/09 | MECH. ENGINEERS | BRISTOL CITY | Survey Type: MANUAL |
| 2 | CH-02-C-01 GADBROOK PARK HIGH SHURLACH NORTHWICH Edge of Town Industrial Zone Total Gross floor area: 15000 sqm Survey date: THURSDAY 21/06/07 | BAKERY | CHESHIRE | Survey Type: MANUAL |
| 3 | CW-02-C-01 WILSON WAY POOL CAMBORNE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 10200 sqm Survey date: FRIDAY 08/06/07 | FOOD DISTRIBUTION | CORNWALL | Survey Type: MANUAL |
| 4 | CW-02-C-02 NORMANDY WAY BODMIN Edge of Town Industrial Zone Total Gross floor area: 17675 sqm Survey date: WEDNESDAY 06/06/07 | LIGHTING COMPANY | CORNWALL | Survey Type: MANUAL |
| 5 | DC-02-C-07 MERCERY ROAD WEYMOUTH Edge of Town No Sub Category Total Gross floor area: 5467 sqm Survey date: MONDAY 07/07/08 | NEW LOOK | DORSET | Survey Type: MANUAL |
| 6 | DS-02-C-01 STUBLEY LANE DRONFIELD NEAR SHEFFIELD Edge of Town No Sub Category Total Gross floor area: 23500 sqm Survey date: THURSDAY 22/06/06 | BAKERY | DERBYSHIRE | Survey Type: MANUAL |
| 7 | DV-02-C-01 PLYMBRIDGE ROAD ESTOVER PLYMOUTH Edge of Town Industrial Zone Total Gross floor area: 20000 sqm Survey date: TUESDAY 17/07/12 | TUBE MANUFACTURE | DEVON | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|----|---|-------------------------|---------------------|
| 8 | HE-02-C-02 COLLEGE ROAD BURCOTT HEREFORD Edge of Town Commercial Zone | THERMAL PROCESSING | HEREFORDSHIRE |
| | Total Gross floor area: | 1880 sqm | |
| | Survey date: | TUESDAY 22/10/13 | Survey Type: MANUAL |
| 9 | HF-02-C-01 BRIDGE ROAD EAST | INDUSTRIAL UNIT | HERTFORDSHIRE |
| | WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) Industrial Zone | | |
| | Total Gross floor area: | 1800 sqm | |
| | Survey date: | THURSDAY 17/07/08 | Survey Type: MANUAL |
| 10 | NR-02-C-01 RHOSILI ROAD BRACKMILLS NORTHAMPTON Edge of Town Industrial Zone | PAPER COMPANY | NORTHAMPTONSHIRE |
| | Total Gross floor area: | 11500 sqm | |
| | Survey date: | THURSDAY 27/11/08 | Survey Type: MANUAL |
| 11 | NY-02-C-01 FEARBY ROAD | FOOD PRODUCTION | NORTH YORKSHIRE |
| | MASHAM Neighbourhood Centre (PPS6 Local Centre) Village | | |
| | Total Gross floor area: | 2491 sqm | |
| | Survey date: | TUESDAY 23/09/08 | Survey Type: MANUAL |
| 12 | RE-02-C-01 COMMERCIAL ROAD | SHEET METAL FABRICATION | READING |
| | READING Edge of Town Industrial Zone | | |
| | Total Gross floor area: | 645 sqm | |
| | Survey date: | THURSDAY 22/11/12 | Survey Type: MANUAL |
| 13 | SF-02-C-01 ANSON ROAD MARTLESHAM HEATH IPSWICH Edge of Town Industrial Zone | JOINERY | SUFFOLK |
| | Total Gross floor area: | 1100 sqm | |
| | Survey date: | FRIDAY 12/07/13 | Survey Type: MANUAL |
| 14 | TW-02-C-01 SHAFTESBURY AVENUE TYNE POINT IND. ESTATE JARROW Suburban Area (PPS6 Out of Centre) Industrial Zone | INDUSTRIAL UNIT | TYNE & WEAR |
| | Total Gross floor area: | 950 sqm | |
| | Survey date: | THURSDAY 15/11/12 | Survey Type: MANUAL |
| 15 | WM-02-C-01 FORGE LANE MINWORTH SUTTON COLDFIELD Suburban Area (PPS6 Out of Centre) Industrial Zone | METAL BEARINGS | WEST MIDLANDS |
| | Total Gross floor area: | 4200 sqm | |
| | Survey date: | TUESDAY 25/11/08 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|----|------------------------------------|------------------|----------|---------------------|
| 16 | WM-02-C-02 | ARDONPRINT | | WEST MIDLANDS |
| | SYDNEY ROAD | | | |
| | SMALL HEATH | | | |
| | BIRMINGHAM | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Commercial Zone | | | |
| | Total Gross floor area: | | 300 sqm | |
| | Survey date: WEDNESDAY | | 17/06/09 | Survey Type: MANUAL |
| 17 | WM-02-C-03 | INDUSTRIAL GLASS | | WEST MIDLANDS |
| | DOWNING STREET | | | |
| | SMETHWICK | | | |
| | Edge of Town | | | |
| | Industrial Zone | | | |
| | Total Gross floor area: | | 5070 sqm | |
| | Survey date: TUESDAY | | 06/11/12 | Survey Type: MANUAL |

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | |
| 07:00 - 07:30 | 17 | 7228 | 0.099 | 17 | 7228 | 0.063 | 17 | 7228 | 0.162 |
| 07:30 - 08:00 | 17 | 7228 | 0.237 | 17 | 7228 | 0.040 | 17 | 7228 | 0.277 |
| 08:00 - 08:30 | 17 | 7228 | 0.286 | 17 | 7228 | 0.055 | 17 | 7228 | 0.341 |
| 08:30 - 09:00 | 17 | 7228 | 0.190 | 17 | 7228 | 0.042 | 17 | 7228 | 0.232 |
| 09:00 - 09:30 | 17 | 7228 | 0.120 | 17 | 7228 | 0.058 | 17 | 7228 | 0.178 |
| 09:30 - 10:00 | 17 | 7228 | 0.072 | 17 | 7228 | 0.055 | 17 | 7228 | 0.127 |
| 10:00 - 10:30 | 17 | 7228 | 0.055 | 17 | 7228 | 0.052 | 17 | 7228 | 0.107 |
| 10:30 - 11:00 | 17 | 7228 | 0.055 | 17 | 7228 | 0.050 | 17 | 7228 | 0.105 |
| 11:00 - 11:30 | 17 | 7228 | 0.046 | 17 | 7228 | 0.037 | 17 | 7228 | 0.083 |
| 11:30 - 12:00 | 17 | 7228 | 0.055 | 17 | 7228 | 0.051 | 17 | 7228 | 0.106 |
| 12:00 - 12:30 | 17 | 7228 | 0.059 | 17 | 7228 | 0.090 | 17 | 7228 | 0.149 |
| 12:30 - 13:00 | 17 | 7228 | 0.070 | 17 | 7228 | 0.090 | 17 | 7228 | 0.160 |
| 13:00 - 13:30 | 17 | 7228 | 0.138 | 17 | 7228 | 0.099 | 17 | 7228 | 0.237 |
| 13:30 - 14:00 | 17 | 7228 | 0.190 | 17 | 7228 | 0.090 | 17 | 7228 | 0.280 |
| 14:00 - 14:30 | 17 | 7228 | 0.104 | 17 | 7228 | 0.243 | 17 | 7228 | 0.347 |
| 14:30 - 15:00 | 17 | 7228 | 0.089 | 17 | 7228 | 0.094 | 17 | 7228 | 0.183 |
| 15:00 - 15:30 | 17 | 7228 | 0.072 | 17 | 7228 | 0.109 | 17 | 7228 | 0.181 |
| 15:30 - 16:00 | 17 | 7228 | 0.072 | 17 | 7228 | 0.120 | 17 | 7228 | 0.192 |
| 16:00 - 16:30 | 17 | 7228 | 0.050 | 17 | 7228 | 0.099 | 17 | 7228 | 0.149 |
| 16:30 - 17:00 | 17 | 7228 | 0.050 | 17 | 7228 | 0.227 | 17 | 7228 | 0.277 |
| 17:00 - 17:30 | 17 | 7228 | 0.024 | 17 | 7228 | 0.171 | 17 | 7228 | 0.195 |
| 17:30 - 18:00 | 17 | 7228 | 0.024 | 17 | 7228 | 0.216 | 17 | 7228 | 0.240 |
| 18:00 - 18:30 | 17 | 7228 | 0.031 | 17 | 7228 | 0.107 | 17 | 7228 | 0.138 |
| 18:30 - 19:00 | 17 | 7228 | 0.042 | 17 | 7228 | 0.072 | 17 | 7228 | 0.114 |
| 19:00 - 19:30 | | | | | | | | | |
| 19:30 - 20:00 | | | | | | | | | |
| 20:00 - 20:30 | | | | | | | | | |
| 20:30 - 21:00 | | | | | | | | | |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.230 | | | 2.330 | | | 4.560 |

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.

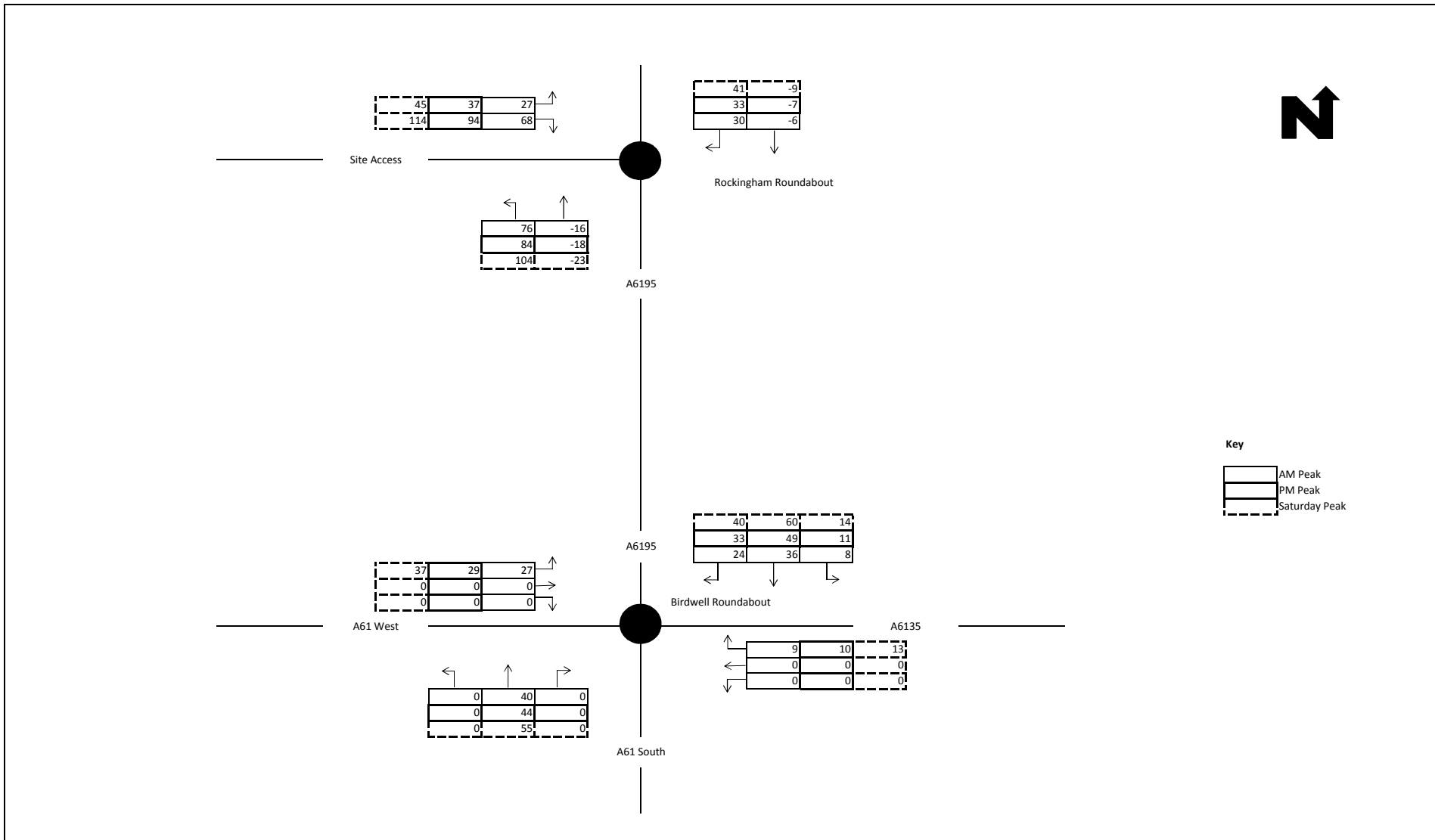
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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: | 300 - 23500 (units: sqm) |
| Survey date date range: | 01/01/06 - 23/01/14 |
| Number of weekdays (Monday-Friday): | 17 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 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.

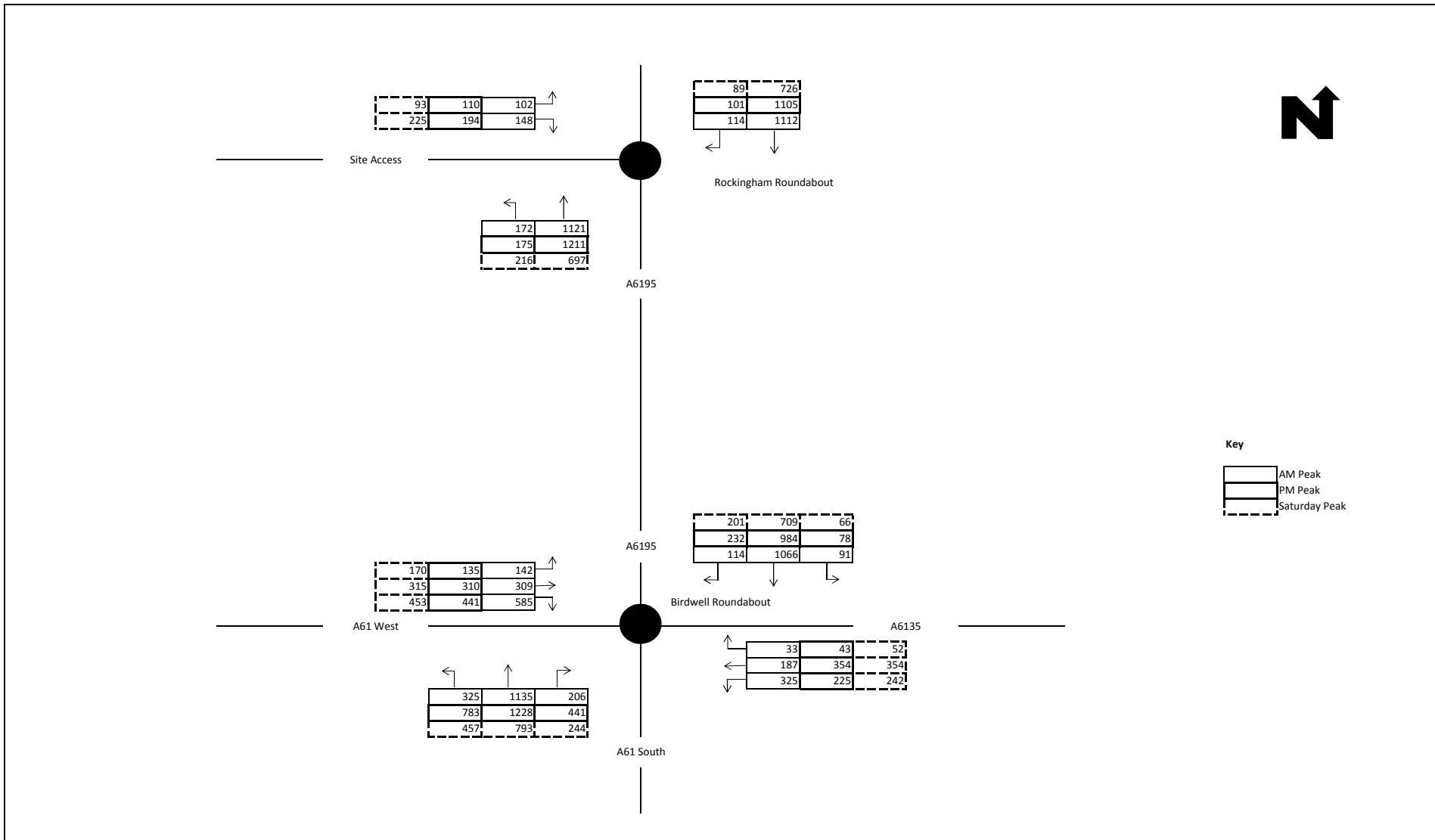
APPENDIX BGH 15



| | | | | | | | | | | | | | |
|---------|--------------------------|----------|--|--------|-------------------|---------|------|-----------|---|--------|--------|----------|----|
| Client: | Hartwood Estates Limited | Project: | Land to East of Highways Depot, Birdwell | Title: | Development Flows | Number: | BGH4 | Revision: | - | Date | Feb-15 | Checked | MC |
| | | | | | | | | | | Design | NC | Approved | MC |

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

APPENDIX BGH 16



| | | | | | | | | | | | | | |
|---------|--------------------------|----------|--|--------|----------------------|---------|------|-----------|---|--------|--------|----------|----|
| Client: | Hartwood Estates Limited | Project: | Land to East of Highways Depot, Birdwell | Title: | 2019 Precicted Flows | Number: | BGH6 | Revision: | - | Date | Feb-15 | Checked | MC |
| | | | | | | | | | | Design | NC | Approved | MC |

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS